



VGC News

No. 124 Summer 2008



Rally roundup
Modelling report
International news
The life of an interesting Kite
A short history of gliding in India



<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: Polish Jaskolka. photo by Vincenzo Pedrielli.

Back cover: Didier Fulchiron and son Matthieu launch in their Ka4. photo by Alexander Hurrell

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. UK
Photos will be returned.

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CLUB NEWS

Chairman's goodbye

Thanks to the Wels Fliegerclub Weihe Mowe, for organising this years highlight of our annual Calender, the International Rally, which provided once again the opportunity to renew acquaintances, meet new members and fortunately enjoy some good weather. The formula for our International rallies is now well established with each country adding its own national flavour and character to remember it by. Austria this year was no exception particularly with the highly entertaining and engaging events of the National Evening. Thank you Fliegerclub Weihe Mowe (White Seagull) for all your effort in providing us, the visitors, with a highly enjoyable and successful event. We wish you all well for the future.

Three years ago I said I was standing for election for the last time and suddenly as if time did not exist the moment for me to stand down has arrived. Now I want to say thank you for all your fellowship and support, the Committee and International Council members for managing so well the administration of the Club and Chris Wills for providing the focus for us all over the past years.

From small beginnings in 1973 when about 35 individuals from the UK and Europe met at Husbands Bosworth until now, when we have grown into the hugely successful and respected organisation we are today, we should congratulate ourselves in having achieved our objectives consistently. The evidence of this can be seen particularly by the interest shown in our National and International Rallies, the increasing numbers of active and restored vintage and classic gliders and the achievements of the many Clubs now holding vintage meetings on their airfields.

The VGC's reputation for encouraging gliding for pure enjoyment has helped retain the numbers participating in the sport of gliding particularly for those who wish to participate in a less competitive area of the sport. In fact we have brought respectability and acceptance in the sport for those who own, restore and fly historic and classic machines at a time when competition gliding seems to be out of reach for many otherwise keen pilots. For those with the time and skills, vintage and classic gliders can provide an affordable alternative to the high costs of their modern counterparts, particularly when so much of the restoration and maintenance work can be a pleasurable learning experience.

Even so, there remain challenges ahead particularly with new European regulations not yet resolved. These and other problems, worries and solutions will need to be addressed by our Council and Committee now with Jan Forster as Chairman. Please join me in giving them, and particularly Jan, your support and help when and where ever you can. Personally I remain hopeful that we will overcome whatever uncertainties lay ahead.

Meanwhile just remember that we are green, we are strong and we are here to stay. Make the most of your opportunities to fly your colourful gliders and enjoy the opportunity to both travel and to widen your experience within the friendship provided by members of the Vintage Glider Club throughout the world.

David Shrimpton

From the President

During our International Rallies of the 1970s, we often had a great number of pre 1951 built (or replicas thereof), taking part. In one case there were only four post war 1945 gliders participating. We remind our members that our movement was founded to keep these very old gliders airworthy. Now the situation has clearly gone the other way, with only perhaps six pre 1951 gliders participating amid a forest of later designed machines.

While clearly we do need these later machines as front runners for our 300 km attempts, we hope that we will not lose sight of the really old gliders such as the Hols der Teufel etc which never

cease to amaze us with their climbing abilities even against microlights, we do need these later machines now referred to as classics for they can be easier to rig, to fly and to repair and to tow to provide the maximum enjoyment for their pilots and families. It is clear that WEIHES can still run with Ka 6 and certainly the REIHER, HORTEN 4 and others certainly will. We can expect further increases to the very old glider fleet with MINIMOAS, RHOENBUSSARDS, the REIHER and the HORTEN 4 next year.

Due the very hot and sunny weather over Britain and elsewhere, we recommend that our gliders should be painted with light colours to protect them from ultra violet rays, which rot fabric and the

heat will dry out their wood. Previous to this, our gliders in Britain were often painted in dark colours, and this now is clearly not a good idea.

From the new Chairman Different?

Last International Meeting in Wels looks like a different meeting to me, it means personaly. There was nothing wrong with the Rendezvous in Gundlfingen and the Meeting in Wels. Oh no, both were well organized, good admosphere and weather and a lot of flying -even long ones. The organisers made us feel very welcome. We had a good time, meeting old friends and making new ones.

It was not the Meeting that made the

difference, even though I didn't take the T-31 to Germany or Austria! There was a programme of meetings, because we, the Committee members use the Rallies also for Committee and Council meetings.

First of all, we had the International Council Meeting. One of the hotpoints was EASA and the ANNEX II. This is in the first place a National problem, the VGC will support their members as much as possible. Then there was the AGM. Our reserves are shrinking slowly so it was proposed by the new Treasurer to raise the fees to £27.50 or €35. Nick Newton has done a good job - the current membership stands at 894 paid-up members, with an additional 15 complimentary memberships making a total of 909 members. Graham Saw was re-elected.

There are three Committee members retiring: Peter Underwood, BGA Technical Representative - a long time (Committee) member. He did an important job as a member of the BGA Technical Committee, and we are looking for a replacement.

Also John Dredge, our Treasurer is retiring. A Treasurer is an important job and it is not easy to manage an International Club like ours. We have a healthy cashflow, thanks to John. In the Committee Meeting in Wels we also voted for Rick Fretwell as Treasurer. Rick has a background as financial adviser. Also we needed a new Chairman, David is resigning. David was Chairman for seventeen years, he did not ask for this position, the Committee asked him to do it and he did it. David is hard working and impatient for results. I know him as a fair person. He did a good job, under his leadership the Club was modernised and changed to a Company Limited by Guarantee (CLG). We have a good base now for the future.

In a Committee meeting in Wels we voted for the new Chairman, and I know there are people in the Club with better qualifications, but they were in the wrong place, so that's why I am the new Chairman and I feel very honoured. But remember I am a member like you. In the next NewsLetter you will find my "State of the Union".

At the Annual Dinner, the 4th of October at Lasham we come back to those three: David, John and Peter. We'd like to meet you at the dinner!

You are the members and we, the Committee have to give shape to your wishes for the good of the Vintage Gliding Club. Please contact us if necessary. This Committee will be different but will do what we have to do.

Jan Forster

Membership Secretary's Report for 2007/8

This year there have been a lot of improvements. Thanks must be given to all the International Membership VGC contacts who have given so much of their time to helping collect Membership fees from the VGC Members in their respective countries. We are particularly grateful to Ulf Ewert and Harold Kämper in Germany (223 members), Nell Dijkstra in the Netherlands (61 members), Didier Fulchiron in France (57 members), Werner Rüegg in Switzerland (52 members), Göran Bruun in Finland (24 members), Rolf Algotson in Sweden (23 members), Niels Ebbe Gjørup in Denmark (20), Vincenzo Pedrielli (16 members) amongst others! (Total 476 members or approximately half the total membership!)

I would particularly like to thank Robin Willgoss as well as Andrea Bonzano, and Mira van Aalst for their database and general computing and other support throughout the year. It is largely due to Robin that the membership work has become more manageable. Members are now able to access their own entries in order to update their own details; and International Membership contacts now have instant access to up to date information on the members listed in their own countries.

The PayPal system is now up and running well. To date, we have had 244 successful PayPal transactions during the last year. In Germany, members pay by direct debit from their bank accounts. Until now this has not been possible in the UK, but now that we are a 'Limited Company' this may be feasible and would replace standing orders, which require updating every time the member-

ship fee is increased. Other payments continue to be made by cheque or cash.

The current membership stands at 894 paid-up members, with an additional 15 complimentary memberships making a total of 909 Members. 181 Members (20% of the membership) have so far failed to renew for 2008. If these members were to renew, membership would stand at 1090!

