



VGC News

No. 113 Winter 2004



32nd International Rally—Gliwice

Get better winch launches in your T21

Kranich II 3-view drawing

International News

Rally roundup





<http://www.vintagegliderclub.org.uk>

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 artifacts connected with gliding; to co-operate and negotiate with government bodies and other interested organisations to ensure that members' best interests are protected; and generally to do all such acts as may be conducive to the objectives of the Vintage Glider Club being met.

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Front cover: last flight of the day at Gliwice
Photo by Antoni Witwicki

Back cover: members line up at the 32nd VGC International Rally, Gliwice
Photo by Antoni Witwicki

Notice to all members

The Rally Secretary is Graham Saw. Please forward details of any vintage glider rallies you may be planning to: G.Saw. 16 Prince Andrew Close, Maidenhead, Berks. SL6 8QH Tel 44(0)1628 776173
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Advertising rates are £35 per 1/4 page for commercial adverts and £25 per 1/4 page for others

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Please submit material to
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Wanted

Vertical Format Coloured Prints of vintage gliders if possible, in flight, for the **future covers of VGC News**. PLEASE send them to the VGC News Editor Margaret Shrimpton:- "Fairfields", Fosse Road, Oakhill, Somerset BA 3 5HU. Photos will be returned.

The views expressed, and the contents of all material, in this magazine are the opinion of the author and may not necessarily reflect those of the Vintage Glider Club Committee or the Vintage Glider Club membership. No responsibility is accepted by the Vintage Glider Club Committee or its Membership, for any safety related (or any other) technical advice, transmitted in the magazine or any document issued by, or on behalf of, the Vintage Glider Club. No responsibility is accepted by the Vintage Glider Club or its Membership, for any adverts placed in the magazine by individuals or commercial entities.

Will members please note that Technical Articles have been withdrawn from sale and are being updated. They will however be published periodically in VGC News

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VGC News

No. 113 Winter 2004

Contents

Chairmans report	3
Club news	3
Diary Dates,	4
New Members	4
Obituaries	42
Letters	44
Book reviews	46
Classified ads	47

INTERNATIONAL NEWS

Australia,	9
Britain,	10
Czech Republic	11
France,	13
Germany	16
Italy	17
Polland	18
Switzerland	20
Japan	21

FEATURES

The formative years	6
Better winch launches in a T21	40
32nd International Rally	32

RALLY ROUNDUP

3rd International Kranich meeting	22
Eastern VSA Regatta USA	26
Mid America Vintage fly week	27
VGC Rendezvous and Grunau Baby	29
32nd International Rally	32
Slingsby Rally, Sutton Bank	47

Membership secretary chatline

Now is the time of year from 1st January 2005 when subscriptions are due for renewal £20.00 UK & Europe (30 Eurasia), the rest of World £21.00. As in the previous year your new membership card is found attached to a reminder form inviting you to return the form together with your remittance to the membership secretary as early as possible. All members should first check the front of the address carrier where it will be found their exact year ending expiry date, some members will find they are already paid up for the year in question

Our European friends can forward the remittance in Eurasia to the local secretary of their country for convenience. Credit cards are accepted details of which should be forwarded direct to the VGC here in the UK. Cheques made out

CLUB NEWS

Chairmans address

We are now the biggest gliding club in the World!

Welcome to our new Vice president, International Council and Committee members all of whom took up office following elections held at the AGM in August at the International Rally at Gliwice in Poland. This year we had a record attendance at both the Rally and the AGM. Those who were fortunate to attend had a wonderful time and renewed or made many new friendships. The Polish organisers went to great lengths to ensure both the domestic arrangements and flying organisation were good and were consequently awarded the Trophy for "Best Achievement 2004" at the Annual Dinner.

The International Council this year was strengthened by the election of new members from USA, Switzerland, Denmark and Sweden. Following a recommendation from the Executive Committee, the Council voted that membership should only be considered if the person nominated for the Council represent a minimum of 10 members in his or her country, thus ensuring a fair and proportional representation between our over 1000 strong membership and twenty-six countries world-wide. We also agreed on venues for the following three years being Berlin, Anguleme and Nitra. Heartening news is that the French believe that they have sorted out the "British" problem in time for 2006.

The new European Aviation Safety Agency (EASA) will affect all areas of Sport Aviation including gliding. Some of you may already have heard about the proposed "Single Sky" policy, a sort of road tax in the sky. This and other issues will affect us all in the future but I am confident our ever-growing voice will be heard.

Good news is that Gayle Pearce, a regular attendee of National and International rally's has volunteered to take on the job of VGC Sales. We wish her well and will give her all our support in this demanding role.

Abroad, we have been invited to represent the VGC at the International Aero Fair to be held at Fredrickschafen in April 2005. The VGC will be making a significant contribution to this International Exhibition and Trade Fair. Vice President Harald Kamper and his team have organised a huge attraction including no less than 25 vintage gliders to be on display. The Exhibition covers every aspect of sport flying as well as our own and is well worth a visit.

In the year 2004 we have reached over 1000 members and this, I am informed, makes us the biggest gliding club in the world. We must thank all our members for their continued support in making the Vintage Glider Club what it is today and for providing a basis for future generations to build on. In this issue we indulge a little on the past twenty-five years, I think we deserve it.

Thank you, have a Merry Christmas and a prosperous New Year

David Shrimpton, Chairman

should only be drawn on a UK bank **Your membership and card only becomes valid when remittance is received.**

By this method of attaching a membership card with the renewal notice reminder, saves us your money and time in returning your card once renewed and that we hope once again you will respond early to help us. Thank you,

May I wish all of you a Very Merry Christmas and a great New Year.

Geoff

Vintage Glider Club International Council

Summary of the minutes of the meeting held on 2004-08-09, in Gliwice (Poland)

Attendance: Steve Metz (USA, standing in for Jeff Byard) Chris Wills (UK), David Shrimpton (UK), Hans Dijkstra (NL), Neelco Osinga (NL), Harald Kamper (D), Petter

Lindberg (N), Didier Fulchiron 0(F), Gottfried Balga (A) Werner Ruegg (CH), Niels Ebb Gorop (DK), Rolf Algotson (SE), Thorsten Fridlizius (?), Ian Dunkley (NZ), Vincenzo Pedrielli (IT), Zbigniew Jezierski (PL), Firmin Henrard (B), Liptai Nandor (H), Josef Mezera (CZ), Josef Ott (SLK), Willi Schwarzenbach (CH)

1) Council membership

The Council was requested by the Chairman to review the proposal of the Executive Committee concerning the membership of the Council itself. The present list of members is published in the VGC News.

The proposal requires that the members of the Council should be only elected in countries with at least 10 paid up VGC members. This threshold of ten members was discussed on the basis of the published figures of membership. It was noted that ten members is barely one percent of the current total membership

of the Club, and that a threshold of ten could be incentive for the countries which do not have the required membership.

(Further discussion took place on the amount of the membership fees (NZ), but the Council has no mandate for this topic.)

The Council agreed to adopt the figure of ten VGC members for a country to have a representative at the Council. The way the representative could be nominated and supported by "his/her" members is not defined by the rules, to date. It was agreed that a given representative will be required to establish he has the actual support of his members (however he manages to establish that...). Example, the proposal from Danish Aero Club was seconded by the Executive Committee and circulated together with membership details from the Membership Secretary.

It was further agreed that if unable to attend, a Council Member can delegate another VGC member to represent him/her in a Council meeting, provided prior notice is given to the meeting Chairman. For historical reasons Slovakia and Czech Republic are assumed as one Member.

2) Reminder about the Rules

The Rules of the Club have existed since the introduction of the Constitution. They define the various functions and provide the basis for the daily business. They are currently available from the Executive Committee. The suggestion was made to post them on the 'restricted access' part of the web site, so they could be easily accessed by any member interested.

3) Future Rallies

For the year 2006, two proposals were made :

- Slovakia (Josph Ott) proposed Nitra
- France (Frederic Ben Abdallah) proposed Angouleme

3.1) presentation of the French proposal

Frederic, as president of the local gliding association, presented a detailed proposal showing the various facilities and spaces (camping, trailers, hangars...). He claimed to have got the commitment of the French Authorities to clear the concerns about UK gliders (BGA registered) and UK pilots, as well as having the full support of the French Gliding Association (FFVV) for help with tow-planes. He joined Gliwice with a two-seater, and had taken part for the first time in a Rally, but said that Angouleme is able to manage as many gliders as in Poland. There is little airspace restriction around, mainly linked with the military airfield of Cognac with which the association has good co-operation. Of course, the area around is very attractive for tourism, with old towns, great wines and the ocean at about 100kms.

3.2) presentation of the Slovakian proposal

Josef provided a video-tape on the Nitra facilities. The Rally had already been held there 1998 and the venue is known and appreciated. He reminded us that the soaring conditions are good, that the hangar can accommodate up to 60 gliders and that all facilities are available. The runway of 1200x200m allows a high level of activity and airspace restrictions at 2000m AGL is not so severe. Costs are currently very similar to those experienced in Poland. Launching facilities are said to be six tow-planes and two winches.

3.3) Discussion

Open discussion ensued within the Council, with some clearly expressed opinions :

- CH supported the French proposal as they wish to come to France, and proposes that Nitra could be planned one year later
- UK also supported France as they

Diary Dates for 2005

Saturday 29th Jan - Sat 5th Feb
Vintage Kiwi-North, Taupo. New Zealand
 Details ian_dunkley@xtra.co.nz or
 www.gliding.co.nz/vintagekiwi

Sat 19th - Sat 27th Feb
Vintage Kiwi-South, Nelson Lakes, South Island, New Zealand
 Details ian_dunkley@xtra.co.nz or
 www.gliding.co.nz/vintagekiwi

21st - 28th May
UK National Rally -
hosted by Kent Gliding Club, Challock
 a special event with T21s as the theme. The dates are, with participants encouraged to stay for the Bank Holiday weekend (28th to 30th) if they wish. Contact: Bob.Lloyd@ukgateway.net

23rd- 29th May
22nd International Spatzglider, Terlet, Holland
 All owners of this type as well, as the France Fouconet version are welcome. Need more info? Contact: Piet de Crom The Netherlands fax 0031 164 620190.
 Email aviation.asap@wxs.nl.

16th July
Finnish International Vintage rally, Jämi airfield
 Enquiries and details from Risto Pykälä +358400 594 3000
 e-mail: Risto.Pykala@padasjoenlentokerho.fi .

Sat 26th June to Sun 3rd July
Camphill Rally
 Details ian_dunkley@xtra.co.nz or
 www.dlgo.org.uk

16th-26th July
International Vintage Glider Club Rendezvous. Flugplatzgemeinschaft e.V. Oerlinghausen.
 Details: Tel. 05202 72477 Fax 05202 72433
 Email info@flugplatz-oerlinghausen.de

27th July-6th August
33rd International Vintage Glider Club Rally Eggersdorf-Muncheberg (Luftsport-Landesverband Brandenburg E.V)
 Tel. +49-33432-736930 Fax+4933432-73693
 Email gliders-eggersdorf@t-online.de

6th - 14th August
International Vintage Sailplane Meet (IVSM), Harris Hill, Elmira USA.
 Details: Jan Scott, 12582 Lutheran Church Road, Lovettsville, VA 20180, USA. Email: flycow@flycom.com. ■

NEW MEMBERS

Welcome to the following new members

3045 David Clarke	UK	3057 Tim Treadaway	UK
3046 Jean Marat	France	3058 Yvon Dautruche	France
3047 Gary Pullen	UK	3059 Ted Goble	USA
3048 Colin Logue	UK	3060 Stefan Joost	Germany
3049 Siegfried Vallei	UK	3061 Klaus Schaffarsch	Germany
3050 Steven Myall	UK	3062 Colin Smith	UK
3051 Walter Zahn	Germany	3063 Dan Begley	Ireland
3052 Christian Huebner	Germany	3064 Kenichi Ueyama	Japan
3053 Anderegg Bernd	Germany	3065 Richard Putt	UK
3054 Charlotte Hocking	UK	3066 Joachim Daeumer	Germany
3055 Peter Treadaway	UK	3067 Prof. Andreas Zehle	Germany
3056 Paul Treadaway	UK	3068 Colin Little	UK

appreciate both the country and the reasonably short travel.

● NL expressed also support for France, as it provides a Rally "back to the west" after several years in the eastern Europe

● it was noted that Slovakia had already said they would be ready for 2007, if not successful with the 2006 proposal.

The French proposal for Angouleme was then voted with a very large majority, and the VGC International Rally 2006 will be organised in Angouleme.

A suggestion was made to decide as

well for the organisation of the Rally in Nitra in year 2007, in order not to postpone once more the Slovakian proposal. After discussion, as it is the first time a roadmap for three years could be established, it was agreed to formalise the decision of the VGC International Rally 2007 to be organised in Nitra.

4) Any Other Business

Sweden opened the discussion on how to get new members. Several ideas were discussed and among them :

- availability of extra copies of the VGC News

- special membership offers

- trial membership (first year at half price; the current situation is opposite with the "entry fees")

All these matters are to be considered by the Executive Committee.

Chairman closed the meeting, certainly one of the most productive in recent years, thanking the members for their contribution and attendance. (D.S.)

VGC Dinner

The Dinner was held on October 2nd at The London Gliding Club this year and as usual was well attended. We were honoured with the presence of several of our overseas members including (Vice President) Harald and Ute Kamper, Klaus and Hermoine Schickling as well as Mike Stringer who was awarded the The Syd Davies trophy for 'Services to the Club' having managed our Annual Accounts for so many years.

Other prizes went to:

Verner Kaluza; International Challenge Trophy for Best Restoration/Replica at 2004 International Rally, Hütter 28 glider VGC Poland; Best Achievement during 2004 - organisation of the 32nd International Rally Gliwice Peter Redshaw; Rodi Morgan Plate -best achievement at National Rally 2004- Capstan glider Bill Bullimore; Restoration Prize 2004 - Capstan glider



Above: the Chairman David Shrimpton and Vice president Harald Kamper

French Authorities to clear the concerns about UK gliders (BGA registered) and UK pilots

This is a translation of the letter attached

Paris, on Thursday, August 26th, 2004

Mr. President
Association des Ailes Angoulemoises
et Charentaises
Maison des Associations
16000 Angoulême

Object: Gathering of the Vintage
Glider Club

Reference: 40147 SFACT-G

File followed by: Philippe Hoeppe

Mister President,

By your letter dated August 10th, 2004, you wished to know the conditions to get a clearance for gliders from abroad and not owning a C of A compliant with the IACO rules.

I am glad to confirm that you have only, as organiser of this event, to establish two or three weeks before the event, a request for a collective clearance including the following information:

- glider type and possible modification declaration
- registration number and country, authority having delivered the flying clearance
- issuing date and validity limit date
- name and usual address of the pilot
- type, number and validity date of the licence, as well as issuing country

Of course, relevant equivalent information, according to the countries involved, will be provided.

On receipt of this approved list, a collective clearance will be delivered and will precise the dates and location(s) of the event, as well as the identification of pilots and machines.

It will be your duty to transmit this clearance to any proposed pilot; this document shall be available for presentation to any requesting authority during the stay.

I stay at your disposal for any additional information.

VGC Sales under new management

The VGC Committee are pleased to inform you that Gayle Pearce has agreed to take on the VGC Sales, these are her contact details

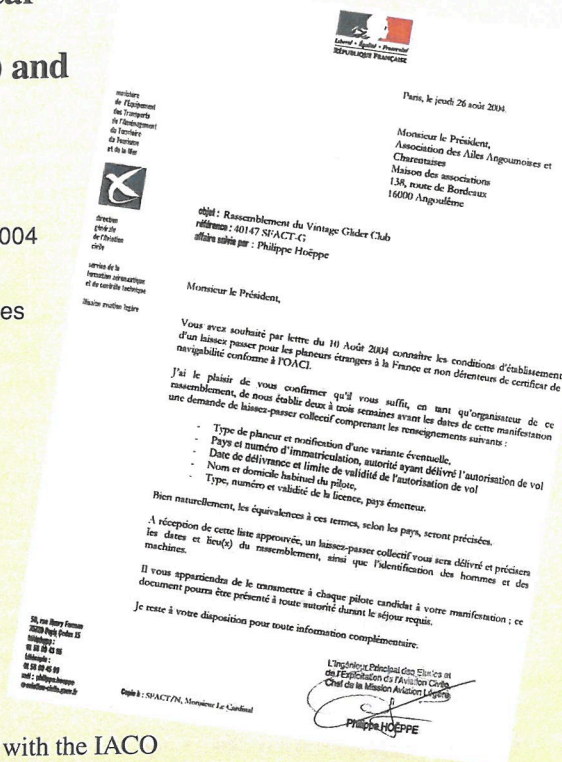
Elmers
Three Households
Chalfont St Giles
Bucks
HP8 4LW
Tel : + 44 (0) 1494 872029
e-mail: gaylepearce@hotmail.com

Gayle has asked me to point out that her answer phone is always on, so speak and make it clear that it is a VGC Sales enquiry. She would appreciate calls between 19:30 and 21:30 UK time. With e-mail, so Gayle does not delete an

enquiry as 'spam', please make sure you put VGC Sales in the subject. E-mails will be checked on a weekly basis.

Gayle works full time as a PA in London, has 3 teenage sons and VGC Sales is her contribution to the Vintage Glider Club, the activities of which she enjoys along side her partner Chris Raine (Kite IIA, Percy, AVF)

Gayle is looking at some new product lines for the future and would appreciate any suggestions that you may have in this area. Inside this magazine is the new sales leaflet showing the current products, you will see that there are prices in Euros as well as GBP, as we now have a Euro Account. This move will benefit our European members and will make the purchase of goods from the VGC much easier for them. (D.S.) ■





"A Christmas Carol" The formative years

A ramble through the early VGC Newsletters by Peter Underwood.

The other day, our editor, the lovely Margaret Shrimpton (*I didn't edit this bit - ed*), thrust into my hands a large file of old VGC Newsletters. "Go away", she said, "and do something useful; go and write something interesting about what was happening in the VGC twenty-five years ago".

My first problem was to work out when was 25 years ago? 2004 minus 25, in your head, ain't easy. I made it 1979, checked it on my calculator- yes, 1979. My next problem was to put the newsletters in chronological order, so that I could find those for 1979. They weren't in order, of course! Among them, I found papers which went back to 1971; before the VGC was formed. I started to read these, and found them quite fascinating. They were in the form of News Sheets, written by Chris Wills, to vintage enthusiasts. "This is history", I thought: "never mind about old MS (*the compliments didn't last long!* - ed) and her 1979; I'm going to write about the beginning of the VGC. So there"! October 1971, Chris is distributing, off his own bat, a "News sheet concerning the preservation of vintage gliders". I wondered how many there were before this one, and what was the distribution list? He tells us of nine vintage gliders at a display at Wycombe Air Park. A Rhonbussard, H17, Gull3, Weihe, Minimoa,

Kite, Tutor and Short? Nimbus. An Avia P40, damaged at Perrenporth, couldn't make the show.

The good news was that the Fokker built Goevier had revealed itself in its trailer at Dunstable. (As I read these sheets, I could hear Chris' voice, his turn of phrase). The Dunstable Minimoa is awaiting final inspection, but its trailer is far from ready (for 1971, read 2004!)

Chris' love for the Rhonbussard shows through the pages. He tells us of the two 'Bussards aerotowed from Germany before the war. They were flown by the legendary Joan Price with the Alan Cobham Flying Circus. Apparently, Joan said she bought one of the 'Bussards from "a poor little peasant, who lived at the foot of the Wasserkuppe, by the name of Alexander Schleicher who had built it in 1937!" Chris goes on to tell us of seeing four Rhonbussards at a Rearsby meeting in 1946. He relates to us the sad end of three of these, and the accomplishments of the survivor.

The 1946 Brobourn Wanderlust is reported, virtually complete at Farnborough. What happened to that little gem? (*We have an editorial link! Please see VGC111 letters section- ed*)

The next document we have is entitled, "Vintage Glider News", it dates from November 1972. Again, a one-man effort by Chris; five sides of A4, closely typed, packed with information. You really should read the whole lot, not just this précis of mine. Once more, the Rhonbussard has pride of place. A 'Bussard was to be destroyed at Lee on Solent but, just in the nick of time, Chris arrives, to save it from oblivion. At least, he got the fuselage, one wing, a spar for the other and some bits and pieces! (Oh, Ladies, is he not magnificent?) Is this the one he owns now, I wonder?

Five Weihes and a Goevier are in the U.K. we are told. Not only do we get the numbers of various types in existence, but we get their history and their gliding achievements. We have a list of 44 vintage gliders in the U.K. together with the names and addresses of their carers.

A report on the meeting to mark the 50th anniversary of the Itford competition. Nine old gliders took part. Never mind the gliders, look at the pilot list! Lou Glover, Tony Smallwood, Mike Beech, Graham Saw (he wasn't born

then, was he?) Ken Krack, Ted Hull, Mike Hodgson, Chris Wills, P. Cyster, Ken Thrupp. Crumbs!

There was another vintage meeting at Wycombe Park in September '72. "The weather was cold and cloudy, and the wind N.E. Surprising 2-4 knots lift to cloud base at 4000ft". (Well, yes, there would be, if Chris was the pilot; wouldn't there?)

Chris flew the Regionals at Lasham that year in a Kranich 1 with Ian Gordon. The Director, Derek Piggot, "often" criticised their flying (nothing changes). After seven days they were lying 10th, ahead of 16 younger gliders. Next day, they landed in a field "filled with electric cables", and damaged the fuselage.

An Old Timer Rally was to be held, next May, at Husbands Bosworth. "At the same time there will be a National Contest and a Traction engine Rally. There is no doubt that, if the steam rollers can be kept reasonably apart from us, they may be a welcome source of lift!". Chris appointed himself secretary for the meeting and hoped he would be forgiven, and that, when the National pilots saw our lovely gliders, they would all rush out and buy one of their own! As I read the successive newsletters, it is this forthcoming rally at Husbands Bosworth that was to be pivotal in forming the Vintage Glider Club.

We come then, to the first News Sheet of "The Vintage Glider Club of Great Britain". This is the first reference we have seen to the clubs' mane, and its actual existence. The sheet is dated 13 Jan. 1973- just ten days after the close of the Husbands Bosworth meeting. Did it all happen at Hus. Bos? I believe it did. I believe, between 26th May, and 3rd. June 1973, Chris Wills was delivered of his vision (and not even a tent to shelter him- see, VGC

Newsletter 3) it is almost Biblical; was he not attended by wise men? (Willi Schwarzenbach etc. see below) and shepherds? (log-keepers and winch drivers). What happened to the gifts, we are not told. Go forth and multiply!

Back on earth, the weather at Hus. Bos was "English". Three vintage gliders arrived from overseas. Chris's intentions and influence were never parochial. We had Max Muller, Kurt Kummel, Paul Serries and Rainer Willeker with their Minimoa, Willi Schwarzenbach, Spar-

she bought one of the 'Bussards from "a poor little peasant, who lived at the foot of the Wasserkuppe, by the name of Alexander Schleicher who had built it in 1937!"

linger, and Willi Bischof with a Moswey.

They flew 5 out of the 8 days, but only one, Friday, June 1st. was suitable for cross country. On that day, three Minimoas flew to Dunstable, a T21 flew to Clacton- on Sea, the Petrel landed at Dunstable, took-off again and flew back to Hus. Bos. Willi Schwarzenbach (who else?) flew to Dunstable, back to Hus. Bos, and then back to Dunstable again- more than 225k. The Nationals did a 200k triangle that day!

Interest from overseas was not confined, only to those who attended. Another four would have come from Switzerland, two from Germany and two from France, had the cross channel fares been cheaper. An Italian pilot expressed his wish to attend the event the following year. So, Chris Wills dream, of an international fraternity of vintage glider enthusiasts, was beginning to become a reality

Notice was given of the 1st VGC Rally, to be held during August '73 at the Doncaster and District Gliding Club. This is interesting because, later, the Husbands Bosworth meeting is referred to as the 1st. VGC International Rally. A pedantic point, I agree.

VGC Newsletter No.2, October '73. We have our logo now, almost identical with the one we have today. News of two Petrels, a Scud 3, Biras' Gull 3, a Kranich 1 & 2 and a Scud 2 flying at Dunstable.

Chris Wills and John Coxon had just returned from a visit to Munster and to the Wasserkuppe. Arrangements were made for the 1974 International Rally to be held at the Wasserkuppe.

VGC membership had reached 54. We now had a Secretary; Frances Furlong, and a Rally Secretary, Ken Krack. Ken had already put out a report on the rally held at the Doncaster Club- the 1st. VGC Rally. By all accounts the weather was appalling, but the meeting was enjoyed socially, and it made a profit!

Being a British organisation, the VGC had to get its "class system" sorted out: right from the start, before things got out of hand! It appears, we had two classes- yes, that is the right word- two "classes" of membership; "Members" and "Associate Members". I presume that "Members" were rich enough, and had their own gliders, and that "Associate Members", were not, and, had not! People are so much more comfortable when they know their place. I mean, I ask you,

old chap. Look at Britain now, gone to pot!

