

VGC News

No. 121 Summer 2007



National rally

**V-tailed Fauvette
International News**

**The First International Gliding Contest—
Wassekupppe 1937**

Rallies from England and the Antipodes



<http://www.vintagegliderclub.org>

Objectives of the Vintage Glider Club

To promote the international preservation, restoration and flying of historical and vintage gliders; to collect, preserve and publish information about the above; to locate and preserve documents and 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: *Slingsby T-21 seen behind an Austin 7 at Parham* Photo: Craig Lowrie

Back cover: *Watercolour print - purchased at International Rally in Angouleme, artist unknown*

Notice to all members

The Rally Secretary is Graham Saw.
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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 BA3 5HU.
Photos will be returned.

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Diary Dates for 2007

20 to 23 July 2007

Santo Tomé del Puerto (Segovia-Spain)

would like to welcome all glider, motorglider and engine aircraft which want to enjoy these days with us. It will be a Spanish rally but we want to open it for VGC pilots. For more details of the rally. (www.clubloreto.com)

25th Aug to 2nd Sept

Slingsby Vintage Rally, Sutton Bank.

The main contact is the secretary at Sutton Bank enquiry@ygc.co.uk tel 01845 597237 or Phil Lazenby at philiplazenby@onetel.net

22th to 23th September

4th VGC season's closing at Biberach Airfield, South Germany (EDMB)

Contact: Gere Tischler, Kanalstraße 13, D-88214 Ravensburg. Phone: +49 751 14281 (Home). Mail: gere.margit@gmx.de.

13th October

VGC Annual Dinner and Prize Giving

The Aviator Hotel, Sywell Airfield, Northamptonshire. Contact Bruce Stephenson email: stephensons@talktalk.net. See Club news for full details.

CLUB NEWS

Chairmans address

The fundamental objectives of the club will not change

After a very promising start to the summer, when for a period the sunshine seemed to be endless, we are again suffering in the UK from horrendous rains and storms. As a result, and like many owners I'm sure, this means having to rush to the airfield at all hours of the day (and night) to check our trailers and aircraft are still safe and secure from the floods, high winds and rain.

This change in the weather coincided with our National Rally at Parham on the South Downs but it didn't stop us from flying and having a good time in the very friendly atmosphere provided by all the Club members there. Thanks to all at Parham GC and thanks also to all those who help out during this period when many Gliding Clubs are hosting VGC members at local rallies and thereby supporting our objectives world-wide. It reminds us of one of the most important aspects of our club, that of the good company and friendships we make throughout the year on such occasions.

The finale at our National Rally was the fine dinner organised by the club at which the usual compliments were exchanged and both old and new friendships were bonded.

Camphill rally has become a regular Northern venue for some UK members, has the time come for us to now establish a regular and similar event in the South?

In the last VGC News I reported on the recommendation by the BGA that the committee follow legal advice and adopt a clearly identifiable legal status to afford the Club the same types and levels of protection that it would have as a 'company limited by guarantee'.

I am pleased to report that progress is being made in this direction and also that the existing rules appear to be completely compatible with this fundamental change. By the time this issue of VGC News is with you, the final draft will be with our individual Council members for their review, approval and translation where possible. The Committee will also provide a draft document to members as a basis for discussion by the time we meet in Nitra. We hope that members will see the necessity of this measure to bring the Club into line with all other similar sporting organisations and support us in managing this change.

I would like to reassure the members that in restructuring the legal status of the Club, the fundamental objectives of the club will not change and to repeat that the VGC is, de facto, an international Club. However, as with any international association, there has to be a headquarters somewhere. In our case the headquarters is in the UK for purely historical and practical reasons, which is why we are proposing to adopt English law. Even so, all our members will retain exactly the same rights, even if being far from headquarters generates some practical limitations. The existing International Council will retain its role as the advisory body to the committee as now, realistically because it is not possible to have several groups managing one association. Furthermore, representation on either the Executive Committee or the Council will remain open to any member following adoption of the new legislation. We will keep members fully informed as we progress this issue.

The next couple of weekends will be the last opportunity to ensure that we are prepared for the International Rally so now is the time to start checking off the list of things to do not only with the glider but also the car and trailer. Nitra sounds a long way, but as always we look forward to the experience and new highlights of the holiday. Thinking about it, if we ever stop going to international rallies, what ever will we do to replace these amazing experiences?

David Shrimpton, Chairman

The following dates are taken from the OSC Wasserkuppe magazine.

25th - 26th of August

We share the Event "Taunus airfield" of the LSC Bad Homburg with our SG-38 in Wernheim.

5th - 7th of October

"Abfliegen", Season's end, Guests are welcome, registration under info@osc-wasserkuppe.de.

2007 US REGATTAS

July 18 - 21

Finger Lakes Soaring Club Vintage & Classic Regatta. Dansville Airport (DSV), NY in the scenic Finger Lakes region of New York State. Winch and aero tows available. Ridge and thermal soaring. Activities each night, as part of the club's well-known annual Soar Fest. Contact Club President : Tom Roberts at trobert4@rochester.rr.com .

September 1 - 3

Sailplane Homebuilders Workshop and Sailplane Regatta.

Preceded by a one day woodworking demonstration on August 31. Tehachapi CA, Mountain Valley Airport. Contact Jan Armstrong armstronghagen@abglobal.net

REMINDER

Annual Dinner

The Vintage Glider Club Annual Dinner and Prize Giving will this year be held at 'The Aviator' Hotel, Sywell Airfield, Northamptonshire, on the 13th October 2007. Tickets are £22:50 per person and can be obtained from Bruce Stephenson Napier House, 201, Bridge End Road Grantham NG31 7HA Email: stephensons@talktalk.net

The menu is reprinted here. Please indicate your choice of menu and any dietary preferences (eg Vegetarian option) when reserving your tickets.

Starters

Choice of Soup

*

Course Chicken Terrine. Sliced Chicken terrine with Peppers, finished with a Sweet Chilli Red Onion Compote

*

Oven Baked Goats cheese. Goats Cheese baked with Sun-blushed tomatoes, wrapped in filo pastry. Finished with Pesto Sauce

*

Sardine Bake: Sardines sat on Ratatouille with puff pastry case. Finished on a bed of crispy rocket leaves

Mains

Fillet Medallions: Fillet Medallions stuffed with a Mushroom Duxelle, Finished with a wild Mushroom sauce

*

Lamb Shank: Lamb shank cooked slowly, sat on Horseradish mash. Finished with Rosemary Jus

*

Pan-fried Tuna: Tuna steak served with Cajun Prawn cream sauce

*

Vegetarian option available. All dishes are served with seasonal Vegetables & roast- ed Potatoes.

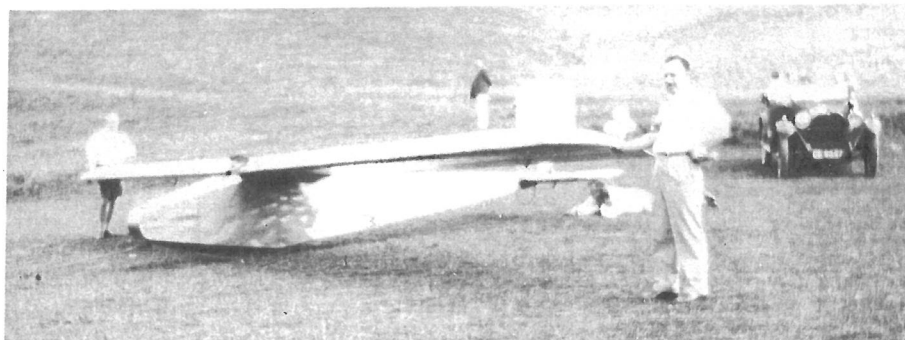
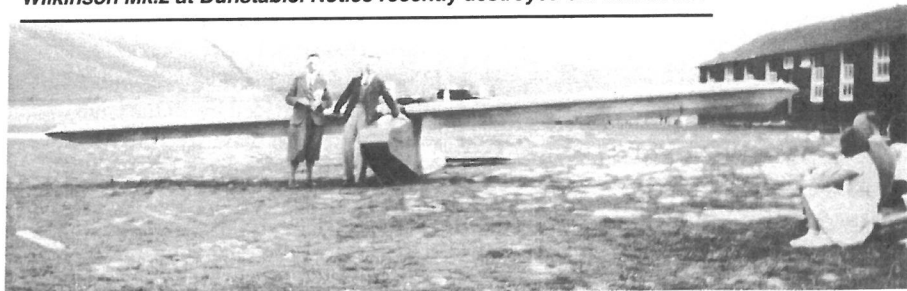
Accommodation

We have negotiated a special weekend rate for rooms at the Aviator Hotel. They are: £59:00 for a Double Room, £80:00 for a Twin room and £85:00 for a single room. Breakfast is an English Buffet at £5:00 per person. Please contact the Hotel direct for accommodation reservations on Wellingborough Rd, Sywell, Northampton, Northamptonshire NN6 0BT. Tel: 01604 642111.

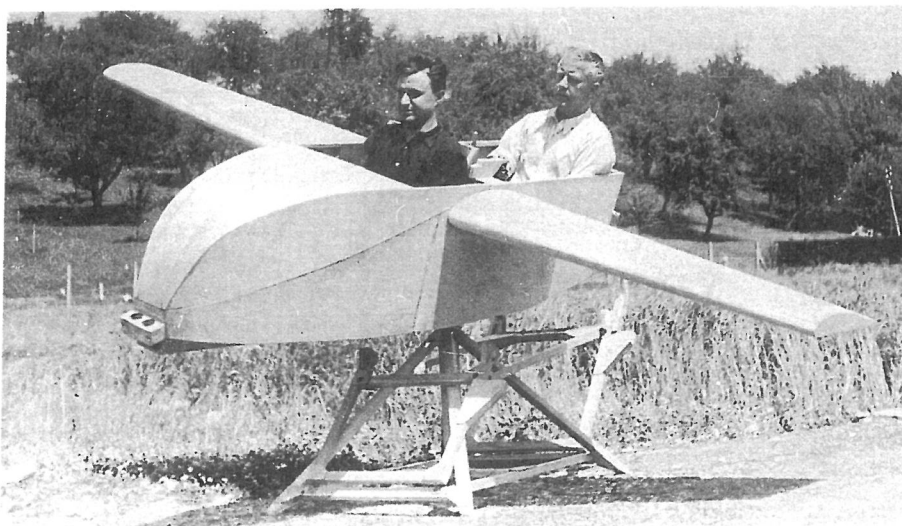
Snippets

Answering page 47 of the last VGC News. No 120. (Ted Hull.) Is this the same Dinosaur or just lack of parental control ? This one is supposed to be a Wilkinson Mk 2. Photos are from CW, who can not remember from whom they came.

Wilkinson Mk.2 at Dunstable. Notice recently destroyed old Clubhouse



CW has found a further photo of the Kunz Schuler, as featured in the last issue. In this photo (below), Seff Kunz himself is in the rear seat.



Errata from VGC NEWS No 120.

On page 30, the greatest of all the Auto Union drivers should be Bernd Rosemeyer, not Rosemeger. On Page 46, the Turkish gliders asked about by Claude Visse are A-1s. (A= Antonov). In September 1931, O.K. Antonov visited the Higher Glider Training School at Koktyebyel in the Crimea to discover what gliders were needed. In January 1932 he returned to Moscow to work at the Glider Factory at Tushino. There he designed many training gliders suitable for mass production. From 1933, he produced ten different types. These were preceded by the letters YS, which means training standard. About 7,000 of these single and two seaters were built. From these, there were later improved versions, the single seater A-1 and the 2-seater A-2. 700 of these and later versions were built and could be used for aero- towing. Some of the A-1 s, together with other Soviet sailplanes, seem to have found their way to Turkey. German Habichts were later built in Turkey.

AUSTRALIA

Taken from "Vintage Times", Issue 106,
edited by David and Jenne Goldsmith.

By Bruce Stephenson

Harry and Margaret Schneider attend the Kookaburra Konvention

The Kookaburra Konvention (see 'Rally Roundup' - Ed) was held over the weekend of 14th and 15th of April and was attended by no less than eight Kookaburra's, which on the face of it to the uninitiated, may not seem such a great achievement, however when one realises that there are only some eleven Kookaburras left that are airworthy in Australia, and one considers the vast distances, this was no mean feat. Furthermore, the efforts made to get these eight to Wagga Wagga, weren't without their troubles either, as in weeks leading up to the event trailers were being restored after many years of neglect and gliders cleaned up and all those little jobs being seen to. In one case, the glider needed to have its rebuild finished and was only completed 3 days before the rally, and was test flown for the first time in 17 years!

A special invitation went out to Harry and Margaret Schneider (Edmund Schneider's son) and were absolutely thrilled at the reception, as Ian Patching

magazine of the exploits of a G.C.V. (Gliding Club of Victoria) member, Keith Chamberlin, who flew to 13,000' in a Grunau Baby from a launch at Benalla. The flight was part of a project under Dr Raddock, meteorologist, and until his death a G.C.V. honorary president. Alan Patching of V.M.F.G. recalls that when the barograph was reviewed it revealed some of the highest down drafts ever recorded at that time.

Edmund and Harry Schneider were so encouraged by the fledgling Gliding Federation of Australia, that they took the decision to emigrate to Australia, initially to Melbourne, where, at the time, the G.C.V. were laboriously building a Grunau sailplane. It was agreed that the Schneider's would complete the project.

The Schneider's later moved to Adelaide on the offer of suitable premises at Gawler, and commenced design and manufacture of a series of sailplanes suited to Australia's needs. Many of these sailplanes remain in service, and indeed the original G.C.V. Grunau on which Harry and his father worked, is now held by the Australian Gliding Museum as a flying exhibit.

Of the ES 52 Kookaburras, 36 short-wing and 5 long-wing were built. One was exported to New Zealand. Brazil ordered two, however anecdotal reports indicate that an export permit was refused. (Undaunted the Brazilians built 2 from plans supplied by Schneiders). Eleven remain in flying condition, which attests to the popularity and ruggedness of the design.

The ex GCV Kookaburra VH-GRZ is a splice of two. The GCV portion, then a complete aircraft, was sold to The Gliding Club of Western Australia.

The ES refers to Edmund Schneider and 52 the year of design. Sadly Aus-

tralia's commercial sailplane building ceased with the ES65 Platypus, owing to lack of encouragement by the Australian Government.

Harry Schneider has left a rich legacy to Australian Gliding, much of which is now being maintained by the Australia Gliding Museum with a team of active voluntary supporters.

Old Mates Week, Benalla.

This years "Old Mate's Week", held from 26th to 30th March, was a bit more low-key than normal with several regular participants absent due to all sorts of reason - holidays, illness, prior commitments and the like.

Wednesday night's dinner was again a great success, with almost a full house of 90 attending, everyone had a wonderful time and the whole evening ran with minimum effort.

The Thursday bus tour conducted by John King and navigated by Barry Hatton, was rated an outstanding success and is to be included in next year's program.

Passenger flights were the order of the day for the first three days with the lovely (dry) autumn weather, and the field reminisced of days past. Thursday was also a good soaring day for those not on the bus tour, while Friday was rather overcast and little flying was done.

The Avalon Air Show trophy for the best glider presentation, was won by the Australian Gliding Museum's Grunau Baby III, and was passed with acclamation to the Museum President Alan Patching.

Several clubs were represented at the gathering and it was great to see people like Bill Simpson, Chas Lambeth, Rob and Leo Dowling, Alan Patching, Pat McKeogh, and many others involved in



Above: Margaret and Harry Schneider

wrote; "The smiles on their faces summed it all up perfectly".

Graham Garlick reported on the speech by Harry Schneider on their life as sailplane builders. Before the war, Edmund Schneider, Harry's father, was known as the builder of the Grunau sailplane. At the cessation of hostilities Harry's status was that of a PoW. On release he and his father were unable to resume sailplane building owing to the allied prohibition of all forms of aviation, and as a result, the business turned to boat building.

The Schneider's interest in Australia was aroused upon reading an article in a

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gliding stretching right back to the 1940's at the gathering.

See you in late March 2008!

FAI Award:

The Lilienthal Gliding Medal awarded to Alan Patching

Alan Patching has won the prestigious Federation Aeronautique Internationale award; "The Lilienthal Medal" for recognition of his services to Australian gliding. Alan has been active in gliding for over sixty years, and has been involved in glider construction and airworthiness matters, and has contributed substantially towards both Australian and International Gliding.

Just to name but a few of Alan's achievements:

- He was GFA Chief Technical Officer of Airworthiness from 1964-1969.
- Alan was the Australian representative to OSTIV, and served as a member of the OSTIV Sailplane Development Panel, in addition to being board member of the OSTIV.
- In 1974 he was a member of the Technical Services Team of the World Gliding Championships at Waikere, again in 1987 Alan was Technical Services Director of the World Gliding Championships at Benalla.
- Alan also was the Program Manager for the Janus fatigue-testing programme at the Royal Melbourne Institute of Technology.
- Alan has authored (and co-authored) some fourteen papers on gliding, with an emphasis on fatigue matters, and in 1992 was awarded the Order of Australia in recognition of his services to gliding in Australia.

- Since 1992 Alan has been involved in the formation of the Australian Gliding Museum and supervising the restoration of a number of airframes to either static or flying condition.

We extend our warmest congratulations to you Alan, on your remarkable life's achievement that has served to benefit our sport as a whole, both in and outside Australia.

Alan's award of course comes hot on the heels of Martin Simons' award of the "PIRAT GEHRIGER DIPLOMA 2005", and together marks a proud achievement by Australia's Gliding Community.

And finally,

A Flight That was Never Repeated.

Ralph "Feathers" Crompton

The following flight occurred in late January 1986. I was watching the weather forecast on the A.B.C. TV Friday night and became very interested in what they were promising for the next day, so decided that it looked good enough to have a crack at my first 500 k.

Turning up at my club, the Barossa Valley Gliding Club's airfield at Stonefield, I gave my Skylark 4 a complete check-over including map, barley sugar and plenty of liquid.

I declared my first turn point at Melrose. I was launched at 11.30 am along with Richard Beale in the club's Astir 77, who also declared 500k. I released at 1300 feet and found very stable conditions; Richard had to have two more launches to stay airborne.

It was mid-day when I left the airfield for Eudunda, half way I was still at 1,500 ft and was on the point of returning, when over the radio the Gawler boys were getting 6,000 ft over the hills. I

pressed on, and reaching Eudunda, I, too, started to get better conditions and was soon at 5,000 ft. Two hours after takeoff Burra passed by 6,000 ft below me and with conditions improving I felt confident that this was going to be my day, all the cu's looked magnificent, so I started to increase my speed.

Approaching Jamestown I noticed one cu a little different, being bigger than the rest and much higher, it was a little off course but temptation took over and I went to explore, it was then that I noticed that it had the looks of the beginnings of a cu-nim.

The thought excited me, as I got underneath, and all of a sudden a mighty "womp!" and the instruments went crazy. I noticed I was at 7,000 ft., one vario was already on the stop at 10 knots, the other was a 3000 ft Winter and was at 1200ft per minute, the altimeter was already at 8,000 ft and going around so fast that I thought the needle might fly off!

I looked around for other aircraft then back to the panel showing 9,500 ft, the vario was now 1,400 fpm and increasing, finally at 1,600 fpm. These were conditions that most pilots would drool over; I contacted "Stonefield" and told them the story. After another outside check, we were passing 11,500 ft, we were still reading 1400 fpm, and the lift wasn't as rough as I thought it would be.

The lift dropped back further to 1,200 fpm for some reason which I could not understand, I can remember looking up at it's bottom at about 13,500 ft and noticing it was still a long way off. At 14,000 ft and still showing 1,000 fpm, I started thinking just how much higher should I go? I again contacted Stone-

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field, told them the story and inquired if they could notice any difference in voice transmitting, they replied "yes, there was some difference and seeing I was already going past 14,750 ft I reluctantly aborted the climb and cleared the area with 15,250 on the clock. After another check outside, particularly for powered aircraft, I sat back on course for Melrose and to enjoy the view.

On my left I saw the Bight with a ship far out to sea, ahead was Melrose, Quorn and Hawker, a little to the right was the Flinders Ranges, just unbelievable.

After a long glide and a couple of thermals, Melrose was turned and once more I was heading for home. There were still cu's everywhere and with 10,000ft below me, I felt confident of my 500 k. being in the bag. On the way to Georgetown and Jamestown, I again looked out for any signs of the cu-nims but unfortunately there was no sign of them, however there was no trouble maintaining 10,000 to 12,000 ft.

With 125 km to go, Gawler radio said the sea breeze had arrived and thought it would only be a matter of time before it hit me, so I elected to slow a little and stay as high as possible. When it hit me at 11,000 ft, and with approximately 110 km to go I still felt confident, however it was not the case and I had to land near Point Pass with 50 km from home. Distance covered was 465 kms, time taken 7 hours, highest height 15,250 feet, and strongest lift 1,600 feet per minute.

In conclusion, Richard Beale in the Astir 77 also failed to do his 500 km, and outlanded.

BRITAIN

We are glad to report that the 1947 built KITE 2 BGA ? at Wycombe Air Park (Booker) has now started flying again after its tremendous restoration by Robin Wilgoss and others. Through having a lot of wing tip wash out, its stall characteristics are gentle. It is very much liked by pilots to fly. It has a Skylark 2's fin and rudder. This is the third KITE 2 to be flying within the VGC in Britain. It was previously owned by David Richardson and was for many years based at Doncaster.