Eighty-two (82) members have failed to renew since 2006. They have now had membership privileges withdrawn, and will have to rejoin the VGC if they again want to receive the VGC Magazine again. If the outstanding members could have been persuaded to renew, *this would have been equivalent to a further 20% increase in income that could usefully be offset against an increase in Membership fees!*

In order to address this problem in future, it has been decided that each year the announcement of the Membership renewal fee, *due in January*, will be made in the Winter edition (January) of the VGC News. When the next magazine is sent out in May, it will either include a Membership card for those members who have renewed, or a Red 'final reminder' for those who have not. This final reminder will be valid for one month only, after which the members name will be removed from the membership database, and the member will have to re-join (paying the additional joining fee!) if he wants to continue receiving the VGC News magazine once more.

The good news however is that we have enrolled 104 new members for 2007/8. In addition, we have 12 new members who have joined at Wels!

In 2006 membership fees accounted for a total income of £16,635; whilst in

STOP PRESS

2008 VGC Annual Dinner and Prizegiving
4th October 2008
Lasham Gliding Centre.

Guest speaker!

World famous VGC Raffle!

Good Food! Excellent company!

£23 per head.

Details and reservations to VGCNews@aol.com or vgcnews@vintagegliderclub.org.

2007 the income from Membership fees was £20,916 (a 25% increase!).

It is inevitable that this year there will be a modest increase in the membership subscription which has not changed for three years. It is proposed that in future, there will be only one renewal fee for all members, irrespective of where they live in the world, or how they pay! This will simplify considerably the management of membership payments.

Nick Newton

The three winners

VGC News received an invitation from Wally Kahn to be present at the morning briefing of the Lasham Regional Competition, on Saturday 16th August, where there was a unique gliding occasion (certainly in the UK, most probably nor anywhere in the world).

Three FAI Lilienthal Gliding Medal winners were present to open the event. Two of them are current Lasham members and the third was a member in the past. All have made great contributions to gliding in their respective fields which explains why the representatives of the many gliding nations voted for them.

They are :

Ian Strachan (winner 2005) - Wing Commander Ian W. Strachan MBE, AFC, FRAeS, RAF (retd).

Alan Patching (winner 2006) - C. Alan Patching AM, AGInst Tech., FRAeS.

Derek Piggott (winner 2007) - A. Derek Piggott MBE, CRAeS, RAF (retd).

The Lilienthal Gliding Medal is the

Diary Dates for 2008/2009

1st to 8th November, 2008 Melbourne Cup Vintage Regatta Australia

Raywood Gliding Field, Bendigo Gliding Club
Contact Dave Goldsmith,
hutter17@bigpond.com
www.vintageglidersaustralia.org.au

2009 VGC UK National Rally Cambridge Gliding Centre

3rd to 11th January
Vintage Gliders Australia Annual Rally
It's on again at Bordertown, South Australia
Contact Ian Patching,
patching@westnet.com.au
www.vintageglidersaustralia.org.au

June 24th to July 4th
International Vintage Sailplane Meet
National Soaring Museum, Harris Hill,
51 Soaring Hill Drive, Elmira, NY 14903. USA
Phone: (607) 734 3128. Fax: (607) 732 6745
e-mail: NSM@SOARINGMUSEUM.ORG
www.SOARINGMUSEUM.ORG



IVSM-2009
INTERNATIONAL
VINTAGE SAILPLANE MEET

JUNE 27TH TO JULY 4TH 2009
NATIONAL SOARING MUSEUM
HARRIS HILL - 51 SOARING HILL DRIVE
ELMIRA, NY 14903 - USA

PHONE: (607) 734 3128 FAX: (607) 732 6745
E MAIL: NSM@SOARINGMUSEUM.ORG
WWW.SOARINGMUSEUM.ORG

Federation Aeronautique Internationale's highest and most prestigious gliding award. Past British winners were: Philip Wills 1954, Anne Burns 1966, Ann Welch 1973, George Lee 1981, C.E. (Wally) Wallington 1984. Thus of the eight British winners, seven are or were Lasham pilots, a record number unequalled by any other club in the world.

The details and citations of the winners can be read at
www.fai.org/awards/award.asp?id=10.

Below: three Lilienthal Medal winners together at Lasham. From the left, Derek Piggott, Ian Strachan and Alan Patching. Photo: Paul Williams



Errata.

In the previous VGC News. No.122 page 50. "KRANICH 2B-2 Production at NITRA". There seems to be a mathematical error concerning the incredible number of Kranich 2B-2s of which the 23 year old Jiri Havelka led the production from 1943-1946. The total should be 853 and not 900.

ALSO FRANCIS HUMBLET says that our information concerning gliders built in Austria is not accurate. We will try to correct this in a future VGC News.

Concerning "KLEMMLEIM", Frits Ruth writes that powdered bakelite was added to Kaurite glue in order to make it more flexible when set, so that there should be less distortion of plywood (better accuracy of profile) on wings etc

ADDENDA for VGC NEWS NO. 123. On Page 35, standing to Hans Jacobs's right is our late member KARL AHA, who we have heard was a Rechlin Test Pilot ("Old Fox!"). He used to come with his wife to all our International Rallies.

ADDENDA TO KITTELBERGER ON PAGE 25 VGC News 123. After 1947, in the much smaller works, we have heard that "Bavaria Yachts" were built perhaps because gliders and gliding was not legal until mid 1949. These 'Bavaria Yachts' sometimes still come on to the market now. □

BRITISH NATIONAL VGC RALLY 2008

Southdown Gliding Club PARHAM

Saturday 17th of May until Friday 23rd of May



In contrast to the National Rally at the same site during the previous year when we experienced one day of good weather during the entire week, we had this year seven days of flying weather out of the seven days of the rally.

Justin and Gillian Wills were with us on the first day to share with us the joys of vintage glider flying in the Rhoenbussard,

having been a VGC member for so many years. Justin received the Day Prize from Andrew Jarvis for the longest flight in an open cockpit on SUNDAY the 18th of May 2008 (2 HOURS 50 MINUTES). It should be said that during the flight, his ASI was not working and his altimeter was very hesitant through lack of use. Justin confessed to getting a little cold

during the flight, principally in his hands as he had not thought to wear gloves, but it had been a magnificent day and he had enjoyed it immensely. He thanked his brother Chris for allowing him to fly his

Above: a brace of Swallows.
Below: I'll be back in a couple of hours.
Photos: Bob LLoyd