Newsletter No.3, December '73. This one is a hoot! It is absolutely wonderful! It starts; "Buddy can you spare a dime?" And goes on; "Those of you who lived through the frozen wastes of Doncaster and Booker, will endorse the following idea; it is that we need a TENT -----" There follows a financial proposition that members make an interest free loan to the VGC over five years to enable the purchase of the, much needed, TENT. An appeal is also made for unwanted Green Shield and Co-op stamps; just send them to Chris. (Would you trust this man with your money and your Green Shield stamps?)

Membership had now reached 60 souls, including, Phillip and Kitty Wills, Ann Welch, Ray Stafford Allen and dear old Doc. Slater. News from USA, USSR, and Holland.

VGC Newsletter No.4, February '74. Great news: a staggering £276 has been raised for the TENT. It was to be a young marquee, 12ft x 12ft., 10ft. high with 6ft. walls (you don't want that in metric, do you?), with "ample standing room for us all".

At least Five U.K. members intended to attend the Wasserkuppe rally, and some fifteen will go to the Long Mynd. Our accounts showed income to exceed expenditure, and membership renewal fee will remain at £1. The possibility of purchasing a Bungee Rope was discussed. And, if you wanted to, you could buy a Weihe for £1100, or a Goevier for £900. As always; news from far and wide- three examples of the beautiful Bowlus Albatros survive in the USA, as does a 60ft. span Rohndaler.

The demise of a Wren sailplane in 1939, as described by Doc. Slater. Apparently the owner believed in wash out, but in the reverse sense to that normally accepted! While indulging in tight turns, he spun, but recovered. Further tight turns followed, as did another spin. This time, "the ground arrived before recovery".

Yet another rally is planned, this one at North Hill in June. That made three rallies for 1974; Wasserkuppe, Long Mynd and North Hill.

News of restorations, CofA work and attrition is to be found in Newsletter No.5, April '74. A Kite 2 damaged, Skylark 2 spun in at Usk, and three Olympias damaged. Chris reflects: "If this slaughter of Olympias goes on, then plainly, we shall run out of the machine which was the chief workhorse of the British gliding movement for at least 15 years". Sadly, we lost John Bentley in a flying accident.

It looks like we shall have a Bungee at both Long Mynd and North Hill, thanks to the generosity of a Bungee owning syndicate at Dunstable. Further news from Dean McMillian in USA; he had just made the first flight in his Baby Bowlus after many years of restoration. To fund his project, Dean had worked for some time as a night porter at MGM's Los Vegas Hotel; all dressed up in brown suit and top hat! Dedication indeed!

VGC Newsletter No.6, July '74. The Long Mynd rally was favoured with good weather. Ron Davidson and Mike Russell flew their Petrels together for many hours on Sunday. Angus Munro flew the Weihe for over five hours; gaining his Silver C leg, and increasing his solo hours by 25%, and more than doubled his time in the Weihe. The TENT- I should call it the "marquee"- is unveiled

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in all its magnificence.

The North Hill rally came and went; enjoyed by all, but the winner was British bad weather. Again the Hus. Bos. T21 excelled itself

As with all Newsletters, this one is packed with news and information. But, if our editor will permit, I will just reprint the first three paragraphs of Chris Wills' "Reflections on the Wasserkuppe Meeting". It is, I think, a work of art.

"Aha, 'Zeppelin', cried an old man among the crowd, raising both hands in protestation, as an enormous white Minimoa trailer threaded its way ponderously over the cobble stones, through narrow streets, flanked by the high roofed ancient houses of a small German town: for today the old ones are coming back to the Wasserkuppe.

The Wasserkuppe was first revealed to us far off as a great mountain, wreathed in cloud, with the evening sun reflected off the American raydome on the summit, as if from the helmets of ancient Nordic gods. For so it was that no less than six came from Britain, by very devious routes; to give battle with the sailplanes or history in the air over the Holy Mountain of gliding

Doc Slater arrived in the darkness of the second evening. He had found his way up there, without assistance, after an arduous journey by air, train and bus, as he had done, so often, in days before the war".

No.7, Sept. '74. Ken Krack announces that we shall have an autumn Rally and "get-together at the London Gliding Club: 4th. to 7th. October to mark the first full year of the VGC.

My friend, Klaus Heyn, is to build a replica of the FS 3; he has been collecting small Christmas trees, for these are the only ones of the right diameter for the structure! What kind of glider can this be? We learn later, that it is Ferdinand Schultz's "Bessensteil" with which he made the world duration record of 8hrs. 42minutes in 1924. Bessensteil means broomstick- my wife has two! Klaus is threatening to fly his replica when it is completed!

Self-adhesive stickers are available, through the office, at 25p, and car stickers at 50p.

VGC Newsletter No. 8, and this is the last one we shall wander through. Chris Wills' Presidents' Address at the First Annual Dinner, Saturday, 5th. October, 1974.

"When we got together at Husbands

Bosworth last year, I could then never have imagined that, in such a short time, our club could have grown and developed as it has...."

"We are particularly pleased to see among us, our most far away member, Martin Simons from Australia; and also one, I think, I can properly say is our "Vintage Member"- Doc Slater- who has come to Dunstable by another of his well-known public transport

operations."

"We now have members in Britain, Switzerland, Germany, Holland, Italy, New Zealand, USA, Australia and Denmark...."

"If there was a presentation to be made for the most commendable effort on behalf of the VGC, then there is, no doubt, it must go to our incredibly able and enthusiastic secretary, Frances Furlong. Frances set herself a target for us to reach a membership of 100 in the first year. Well, we have passed that figure and are now 117, but the 100th membership was reserved for Frances. We would ask her to receive this membership card, and with it, the Clubs' first birthday cake, from Ken and me."

So, there we are: the Club is one year old, its finances and membership are healthy. This (if I may plagiarise) "Dear Octopus", of Chris's making, stretches its tentacles to the eight corners of the Earth, binding us together in comradeship, enthusiasm and love of kindred spirits and of Vintage Gliding.

But! Who was it, who forgot to bring the TENT poles to Dunstable!

I thought that was going to be the end, but, I wonder, should I do as Margaret told me (*first time ever!* - ed), and see what was happening in the Club, 25 years ago?

There were three Newsletters in 1979. At Dunstable, Ted Hull had just completed a trailer for his Moswey 4, this was the ninth trailer Ted had built, (and he has made some since!). Canon Peter Bourn, had bought the Scud 2,

In Germany, The Munster Club had bought a Goevier 2, D-1080, from the Wuenseidel Club; this club, near the Czech and East German borders, could only fly circuits. If they wanted to do more, the "authorities" had to be given at least one hours notice!

Lots of news from the USA. Jan Scott is working on the Orlik. He also tells the

true storey of the demise of the D 30 Cirrus. Barbara Ziller-Harding (familiar name?) is the new VSA Secretary.

Australia, a successful vintage rally at Bachus Marsh, 15 gliders, half of Australian design

New Zealand, Harry Smith obtained two planks of Baltic pine for his 1942 Weihe. Where did he get those from, I wonder.

"Glider losses at Thun". Chris laments damage to five vintage gliders at that years International Rally. One, a Kranich, hit a house, trees and a mountain side. The owners of the house, having lunch, "had quite a shock". And Lofty Russell added to the carnage by damaging more his already damaged Weihe on the way home! Visitors at Thun included Walter Horten, Hans Sander, Jakob Sparlinger, Jorg Ziller, Doc Slater, Hans Nietlispach, Jan Scott and, for the first time, representatives from Eastern Europe

On their way to Thun, some of the German and British members called in at the Klippenneck site. Here, Lofty Russell starred again: most pilots took aerotows, but Lofty elected for one of the mighty two-drum winches. Finding the speed too high, Lofty signalled with his rudder, only to find, that in Germany, that meant, "too slow". The Wiehe left the launch with enough speed to go into orbit!

Pages of news from Germany and USA about Hortens. Jan Scott is trying to get hold of the Horten 4a. Ken Thrip's Hutter 17a is finished and flying. Tony Smallwood flew 220k from North Hill in 6 hours 10 minutes in his Gull 1. Almost 300k in the Weihe by Derek Godfrey. My Kite 1 BGA 400 is for sale at £1150- a snip!

And finally - "From the office". I did not have the pleasure of knowing Frances Furlong, I wish I had. The club has grown to nearly 400 members, Frances is still getting out the Newsletter, doing the accounts, issuing data sheets and stickers. And, she has found the long lost TENT top. Her garden is now a primordial forest, and some times, at the end of the day, she is too darn tired to do other than have a bath and go to bed. She says, "I AM NOT GRUMBING, but I would like your patience in some of the 'not dones'. Three cheers for Frances, I say.

(Our Thanks to Peter Underwood and if you enjoyed that - then I may be able to entice him into doing some more trawling of the archives? - ed) ■

Great news: a staggering £276 has been raised for the TENT.

The Wiehe left the launch with enough speed to go into orbit!

AUSTRALIA

HUETTER 17 FLYING AUSTRALIAN STYLE.

Letter from Ray Ash. Dated 13. 9. 04.

He had had a telephone call from Geoff Hearne asking if he knew anything about an H.17a that the Australian gliding Museum had just been given. The information he gave me not only solved a question but revealed some other interesting facts.

In the late 1940's, two pilots from Perth Western Australia, Neville Wynne and Alan Milligan decided to build two H.17 s for their individual use. These were completed in 1949 and were given the names "Fleetwings" and "Sweetwings". All the early records of these aircraft no longer exist, but some 20 years ago I was involved in the restoration of one of them, "Fleetwings", and although I have no personal interest in it, it is currently airworthy and located on our airfield Gulgong, although unfortunately its owner chooses not to fly it. I had been wondering what had happened to its sibling, and Geoff's phone call was to solve this mystery. It appears that an old logbook came with the aircraft revealing that it was the missing "Sweetwings" and even more amazing, Geoff said that in glancing through the logbook he had noticed several entries showing cross country flights of 100 kms and one of 200 kms. I expressed my doubts as to his recall but Geoff promised that the next time he went to the museum's workshop, he would photocopy the logbook and send the copies to me. Imagine to my surprise when, two weeks' later these arrived and certainly did confirm that what Geoff had seen was indeed correct.

The logbook only covered the short period between August 1972 and October 1973 when it was owned by Geoff Reichelt at Tocumwal in New South Wales. Geoff had been an instructor at the commercial gliding operations run by Bill Riley at the time. On the 30.9.72, it records an out & return cross-country, Tocumwal to Corowa & Return of 150 kms in 5 hours. On the 15.11.72, Out & Return from Tucumwal to Deniliquin, 120 kms in 4 hours 40 minutes; On the 19.11.72, it was flown on an Out & Return from Tocumwal to Benalla ... 200 kms in 4 hours 30 minutes; on the 17. 2. 73, it was flown on an Out & Return from Tocumwal to Jerilderie 100 kms. The last entry shows a flight time 5 hours 15 minutes. As this was for two flights, it is not apparent how long the cross-country flight took.



Above: Huetter H17 'Fleetwing' at Gulgong, 1992, pilot Fred Brown

Anyone who has flown an H.17a will be as amazed as I was with these figures as H.17 s are not renowned for their cross country performance. All this has led me to dig out my early copies of the Australian Gliding magazine to see what I could find about these little machines.

In the early 60's, it appears that Max Howland owned "Fleetwings" in Queensland and made several cross-country flights in it of 60, 90 and 100 kms. At about the same time, the Alice Springs club in Central Australia flew their H.17a on several cross country flights often reaching 10,000 ft height, but were limited to where they could go because of the remoteness of the country and the real risk of not surviving if landing away from the airfield. I recall that Jenne Goldsmith did a 65 km cross country in 1 hour 30 minutes in Victoria in January 1982 and I know that someone in South Australia did a flight of about 80 kms, sometime in the last ten years but I can not seem to find a record of it.

I think that most peoples' thoughts on the Huetter H.17a are of a low performer capable of slope soaring and an occasional local soaring flight but these records show that given the right conditions, it can do well. I wonder how many other good flights in H.17a's have gone unrecorded." Best regards,

Ray Ash.

CW adds that our two H.17s in Britain have often revealed that they are superb thermal soaring machines but can descend very rapidly in sink. Therefore, it is very necessary to take care while slope soaring at low speed and at a low height in marginal slope soaring conditions. In such conditions, keep a landing place visible and be sure that you have enough speed to get in to it. Their per-

formance can give surprises as witness to an incredible cross-country flight of 73 miles made by Fred Gardiner in an H.17a, during the 1938 British National Contest at Dunstable. The other best flights of the day were Fox in Rhoenadler 32 - 95 miles, Nicholson Rhoensperber-88 miles. Wills in Mini-moa 76 miles; Passold in Rhoenbussard 74 miles (BGA 395) Goal flight; Watt - King Kite 72 miles; Joan Price- Rhoenbussard (BGA 337) 64 miles. So, it can be noticed that the H.17a was up with the best of them.

The Australian H.17a cross-country flights must have been made in no wind conditions but their average speeds were certainly good for H.17s.

Extracted from Issue 96 of "Vintage Times" October 2004 by Bruce Stephenson

An open day at **Bendigo Gliding Club**, (central Victoria) on Sunday the 10th October, was greeted by wonderful weather. The purpose of the meet was to share with visitors the joys of gliding, with two classic gliders being present; a Bocian that is syndicate owned, and the clubs K7. A number of single seaters, including Super Arrow and Peter



Above: Jennie Goldsmith in Huetter H17a — about 1980

Raphael's "Woodstock" were also present enjoying the glorious weather. Launching was by both winch and aerotow, with the clubs Citabria being kept busy.

Thermals reached up to 8000ft (2400m) and although a few long flights were made, the emphasis was on sharing the thrill of soaring with as many of the locals as possible. Club information and a promotional video "Soaring, Your Sport For The New Millennium" was available, which saw some new members signing up.

Bordertown 2005 VGA Annual Rally (South Australia) 8th to 15th January 2005, progress is well in hand for the 2005 rally, for those wishing to attend, (no doubt all Vintage enthusiasts world wide!) accommodation and catering details have now been finalised. The primary launching method for the rally is by winch, however, discussions are underway to obtain a Pawnee from the Horsham club. Unfortunately there is no hanger space for visiting gliders at Bordertown, so anyone wishing to attend, please ensure that you bring your tie-down equipment (don't forget the tie downs for your glider as well!)

The October issue of Soaring Australia carried excellent coverage of the **Geelong Gliding Clubs 75th Anniversary** when, on the 18th July, the Australian Gliding Museum's primary, with much publicity, staged a "Return to Geelong". A flypast was organised which included the Australian designed/built Golden Eagle and Kookaburra, and these were also joined by a modern day Duo-Discus. On the 7th August a hanger display and flying day was organised, followed by a dinner afterwards, enjoyed by 165 people.

Another significant 75th Anniversary takes place this year, which celebrates 75 years of gliding as an organised sport in South Australia. The event will be held at the General Aviation Aerodrome at Pallamanna (Murray Bridge, S.A) on the 6/7th November, and will feature a small static and representative display across the period to present day, along with some demonstration flying overhead. No passenger flying, however, is envisaged, in order to keep in with Pallamanna's existing commercial interests.

Ian Patching submitted the following report on a hectic 2004!

Things have been very busy for me this year with more work coming my way and trying to fit in some other things, like employment and family com-

mitments. I have also completed surveys on the Kingfisher (GKN), Boomerang (GTR), K6 (GNB), Grunau 4 (GHK), Grunau 3a (GHV) for the Australian Gliding Museum and Kookaburra (GNZ). I have also built an open trailer for the Kingfisher, done some repair work on a K6 (GNN), and have started repairs on another K6 (GEA). Add to that, trying to seal the Long /Wing Kookaburra trailer to stop the bloody leaks, and rewiring the H17 trailer which was recently sold to Aaron Stroop and partners.

I have also been running around with the ES-50 Club Two Seater for painting and to the GFA Annual Meeting in Melbourne, where it was rigged and put on display for the delegates. The impression was well worth the effort, and to be frank, the glider looked great. I'm a bit put out that the Australian Gliding Museum has made me an Honorary Member, as I now feel obligated to do all this transporting for them! Makes me think of the Groucho Marx quote "I don't want to be a member of a group that wants me as a member"... Not really, the AGM is a fantastic group and the work they are doing is first class.

Preparations are in place for a trip to Mildura over the Melbourne Cup weekend for the celebrations of the **Sunraysia Gliding Club's 50th Birthday**. We have a team going with the Kingfisher, and the GB3a in support of the festivities. Going are Geoff Hearn, Steve Curtis and Ian Downes.

The K6e restoration has been helped with information from Gary Sunderland, Martin Simons and Dick Johnson in the USA on the matter of modifying a standard Ka6 (ES, CR etc.) to a K6e profile. Prof. Wortmann made the modification after the move to a full Wortmann airfoil proved too heavy, and found that by just modifying the leading edge of the NACA 63, the performance gain was considerable, and it was lighter. Subsequently I have located an ES Ka6 wing and will apply the mod to it, cutting down the repair time considerably.

Over the next month there is the surveys on the short wing Kookaburra (GRX), and long wing Kookaburra to do, however I don't think either will be going to the rally...Too many gliders, and not enough cars! Geoff Hearn and I will be taking the Kingfisher and the Boomerang to Bordertown, but if anyone wants to tow a trailer over and back to Bordertown, give me a call!

Leigh Bunting submitted an interesting report on a magnificent 126km 4hr

flight in his GB. At one point Leigh and the GB clawed their way up to 10800ft (3300m), but conditions were reported as a "blue sky, with some almighty holes with 10kts sink common and prodigious amounts of altitude lost!" This was Leigh's longest flight in the GB since the mid 1980's, and having prised his way out of the cockpit, he could hardly walk! (No doubt Dr Nick Newton can relate to this after being reduced to being a temporary cripple after his mammoth 5hr flight in H17 at this years rally at Gliwice!)

A very moving and informative obituary for **Paul Schweizer** appeared in issue 96 of "Vintage Times" and was written by Martin Simons, Martin of course collaborated with, and got to know Paul well, during the production of the excellent book "Sailplanes By Schweizer". I am sure we all join the Schweizer family and friends in expressing our sorrow at Paul's passing away.

BRITAIN

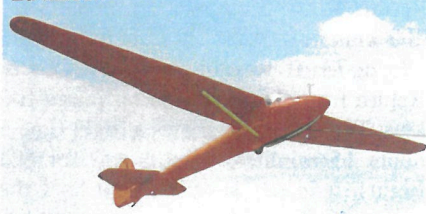
WINTER SHELTER FOR VINTAGE GLIDERS.

Should any of our owners, or others, be in despair as how to shelter their vintage gliders in winter, they should telephone :- David Cotton on 01684-592780 who is sheltering various historic vintage gliders prior to their being displayed in a gliding museum.

SACKVILLE FARM COLLECTION:- contact Tim Wilkinson, Sackville Farm Lodge, Riseley, Beds MK 44 1BS. Tel. 01234- 708877. No longer need our gliders remain unsheltered in winters.

This summer has given us some of the worst gliding weather, nearly always during weekends, that we have ever experienced. No doubt this is to compensate for the best weather ever experienced in Britain during 2003. Nevertheless, good weather was granted to our week long VGC RALLY at HUSBANDS BOSWORTH in May, when

Slingsby Kite 2B '663' (BGA 663/AUD) is now owned by Glyn Bradney and Ed Mason



some extraordinary cross country flights were carried out in Capstans, Ka 8s and Swallows. These are post war built vintage gliders and not the last remains of our hallowed still existing, but ever growing smaller, pre-war fleet. Last Summer, we had to say good bye to our much loved 1938 Scott Viking, which has gone to Holland.

A note from Bill Tonkyn – At Lasham Glyn Bradney and Ed Mason have bought the red Slingsby Kite 2B '663' (BGA 663/AUD) from the syndicate of Ralph Hooper, Frank Irving and Bill Tonkyn who have operated it for the past 10 years.

CZECH REPUBLIC

Primarily, we have to announce that the HOLS DER TEUFEL has been finished and flown by GERHARD MALESCHKA and JIRKA LENIK at Rana and in Germany. It was a joint Czech /German effort. It has since very successfully been flown using a hang glider variometer attached to a wing strut and has stayed up for at least one hour (and perhaps more) reaching over 5,000 feet as was seen at Gliwice, and this was reached from winch launches.

The Hols took part in our Rallies at Jelenia Gora, where it had many bungee launches from Jezow, and at Gliwice, where it was among 4 other primaries. (*a staggering sight... the true essence of old gliding CW*)

The finishing (*fabric covering?* CW) of the KRAJANEK at RANA has been delayed until next winter.

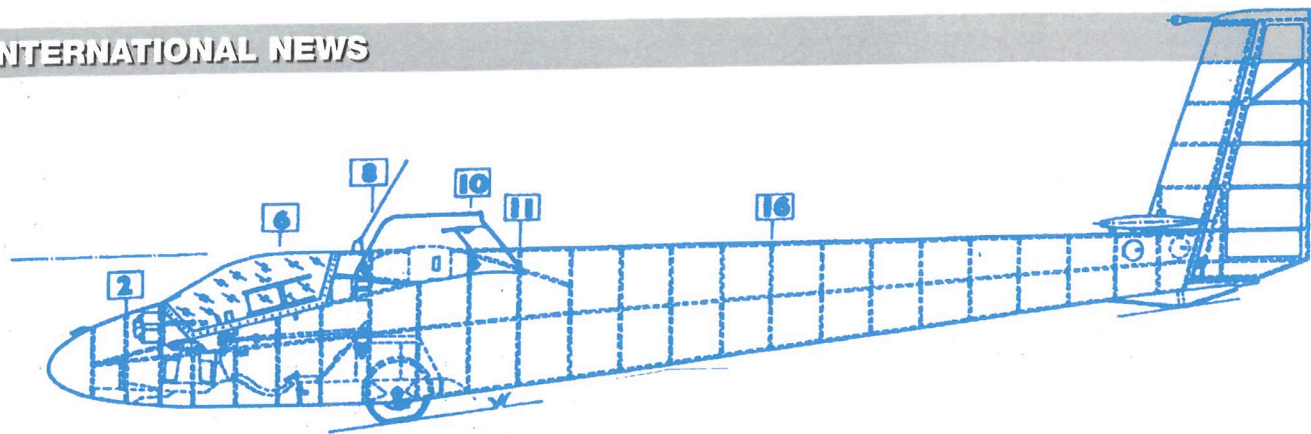
In a previous issue of the VGC News, we gave details of incredible flights made during the year by restored Czech vintage gliders. We hope our members will not object to have a similar list (*right*) of worthy flights during 2003 published in our VGC News. As there were so many, for space reasons we had to leave out those flights of less than 200 kms. There were 32 other cross country flights of distances less than 200 kms and no doubt some were of great merit.