The MINIMOIA BGA 1639, formerly PH-390, is at present having its aileron cables adjusted prior to final rigging checks by Peter Underwood at Dunstable. Also at Dunstable (The LGC) Laurie Woodage has been instrumental in saving the EoN OLYMPIA, which was once

property of the Polish Air force Gliding Club at Lasham and of a Slingsby PERFECT Mk.1. Its trailer was soaking wet and on its side, and the club President wanted it to be burnt on the club's Bon Fire (Nov 5th?). Its owner was in South Africa. However, there was not much wrong with the Perfect in side. It is another example of how an aerolite glued Slingsby or Elliotts post war built glider can be a good restoration project even though its trailer is wrecked.

AT LASHAM, the VGC Centre, the EoN 403 has been bought. Its two owners up North said that they would burn it if they could not sell it. This would have been a barbarous fate for a once world Championships aircraft. The VGC Centre at Lasham has now among its aircraft: -

Slingsby CADET, KITE 2, SKY, EoN OLYMPIA; WEIHE, RHOENBUSSARD, Mg 19A, GRUNAU BABY 2B, T.21B, OLYMPIA 403;

not mention many Ka-6s etc. The VGC's Lasham Centre badly needs more members to look after them all. The situation concerning the Olympia 403 once again highlights our need in Britain for a GLIDER MUSEUM, where unwanted gliders can be stored safely.

WEIHE AND SKY PERFORMANCE GLIDE ANGLE COMPARISON.

Tests were tried out near Newbury during the summer of 2006 between the Weihe BGA 1092 (ex SE-SHU. 1950 built in Sweden) and the Sky prototype. The WEIHE has a published max. L/D of slightly over 1:29 and the SKY. 1:28. both aircraft were in original condition but had pilots of different weights. (the heavier pilot being in the Weihe) It was found that the Weihe might have had the superior max. L/D but, at a slower speed. The SKY held its best L/D with considerable increase of speed and left the Weihe behind. This could be partly due to a better aerodynamic condition at the SKY's wing root/fuselage joint, particularly in the wing trailing edge area. Standard Weihe's have a gap here to allow wing tips to be placed on the ground simultaneously during rigging and derigging. If this gap can be sealed with tape, there is an increase in performance.

Both aircraft have basically Goettingen 549 wing profiles. Although, they were built at about the same time, the basic designs were in 1940 (start of JS Weihe's wartime production run) and



A Moswey 3, similar to above, has arrived at Eaglescott, North Devon.

1951, for the SKY. (information from Richard Moyse)

At EAGLESCOTT. The North Devon Gliding Club. Recently to arrive there are the MOSWEY 3, BGA 2474, (Swiss registered HB-474 formerly of the late Max Bacon), and the H.28-2-3 which was built in three years by the late Earl Duffin. The former has been test flown by Barry Pierce, during a late April evening. The latter is still being inspected. It had been stored since Earle's untimely death, in its trailer at Nymphsfield. CW.

DENMARK

We are more than glad to report that as of mid April, the Danish Vintage Gliding Club has bought and taken delivery of the 1943 Mraz built KRANICH 2B-2, formerly D-0031, which was severely damaged by a downwind landing during an air day in Germany. The Danes will repair it as a team effort and have a sponsor. They have also bought its new metal trailer which will be its home. Its former owner Jochen Kruse, who was not involved in its accident, is overjoyed with the news. This is the last MRAZ built Kranich 2B-2 in existence. This is strange as this firm built the most Kranich 2s (1,312) of all the firms, and now there is only one of them left. It would probably have been built in Nitra, Slovakia, under the 23 year old Jiri Havelka from Mraz, Bohemia, where it is thought that there may have been no sabotage (according to Jiri). There are two Swedish built Kranich 2B-1s in Denmark in bad condition. Kranich 2B-1s exist airworthy in Sweden, Switzerland and another is at Achmer. While Spanish built Kranich 2B-2s are in the Netherlands and at Donauwirth Stillberghof. (Michael

Diller.) This means that four Kranich 2s are airworthy in Europe and another two may join them in the future. Mraz built Kranich 2s suffered a particularly high casualty rate through hard use training, allied bombing etc and 1945 destruction particularly by US forces. The HUETTER H.17a, which was built in Denmark many years ago, has now received its official papers from the Danish Air Office, and can start flying again. CW.

FRANCE

NEWS FROM ASPAC. (*Association pour Sauver les Planeurs Anciens de Charolais*). Headquarters.- Paray le Monial.

Restoration of a Nord N.1300 (Grunau Baby 2b.) The N.1300 No.88 was rescued by Yves Soudit and is now being restored by ASPAC. He rescued it with Hugues Auchere and arrived at ASPAC on the 10th August 2006. It was built by SNCAN in 1946 and flew at the ACA of Saint Rambert d'Albon under the registration F-CAOZ. In November 1956, this glider flew at the ACR of Romans but returned in 1958 to Saint Rambert d'Albon where it passed its CNRA on the 27th Sept. 1965 and flew under the registration F-CRQM. Hugues Auchere bought the N.1300 in the early 1970s and stored it for 30 years. ASPAC intends to restore it as an N.S.F.K Grunau Baby 2b of September 1944 with the registration LH-XH and camouflaged! ASPAC already has a Nord N.2000 (Meise) in French Armee de l'Air colours. The restoration of the N.1300 is already well on. Behind the N.1300 in the workshop could be seen a magnificently restored C.800.

A BALADE for 2007 has been proposed by Jean-Michel Ginestet and Pierre Alain Ruffieux from 11th -18th August 2007 in the area of La Montagne Noire and the South of the Maasif Central.

News from the GPPA Angers.

The GPPA has rescued the JJ2 of Jacques Brylinsky. It was offered by Norbert Mosson. It is certainly in bad condition but as it has historical value, its restoration will start when the GPPA has the opportunity. The JJ2 was built just before WW-2 but it was never flown. Thanks to help from DGAC, we now have complete sets of plans digitalized for the Breguet 901 "Mouette", AV 36 and 361, one piece flying wings, the AV 22, the Wassmer 21 Javelot and for the Wassmer WA 30 two seater. By the

spring, we hope to have plans digitalized for AIR 100 and its developments, Arsenal 4111, Breguet 900, Breguet 904 "Nymphale", Nords 1300 and 2000, Wassmers 22 "Super Javelot"; 26 "Squale", and 28 "Espadon."

News from the Dedale magazine, No.89 Jan -Feb 007.

They have provided a list of members' gliders.

A prefix of 'A' signifies Airworthy.

11 A-60 French built German Spatzs. (5 are A).

AIR 100. A;

1 Arsenal 4-111.

1 AV 22. A

1 AV 222 A.

Bergfalke 2 /55 (one is A)

1 Bocian A.; 2 Breguet 900 s. (one is A); 3 Breguet 901 s. (2 are A);

1 Breguet 902 s. 1 Breguet 904 (1 is A);

3 Breguet 905 (one is A); 2 C.25S s;

1 C3010; 4 C.301S (two are A),

4 C.30 S s (four are A); 2 C.310P s;

1 C.311; 6 C.800 s; (two are A)

1 CM8/13; Elfe S-4 A; 1 Grunau Baby

3; 1 JP15/34 A; 5 Ka 6 E s (four are A);

2 Ka- 4 (one of them is airworthy);

1 Ka-7 A; 1 LCA 12 A;

2 M100S (one of them is A);

3 M 200 (one of them is A), Mu 13

(E?). 6 N 1300 (Grunau Baby 2Bs)

(three are A); 5 N.2000 (Meises) (one is

A); 1 Phoebus A; 1 Spatz B; 1 T.38;

1 TCV 03; 1 VMA 200 Milan (Weihe)

A; 2 W1; 2 A 22A A; 2 WA 26 (one A);

2 Wa26CM (one A), 5 WA 30 s. (three

are A).

Hidden Treasures from before 1943 are:- Avia 40P (1935); ;Spalinger S.18.; Mu 13D, Milan, of Francois Ragot; AVIA 152 and Emouchet and Milan of the GPPA, AV 36 from Pont Saint Vincent? etc etc. Those available to pre

1943 French gliding were:- C.30S, C.301S, C.310, (only one broken one), AVIA 152, AVIA 40P, Spalinger S.18.; C.800 prototypes, and C.25S prototypes. 1 Emouchet was also built in secret. With these types and a few pre-war Avias, 14 Silver C s were flown from mid 1941- to late 1942. There are as yet no C.242 two seaters and probably none will ever appear. The first of 12 built was delivered in January 1941. Professor Georgii was invited by French gliding to visit France in 1942. He made it possible for them to officially fly Silver C cross countries.

Dedale has 75 members with 96 gliders, of which 48 are airworthy !!! CW.

GERMANY

From ARNO ANDERS news from Eisenhuttenstadt (formerly Stalinstadt).

Two years ago, he received the Swedish built KRANICH 2B-1 BGA 907, SE-SPT, FV-8214 in terrible condition from Britain. We are glad to report that work is going ahead on this very long-term project and that, perhaps in two years time, there will be something to see. There are two other men working with him. Concerning the new HUETTER H.17a of GERHARD MALESCHKA, (also at Eisenhuttenstadt). We believe that this project is going slower and perhaps it might not be finished this year.

From LANDSBERG AM LECH.

MATHIAS VOEST has continued building his new MINIMO. We are very glad to report that all plywood and fabric

Below and right: Minimoa progress— Mathias Voest reports that all plywood and fabric covering is finished except for the second wing.



(Dacron) covering is finished except for the second wing, the fabric covering of which has just been started. When this is done, all will be finished except for doping and painting etc. He has even installed instrumentation (including radio) in the cockpit. He expects to finish the Minimoa this year and then it will just need a trailer. We heartily congratulate him for his persistence.

PROJECT HORTEN 1Va.

As of mid April, Prof. Dr. Bernd Ewald has reported that the wooden Main Planes are being assembled from the already built parts and components, in SASCHA HEUSER'S workshop in Potsdam near Berlin. Its metal Centre Section is still being finished in the Hamburg Lufthansa workshop. A friend of Sascha Heuser will build its metal wing tips.

During the Friedrichshafen Air Fair in April, Bernd Ewald was donated a parachute for it, a landing wheel as well as the mould for its canopy, which was kindly given him by Peter Hanickel, who had made it for the Horten 1Va (ex LA-AD), which he had restored for the Flugwerft Oberschleissheim Museum, (part of the Aviation Collection for the German Museum in Munich. A firm has said

to Bernd Ewald that they will build its canopy if he could produce the mould for it.

PROJECT REIHER 111. ACHMER.

There has been a delay in finishing this new aircraft and it is not so far on as we thought it was. Estimated date of completion should be the end of this year. Work is still proceeding round the fuselage and canopy areas

FRIEDRICHSHAFEN Aero Fair.

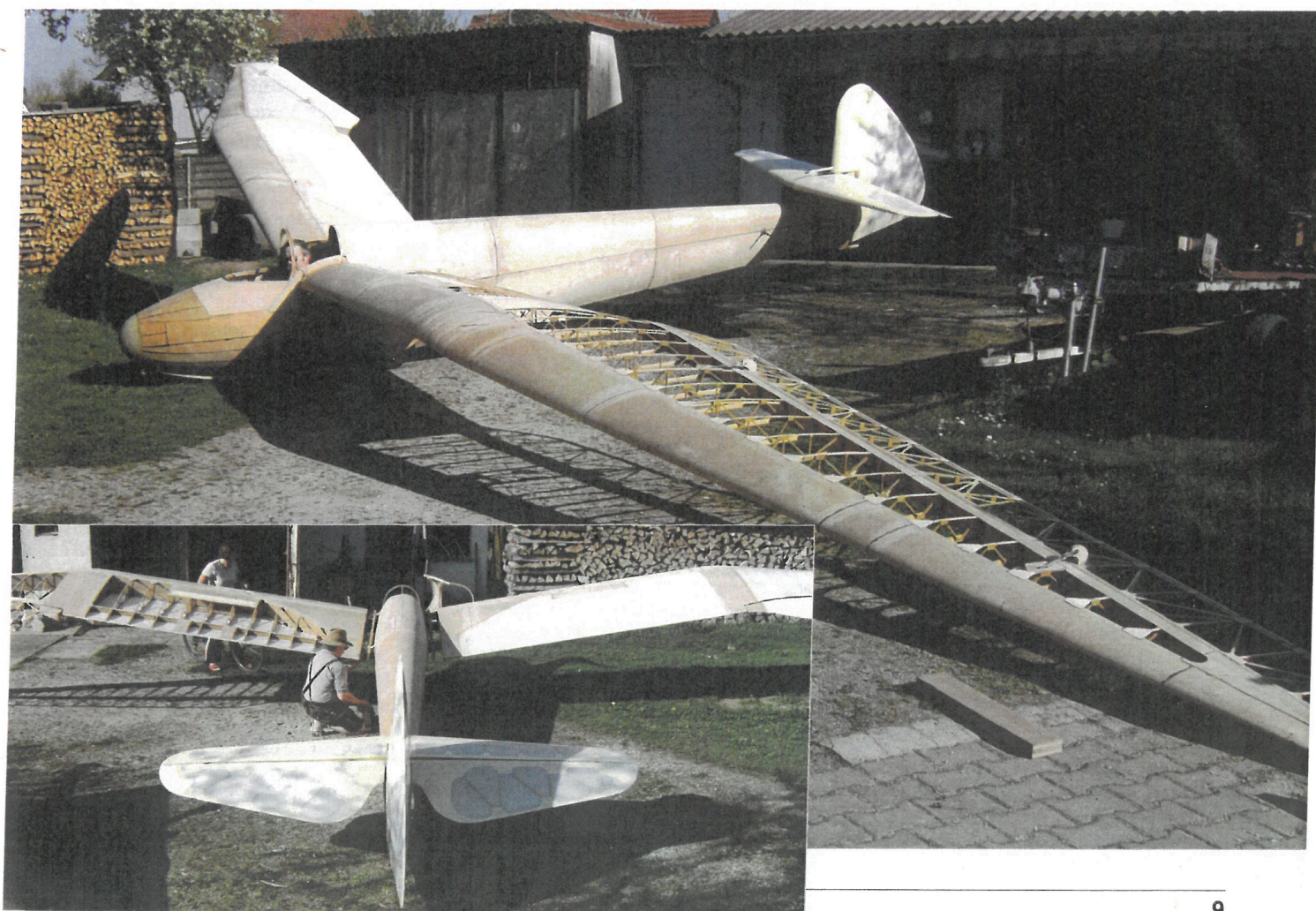
There were no vintage gliders exhibited this year. Perhaps in two years' time, there will be another vintage glider exhibition at Friedrichshafen, as there was in 2006. *(Talking to Ulf Ewert we understand that another exhibition of vintage gliders is being considered for 2009 – Ed)*

News from The German Gliding Museum with model flight on the Wasserkuppe.

With the ages of 80 years, Fred Weinholz and Josef Kurz have decided to retire from their posts of Membership Directors. In the case of Josef Kurz, his work has been taken over in the workshop by Peter Distler, and Otto Becker. These two, together with Dag Peters (the

son of Heinz Peters), have been building the replica of Fritz Stamer's and Fritz von Opel's Rocket Canard (Ente) of June 1928. *(Did not Lippisch design it? CW)* This was the world's first flight of a manned rocket powered aircraft. It is planned to test fly this aircraft without power from the Wasserkuppe. We are glad to welcome Dag Peters. His father was for a long time Director of the Wasserkuppe's Flying School. He has been member of the OSC for 15 years and has been working in our workshop since 2005. He lives in Gersfeld and many will know him from the hotel "Peterschens Mondfahrt" (Little Peter's Moon journey) on the Wasserkuppe.

Otto Becker has worked for years with our workshop team and has taken over the editorship of our DSMM Post (the information sheet of the Deutsche Segelflugmuseum with Model flight on the Wasserkuppe. We are very glad to have these highly qualified people in our Organization's team. We can not imagine how Josef Kurz could stay away without his beloved Wasserkuppe and his wooden aircraft. He started gliding at the age of 14 in 1944, when he became area leader for working on gliders, in the regions Hessen and Nassau. He flew his "A" Certificate at the age of 14, and his



"B" and "C" Certificates when he was 15. At the same time he took the Class 2 licence, in a special course for aerobatics. At 17, he was trained at Laucha on the Habicht, with the purpose of later flying the rocket powered ME 163B. On the 10th May 1945, he was taken prisoner by the Russians. It was a hard time for an 18 year old. He was released in 1949. In 1950, he with others, founded the Akaflieg Frankfurt, and came first to the Wasserkuppe with the Akaflieg in 1955. In 1982 he, with 12 other Oldtimer friends, founded the Oldtimer Glider Club (the OSC) on the Wasserkuppe. Let us hope that he will still have much more time left for old gliders and the Wasserkuppe.

THE 25th ANNIVERSARY OF THE OSC WASSERKUPPE WAS CELEBRATED ON THE WASSERKUPPE ON THE 5th MAY 2007 at 19.00 hrs in the STEINRUECK HAUS (Bürgerhaus) in POPPENHAUSEN before the Wasserkuppe. The OSC was started by 12 members and now has 265. Further plans are to improve the aircraft hangar and to build a RHOENLERCHE 1.

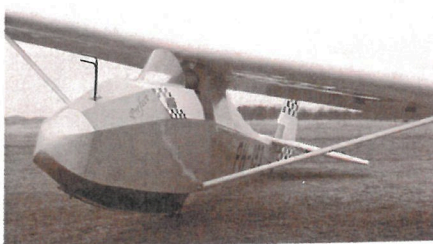
HOLLAND

Neelco Osinga writes:

Raymond van Loosbroek donated these gliders to the Aviodrome Museum in Lelystad, the Dutch national Air Museum. We made an arrangement with the director of the museum that all these gliders will be made airworthy by members of the Dutch Vintage Glider Club, the Vereniging Historische Zweefvliegtuigen. The members as individuals adopted one or more of these gliders, like Grunau Baby, Skylark 2 and 3, Prefect, Rhönlerche, Sagitta etc, complete with winches and trailers. Raymond collected two complete gliding clubs!

Ladies and gentlemen,

Herewith the result of some years pottering, waiting for parts, making paperwork in good order, checks and so on. The result is worth while. After twenty years being grounded, the PH-193 from the Van Loosbroek collection, made his maiden trip last Saturday. Ten launches in total have been made this day. This is the same number of launches that have been made with this glider the last three years before grounding. Also on Sunday 25 March we used this glider and several members of the club had their first experience on "Old wood". We hope that we may enjoy longtimes this fantastic



Above: PH-193 restored and flying again after 20 years.

machine and we want to come regularly on different rallies and other meetings.

Thanks to everybody who helped to make this machine airworthy again.

Friendly greetings,

Neander Stalpers.

For more info: see the web site of the PH-193: <http://prefect193.atSPACE.com>

Dames en heren,

Hierbij het resultaat na enkele jaren klussen, wachten op onderdelen, papieren in orde maken, keuringen en noem maar op. Het resultaat mag er zijn. Na 20 jaar op de grond gestaan te hebben heeft de PH-193 (uit de Raymond van Loosbroek collectie) afgelopen zaterdag zijn eerste start weer gemaakt. Tien starts werden gemaakt in totaal deze dag. Hetzelfde aantal wat gemaakt werd in een drietal jaar voordat de kist uit de roulatie ging. Ook zondag de 25e werd het toestel ingezet en hebben diverse leden hun eerste ervaring op "oud hout" gemaakt. Hopelijk zullen we nog lang mogen genieten van dit fantastische toestel en zullen we regelmatig op diverse rallies, en andere meetings te vinden zijn.

Nogmaals dank aan iedereen die geholpen heeft dit toestel luchtwaardig te maken.

Met vriendelijke groet,

Neander Stalpers

Houder PH-193

Voor meer info zie ook de volgende website van de PH-193:

<http://prefect193.atSPACE.com>

NEW ZEALAND

We have heard that the Skylark III and Weihe that were imported into NZ in 2006 are still not flying although both types were flying in NZ during the 1950s. The Skylark III is in or near Auckland at the top of the North Island. The Weihe is in or near Christchurch, half way down the South Island. CW wonders whether these gliders are grounded for official reasons?

We also hear that Ian Dunkley broke his ankle whilst on a visit to Ireland. Ian - we hope that you are now recovering and will be 'back on your feet' soon. CW.

SWITZERLAND

From Kurt Stapfer and Daniel Steffen

Ka 2b 'Bazillus' became 50 years old

The three young pilots Walter Hermann, Ruedi Schlatter and Edi Huber of the Gliding Club Lägern were very impressed by the Schleicher Ka 2 Rhönschwalbe which they saw at the Klippeneck in Germany in 1954. However they had not enough money to buy this dream machine. The only way to become owner of this best 2-seater of that time was to construct the glider themselves. Schleicher at Poppenhausen

delivered the plans and some components. The young men wanted to have a version with a span of 16 metres (instead of 15 metres) and Schleicher was so kind to design a new wing. Like this the new glider became the prototype of the Ka 2b.