Gliders present were :-

1. SCUD 3 BGA 684 Ted Hull built 1935
2. RHOENBUSSARD BGA 337 C.Wills. built 1937
3. KITE 1. BGA 251. Bob Boyd 1935 designed.
4. HUETTER H.17a BGA 2847 Andrew Jarvis 1933 designed. It was rebuilt (restored) in Kenya and belongs to Bim Molineux who now resides in Britain.
4. HUETTER H.17a BGA 491 Nick Newton. 1933 designed. Completed 1947.
5. EoN OLYMPIA 2B BBH Laurie Woodage. The type was first built in 1947
6. EoN OLYMPIA 2B David Cornelius. The type first flew in 1947
7. T.21b BGA 2720 Andrew Jarvis 1944 designed.
8. Prefect BGA 2333 Kent Club syndicate. Designed in 1947.
9. KITE 2 AVF BGA 689 Chris Rayne. First flight of prototype was in 1948
10. SKY BGA 685 Prototype 1950. Richard Moyse from Lasham. This type won the World Championships in Spain in 1952 when it was flown by Philip Wills.
11. Ka 6 CR. BGA 3412 Richard Martin from Booker.
12. SKYLARK 3 BGA 870 Bob Loyd Challock (Kent Gliding Club) syndicate. 1955.
13. SKYLARK 3 ERB. Barry Smith. From Normandy.
14. Slingsby SWALLOW BDR Malcom Kerley Syndicate owned by members of the Kent GC at Challock.
15. Slingsby SWALLOW BGA 3469, David & Margaret Shrimpton. The type first flew on 11.10.57. (and this is one of three presented to the RAF by the McRobert Trust)
16. MUCHA STANDARD BGA 3176 Bruce Stephenson. The type first flew in 1958, when it won the standard class of the 1958 World Gliding Championships at Leszno in Poland, flown by Adam Witek.
17. CAPSTAN BSK G.Stilgoe and G.Rogers. The type first flew on 4th Nov 1961.
18. OLYMPIA EoN 463 BWE Chris Hughes. It was first built in 1963.
19. SKYLARK 4 BNK. David Weekes The type first flew in February 1961.
20. Ka 6E. CFR.
21. Ka 18 EUX. BGA 2923 J.Williams Challock syndicate.
22. SHK P.Gentil The type first flew in 1965. When it took part in that year's World Championships at South Cerney flown by Rolf Kuntz. of Germany.
23. And finally, on Wednesday 23rd of May, the BOCIAN BJD flew in from Lasham and then flew out again; to Lasham? much to our joy.



Top: Mucha Standard on finals with Chris Raine at the controls. Photo: Bob Boyd
Above: Derek Piggot as crew. Photo: Bob Lloyd
Below: similar vintage, different pedigrees. Photo: Bob Boyd

pressure and improving weather for at least the next three or four days although the present Saturday was wind and rain. His forecast was right. On the present day, the wind was not quite enough for hill soaring and the T.21b landed out near the slope and was de-rigged, retrieved and re-rigged in a short space of time. This aircraft had been restored at JEZOW during the previous year in the RAF'S military colours of many years ago.

SUNDAY 18th May

On this day, our member Klaus Schickling arrived from the North German Slingsby Rally at Goch on the Dutch German frontier. He was followed by the

Newtons with their H.17a, and Juergen Doppelbauer also from the same Rally. The weather on this day was mostly good with high cloud base and strong thermals. Justin Wills flew the Rhoenbussard for about 100 kms in 2 hours 51 mins. There were about 60 launches. Dave Cornelius flew 3 hrs 20 mins; Olympia 463 Chris Hughes 3 hrs 15 mins and many others made flights of over 2 hours on this day when conditions were ideal with a cloudbase at 5,500 ft. There were tremendous thermals most of the time and the air mass was cold.

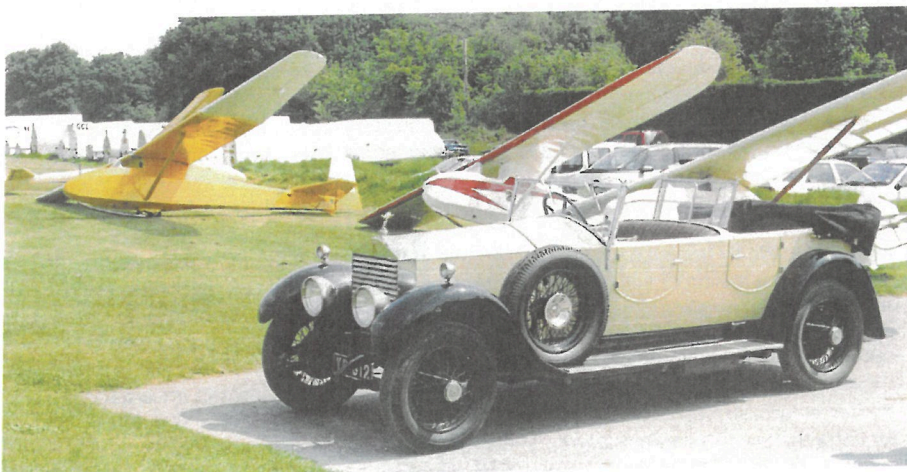
MONDAY 19th May

It was on this day that Justin and Gillian Wills had to leave us to take a Duo Discus to the South of France to fly with Klaus Ohlmann, the great German South American (Andean) distance record specialist, who has recently flown to San Martin de los Andes from Mexico City. It was a privilege to have had them with

marvellous Rhoenbussard. Justin mentioned how he thought that the Rhoenbussard could easily fly 300 kms given the right conditions.

Justin presented a copy of the book "First Light" by Geoffrey Wellum to the club's library which eloquently describes the special human qualities that can derive from the experience of flight.

SATURDAY 17th May was our arrival day and we were warmly welcomed by the CFI, Steve Williams and Andrew Jarvis, who organised the rally and Craig Lowrie the Southdown Club's Chairman, who promised us steadily increasing



RALLY ROUNDUP

us and hope that they will come again.

On this day Bruce Stephenson flew his Mucha Standard 2 hrs 37 mins. This was the first time that the NZ Airline pilot had soared his Mucha Std for any length of time after he had spent 100s of hours restoring it. This flight more than doubled his flying time on gliders. Andrew Jarvis landed out in the H17a.

During the evening, there was a mighty barbecue in the specially provided tent which was appreciated by everyone.

TUESDAY 20th May

Cumuli with 5,600 ft tops were forecast. There was a N.E. wind.

As before, flights of less than 20 mins have sometimes been left out to save space.

It was on this day that the Bocian landed on us from Lasham. We believe that the distance was about 50 kms. We were glad to see it, and we believe that it flew back again. We have included it as entered in our Rally. During the afternoon and evening there were traces of a sea breeze front coming in. Slingsby SWALLOW BDR Syndicate owned by members of the Kent GC at Challock and flown by Malcom Kerley managed 3 hrs 11 mins.

WEDNESDAY 21st May

Still good weather was forecast with a warm front approaching on Friday from the west. Although there were signs of the sea breeze front, it did not come in.

Flights on this day included; 4 hrs 2 mins by Chris Hughes in OLYMPIA EoN 463 BWE, 3 hrs 08mins by Barry Smith Skylark 4 and 3 hrs 12 mins by G. Stilgoe and J. Williams, Capstan.

THURSDAY 22nd May

Wind was from SE. It was clear over the



Above: Parham syndicate T21.

Below: Chris Raines lovely Kite, 'Percy'.

Photos: Bob Boyd



site. Cu had gone inland ie down wind. We were visited by Derek Piggott and also by the RAF Veterans, most of whom had two seater flights. Longest flight was 2 hrs 25 mins Skylark 3 Malcom Kerley.

David and Margaret Shrimpton turned up with their Swallow having been unable to bring their SF28A due to last minute administrative problems with the issue of an EASA airworthiness renewal certificate. This Swallow, one of three presented to the RAF by the McRobert Trust, has been restored with its original RAF markings. Unflown since 2002 (but well prepared before setting out) the glider was removed from its trailer, given a C of A and test flown successfully.

Two ground loops in the Rhoenbussard due to strong cross winds meant that it was not flown again this day.

There were impressive aerobatic demonstrations by the "Swift" which had been towed aloft by an "Extra". On Thursday evening there was a final Banquet and Prize Giving in the dining hall of the AMBERLEY WORKING MUSEUM. As last year, it was top class.

FRIDAY 23rd May

There was a slow deterioration of the weather due to a warm front approaching from the West

During the week, we were pleased to be visited by a glider pilot from India, who had a flight in the T.21b. He knew where the Indian Soaring Site Pune is. We were also visited by DAVID INCE one of the older members of our International Team. He had a Gold C before 1950. He had joined the RAF as a Typhoon pilot, from the British Army during the war.