From our VGC News No.111, Page 13, one learns that during the season of 2002, there were seven 300 km flights flown by Orliks, the Vega flew 346.5 kms and 319 kms and the Antonov A15 flew 380 kms. In 2003 the Vega and Antonov were for some reason not in the running. The much improved Orlik performances during the year 2003 must be due to the super weather of the summer of all summers and of course, to

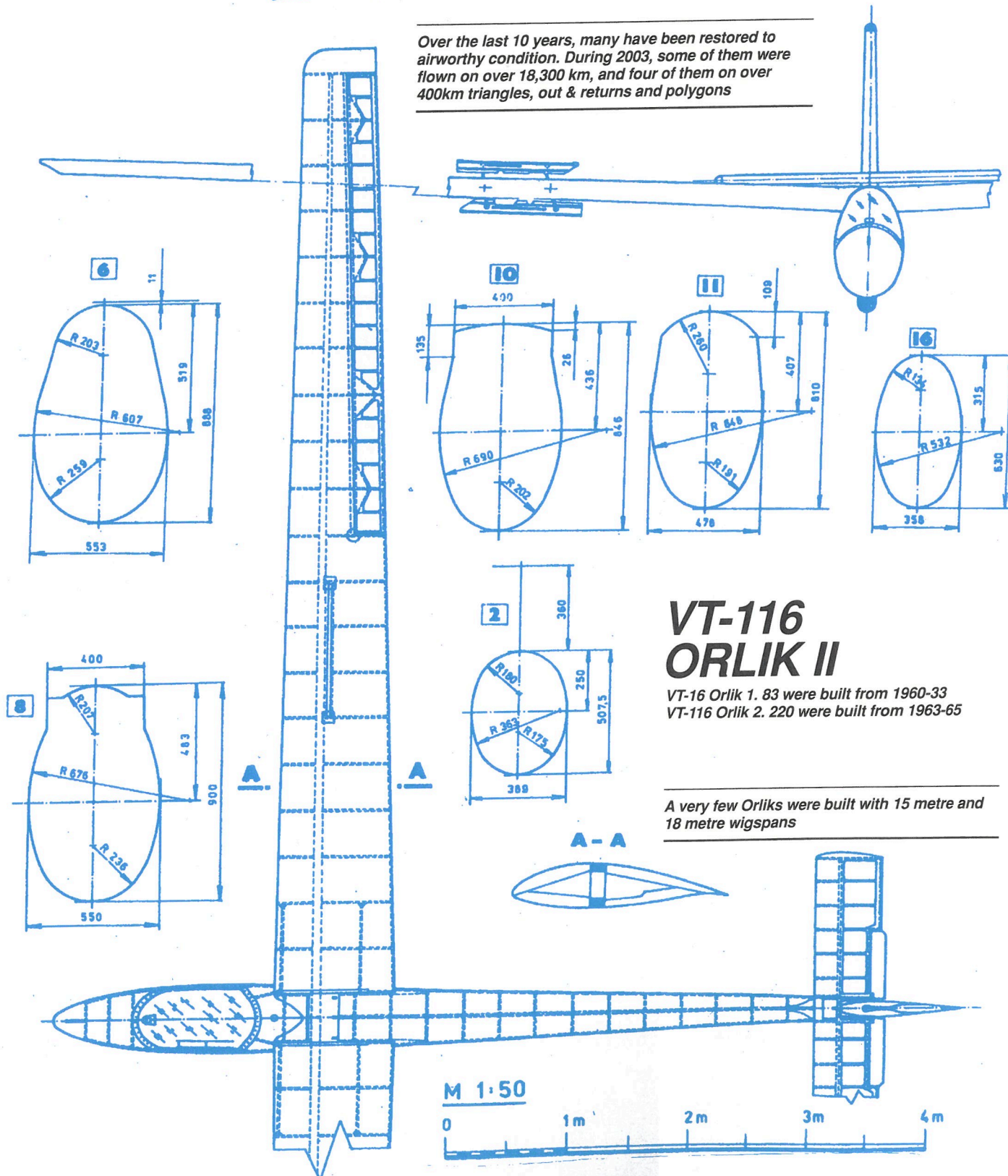
Rajda Petr	28.6.03.	Orlik	Polygon	409.9 kms.	68.75kph
Rajda Petr	15.7. 03	Orlik	Polygon	406.3 kms.	69.17 kph
Rajda Petr	3.8.03	Orlik	Triangle	309,2 kms.	66,15 kph
Novak Leo	21.6.03	Orlik	Triangle	314.2 kms.	45.39 kph.
Novak Leo	19.7.03.	Orlik	Triangle	309.2 kms.	52.26 kph
Novak Leo	3.8.03	Orlik	Free distance	379.1 kms.	
Hendrych Jaromir	14.7.03	M-35	Polygon	207.2 kms.	62.42 kph
Hendrych Jaromir	15.7.03	M-35	Polygon	304.7 kms.	71.74 kph.
Hendrych Jaromir	30.7.03	M-35	Polygon	203.8 kms.	61.14 kph.
Dostal Vlad	14.6.03	Orlik	Triangle	211.7 kms.	58.26 kph.
Dostal Vlad	28.6.03	Orlik	Polygon	287.8 kms.	54.81 kph.
Dostal Vlad	15.7.03	Orlik	Triangle	260.8 kms.	60.88 kph.
Hahn Radim	20.7.03	Cobra	Polygon	313 kms.	68.79 kph
Hahn Radim	27.7.03	Cobra	Polygon	220.1 kms.	81.86 kph
Seda Pavel	28.6.03	Orlik	Polygon	304.9 kms.	58.07 kph
Seda Pavel	25.8.03	Orlik	Goal flight	302,1 kms.	65.43 kph
Patrman Rud	15.7.03	Orlik	Polygon	356 kms.	57.60 kph
Patrman Rud	3.8.03	Orlik	Polygon	312.5 kms.	67.80 kph.
Bartos Vojt	7.6.03	Orlik	Free Distance	217.9 kms	
Bartos Vojt	28.7.03	Orlik	Polygon	302.9 kms	78.00 kph
Mokos Jiri	16,7,03	Orlik	Polygon	420 kms	62.50 kph
Mokos Jiri	20. 7.03	Orlik	Polygon	390.8 kms	55.79 kph.
Fiala Tomas	28.6.03	Orlik	Triangle	226.8 kms.	39.02 kph
Fiala Tomas	3.8.03	Orlik	Triangle	218.8 kms	50.21 kph
Suchanek M.	29.6.03	Orlik	Free distance	203.7 kms.....	
Rikal Bohumil	25.4.03	Orlik	Polygon	216,2 kms.	50.67 kph
Rikal Bohumil	3.6.03	Orlik	Triangle	258.5 kms.	52.57 kph
Zavrel Jar	15.7.03	M-35	Polygon	411 kms	75.41 kph.
Nadanicek V. 1	9.7.03	Vega	Distance	242 kms.	
Nadanicek V.	20,7.03	Vega	Polygon	306.9 kms	56.46 kph.
Hrdicka Vit	20.7.03	Orlik	Polygon	200.4.kms	71.21 kph
Sohr Rad	29.06.03	Orlik	Polygon	303 kms.	72.46 kph.
Becvar Jiri	15.6.03	Orlik	Distance	234 kms.	
Benes Milan	19.7.03	Orlik	Polygon	304.7 kms.	68.73 kph.
Koudelka Pavel	10.8.03	Orlik	Triangle	306.6 kms	61.2 kph.
Fux Vladimir	28.6.03	Orlik	Triangle	313.9 kms.	50.60 kph,
Lenik Jiri	4.5.03	Foka	Distance	182 kms	
Lenik Jiri	1.6.03	Foka	Polygon	200 kms	50.14 kph.
Burian Mir	3.8.03	Vega		312.4 kms.	60.48 kph.
Vopat Vlad	15.7.03	Orlik	Out & Return.	306.6 kms.	54.91 kph.
Chroust Ant	19.7.03	Orlik	Triangle	292.7 kms.	49.61 kph.
Losert Frant	14.6.03	Orlik	Out & Return.	202.5 kms.	54.72 kph.
Malik Josef	15.7.03	Orlik	Triangle	214.5 kms	50.27 kph.
Vondracek M.	16.8.03	Orlik	Triangle	244.2 kms.	52.81kph.
Vitasek Alois	14.6.03	Orlik	Distance	233.7 kms.	36.40 kph.
Hejzlar Jiri	25.4.03	Orlik	Polygon	200.5 kms.	55.69 kph
Karel Mirosl	22.6.03	Orlik	Out & Return.	227.6 kms.	47.15 kph.
Slouka Jiri	28.6.03	M-35	Polygon	205.2 kms.	55.10kph.

Jirka Lenik (white overalls) and Gerhard Maleschka with their newly built 1926 Hols der Teufel





Over the last 10 years, many have been restored to airworthy condition. During 2003, some of them were flown on over 18,300 km, and four of them on over 400km triangles, out & returns and polygons



VT-116 ORLIK II

VT-16 Orlik 1. 83 were built from 1960-33
VT-116 Orlik 2. 220 were built from 1963-65

A very few Orliks were built with 15 metre and 18 metre wingspans



The Hols der Teufel (Go fetch the Devil) seen for the first time at the VGC International Rally

improved pilots' skills. It is clear that the Czech Orlik has awoken to a new life.

The Czech ORLIK was designed in 1961 and is not related to the Polish Orlik of 1936. The Czech Orlik was designed to be a contest sailplane and has laminar flow wing profiles and is built of wood and foam. As its wing span is 16 metres, it could not compete in the Standard Class. The M.25 and M.35 are different wingspan versions. Orliks were relegated to hangar roofs and storage facilities to make room for more modern sailplanes. There was also the question of the Orlik's glue not being reliable. However, it is a very good glider in every way, and Orliks were got down from hangar roofs by popular demand of glider pilots. Many were restored by AERON at Brno and when this firm went bankrupt, it was superseded by AVEKO, which was set up on the same premises. Orliks are easily rigged and derigged and have the most powerful tailplane trimmers of any sailplane. (So far as CW knows)

ORLIK 1. VT-16. 83 were built between 1960 and 1965 at Medlanky (2) and at Chosen (81).

ORLIK 2 VT-116 220 were built between 1963 and 1965 at Chosen..

FRANCE

ANGERS GPPS

The new AVIA 152A primary glider is nearly finished. It has been built under the interested view of the public at the Regional Air Museum at Angers Marce. Its ancestors saw the light of day in 1932 as the Avia 11A. It was decided, as its capabilities were somewhat modest, that AVIA should design an improved version for pilots, who were already basically trained, to fly their B Certificates. Its cockpit was surrounded

by a nacelle. This was the AVIA 15A and its test flying was taken in hand by Georges Bouvier and Eric Nessler in April 1932. It was destined for pilots who wished to fly their C Certificates and wished to be initiated into slope soaring to gain their 5 hours Silver C qualification. It could be bungee, or winch, launched from two hooks in the nose and under the pilot's seat. Its success was such that a set of plans etc was sent to Yugoslavia.

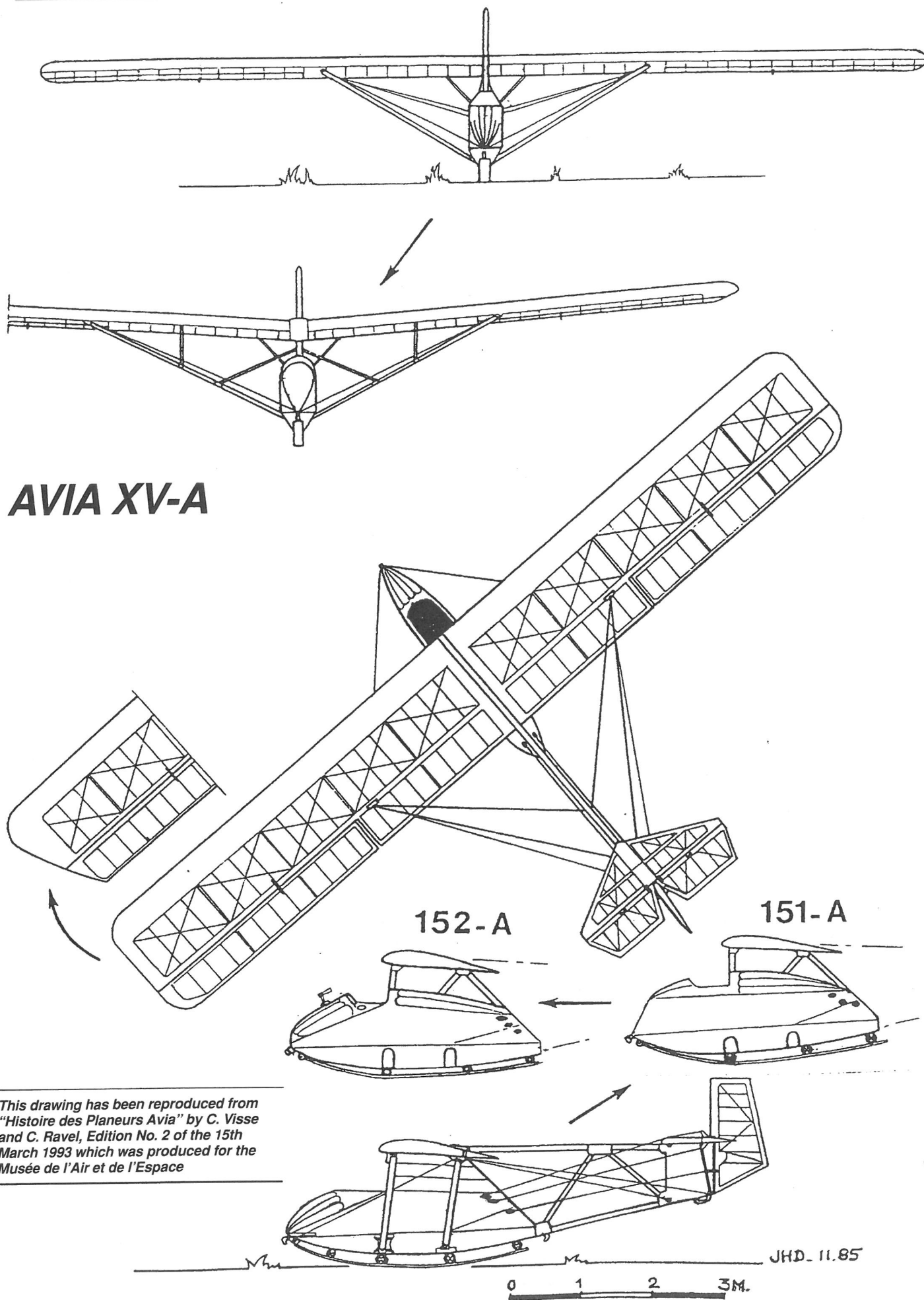
The production of 15 AVIA 15s was prepared for in France during 1936 but the aircraft was officially tested during September 1937 at the test centre of Velizy-Villacoublay and a report was prepared by Monsier Joux dated October 1937. The following faults were noted.

1. Longitudinal stability insufficient for pilots of less than 75 kgs weight. This could be remedied with a seat that could be moved fore and aft.
2. The machine is laterally unstable but this is not a grave fault for a training machine. To remedy this would mean exaggerated dihedral but this could be a serious inconvenience for landing in cross winds.
3. The rudder is bad and totally inefficient at 40 kph. This, in the test pilot's opinion, is a very grave fault and he intended to pursue further tests on AVIA 10A and 15A modified by the Groupe de l'Air to remedy the two last faults. Tests on a modified AVIA 15A by the Groupe de l'Air, were carried out from the 20th October to the 26th November 1937. They consisted of 32 flights for a total duration of 15 hours 20 minutes. The conclusions were that, concerning the Series produced AVIA 15A, there is an improvement in rudder efficiency and lateral stability. The other controls concerning longitudinal

stability and C of G are unchanged. Therefore the Centre of Gravity is more forward than that of the series production aircraft. For this reason, the forward position of the C of G corresponds to the pilot being lighter by about 10 kgs. As result of these different reports, the AVIA 15A No. 23 was modified on the initiative of the Test Centre, with the means at its disposal, with a goal to improving its lateral and longitudinal stability and the effectiveness of its rudder. Its dihedral was fixed at 3 degrees and its tailplane incidence was changed from -5 degrees 35' to -4 degrees.

Tests were initiated on the 23rd of January 1938 and lasted until 18th February 1938. These were 14 flights for a total flying time of 9 hours 25 mins, in spite of unfavourable weather. Improvement of flying qualities was definitely noticeable. More flight tests were carried out between 12th and 14th of March 1938 during 8 flights. Wing dihedral had been increased to 5 degrees. This lowered the speed of stability to about 10 kph and increased the efficiency of the rudder but was a hindrance in other ways. Therefore the 5 degrees dihedral could not be retained without further modifications to the machine. Therefore the wing dihedral was changed back to 3 degrees. The tests revealed that the 15A had certain dangerous habits and therefore the Aeronautical authorities banned unmodified 15 A s from flying. The production of the type continued but there were no further orders as the 151 A was on the point of being produced. Many flew during the war and some survived until 1952 and even 1955.

The modifications to the 15A turned the machine into the AVIA 151A in 1938. Some of these survived until 1961 after much service during the war and afterwards. The AVIA 152a was the result of the work of the engineer LESCURE of the section of the Sports Aériens of the Commissariat general aux sports, who restudied the AVIA 15a design completely in 1942 which, after becoming the AVIA 151a, became the AVIA 152a. It was redesigned in a most remarkable manner and was considered at the time to be the finest school glider in Europe which could be used both for slope and thermal soaring. It was Max Gasnier who test flew the prototype at the Banne d'Ordanche.



This drawing has been reproduced from "Histoire des Planeurs Avia" by C. Visse and C. Ravel, Edition No. 2 of the 15th March 1993 which was produced for the Musée de l'Air et de l'Espace

The first production run of 40 gliders took place at the Etablissements Roche and then, after a 1942 order to the Etablissements Wassmer, had been established at Issoire, 40 new examples were built in 1945. Another production line, launched in 1942, was at the Ets Caudron at Boufarik (near Algiers) 100 machines were finished towards 1948. In total, about 200 AVIA 152a s flew in the French centres and clubs.

The SFASA got rid of spare parts such as wings and ailerons

On the 26th of December 1957 and 20th May 1958. The AVIA 111 and 252a were France's final entry into the ancient ab-intio training. Already in 1942, the CAUDRON C.800 and CASTEL C25S had been built and tested and were being mass produced for dual instruction immediately after the war. A few AVIA 152a s lingered on into the 1950 s. It is strange that accounts refer to some of them originating before or during 1940, as they were supposed to have only been designed in 1942. Perhaps these were old AVIA 151 s which had been modified to 152a standard? The AVIA HISTORICAL CLUB has built a new AVIA 111 for static display, but it has also restored a derelict AVIA 152a to airworthy condition. It seems to have been a large primary glider which was designed to stay up. Perhaps it would give the Lippisch 1926 designed HOLS DER TEUFEL some competition ?

Perhaps in 2006, at our International Rally at Angoulême, we shall see a whole class for primaries, all fitted with variometers and being aerotowed ? AVIA 252a s, Dagling, SG.38 s, Grasshoppers, Salamandras, Zoegling, Honzas, Hols der Teufel, ESG (Grunau 9), 2G s etc. These would really bring us the spirit of ancient flying. We are sure that the gliding world would take notice of us for the right reasons! It is incredible, and highly commendable, that our VGC members have brought, or are bringing, all these types back.

DEDADLE'S GENERAL ASSEMBLY

Saturday the 1st May at Chauvigny.

The meeting started with a minute's silence in memory of our members who died recently. They were Yves Pollet, director of FFV and who ran a Ballard for us at Issoudun, Pierre Plane, of the GPPA at Angers, and Henri Jambon, who participated in a Ballard in the North of France in 1995.

Flying Hours. In 2000, there had been 283 hours flown. In 2001, 569 hours

were flown and in 2003, there had been 788 hours flown which was 45% increase in hours flown over those in 2002. (was this due to the good weather CW?). This result was sent to the FFV for inclusion in the results flown by French gliding. They put Dedale in to 100th place among the 161 associations constituting the FFV and reveal the growing interest in the saving and flying of old gliders of the national aeronautical heritage. Dedale's gliders which were most flown were:- M 200 F-MCDH (57 hours), Nord 1300 (GB-2B)32 hours, 1 Milan (Weihe) 43 hours, 2 AIR 100 s - 71 hours, 2 Ka-7 s - 224 hours, 2 C.25S- 19 hours, 1 MU 13D-2- 16 hours, 1 AV 22- 6 hours, 1 Breguet 905- 12 hours, 1 SA 104 (Emouchet) -24 hours.

Concerning wood and fabric two seaters, 65 Bijaves flew in 2003 3,492 hours, 7 M.200 s have flown 164 hours, 2 Bergfalke flew 63 hours and 1 Breguet 904 flew 27 hours.

These spectacular revelations were brought about by issuing a questionnaire at the same time as collecting annual subscriptions. These were sometimes confirmed by telephone. The number of restored machines in 2003 was increased by 32, The average of flying hours for the year 2003 comes to 25 hours per machine and this is increasing. Dedale is thus making clear that it is restoring the national heritage to flying condition.

Dedale had held 10 Rallies during 2003.

1. at Remy les Alpilles on the 1st May.
2. La Course Mejean- organised by P.Benard on the 15th-30th of June.
3. The Rally at Vauville- - was the 80th anniversary of the Camp Maneyrol weekend of the 23rd-24th August.
4. Rally at Arcachon-La Teste 13th-14th September for old boats, cars and aircraft.
5. The 31st International VGC Rally in Finland.
6. Aero Retro at La Montagne Noire.
7. Balade Helvétique (in French Switzerland) 2-6th August.
8. The Rally at Bellegarde, which unfortunately had to be cancelled owing to the runway being closed.
9. The rally at Balmberg with bungee launching which was held during the 19,20,21 September.
10. The Rally at Angoulême which was held on the 7-8-9th June.

A.S.P.A.C. (Paray-le Monial)

Yves Soudit has been working hard on his NC 856. This aircraft, which is in the class of an Auster, was designed proba-

bly for military reconnaissance just after the war. With its twin fins and rudders, several examples were used as glider towplanes during the early 1950 s. Once this is finished, the A.S.P.A.C. Collection will be able to operate independently with its own tow plane. Its fleet consists of C.800, Castel 301, AV 36, Nord 2000 and others. The NC 856's fuselage seems finished with engine installed. Only its wings needed recovering with fabric. Some instruments and accessories still need to be found... notably a voltmeter and an Ampere-Metre of 24 volts of the type used in the Allouette 2 helicopter. Jean-Michel Ginestet has been giving his Nord 2000 a major inspection. Its wings have been recovered with fabric. If it passes its major inspection, he has the intention of taking it to the 32nd International VGC Rally in Poland.

It is important to state that the Rallies were not always organized by Dedale itself, but by Regional and International organizations. But, our pilots took part in them.

Number of members. In 2001 - 79.

In 2002 - 83.

In 2003 - 74.

For 2004, as of mid July, 61 members have already renewed their membership. It is important that members should renew their subscriptions before the 1st of February.

THREE "FAUCONNETS" from France took part in the **Swiss Rally at Mollis**. Owned by the "Dedaliens", Pascale Lyautey, Didier Hosatte and Peter Urscheller, accompanied by his famous dog, Manouche, took part in the annual Swiss Vintage Glider rally during the Ascension long weekend in German Switzerland. This is a military airfield, without guard or barrier and hard runways which could be cycled up. Situated in Glarnerland, a valley between the lakes of Zurich and Wallensee. This is the entry gate for the high alps with their summits at between 3,500 and 4,000 metres. The runway was over 1800 metres long and 40 metres wide, bordered by freshly cut grass which was suitable for the landings of gliders equipped with simple skids. No less than 25 gliders had entered, of which 10 were over 50 years old. The pride of which was the Grunau Baby from Neuchâtel HB-34, still in full health despite its 67 years. What a pleasure it was to see these marvels and one could only think of those languishing in dusty museums. But what of the pilots of every age,

including those too young to have driving licences. One noted the presence of our "Flying Dutchman" friend, Bert Strijks, who had come from Holland with his "Rhoenlerche", and the German Joerg Ziller, who had come from Munich with his "Meise". FT and LI arrived on the morning of the 21st May, but LC had already been there for two days impatiently awaiting the others. The aerotowing was by Ecolight, which in France is classed as an Ultralight and could tow the Fauconnets without a problem at 90 kph. The meteo was for "fuming" weather with cloudbases approaching 2,700 metres locally. The day finished with a total of 60 hours flown from 25 launches (of which 12 hours were flown by the three Fauconnets.) in the grandiose environment of rocks partially still covered with snow, green alpine pastures and numerous mountain lakes. Unfortunately, no-one among the French entry had a camera, but those who wish, could find images of our meeting on Mollis's internet site. Our Fauconnets (bêtes de course) were the last to land and most of the other gliders were derigged.

FRIDAY 21st May. In spite of the arrival of rain, the meeting continued with instruction on bungee launching. No less than 20 of them took place on this day. SATURDAY 22nd May.. It rained nearly all day. There was no flying of old gliders, but we could still make friends. Only the club's ASK 21 was able to make some brief circuits during brief spells of lighter weather. SUNDAY 23rd May. The sun was returning and our remaining gliders could do some fine hill soaring. Pascal and Didier had to leave but vowed to return. THANKS

go to the Mollis club for their welcome and organization of material, which was perfect. Also to the organizers of the Swiss Vintage gliding club, in particular to Willy and Andreas Fahrni who enabled us to take part in this fete and orchestrated the bungee launch training.

BRIEF NEWS OF A MEETING AT CHAUVIGNY.

Thursday 29th April 04.

4 machines arrived. The M.200 CDHS of Didier Pataille from Amiens, the Fauconnet of Peter Urscheller from Challes les Eaux and the Breguet 900 of Claude Visse from Tallard near Gap plus the M.200 CDDU of Jean Marat, which was brought from Pont sur Yonne by Daniel Lamerand.

FRIDAY 30th April. Rapid rigging of the M 200 which was put in the workshop for radio installation., and Claude decided to give his machine a spring clean. The Milan (Weihe) of Jacques Boulanger was seen in a corner of the hangar, hidden under a tarpaulin because it could not be flown until an inspector of the GSAC can find the time to give it a C of A.

SATURDAY 1st May. During the afternoon, there was some flying but the wind was too strong and there were no thermals. Sunday 2. 5. The two seaters and the Breguet 900 were put into the air in spite of menacing weather, and Claude, who was "dumped" by a storm had to land in a field 30 kms away. Meanwhile Didier derigged his machine and he, and a small party went to the rescue of Claude. The pilot was picked up after the Breguet was covered up and left as Claude felt that it was not advisable to derig it during the night.

MONDAY 3rd May. During the morn-

ing, a new expedition left with two cars and a trailer to retrieve the Breguet 900. On removing the cover, its owner discovered that its canopy had disappeared. However, it was only a joke of two peasants who wished to frighten him. At the same moment, the owner of the field of vines turned up, alarmed that his precious and expensive plants had been damaged. Then followed a minute inspection of his plantation but not the smallest damage could be found. After de-rigging and the loading of the machine on to its trailer, the whole team retired to the Cave of the owner where a few boxes of Haute Poitou wine bottles were bought to remember the adventure. Those who remained on the airfield had the pleasure of flying the M.200 of Jean Marat, the local Bijave and the Fauconnet during the afternoon in good thermals under beautiful cumuli, which had their bases at 1,500 metres QFE.

TUESDAY 4th May. There was the arrival of a new period of bad weather. It was decided to derig the M.200 and the Fauconnet. Daniel Lamerand left in the rain. As for Claude and Peter, they did not leave until the next day as they wished to work on little details on their machines. In conclusion, we wish to thank Guy Latus and the whole team of the Chauvigny Aero Club for their magnificent welcome and their efficient aid.

GERMANY

as of September 2004.