The three syndicate members started the work end of 1954. The club president did not believe that this glider would be ever finished and he accepted a bet. If the Ka 2b would fly on 1st May 1957 he would spend a keg of beer. Private gliders were not common in Switzerland at that time. A popular club member proclaimed that private gliders would destroy the social structure of a gliding club. He called the Ka 2b under construction 'Bazillus' (bacillus, microbe) because he believed that this private glider was to infect the Gliding Club Lägern and getting it ill. The syndicate members painted this nickname on the nose of their 2-seater.

The Ka 2b Rhönschwalbe HB 535 'Bazillus' was completed just in time on 30th April 1957. The first flight took place on 1st May 1957 at 06.41 a.m. When the 'ordinary' club members arrived at the airfield the test flight was done and a new glider was ready for new actions. However we can imagine that the syndicate members did not carry out a further flight that day because they were busy with the keg of the president.

Two multi-seater Swiss records were later completed on the Bazillus:

21st April 1959: W. Hermann / K.

Korrodi goal flight from Dällikon (Zurich) to Geneva airport; 227 km.

18th Mai 1959: E. Huber / R. Lüscher goal and return flight from Dällikon to Les-ponds-de-Martels and back to Dällikon, 278 km.

The Bazillus became a photo subject and TV-star in August 1985, when it took part on the 3rd International glider Meeting on the Jungfrauoch.

Fifty years after the first takeoff, exactly on 1st May 2007 at 07.41 a.m. (Switzerland introduced in the meantime the summertime) the Bazillus was launched for two birthday-flights. On the back seat the very same Ruedi Schlatter, only 50 years older. It was a perfect sunny spring day. Edi Huber was on the second flight. Almost 50 guests assisted the ceremony. Then the party moved into a restaurant for breakfast. Photos were shown and old stories were brought up.

The Ka 2b HB 535 Bazillus belongs nowadays to a syndicate of five members: Markus Ambühl, Elsbeth Hermann, Armin Hunziker, René Müller and Walter Seeberger. The Bazillus is flown

Low pass of the Ka 2b HB 535 Bazillus for the spectators. Below: the constructors Edi Huber and Ruedi Schlatter on the birthday ceremony of their Ka 2b Bazillus. Below right: perfect weather on the 1st May 2007 at Buttwil in Switzerland. Each balloon represented a decade.



regularly at the airfield Buttwil (20 kilometres westerly of Zurich). Let's hope that this will go on for another 50 years!

More SWISS News from CW

Concerning the Huetter H.28-11 HB-223 which was built during 1938/9? This aircraft has been stored awaiting restoration by Lilly Anna-Marie Grundbacher, who relatively lately has become installed in Rudi Saegesser's workshop,

after Rudi's sad passing. Apparently HB-223 never was owned by Lilly. Its owner has recently died but his father has asked for HB-223 to be given back. Lilly has done this, but it seems that the father never was a glider pilot. It appears to us that HB-223 might soon be for disposal. Lilly owns three gliders herself and also maintains her club's gliders. She has her hands full. We call upon Swiss Vintage Glider Club members to go forward to its rescue. Also, there is a SPALINGER S.21h two-seater awaiting salvation in England. (Please apply to CW.) □



Above: note the wingtip of HB353. Kurt Stapfer thinks that the Rhönschwalbe HB 353 Bazillus is the only Ka2 b with this type of wingtip. They were very common in the fifties.

Right: morning has broken on the 1st May 2007. Ready of takeoff on the airfield at Buttwil at 07.40 a.m.

Bottom: the birthday party in front of the Ka 2b Rhönschwalbe HB 535 Bazillus at the airfield Buttwil. Photos: Kurt Stapfer



UK National VGC Rally 2007

Southdown Gliding Club, West Sussex



Saturday 26th May until Friday the 1st of June 2007.

Photos - Craig Lowrie

Gliders present were :-

HUETTER H.17A. designed in Austria in 1933.
BGA 2847 Andrew Jarvis.
SCUD 3 BGA 684. It was designed in 1935 as a motor glider. Two were built and these two still exist airworthy in the VGC. Ted Hull
KITE 1. 1935. BGA 251 Bob Boyd
PETREL 1938. BGA 651 Graham Saw
LUNAK 1947. not flown. Graham Saw
T.21b 1944. BGA Andrew Jarvis
T.21b 1944. BGA 3240. Oxford G.C.
KITE 2 1947. BGA 689. Chris Rayne
PREFECT 1947. BGA 2333. Kent G.C. syndicate
EoN OLYMPIA. 1947 BGA Ian Champness and John Herring
GRUNAU BABY 2B 1938. BGA 578, built in 1947 by Hawkridge, it was entered by Garry Pullen and Chris Redruf from Lasham
M.100S MESANGE. BGA 2867.1960. This one was from the French production line. Mesange means Bluetit. The type was originally built as an Italian Standard Class sailplane. Stewart Renfrew
OLYMPIA EoN 463.1963. BGA 1217. Carol Shepherd. Oxford G.C.
OLYMPIA EoN 463 1963. BGA 1286 Chris Hughes
CAPSTAN 1961. BGA 1231. Peter Redshaw
CAPSTAN 1961. BGA 1134. Oxford GC syndicate
SKYLARK 3 1955. BGA 2881. Barry Smith
SKYLARK 4 1961. BGA 1100. David Weekes
Ka 6CR. 1955. BGA 3985 David Cornelius
PIRAT. BGA 2042, O'Flanagan
Ka 18. BGA 2903. Chris Weston. Southdown Club

The site is very historically interesting for British Gliding as in 1909 Eric Gordon-England at the age of 16 was launched in a Jose Weiss Glider from the top of the Downs and flew for 58 seconds before he landed at the bottom. Therefore, it is believed that he must have flown in hill lift and that this was the first soaring flight in Britain.

Eric also took part in the 1922 ITFORD HILL International contest which was held near by. He had to retire due to a broken ankle. Also he became the BGA's first Chairman in 1930. During 1930, Robert Kronfeld flew along the downs above the club to Portsmouth in his WIEN.

This year's Rally was dedicated to our late sadly missed member John Lee, who designed and (or) built so many vintage gliders or gliders to his own designs. His two Huetter H.17a are with William Stoney in North Italy and Gerry Wilder in the USA. The rest are in Flixten Museum in Norfolk. He was finally going to build a Fafnir but, fearing much official intervention, he decided to build a flying replica of the Vampyr and had gone to Munich with Bev, his wife, to make drawings of the original Hanover Akaflieg's Vampyr in the German Museum. The Vampyr was the first glider to be built with a plywood covered torsion box wing leading edge and a single main





wing spar. It was designed by Prof. Madelung but Martens, Blume and Hentzen brought it to fruition for their diploma work. Dr Dornier gave them the benefit of his experience in working with plywood covering.

The weather for our 2007 Rally was far from perfect ranging from the coldest day ever known in May to quite warm.

There may have been other gliders there (*apart from the gliders on the list on the opposite page*) and perhaps they

were not rigged due to the bad weather. There was no hangarage for our gliders and so they were rigged each morning or left out for the nights in which case they had to be flown to be dried out! Our members showed great keenness to be able to stand these conditions. 50mm of rain had fallen in 24 hours until 6 am on Monday. On St Catherin's Point on the Isle of Wight, there was 77mm of rain. Whilst the heaviest of the rain had fallen, more rain was expected. Over central and eastern England, strong northerly winds and low temperatures would make the weather seem particularly cold. It was a depression slowly rotating, one side of it being over Parham. It was the coldest May weather ever experienced since records were taken. There was clear air a small distance to the west. On SATURDAY, in the later rain, the HUETTER 17a was test flown after its Cof A by Graham Saw and Andrew Jarvis, who had his first flight in it. It was then wet and took two days to dry in its trailer, as there was rain until Tuesday. It was then flown to dry it out. On Saturday night, Bob Boyd arrived with his Kite 1. There was a splendid barbecue in the hangar to warm us up.

The club's Chairman Craig Lowery, has given us these statistics.

There was flying every day except on SUNDAY the 27th of May when the wettest and coldest weather prevailed. Except on this SUNDAY, and the next WEDNESDAY, there was soaring.

Cross countries - there were lots of them on TUESDAY and a small number on THURSDAY. TUESDAY was a very good (but very cold) soaring day. Numbers of launches - SATURDAY the 26th May. 32 winch launches and four aero tows. MONDAY 28th May.. 5 winch launches. all leading to soaring flights. TUESDAY 29th May. 63 aero tows. On this day we were visited by a superb



RALLY ROUNDUP

Motor Tutor. WEDNESDAY 30th May. 5 aero tows. THURSDAY 31st May. 35 winch launches. 20 aero tows.

We have no details of FRIDAY'S flying.

At first, we were in despair with the weather as the Southdown Cub's members had worked so hard for a long time to prepare for the rally. The weather had been perfect before the Rally and was again perfect after it. C.Wills showed many video films in the club house about gliding history, to try to make the bad weather less boring. The club gave



us two barbecues in the hangar during the first weekend. Also Gayle Pearce and David Cornelius gave us at least two magnificent evening meals in the club house which finished with port !!!!

Details of Tuesday which was our best day. Wind – WNW 12 knots. 1013 m Pressure. Post frontal conditions. Showers worse towards Didcot. Future forecast.. good. Task for Tuesday- The longest duration flights. Peter Redshaw flew his CAPSTAN on the triangle. Parham-Petersfield-Lasham- Parham. David CorneliusS flew his Ka-6CR Parham-Lasham and return 96 km David Weekes had to land his Skylark 4 two miles before Lasham, near Alton. A sea breeze front came over the coast and lifted Andrew Jarvis in the H.17a to 5,000 ft. He then flew the Petrel to 5,500 ft. Ted Hull reached 5,800 ft in his Scud 3. Dave Cornelius reached 6,200 ft. There were altogether six out landings. On this day, we were visited by David Ince, formerly of our National Gliding Team. Brian Powell who, apart from other incredible stories, told us how he and Ann Welch had retrieved Geoffrey Stephenson from France after his epic cross channel flight in the Gull 1 in 1939. Also with us were Justin and Gillian Wills, who are visiting the UK from N.Z. Also, for the whole week, we were very glad to have had with us Martin Francis who is building the new COLDITZ COCK, which we hope will be ready to fly with us soon.

On THURSDAY evening, our Rally officially ended with a magnificent dinner which was held in the Dining Room of the Amberley Museum. Prizes and mementoes were awarded for the most meritorious efforts by Beverly Lee, who was our guest of honour. So officially ended our 2007 NATIONAL VGC RALLY which must surely have taken place amidst some of the most beautiful country in the world, with some of the nicest people in gliding. - CW □



Hadenham – 4th – 5th May 07



Above: Blue brick. Photo: Bob Boyd
Left: Scud 3 landing over the Booker T21b and Chris Raine's Kite 2.
Lower left: replica Slingsby 1931 Falcon 1 built by Don Knight.
Below: T21b landing over the Falcon 1 replica. Photos: Chris Wills





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





Kookaburra Konvention Wagga Wagga Gliding Club

APRIL 2007

I have been struggling with the start of this story. Just how can I give you the reader, the whole enjoyment of the week-end in words and pictures. For once I can truly say that you had to be there to understand.

The foundation of the Kookaburra Konvention goes back some years. Over 50 in fact as it was then that Edmund Schneider designed and built the first Kookaburra. This glider put Australian gliding on its feet. Make no bones about that. He designed a glider that was perfect for training, was simple to operate and maintain and delivered performance as good as most single seaters that were available. Schneiders went on to produce 35 Short Wings and 5 Long wings. One was exported to New Zealand and 2 kits to Brazil where at least one was completed. One was built in Europe with a steel tube fuselage and later fitted with an engine.

When Vintage Gliders Australia was seeking sites for future annual rallies the Wagga Wagga Gliding Club at Lockhart was approached. Initial conversations were guarded as the club had really no idea who and what we were. They were also committed to Joey Glide at Leeton where the bulk of the members were organizing the event. In 2006, when we were collecting David Howse's \$25,000 wing rib, we overnighted at Wagga Wagga and met with members of the committee, mainly just to introduce our-

selves and discuss the concept of a rally.

The size of a Vintage Rally was a major concern so we decided to hold a smaller introductory rally so members could meet with us and see who and what we did. It was then the idea of holding a smaller rally started to formulate. We agreed to go away and come up with a proposal that they could accommodate and spent the rest of the night solving all the problems of the gliding community.

The concept continued to grow and discussions between vintage glider members and the group of pilots who operated Kookaburras put up their hands and agreed to commit to a rally in April of 2007. In truth I don't think that I have ever seen so much enthusiasm towards an event for a long time. It wasn't easy, there were details to finalise and the club had plenty to do, including dealing with a tragic accident at their site, but planning proceeded purposefully.

Investigations by Geoff Hearn showed us where the remaining Kookaburras were and invitations were sent. The new Vintage Gliders Australia Web Site also had the details of the rally posted.

In weeks leading up to the event trailers were being restored after many years of neglect and gliders cleaned up and all those little jobs being seen to. In one case, the glider needed to have its rebuild finished and this was completed 3 days before the rally, when it was test flown for the first time in 17 years.

Of the 11 airworthy Kookaburras remaining we received confirmation

Above: Eight airworthy Kookaburras, together at the Wagga Wagga Gliding Club during the Kookaburra Konvention.
Photo: David Goldsmith.

from up to 9 owners that they would be attending which was a very pleasing response. We also sent an invitation to Harry and Margaret Schneider and were absolutely thrilled when they did attend. The smiles on their faces summed it all up perfectly.

The rally ended up with 8 examples

ES-52 Shortwings.

GHN Mk-I	Emilis Pregulakis and Rachel
GLF Mk-II	Pete Boreham
GFK Modified Mk-II	David and Jennie Goldsmith, Graham Garlick and George Vasiliadis
GHH Mk-III	David and Rosie Howse and Family (ex GLE)
GNZ Mk-IV	Gary Crowley
GRZ Mk-IV	Caleb White
GRX Mk-IV	Geoff Hearn and Ian Patching

ES-52B Longwings.

GRN Mk-II	Ian Patching
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Also in attendance, but no doubt wishing it too was a Kookaburra was the Cherokee 2, GLU with Lyle Whitfield and "Kenny" Caldwell.

Most arrived on the Friday afternoon and we were met by WWGC President Bruce Harper and Wayne Hadkins who both made us feel welcome. Their enthusiasm combined with other WWGC



Above: the group at Wagga Wagga Gliding Club. Photo: Lyle Whitfield

Inset: David Howse completed major repairs to his ES 52 Mark III VH-GHH — manufactured originally in 1958 — the day before the Konvention. The ES 52 Mark II VM won the prize for the most modified Kookaburra present. It was extensively modified during the mid 1980s by Doug Vanstan. Included was a fuselage redesign, lowering the wing 28 cm, with a redesigned canopy and rudder.

members Gabby Hadkins, Nathan and Grant Johnson, Mark O'Dea and others was a highlight of the weekend. These guys had busted a gut to prepare for the event and it was so appreciated.

All decided to leave rigging for the Saturday morning and settled into a meal

at the 50's style Blue Bird Café in town and then some very well earned liquid refreshments back at the airfield.

A very well oiled machine started the exercise of rigging and in short time all of the gliders were together and final preparations completed. The shortwings

definitely have an advantage over the longwing in putting them together so naturally we started with the latter. 21 safety pins compared to 8 takes time but are very simple really.

The weekend overall was a great success. We didn't break any records, we achieved what we wanted to do and that was to have fun. We also gave the WWGC a chance to meet with us and see we are reasonably normal people and give them an injection of enthusiasm.

Hopefully, same again next year.

David Goldsmith □

The Causse Mejean 2006

Taken from Dedale by CW.

A very good occasion. This was organized by "Bopapa" and has become traditional. It was organised on behalf of Dedale from the 24th June until the 2nd July 2006. Eight old Franco-Belgian gliders took part, The Breguet 904, N.2000 of Claude Visse, M.100 of Apparat (La Montagne Noire) and the WA 23P of Dax., the Belgian registered Bocian of Jean-Michel Ginestet and the K-6s of Hugo and of Pierre Pochet.

The only true Belgian glider was the K-6 of Pierre Pochet.

The arrival at the Causse on Saturday the 24th June was greeted with heavy and stormy weather to the north. How-

ever, we were glad to meet the local members. Some of us went swimming in the Tarn Gorges. The meteo announced for the next day, a still serious risk of storms, but they came to nothing. The two seaters were rigged. Some of us chose to visit the Belvedere of the vultures in the Gorges of the Jonte. We felt it necessary to render homage to the kingdom of the vultures, those magnificent soaring birds. Monday the 26th was our great day. Our last gliders were rigged late. The moderate wind had turned to the North East giving good thermals and cumuli. We flew over the viaduct of the Millau with the Bocian and numerous para-sailers. We returned to the Causse via the Larzac, already grilled by the sun; a good 100km flight lasting two hours. Hardly had it landed, than the Bocian was away again on a cross country accompanied by vultures. For the whole week, there was such fly-

ing weather that two seater flights had to be limited to two hours. The cloud base was often over 3,000m. high QNH. In six days of flying, the BOCIAN totalled 22 hrs duration and more than 400km cross country. Claude Visse was reconciled with his Br 900. Last year, it had attacked him. The ambience in the evenings was warm as also was the food. Chilli, Paella etc. The vultures were always on duty with the thermals, which towards the end of the week were "dry" but were sometimes of 6 m/sec. There was a problem fitting all gliders and motor gliders into the hangars but it was done and no gliders had to be left out. The only field landing was by the N.2000 in the Caussinac Valley. This was due to Jean-Claude Jegat over estimating the performance of the machine. Its retrieve was by road at the end of the day. Everyone is looking forward to the next Causse Mejean. □

Vintage Kiwi 2007

Combined Rally Report

With a rally spread over, two Islands, two sites, and two sets of pilots and a wide range of gliders it should not be unexpected that this is a different annual event that needing some explanation. The purpose of the rally is primarily fun for as many family members as possible, and this dictates the rally venues. Secondly it is intended to demonstrate that there is a place for vintage and classic gliding in "modern" gliding. Thirdly, to develop a role that can play a part in halting the current decline in our sport, and finally to recruit new members. In honesty this last item is the most important as without members nothing will be achieved, so take note, international members are welcome.

The two rally "halves" are quite, for in the North, the Taupo event, where we are guests of Taupo Gliding Club, is primarily supported by "vintage and classic" gliders and is more similar events overseas. In the South, hosted by the Nelson Lakes GC, and is entirely different. In effect we have hijacked, or more tactfully, have become a "cuckoo in the nest", of an event that includes the hosts clubs annual flying week, the annual expedi-

tion of the Canterbury GC, and this year a Nelson GC cross country course.

This is entirely appropriate for it shows how vintage flying can integrate with general gliding, at a club that sees the benefits of using in their training fleet the Ka4 Rhonlercher, or "Lark", if you prefer, they purchased new over forty years ago. Further the club includes a Ka6cr in its fleet and has more VK members than any other single club in the South. Many of these members also own Ka6's on this fantastic mountain site that can, and does, attracts ASH25's, Duo Discus's and all the other latest gizmos, with and without engines. Of course, these disappear as soon as conditions are right and return late in the day,

sometimes on a trailer.

End of commercial and explanations, you can pack up here if you like, but you will miss out on learning what the heck goes on, at this "split", whatever that means, event?

Starting in the North, Taupo was again our venue, chosen for both it's good gliding and the holiday location. The number of pilots taking part was down this year, for due to a change of date ("Honest, outside our control, Guv") we again clashed with the comps at Matamata. In Europe this would not have mattered so much as there are fewer pilots interested in both comps and vintage flying. In NZ we have been more successful, so we should not grumble

Top: line-up at Taupo
Right: the Taupo crowd





that we lost a few pilots this year.

The clash however enabled some competition pilots, weather bound at Mata-mata, to drive down to see our spot landing competition, and incidentally decline to take part. All of the "VK" entrants made it into the "paddock", although to make the visitors feel at home, we did organise two result disputes. The first involving a pilot who deciding that a perfect fully held off landing and not polishing the skid was the thing to do, went through the "end fence" and complained that in real life he would not have done that. Complaint rejected with derision, and a few tears.

The second was the result of a devious ploy, drop off the last competitor into a

raining downwind, dreamt up jointly, it was claimed by the pilot, by the comp director/tug pilot and the CFI/competitor/line judge. This involved a tow that ensured that the glider canopy got wet enough to hide the "fence" from clear view, but not the airfield, if only because of the paper work that would result. The stage was set, in comes the competitor at just the perfect height, approach speed, to clear a now invisible fence. Two things then occurred, the pilot saw the "fence", and the line judges, one of whom was also a competitor remember, saw the glider, heading in their direction and projected height. They obviously deserted their post, or closed their eyes, probably both, for because they declared

that the glider "hit" the non existent "corner post" and then undershot the spot marker. With total lack of success the pilot claimed he cleared the "fence", which was still intact, for God's sake, landed on the spot, and stopped before the end "fence, fully held off of course. He spent the rest of the day muttering about an engineered handicap, chickens for judges, and conflicts of interest.

If this seems an odd way to enjoy yourself, you can add the A4 paper aeroplane competition, great fun for the children who are considered part of the rally. Throwing horse shoes, at each other, which we normally do, but perversely not this year, is generally great fun for as a "landing" competition it is more satisfying than "spot", only a full blooded hit scoring. This left gliding video watching, a BBQ, in the rain, with a 50% defective electric back up oven, and visit to the "Mole & Chicken" for an evening meal. Unlike the chicken the mole, was not on the menu but may have emerged from a pile of mashed potatoes supporting two lamb shanks.