We would like to thank ALL MEMBERS of the Southdown Gliding Club, especially Craig Lowrie and Andrew Jarvis for once again giving us a wonderful Annual Rally with 7 days flying amid the beautiful countryside of the South Downs. We thank them for inviting us again next year to celebrate with bungee launches the 16 year old Eric Gordon England's record duration soaring flight of 58 seconds from Amberley Mount, in a Jose Weiss glider, in 1909. It is thought that this was the world's first soaring flight as he would have arrived on the ground rather before 58 seconds if there had not been some lift!!!

We would also like to wish the Southdown Club the best of luck in the final throes of buying its ancient site from which it has been gliding since 1930.

CW □

In acceptance of the Daily prize, Justin Wills offered us this keynote speech.

"Thank you Andrew, I confess I did get a little cold during the flight, principally in my hands, as I had not thought to wear gloves.

It was a magnificent day and I enjoyed it immensely. With the weather set fair for the rest of the week, the motto "carpe diem" seems even more apposite than usual, Gillian and I are only sorry that we can not stay longer but will be thinking of you.

I would also like to thank my brother Chris for allowing me to fly his marvellous Rhoenbussard. The lovely views of the Isle of Wight to the west and the White Cliffs to the east, and below the glorious South Downs with the May blossom and the red and white candles of the Horse Chestnut Trees coming in to full flower, were further enhanced by the knowledge that I was looking out of a cockpit designed nearly 75 years ago which so many illustrious pilots had flown before me.

My heartfelt thanks go also to the Southdown Gliding Club for their perfect blend of friendliness, informality and efficiency. This combination takes much skill and is of crucial importance: We fly because we love it, because of the sense of freedom we gain from it, together with a feeling of self determination within a framework of self discipline. These are powerful human emotions (we have been to war for them) but they have delicate roots, and can also be too easily be suppressed by officialdom and bureaucracy. If they take over, we risk the survival of our beloved sport. To avoid becoming second class citizens in a second class country, we need to be inspired by the feats of our predecessors to encourage our spirit of enterprise, resourcefulness, and innovation for the future. Thank You, Southdown for showing how this can be done."

AUSTRALIA

SCHNEIDER GLIDER RALLY AND OLD MATES WEEK

Benalla, 10th to 14th March, 2008

With the high temperatures that persisted throughout the week, this year's Old Mates Week was especially pleasant for those experiencing the cooling comforts of the Australian Gliding Museum's T31B, many of which experienced open cockpit flying for the first time.

Wednesday night's dinner was again a full house, it being a great social event and a very well established feature of the week, whilst the mystery bus trip this year to Echuca proved to be a winner, along with the visit to a magnificent winery in the scrub on the banks of the Murray River, from where a river-trip was made on the Murry river by paddle steamer.

Needless to say, the week was a great success, with many thanks to all those that helped make this year's event another memorable gathering of both old and new friends alike.

KOOKABURRA KONVENTION

25th - 27th April 2008 - Wagga Wagga.

This year's Kookaburra Konvention was blighted by poor weather that was to deter many owners with open trailers from attending, and indeed the relentless rain on the final day was to bring the meeting to a premature end.

For those that did attend however, Friday and Saturday brought light winds, cumulus clouds, and delightful soaring conditions. Many long flights were recorded on both days, however at times it was hard to find that first thermal in

order to get away.

At the dinner on Saturday night, Alan Patching gave an entertaining run-down of the history and activities of the Australian Gliding Museum Inc, after which followed a rewards ceremony.

Mr Ryoji Mori kindly made a presentation of a DVD, which featured the Minimoa flying in Japan for the use of Vintage Gliders Australia and the Australian Gliding Museum. The evening finished up with some fines being levied for various memorable moments that were observed during the rally, the generous supporters of which donated a total of \$45 to the Australian Gliding Museum Inc.

Gliders attending were Theo Van Alkemade's Boomerang VH-GTR, (brought by Caleb and Tegan White), Slingsby Dart 17R VH-GZO, of John King, the ES52 - 2VM modified Kookaburra VH-GLK with Graham Garlick, and George and Lilian Vasiliadis, the Cherokee II VH-GLU of Ken and Jan Caldwell, the Super Arrow VH-GXS (which arrived welded into its trailer - oops!) with Peter Champness, Ka6 VH-GNB of Dave and Jenne Goldsmith, and the Wagga Wagga Gliding Club's Blanik. Keith and Edna Nolan brought a Sapphire Ultralight.

The local club members, with some assistance from the visitors, worked tirelessly in providing to the needs of all those that had made the journey to Lockheart, whilst a special thanks goes to Jan Caldwell and Edna Nolan who performed sterling service in ensuring that no-one went hungry.

Unfortunately the organizer of last year's Konvention, Ian Patching, was suffering from severe back pain and was unfortunately unable to attend.

BORDERTOWN 2008

by Ian Patching.

Diane and I arrived with the Olympia GLY on the Wednesday before the rally was due to start. Brilliant planning ensured we timed our arrival to miss the working bee the BKGC members were having. Arriving early we hoped to be able to do some flying before Diane was required to return to work on the Monday. We tried that last year as well and spent 4 days at the pool as the winds were quite wrong.

On the Thursday we rigged and spent some time waiting for the weather to heat up. We both launched at about 2:00 and the conditions were a bit tricky but the thermals were reasonable. Di had over an hour from 2 launches and I renewed my acquaintance with the Boomerang GTR with a local flight of over 3 hours.

The Friday was set to be better but the day was very slow to start. At about 1:30 we decided that it would be much better to pay our membership at the pool, as it was around 40 C. As we arrived there were small cu's trying to do something, but were dissipating as fast as they were forming. We cooled off and lay around reading, and the sky was getting very interesting. At about 3:30 we looked at each other and said it was time to go.

We were in the air at around 4:30 and I got a very good climb to about 9000'. Diane was staying local so I pushed off north towards the scrub. Staying high was no problem and I crossed the desert and tracked to Pinaroo. I then turned south and headed towards Keith. I had a "low spot" of 6500' in the middle of the desert, and that was pretty amazing, but was soon back up to 10,000' and turned

A RARE VINTAGE



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Keith at 8500'. I then followed the highway back to Bordertown and arrived with 4500' and landed at 7:15. Total distance approx 250 km. Diane completed her longest and highest flight in the Olympia staying up for over two hours and reaching 9500'. All the work we put into GLY was starting to pay us back.

UP-COMING EVENTS IN AUSTRALIA

Raywood - Melbourne Cup Weekend.

1st to 8th November 2008

This year the Vintage Regatta runs for the whole week to take advantage of the great weather that has traditionally appeared to frustrate us as we pack up and leave! Dust off those winter cobwebs!

Bordertown 2009.

It's on at Bordertown again! Vintage Gliders Australia Annual Rally, from 3rd to 11th January 2009.

Oldtimers meet Oldtimers

by Leigh Bunting

It finally happened. After some 40 years Grunau Baby 2B VH-GDN and K2b VH-GHO returned to Camden airfield to be reunited with the men who built them.

Since tracking down the surviving members of the Illawarra Soaring Club, I have been keen to organise a return visit as these men were seriously getting on in years.

I finally pinned John Ashford down to a date and the 26th April was realized. The weather was perfect. The builders, Ken Brierley, Kel Gore and Ray Wood and various members of their families attended. The aircraft were rigged and

the builders were running around like young kids. One member of the team, 'Jack' Davidson went to the big airfield in the sky some time ago and one of the team that built the K2, Bob Williams, was unable to be traced.

Despite some issues with the main wheel of the K2, both aircraft were flown. Many megabytes of pics were taken – except Ray Ash who seemed to be using a former photographic technology.