At the German Gliding Museum with Aero-modelling on the Wasserkuppe the HORTEN 33 is now being worked on by Seppl Kurz and

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helpers. This is a large sailplane with two seats and a pusher engine. Impetus for its restoration was given when, on the instigation of our VGC News Letter, its centre section was found a considerable distance away from the Wasserkuppe. The Ho 33 was designed by Walter Horten in Germany (his brother Reimar was in Argentina), in 1953. Its wings are the same as those of a Horten 3.

THE SECOND REIHER 3 at Achmer is now finished except for its canopy, which is being built by a specialised firm, which belongs to one of the Achmer members. The entire team, which has worked on it, and especially Hermann Hackmann, who led them, must be congratulated on finishing their magnificent project. Hermann Hackmann's next job is to repair the damaged FW 44 "Stieglitz", which will be towed for the vintage gliders. The vintage glider fleet at Achmer now consists of Reiher 3, Kranich 2, Kranich 3, Weihe, Meise, Grunau Baby 2b, and Condor 4. Ulf Ewert is now leading a junior group which is building an SG.38! Five of their eight vintage gliders were designed by Hans Jacobs.

Joerg Ziller's OLYMPIA MEISE is currently at JEZOW (Grunau) being done up (having a major overhaul) at the SZD works, which were Edmund Schneider's old firm. It should appear next year in resplendent condition. The firm is working only on wooden gliders and is full of Fokas, Muchas, and Bocians etc. We understand that its workers come mostly from Jezow village and are extremely happy to be working on wooden gliders. Let us hope that they will find time for the Salamandras.

A PRIMARY GLIDER (Schulgleiter Treffen) at the Historic Gliding Site of Laucha took place from the 15th - 19th September 2004. This site with its huge slope had been a Reichssegelflugschule during the war.

There was modest participation in this meeting with the Czech/German Hols der Teufel and the Rana built SG.38 with nacelle and two Grunau Baby 2B s. The slope was not working but there were thermals. The SG.38 had several flights of 20 minutes and Ulf Kern kept the Hols der Teufel up for One hour 20 minutes. Most of the launches were winch launches but there was a UL trike to aerotow the SG.38, which is counted as an UL in the Czech Republic. If flown by experienced pilots and in the right conditions, these primaries can be kept up for far longer than they were in the

old days. It is recommended that the primaries should be nacelled and fitted with variometers.

A SUPPORT UNIT FOR OLD GLIDERS.

The Club is called:- Verein zur Forderung des Historischen Segelfluges. Oldtimer-Freunde Donauwoerth Stillberghof. This organization has the following vintage gliders airworthy. :- Ka-2B, Kranich 2B-2 (built in Spain), Ka-4, Condor 1V, Meise, Lehrmeister, Lo 100, and Ka-6CR, Being restored are :- Grunau Baby 2B-2, Geier 2 as well as a T.21b. (THE ORGANISATION HAS ALSO THE PARTS FOR A MINIMOIA 36). The organisation has 33 members. Their Lehrmeister, which is one of two remaining in the world *(out of the 100 s built in the DDR) OE-0575, has taken part in our Rallies at Achmer and Gliwice. As it is flying under Austrian registration, one must imagine that it is flying in Germany under an Austrian C of A.

Their aircraft have also taken part in Rallies in Germany.

**The other Lehrmeister is flying in Denmark.*

The KRANICH 2B-2, D-0031

From North Germany comes the very bad news that the above aircraft has been very badly broken. It was coming in down wind, passing over some trees. In the lee of the trees was no wind. Suddenly the aircraft stalled. Its nose dropped in a pitiful attempt to gain speed. Its nose hit the ground and the glider finally turned over onto its back. The fuselage was badly damaged but the pilot and his girl friend were unhurt. Wings and tailplane are thought to be not badly damaged. There is a wish to rebuild its fuselage and efforts are to be

made to obtain copies of building plans for the Mraz Kranich 2B-2 which are held in the Czech Science Museum in Prague. Its owner Jochen Kruse was not flying it and we send him our sympathy. The accident happened during September 2004. The pilot had flown the aircraft before. We wish them all the luck with the repair.

NEWS (Sept 2004) from the WASSERKUPPE is that the massive frames for the museum's new building were being set up. They have to be strong enough to stand the weights of gliders hung from the ceiling. A brave effort is being made to clad the building before the rain and snow of winter can set in.

ITALY

Another Vintage Glider has been discovered recently in Italy. It's the double seater CVV6 Canguro, which belonged to the famous Italian Pilot Adriano Mantelli.

The CVV6 Canguro has a major place in the history of Italian Gliding.

It was designed in 1939 by Ermenegildo Preti at the Centro Studi ed Esperienze per il Volo a Vela del Politecnico of Milano. The 1st prototype marked I-CICI flew for the first time in April 1941. After WWII it was adopted by the Italian Military Air Force and produced in serie by S.A.I. Ambrosini and supplied to the Italian Air Clubs.

Its best results:

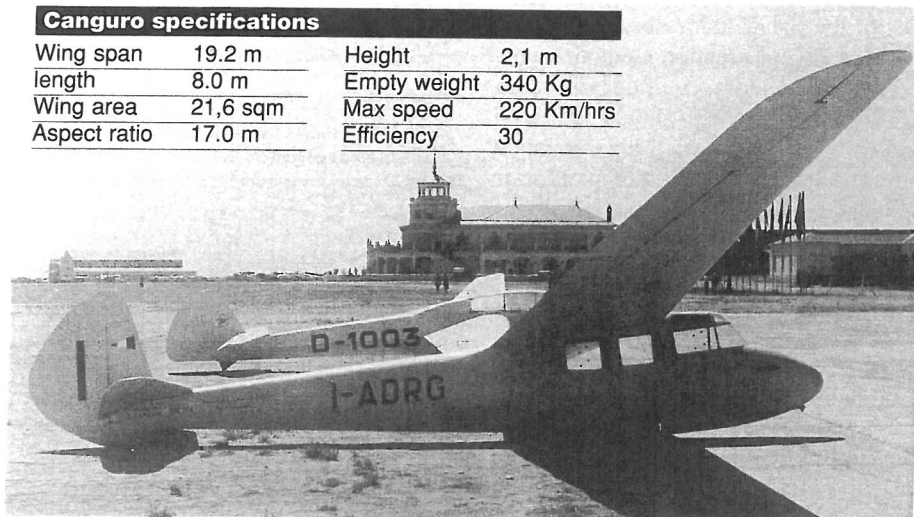
1952: it was 4th in Spain with Mantelli-Baldisseri

1954: it was 2nd a Camphill in the UK, with Mantelli-Braghini

1955: it established the Italian Record of Duration (27Hrs and 30 Min.)

Canguro specifications

Wing span	19.2 m	Height	2,1 m
length	8.0 m	Empty weight	340 Kg
Wing area	21,6 sqm	Max speed	220 Km/hr
Aspect ratio	17.0 m	Efficiency	30



with Mantelli-Muzi

The machine which we discovered now was built by S.A.I. Ambrosini with the mark I-AECB and flew the first time on March 1953. After a severe accident it was rebuilt and renamed I-IULI. It flew for the last time in 1972.

This sailplane belongs today to the nephew of Adriano Mantelli, but a restoring plan has not yet been decided.

In any case the machine seems to be in good conditions and it would be worthy to restore. Will see in the future.

POLAND

POLISH VINTAGE GLIDER

SITUATION as seen by CW during August 2004.

SALAMANDRA AT GLIWICE.

This is being worked on by two men, only during winters. The forward fuselage is set up on a jig. There was no sign of booms to carry the tailplane. Wing, aileron and tailplane ribs are all built but the components are not yet being assembled. Possible date for completion is two years' time.

SALAMANDRA AT JEZOW.

This is being built in the old Grunau Works. One wing is being assembled on a jig. Ribs for the other wing etc and bulkheads for its forward fuselage are built but components are not yet assembled. Possible date for completion is two years' time. There are probable orders for three or four new Salamandras. The aircraft is a Wacław Czerwiński designed 1936 primary with a good wing, which subsequently influenced the Emouchet and PIK 5 wings. The curved ribs are not laminated (goodness knows how they were curved ?). and are single piece compared with German ribs which are often split with plywood between the two halves. Plywood is adhered to one side of the Salamandra ribs. This seems a simple rib construction method.

The Salamandra, without its drag causing bracing wires, should soar well and, in spite of its small size, it might offer the Hols der Teufel competition in staying up, as this machine has many bracing wires also.

ORLIK PROGRESS.

This of course is the 1936 Antoni Kocjan designed 15 metre span gull winged sailplane, which made such a good impression before the war, and after the war in the USA. Plans had been sent to Yugoslavia for its licence production. It was reported that a set was returned to



*Above: wing of the Salamandra under construction in the SZD works at Jezow
Below: VGC members inspect ailerons of the Salamandra during a tour from the Rally*



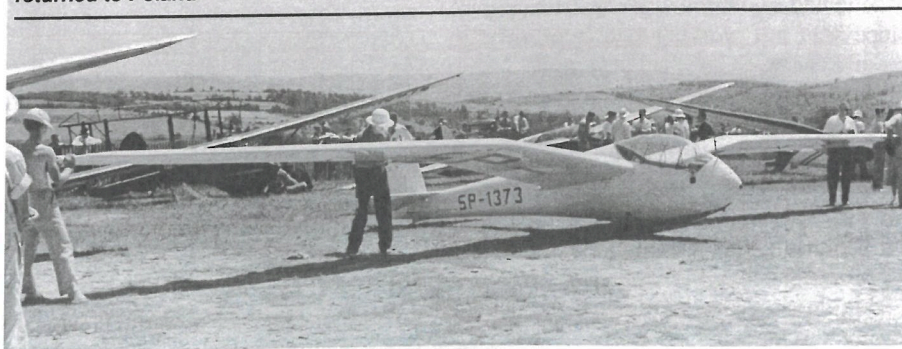
Poland after the war. These apparently can not be found now and unsuccessful attempts have been made to obtain a new set of Orlik plans from the Yugoslav Aviation Museum on Belgrade Airport.

At last, the museum has started to

respond and we hope that copies of the Orlik plans may soon return to Poland. We believe that plans for the Komar and Mewa do still exist in Poland.

Great enthusiasm for old gliders does exist in Poland and that this will have

Copies of plans for a 1936 Antoni Kocjan designed Orlik are in the process of being returned to Poland



been increased by our very successful Vintage Glider Rallies at Jelenia Gora and Gliwice this year. Gliders designed during the 1960 s and 1970 s have been found often abandoned in hangar roofs and these are being taken down and restored to fly by wooden glider enthusiasts especially at Gliwice. One of these is a two seater CZAPLA (Heron) which was in the roof of the Wroclaw Aero Club. Rather than leave it there, its owner has taken it down and restored it to flying condition and we were pleased to see it at Gliwice during our last weekend. This tandem seated two seater has strutted wings and tailplane but, after only one flight as a passenger from a winch launch, CW received the impression that it would thermal soar well and that its flight handling qualities are not bad. There are many more machines

from that time which may be airworthy in two years' time or earlier, and we hope that some of them will be present at our 33rd International Rally at Egersdorf and at our Rendez Vous 2005 Rally at Oerlinghausen.

JEZOW.

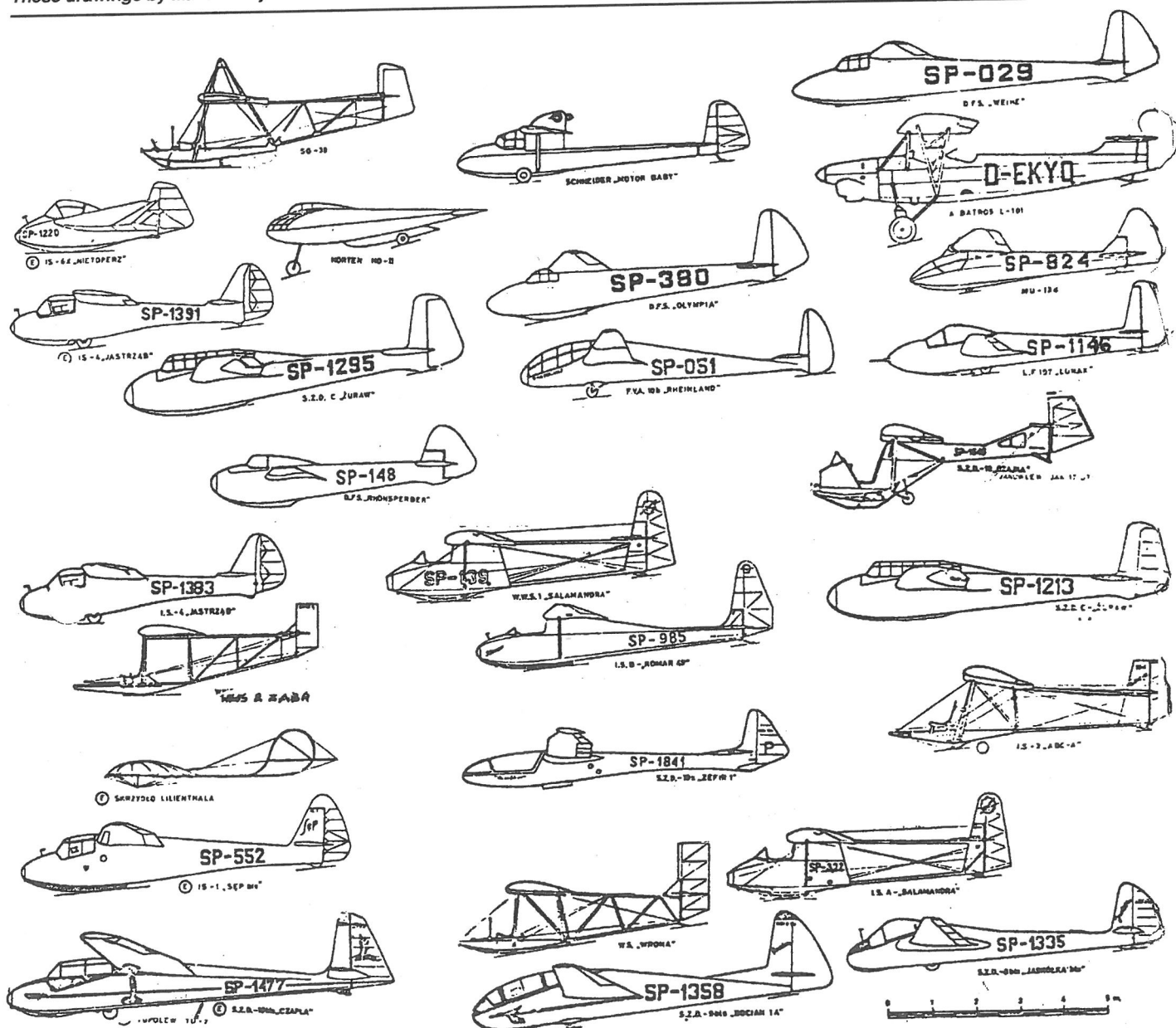
Many of us were overcome with the beauty of this place which far surpassed our wildest imaginations which had been kindled by photographs. The Poles had built a new chalet especially for us and its two German built hangars (one of them was built in 1932) were put at our disposal. There was a continuous bungee launch, winch launching and aerotowing operation which enabled many of our members to experience bungee launching for the first time. Before 1935, Wolf Hirth was in charge of the site and it was

said that the site could operate without any mechanical means i.e. by bungee launching and retrieving with horses, he himself inspecting his domain from a pony and trap! The site was so historic and beautiful that many of our members wished to camp there for the duration of our meeting.

There are at least four soaring slopes should the wind blow from suitable directions and the whole horizon is taken up with the Giant Mountains from which waves are formed, such as the Moazagotl. In fact the Poles have named the site "the Diamond Mine"!

There is the intention of turning the Jezow site into an International Gliding Centre and a young German architect said that he would design a new building on the site to house its inhabitants as he felt that the former Reichssegelflug

These drawings by Marian Krzyzan show all the sailplanes and gliders in the Aviation and Astronautic Museum, Cracow, Poland



schule building, which is well down the slope, and from which boys would run up to the site after 5am in the mornings, was not suitable. The building was large, in bad repair and built of wood and brick.

A further scheme is to turn the airfield of Jelenia Gora (formerly Hartau) into a municipal airport to support the expected future booming economy of the town Jelenia Gora (formerly Hirschberg). Therefore, there is very little time to get the JEZOW International Gliding Centre organised. CW feels that the Jezow site is really not big enough to support an aerotowing and winch operation large enough for such a centre, and that there is a definite need to continue the aerotowing from Jelenia Gora airfield. He wonders whether some limited airliner and civil aeroplane flying might still be possible there as well as a gliding operation? After all, historically, the Hartau airfield always was the aerotowing airfield for the hill site of Jezow (Grunau).

Two new hangars now stand on the areas of the old hangars which were burnt down in 1945. The area, which has so many memories, is now a paradise of beautiful countryside, weather and a very nice people.

SWITZERLAND

The SWISS MEETING AT BEX 16-18 JUNE 04.

15 gliders were brought together on this little airfield between Lac Leman and Martigny. The machines were Spalinger S.18 -3 HB-510; Spalinger

S.19 HB-225; Kranich 2. HB-475; Kranich 3. HB- 358; 2 Moswey 3. HB- 485 and 374; Moswey 4b HB- 522; WLM-1 HB- 552; 2 L-Spatz 55 HB-575 and HB- 737; Bergfalke 2-55 HB- 690; Ka-2 HB- 724; Ka-8 HB-701; Sperber HB- 1227; and Fauconnet F-CDLC.

Unfortunately, we were not granted good weather. On Friday, there was early good weather, but total cloud cover came in to stop convection. On Saturday, there was rain all day. At last on Sunday, there was interesting weather. With a cloud base of 3,000 metres, I was able to "discover" the region but I had to end the flight after two hours to return home. However, I have a serious wish to return to the area one day when the weather is fine.

THE SWISS OLDTIMER GLIDING CLUB'S "ELASTIC" MEETING AT THE BALMBERG

20th-21st SEPTEMBER 04.

The traditional Swiss weekend for bungee launching took place again in 03 at a new site in the North part of the Jura a few kms from the town of Solothurn with training available from Wednesday the 19th on the airfield of Bleienbach (near Langenthal). Being the first to arrive, I was surprised to see arriving a little after me, Francois Ragot who wished to try bungee launching his MU 13-D-2. Bleienbach is a little airfield with its hangars full of vintage aeroplanes such as Jungmann, Jungmeister, Gipsy Moth (being restored), the last C-3603 which is still flying with its Hispano Suiza 12 cylinder and 1,000 hp engine etc etc. Friday passed beneath a blue sky echoing to the shouts of "Tirez,

Tirez! Cavalez! Cavalez! Los! To put in to the air those pilots who wished to obtain the qualification of being allowed to have a bungee launch from a mountain site. The rule is strictly applied that a pilot must be obliged to have 6 bungee launches from a flat site before being bungee launched from mountain. On this day, we carried out 36 bungee launches. During the evening after dinner, most of the machines were transported to the Balmberg to a little ski station where there is the possibility of accommodation or setting up of tents. During Saturday morning, there was a first

briefing and a reconnaissance was made to discover suitable landing fields in the valley. The choice was not easy because of the fields' surfaces becoming dry because of the hot weather. This would not "brake" the skids to assure short landings. The trailers were towed to the launch point with a tractor. Then we started to rig the machines. not more than four at a time because of the lack of space. On this day, 8 machines were launched under a radiant sun. These were :- the S.18-2 of Michael Widmer, the Moswey 3 of Schaenis, the Moswey 3 of Fritz Zbinden, the Moswey 3 of Juerg Derendinger, the Karpf Baby of Bellechasse, the Ka-8 of Lilley Grundbacher; the Ka-8 of Daniel Steffen; as well as the Fauconnet.

The Karpf Baby of Schaenis did not take off because of problems with its release hook, and the Karpf Zoegling from Zwingen and the MU 13D-2, were not rigged.

I myself took off last. And I landed with all my friends after a short half an hour. A precision landing with a wheel run was accomplished in a badly cut field. Unfortunately, like my predecessors, I could not find any exploitable lift. Finally, derigging of the machines, was followed by an agreeable dinner together, and the traditional distribution of souvenirs of the event. On Sunday, at the end of the morning, five machines were rigged.

The meteo promised to the same as on the proceeding day except that the wind had very lightly changed direction. This detail made the difference and the pilots that were launched, after having lost altitude, started to experience a light breeze that gave them lift. To finish, the best of them found themselves at 1000 metres above launch point. Some of them flew for more than three hours and Erwin Lehmann at the controls of the Moswey 3, HB- 373, had the luxury of being able to fly it to his home airfield near Olten, a straight line distance of nearly 30 kms. For my part, I was in anguish that I had not spotted the movement of the air mass and had therefore not rigged my machine on the second day. But it was too late to change the situation. I will keep none the less a memory of the extraordinary spirit of camaraderie that one always finds at this type of event. To finish the day, I was able to visit Ruedi Saegesser's factory. He is actually retired but he has a vivid memory of the building and the repairs of innumerable sailplanes. (It was he that built the first "Elfes" and the WLM)



Moswey 3 HB-485 has a bungee launch

JAPAN

Restored Hagiwara H-32 finally flew.

Photo & Text Yasuhiro YAMA

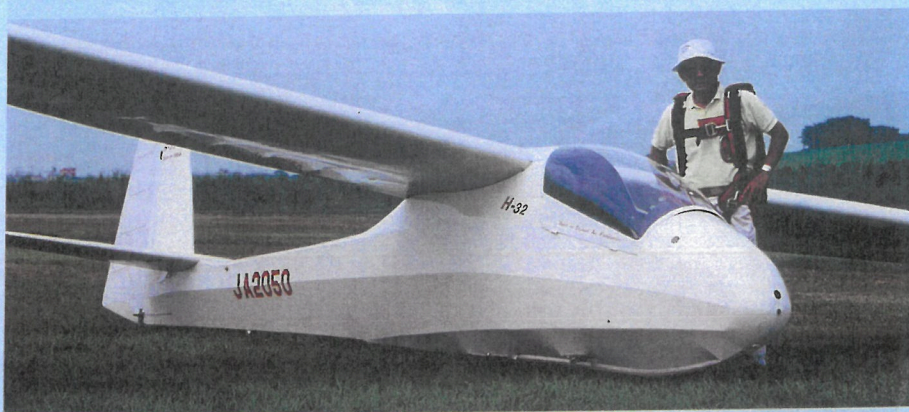
I reported the restoration activity of Japanese original single seat trainer H-32 in 2002. It was once completed in May, 2003 and first flight after restoration was succeeded. In the following flight, tow rope hit the aft fuselage of H-32 and the frame was damaged.

Then H-32 was sent to the repair factory where it took about one year to replace the damaged frame.

In July 2004, H-32 succeeded in the first flight after repair but another misfortune prevented it from flying. During landing roll, the canopy suddenly opened and hit the fuselage. The canopy had the hair crack about 2 feet long but it was soon repaired with the adhesive.

Finally I had the chance to take the air to air photo of this H-32.

This year it has been 40 years since it was built.



I am very much impressed with the passion of Mr. Ichiro Sato who designed and restored this glider. His dream was to restore H-32 completely and finally his dream came true.

This H-32(JA2050) was registered in July, 1964 and since then, it has accumulated 5,000 takeoffs/landings and about 1,000 flight hours. It was a one off production model and it is a very valuable glider. ■

H-32 specifications

Span	15.00m
Length	6.92m
Wing Area	13.25
Aspect Ratio	17.0
Empty Weight	250kg
Max Weight	350kg
Wing Profile	NACA633-618-4415
Max L/D	32.0 (87.0km/h)
Min Sink	0.70m/s(69.5km/h)

Main photo: Mr. Ichiro Sato pilots H-32 over Sekiyado Glider Port.
Top right: Mr. Sato and his 40 year old 'daughter', H-32.
Cockpit: Right hand side knob is pitch trim control from Cessna parts. You can see vertical speed indicator on left hand



THE 3rd INTERNATIONAL KRANICH MEETING

This was held at Unterwoessen in Upper Bavaria near the Chiemsee and very close to the Austrian frontier. Unterwoessen, the German Alpine Gliding School (DASSU) is at the edge of the Alps and was celebrating its 50th anniversary. The Kranich Meetings are the inspiration of Manfred Penning who organises them. His group, at Mainz, has restored a fine Kranich 3. Thus the meetings are really for Kranich 3s but Kranich 2s and 1s are invited also. The Kranich 3 was the great designer Hans Jacobs' last creation and the first one was built in 1951/2 in a great hurry so that it could represent Germany for the first time after the war, at the

1952 World Gliding Championships at Cuatro Vientos Spain. After the war, Hans Jacobs had taken a job in a furniture factory for the financial security of his family. However, written into his contract was that he should have nothing more to do with gliding. Hans Jacobs' son, Michael, can just remember his father dashing off during weekends to Focke Wulf Bremen, to work on the Kranich 3 prototype. It is difficult for us to imagine how Hans Jacobs could have managed to design such a magnificent aircraft after he had not worked on sporting gliders since 1938 (although he had been mass producing the JS Weihe at his firm Jacobs Schweyer, during wartime). The last sailplane he had designed, was the Olympia Meise in 1938. Because, of the economic misery of post war Germany, and because the overheads of FW Bremen were so high, the Kranich 3 could not be sold cheap enough and only 40 were built. Of these, some 30 of them still exist. This must prove what a good sailplane it is. During the World Championships at Cuatro Vientos, Hanna Reitsch and copilot, Elizabeth Haefner, came second in the two seater class (behind the Spanish pilot Juez in a



Top: Unterwoessen seen from Kranich 2B-1 BGA 964 on an electric winch launch.
Centre: three Kranich IIs together, BGA 964 in the foreground.
Above: line up consisting of Kranich IIs, Minimoa and Kranich IIIs.