The social highlight of the week was, as last year, an evening cruise on Lake



*Top: vintage grid, Nelson Lake
Left: a quiet moment at Nelson Lake*

RALLY ROUNDUP

Taupo, under the control of CFI, (Chief Floation Instructor), Tom Anderson, with excellent food and drink, plus, optional swimming. The latter having the side effect of putting on display a less desirable side of vintage flying, some bodies in need of TLC.

We did, of course, do some "real" flying, if only to get rid of the daily prizes, the first being won by John Curry, for as usual, braving potential incontinence, stayed up longer than anyone else. Mind you, subsequently, due to the speed at which he rolled past the clubhouse window, he won the "Horn" as well. This being awarded daily for anti social actions, that could include, over sleeping, a bit of suspect flying or doing better than anyone else.

Come Waitangi Day the weather improved giving Rae Kerr a chance to try for a "Ka8 out and return to Matamata in the VK syndicate Ka8, just to get up the noses of the competition pilots. Unfortunately, despite, according to him a valiant effort, he did not get that far. His flight back was even shorter, resulting in a car retrieve, a bottle of wine, and a potential VK recruit who had helped the de-rig at a convenient airfield. John Curry, initials JC of course, performed a miracle for, being told his performance of the day did not merit more than water, accepted it, and by the next day had turned it to wine. Incidentally, only sharing a drop to prove success.

Colin Deeker, did his five hours in his



Foka 4 the day before the rally started, which may, or may not, have resulted in a bottle of wine, the records are inconclusive, but this being cash strapped "VK", probably not. Derry Belcher also appeared on the prize list, mainly due to the exploits of his excellent BG12 that seemed to fly on rails, when viewed from above of course, it being unwise to see rails from below.

A major rally event, alas not exploited to the full, was the single entry trailer relay race involving Ruth and Harry Kindon's Swallow that they had donated



to "Vintage Kiwi" for restoration. The first leg, Christchurch to Taupo, broke the NZ endurance record, the second being to Joe Himmels, Auckland workshop. As NZTV did not report an incident on SH1 it obviously overcame the handicap of a high tow hook and a low trailer rear end and reached the destination. In between the two legs, the Swallow was rigged for photographs and inspection, and very nice it looked too. Watch out for progress reports.

Moving South to Lake Station for the last half, embedded like a cuckoo in the nest of the Nelson GC you will remember, the week started with everyone, except those who believe in the efficacy of NZ Marmite, stocking up on anti sand fly protection. These little blighters operate on a stealth principle and you only know where you have been hit when you start scratching in bed. At the end of the week there was some alarm when very noisy high pitched "buzzing" was heard emanating from Lake Rotoiti, had they evolved into something that even Marmite could not defend? No, the annual power boat racers had arrived, to disturb the tranquil environment and no doubt fill DoC', coffers whilst simulta-

neously upsetting trampers. Now if gliding made as much noise, would we be more popular? Experience suggests otherwise, but then how about "Warbirds".

With aircraft ranging from the ASH25, flown by Chris Garton, who at the rally dinner declined to defend his last year win of the A4 aeroplane comp, to the Rhonelercher Ka4, "Lark" to you, flights ranged from the quick circuit to tours of the Southern Alps. However it should not be assumed that the "Lark" did not show its wings with flights along the St Arnaud range and wave flying to 5500 feet. The cross country course, involving four Ka6's and a Grob 103, or what ever it was, the Grob range being totally confusing, did well. Thanks to the efforts of Nelson Lakes CFI, Errol Shirtliffe the participants gained valuable experience, and learnt that even Errol can fail to "get away".

Surrounded by the dead heads of old venison in the "Red Deer Lodge" a "VK" roast beef, Yorkshire pudding, that like the mint sauce in France, needed explanation, and veg dinner was held for 25 people. This involved Pat Dunkley in a juggling of oven space, suspect microwaves and cooking dishes/bowls that defied belief, yet raised a welcome over \$100 for VK funds. Thank God that the washing up was carried out by the diners who needed exercise.

Ian Dunkley. April 07 ☐

Top: Ka6 rally, Nelson Lake
Left: John Curry and EoN Baby
Below: the rally returns??



OldTimer Treffen at Biberach

By Gere Tilscher –
translated by Ute Fauth

Following the events of 2002 and 2005, on the weekend of 23rd and 24th September, the 2006 VGC season's closing took place at Biberach.

The idea was brought forward in 2002 by the (south) German "connection" - to bring the vintage gliders into the air once more at the end of the season and give the pilots the opportunity to meet before the long winter break - and it became an event well attended.

10 vintage gliders met unceremoniously on Saturday on the airfield at

Biberach. They came from the south of Germany, an area reaching as far as Siegen, Karlsruhe and Munich.

The owners brought a Ka 6e, Baby3, T31B, Ka 2b, Ka 7, L-Spatz 55 (2x), Mü13/Berfalke II, Ka8, Weihe, Kranich III and Salto to Biberach.

Saturday started with thick fog but in the late afternoon, 13 winch launches with a total time of 1:18 hrs were made. On Sunday, however, the weather was with the vintage gliders and their pilots. In glorious sunshine, warm temperature and even some late autumn thermals, 37 launches and a total time of 4:34 hrs were completed.

The good weather attracted many visitors who were very interested in the old gliders. The two seater pilots gave some spectators the opportunity to have a look at the airfield and the gliders from above. The 3rd VGC season's closing of the "southern connection" came to an end on Sunday night - in good mood and the general request for a next year's recurrence.

The old gliders made a good and lasting impression at the Biberach event and were a good publicity for our beautiful hobby. We want to thank the members of the "Luftsportverein Biberach e.V. Abteilung Segelflug", who made the event possible and organized a perfect



flying weekend for us - and we are welcome to come again next year.

Organization and contact (both for 2006/2007 event): Gere Tischler (mail: gere.margit@gmx.de) □

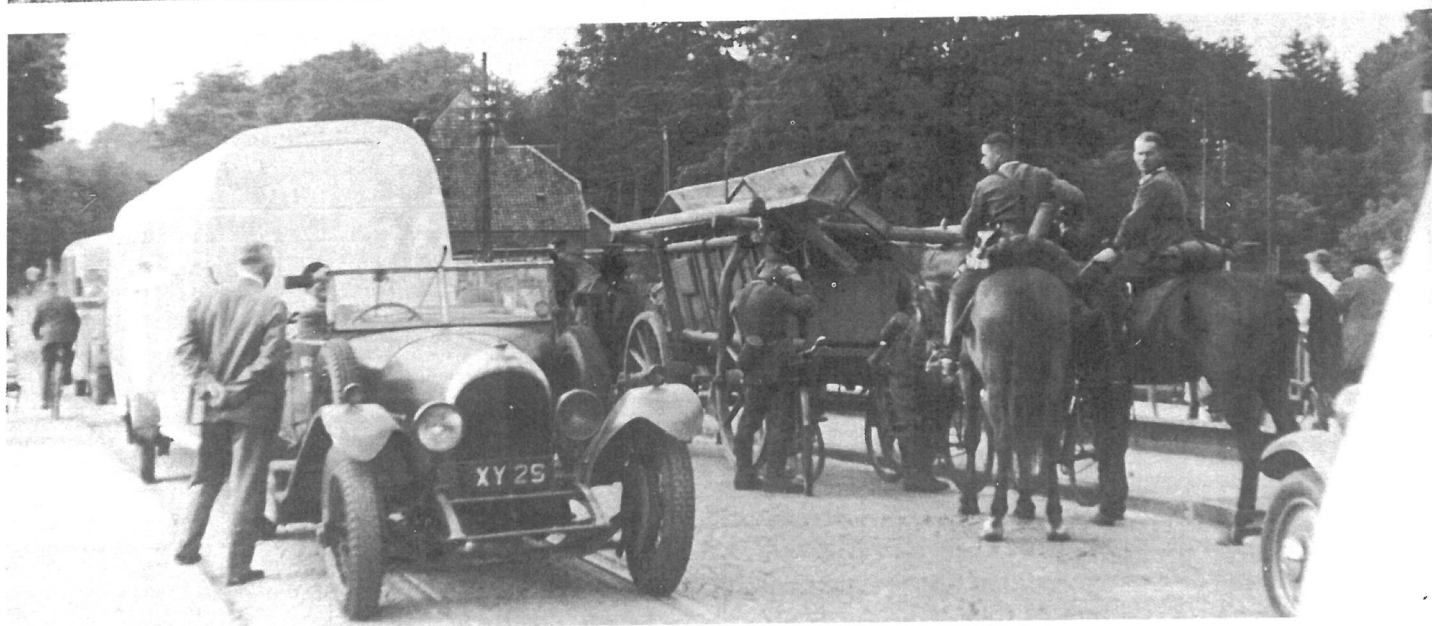
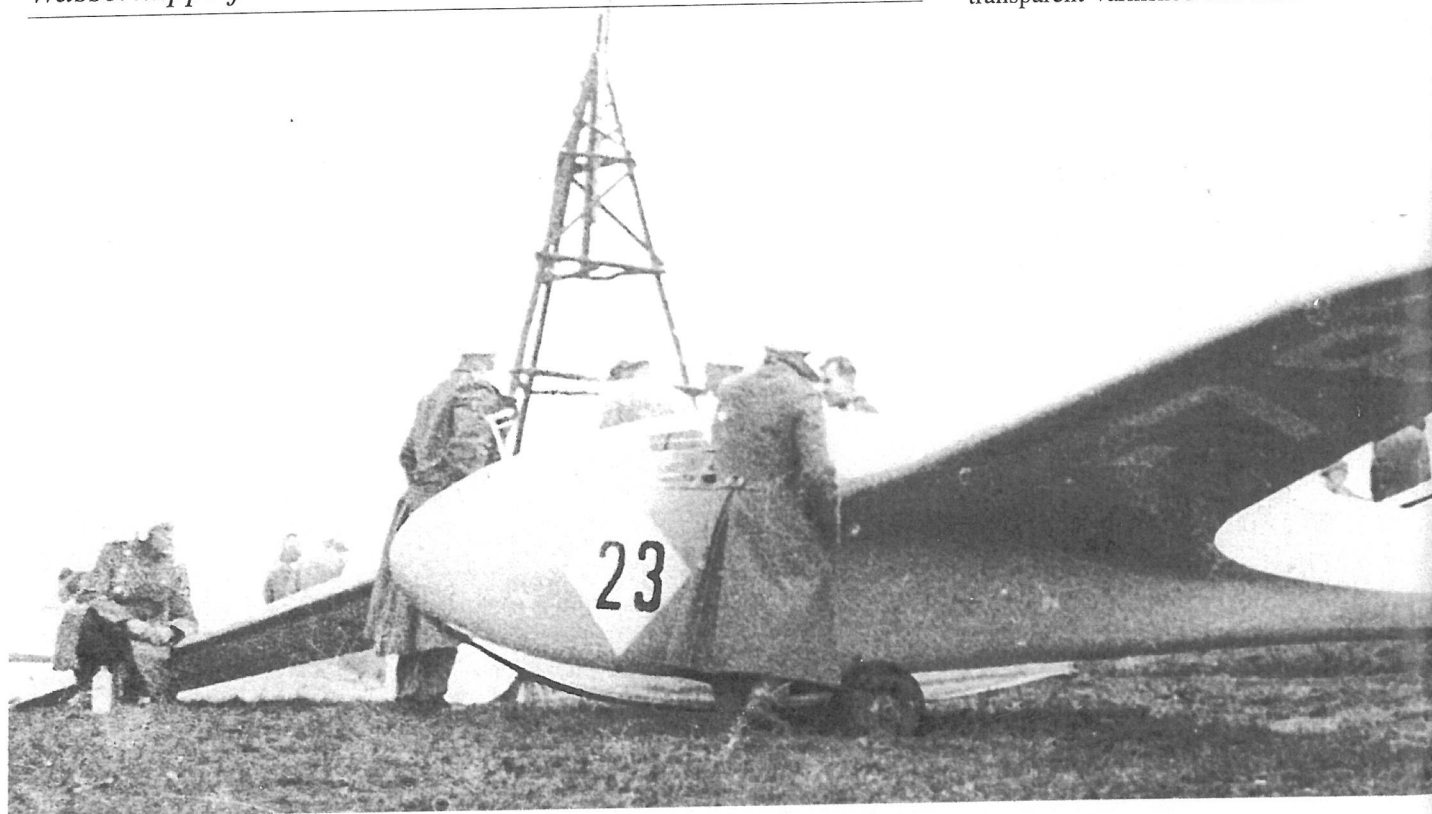


The First International Gliding Contest-Wassekupppe 1937

(Part I) – by Chris Wills

It has been suggested that we should run an account of the 1937 first Gliding Championships, as 2007 is its 70th anniversary. There has first to be said that there had been International Gliding Meetings and contests before this time, in England in 1922, France, Germany and the Soviet Union) but it is usually agreed by most glider pilots that the first real International Contest was held on the Wasserkuppe from the 4th to the 18th of July 1937.

As the National Socialist Flying Corps (NSFK) had only been formed on the 28th April 1937 and the International Rhoeen Contest started on the 4th July 1937, there was little time to prepare the German machines with new N.S.F.K. registrations which often meant repainting if not also re-fabric covering the gliders. The Fafnir 2 Sao Paulo, which when new in 1934, had been transparent varnished and fabricated with



D- Sao Paulo written in black letters on both sides of its fuselage, was for the 1937 World Championships, a bright blue all over with its registration D-11-78 written in white on its fuselage and wings and Sao Paulo was written in small letters in white on its nose. Heini Dittmar may well have chosen these colours himself. Heini had finished and very successfully flown his Condor 2 in the 1935 Rhoen Contest but for the 1937 World Championships, he seems to have chosen to fly the Sao Paulo. (Perhaps it was faster?). Ludwig Hofmann chose to fly the huge Moazagotl. He had very successfully flown the prototype Rhosperber during the 1935 Rhoen Contest. However, now he seems to have entered the mighty 20 metre wing span Moazagotl, which was designed and

built in Grunau in 1932. The Minimoa has rather laborious aileron control, but the Moazagotl was worse. However, Wolf Hirth had flown it over 300 kms during the 1934 Rhoen Contest. In 1937 Hofmann came second in the World Championships behind Dittmar and once flew it over 300 km on a day when no one else flew so far, so he can not have been wrong to have flown it. This machine now registered D-4-602 had also had a tremendous repaint for the 1937 event. It should be said that the 1937 Rhoen Contest gave both the Sao Paulo and Moazagotl their last blaze of glory as both were never flown again in contests. The Mu 13 Atalante, which had won the 1936 Rhoen Contest, was now

repainted in Bavarian blue (?) Instead of having D-ATALANTE written along its fuselage sides, which were cream painted, it was now D-14-150. Its rudder had also been rebuilt higher for more area. The Reiher prototype D-11-95, which was entered by Hanna Reitsch, did not have to be altered as it was new. It did however have problems through its wings being of too high aspect ratio. The wing tips could sometimes move up and down through three metres (it sounds like flutter) and Hanna once had the stick forcefully

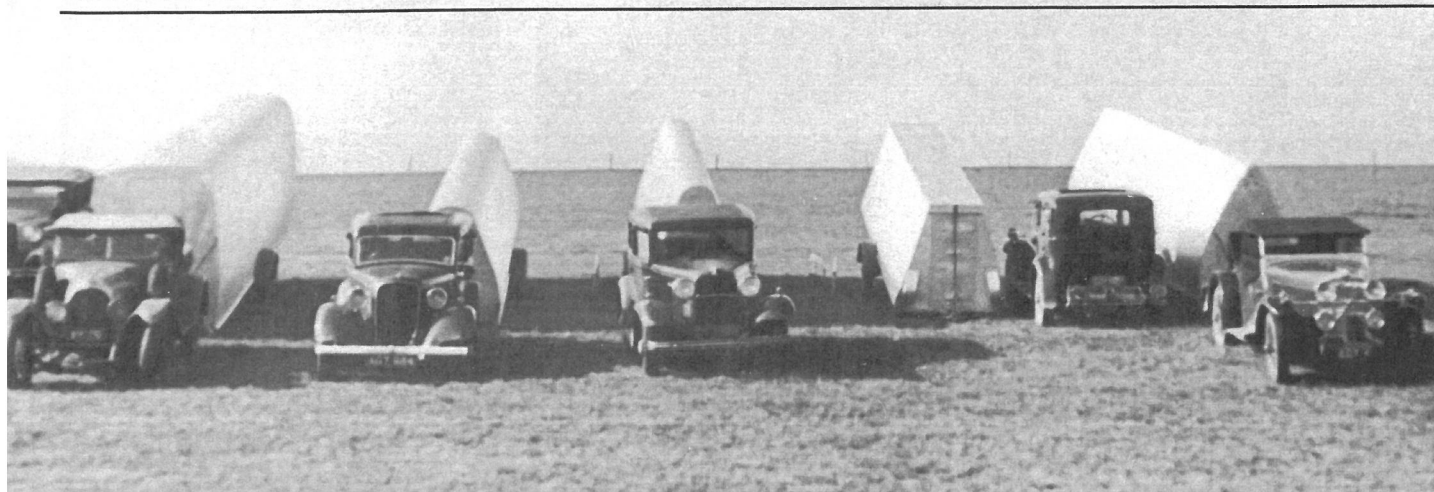
Photos: - from the Chris Wills collection unless otherwise stated.



Above: the Lippisch designed Fafnir II, 'Sao Paulo', built in 1934, flown by H Dittmar. Photo: Kit Nicholson.

Left: 1924 Bentley and Falcon 3 on the way to Wasserkuppe with the German Cavalry. Photo: Doc Slater.

Below: British Team on Wasserkuppe: left to right – Falcon 3 with 1924 Bentley, 3 King Kites and Hjordis with Talbot 105. Photo: Doc Slater



snatched from her hands. Its air brakes, being too near the wing gull, caused the machine to sink even after they were closed. Wolfgang Spate's Minimoa did not have to be repainted as it was already correctly painted.

Extracts from the SAILPLANE & GLIDER July 1937.

When the Wilson Liner S.S. Accrington sailed from Hull on Saturday, June 26th, it was a great occasion in the history of British Gliding. Roped to the decks were the five trailers containing the British sailplanes entered for the International Gliding Competitions at the Wasserkuppe in Germany: the Hjordis, three King Kites and a Falcon 3. There were also five cars to tow them across Germany, also roped down, and a party of ten persons to accompany them (not roped down). The North Sea was calm, so everything reached Hamburg in good order at 5 am on June 28th. Here, practically the entire morning was spent getting the sailplanes, cars, trailers and baggage through the customs, a feat by some miracle, that was accomplished without loss of temper on either side, and the long procession departed over the bridge from docks to town with the best wishes of the Customs Department ringing in its ears. After causing several traffic blocks in the streets of Hamburg, they at last managed to escape in to open country, skilfully guided by the shipping

Below: bringing the Falcon 3 out of the Hermann Göring Halle by Murray and Fox who achieved the World duration record. Below right: Ursinus awarc'ing Keith Turner with a pot of marmalade which the British had forgotten. They are distracted by a sailplane. Photo: Doc Slater.

The teams and participants of the contest

Type	Registration	Pilots	Comp No.
POLAND.			
ORLIK	SP-861	Baranowski	1
CW5/bis/35	SP-905.	Zabski	2
ORLIK	SP-1002	Brzezina .	3
PWS 101	SP-1005	Peterek	4
PWS 101	SP-1006	Mynarski	5.
SWITZERLAND			
Spalinger S.18T	Nr.213	Godinat	6
Spyr 3.	Nr.109	Sandmeier	7
Moswey 2	Nr. 204	Mueller Heiner	8
Spyr 3	Nr.39	Baur Willi	9
CZECHOSLOVAKIA			
TULAK 37	OK- gen.Cecek.	Pitman	10
TULAK 37	OK- Cechy	Silhan	11
Duha 2	OK-Mario	Chlup	12
VSB.35	OK-Olomouc	Steyskal	13
GREAT BRITAIN.			
HJORDIS	G-GAAA	Wills P.A.	15.
KING KITE	G-GAAB	Nielan	16
KING KITE	G-GAAC	Nielan and Watt	17.
KING KITE	G-GAAD	Hiscox and Mrs J.Price	18.
FALCON 3	G-GAAE.	Murray and Fox,	19.
GERMANY			
Mu 13	D-14-150	Schmidt Kurt	20
MINIMOA	D-11-94	Spate Wolfgang	21
MOAZAGOTL	D-4-602	Hofmann Ludwig	22
FAFNIR 2 SAO PAULO	D-11-78	Dittmar Heini	23
REIHER	D-11-95	Hanna Reitsch	24
AUSTRIA			
RHOENADLER	OE- "Florian Geyer"	Fiedler	25
CONDOR 2	OE- "Tirol"	von Lerch.	26
RHOENSPERBER	OE- "Ziehrer"	Frl. Von Roeretz	27.
YUGOSLAVIA			
KOMAR	YU-Beograd	Stanojevic Alexander	28.