The builders enjoyed themselves immensely. Local gliding members also showed much interest in learning about their gliding heritage. The quote of the weekend goes to a 3 year old girl who was with a visiting family and after being told about the Grunau Baby said, 'Will it get much bigger when it grows up?'

THE CONDOR IV FLIES AGAIN!

The ex Jochen Kruse Condor IV, D 8306, which was extensively damaged in 1989, was brought by the Japanese Vintage glider collector, Mr Honda. The wreckage was taken to Japan where it was rebuilt by Mr. Ohno Masami and helpers. Owing to problems getting approval for a Japanese Certificate of Airworthiness, it was brought to Australia for the completion of the rebuild, covering and painting. This was undertaken by Mike Burns at Tocumwal, NSW, with assistance from Ingo Renner. Unfortunately, Mr Honda, who was suffering from lung cancer, succumbed before the first flight was to take place. The date for the reborn first flight was

set down for 29th April 2008. With registration VH-YSH and a permit to fly, all was ready by the planned date. A contingent of eight glider pilots and associates of the Honda family made the journey from Japan.

They were

Mr. Ohno Masami & his daughter Ms. Junko Huruya

Mr. Ryoji Mori & his wife Mrs. Junko Mori

Mr. Minoru Kubota

Mr. Tadashi Tanokura

Mr. Atsushi Sugiyama

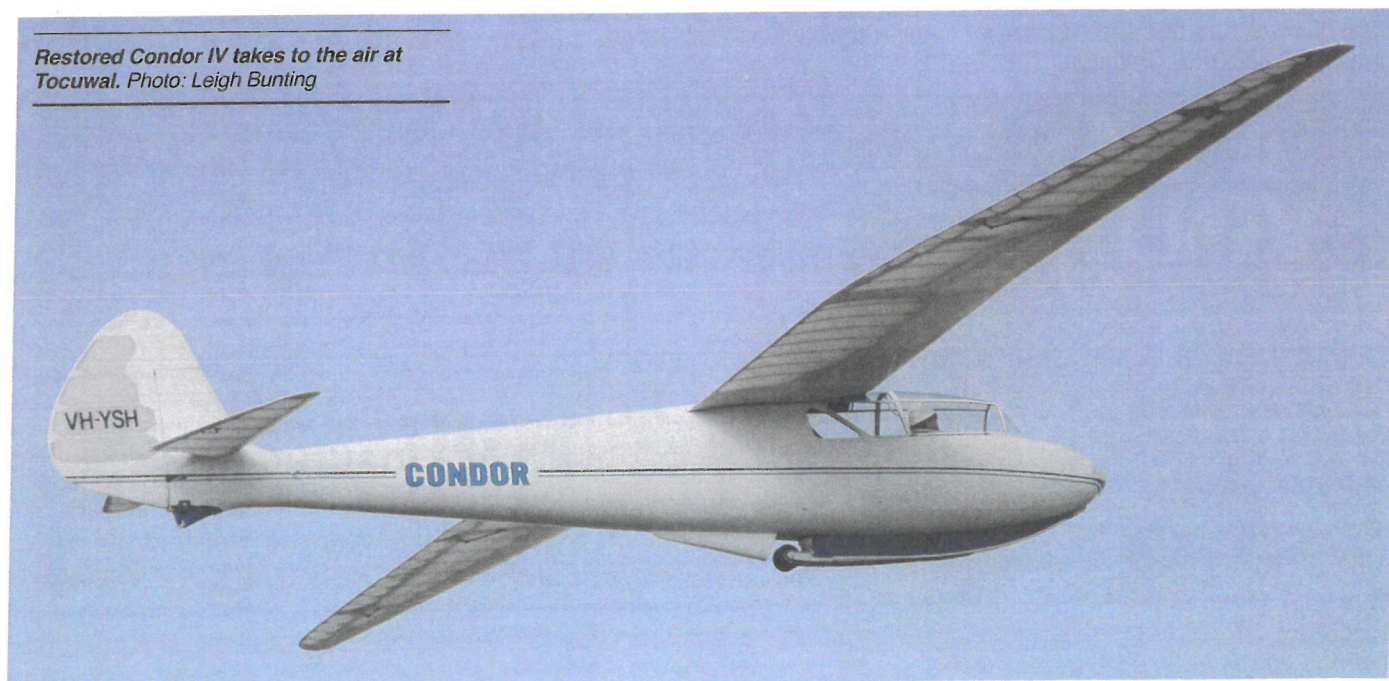
Mr. Kenichi Ueyama

Mr Kenichi Ueyama owns a Slingsby T21B and an Olympia based at Tocumwal. Arrangements for the trip were made by Mr. Atsushi Sugiyama, the president of AeroVision.

The morning of Tuesday dawned fine and cool after a cold and cloudy Monday. A large contingent of interested persons assembled, with many members of Vintage Gliders Australia and the Australian Gliding Museum Inc. being present, not to mention the press and television news! The crowd was warmed up by flying activities including the T21B, Leigh Bunting's Grunau Baby, Jenne Goldsmith's Ka6 and the local Bocian and Blanik. Also impressive was Mike Burns' other project, a Caproni sailplane with a jet engine installed behind the cockpit, taking lucky pilots for an introduction to the future under Ingo's instruction.

Approaching 2 pm, the beautiful Condor in its original scheme of white with blue trim was readied for launch, with Mr Honda's photograph gracing the rear

Restored Condor IV takes to the air at Tocumwal. Photo: Leigh Bunting



cockpit bulkhead. Ingo carefully took his place in the front seat, as the crowd moved back to clear the takeoff path. The canopy was lowered, and pilot Eddie Madden lined up in the Maule towplane.

Full power and the Condor was away! The lightly loaded two-seater balanced on wheel and nose skid for a brief second or two, the nose was lifted and the aircraft returned to its element in barely thirty metres. Beautifully stable behind the towplane, she climbed into the sky without a tremble, her 18 metre gull wings revelling in their element. Up to release height, circling above the crowd, her translucent wings and tail surfaces revealing the intricate pattern of ribs and structure. On release nosing her way towards the scattered cu, almost silent and losing little height, her appearance taking us back fifty-four years to the days of stately sailplanes of wood and fabric. A thermal majestically soared by the master pilot, flying the precision machine of days gone by. Some slow flight, a stall, and up to her fastest she is under control. And then, a textbook circuit and landing, greeted with the delighted clapping and cheering of the enthusiastic onlookers. There was nothing more beautiful.

Next Mr Ohno joined Ingo, and one can only wonder at the pleasure he enjoyed as he sampled his workmanship. As the afternoon progressed, the gossamer sailplane thrilled more sky riders, until finally the sun dipped below the horizon and she was gently returned to her hangar. The spirit of Mr. Honda will continue to fly and his vision will delight many in future times. The festivities lasted long into the night as food, wine and saki were enjoyed by those who shared this wonderful day!

*From David Goldsmith,
special thanks to all participants and
Robert Gaines*

Other news to report is that Ian Bogaard has recently commenced the restoration of Australia's only Jaskolka. This will as far as we know within the VGC, will bring the world-wide number of flying Jaskolka to 6, despite over 150 being produced by the Poles back in the 1950's. We all look forward to seeing this very pretty glider take to the air once again.

Homebuilders Corner

From the Australian Homebuilders corner came an interesting piece on building a set of Minimoa spars for the Fernando Salizar Minimoa that is currently

under construction in Australia.

Mal Bennett is the brave man who has undertaken the challenge of constructing the spars, which have not been without their trials as the wings bend in two directions at the gull point of the spar. With the first spar coming to completion, however there is a departure from the original plans as it is intended that the large aileron drives will be by pushrods, and not cables. Mal reports that the second spar should go together a lot quicker than the first as he has now pretty much sorted out construction problems with the first spar.