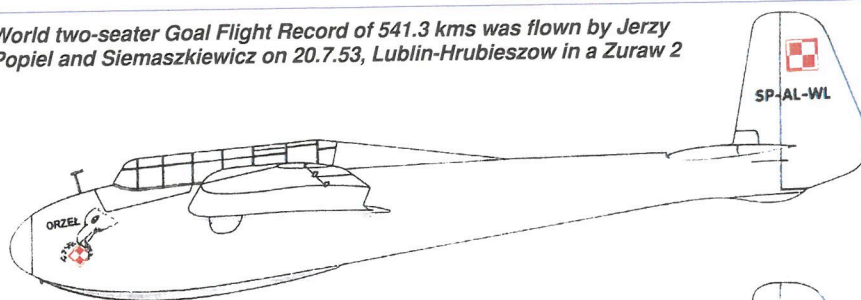
Kranich 2). The 3rd International Kranich meeting got off to a good start on the 4th of July and everyone at DASSU was extremely friendly to us. Among the 6 Kranich 3 s were one Kranich 2 and two Kranich 1s. Among these latter were C.Wills' 1944 Swedish built Kranich 1, and the wonderfully restored HB- 475 of Fipps Rothenbuhler. With us also were the Aventoift Weihe and Minimoa. One of those who brought them was Gerd Allerdissen, the President of the German Aeroclub and of OSTIV. Also there was Ulli Grau's Rhoensperber (a type that is closely related to the Kranich 1s and 2s,) the Meise of Joerg Ziller and a Specht, to give variation to the theme.

There were six evening lectures -

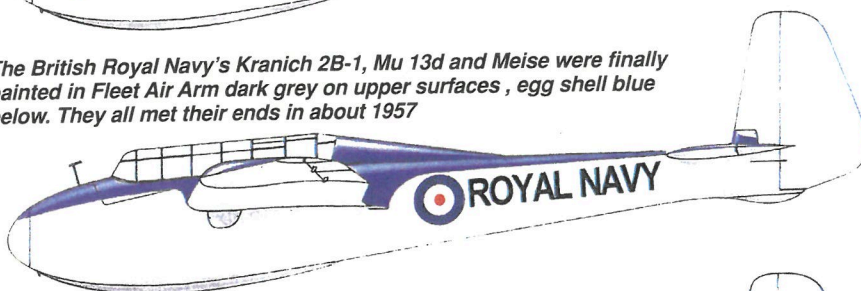
1. The first was by Isolde Woerdehof, vice President of the German Aero Club, who gave a repeat of a lecture which she gave us last year, on Hanna Reitsch's achievement with very little time to prepare, in the 1952 World Championships.
2. Was on the history of the DASSU by Gerd Meirer the Chairman of DASSU.
3. Was on the famous glider pilot Otto Brautigam by Joerg Ziller.
4. A film of, and from, a Kranich 3 doing a 200 kms flight through the alps. The film was made by Ewald Frankenberger.
5. A lecture by Neelco Osinga on the Kranich 1s and 2s. This was after the preparation of Neelco's fine book on the type.
6. An illustrated talk on the Kranich 3 in Massachusetts.

The first weekend was beautiful weather and there were many flights over the local mountains. Perhaps the longest duration was flown by the Aventoift Weihe. The Kranich 1 BGA 964 was flown by Otto Rotfuchs, President of the Aero Club of the Saar who gave several wonderful passenger flights. After the third day, the weather deteriorated and we had only days of rain. One evening, a fine meal was had at a Bavarian inn, high on a mountain side almost on the Austrian frontier. Three boys came from a music school with two button accordions and a guitar. They played Bavarian music by ear for us. We were very surprised when a 15 m span fibre glass sailplane came over us from Austria. It was just finishing an over 1000 km triangle. The pilot landed at our airfield and it was not the first 1000 km that he had done. We wondered what we had been missing! We had hoped for wonderful Alpine weather. Manfred Penning once again organised our Kranich Meeting very well and we thank him. CW

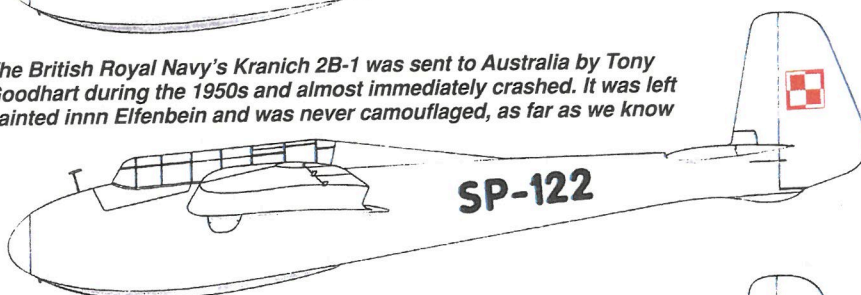
World two-seater Goal Flight Record of 541.3 kms was flown by Jerzy Popiel and Siemaszkiewicz on 20.7.53, Lublin-Hrubieszow in a Zuraw 2



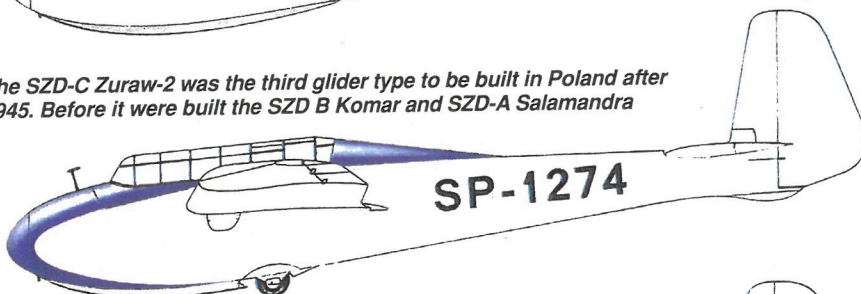
The British Royal Navy's Kranich 2B-1, Mu 13d and Meise were finally painted in Fleet Air Arm dark grey on upper surfaces, egg shell blue below. They all met their ends in about 1957



The British Royal Navy's Kranich 2B-1 was sent to Australia by Tony Goodhart during the 1950s and almost immediately crashed. It was left painted innn Elfenbein and was never camouflaged, as far as we know



The SZD-C Zuraw-2 was the third glider type to be built in Poland after 1945. Before it were built the SZD B Komar and SZD-A Salamandra



35 Kranich 2s were taken from former German Gliding sites in 1945 and were distributed to the new Polish Aero Clubs. 52 Zuraw 2s were built during 1951 and 1952 in Gdansk and Poznan

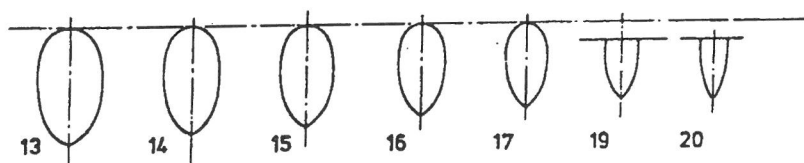
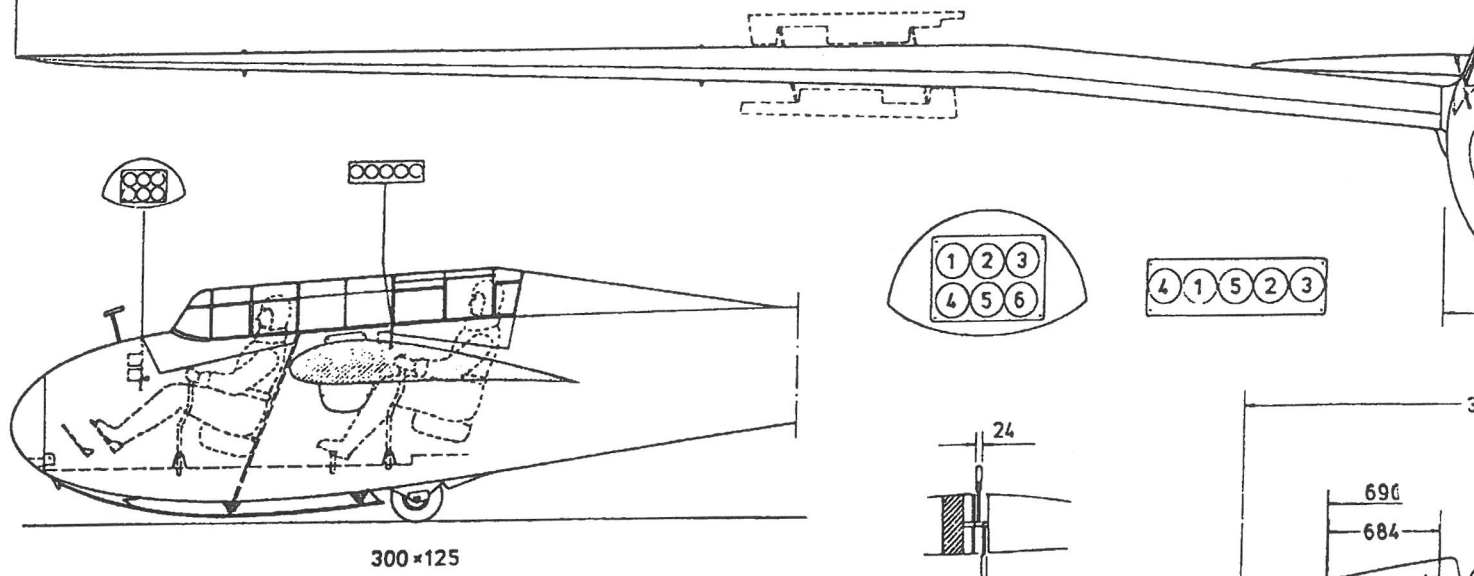


Below: World two-seater gain of height and absolute height records were flown by Andrzej Brzuska and Wladyslaw Parczewski of 8,162m and 9,293m on 1.12.50 in a Kranich 2

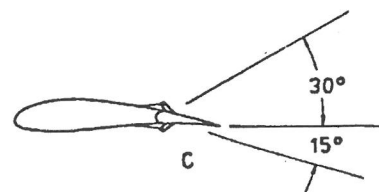
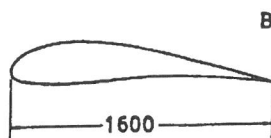
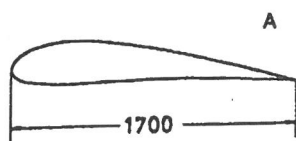
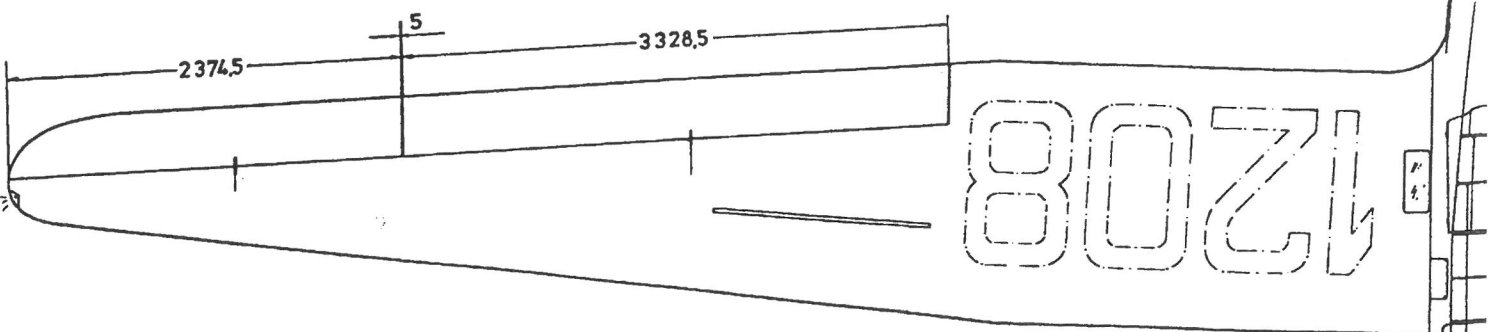
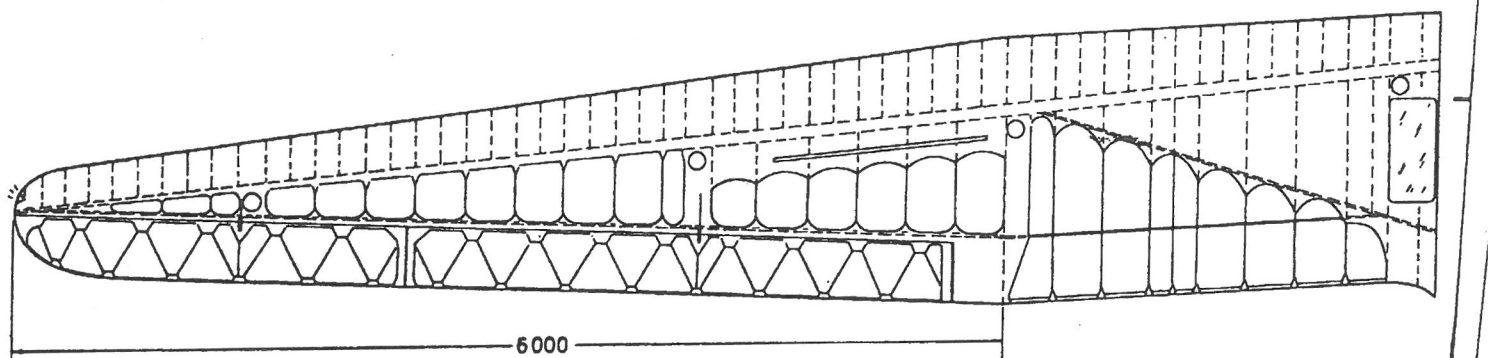


18000

Polish World Record holding Kranich 2



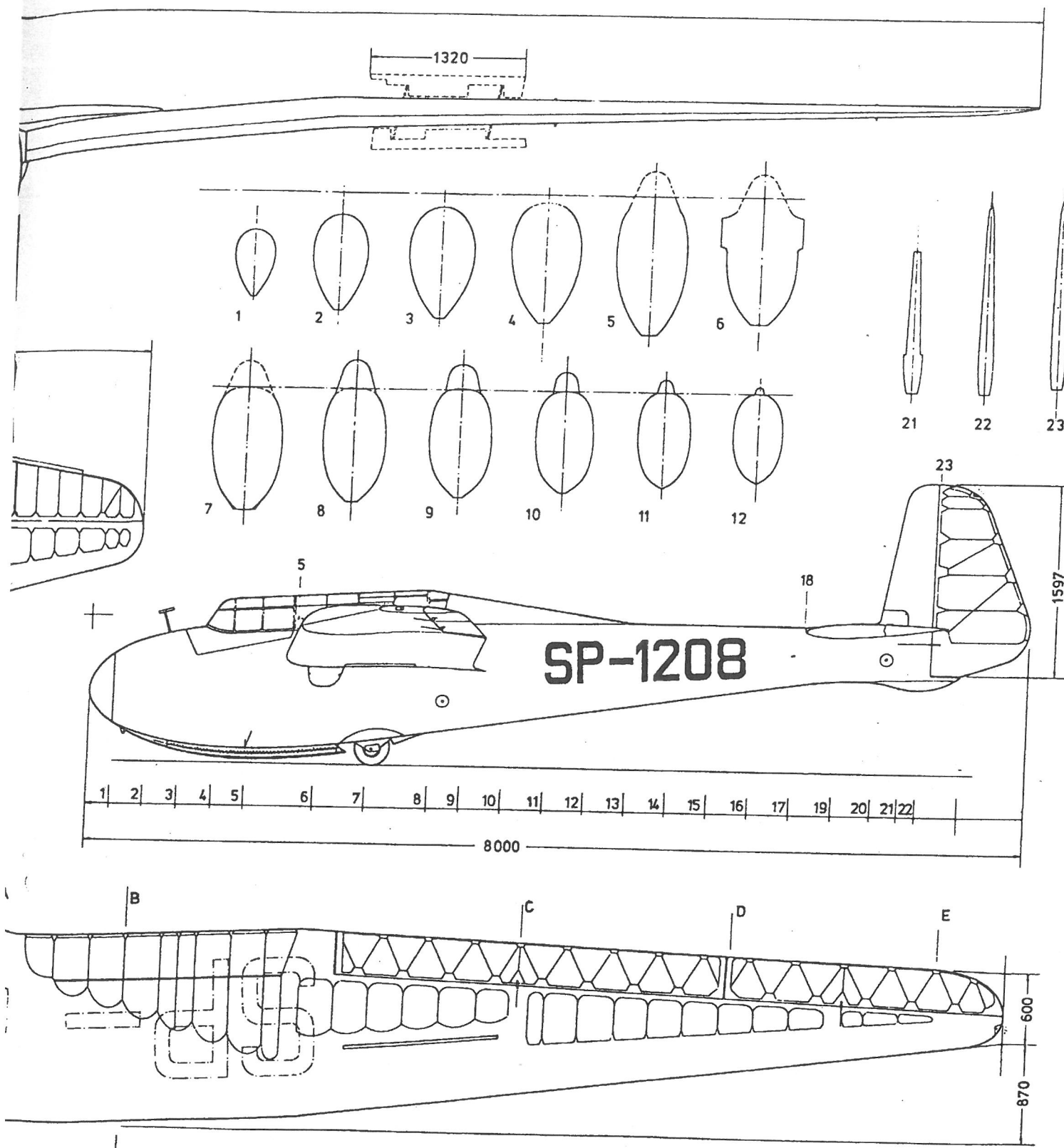
- 1 WARIOMETR
- 2 BUSOŁA
- 3 WYSOKOŚĆ.
- 4 PRĘDKOŚĆ.
- 5 ZAKRĘTOM.
- 6 WARIOMETR



SKALA 1:50



WSZELKIE PRAWA ZASTRZEŻONE
KOPIOWANIE BEZ ZGODY AUTORA
WZBRONIONE



SZYBOWIEC WYCZYNOWY

ŻURAW

© ZBIGNIEW LURANC

RYSEK OPRAWOWANO NA
PODSTAWIE DOKUMENTACJI
WARSZTATOWEJ

Eastern VSA Regatta



Lee & Mary Cowie

The USA is a very large country but still it seems strange that the Vintage-Sailplane Association holds its eastern and western regattas on the same weekend on opposite sides of the country. As you cannot go to both you have to choose which one to attend so we headed east to Kutztown, Pennsylvania with an Olympia in tow. The Kutztown Airport hosts an old airplane, car, glider, motorcycle and tractor gathering. Unique to this event was having a tractor the same age as your glider to tow you to and from the flight line. Also unique to this event was the VSA store selling shirts and stickers etc. from the back of a 1922 Ford TT truck. Unfortunately no gliders as old as the truck participated in the flying fun.

For a mid westerner the regatta had another unique feature – wave. At the briefing on Saturday morning they said thermal activity would be to 3800ft. I think in was over 4000 where the lift really smoothed out so by 6000 ft I knew I was into something special and that my friends I was sharing the ship with would be waiting for their turns. Others made it to 9000ft but they were not sharing a ship.

Another special feature of the Eastern VSA Regatta was the food and drink. Each night we would visit a different restaurant or micro brewery. The Kramer family also provided a large tub filled with soft drinks you read about in Mark Twain like Birch Beer and Sassaparilla to keep you hydrated.

Bob Gaines is one of the people who has made the VSA what it is today. A

special treat was in store for Bob who got to fly the first glider he ever owned, a Cinema II he sold over 40 years ago. But that is not the whole story as he bought it back and started to rebuild it within the last 10 years but then sold it to Dean Kramer who finished the rebuild

but Dean felt the rebuild was not complete until Bob had flown the ship and gave it his stamp of approval. Bob even commented the rebuild was so original that the split pin scientifically placed to tear your pants was still in its original location.





Clockwise from the left: Bob Gaines flies the Cinema he sold over 40 years ago. Marita Rea's & C. B. Umplett's Schweizer, flown almost constantly. Dean Kramer's L Spatz. Gerry Wilder's Hutter 17 won the Childrens Choice Award. A Farmall H tractor tows George Constantine's L Spatz. The Brandywine Soaring Association flew their Schweizer 1-23 to and from the regatta from Wilmington, Delaware.

While most ships were trailered in at least two were flown in. I don't know if this is a first for a VSA regatta but it is not common. Unfortunately what was to have been a three day regatta ended after two days as the rains came and everyone headed for home. ■



Mid America Vintage fly week



June 2004

For 'Old Fashion Flying Fun', more could not have been accomplished. The event was blessed with excellent soaring conditions all but one day of the week. Occasional afternoon thunderstorms got the "put away exercise" put to use, along with early BBQ lighting.

Three hours east of Saint Louis Mo.,

Wabash Valley Soaring Association Facilities on the abandoned military field were two new large hangars, one for club equipment and one for private glider storage along with a workshop hangar. The new addition to one hangar is a structure with toilet, shower, bunkhouse, and hospitality room that was the center of social activity.

Flyers and equipment came from gen-

Above: Bob Gaines' first landing in his newly restored Slingsby Petrel.

erally central USA, but ranged from Georgia to Michigan to Kansas and California. Where else in the US could one find first ownership flights of a Petrel and Phoenix's along with first pilot's flight of a Grunau Baby. Safety wise,

RALLY ROUNDUP



beside having tow pilots that know how to tow old and slow gliders, large areas of landing sites were available, largely new harvested winter wheat, which were regular thermal generators. These fields were used for flights ranging 20+ miles on most days with lift to 5200'.

On the last day of flying, Saturday the 19th, 16 vintage ships were launched with no relights, with flights ranging to 5.3 hours.

A family competition occurred in the Cowie family with USAF Capt. Leland (F15 pilot) flying his mother's ASK 18 for 4hrs:20min only to have mom do 5hrs:30min the next day. May be she

*Left: Olympia 2B of the International Olympia Club from Illinois.
Centre: Grunau Baby of Barry van Wickevoort-Crommelin at 5,000ft.
Bottom: Petrel and Olly share the sky over Wabash. Photos: Herb Robbins*

wanted to get son off the hook for buying dinner for the family.

Two 'out of town'ers chose to join WVSA for the month; Glen Kershime USAF Academy '77, Delta Pilot flew the most glider flights as volunteer flight instructor, and Herb Robbins from California, who checked out in all the club equipment livery, including qualifying as tow pilot in both tow planes. Glen had 23 glider flights to Herb's 18, his additional 13 power flights did not count.

81 year old ex Navy Antarctic pilot, Ray Hall, Libelle and Professor Dave Winkel's Discus were evident in their flashing passes as they ranged to 60 miles out and return.

Charger Biplane orientation flights were given at the slightest suggestion by Ted Goble.

Many Thanks to: Dave Schuur, VSA & WVSA pres., the event organization, working members, and wives for assistance, hospitality and one fantastic week.

Allan & Sabine Pargman, Georgia, Phoebus C, N500BP

Ray LaRocque, Georgia, Ka-6cr, N23Z

Glen Klingshirn, Georgia, Instructed

Herb Robbins, California, Club gliders, Tow Plane

Ted Goble, Washington, Marquart Charger Biplane

Art Babiarz, Jr., Pennsylvania, Diamant

Dave Ochsner, Michigan, Ka6-b, N2720C

Dennis & Molly Barton, Georgia, Olympia 2b,

Bob & Alice Gaines, Georgia, Petrel, N392K

Paul Gaines, Georgia, Phoenix,

Neal Pfeiffer, Kansas, Ka6-e

Jack Wyman, Michigan, Diana

Gliders Based at Wabash Valley Soaring

Sagitta, Howard Petri

Ka6-e, David Schuur

MG 23, Bob Graves

Grunau Baby, Leland Cowie

T31-b, Lee Cowie

ASK 18, Mary Cowie

Cherokee II, Dave Stanley

Grunau Baby, Ka6-a, Barry van Wickevoort-Crommelin

Ka-2b, Jim and Simine Short

Olympia 2b, International Olympia Club (IOC)

Libelle, Ray Hall

Libelle, Al Hauenstein & Ken Roland

Discus, Dave Winkel

Open Cirrus, Roger Bard

111 flights with close to 200 hrs logged. Several 4 and 5 hr flights recorded. ■

VGC RENDEZVOUS RALLY 2004 *and* 25th INTERNATIONAL GRUNAU BABY TREFFEN Jelenia Gora and Jezow in Poland

*30th July - 6th August 2007.
The Grunau Baby Treffen
closed on the 8th August*



It can be seen that these meetings were taking place at an extremely important locality as the pre 1945 name for JEZOW was Grunau, and the Jelenia Gora Airfield was the aerotowing field of Hartau. At Grunau, during wartime, more than 2000 Grunau Babies were built at the Edmund Schneider works (which again is working on gliders, It is named SZD and one of the gliders there is a new 1936 SALAMANDRA). The Grunau School, which was managed before 1935 by Wolf Hirth, became a Government Gliding School (Reichssegelflugschule) and turned out more trained glider pilots than any other RSS in Germany. The building where the pupils lived is still there half way down the slope but no-one is living there now.