It will be noticed how there were no Hungarian, French or Dutch Teams but a large French delegation was present without sailplanes as well as Bulgarians.





company's representative, and soon found an open air restaurant where they could mop their brows and have their first taste of German food, and watch the Inquisitive crowds collect around the long "caravan" parked in the road outside. A group of friendly naval officers very kindly put (us) wise about a route to the Rhoen which would include two stretches of the wonderful new Autobahn, upon which some of the party

were able later to get up to speeds of 60-70 mph. (don't try to do that now. Where has our freedom gone? CW) without their swaying trailers getting out of control. The first night was spent in the little town of Elze, between Hannover and Goettingen, (where the wing sections come from) and a convenient covered market place complete with night watchman, was found for stowing the trailers and cars. All along the route, the party was met with the friendliest reception, although until we neared the Wasserkuppe, no one seemed able to guess what was in the trailers, which can not be said of the captain of our ship, who referred to them as "these here

aeroplanes". The heavy two-seater, pulled by Mr Fenton's 1924 Bentley, got rather left behind on the second day and after a narrow escape from being smashed to matchwood by a lorry under a narrow railway bridge, arrived at Gersfeld during the second night. The rest of the party however, was able to get to the Wasserkuppe in time for a look around the place before sampling the extensive new washing facilities including recently installed shower baths, and retiring to the dormitories appointed to the British team. Never having seen the place before, they were completely overwhelmed by the vastness of everything as compared with even the largest gliding centre in their own country.

All the expected teams had turned up except the Yugoslavs and Italians. The former was expected half way through the meeting but the latter were not sending their single entry after all. The Poles had arrived first, then the Germans followed by Austrians, Czechoslovaks and Swiss.

Apart from the magnificence of everything else, there was the huge wooden hangar, the "Hermann Goering Halle" which was large enough certainly for all the sailplanes competing, if not for 100 fully rigged sailplanes. (During a sad day in 1943, American B.25 Mitchell medium bombers bombed the hangar in daylight, burning it to the ground, with all the sailplanes in it. Such a large hangar would have been very useful for gliders after the war - CW).

The welcome at the site was tremendous, as in spite of the politics, many of the legendary figures of German gliding including Dr Walter Georgii and Wolf

Above: P.A. Wills and Dick Wills (brother) bringing the Hjordis out.
Left: Hans Sandmeier.
Below: Sandmeier's Spy 3, Switzerland.
Polish sailplane behind. Photo: Doc Slater



Hirth, Rhoenvater Oskar Ursinus were all there together with some of the historic German sailplanes, gleaming like new pins, and some in new paint.

Most people had heard of these people and the sailplanes, but had never seen them... until now. On the site were large numbers of Hitler Youth, who were there to experience the International gliding contest, to help the teams and to bungee launch them. They were referred to sometimes as "the slaves of the Wasserkuppe" All contest launches would be bungee launches. Points would be awarded for either distance or height or for duration flights. The British team felt a little under confident and said that they were there not to win, but to learn. This was a pity as the new King Kites were among the world's best sailplanes provided they could be persuaded not to spin. Philip Wills had been badly "bitten" by a King Kite spinning and had therefore decided to fly his older Hjordis, which had a very aerodynamically clean wing but had a very high lift profile. Presumably its designer, Mungo Buxton felt that it could be persuaded to go fast for cross-country flying, as the



Top: Alexander Slanojevic, Yugoslavia, with Polish Komar. Photo: A.E. (Doc) Slater
Right: the three women competitors: left to right - Emi von Roeretz, Austria, Hanna Reitsch, Germany, Joan Price, Britain.

Below: Otto Bräntigam, Ludwig Hofmann, who flew the mighty 20m span Moazagoth and Pau Krekel, who once owned the 20m span warping winged Thermikus (spun in, in 1934 - no ailerons).

Below right: Oskar Ursinus, Prof Brunt of the Imperial College British Team, and Philip Wills.



Rhoenadler did, with similar wing profile if flown properly. The British said that they hoped that the Falcon 111 would not be laughed at, for it was nothing but an old German Falke, which had been enlarged and widened to be a side by side 2 seater. The British felt that perhaps it would be able to compete for the duration prizes (which indeed it did...).

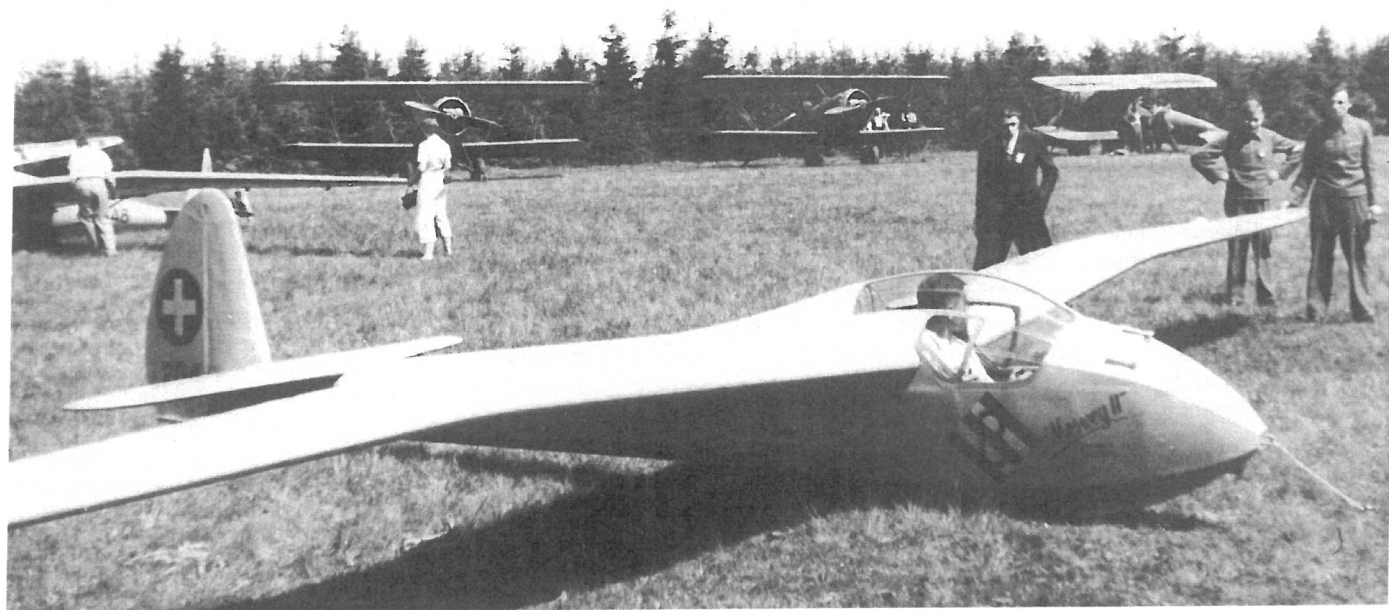
Everything for the British team had been thought of by the Germans includ-





ing a supply of goldflake cigarettes and marmalade. Special help was received from Herr J. Bennemann who looked after the Anglo-German gliding camps. The team received much help from Wally Setz from the USA who spoke German and who attached himself to a King Kite team and by our Hitler Youth, Mark, who assisted us in every way

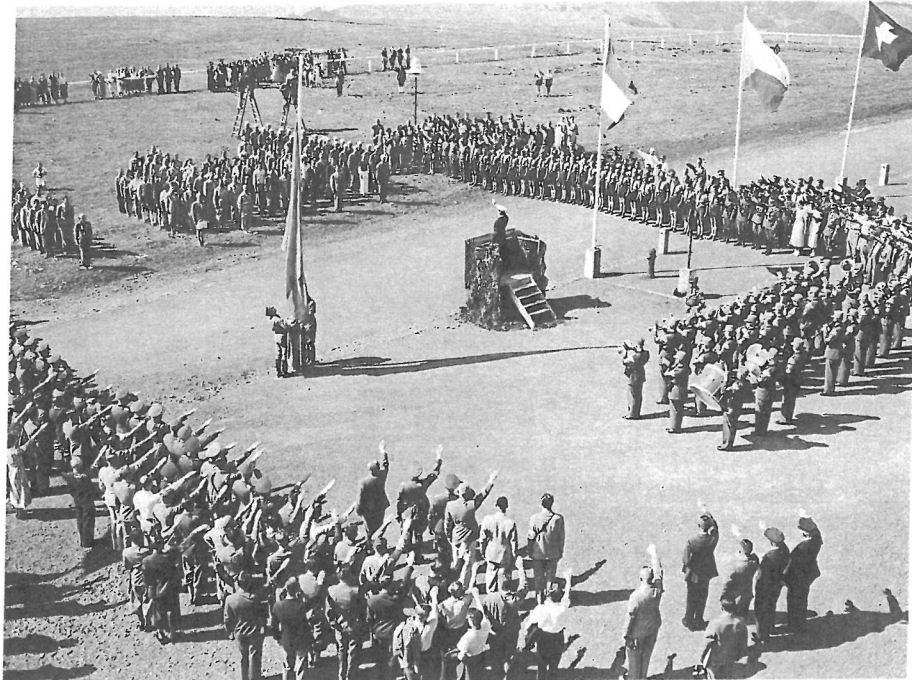
Left: Spalinger S18 'Choucas'
Below: Moswey II (1936). The 1st gull winged Moswey of the Swiss team. Painted yellow. Photo: Doc Slater.
Bottom: Polish Orlik 1 being ground handled. Photo: Doc Slater



including where to land on the Kuppe in certain wind directions as he was a C pilot. Mac Murdo, brought in Major Shaw's aero towing "Cadet". The British team was not allowed to pay for anything, and this included meal tickets and also a King Kite's repair.

The Swiss team consisted of the first of the little gull winged MOSWEYS (Moswey 2). [See Note 1]. The magnificent SPYR 3. This machine had certainly a good low speed performance i.e. max. glide angle (1:30) but perhaps lacked speed. [see note 2]. The S.18 "Choucas" was one of the first S.18s which were seen in 1936. [See note 3]. The Polish sailplanes were two PWS 101s, an ORLIK 1 (these two types flew first in 1936.) and an older CW-5. The Czech sailplanes were two TULAK 37s, which had large flaps, a very fast DUHA 2 – and a VSB 35. One of the Czech pilots, Prachar, actually flew his Silver C distance during the contest. The Yugoslav sailplane was a Polish "KOMAR". This sailplane might have been classed as intermediate but the type had achieved some remarkable cross country flights in Poland and Finland.

The opening was SUNDAY JULY 4TH before the Groenhof Haus by the President of the German Aero Club, Wolfgang Von Gronau, in the Aero Club's uniform. It took the form of a hollow square with the teams drawn up behind their team leaders along one side before von Gronau. On either side were the Hitler Youth and guests. Behind von Gronau was a band. On the playing of the German National Anthem, two lusty N.S.F.K. chaps hauled up the German



Flag, which was not far from von Gronau's dais in the centre of the square.

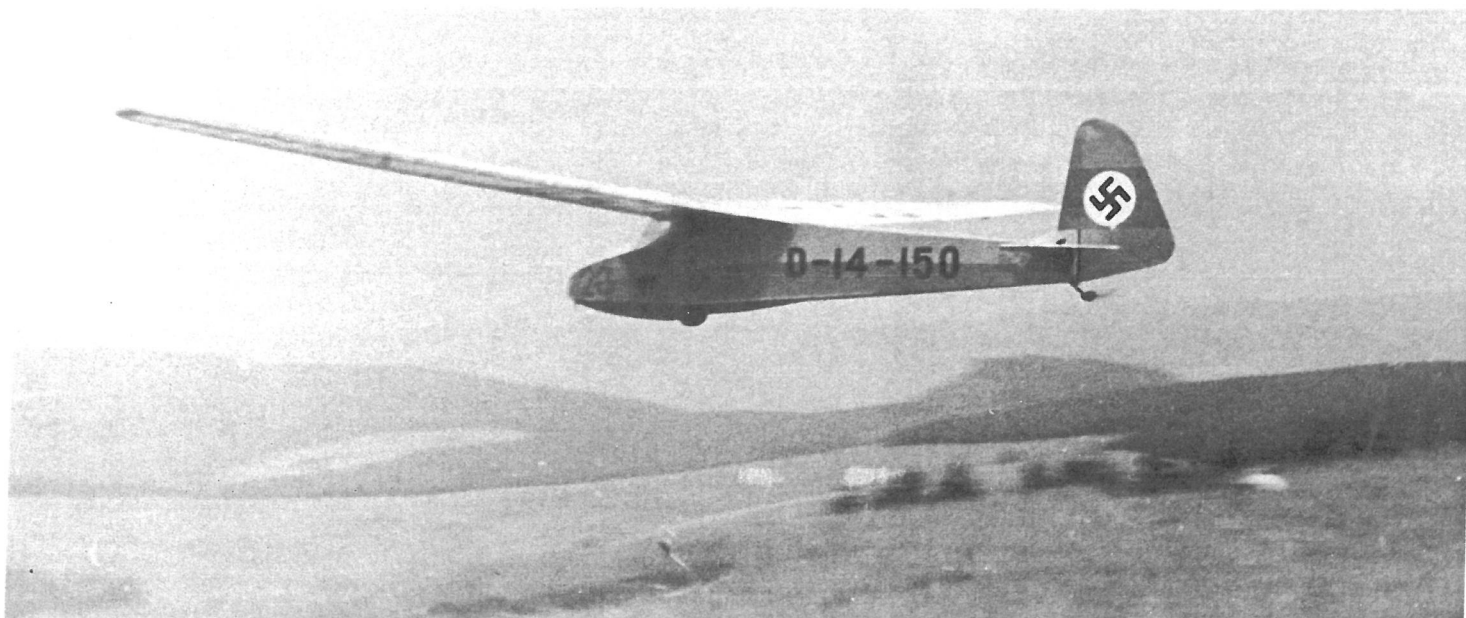
After the opening, there was a rush to get the machines to the top of the Kuppe so that pilots could enter their names on the start list. To start the first day's flying, goal flights would not be awarded extra points. Everyone could choose for themselves which direction to fly. DFS luckily allowed the experienced meteorologist Dipl.Ing. Rudolf Maletzke to give advice on the weather possibilities to all pilots. Dr Walter Georgii had decided this as Maletzke had done so well during the previous Alpine Glider Meeting at Salzburg. Already on the first day, Maletzke suggested distance flights could be tried towards the North.

Above: the opening ceremony at the Wasserkuppe, 1937. Opened by Wolfgang von Gronau, President of the Aero Club Deutschland. British team is behind Professor Brunt in the left background. German team is far right.

Below: Tulák (Wanderlust?) Czech Sailplane.

Below left: the 20m span Moazagotl, launching. Flown by Ludwig Hofmann to 2nd place. Photo: Doc Slater





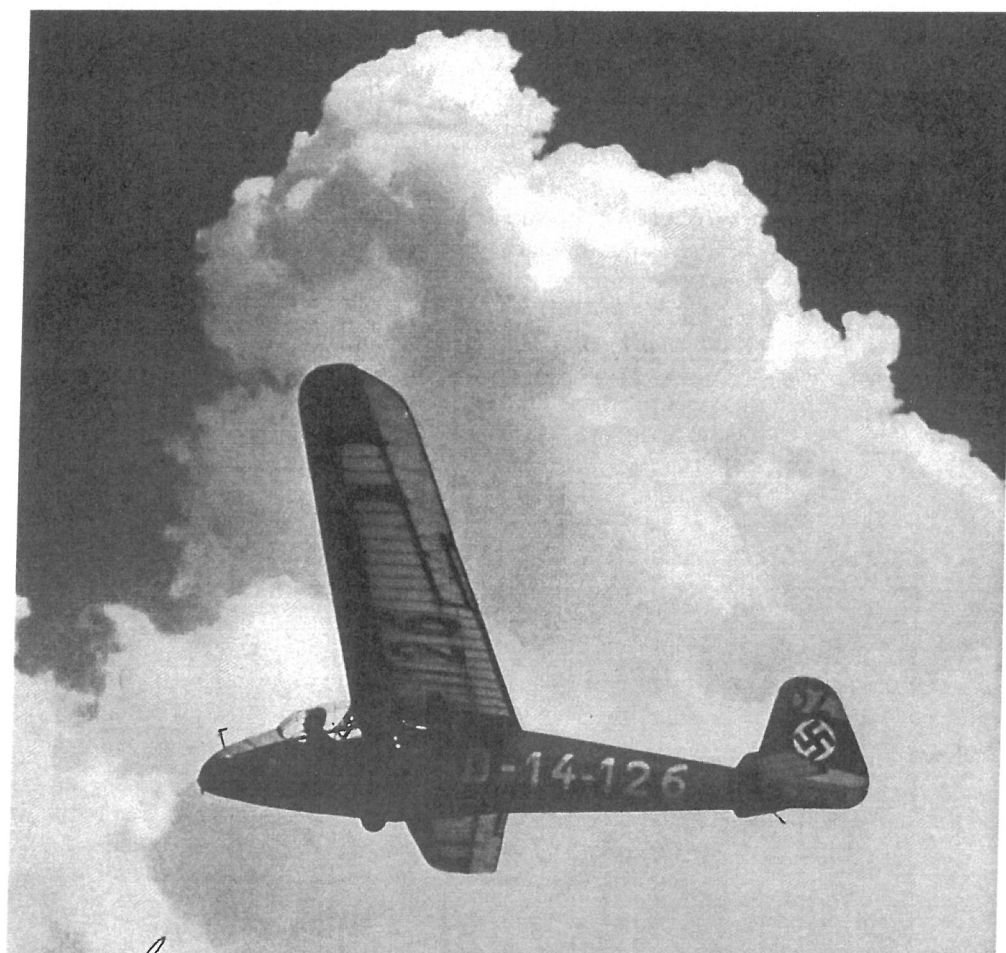
Top: 'Atalante' Mu13(b). Kurt Schmidt.
Photo: Doc Slater.

Above: Hanna Reitsch's Reiher V1 in flight
over Wasserkuppe. Photo: Doc Slater.

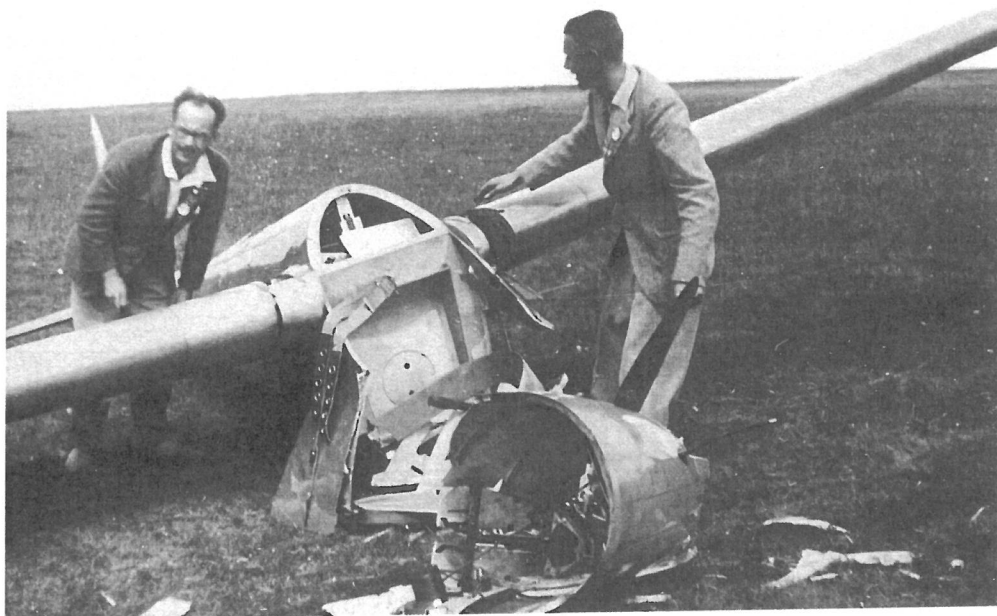
Right: Ludwig Karch and 'Mandy'
Zimmerman starting 'for glory' in the Mu10
'Milan'.

none the worse for it. However, the KING KITE was pretty well "written off". Officials kept the press photographers at bay while the bits were removed. Meanwhile, launching continued, including the two other KING KITES but they were both among the dozen machines that sank to the bottom. The most spectacular flights were those of the three pilots who reached Hamburg. Mynarski in PWS 101 (Poland),

Dittmar in SAO PAULO and Hanna Reitsch in REIHER. Mynarski had taken 8 1/2 hours to get there and the two Germans had taken 7 hours. Wills, the only British pilot to go cross country on this day, had actually accompanied Reitsch part of the way, until near Erfurt, when she went off eastwards. North of Erfurt, there is a plain surrounded by hills, and apparently both the Germans worked round it by the hills to the east, there



cloud base of the very first cloud to form over the Wasserkuppe summit that morning. Hofmann (Moazagotl) and Dittmar (Sao Paulo,) and then the FALCON 3 two seater, now being flown by Fox alone, followed them. Fox caught sight of Dittmar in a thermal beyond the brow of the West slope and went to join him, but he failed to get there in time. Watt was launched next in a KING KITE. He felt a thermal just after the launch, in the same place as Kurt Schmidt's thermal and began to circle slowly round about 150 ft above the ground. Although one half of the machine behaved like the "ATALANTE", the other half didn't and down went the left wing. It was a spin with no room to recover. After two complete turns, the wing and nose hit the ground together, and Flt Lt Watt, as he described afterwards, "landed on his toes" and was



Left: 1st British bungee launch and the end of Willi Watts' King Kite. Gregg Smith is behind the wing. Photo: Doc Slater.
Bottom: handling a trailer aboard ship. Photo: Doc Slater

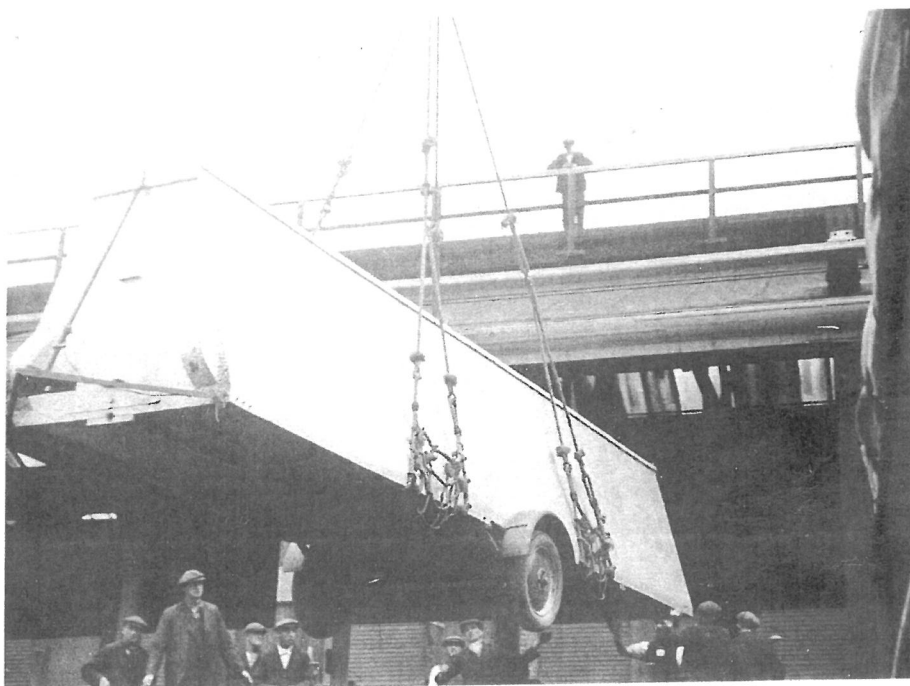
being poor thermal lift over the plain. The Hamburg pilots appear to have found their worst stretch just beyond Brunswick. For the final part of their journeys they had a fine cloud street which led them over the Luneberger Heide to Hamburg. Another fine flight on this day, was by Emi Von Roeretz, who flew 120 miles to Hamelin for the Austrian distance record. Spate, after going to the bottom, had a second launch and did a cross country after all.