Also in Homebuilders corner was a list compiled by Ken Caldwell of the Stan Hall homebuilt design, the pretty Hall Cherokee. Homebuilt gliders were designed as an alternative for the average man on the street of attaining a reasonably high performance glider back in the 1950's and 60's, especially in those countries where expensive imports made owning a glider almost an impossible dream.

Even today here in Europe, there is fond memories of years past, and of simpler times where a "Popular Mechanics" can do anything approach was championed in the 1930's. It captured the minds of would-be builders throughout the world, who with the basic skills of everyday DIY, was enough to be able to produce even the most beautiful of machines, and as a result America was responsible for the majority of sailplane designs that were designed specifically for the homebuilder. It is refreshing, not to mention to Vintage Gliding Australia's huge credit, that they have joined with the Australian Homebuilders Sailplane Association, in ensuring that this worthwhile organisation still flourishes, let alone promote the preservation of quick dying basic hands-on skills that are so quickly being lost to the instantly available products that modernisation has made attainable for almost anyone. *(Although we very much welcome home-built designs at our Rallies, it is an area that we here in the VGC could promote more. B.S.).*

The Hall Cherokee first designed in 1956, and Ken reports that there have been some ten Cherokee's completed and flying to date in Australia.

Leigh Bunting's Grunau Flight

March has presented a record heat wave to Adelaide, South Australia with (at the time of writing) 10 consecutive days of +35°C weather and, at least, another week of it to go!

Saturday the 8th March promised about 40°C on the airfield and a potentially good day of soaring.

My GB was prepared and I winch launched around midday. The sky was blue but I expected Cu to soon form. However, the first thermal wasn't very strong and took me to only 3500' (airfield height is 150' AMSL). Subsequent thermals were not much better but the heights steadily increased so I decided to track north from the airfield in the expectation things would develop. They didn't.

An ASH25 launched after me and he wasn't doing all that much better, but 25.5 metres wings means you can be a bit more selective in choosing a thermal. I was forced to take what I could get. By now heights of 6000' had developed. Soon the ASH was 40km to the east over hills, some Cu were developing and a radio call from Bernard in the ASH said things were better over the hills - if I could get there.

Eventually I did and heights up to the airspace limit of 12500 became available but the lift was still broken and weakish with 3 to 4 kts average only. Where the devil were the 10 -15kt cores? So I came to Clare, the centrepiece of one of South Australia's premium wine regions. Cloud base must have been around 14000'.

The thermals weren't improving and were frustratingly broken. It was time to change plans about a long flight. If it was going to be a struggle and with a sea breeze forecast, then the day mightn't be all that long. So after rounding Clare I pushed NW to Redhill, following and deviating where necessary to stay under the scrappy clouds.

**Below: The route of Leigh Bunting's 4hr
14m Grunau flight**



While it was easy to stay high, the lift wasn't anywhere near what I would have expected. The 1kt/1000ft of convection depth rule just wasn't happening today. However most of me was pretty much frozen and feeling in my southern extremities had all but disappeared.

Rounding Redhill, I kept under the cloudy bits and tracked south back to the airfield. The clouds were looking better and even the thermals were now strong enough not to need any circling. The further south I got the thermals were quite good, but I didn't need the height now and some 25km out, I had to pull air-brake to get down.

I returned to the airfield just as the seabreeze was pushing in. So 4hrs14 and 149km with an average L/D of 18.2. The ASH25 did some 900km with an average L/D of 66.1. But I still enjoyed myself.

*Leigh Bunting
Colonel Light Gardens
South Australia*

AUSTRIA

MORE ON THE TWO AUSTRIAN KITTELBERGER BROTHERS.

Walter-born 19.08.1906. died 19.08.1989 in Moers Germany and Karl born 18.07.1907 in Bregenz died 28.02.1985 in Bregenz. Subsequent to the article we published on page 24 of the last VGC News, No.123, we have received this information from Roderick Simpson, Air Britain Aviation News, from its Editor -Roderick Simpson, who has received it from Peter-Michael Gerhardt Karl Kittelberger was the one to have had earlier contact with aviation, being one of the founders of FGr Bregenz 1926. Glider pilot and later glider flying instructor. Main profession was farmer (being mainly a Bee Keeper, and cultivating Red Parrants (Parrots?) Walter Kittelberger was engineer and began to design and build aircraft in 1929, the first one being a two-seat ultra light aircraft, powered by a 28 hp (called WKM1). In 1935, both brothers founded the Flugzeugbau Walter Kittelberger in Bregenz, and started the small series production of the glider WKS2 and of the high wing cabin aircraft WKM 3. After Austria's merger in to Germany (1938), the company soon became a big company having to build many parts for German military aircraft, but also gliders, such as GRUNAU BABY 111, KRANICH 11, HUETTER H.17, DFS WEIHE and of course several Primary SG.38s. He has no details such as quanti-

ties, c/ns and registrations etc. At the end of the war, the factory was totally destroyed, but was re- erected in very small size in 1947, for building the sailplane WKS4. But the post war history was not your question. We thank Rod Simpson and Peter-Michael Gerhardt for helping us.

BELGIUM

We have had no news of the restoration of their Swiss Spalinger S.15K. which was going to need a very complete overhaul.

The 'Faucheurs' visit Aspres sur Buëch (LFNJ), Hautes Alpes France

June 2008 by Firmin Henrard.

In a previous article in VGCNews, I mentioned an invitation received from one of our member, Francis Humblet to have a meet of Belgian Vintage gliders on his airfield at the end of June.

All our members were invited to join the party and those present were: Roland d'Huart with his beautifully restored Specht, Pierre Pochet with his Ka6E and Firmin & Brigitte Henrard with their all red A60 Fauconnet looking like new. Other members were Philippe and Therese Goffaux, André Wyaux, Eliane et José de Backer and Paul Namur.

The journey was a long trip of 800 kilometres from our base Saint Hubert to Aspres.

As we entered the Alps, we were taken by the beauty of the region, the green fields and the mountains with some peaks still covered in snow.

The airfield lies at the foot of a mountain called Les Apôtres (The Apostles)

which is being used as a ridge when the anabatic wind blows directly on it. The top (summit) is just over 1400 meters and a metalled road enable Hang-gliders and Paragliders to use it as well. The facilities are adequate to cater for all aviation types present like powered aircraft, ULM and, of course gliding, being the main summer activity with visitors from Germany and Switzerland.

Francis welcomed us and provided hangar space for our gliders and trailers.

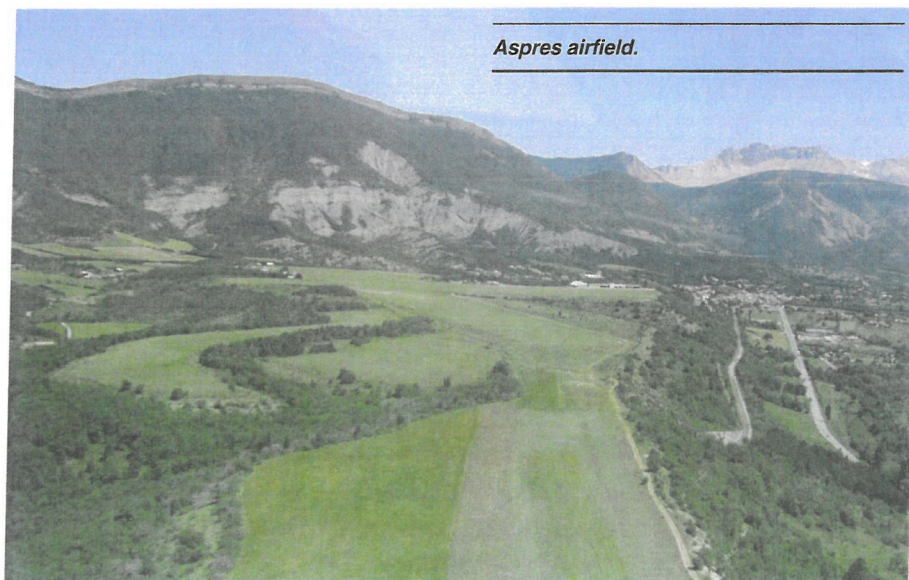
The camping was adjacent to the airfield and rooms on site were available at 50 euros per week.