As we approached Jelenia Gora, we were greeted with brilliant weather which included wave clouds. Nothing could have prepared us for the outstanding beauty of the area with the Giant Mountains (now known as Karkonosze Mountains) to our right and the hills upon which is the Jezow site, which is of outstanding beauty and has about five slopes for hill soaring. This was the original homeland of Werner Tschorn and Joerg Ziller and although they had to leave it in 1945, they could still remem-

ber all details vividly.

Concerning the magnificent main Jelenia Gora Railway station, it is still unchanged from when it was a splendid edifice of the pre 1945 German Reichsbahn. Joerg Ziller said that when he was last there, he was not happy as he was being loaded into a goodswagon. He did

not know whether the train would go East or West. Luckily it went West. East would have meant Siberia!!! So much for history. There was plenty of it. Joerg's father Erwin was the last CFI of Grunau before the war. He flew two International height records in a Kranich 2 in waves from the Karkonosze Moun-

*Above: PZL Wilga tugs away.
Jelenia Gora town centre.*



06.08.2004



tains. Joerg said that his parents' home was to the right of the railway looking West and that a factory has been built on it. Further into the town to the right of the railway were several multi-storey buildings. One of these had been Hanna Reitsch's home but he did not know exactly which one. There had also been a farm in his family which was to the east of Jelenia Gora. Our hotel Europa used to be called the Hotel of the Three Mountains, which, together with a stag on one of them, was Jelenia Gora's (Hirschberg's) crest.

One of Joerg's last memories of the place was seeing little cream crosses in the trees, which were Grunau Babies catapulted with ballast into them from the

Jezow site, for amusement by soldiers of the Red Army. However, all were not treated like this as some were given to the Czechs with the permission of a Russian Officer.

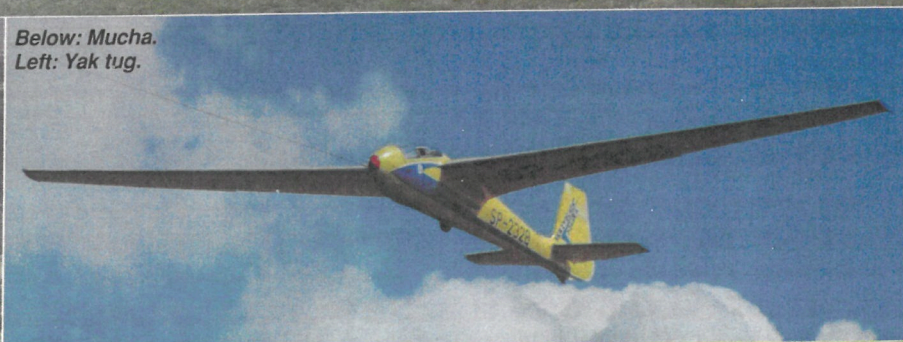
The weather was resplendently good and we were told that it came from the Black Sea, not from the Atlantic, which was covering Britain at the time with the worst summer's weather in living memory.

The organization of the Grunau Baby and Rendez Vous 2004 Rallies was undertaken by members of the Jelenia Gora Aero Club, which was led by Leszek Jankowski. It was superbly undertaken when one understands that a bungee launching operation was contin-

uously going on at the Jezow site using its slopes, as well as an aerotowing operation taking place on Jelenia Gora's airfield. The aerotowing was with Yak 12s and Wilgas and the Yak 12s were also used at Jezow to give pilots experience on the slopes. The Rally was opened with speeches by Crzystow Malchuk Director of the Jelenia Gora Aero Club, Michael Purzynski and Leszek Jankowski. During the first weekend, there was a fair on one end of the airfield which included the hangars. Luckily we had a security organisation looking after us and the camping area to keep the public away but this was not possible when the gliders were before the hangars, luckily there was no accidental damage. The



Below: Mucha.
Left: Yak tug.





*Below: Cristian Kroll's Cumulus.
Right: Jezow airfield.*



weather was so good, giving thermals to at least 1,500 metres, that from four aerotows, Werner Tschorn flew at least 17 hours and went round the Snieczka (Scheekoppe), the highest point of the Karkonosze (Riesengebirge- Giant Mountains) four times.

On the Polish side there was a road to within 600 ft of the summit but, on the Czech side, a road or cable car, went all the way to the top. We could not quite establish where Hanna Reitsch managed to land her Grunau Baby 2 in 1934, when she was forced, having been in cloud, to land it by the restaurant. On Wolf Hirth's instructions (after he had dropped a bungee rope from a Klemm 25) she was to organise a bungee team

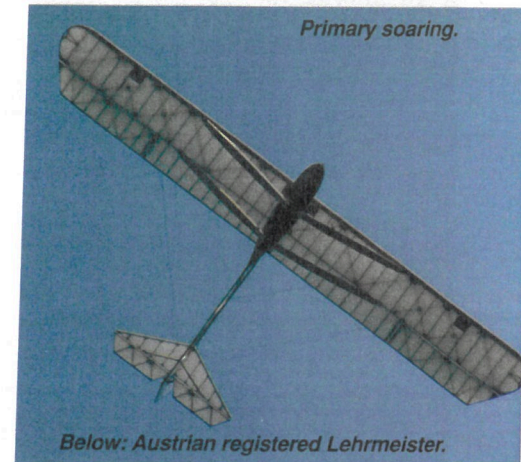
*Below: Jezow is surrounded by five slopes for hill soaring.
Bottom: Mucha.*



from among the tourists in the restaurant. This she did successfully, but she could not get back to the site, as she had not enough height. The Grunau Baby had to spend a night in a field.

The Rally was so successful that the organisers asked whether we would be able to come back to Jelenia Gora again soon, for our main international Rally. Leszek Jankowski, apart from organising our Rally, worked until 5 o'clock in the mornings repairing a Mucha 100 which had got damaged on the first day of our Rally. It was lucky that it happened so close to the SZD works at Jezow, where they knew about such Polish gliders. The quite considerable repair was accomplished during the week in time for the Mucha to fly in our International Rally at Gliwice during the next week. Our Rally ended with a party on the hill at Jezow where a new Chalet had been especially built for us. It was an unforgettable last evening.

There were two hangars there built by the Germans (one of them in 1932) and still in perfect condition. We can hope for a great future for the site. It was so beautiful there that some of our members camped there for the whole week. We thank everyone at the Aero Club Jelenia Gora, Leszek Jankowski and Poland for giving us a wonderful experience. During the period of the Rally, there had been 101 aerotows, 36 winch launches, 20 bungee launches and 191 hours 14 minutes total flying time. There had been 279 people participating from 14 countries. Nothing would have been



Below: Austrian registered Lehrmeister.



possible without the work of the Aero Club Jelenia Gora's members. Night flying in Bocians was also successfully accomplished. Outstanding gliders never seen before at our Rallies were the replicas HOLS DER TEUFEL of Gerhard Maleschka and Jiri Lenik and the Huetter H.28-2 "KURIER" of Werner Kalusza. (C.W.)

Photos by Rick Fretwell, Barbara Reid and Chris Duthey-Jones



The 32nd INTERNATIONAL VGC RALLY GLIWICE



6th -15th August 2004.

It is difficult when having to write about such a large event especially when one has to look after ones own glider.

This was almost certainly the largest Rally ever held by the VGC. There were about 123 gliders participating in the superb weather which was coming from the Black Sea. There were lavish preparations by Zbigniew Jezierski and his team of about 30 members from Gli-

wice's Aero Club who excelled themselves in everything they did. There was an enormous tent without any interior poles, large enough, we were told, for 1,000 guests!!!

We believe that there was massive financial backing from the town of Gliwice itself. There was also the massive hangar to shelter many of our gliders.

The Opening Ceremony took place in the tent after a superb aerobatics display by Jerzy Makula, in a Fox aerobatic

sailplane, the reigning world aerobatic Champion. He is a nephew of the late very famous Edward Makula, who was once in the Polish International team and was a Polish World Champion.

We were then welcomed into the tent by a brass band which played very well. During the opening on SATURDAY morning, there were speeches by Jan Kazimirczak, Gliwice's Vice Mayor, Marian Jarosz, Vice Marshal of the Voivodeship of Silesia, Tadeusz Levicki,





President of the Gliwici Aero Club and Krzysztof Piehoczyk, Gliwice Aero Club's Director. C.Wills then made a short speech and rang the VGC's Ceremonial Bell to open the Rally followed by lunch and accompaniment of music.

In the huge tent were served buffet breakfasts and meals served by dignified white coated, black bow tied, waiters in a style, reminiscent of a grand hotel. There were different menus every day. There was a guided tour of Gliwice with attention given to the wooden Radio mast, scene of the start of the Second World war.

SUNDAY. There was a grand show for the population of Gliwice which arrived

at the airfield's gate, which was controlled by Polish soldiers. Groups of these spectators were taken through to see the gliders being rigged and put into the hangar, because of the possible arrival of a thunderstorm. In a roped off portion near the entrance of the hangar, they were greeted by the incredible sight (for us too) of no less than five Primary gliders. Most of us had never seen so many Primary's all together before.

These were Zoegling (from Hungary), SG 38 (from the Czech Republic), two Honzas (one was from Slovakia, but from where came the other one is not known) and the Hols der Teufel (from the Czech Republic and Germany). The

sight in the hangar with so many gliders in it during the evening was incredible. The thunderstorm never did arrive, but Henrard Firmin (Belgium) had taken his incredible newly acquired American BG-12 to 2,400 metres height.

That evening, Zbigniew projected two historic Polish films on to the outside of the hangar's white door. One was of wave flying in a Mucha Standard, the second film was of the 1965 World Gliding Championships at South Cerney when Jan Wroblewski of Poland won the Open Class with a Foka 4 against Meteors and the D.36 etc. On this day, Hugo Ording of Holland made a cross country flight to the east of about 56 kms in a Ka-6E, landing



RALLY ROUNDUP

within 5 kms of the Polish/Czech frontier, which is still sensitive.

During the evening, there was the International Evening. It was as usual, a tremendous event with each nation preparing their food. It is hard to decide which was the best. The Japanese display contained much from old Japan and was a work of art. We thank Mr and Mrs Honda for their artistry. The evening became a dance we do not know where the music came from but it was the wildest party we have ever had.

TUESDAY 10th August. On this day, there was an organised tour to Kracow, the ancient capital of Poland. This included a visit to the Polish Aviation museum and its store in which there were the remnants of the 790 German

gliders taken over in 1945. Among them could be seen a Rhoensperber, Rheinland, (with its rear fuselage broken, the wings of a Mu 13d, a Meise with a broken wing, the wings of a Weihe and cockpit canopy for 1938/ 39 Weihe. On display were Zuraw 2 (Kranich 2 built in Poland), Sep, Jaskolka with a butterfly tailplane, etc etc. It was a magnificent aviation collection and Cracow was really beautiful.

During this evening, night flying in a Bocian for our members with a Polish instructor, was arranged.

WEDNESDAY 11th. AUGUST. This was another day of excellent soaring weather. The Dutch pilot, Hugo Ording, in the Ka6E, PH-1223, took off at 11.45 and landed back at Gliwice, after a 190

kms triangle. With turning points at Opole and Rybnig. He said that it was his longest distance, covered in the fastest time, ever and that his coach was Bob Persyn.! On this day, our Chairman held the VGC's AGM to which all our members were invited. During the evening was the "Polish Evening" that became a South American evening half way through !.

THURSDAY 12th. August. This was another day of good soaring weather. On this day was a guided tour of Auschwitz (Nazi Concentration Camp) and Wieliczka (Salt Mine from the 15th Century). All the tours were fully subscribed. During the afternoon, we were shattered to see the Hols der Teufel above all other gliders at about 5,500 ft ! (1,800 m.) We believe that it got there from a winch launch. As a sole instrument, it had a hang glider variometer attached to a wing strut which the pilot could watch from the cockpit. It must have been very cold for its pilot, the weather was 33 degrees C on the ground but it became very cold at altitude and this means good thermal development.

FRIDAY 13th of AUGUST. By now the weather started to deteriorate. A Czapla (Heron), from a Wroclaw Aero Club suddenly arrived, and a few of us were lucky enough to have a winch launch in it. It is a tandem seated training two seater of wooden construction with strutted wings and tailplane. It has Schempp Hirth air brakes and cockpits are fully enclosed. Somebody saw it in the roof of the hangar and decided to get it down and make it airworthy. 134 SZD 10 Czaplas were built from 1955-1960. There was to have been a tour to the Polish mountain site of the Zar. There was jazz in the evening.

SATURDAY 14th AUGUST. A trip to Beskidy Mountains, visiting Folk Heritage museum Koniakov.

At 20.00 hours was the Closing Ceremony. Tadeus Levicki, President of the Gliwice Aer Club made a short speech. This was followed by a short speech from Chris Wills who said that he hoped that our two Rallies this year had lit a great fire of enthusiasm for old gliders in Poland and that one day we shall see Salamandras, Komars, Mewas and PWS 101 s etc. wing their ways across Polish skies as they did once before. He then rang the VGC's Ceremonial Bell to officially close the Rally. That evening, we were together for the last time (until we meet again in Egersdorf). C.W. tried to play some Polish songs on his accordion which he had learnt when he was there at



Leszno for the World Championships in 1958.

The entry list for the 32nd VGC International Rally is shown in the tables.

We are sorry if it has not been possible through lack of space to include all the different people who came with the gliders, or those which visited the rally without gliders. We have counted 122 gliders taking part. It is possible that one or two of them were not there. However, even without these, we are confident that this was the largest International VGC Rally that has ever been held. We congratulate the poles, especially Zbigniew Jezierski and his team of 30 men, brave and true, who managed the mammoth organisation. The 30 men achieved the giant hangar's packing and unpacking, which was an art in itself. Not one glider was ever damaged during this operation. They managed the night flying with great efficiency. The guest pilot only had to be present. Everything else was done for him. All he had to do was to get into the Bocian and stay behind the towplane until 200 metres height was reached... During day operations, there were at one time 7 towplanes, all Wilgas and Jak 12 s present. We asked Zbigniew whether he would ever consider doing this again." Yes", he replied "next year"!!!

photos by Antoni Witwicki ■



RALLY ROUNDUP



Pilots & Participants, 32nd International VGC Rally

Name	Country	Type, Build	Year
Balga Gottfried	Austria	Bergfalke 2 OE-0298	1955
Thaler Erich	Austria	Ka-6 CR	1963
Havlicek Franz	Austria	L-Spatz OE- 0362	
Henrard Firmin	Belgium	BG-12 -16	1977
Grundbacher Lilly,	Switzerland	Ka-8	
Beguín Jacques	Switzerland	Ka-7 HB-1960	1960
Ruegg Werner	Switzerland	Ka-6 HB-7003	1962
Peter Detmer Hans.	Switzerland	Moswey 3 HB-374	1944
Huber Beat	Switzerland	T.31 HB-557	1954
Mezera Josef	Czech Republic	Sohaj 3 OK-5399	1955
Hanacek Petr	Czech Republic	Foka 5 SP-3645	1970
Dostal Vladimir	Czech Republic	Orlik 2 OK-6922	1963
Sliva Emil	Czech Republic	Orlik 2	1964
Piscacek Jaromir.	Czech Republic	LF-109 Pionyr OK-3903	1954
Odložilík Miroslav	Czech Republic	VT-16 Orlik OK-3414	1963
Svatopluk Vitek	Czech Republic	VT-16 Orlik OK-3403	1963
Rehusek Jan	Czech Republic	Zlin 23 Honza OK-313	1933
Lenik Jiri	Czech Republic.	SG.38 OK-A910	1938
Schickling Klaus	Germany	T.21b	
Glomb Ralf-Henning	Germany	Ka-3 D-7712	1954
Kroll Christian	Germany	Cumulus D-6059	1953
Kroll Christoph	Germany	Grunau baby 3 D-4249	1955
Lemke Frank-Dieter	Germany	Foka 4 D-9357	1962
Beiker Hermann	Germany	Grunau Baby 3 D-1977	1957
Tischler Gerhard	Germany	L-Spatz 55 D-8262	1957
Hermjacob Gerd	Germany	Weihe D-3654	1952
Ziller Joerg	Germany	Meise	
Ewert Ulf	Germany	Foka 4 D-6373	
Kaemper Harald	Germany	Kranich 3 D-6044	
Doppelbauer Juergen	Germany	Fauvette	1960

Name	Country	Type, Build	Year
Allerdissen Gerhard	Germany	Weihe D-0084	1953
Schulz Adalbert	Germany	Minimoa D-8064	1938
Gruender Gottfried	Germany	Grunau Baby 3 D-6004	1954
Kaluza Werner	Germany	Huetter H.28-2 "Kurier" D-8223	2003
Tschorn Werner	Germany	Weihe D-	1938
Ewigleben Lothar	Germany	Ka-2b D-1959	1957
Becker Hiltrud	Germany	Grunau Baby 3 D-1052	1953
Neupert Frank	Germany	Ka-4 D-3584	1954
Bost Falk	Germany	Grunau Baby 3 D-4642	
Anders Arno	Germany	Bergfalke 3.	
Themann Georg	Germany	Grunau Baby 3 D-8880	
Heins Rudiger.	Germany.	Olympia Meise D-6934.	
Diller Michael	Germany	Lehrmeister OE-0575.	
Tegen Ingo	Germany	Goevier 2 D-1080	1952
Kellermann Karl-Heinz	Germany	Grunau Baby 2B D-3856.	
Maleschka Gerhard	Germany	Hols der Teufel OK-A415.	2003
Kern Ulf	Germany	ULF-1 D-NGFU.	
Kruse Jochen	Germany	Condor 1V BGA 4905.	
Kasubeck Reginald	Germany	Kranich 2B-2 D-0031	1943
Jost Stefan	Germany.	SF-27A.	
Hillersborg Ove,	Denmark	SZD 25 Lis OY-DXX.	
Gjorup Niels-Ebbe	Denmark	Grunau Baby 2 OY-AXO.	
Magnussen Hans-Erik.	Denmark	Bergfalke 2.	
Lyng Johannes.	Denmark	Lehrmeister OY-XAY.	
Rasmussen Erling	Denmark	Mucha Standart OY-XAI.	
Renard Maurice	France	Bijave	
Pataille Didier	France	Carman M200.	
Visse Claude	France	Breguet 900 F-CABY	1950
Urscheler Peter	France	A 60 Fauconnet F-CDLC	
Fulchiron Didier.	France	KA-4 D- 4116.	



Name	Country	Type, Build	Year
Ragot Francois	France	Mu 13D-2 F-CRRA.	1937
Midtbol Leif	France	SF 26 OZ-BJX.	
Trocetier Andre	France.	Bijave WA 30 F-CDGP.	
Marat Jean	France	Carmam M 200.	
Jarvinen Kari-Pekka	Finland	PIK 3b.	
Pikkusaari Jukka	Finland	L-Spatz 55 OH-912.	
Tihula Kimmo	Finland.	KA-7 OH-296	
Oliver Adrian	Britain	Slingsby Swallow BEY.	
Wills Christopher	Kranich	2B-1 BGA 964	1944
Reed Duncan & Wilgoss Robin.	Britain	Jaskolka SZD-8 bis.	
Raine Christopher	Britain	Slingsby Kite 2A BGA 689.	1947
Shrimpton David and Margaret,	Britain	SF 28-A G-BYEJ.	
Saw Graham	Britain	Slingsby Petrel BGA 651	1939
Newton Nick	Britain	Huetter H.17A BGA 490.	1947
Duthy -James.	Britain	Super Cub 150 hp.	
Fretwell Richard,	Britain	SZD 12A Mucha 100 BGA 3776.	
Liptai Nandor	Hungary	Foka 5 H-4253.	
Revi Laszlo	Hungary	Zoegling HA-1199 replica	1929
Revi Laszlo	Hungary	Cimbora HA-5035 replica	1941
Lindberg Petter	Norway	Scheibe Specht	
Van de Ven Thomas	Netherlands	Ka 6 CR D-5075.	
Stryks Bert	Netherlands	KA-4 PH-354	
Assmann Peet	Netherlands.	Ka-8b PH-513.	
Osinga Neelco	Netherlands.	Kranich 2B-2 PH-103 195.	
Rijerse Gerard	Netherlands.	Slingsby T.31. HVB.	
Slot George	Netherlands	Ka-4 PH- 247.	
Hoogenbosch Martin	Netherlands.	Ka6 CR.PH-856.	
Disma Hans	Netherlands	PHOENIX T PH-949.	
Ewigleben Lothar	Netherlands.	Ka-4 PH- 239.	

Name	Country	Type, Build	Year
Hoekstra B.G.	Netherlands	Ka 2B PH-9163.	
Kroes Lou	Netherlands	Ka-6 CR PH-357	
Ording Hugo Willem	Netherlands.	Ka-6E PH-1223.	
Van Aalst Bob	Netherlands	Prefect PH-198.	
Foerster Jan	Netherlands	T.31 PH- T.31B FDQ.	
Schenk Ben	Netherlands	Grunau Baby 2B PH- 214.	
Dijkstra Hans	Netherlands.	Ka-8 D-5803.	
Ginalski Adam	Poland	Bocian D SP- 2440.	
Wiler Jędrzej	Poland	Mucha 100A SP-3517.	
Jeziński Zbigniew	Poland.	Jaskolka 8 ter SP- 3675.	
Lalik Michał	Poland.	Mucha 100 SP-2003.	
Antoniak Jerzy	Poland	Bocian D SP-2444.	
Popiel Jacek	Poland	Lis SP-3534.	
Wojcik Wojciech	Poland	Foka C SP-2384.	
Bester Edmund	Poland	Mucha 100 SP-1999	
Lasota Mateusz	Poland	Kobuz SP-2480.	
Przywuski Ireneusz	Poland	Kobuz SP-2500.	
Nowak Witold	Poland	Kobuz SP- 2482.	
Kryczek Witold	Poland.	Pirat SP-3652.	
Drzewinski Kazimierz	Poland.	Lis SP-2361.	
Pietrzykowski Jan	Poland.	Mucha 100.	
Kubica Krzysztof	Poland	Foka 5 SP- 2621.	
Mankowski Leszek	Poland	Mucha STD SP-2106.	
Mankowski Leszek	Poland	SZD 24C Foka SP-3627.	
Bosetti Fabrizio	Poland	Czapla SP-	
Dabek Cesary	Poland	SZD 12A Mucha SP- 1819	
Gradolewski Stanislaw	Poland	SZD 9 bis Bocian SP- 2029.	
Algotson Rolf	Sweden	Mucha STD SP-2288.	
And 7 others have entered		SP-2288.	
Hylander Ingvar	Sweden	SZD25A. Lis. SE-SZH	

Vintage gliders new to the Rally

The 1937 built Mu 13D-2 of Francois Ragot.

He believes that this was one of the first Mu 13D s from the first production run of Mu 13 from 1937- 1939. The Melin could have been the Mu 13a, the Atalante. The Mu 13b, The Motor Mu the Mu 13c before the mass production run got started at the Schwarzwald Flugzeugbau at Donaueschingen. The Mu 13D-3 production started during the war with its Ludwig Karch inspired one metre longer triangular fuselage (similar to that of Ludwig Karch's 1938 designed Mu 17. The Mu 13D-3 production outstripped the production run of the Mu 13D-2 as over 80 were built. Of the Mu 13D-2, besides this one, there are only two others in the world. One is in the German Gliding Museum with Model flight on the Wasserkuppe. The other is being slowly restored to fly in Denmark. (Number of Mu 13Ds that were built has still to be confirmed.)

THE HUETTER H.28-2 "KURIER". D-8223.

This is a new "Kurier" which has been built by Werner Kaluza and it was flown for the first time during 2003. This sailplane can only be described as a little jewel and without doubt it flies like it looks i.e. excellently. It took part in both our Rendez Vous and Gliwice rallies. The drawings for this sailplane were given to CW by the late Bjorn Reier from Norway and CW has sent them out to many people who wished to build the type. Only three of them have so far been finished and two of these have flown. That of the late Earl Duffin was a stretched version to bring it in line with an H 28-3. It flew very well, but it has been stored in its trailer by Doug Jones, its BGA inspector, to whom it was left at Nympsfield. Originally, only four H.28-2 "Kuriers" were built and their building plans are dated 1936 and they were issued from Salzburg. Two were built in Switzerland, one in Denmark and one in Czechoslovakia. A H.28-3 was built in Germany and this appeared at the 1939 Rhoen Contest with an experimental C of A. (Thus, it did not take part in the contest). However, CW did fly a Minimoa and a Kranich 2b-1 in comparison with HB-223, one of the two "Kurier's" which were built in Switzerland, at our Rallies during the 1970s and noted how well the little "Kurier's" performance compared with those of the other two types. HB-223 is



The oldest glider flying at Gliwice, Mu 13D-2 ready for take-off. The canopy is non-standard, probably built in Germany.

now owned by Lilly Anna-Marie Grundbacher, who we hope will soon restore it. Thus, CW thought that it was all right to send out the plans and hoped that it could be built in small workshops. It was not clear just how large the cockpit was. It is certainly long enough but pilots should be able to fit their upper arms and elbows into the wing root fairings in the fuselage. Pilots of even large size should be able to fit in its cockpit comfortably. At our International Rallies this year the performance of D-8223 seemed to be sensational and we congratulate Werner Kaluza who built it and flew it.