On this day, the longest distances of the whole contest were flown. Heini Dittmar, Piotr Mynarski (Poland) and Hanna Reitsch reached Hamburg's airfield 351 km away. Emi Von Roeretz flew 194 km, a new Austrian distance

record beating the previous record of Robert Kronfeld of 164 km. The next three days brought bad weather.
(to be continued)

From the British point of view, 1937 was the eighth year in succession that National Gliding meetings had been held in Britain; 1930 (October) DITCHLING BEACON, near Brighton - flying consisted of only gliding flights down into the valley. 1931 (October) BALSDEAN - near Brighton - mostly gliding, just a little soaring. 1932 (August) ASKAM IN FURNESS, Lake District - several soaring flights and a cross country flight of 13 miles. 1933 (June) HUIISH in Wiltshire. - the first British Soaring flights in

pure thermal currents, also some soaring over the hills. Later in October a meeting was held at SUTTON BANK in Yorkshire. On one day 22 hours soaring was done, including three short cross-country flights. 1934 (September) SUTTON BANK, the first meeting on an equipped site - 106 hours soaring including a duration record of over 12 hours, three cross country flights in a thunderstorm, including a height record of over 8,000 ft (MUNGO BUXTON in a SCUD 2) also some out & return flights. 1935 (August) - again at SUTTON BANK, twenty sailplanes took part. 134 hours soaring and 10 cross country flights totalling 233 miles. There was a marked increase in the number of pilots who could use thermal and cloud currents to gain height apart from the ordinary soaring along the line of hills. Finally, 1936 (August) BRADWELL EDGE, Derbyshire. Eighteen sailplanes did 150 hours soaring, with an average of over one hour per flight. The meeting showed a further increase in the number of skilled pilots, but only two cross country flights were made of 12 and 45 miles. (The above information came from THE SAILPLANE & GLIDER August 1937.) In 1937, again at BRADWELL EDGE (August) This, in Britain after the International Contest, was the first time that points were awarded for contest flights. □



Note 1. This machine still exists now. According to the Swiss Air Office and Tommi Achersold, it only just came up to Swiss strength requirements then, and certainly would not come up to Swiss strength requirements now. Therefore it should not be restored to fly now. We feel that if it had a lower placarded VNE now, no cloud flying or aerobatics permitted, and perhaps modifications, it still could be made airworthy (CW.)

Note 2. The SPYR 4 single seater, which was designed and built during the war, had much more speed and a better max. L/D. It is enjoying a very lengthy restoration but should fly again soon. (CW)

Note 3. No Spyr 3s exist now except in the Luzern Transport Museum. (CW)

Airtest No 5



Breguet 905 Fauvette

"A Pictorial View"

By Bruce Stephenson.

In airtest number 5, we re-discover the Breguet Fauvette through the pen of "Air Pictorial" magazine. Although these are merely copies, it is felt that since that these reports never appeared in "Sailplane and Gliding", they will hopefully make interesting reading, as it is assumed that most VGC readers will not have seen them before. The reader is reminded that at the time of writing, these were "new" types to British skies, and whilst "Air Pictorial" did, and still does enjoy a broad aviation spectrum, it is primarily concerned with the development of the aeroplane.

It is also worth reminding that, in some cases, many design layouts were being used on small aircraft for the very first time, features that we take for granted today. It has been decided to publish these reports in their entirety, and in sequence of publication by date, as some reports refer to the qualities of past gliders tested by "Air Pictorial"; it also serves to remind us of relative costs and technology of the day.

The BREGUET 905 FAUVETTE is unique in two ways. First, it is the product of a firm that has designed and built such contrasting aircraft as the Deux Ponts and Sahara four-engined heavy transports, the Alize deck landing A.S.W. three-seater, and the STOL "Integral". Second, although it is a product of a big firm, "overheads" have not been permitted to result in high prices; instead, the resources of which such a firm can dispose, have been used to permit processes such as metal to wood bonding; sandwich construction of the wings; and a design aimed at repair by replacement of standard parts without resorting to professional skills. The over-all finish is especially good, and this has a direct bearing on the performance.

Design and Construction

The Fauvette is a 15-metre span sailplane eligible for competition flying in the F.A.I. "Standard" class; it is therefore directly comparable with the Schleicher Ka-6 described [in our last issue of V.G.C. magazine]. Its most obvious recognition feature is its butterfly tail.

The wing is a single spar structure in two halves, joining at the centre. For transport, the two halves of the wing stow in a trailer alongside the fuselage, so that the maximum length of any component to be out in the trailer is just under 25 ft. When assembled, two steel pins join the two halves together, so that the whole wing becomes a simple cantilever structure from which the fuselage is suspended by four main attachments to the tubular framework of the fuselage

centre-section. This fuselage centre-section may be regarded as the mounting to which all the principle sections of the aircraft structure are attached.

The wing spar itself is of wood with laminated spruce flanges. The leading edge box of the wing, which forms a torsion box with the main spar, is constructed of two sheets of birch ply with a 4-mm. thick core of "klegecell" (the trade name of a particular type of polystyrene foam) sandwiched between them; the leading edge is also stiffened by seven ribs. Aft of the spar, the construction is conventional, with normal ribs; a ply-covered upper surface, and fabric underneath. Narrow-cord slotted ailerons are carried on a false spar, and each half of the wing contains DFS type airbrakes, which extend vertically above and below the wing.

The fuselage comprises of four main parts; a front section of fiber-glass; a cockpit section constructed of ply-klegecell sandwich; the tube centre-section already mentioned, which is enclosed in a fiber-glass fairing; and a conical tail section of ply-klegecell sandwich.

The butterfly tail is mounted directly on to the tail-section and the two parts of the butterfly hinge upwards and together for transport in the trailer; there is no need to disconnect any tail control circuit for this operation.

The single landing wheel is partly buried in the fuselage and landing loads are transmitted to the steel-tube fuselage centre-section; the wheel is fitted with a brake. There is also a tailskid and shoe at the after end of the fuselage and the wingtips are protected when touching the ground by streamlined endplates, referred to by Breguet's as "Salmon".

A particular feature of the aircraft is easy accessibility for maintenance. A good example is that the top fairing of the nose section is removable, by undoing two quick fasteners, revealing all instruments with their pipelines and electrical connections, as well as rudder controls and linkages.

Controls

So far as the pilot is concerned the controls are perfectly conventional, despite the butterfly tail. Ailerons are operated by rods in the wing, linked to cables in the fuselage; and the airbrakes are operated by a lever on the left-hand side of the cockpit, in a position corresponding to the throttle in a powered aircraft. The last movement of extending the airbrakes also applies the wheel-brake.

Rudder and elevator control is effected

by the two hinged rear parts of the butterfly tail unit. When applying rudder, both parts move left or right in unison, to produce the yawing moment required. The upward pitching moment produced by one cancels out the downward pitching moment of the other. When pitching moment only is required, the parts hinge upwards or downwards in unison, and the yawing moment cancels out. When both pitch and yaw are required, rudder and stick movements combine to give an unbalanced movement on the tailplane, so that the required effect is obtained.

This explanation will show that, nearly always when the aircraft is maneuvering there must be a small amount of unwanted drag produced by the two moving parts of the tailplane opposing each other. The easiest example to consider is when the aircraft is turning steadily, with rudder control central, and the stick back. This happens in a turned banked at about 30 degrees. On the other hand, in steady flight, trimmed so that there is no load on the tail, the two planes of the butterfly obviously produce less drag than the three elements of the equivalent conventional tail-unit. You pay your money and takes your choice [!].

The pilot's cockpit deserves special mention for comfort and excellent visibility. The seat is constructed of stout canvas on the deck chair principle; the back is easily adjustable for rake, and the whole can be adjusted fore and aft over a range of 3 in. In conjunction with rudder pedals with a range of adjustment over 6 in., the cockpit can be fitted to pilots of almost any shape and size, and the "form-fitting" seat is the best of its kind we have experienced.

Vision is unrestricted, except astern, and below; the canopy produces no distortion, and ventilators are adequate to

prevent misting up in all normal conditions. There is, however, no clear vision panel in the canopy- although there is an opening panel in the left-hand side of the fuselage. It is interesting; therefore, to find that the owners have fitted two anti-misting transparencies similar to those used on the rear windows of cars, which, in conjunction with silica-gel crystals, are expected to provide clear vision under the most severe conditions. As similar arrangement has been used successfully in Sierra Wave flights in the U.S.A. [see V.G.C. issue 116]

All controls come comfortably to hand. The nearest instrument on the panel is at the ideal distance of 28 in. from the pilot's eye, and the cockpit width of 22 in. at shoulder level is comfortable.



Rigging and ground handling

Without any particular hurry, the time taken to remove the aircraft from its trailer and be ready to fly was eight minutes; the reverse process took five. In each case three people were on the job, but it can be done with only two, and this emphasizes the relatively light weights to be handled, and the attention paid by the designers to ease of handling.

Typical of this is the sturdy hand hold fitted to the rear of the fuselage; using this, one person can move the Fauvette, since the wingtip "Salmon" constitute skids, allowing the aircraft to be pulled along by the tail, supported upon the wingtip and one the wheel. Pilots landing in isolated fields will appreciate the relative ease with which they can move their aircraft to shelter.

Handling

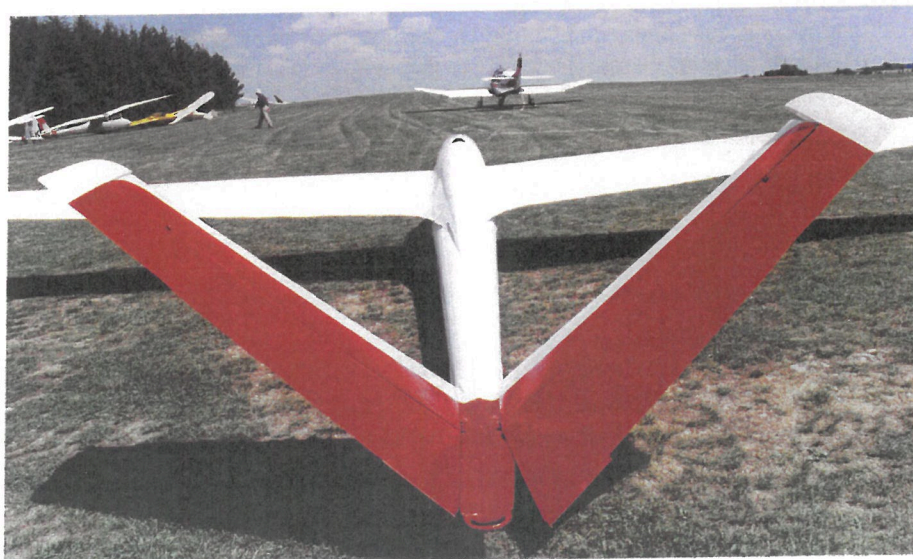
Weather conditions at the time of this airtest were "interesting" if not ideal, and a wind gusting up over 30 knots was blowing when the editorial Turbulent landed. [The editor of Air Pictorial owned and operated his Rollison built Turbulent single seat aeroplane.] However, conditions improved, and at the same time of the test, the surface wind had moderated to 15-18 knots, although the 3000 ft. wind was still over 30. Conditions on launch, by aerotow, were therefore turbulent.

The Fauvette towed very easily, and no effort at all was required to maintain position, at a steady speed of 100 km.p.h. (54 knots). In fact during part of the tow, the Fauvette was flown feet off, which in the conditions prevailing is a good testimonial to the directional stability with the V-tail, and lack of aileron drag.

On release from the tug at 3000 ft. (AGL) some time was spent in general handling. This is really another way of saying that the Fauvette was such fun

Specifications

Span	49.2 ft.
Wing Area	121 sq.ft.
Aspect Ratio	20 to 1
Length	20.19 ft.
Weight (empty)	326 lb
Weight loaded	
Standard equipment	510 lb
Full equipment	576 lb
Max. L/D ratio...	30 at 43.5 m.p.h.
Min. rate of sink	1.96 ft./sec. at 37.28 m.p.h.
Rate of sink at 62.14 m.p.h...	3.94 ft./ sec.
Rate of sink at 93.21 m.p.h...	11.48 ft./ sec.



that a good deal of time was spent just enjoying it. It is an aircraft that makes as instant appeal because everything feels just right; the view from the pilots seat is superb; and the performance of the aircraft and frequency of the thermals were such as to present no difficulty in maintaining height, and making one's way up-wind, despite the wind speed at that height.

From the pilots seat it is impossible to detect any significant difference in handling due to the V-tail. Control in all three axes is light throughout the normal speed range, and well harmonized. There is noticeably little aileron drag, and aileron control is light enough to give a deceptive feel that it is less effective than other similar aircraft, and one has a tendency to over-control. In fact control is so good, the rate of roll compares favorably with similar aircraft.

Longitudinally the aircraft is stable, and if left hands off was found to settle down of it's own accord, at 73 km.p.h. (39 knots). If disturbed, it would return to this speed, although it took time to do so, and there was a tendency to wander off into a turn. On opening the airbrakes, the angle of glide increased, but speed and stability remained about the same.

The level stall, which is preceded 2-3 km.p.h. in advance by a well marked buffeting on the tail, occurs at 61-62 km.p.h. (33 knots). Nothing very much happens, except that the nose falls gently away, and recovery is normal. Behavior is similar with airbrakes extended. It ought to be difficult for a pilot to arrive at the stall without expecting it, and if he did, it would still require deliberate misuse of the controls at low altitude to get him into trouble.

The airbrakes are extremely powerful and once unlocked, by the first small movement of the control lever, try to suck out with considerable force if not restrained. This is a point, which must be watched for the first flight or so, although it presents no difficulty. The effectiveness of the airbrakes may be judged from the fact that they decrease the gliding angle from an optimum of 1-in-30 clean, to 1-in-6 using full airbrakes. This also explains the ease with which even relatively inexperienced pilots can adjust their approach path accurately over obstacles, and land without difficulty in a confined space.

Thus according at 100 km.p.h. (54 knots) in gusty conditions prevailing, airbrakes were maintained about one-third extended. Closing them altogether resulted in the Fauvette leaping forward,





as if impelled by a jet, while extending them fully resulted in a descent path, against a strong wind, comparable to that of a helicopter. This degree of control, coupled with excellent visibility makes accurate approach and landing very easy. Touchdown itself presents no particular problems, and, again is much simplified by the fact that it is possible to see the ground over the nose, 6 ft. ahead.

Summary

Breguet have not, so far, quoted a price for the Fauvette in this country. Based on French prices, the cost duty paid in the U.K. would probably be of the order of £1,300-£1,400 according to equipment. For this one gets an aircraft offering certain definite advantages: it is very easily handled by two or three people; construction is first-class; maintenance is negligible; and although it may be outclassed in

sheer performance by more advanced types in the "standard" 15-metre class, there are certainly few sailplanes in any category that can match the Fauvette for the sheer pleasure of flying.

This is really the outstanding impression of the Fauvette, and for anybody who wants to fly first and foremost for pure enjoyment, it is strongly recommended. Not least among its attractions is almost completely silent flight.

So far this Fauvette is the only one in England, and "Air Pictorial" and the manager are very grateful indeed to the four owners, Ken Wilkinson, Roger Neave, John Ellis and Peter Brooks for the privilege of being allowed to fly it. Their kindness is much appreciated, and made this air test one of the most memorable of the series.

With kind permission of 'Air Pictorial' July 1962.

Our thanks also to Ted Hull who's lovely Fauvette is featured in the accompanying photos. □

Snippets

VGCNews attended Aero 2007 and understands that our VGC members in Germany, led by Ulf Ewart, are considering organising a repeat of the significant and impressive VGC presence in 2005 for Aero 2009. If any of our members can assist in pursuing sponsorship for this event, then please contact VGC-news@vintagegliderclub.org.

This is the official post event press release for 2007.

AERO 2007: A key event for the European aviation industry – important business platform for aircraft manufacturers – 45,000 visitors in four days

"More prominent and more popular"

Friedrichshafen – After four days with optimal flying conditions, the International Trade Exhibition for General Aviation ended with excellent results on Sunday (22 April 2007). Trade visitors, many of whom hold a flying license, came from 40 different countries on all five continents to Friedrichshafen, Germany. Exhibitors reported making top-notch contacts, meeting international customers, and concluding a large number of business deals. A total of 45,000 visitors at AERO 2007 discovered the

latest developments in the exciting world of aviation.

Leading major aircraft manufacturers have already said during this year's AERO that they intend to further expand their stands at AERO 2009. This is an important indication that the trade show has served as an outstanding platform for doing business. For example, Atlas Air Service, the world's largest dealer for Cessna Citations, sold three aircraft at AERO 2007. Michael Laux, Managing Director of Atlas Air Service, was delighted with the level of business at the event. His conclusion: "There have never been so many professional customers and procurement agents as at this year's trade show." Messe Friedrichshafen CEO Klaus Wellmann summed up the results at the end of the show: "Once again, AERO's role as the leading European platform for the general aviation industry and a driving force for business has been significantly enhanced."

There were 553 exhibitors from 30 countries at the event, making AERO 2007 the largest in history. The trade show for the general aviation industry had an increasingly distinct international character this year, with 44 companies alone from the USA, twice as many as exhibited at AERO 2005. All in all, the proportion of foreign exhibitors has grown substantially. "AERO's strong position as a complete market platform

was highlighted once again in professional circles," said AERO Project Director Thomas Grunewald. He added that many leading companies were extremely satisfied with this year's event. Trade show organizers reported especially rapid growth in the area of business aviation: "We've seen a large increase in this high-volume sector."

The AERO Conference program, which included the topic of mini-jets, was also well received by trade visitors and journalists. This was confirmed by Clemens Bollinger, Secretary of the Luftfahrt-Presse-Club: "More prominent and more popular. This was the best AERO of all time." After talking with a large number of exhibitors, Bollinger characterized the mood among aviation firms as very upbeat: "Business and prospects are good."

AERO is also a major international media event. A total of 699 journalists from 25 countries were on hand during the 4 days on the shores of Lake Constance to report on the aviation trade show. The Deutscher Aero Club (DAeC), an AERO partner, is also on cloud nine: "We have never seen such a phenomenal response," said Uschi Kirsch, DAeC spokeswoman, adding that the event went "remarkably well". This means that prospects are excellent for the next AERO, which is due to land in Friedrichshafen in the spring of 2009. □

A new, very old glider is being restored

The Snellen V-20



Last winter I had the opportunity to watch the restoration works on the famous Dutch glider Snellen V-20. Tonnie Wensing showed me the restoration works in the gliding club hangar on the Royal Netherlands Air Force Base Twente. Not only Tonnie is restoring an old glider under supervision of Hans Bekker, but Hans Bekker himself is renewing an old Sagitta. In this article I only tell about the V-20. Perhaps another time I can tell something about the Sagitta, the Dutch high performance glider of the sixties.