A well equipped office enabled us to obtain all met details and meet Thierry Barone with whom we will soon enter in a friendly relationship as well as with his wife Chantale who came to meet us in the evenings and was great fun to talk to.

Morning of 23rd of June, the sun was already heating the airfield and our initiation to mountain flying began with flights in motor gliders; a club owned SF25E and two private machines, a SF28 and a RF5.

Jacques Chevallier, a long time glider pilot, invited me to fly with him in his SF28. He used to fly the Nord 2000, Castel and also owned a Breguet Fauvette for several years. He passed on to me some of his long time experience in the region, the local tricks and the name of the major mountains and land marks. Engine off, we flew close to the Pic de Bure, my heart was beating fast but it really was an experience to be so close to the rock and I cannot find the words to describe the sheer beauty of the place. Being only 17 km from the airfield which lies at 830m QNH, we were soon over Bure at 3200mQNH.

On a later day, I had the occasion to fly



Aspres airfield.



Vintage gliders at Aspres.



Mont Viso near Aspres.
Right: Francis Humblet's RF5.



with Francis in his RF5 up to Mount Viso (3481m) on the French-Italian border via Barcelonnette valley. It was a remarkable sight and the area near the Viso is used by a small number of glider pilots only as there is nowhere to land underneath. With some help from wave, we climbed to 4500m and could see all the way to Mont Blanc, Monte Rosa in Italy and Zermatt/Cervin in Switzerland. Our ladies did not think that they were getting a fair share, so flights in the tug Rallye or SF25E were organised in order to keep the peace.

Gliders were rigged on the 24th and with my little Fauconnet, I made Pic de Bure in good conditions. Flying a light glider near the mountain wall was an experience finally overcome by our pilots and the day was a great success.

The following days we had the use of

the local Bijave, the Janus C and the Motorfalke.

Paul, Guy and myself were soon checked out on the Falke by Francis who is an instructor and had full confidence in our ability.

Flights over 5 hours became the norm and even the Specht became an addict to Les Apôtres and, I am sure, could have managed the Pic de Bure.

We were also impressed by the Hang-glider pilots that we met everywhere.

During my flights, I was completely taken by the beauty of the surroundings and the diversity of the area. The mountains are all different and I remembered having flown at La Motte du Caire in 1995 and 1996.

One day, due to heavy thunderstorms, I had to land at Sistéron, close to La Motte. I had expected to go round the

storm but it became too powerful. The usual system is then to have an aerotow back with billing being automatically arranged between the local clubs.

Several of us had an afternoon in the Janus with Francis in order to get used to local routes and conditions as well as a ride on the run called: 'Le parcours du combattant'. Some of us soon felt ready to expand our horizons and discover new sights and use the fleet available as we wanted.

Brigitte came by TGV later in the week and joined me in the cosy studio made available by Anne-Françoise and Francis, a big change from normally sleeping in the van.

Most of the local restaurants were visited during our stay after a drink at the airfield bar, all of it in a pleasant and relaxed atmosphere.

The saddest thing is the fact that this lovely airfield should soon be closing down to be replaced by a solar power station with hundreds of mirrors replacing the runways and adjacent land. May we wish that the project could fail and that Aspres, one of the best airfields that I

came across, could carry on for many more years.

I would like to thanks Anne-Françoise and Francis for their welcome and congratulate them on the standard of their organization. We were delighted by our stay in the Hautes Alpes.

BRITAIN

At LASHAM, Glyn Bradney is working on his OLYMPIA EoN 403's CofA. He has had to remove 700 lbs of acorn nuts from one wing. They were put there by mice. RHOENBUSSARD BGA 337 has a valid Cof A and is ready to fly. In our miserable April's weather, some thermal soaring was carried out in a T.21b. Both Ian Smith and Robin Hood have left the Vintage Group at Lasham. Work is in progress to repair a small hole in the upper surface of the Mg 19a's wing. The hole was made intentionally to maintain a bolt which secured a pulley to carry an upper aileron cable. In the Centre, work was being done on an EoN OLYMPIA'S wing. RICHARD MOYSE, who has just finished a stint of being Chairman of Lasham for three years, will, we hope, now return to the VGC Centre at Lasham, which he has not been able to give so much time to as he did before. He still has to finish landscaping a new caravan site on the South side of Lasham. He also has to mastermind the destruction of the great wartime built RAF Hangar, on the South side of Lasham, which has been declared unsafe since pre-history! It is said that it is only held up by its concrete floor!!! It is intended to put a new hangar there. We think that Richard has been the best Lasham Chairman ever.

LONDON GLIDING CLUB DUNSTABLE. During the winter months there was local hill soaring by RHOENSPERBER, BGA 260;, by MINIMOA BGA 1163, MU 13D-3 BGA 2267; and other gliders. Laurie Woodage is at present recovering with fabric his EoN OLYMPIA'S aileron. During the last six months, the following two gliders have been restored and have been successfully flown. The MINIMOA BGA 1163 at Dunstable, and the MUCHA STANDART, which came from BELGIUM. It belongs to Bruce Stephenson, the NZ airline pilot. Both aircraft have good trailers.

Right: Finnish Scheibe L-Spatz.

DENMARK

By the beginning of February 2008, the two halves of the KRANICH 2B-2, which was turned over during a too slow down wind landing during an air day in Germany, were joined up. Also a new nose had been built on to it. The fuselage still was lying upside down in its jig, awaiting installation of its landing skid. It still needed installation of its stern post and of course its plywood skin. It represents a fantastic achievement by 13 veteran Danish glider pilots led by Hannes Lyng, who have been working on it one day a week. When finished, it will be the last airworthy of the over 1,500 Mraz Kranich 2B-2 s built during the war. Another does exist un-airworthy in the hands of Mario Sells.

In Germany, the repair of the Mraz KRANICH 2B-2 so quickly represents a great achievement on the part of the veteran Danish vintage glider pilots. We have heard that a second 2G TWO SEATER PRIMARY GLIDER is being restored.

FINLAND

Our Finnish member, Goran Bruun, has sent us the picture below from the Jämijärvi event on 11-13 July 2008 where Pentti Saaristo on the left and the Oldtimer Finland President Pekka Hänninen are informing the public about our activities. In the background is the Scheibe L-Spatz owned by our member Jukka Pikkusaari.

Hello from Finland!