THE HOLS DER TEUFEL OK-A415

Gerhard Maleschka and Jiri Lenik managed to build it as a joint German and Czech production.

Jiri of course is from Rana. OK-A415 could not be better built and, as it is registered in the Czech Republic as an Ultra Light it can be aerotowed by Ultra Light tow planes (such as Trikes). It also can

be fitted with a small variometer which is attached to a forward wing strut. It is often also winch launched and was bungee launched at Jezow. This "large" primary glider has shown that it can stay up. We believe that the one hour 20 minutes recently flown at Laucha is its duration record. It has also been to over 5,000 ft in thermals. It may have been higher. To fly it must be really flying as it used to be in the open air. However old-time flying could also be a very cold experience. OK-A415 is clearly a success and we hope that more Hols der Teufels will be built. Schulgleiter flying has definitely a future. Jiri has also restored an SG.38 with nacelle at Rana and this machine has also been up in thermals for 20 minutes.

THE OLYMPIA 419 BGA 1860 of Boris Kozuh.

Especially the British were amazed to see this machine at Gliwice. It had been brought all the way from a gliding club



The Hols der Teufel OK-A415 recently built by Gerhard Maleschka and Jiri Lenik

The only airworthy Jaskolka in Poland

on an island in the Adriatic Sea, which is part of Slovenia. The British were also surprised to hear that this Gliding Club has also an EoN Olympia. As probably both these machines have BGA Cs of A, we hope that the mighty power of Brussels will allow this tender situation to continue. The Olympia 419 was the best contest machine in Britain during the late 1950s and early 1960s. When BGA 1860 and the EoN Olympia arrived in Slovenia, we do not know but we are glad that they are being looked after and enjoyed. We thank Boris Kozuh for bringing it and that he will bring the 419 just a little further, to our International rally near Berlin in 2005. In all, seven Olympia 419s were built. Because of their size and weight, they found favour with the British military. The RAF had two of them, the British army had one of them, Private owners were Peter Scott (who flew his 500 kms distance in Britain in his), and Alf Warminger. One was exported to Soviet Russia where, after being much liked, it had a collision with a Blanik in cloud



and was abandoned in flight (so far as C. Wills knows). Another went to South Africa with Major John Evans, who had emigrated there. After John's untimely death, the 419's trailer was blown over in a storm and the glider was just left, damaged, in its trailer.

JASKOLKA 8-Ter. SP-.3675.

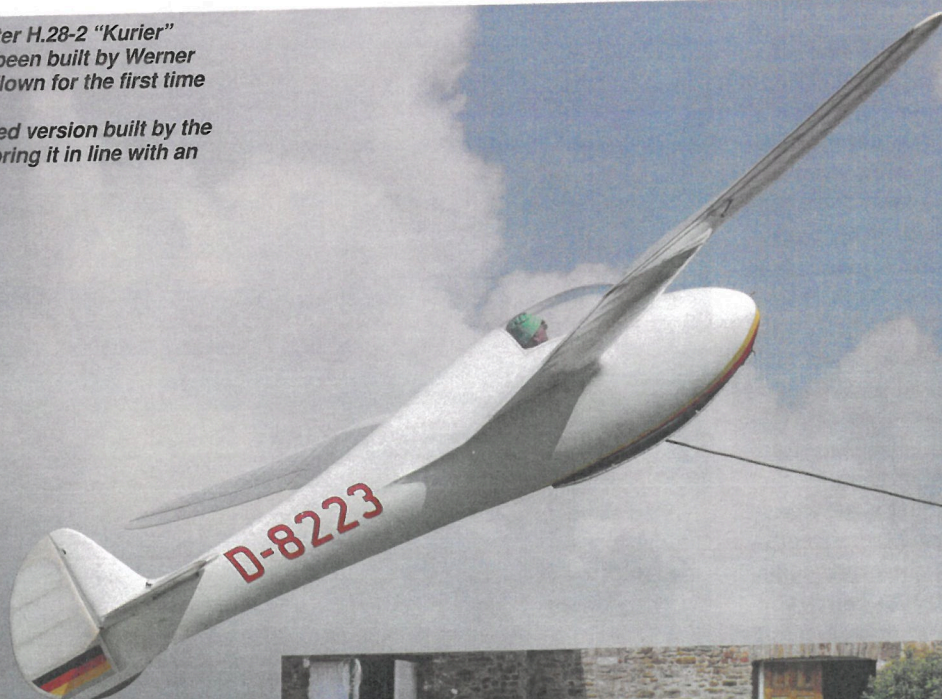
It says much for Zbigniew Jezierski that, not only did he organise and direct our Rally at Gliwice, but he was also able to bring a recently restored Jaskolka, and find time to fly it during the Rally. The machine was painted cream and had a most original Jaskolka (Swallow) decoration on the sides of its fuselage. He had obtained the machine from Denmark where it was un-airworthy and missing its slide-back canopy. SP-3675 was restored at JEZOW and had been fitted with a temporary canopy. However, a

canopy identical to the original and a spare plus one other, are being made for it.

Thus, there are now three airworthy Jaskolkas in the world. They are airworthy in Britain (Duncan Reid and Robin Wilgoss are its owners and it was flying at Gliwice) while there is another airworthy in Belgium. One more is being restored to fly in Denmark. This means that out of the 147 Jaskolkas built from 1953-1960, only four will be airworthy of this fine International and National record breaking sailplane. Most of the others were Destroyed to make space in the hangars and to prevent them from being privately owned (which the Communist Government did not like). We congratulate Zbigniew for saving one of them.

Unfortunately, through lack of space, we can not describe any more of the superb gliders present at Gliwice. ■

This is a new Huetter H.28-2 "Kurier" D-8223 which has been built by Werner Kaluza and it was flown for the first time during 2003. Inset is the stretched version built by the late Earl Duffin to bring it in line with an H 28-3





How to get higher in a T21

It all started in 2002, when I was at Bicester doing the Assistant Instructor course. I'd had to confess that a lot of my Basic Instructor experience had been in Oxford Gliding Club's ex Air Cadets T21b ("FGB"). Dave Bullock, who was teaching the course, has a share in another T21 ("BZA") and during the ensuing T21 gossip it emerged that it has a centre of gravity winch hook in addition to Slingsby's nose mounted "compromise" hook. "It launches higher than a K13" was Dave Bullock's comment that made me take notice – with the nose hook, I'd never persuaded our T21 much higher than 1100 feet (330 metres) on the

An email to Peter Underwood, the VGC Technical Representative to the BGA, produced the response "You must be a mind reader, I'm working on a prototype T21 belly hook right now – if you are coming to the Haddenham rally I'll show it to you".

And he was at Haddenham, with a much neater design than BZA's, and the promise of drawings once the prototype had been approved by the BGA Technical Committee. Then I had to ask the Oxford Gliding Club Committee if I could mess with their glider.

The OGC committee was quite nice about it – taking the view that anything

which improved launch heights and potential glider utilisation had to be a good thing, and they were also willing to buy a new Cair CW 300 hook for the job. They even threw in approval to build a T21 trailer as well! I do cause trouble for myself on occasion, but the trailer is another story (it's nearly finished though!).

After BGA approval of a prototype installation Peter sent me a set of drawings, not just sketches, but fully detailed, full size, ready to lay up the components on, just like model aircraft plans. Naturally enough the plans specified aircraft grade steel and wood. The steel for the mounting plates was no problem – Sky-craft (S515 8" x 10" 1.5 mm steel plate, £5, postage £6!) and a lot of noisy cutting, filing, drilling and bending ensued in the privacy of my own garage.

But where to get small quantities of aircraft grade ply, Sitka spruce etc? Most suppliers only want to sell large amounts. Arrangements were being made to approach various PFA home-builders but I mentioned the problem in passing in an email to Peter "Don't worry" he replied "I've more offcuts than I'll ever need lying around my workshop, I'll send you some". Now

Top: FGB about to launch
Right: Peter Underwood with "mock up"
Lower right: Peter's "kit"

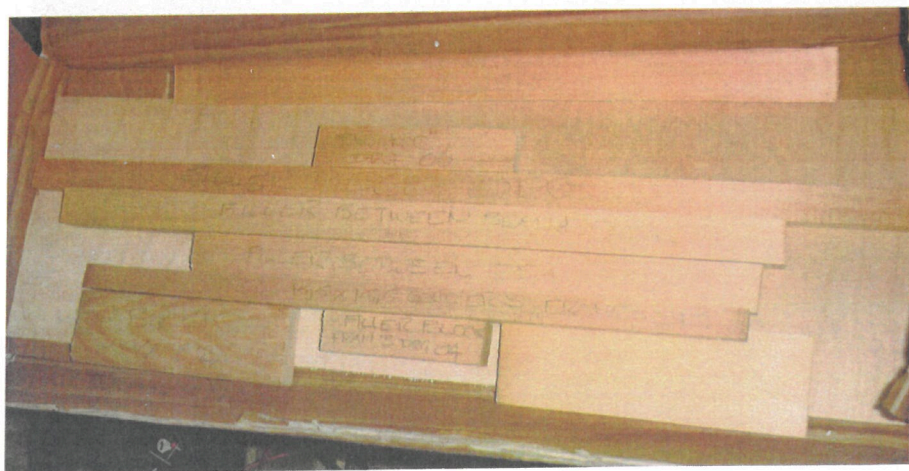
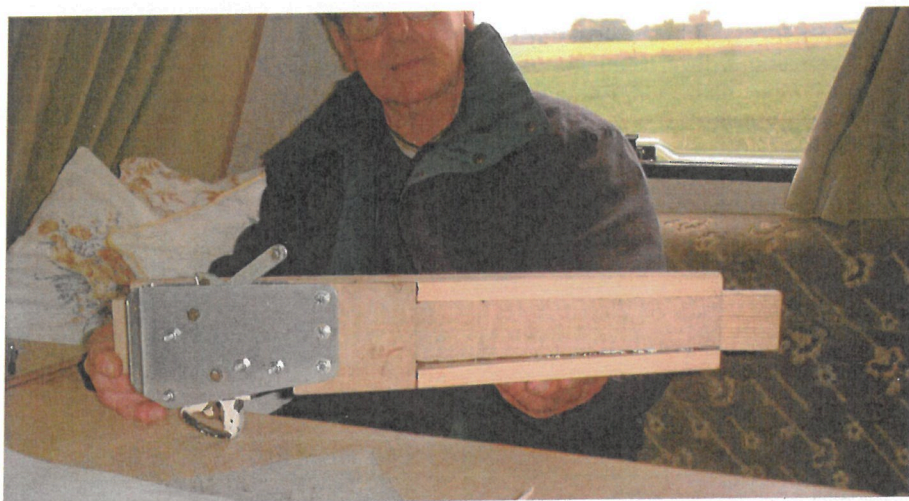
launch, even with the long cable runs possible at Weston on the Green.

Weston has no ridge and one has to catch a thermal to soar. With the T21 the number of soaring flights achieved from that height had been few, while there had been very many 4 and 5 minute circuits, disappointing both ourselves and our "trial lesson" clients.

So I came away from Bicester with several photographs of BZA's hook and the desire to do something about it. The first step in such a process – ask the BGA for the details of the "approved modification". Jim Hammerton, the BGA's chief technical officer answered "I've looked in the file and there's nothing there. I know that there are some T21's with belly hooks, so when you find one, please could you draw it and it will be considered for approval"

I had the photos of BZA's hook, but I really needed to know what was inside the bulkheads to take the high loads from a winch cable. Cutting up FGB to find out was not really an option.

The next step – who's got drawings of a T21? Possibly the Vintage Glider Club.



that's service from the VGC!

But it got even better – a very neat parcel arrived – and when it was opened, it wasn't just wood, it turned out to be virtually a kit, with all the various pieces already planed to the correct thicknesses and labelled according to the plans – and all free! Oxford Gliding Club definitely owes Peter many beers.

The initial woodwork, also done at home, comprised building a beam which would link bulkheads 2 & 3 and carry the hook. Many lessons were learnt about the large area over which brown Aerodux glue will spread itself when components are clamped together. How do people achieve those wonderful glider restorations involving varnished timber and translucent fabric? A good coat of highly opaque paint was finally required to hide all the brown smears on my work!

By Christmas 2003 the beam was made, and it was time to derig the T21 and start cutting holes in the bulkheads. At that time of year the glider workshop is fully occupied with gliders having their annual Certificate of Airworthiness inspections. Fortunately the new OGC hangar extension (nominally the new ground equipment workshop) had just

been completed, a space heater had also been purchased and the job could be started in a degree of comfort formerly unknown in the unheated main hangar.

The floor reinforcement and beam were glued in without too much difficulty, but as with many jobs it was the "minor" bits that took the time. Peter Underwood hadn't got as far as designing the release mechanism circuits. I was under the impression that people down at Keevil were doing the first installation in their T21 and that I was just following in their footsteps. It turned out however that they hadn't started theirs, and that our installation was in the lead – no help to be had from elsewhere!

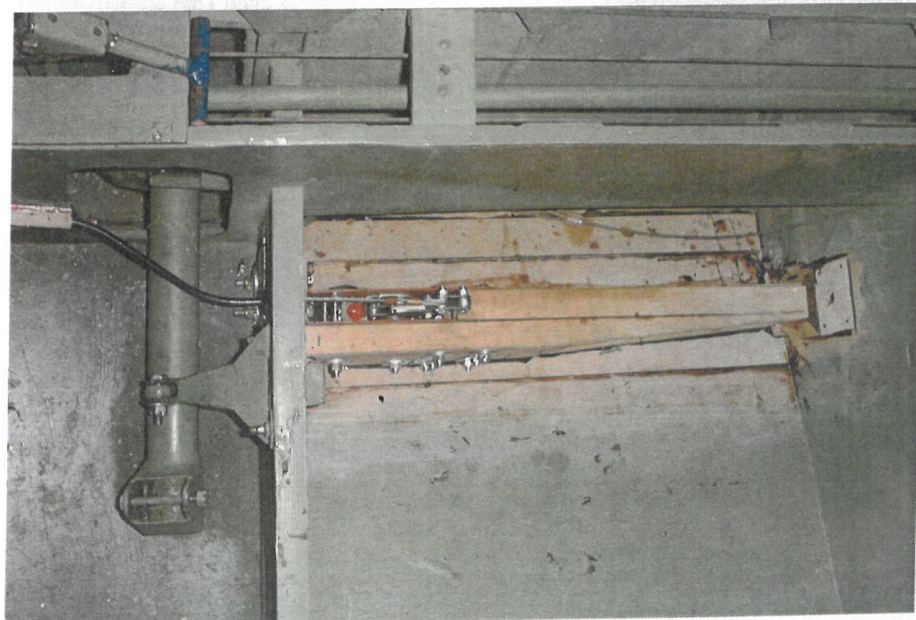
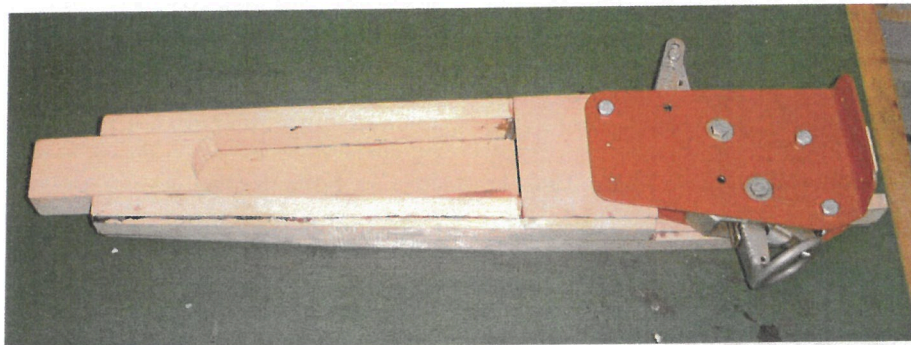
Fortunately the photographs of BZA's release circuit were still available, and a copy was built (well I copied the parts I could see in the photos, and had to invent the parts that were hidden). Lengths of Bowden cable, adjusters etc. were purchased from a somewhat puzzled little old lady in the local motorcycle shop (vintage Velocettes a speciality). Earning a living naturally interfered with progress on a couple of occasions, but by April it was completed and approved by both of the club's glider inspectors.

Finally there was no escaping fate and

on 24th April, some weather fit for T21 flying finally appeared and the T21 was rigged and dragged out to the launch point. Carole, another T21 enthusiast had volunteered as assistant test pilot so we climbed in, did the hook checks and set off up the wire. Conditions were not ideal, there was a crosswind of at least 900, veering to an occasional slight tailwind. But FGB had been transformed. As many of you know, much of a standard T21 launch is spent pulling back hard on the stick to try to counteract the cable pulling the nose down. This pilot versus winch struggle usually results in a fairly shallow climb and a correspondingly low launch height.

With the belly hook, FGB suddenly felt like a K8. The stick had to be held forward slightly to control pitch-up and once in the climb the stick forces were still light and an impressive climb angle could be achieved. Even more gratifying was a total lack of nasty noises (splintering wood etc.) which could have indicated that the hook and glider were about to part company.

In those wind conditions the standard hook would have given us about 800 feet (250m). We made it to 1100 feet (330m). Definitely a step forward but the hook



Left: Beam, plates and hook

Lower left: Installed beam and hook

Photos by David Weekes

was back releasing prematurely. Increasing the angle of the hook seemed likely to improve things, so the mounting plates were re-drilled and the hook tilted as far back as the adjustment would allow.

Subsequent experience with the new hook has shown that in a 5 – 10 knot wind we can now get consistent 1800 feet (550 m) launches – higher than the K13's! Carole (solo) holds the launch height record of 2350 feet (700 m).

This has increased the average non-thermic circuit from 4 minutes to 8 minutes, and the number of soaring flights has improved significantly – more and more people are discovering that a T21 cockpit can be a cold place at 5000 feet, even on a hot summers day.

There's only one problem – suddenly lots more people want to fly "my" T21.

The other good news? The trailer is nearly finished, and after 17 years T21 cross country flights will finally be possible from Weston. There is an enthusiastic group who intend to take the T21 (and other gliders) to the VGC international rally in Germany next year – see you there! ■



Flieger Erich

The death was reported earlier this year of ERICH KLOECKNER, so named "FLIEGER ERICH" because he flew and flew almost until his death. When he could no more pass his medical, he flew powered ULs! He had been DFS's most successful test pilot research flying in waves into the stratosphere. Once, on the 18th May 1939, taking off from Prien, he reached 9,200 metres height over the Grossglockner. Then, on the 11th October 1940, he reached a maximum height of 11,460 metres. These flights were carried out in specially adapted Kranich 2s, so named Hoenkraniche or Volkenkraniche, with much more wing dihedral, DFS rotating open (and closing) airbrakes, built into the wings oxygen bottles, and pushrod operated ailerons as Kranich ailerons get

very heavy when their cables contract with the cold. So far as we know, two Kranich 2s were modified like this. On the 11th October, there was a huge Fohn cloud between the take off point Ainring and the Grossglockner. The aerotow was above several minor lenticulars to a release point under the front of the main Fohn wave cloud at 6,520 metres. These records were not accepted by the FAI, which had agreed not to homologate any international records flown during wartime (although the French had one of them). However, it was agreed that Erich's last flight was the first time that a sailplane had entered the stratosphere.

In recognition of these performances, the meteorological section of OSTIV awarded Erich the Lenticularis Needle (badge CW?) with two lenticulars, an American award for special service to soaring for research into wave flying.

Erich continued test flying, especially with the ARADO Ar 234

the world's first jet reconnaissance bomber, during the war. This did not go without incident as, during one take off, a train was stopped opposite the end of the runway. As the acceleration of the first jets was very poor, Erich could do no more than go into the train.

The Ar 234 was almost certainly full of fuel (as the first Jumo and BMW turbojets guzzled fuel) and so Erich was very lucky to survive this potentially fatal accident. During the 1950s and 1960s, he was test pilot for the Vereint Flugzeugwerk Fokker (VFW). Thus, he had a very long and eventful flying career, and it was not for nothing that he was named "Flieger Erich."

The VGC sends its sincere condolences to his relatives and friends and the German Gliding Movement. (C.W.)

Paul Schweizer

We were shattered to hear of the death of Paul Schweizer last August, the second of the three Schweizer brothers, who have meant so much to the story of gliding in the USA.

Their father came from Reigoldsville in Switzerland and emigrated to the USA in 1906 as a chef. Their mother arrived in the USA in 1908 and before her marriage, was governess at a family estate called 'Bonnie Brook' near Tuxedo Park, New York. The brothers had two sisters. Their father worked his way up in the restaurant business and did so well that the five children grew up in favourable circumstances. Their father had a large touring Packard and a Cadillac town car. As their father did not like driving he hired Joe Eimers as a chauffeur and handyman. They had in the meantime bought a large house with a barn at Peekesville, a small village about 45 miles up the Hudson River from New York. A year later their mother died of cancer to their great distress when she was only 40. As a brook ran through their land, their father called the place 'Bonnie Brook' after their mother's first home in USA. As their father had to be away at work every day, except for weekends, Joe Eimers and his wife looked after the children. The great depression of 1929 caused their father to have to exchange the Cadillac for a Model T Ford. The boys had to walk to school and back two miles each way because their father thought bicycles were too dangerous. At about this time, the three boys built their first glider, in secret in the barn, which their father never visited. Their sisters sewed up the fabric and they successfully flew it. When they did this Earnest was aged 18, Paul was 16 and

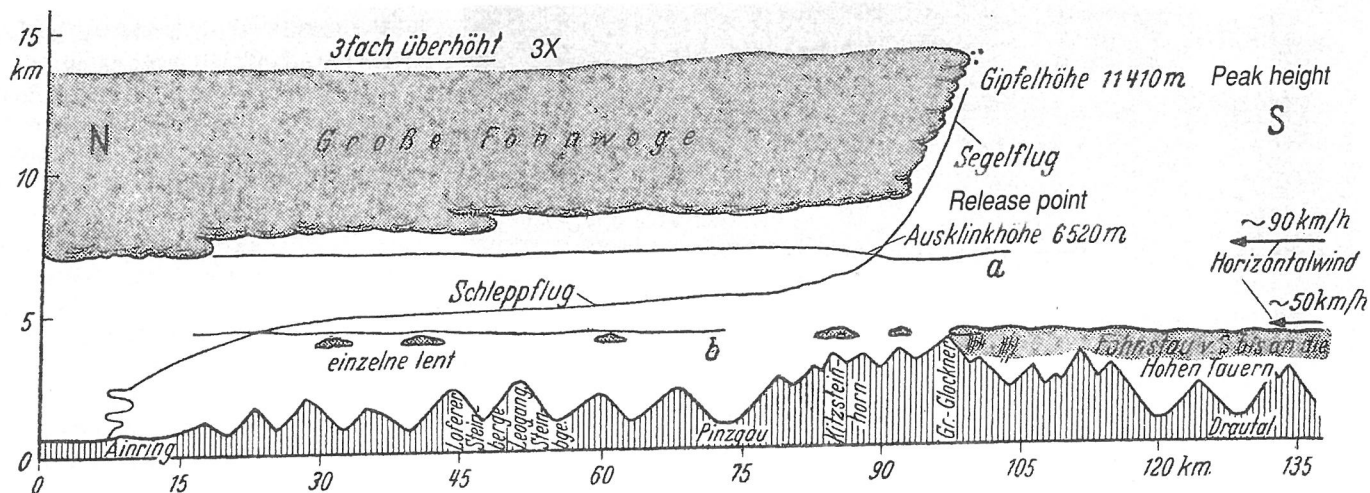


Diagram of Erich's wave flight of 11th October 1940

Abb. 218. Föhn über den Ostalpen am 11. 10. 1940

William was 12. After that they built and flew four more gliders. Following their graduation in aircraft engineering, Ernie and Paul founded the Schweizer Metal Aircraft Company in 1937. Bill joined the company after his own studies in science which were completed in 1941, by which time, Ernie and Paul had moved to Elmira NY and the Schweizer Aeroplane Corporation had been founded. In 1996 this was the only American aircraft design and Production Company with a continuous record of operations under the same family ownership and management.

During the war, after the successful German attack on Eben Emael, the Schweizer's were called upon to design and build military training gliders. Thus in 1941 the Schweizer SGS 2-8 (known in the military as the TG 2) was born. When the Japanese captured one of the ingredients for aluminium, the Schweizer brother's were called upon to convert the SGS 2-8 to mainly wooden construction. This became the SGS 2-12 or TG 3. Of the former 57 were built and 114 were built of the latter. As they, and the LK 10 and Pratt Reid (Navy) did not come down fast enough for military requirements, they were all sold very cheaply to civilian glider pilots in 1943. In post war America, the brothers continued to design and build their metal high performance sailplanes in which incredible records and other

flights were achieved which made great impression on the gliding world. One of them was the World's single seat height record by Bill Ivans (in an SGS-1-23) of 9174.5metres gain of height on 30th December 1950 that still stands today. All these great flights were carried out by individuals without state finance in the true American way. Paul Schweizer also took part in these exploits and was for many years a member of the US International Gliding team. At the 1954 World Gliding Championships at Camphill, England, Paul was flying an SG1-23E, which, with the other Schweizer gliders taking part survived well in the almost continuous rain of the 1954 Championships.