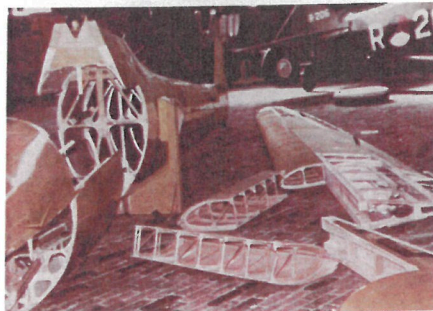
Roeland Snellen

Roeland Snellen was born in 1909, and the chief construction of the NV Vliegtuigbouw Deventer, a small glider factory in the Netherlands, in Deventer, the old town where I live. The building of the factory are totally intact, partially apartments, partially a theatre. This factory built mainly Grunau Babies for the Dutch gliding clubs, in our country known as "Bauling Babies". Snellen constructed a glider, the V-20. In this factory his glider was built, the factory of which Bauling was the director and owner. The Snellen V-20 glider was not a high performance glider as the Minimoa was. It looks like an Olympia with struts. The Rijksluchtvaartdienst, the Dutch Aviation Authorities put during the construction of the glider every time new requirements, what gave a severe delay of the completion of the glider.

In 1939 the glider made his maiden flight with registration PH-90. It still bears registration PH-90.

Because of the outbreak of the war, May 1940, the glider had only a short time to fly. During the wartime the glider had been hidden in a textile factory of Ankersmit in Deventer and could thanks to the family Ankersmit survive the war.

Roeland Snellen had bad luck in the war. During his studies as a sailor he got typhus. He recovered badly and his



health kept moderate.

During the notorious "Arbeitseinsatz" in Germany he got some drawings of a giant troop carrying glider, perhaps the Gigant. During a meeting of glider friends in Holland he showed these drawings to other glider pilots. He was betrayed by one of his "friends" and was sent to a "Konzentrationslager" in Germany. His weak health could not dispense with the sufferings and Roeland died.

The PH-90 after the war

After the war the glider had very much suffered, some severe crashes in 1951, 1959 and the last one in 1962. The ailerons had been connected on the wrong way! Jan Heerink bought with Jan Hartkamp the wreck. These guys of the Twentsche Zweefvliegclub made a super performance, restoring this glider. After 1969 they made about 100 launches with the glider.

Some 35 years ago they thought that the glider was too old to fly with. The glider was donated for loan to the Aviodome aviation museum at Schiphol.

Rescue from the museum

The glider stood only a short time in the museum, visible for public. As it was a glider the staff of the museum thought that it was not of interesting value for the visitors and the glider came in stock. That was a damp place and the glider was nearby rotting away.

This mistreatment of the glider was reason for the owners in Twente to get



Above: Roeland Snellen with a parachute and a Grunau Baby of het Nederlandsch Instituut voor Zweefvliegen (Dutch Gliding Institute).

Above left: the V-20 makes a test flight. the pitot tubes of the Nationaal Luchtvaartlaboratorium can be seen between the wings.

Left: Jan Heerink with his friends made a glider from these pieces.

Below: the frame of the canopy is being built according to the book of Hans Jacobs: "Werkstattpraxis"

the glider away from the museum and to bring it back to Twente Air Force Base. Tonnie Wensing who lives in the village Lonneker in the neighbourhood of the Air Force Base got the remaining of the glider. Tonnie is busy some years to get the glider in his original pre-war state. He is doing so with Hans Bekker, the technician. What I have seen is worth to see: fine craftsmanship

Some months ago I witnessed the first time rigging the glider, a beautiful machine. It is a real pre-war glider. It is a witness of pre-war craftsmanship and skills. I hope to see this jewel gliding in the future during our national and international Rallies.

Reproduced with kind permission from 'De Spandraad', the newsletter of the Dutch Vintage Glider Club.



Reproduced from "FLUGSPORT" of 21st June 1939. The V.20 was designed, built and flown by the N.V. Vliegtuigbouw, Deventer in 1939 was we believe the only sailplane produced in the Netherlands before 1940.

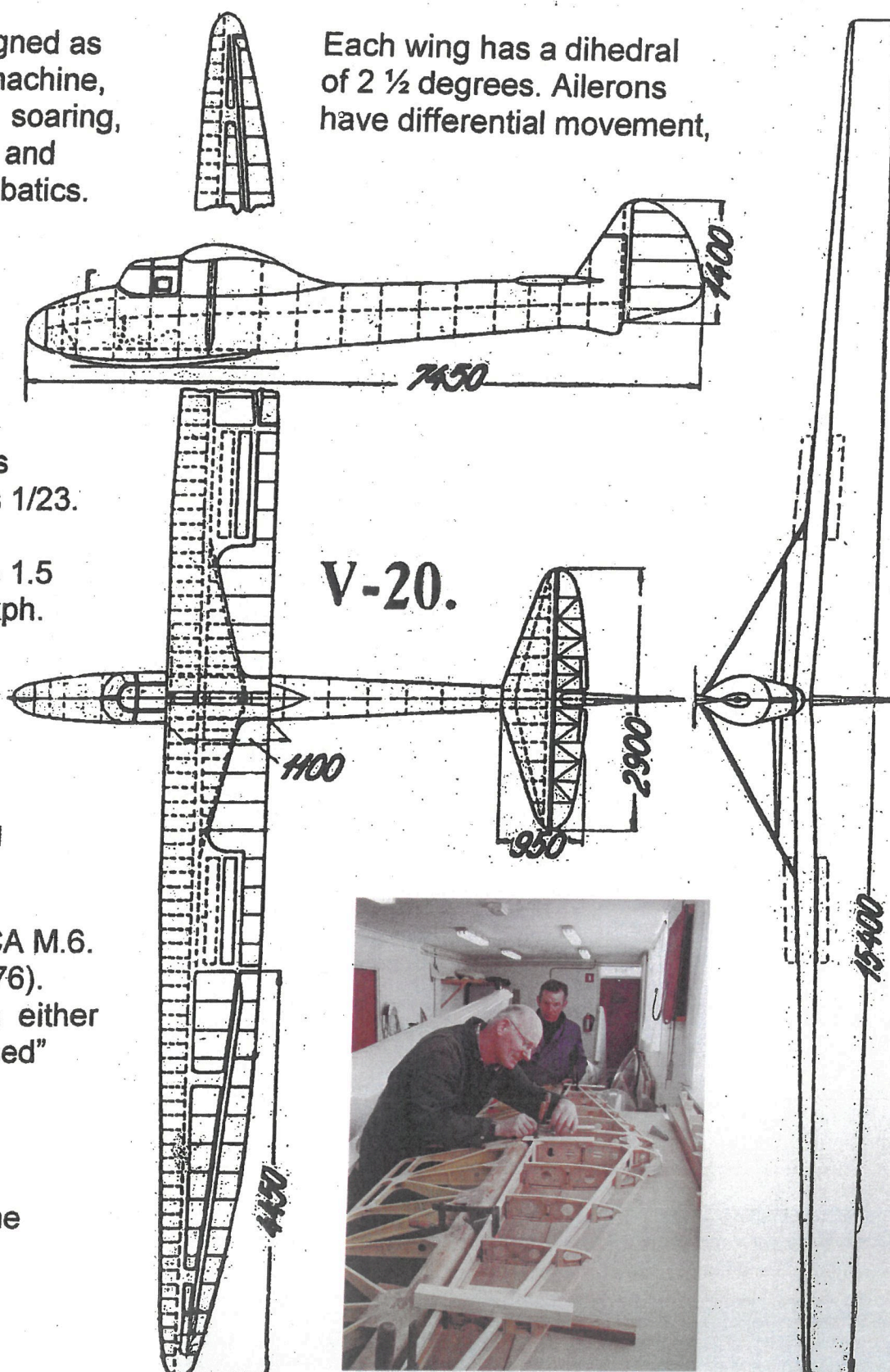
It was designed as a training machine, suitable for soaring, cloud flying and simple aerobatics.

Each wing has a dihedral of $2\frac{1}{2}$ degrees. Ailerons have differential movement,

Max. L/D was calculated as 1/23. at 72 kph.
Min. Sink was 1.5 m/sec at 55 kph.

Wing profile is Goettingen 549 from root until strut/wing attachment point. It then becomes NACA M.6. (Goettingen 676). It can be flown either "open" or "closed"

It has been worked on for years by members of the Dutch vintage gliding club to make it airworthy.



Indian Gliders in wood and fabric

by Thorsten Fridlitzius

In India, gliding and all related activities were (and remain) managed by the Directorate General of Civil Aviation (DGCA) in Delhi. During the most active period in the sixties and seventies, production of Indian Gliders was controlled by the Government through the Technical Centre of the DGCA. The Centre was led by the Directors General, S. Ramamritham and K. B. Ganeshan, who were both glider designers. They also organized considerable glider manufacturing in other places such as Nasik, Kanpur, Calcutta and elsewhere.

To begin with, the Centre produced four well-known types; Grunau Baby, Ka-6 (Rhönsegler), Ka-7 (Rhönadler) and Olympia. The Grunau Baby was modified and was named the ITG-3. According to records from 1962 it was manufactured in some numbers by Aeronautical Services Ltd at 31 Chittaranjan Avenue, Calcutta 12.

Currently two ITG-3; VT-GAJ and VT-GA? As well as one Ka-6 VT-??? and one Slingsby T-21B Sedburgh VT-??? are stored at the Government Gliding Centre, Hadapsar, Pune.

Soaring in India increased in popularity in those years. Gliders were in

great demand and the Technical Centre produced five interesting "All-Indian" designs. Some of these are tabulated below. They are almost forgotten today. The surviving record of de-registered

gliders gives an indication of this. Much more remains to be discovered, written and documented.

TS-4 Ashvini-II

56 of the Ashvini II were manufactured by Aeronautical Services Ltd. in Calcutta. The prototype was first flown in September 1958. It was a tandem two seat training glider, all wood, of medium performance. It had twin spar, cantilever, high set wings, DFS-type airbrakes and monowheel undercarriage.

TS-4 Ashvini -II specifications

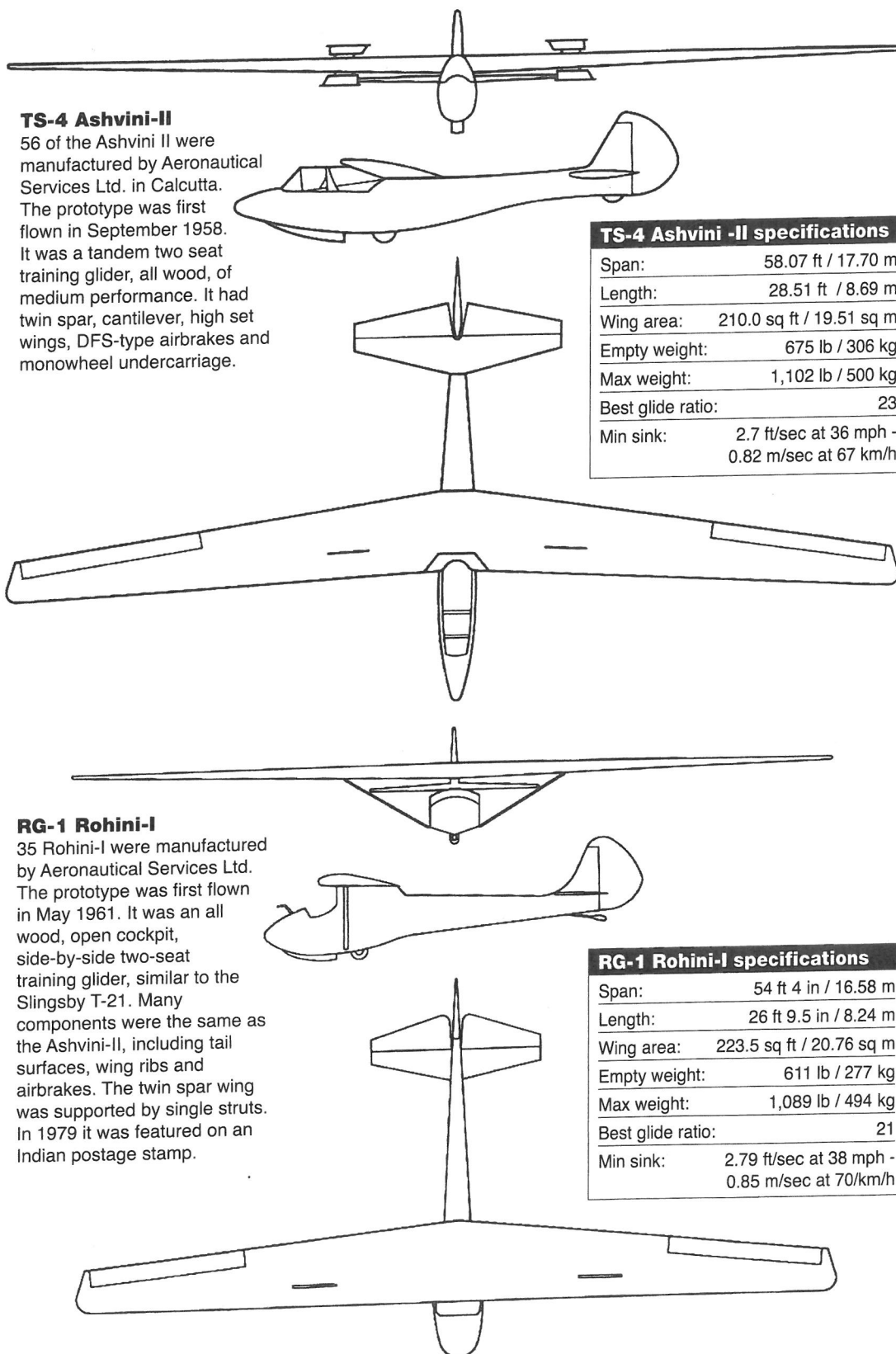
Span:	58.07 ft / 17.70 m
Length:	28.51 ft / 8.69 m
Wing area:	210.0 sq ft / 19.51 sq m
Empty weight:	675 lb / 306 kg
Max weight:	1,102 lb / 500 kg
Best glide ratio:	23
Min sink:	2.7 ft/sec at 36 mph - 0.82 m/sec at 67 km/h

RG-1 Rohini-I

35 Rohini-I were manufactured by Aeronautical Services Ltd. The prototype was first flown in May 1961. It was an all wood, open cockpit, side-by-side two-seat training glider, similar to the Slingsby T-21. Many components were the same as the Ashvini-II, including tail surfaces, wing ribs and airbrakes. The twin spar wing was supported by single struts. In 1979 it was featured on an Indian postage stamp.

RG-1 Rohini-I specifications

Span:	54 ft 4 in / 16.58 m
Length:	26 ft 9.5 in / 8.24 m
Wing area:	223.5 sq ft / 20.76 sq m
Empty weight:	611 lb / 277 kg
Max weight:	1,089 lb / 494 kg
Best glide ratio:	21
Min sink:	2.79 ft/sec at 38 mph - 0.85 m/sec at 70 km/h





KS-II Kartik

The KS-I flew in March 63 and was followed by the KS II prototype in May 1965. This was a popular high performance sailplane with semi-monocoque plywood skinned fuselage, glass-fibre nose cap, non retractable monowheel with drum brake. There was a rubber-sprung nose skid. Improvements were introduced gradually. The ninth Kartik model of 1976 had trailing-edge slotted flaps in place of airbrakes. The aerofoils were from the NACA 64-series. As single KS-II VT-GEF (above) is now stored at the Government Gliding Centre, Hadapsar, Pune

KS-II Kartik specifications

Span:	49 ft 2.5 in / 15.00 m
Length:	24 ft 2.25 in / 7.37 m
Wing area:	145.8 sq ft / 13.54 sq m
Empty weight:	463 lb / 210 kg
Max weight:	705 lb / 320 kg
Best glide ratio:	31
Min sink:	2 ft/sec at 40.5 mph - 0.61 m/sec at 75 km/h



When modified in India, the Grunau Baby became the ITG-3. This one is stored at the Government Gliding Centre, Hadapsar, Pune.



HS-2 Mrigasheer specifications

Span:	49.21 in / 15.00 m
Length:	24 ft 10.75 in / 7.59 m
Wing area:	121.0 sq ft / 11.24 sq m
Empty weight:	522 lb / 237 kg
Max weight:	739 lb / 335 kg
Best glide ratio:	32
Min sink:	1.9 ft/sec - 0.58 m/sec

Remaining to be identified: Primary glider, also first glider produced by the Technical Centre, made its first flight November 1950

DGC-014 Bharani BS-1

Aradhra

On December 3, 2002, a question (reference number 1364), was addressed to the Ministry of Civil Aviation by Rajya Sabha, asking if the Government was aware that the Aradhra glider, said to be under construction for the last fifteen

HS-2 Mrigasheer

First flight Apr 73. The HS-1 flew in Nov 1970, a standard class sailplane. This was the successor of the Kartik series. Wortmann aerofoils were adopted. It was of wood construction with some fabric covering. It had a forward opening, one piece canopy, retractable unsprung monowheel with drumbrake. There was a rubber sprung nose skid similar to the Kartik. The second prototype of May 77, had trailing edge slotted flaps and a glassfibre tailplane.

Two HS-2 the VT-GEH (above) and the VT-GEG are now stored at the Government Gliding Centre, Hadapsar, Pune

years at the Technical Centre of the DGCA, was not yet completed. What is the reason for this long delay? When is the Aradhra likely to be test flown?

Thanks to Martin Simons for editing and Knut Uller for records □

Letters

Sea Fury surprise

Dear Editor

What a nice surprise to get home and find the VGC magazine in my in tray! What a good mag too, I've

never seen it before, led a very sheltered life. And what a nice picture.... Pete Sheppard in 1977. I will send one of the mags to Pete, who is still around and as much fun as he ever was, though a



little slower on his pins.

The Fury in the picture was TF956, but sister ship VR930 is going extremely well in her new livery. Just bought a T20 in the States, VX281, which I will get to fly. It will be operated on the civil register by RNHF and be the same

colour scheme as VR930. We'll use it for Training, air displays and corporate rides. Couple more months to get the formalities and re-build done before we see it in Somerset.

Yours – John Beattie,
Manager, Royal Navy Historic Flight,
RNAS Yeovilton, Ilchester, Somerset.



Kirby Gull restoration in USA

Hello Margaret and David,
These shots are of Kirby Gull made in 1946 by Herman Kursawe. It is now owned by the National Soaring Museum in Elmira, New York, USA and is undergoing restoration by Bud Brown of the Wabash Valley Soaring

Club in Lawrenceville, Illinois, USA. The woodwork is absolutely first class and has presented no problems except for removing the fabric. Careful application of heat on the glue was the only means to remove the old fabric. The metal fittings have some corrosion, so now they are being cleaned and inspected to assure a margin of safety. It all goes well, it will be flown before it is put on display.

Regards, *Bob Gains*

photographs by Dave Schuur, Past Pres. of VSA



The Turkish Glider is an Antonov A1.

Martin Simons and Francis Humblet have written about the Turkish Glider about which Claude Visse enquired in VGC120.

Hi Margaret.

Claude Visse asked about the Turkish gliders in his photo on Page 46 of the latest VGC News to arrive here. We had a similar question some years ago but I have not had time to track it down just now. I am sure these primary training gliders are of USSR origin. It may be that some were built in Turkey under licence. I attach a drawing of the Russian

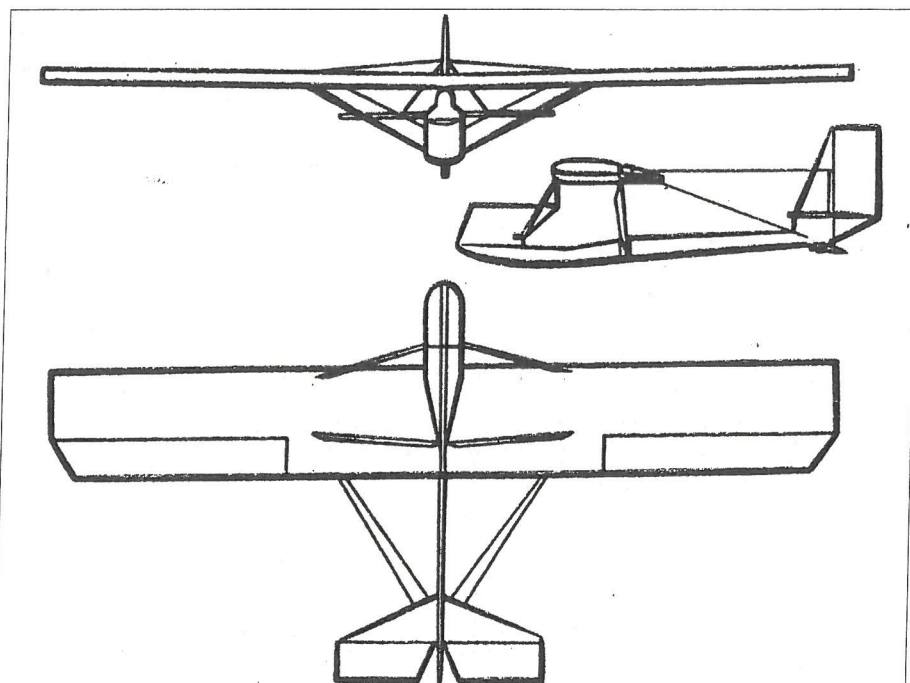


Рис. 116. Схема планера А-1

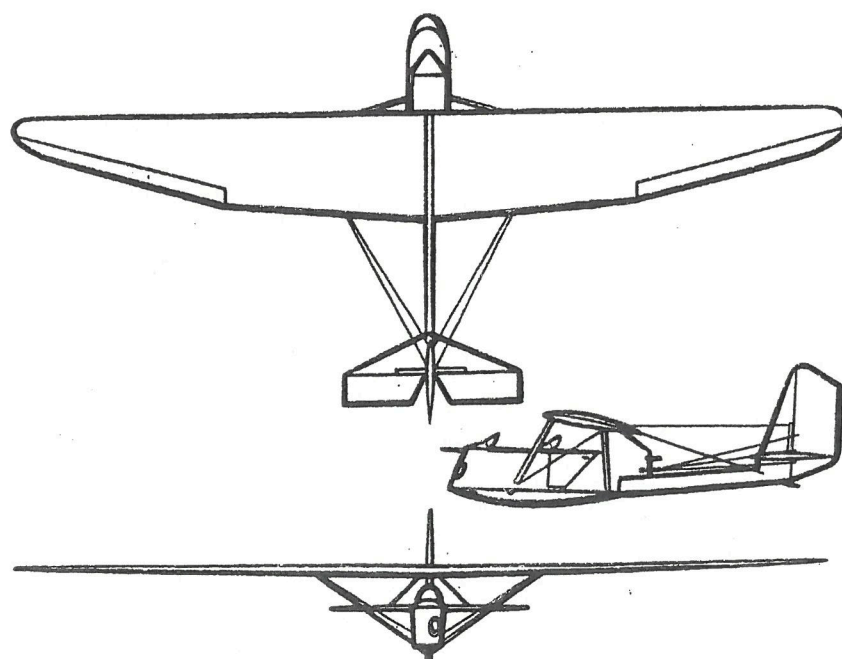


Рис. 117. Схема планера А-2

Right: CW has located a simple 3-view drawing of the Antonov A1 and A2

YC - 4 (not printed -had problems with reading the file - sorry! - Ed), but there were others very similar from the same designers, YC 3,4,5,6. According to the list I have, 6931 of these were built in the USSR between 1932 and 1937. The C - 6 was a two seater version. I think the designer was O K Antonov.

Best wishes,
Martin

Some more information has come from Francis Humblet about Turkish gliders. I attach his list (in Excel). It seems from this that quite a lot of gliders have been built in Turkey. Allowing that US - 4 is Cyrillic alphabet, it seems 24 + 11 of the type were built in 1935 -1936 and another 15 + 8 in 1945. They were designed by Antonov, as I suggested before. There must have been some licence agreement with the USSR. I don't know about all the other types, but Francis probably does.

All the best,
Martin

Francis Humblet also writes by email , on the subject of the 'mystery' Turkish Glider....

It is an Antonov design from the US series. US-1 to US- 4 were single seaters and US-5 and 6 were two seaters. Overall nearly 7000 US gliders were made in Russia in the thirties .

The Turkish state bought the licence and it was built by several manufacturers and the enclosed list shows the details. More pics can be found on internet : Under THK and also on www.ole-nikolajsen.com/TURKISH%20FORCES%20004/glider%20fotos.htm.

One photo on this site shows a glider called US-11 and as this look like a Kranich, Neelco and I are trying to find out what it is. I have got in touch with Ole Nikolajsen who is AB specialist on Turkey. All he knows is that the glider was built by reverse engineering from a glider obtained from Russia. So on this one there is still a mystery for the moment.

Following all this, I have updated the production list which is enclosed (see below). Just one more point. When OSC Wasserkuppe was looking for plans to build the replica Habicht, the only plans available were with THK in Turkey and they were duly contacted. Thinking that our German friends wanted to restart the Habicht. production, a commercial quote was returned.... but in the end all went well

Yours,
Francis

And the last word (?) goes to CW who has located a simple 3-view drawing (see previous page) of the Antonov A1 and A2 from ?? and adds - "Antonov designed A-1 of 1933 or later, there was also an A-2 2-seater of that time. 1000s were built of these and others. Some found their way to Turkey." □

TURKISH PRODUCTION LIST										
MANUFACTURER	TYPE	CLASS	1st FLT	NUMBER	L/D	WEIGHT	SPAN	S	3V	P
A/C FACTORY	ANTONOV US-4	E	1936	24	11	88	10.56	0	0	0
AKKÖPRÜ	ANTONOV PS-2	E	1936	24	14	104	13.80	0	0	0
	SHEREMET SH(a)5	BE	1936	23	20	240	16.05	0	0	0
	G-9 BANTOM	E	1936	5	17	50	12.07	0	0	0
	US-11	BE	1936	12						0
A/C FACTORY	ANTONOV US-4	E	1935	11	11	88	10.56	0	0	0
KAYSERİ	ANTONOV PS-2	E	1935	11	14	104	13.80	0	0	0
	G-9 BANTOM	E	1935	5or6	17	150	12.07	0	0	0
DEMİRAG	SHEREMET SH(a)-5	BE	1937	24?	20	240	16.05	0	0	
	ANTONOV US-4	E	1937	0?	11	88	10.56	0	0	
	US-11	BE	1938	0?						
GALATSARY	KLEOPATRA	E	1934	1		85	8.00	0		0
SCHOOL										
MKEK (THK)	MKEK-6 (ANT US-4)	E	1956	10	11	88	10.56	0	0	0
	MKEK-7 (SH(a)- 5)	BE	1956	5	20	240	16.05	0	0	0
THK	THK 1	PM	1943	1	16	1100	26.00	0	0	0
	THK 3 DFS HABICHT	E	1945	6	19	250	13.60	0	0	0
	THK 4 (ANT US-4)	E	1945	15	11	88	10.56	0	0	0
	ANTONOV US-4	E	1945	8	11	88	10.56	0	0	0
	THK 7 (ANT PS 2)	E	1946	40	14	104	13.80	0	0	0
(INONU)	THK 9 (SH(a)- 5)	BE	1947	10	20	240	16.05	0	0	0
	THK 13	R	1948	1		460	20.00	0	0	0
	THK 14	BE	1950	1		420	16.00	0		
YILDIZ	GLIDER	E	1928	1						0

Mike Russell 1930 – 2007

by Peter Underwood

So you are leaving us Mike? Well, thanks for coming anyway. You know, it must have been in the early '80s that I first met you. You were looking for someone to take on the restoration of the Hawkrider Dagling, and were kind enough to allow me to undertake on the task.

The Dagling was just one of the many irreplaceable gliders that you saved, or had a hand in saving under the "Rus-savia" banner. What were they now? There were a couple of Grunau Babies, the Willow Wren, a Sparlinger, Kranich, Kite 1 – the "Radar Kite" – Petrel, a Moswey, a Kadet and, oh yes, the Short Nimbus. Then there were the powered aircraft; BAC Drone, Humming Bird, Martin Monoplane, Tiger Moth, Gemini and the DH2/Gunbus.

A passionate believer in the need to maintain and preserve Briton's aviation heritage, you, along with Martin Simons and David Braham, saved for us from Slingsby's loft, a vast quantity of data and drawings then no longer required by Slingsby. These, together with your gliders would have formed, had your endeavours been successful, the basis of a British Glider Collection – not a museum, but an active, flying, educational enterprise. In this you were not successful, but you tried, how hard you tried. Perhaps, one day?

Wasn't it you Mike who launched the project to build a replica Falcon 1? Completed by others, I have been privileged to fly that Falcon, and to fly and part own for many years, the Kite 1. They would not have been with us now, if it was not for you.

You learned to glide at Dunstable in 1947. I remember you telling me that you crashed a GB there, the only accident you had in over 2300 hours flying, first as a National Service RAF pilot and subsequently 40 years commercial flying.

Never one to use or even understand words like "impossible", "can't be done" or "never been done before", you conceived the idea to operate a passenger flying operation using a DH Rapide out of Duxford. You gathered together a group of pilots and ground crew, all volunteers, and successfully operated for several years in the mid 80s. My family and I were privileged to be part of the ground crew; getting G-AGTM out of

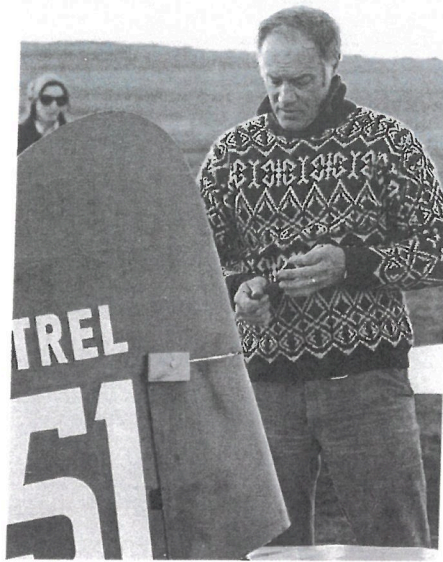


Photo of Mike "taken in early-mid-70s. The glider is Graham Saw's Petrel".

the hangar in the morning, boarding the passengers, trying to keep them happy when they had to queue a little longer than they wished, refuelling and putting the old bird to bed at the end of the day. Great fun and plenty of flying for us. We were flying over 5000 passengers a year and, do you know Mike? I never saw one of those passengers get off that 'plane without a great big smile on their face. No one, ever before, had obtained an Air Operators Certificate for an operation run by volunteers. Impossible? You did it Mike. Happy, happy days.

You were one of those pilots totally at one with the aeroplane you were flying; a Chipmunk one day, a 767 the next. I never flew with you in the Rapide without those lovely Gipsy Six engines being perfectly in sync. Remember that take-off out of Swanton Morley with David on board? I remember bringing the Tiger Moth into land at Duxford, extending the base leg just a little too long, and you gently nudging me into the final turn. My grandson Paul, only three or four years old, "slipping the surly bonds of earth" for his first time, on his father's lap in your Rapide. So it was you Mike, who inflicted upon him, as no doubt you did on countless others, that incurable "blessed affliction", which we all gladly suffer.

After the unfortunate demise of the Duxford operation, you began to collect together component parts of a DH 84 Dragon, again with the intention of passenger flying. A project dear to my heart because it was in a Dragon – it would be 1937 – that I first flew. I stored the wings in my workshop; David had various parts stored in his garage. All we needed was a fuselage, a couple of engines,

landing gear and a few odds and ends like that – nothing much really! That project did not mature, though through no lack of effort by yourself. All these parts have been passed on into good hands, and they will, one day, fly again. It does not matter when, but they will fly.

If the Dragon project was hard, your next was a mountain: to obtain sufficient official and financial support to build and fly the last production Handley Page HP 42 airliner. We all thought that the production line had terminated in 1934, but you decided to open it again! How dare you Mike? Four Bristol Jupiter engines, biplane, 102 feet span, 40 seats. But you dared, you even got as far as convincing – persuading – the authorities that the idea was technically feasible. In the end, of course, lack of finance brought the project to an end. Or, is it the end, I wonder.

Mike, I guess, overall, more of your endeavours did not mature, there are more "one days", than there are outright successes. Yet, I will not use the word "failure" because you life was not of failure, but one of courage, vision, determination and, yes, honesty.

Changing the subject a bit Mike. What on earth possessed you to grow that enormous beard? It embarrassed us a little you know, all that weight hanging on your lower jaw, but it never embarrassed you. Didn't stop you talking either, did it? Thank goodness. Bless you Mike, thanks for coming to the party, it would not have been in any way as near as good without you.

Mike with beard celebrating his 71st birthday motorcycling around the Outer Hebrides



Arthur Hardinge

Ask any young person today to what makes a pioneer? Most will probably blankly stare back at you, searching desperately to try and provide an answer. Today, the word pioneer is almost too hard to quantify, the boundaries of which seem to evaporate into the realms of greater expectations, technology itself having rendered most feats in the past as mere events that have long since been eclipsed by technology itself. But back in the late 1940's it was very much a different affair, indeed some frontiers remained untouched by the hands of the modern world. Technology was at a great cross roads, as the turmoil of a world conflict had both taken its toll on humanity, but in the same context, we reaped the benefits of its new technological marvels. It was against this backdrop that the gliding community struggled to pick up where it had left off, for it was here, during this time, that Arthur Hardinge was to take his place in our colourful history.

Arthur Hardinge was born in Bendigo on the 19th April 1919, son of an English immigrant, and learnt to fly gliders at the age of 18 in 1937 at Mount Fraser.

Shortly after World War Two, Arthur decided to build his own glider utilising his experience gained during the war when he worked in the Aircraft Industry and set about building his own high performance glider. After seeing that the Meise drawings were commercially available through the English firm, Chilton's of Hungerford, he set about procuring a set at the not so insubstantial sum of £15.14.5d, which included postage and bankers fees. This represented a considerable sum back then, so imagine Arthur's dismay when he found that much of the wing and fuselage profiles needed careful re-plotting and redrawing to ensure the correct profiles!

The birth of Arthur's little Meise was carried out in what can only be described as the most cramped of conditions, in a lean-to at his mother's suburban Melbourne home, and was so restrictive that Arthur had even dug a hole in the floor to accommodate the fin when the fuselage was inverted! The main workshop itself was only a mere 8 foot wide, but with a 2 ft work bench fitted down one side, this only left some 6 ft workshop space, about 2 feet wider than a modern glider trailer!

Arthur was to gain a building partner along the way, Ken Davies, who was responsible for making much of the steel fittings and tail-feathers, however as the



project reached into the final stages, it took its toll on both Arthur and Ken, and sadly through Kens young son contracting leukaemia, (who later died) and the projects demanding pressures, the partnership was not to last the full course.

Having run into a dispute with his club the Gliding Club of Victoria, in which Arthur was later to surmise as partly due to their envy at his much higher performance glider, Arthur had heard about a new group of gliding enthusiasts that had sprung up under the typically quaint name of the day, "The Private Owners Victorian Motor less Group" based at Berwick, and it was here that his Meise first took to the air on the 28th December 1949, 3 1/2 years after the project had started.

It was shortly after its this first flight that Arthur's Meise was to gain its unlikely new name that was to characterise what was to become one of the most famous of Australian gliders, when Gracie Roberts commented it on being a "Yellow Bitch of a thing", which as Arthur recently recounted, "I immediately changed to something a little more amiable", so came about the name thereafter, the "Yellow Witch".

Not content just to sit on his laurels and recover from a very taxing period that demanded all of Arthur's savings, not too mention his spare time (he actually gave up work for the last year of construction to work on his Witch full time), after reading an article of the low key activities and the almost total lack of modern gliders in New Zealand, Arthur was to undertake what has to be one of the most startling private expeditions ever undertaken by an individual, and had his Witch shipped to New Zealand on a sort of goodwill and barnstorming tour to promote the sport there. At the time in New Zealand, gliding was almost non-existent, and was only practiced by a few individuals with a few primaries, its most advanced glider being a Slingsby Prefect. Arthur, felt this was a fantastic opportunity to demonstrate, educate and encourage the New Zealand gliding community, and indeed its public to the capabilities of a modern glider. Today many would not consider this as very extraordinary, as it is not uncommon to have gliders shipped half way around the world by their owners for a few months at a time to take advantage of endless summers, and superior soaring condi-

tions. But back in 1949, it was a very different story indeed, transport was expensive, wages relatively low, and there was simply just not the same financial opportunity for the ordinary man, a fact that we take for granted in our infinitely more materialistic world today.

With construction of the Witch having virtually broken the bank, Arthur's family came to the rescue, and they all contributed what funds they could which saw him departing Sydney docks on the 10th February 1949 with his cousin Kit Batten.

Having gambled all, Arthur was full of trepidation, as well as expectation after his encouraging correspondence from the New Zealand authorities, were to be dashed, and a long and drawn out battle which would allow what the then short sighted and prejudiced government officials saw as a "backyard job" finally allow the Witch to be flown within New Zealand, and then only after a proviso had been given by the Australian CAA that in the event of an accident, then the Australian CAA was to take full responsibility!

So began the first Gliding barnstorming tour of New Zealand as Arthur solicited whatever means possible to move his Witch around. Most aero tows to move the Witch up and down the country to various venues were by pilots who had never even heard of, let alone seen aero towing, and each one ever the sceptic at first, was briefed very carefully by Arthur. Arthur was fortunate however, to be offered the services of the RNZAF on many occasions, and his Witch was transported in rather grand style in one the Air Forces DC3 transports!

The results of the tour were successful itself, with many of Arthur's aerobatic demonstrations fascinating all those watching the sight of a silent aircraft looping and rolling around the sky, his demonstrations left a memorable impression, and inspired many a keen New Zealand aviator to further exploit the advantages of this new type of aircraft to their skies.

At the end of the tour, Arthur was keen to remain in New Zealand to further exploit the full advantages of this fascinating and challenging gliding country, however the continued short-sighted policies practiced in the day by the government officials who controlled all aspects of aviation were to convince Arthur otherwise, and he returned to his homeland, his Witch finally arriving some months later, and as a final insult,

Right; 'Yellow Witch' flying at Bordertown

required the rebuilding of the outer portions of the wings due to water damage after being left outside on the docks in Auckland due to Dockers strikes.

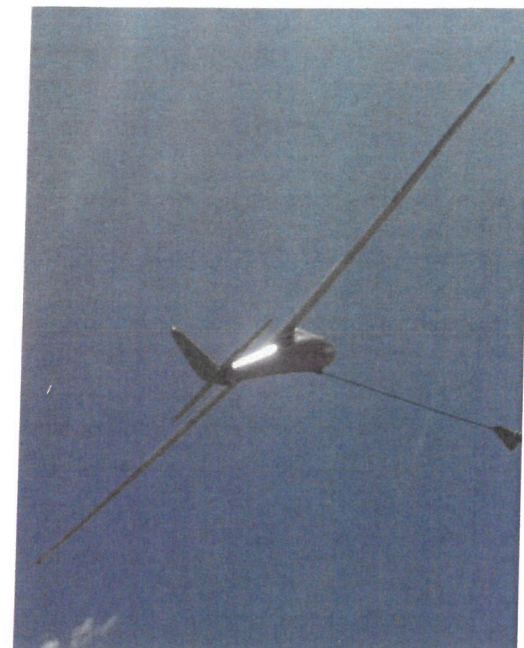
Arthur, mentally worn out and jaded by the whole affair of having put so much of himself into his Witch, felt it was time to move on in life, and just under 2 years after first flying the "Yellow Witch", Arthur sold her to the Waikarie Gliding club, who were to operate her as a club glider until 1967 before being later sold on to her next owner, Keith Nolan, who was to cherish this splendid little glider for the next 37 years.

Arthur then turned his attentions to powered flying, and was later employed with the Commonwealth Aircraft Company as an aircraft inspector, and worked on many famous aircraft, such as the Mustang, Winjeel, Wirraway and F86 Sabre.

He later emigrated to Canada in the 1950's where he took up a position with Avro Aircraft, working initially on the Arrow Jet project. After the decline of the aviation industry in Canada when it fell on hard times, Arthur left Avro's and took up a position with the giant Phillips Company in quality control.

Arthur married and had three children, and remained in his adopted country of Canada for the rest of his life, however he continued to keep close tabs on his "Witch" all throughout his life, and was reunited with her again in 1985 after an absence of 35 years on one of Arthur's many trips home to Australia when she was in the proud hands of Keith Nolan. One can only speculate as to how Arthur must have felt as he saw his creation again after the passing of so much time, the memories must have come flooding back. Clearly the Witch was many things to Arthur, not all of the journey now cast in history's stone was without its personal price.

I didn't have the privilege of knowing Arthur as a close friend. I only spoke to him once by telephone over one of the greatest oceans in the world (a feat when Arthur undertook his odyssey would have been met with incredulity), and corresponded with him by mail, but he did capture my imagination in his articulate manner and in his deeds of all those years ago. It was a great pleasure discovering this remarkable mans story in what was after all, just a short period of his life, and whilst history itself may not



remember this remarkable mans determination as a particularly great feat, it is up to us to recognise the very real contributions that our winged comrades made to our sport, and in as much, Arthur stands head and shoulders above most. It is largely due to his credit that just a few years after his epic journey to New Zealand, gliding in that country was transformed, and ironically enjoyed a keen expansion that soon rivalled that of Arthur's own country, and is today one of the top gliding nations of the world. May his beloved "Yellow Witch" which still dances upon God's invisible hand, serve as a reminder of this quiet and gentle man whose spirit still soars with us all.

Arthur died peacefully at his home in Scourbough; Ontario on the March 14th aged 87.

Heinz Scheidhauer

The well known test pilot of the Hortens. By Chris Wills.

Heinz Scheidhauer was born on the 16th of August 1912 and died on the 18th October 2006. He often came to our international Rallies and meetings in his motorcaravan. He had driven it to the Arctic but finally was stopped driving it after an accident in the Pyrenees. From then on, he had to live in retirement homes in Germany, and this was a terrible blow for him. He became the special test pilot for the Horten flying wings from 1938 until 1945 in Germany and from 1950 – 1956 in Argentina. He flew the unpowered and powered examples of



Lancé par le treuil que l'on aperçoit au premier plan, un planeur 40 P prend le départ.

A gauche, le panneau d'affichage. Dès qu'un numéro d'appareil est indiqué son pilote doit atterrir, car ses camarades attendent pour voler. Le vol à voile, c'est du sport..., de l'entraide et de la discipline.