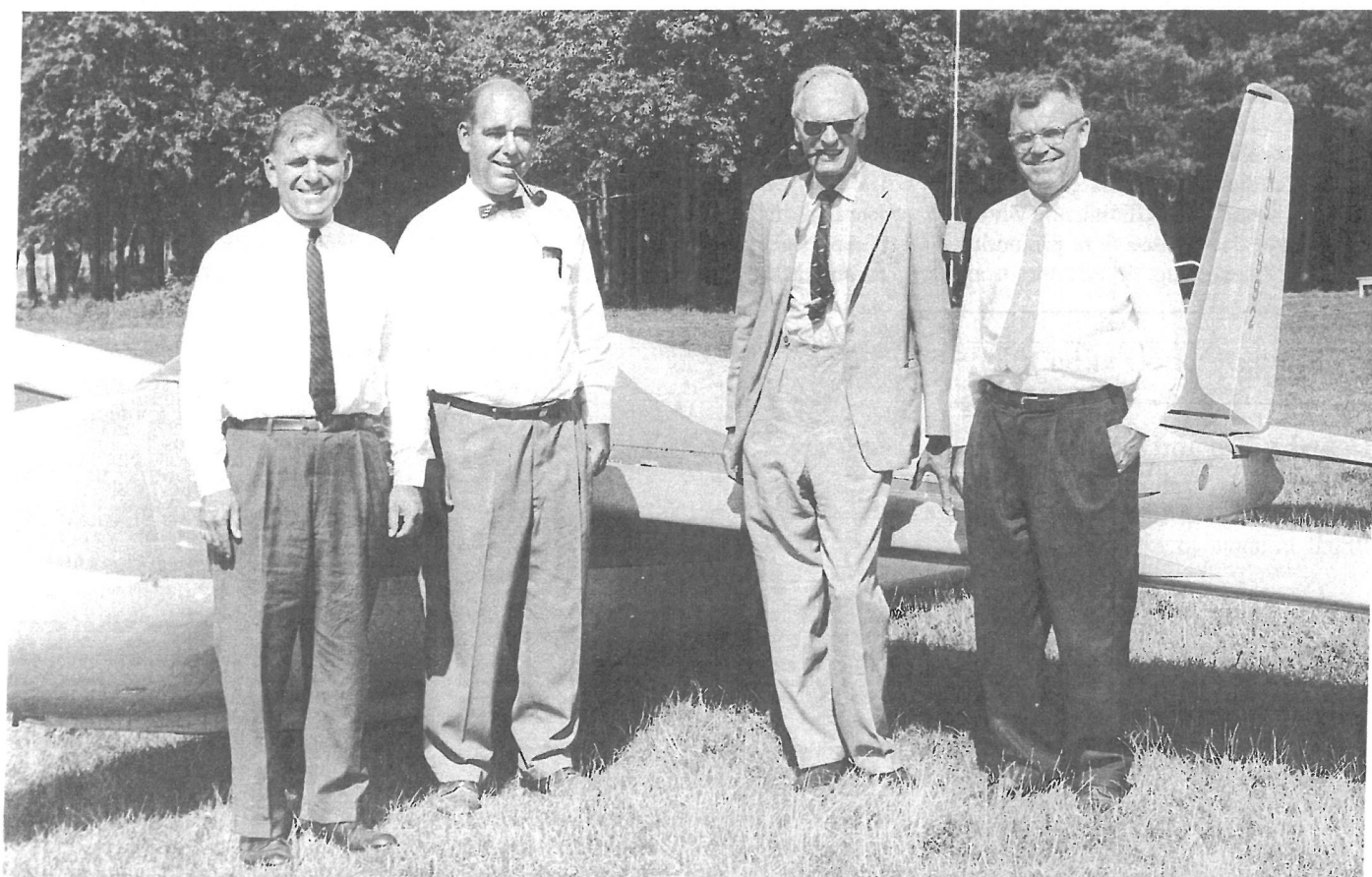
During the late 1950's the Germans started to assail the gliding world with glass fibre sailplanes with very good new wing profiles. The Schweizers could not convert their production to glass fibre but could use the new wing profiles. With these they gave battle against the glass fibre phalanx but it was an unequal struggle although with the 14.9 metre span SGS 1-34 they achieved a best L/D of 1:34 and 1:38 with the 14.99metre span SGS 1-35! In addition 43 SGS 1-36

"Sprites" were built (1:31L/D with 12.85metre span). It could have been cheaper to build than the Polish PW-5 one class sailplane, which was built later. It was just not possible to get enough orders for the "Sprite" so after 45 years of continuous production they were out of the sailplane business. They had built and sold 2170 FAA type certificated gliders and had played an important part in the growth of soaring in the USA. Sailplane production was shut down in 1982 but the firm continued to build the SGM 2-37, a motorglider, for the USAF Academy Glider programme. The Academy had been conducting a very successful gliding operation and the 2-37 was to carry it on. 12 SGM 2-37s were built from 1981 – 1987.

The firm still kept in business doing contract work and building helicopters etc and a new generation of Schweizer friends and relations are keeping the old firm going.

One of their ex-military 1941 TG-3s is on static display in the American Exhibition at Duxford and is the only sailplane, as far as we know on display there. Paul came over to England see it! He was very lucky to have married Ginny, who was

Left to right: Bill and Ernie Schweizer, Philip Wills and Paul Schweizer. Photo taken during 1960, the glider is the SGS 2-25 two seater. C.W.



also a sailplane pilot. Paul was very interested in Gliding Museums and took a key role in starting the US National Soaring Museum on Harris Hill, Elmira. This gliding museum is beautiful and is most progressive in the way it is increasing in size. All Glider pilots strongly recommended to visit it. Paul was also trying to get gliding museums in the world together for mutual collaboration. I am afraid that we have not got very far with this idea in England. He had many friends worldwide who will remember him as a kind and sympathetic man whom, with his wife Ginny gave us such a good welcome at Harris Hill during the International Vintage sailplane meets. It is impossible to imagine that he will not still be there. We send our deepest sympathies to Ginny his wife, to Bill his last remaining brother and to all his friends and relatives.

The Vintage Soaring Association of America with their national and International glider meets are doing their utmost to keep the all metal Schweizer sailplanes in use and airworthy. Often at these meets competitions tasks are set and American pilots are very competitive; we don't think that the Schweizer sailplanes will ever let them down.

Raul Blacksten, VSA Archivist and Editor of VSA Bungee Cord e-mailed VGC News just after the last issue went out with the sad news that Mr. Paul A Schweizer, the middle brother of Schweizer Aircraft/Sailplanes, died on the 18th August 2004 at about 2:30pm EDT. He was 91 and had been undergoing chemotherapy for (he thinks) prostate cancer. A sad loss to one who was prominent in US Gliding and who in his latter years was active in promoting the history of soaring.

Franz Josef Wondrak

The death was reported of Franz Josef Wondrak during early October as a result of heart failure during a fairly routine operation. His incredible gliding career was described from page 20-27 in our VGC news No. 61 of spring 1987.

This describes what for him was the happiest and most exciting period of his life. He started gliding at the age of 15 in 1941 in his homeland in the Reichsprotektorat of Bohemia and Moravia. After about one year's training and about 30 hours of gliding he completed what may have been the world's first 300Km triangle (382Kms in 8 1/2 hrs in a JS Weihe) from the Reichs-Segelflugschule Spitzberg (about 30 Kms east of Vienna by the Danube (almost in sight of Bratislava). It was tremendous gliding weather in 1941/42. (On that day, Dufour, another gliding pupil took a Minimoa 450 Kms to a landing near the Hornberg on a small gliding site between Aalen and Heidenheim). It seems from his photos that Franz Josef was there when Vergens flew his World single seat duration record in a JS Weihe of 45 hours 28 minutes on the 19th and 20th November 1942. Franz Josef has given us evidence that high performance flying was carried out from German gliding sites during wartime. Perhaps in 1942, the battlefronts were all so far away from Spitzberg that unrestricted gliding could be allowed? He was then trained to fly Henschel 129s for ground attack and was brought down in



1944 by Thunderbolts into the hell of the Falaise Pocket. After breaking out miraculously with some paratroops he was finally captured by the British near Liege.

He had stayed behind to assist a wounded comrade when someone blew the bridge over a canal [prematurely. As a POW at Moreton-in-the-Marsh, he had lost every-

thing of his most private possessions. He could not be sent home and his mother died as a refugee without knowing that he was alive, and a prisoner of war. He did manage to see his father again in 1948 before he died. He settled in Britain where he married and had children. His wife became an invalid but Franz Josef was able to look after her at home, until she died. Records of the great flying from the Spitzberg in 1941/42 are lost, as the Russians did not leave Vienna

until the early 1950s. He did return to the site rather recently and there he was able to discover his old flying instructor, Hans Widerin (80 year old in 1986). It was a most emotional reunion as Franz Josef had been the only one of his pupils who had ever come back to see him. It was no good trying to recapture the atmosphere of the past, as his youthful experiences could never be the same today. During his final years one of his sons was able to take him flying and it was clear that he still wanted to fly. I shall never forget his gentle lilting Austrian accent and his enthusiasm for the Austrian songs, especially for those I introduced into the Benson and Roake Brass band. The VGC sends its sincere condolences to his family and friends. A very strong link with the past has gone forever. C.W. ■

Letters

Dear Ladies and Gentlemen,

The Soaring Club of Bauru (founded 1939) in the state of Sao Paulo, Brazil is about to release its first ever Soaring Calendar, which will include some pictures of the "classics" shown



below. I would appreciate if you ladies and gentlemen could help disseminate these beauties to soaring enthusiasts to whom you might have connections.

In the pictures below, you will see the only flying Laister Kauffman (left) and Spalinger (above) in the world as well as one of the last Urupemas (right), a classic Brazilian glider from the late 60's.

Photos were taken in the past month!

Hope you will enjoy to see this images as much as we do and I appreciate any help you could provide us.

Our intentions are only to make friends and let people know what we have down here in the south.

Note: All images are copyright. Marcelo Catalan, Aeroclub de Bauru, Bauru - Sao Paulo - BRAZIL 55 -12 -3923 2346 www.aeroclubebauru.com.br



Ladislav Marmol

Due to my poor English I take the liberty to write this letter in German.

Searching for Ladislav Marmol in the Internet I came across your item in VGC 93 Spring '89. It is a long story – certainly on his, as well and above all as on my side. Here some details: I am his biological daughter. I only came to know this some years ago. Now I would like to learn more about this person, what was he like, what did he look like, what was his employment, where did he/his family live, what kind of person was he. I always had a feeling that I don't entirely fit into my family, my appearance does not fit into the family.

The only reliable information I have so far: born in the Czech Republic, escape to France, flying in Grenoble, intermediate stay in England, from where he bought/chartered Pilatus Porter Aircraft in Switzerland in order to spray fields in Sudan/the Magreb countries. In the middle of the 60s he again and again came to Switzerland to Stans (Pilatus Flugzeugwerke) and made intermediate stops in Bern. It must have been for one of these occasions that I was born in 1965.

I am aware that all this was a long time ago and that his vintage 1920 (died in 1998) does not contribute to some old Pilots of his age group still being alive. My hope is, that he was active in his last flying club in England. This would be a chance to learn more about him. Is there a possibility to find out an address of his family or friends in England?

I would be most grateful if you could help to find my roots in any way. With all my heart I wish you an enjoyable and sunny summer and much delight in flying.

Kind regards, Nicole Badertscher

A good day

I hope you don't mind some family photos. 14 August was a strange grey day but we had good lift. Mary launched in our T31 and flew for 2 hours and 18 minutes reaching 5900 MSL. After landing she realized that if she had taken a baro-



graph with her she would have had several climbs of silver altitude, so the next day, 15 August, she flew with the instrument. The day was not as strong. For an hour or so she struggled to stay up and was down to 1800 MSL when she finally got a strong thermal and climbed to 6900 MSL. The first photo shows Mary Cowie and XN252 after her silver altitude flight.

The other photo (above) is of our son Capt. Leland Cowie. Leland has taken over the caretakership of Mu13D3 from Bob Gaines. Bob had cared for this ship for 15 years and rebuilt the fuselage before IVSM2000. Leland would like to find some photos of the MU13D3 from WWII era.

Lee Cowie, US-Jonesburg, MO

Mike, not November

In the report there are a couple of errors. The Cadet Mk2 which David Gibbs took is VM687. Not VN. I know this because it is the machine I got a restoration prize for from the VGC in 1997. The report also credits David G. with the restoration. Possibly there is a little confusion as I think Richard Moyses' machine is a Tutor and my old flame a Cadet. Thank you for the ad. for my Swallow in the same issue. BLU has found a good home with one John Gorrett at Usk, she flew there for the first time yesterday, a good result! I am now flying Ian Smiths Oly 463 BZV. Had a fantastic sea breeze front flight of 3 Hrs. 16 mins in her the other week. I took some reasonable digital photos of the front over the coast which might print.

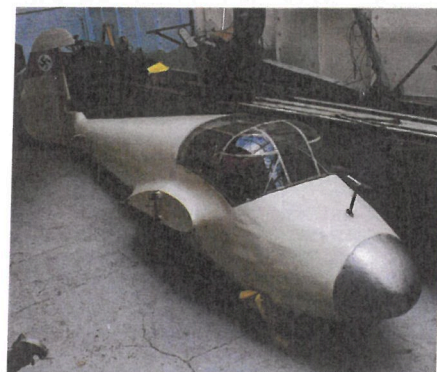
Regards, John Brookes.

"Arnold" Goevier not red

I read with interest the "British Glider Museum" letter in "Club News" (VGC news summer 2004). Where the idea that I have repainted the "Arnold" Goevier red has come from I have no idea!!! As can be seen from the photo above right, this is certainly not the case.

CW has provided me with details of the N.S.F.K. badge which I will replicate and apply beneath the cockpit and Jim Wood is making stencils for the German registration. Bob Arnolds is actively

refurbishing the wings to airworthy standard. So all we need now is a British glider museum in which to exhibit the Goevier. Having been unable to acquire an airworthy T31 "XE799" is our latest acquisition for the Air Cadet Heritage Collection currently housed at The Boulton Paul Heritage Centre Smiths Aerospace Wolverhampton.



However if anyone has an airworthy T31 for sale we would love to hear from you.

It is our intention to base a T31 at RAF Cosford home of 633 Gliding School. If not we will have to raise the money to restore XE 799 which has not flown for many many years. It was donated to us by Albert Johnson and Friends from the RAFGSA at Syerston to whom we are most grateful.

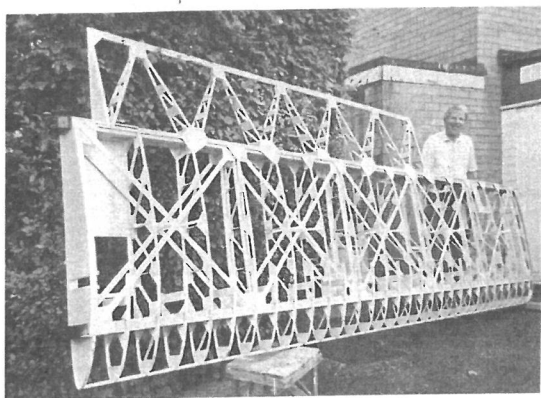
Vaughan K Meers

Re: "Coditz Cock" Replica

Further to my last letter, 21/7/04, I once more have 'good and bad' news!

The anticipated Baltic Pine for my wing struts did not appear whilst Jan Szladowski was over in GLIWICE, how-





ever he is pulling out all the stops to find an alternative supplier.

Work on the wings has gone well recently, and both wing panels are now structurally complete. The enclosed photographs show the port wing prior to completion of the ply/skimming at the root, and the ply'nose' along the leading edge.

All the metal fittings are painted and will be fitted as soon as the internal structure has been varnished; then I will be able to set up the ailerons and control cables.

If you are able to use the photo(s) for the next "VGC NEWS" then I can safely say that all the above work will have been completed by the time of publication!

Best wishes, Sincerely, Martin ■

Book reviews

"BEZMIECHOWA

The pride of Polish Gliding."

by Ryszard Nater, Andrzej Glass, and Andrzej Olejko. Publisher is Hande/Uslugy.- Wydawnictwa Zygmunt Nater, 38-600 Lesko, ul. Piludskiego 2, Polska. Tel/Fax. (13) 469 87 99. ISBN 83-910156-2-9.

Suddenly, there again are the days of Glory! This is a quite sensational book of A-4 format, with hard cover. Half the text is in English and the black/white photographs of Polish pre-war gliding are sheer poetry! The site Bezmiechowa was the "Pride of Polish Gliding" before 1940. The photos reveal again the heroes of those times. Maria Younga, who was known well at the London Gliding Club, after she had married Mick Mikulski. She was one of the first famous Polish women glider pilots. Also there are photos of Szczepan Grzeszczyk, the father of Polish gliding and of his superb SG type sailplanes. Nothing can be more beautiful than an SG3 bis/36! There are no 3-view draw-

ings in the book, just photographs, but what photographs! Czerwinski's beautiful CW 5 of 1931 with its max. L/D of somewhere between 1:21 and 1:32, is unbelievable.

There also are photos of Mynarski, and Gora (of the 578 km 1938 first Lilienthal Prize winning flight in a PWS 101). The book fills one with a little despair for how can we possibly bring back much, if anything, of the vast pre-war Polish gliding heritage, as almost none of their 1,200 gliders survived the war? One Orlik was hidden but is now gone. Salamandras and Komars were built again after the war and perhaps some of us may be lucky enough to see the two new Salamandras being built in two years time. For the rest, buy the book "Bezmiechowa". There, you will see them - the pilots and their sailplanes at Bezmiechowa, in this beautiful photo album of the past. The coloured photographs at the end of the book show the efforts now being made to bring back gliding and motorless aviation to Bezmiechowa. So the Pride of Polish gliding is not dead! The site was unused for many years after the war probably because of its proximity to the Ukrainian frontier. (Review by CW)

Martin Simons, Sailplanes 1965 - 2000

ISBN 9-9808838-1-7; 272 pages, hardcover; 122 full-page scale drawings, 160 colour and 55 b/w photographs 45,20. Order from: Equip Werbung & Verlag GmbH; Hauptstr. 276; D-53639 Koenigswinter / Germany. www.equip.de or through vgc sales.

Usually the interest of a vintage glider pilot ends with the introduction of GRP into glider constructions. This is the point where this book starts from. So, why should any vintage glider pilot buy this book?

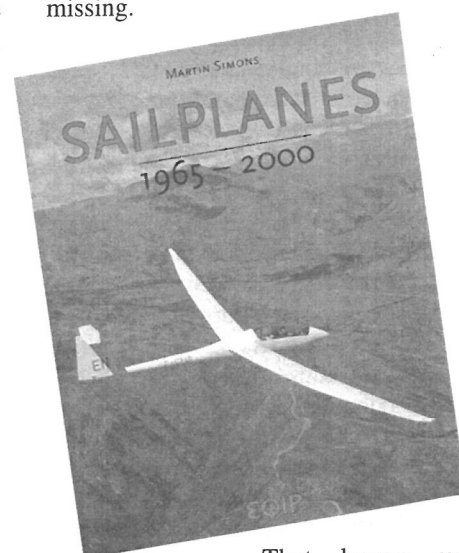
If we want to give a true record of the history we have to bear one thought in mind: In what we call the "good old times" they flew with the material available then because they did not have anything better, rather than for sentimental reasons. But the main target of flying and construction of sailplanes was improvement of performance. They would have thought a vintage glider pilot ridiculous.

History does not end at a certain point, which in gliding generally has been defined, with the end of the wooden era and introduction of GRP into glider construction. This book shows us how the

story went on. Present developments soon also will be history. (And - wouldn't you agree that 1965 clearly counts as "history"?)

Like the first and second book this one is structured very clearly, with very good 3-view drawings of each design even pointing out changes from earlier to later types, listing the countries and then manufacturers in alphabetical and models in chronological order.

The more it sticks out to me that some models are missing. I was a bit disappointed to find that Egon Scheibe's designs came a bit short. The models SF30 "Club-Spatz" and SF34 "Delphin" are not described, the SF30 not even mentioned. Grob's Jeans Astir also is missing.



That leaves me wondering what other models from other countries that I have never heard of Martin Simons keeps from me. Apart from that, he has done his research work well again, as we would have expected from the first two volumes.

(Review by Ute Faute) ■

The Vintage Sailplane Association

Soaring from the past into the future! The VSA is dedicated to the preservation and flying of vintage and classic sailplanes. Members include modelers, historians, collectors, soaring veterans and enthusiasts from around the world. Vintage sailplane meets are held each year. The VSA publishes the quarterly BUNGEE CORD newsletter. Sample issues are \$2.00. Membership is \$15 per year. For more information, write to the:

Vintage Sailplane Association
1709 Baron Court
Daytona,
FL 32124 USA



SLINGSBY RALLY SUTTON BANK

AUGUST 2004

We were blessed finally with good weather for the week of the annual northern rally in late August after many weeks of rain and dull weather. Although the name Slingsby means a great deal to British vintage glider owners, the rally name continues on as a reminder of the great heritage where once the famous glider marque were built in the area and were then tested and flown at Sutton Bank.

This year we were honored by the presence of Moira Johnson, an early member in the 1930's, now President of the Yorkshire Gliding Club at Sutton Bank and Henry Doctor former CFI, who for many years helped pave the way with others, to set the high standard

which the Club operates today.

At each daily briefing Moira produced a copy sheet from early Sailplane & Glider magazines from the 1930's to have read for us, epic deeds of flying and for the weather etc., from those far off days in August, which proved entertaining. For our evening entertainment, Tony Maufe produced some early film shot at Sutton Bank which showed us just how the conditions really were in those days of flying.

A good many long flights were done during the week, flying in thermals and ridge soaring along those famous long

ridges. Wave conditions on the last day (Saturday) allowed some gliders to fly above cloud to 4600 feet.

Any type of glider is welcome to the rally which this year included the very early Slingsby Kirby Kite 1 owned by Tony Maufe together with Swallows, Skylarks, Olympia, Fauvette, Mu13, Spatz, K6cr, T21, Skylark, Phoenix and Ka 8.

Once again the YGC entertained its visitors with a 'home evening' food of curries and Chinese and pizzas and on the final evening delicious barbecue steaks with local sausage cooked under a prefect evening sky, served with delightful Yorkshire beers.

We all look forward to coming back next year for fun flying at a great rally. — Geoff Moore

Left: Tony Maufe, Slingsby Kirby Kite 1. Below: visitor Ian King, K6 (North Devon Club). Right: Slingsby Skylark BAW.



CLASSIFIED ADVERTS

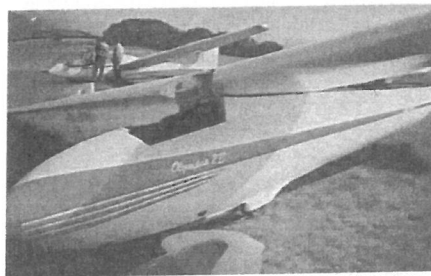
Small advertisements are free to members and are charged at the joining rate for non members. Send your adverts to The Vintage Gliding Club, address on inside front cover.

FOR SALE

Olympia IIB BGA 538 built 1947. This lovely glider has been flown regularly until last winter. This year's CofA revealed a cracked aileron drag spar together with some evidence of glue failure. It comes with a full history from its first flight up to the present. It is in an excellent metal trailer with rigging aids and a parachute. £1500 ono. Trailer or aircraft could be sold separately. For further information please contact Eric barnacle, 59 Leyfields Crescent, Warwick CV34 6BA Telephone 01926 775411.

Olympia IIB. Due to ill health having to sell. Built in 1954. Wings recovered, rear winch hook fitted Trailer, Parachute and barograph. All in condition £1900 ono Mike Skinner tel 01482 667179 or e-mail miruskinner@aol.com

Bocian ID 1965: basic instruments and Cambridge variometer. Re-covered 1994. Repainted in an eye-catching red and white colour scheme. Ottfur hook mod. Only 2364 hours. In good condition and airworthy. £3,000 o.n.o. View at The Park, Wiltshire. Phone 01935 815678 or email EdwardGunner@aol.com



Olympia IIB for sale due to owners ill health

FOR FREE - Good home wanted for 1950's 2-seater **Doppelraab** steel-tube frame fuselage only, stripped condition needs covering, no wings/tailplane or struts, stored at Bicester Gliding Club-free for new owner to collect or could arrange delivery back home to Europe for perhaps a beer!. Contact Paul Mason Telephone Mobile: 07973164544.

V-tail STD AUSTRIA, CofA till 27/6/05. Covered trailer, Covers, all very good condition. £5000 ono. Can be viewed in N. Devon. contact brianmartin416@tiscali.co.uk.

Only **BERGFALKE III** in UK BGA No 1464 (John Fielders/ Northhills). Complete but requires CofA. ALSO accident damaged **BERGFALKE IV**. GBA3551 Both with poor

trailers. £ 1750 and £ 650 respectively or £ 2000 for both. Contact No. 01769 520404.

OLYMPIA 460/463 BGA 1171. Very Good Condition. Specialist spar inspection completed; zero defects thanks to weatherproof trailer. Will sell for minimal sum to appreciative new owner.

WANTED

Equipment: Instruments, Barographs, Radio/Installations, Parachutes, Oxygen-Equipment etc. Any condition. All offers welcome. Please contact Raymond van Loosbrock, Deken van der Cammenweg 19, NL/5384 LV Meesch, The Netherlands. Tel. 0031 412 451401

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