I intend to write of the Finnish glider IKV Kotka in a future issue of VGC News if it

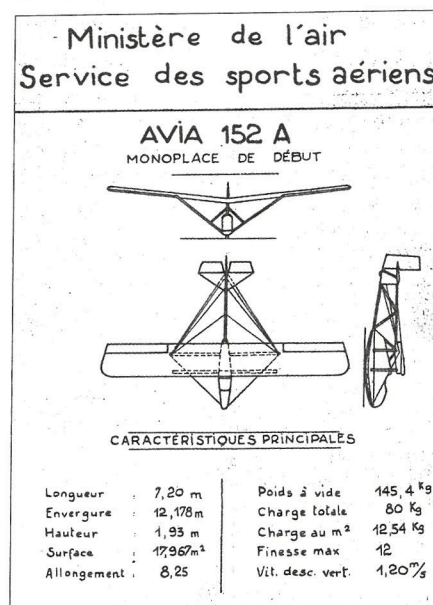
is of interest. (Yes please! – Ed)

Only the prototype was built and it is still in flying condition after all these years. It was constructed in the mid 60s. It is now owned by my friend Olli Sjöblom in Turku Aeroclub. He is also a member of Oldtimer Finland. We are now about 55 members after starting in September last year. Best regards, Bruun Göran

FRANCE

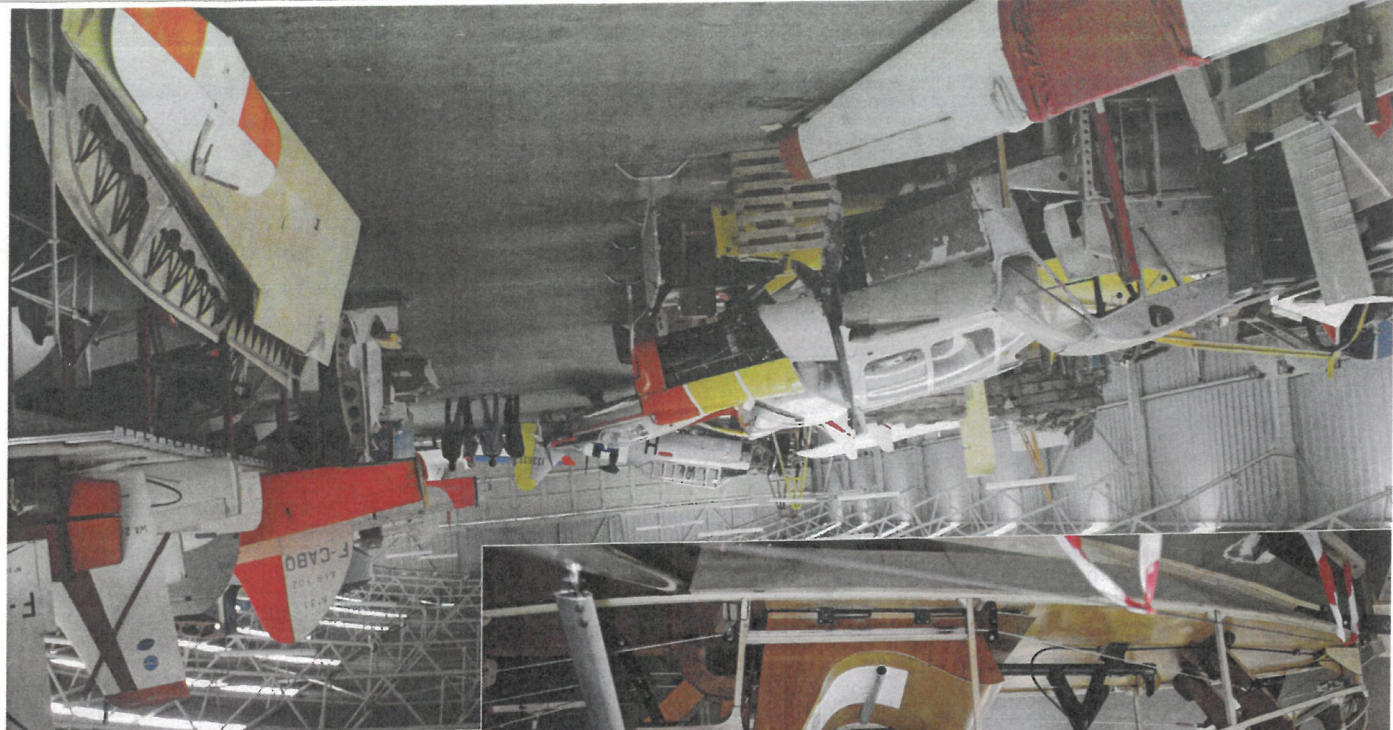
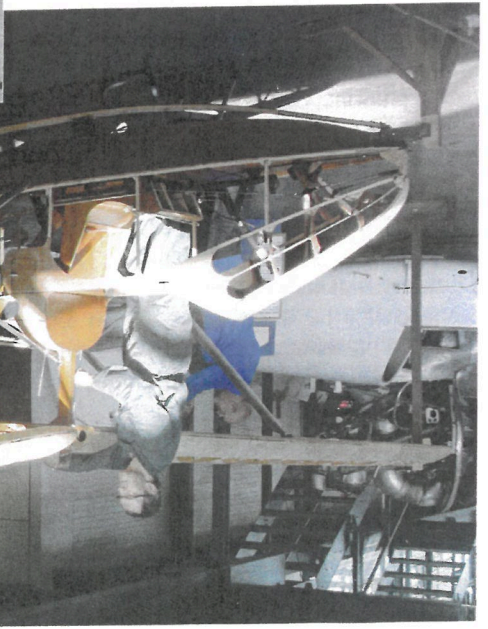
During January 2008, we learnt that the AVIA 152A primary glider at the Regional Air Museum at ANGERS was having its second or third inspection by the Buro Veritas, before being allowed to be fabric covered. In 1942, this was the final development of the 1932 AVIA 15

Below: 3-view drawing of AVIA 152 A.



Four photos showing the AVIA 152 A awaiting covering and, bottom, projects waiting to be restored at the Regional Air Museum at Angers. Via Christian Ravel

training glider. It is very magnificent and is relatively quite large when compared with other primary gliders, excluding perhaps the Hols der Teufel. It is hoped the AVIA152A will be cleared for aero towing, at least by the 340 hp STORCH?



The MUSEE DE L'AIR REGIONAL At ANGERS has also restored a CAUDRON C.800, which was originally delivered new to the AERO CLUB OF THE WEST at ANGERS AVRILLE in 1944. It is incredible that it should have found its way back, after so many years, to the club where it was originally delivered when new. It has been superbly restored, as it is a very important part of France's Gliding Heritage during the time when there was a conversion from ab-initio to dual two seater training.

THE C 800 "EPERVIER" "Sparrowhawk".

Extracts from the Musee de l'Air's magazine No.94 Winter 2008.

Written by Christian R Vice President of the Museum.

In September 1941, the section of the Sport Aeriens established a programme for renovating the French Gliding Park. Chief of the Department "Gliders" of Caudron Aircraft during the sombre years of the occupation from 1940 -1943, RAYMOND JARLAUD studied the design of the school training two seater C.800 "Epervier". Two prototypes were ordered by the Commissariat General for National Education and Sports (a section of the Sports Aeriens) and were built in the factory directed by M. Raymondou and situated in Diderot street, a few hundred metres from the principal Caudron Factory in the Guynemer Street in Issy les Moulinaux. The prototype was finished in January 1942 and had its first flight in the hands of Roger Janin during the following April in the Paris Region. The second example also flew before the invasion of the Free Zone on the 5th December 1942. Which interrupted all work. After Roger Cartier, no pilot of the occupation flew the machine as it was taken to Air sur Adour. It was necessary to modify the fin and its rudder, and di-

edral was given to the wings and to the tailplane and elevator because the tips of the tailplane were too close to the ground. Test flying took place at La Banne d'Ordanche and La Montagne Noire. During the occupation of the Southern Zone, the La Montagne Noire, was a protected Gliding Centre, and, after their test flying, both machines were given, one to La Banne d'Ordanche and one to La Montagne Noire. To be released for the training of instructors after the Liberation at the end of 1944. (our WL records show that during 1944 the Wehrmacht Luft had one C.800 and one C.810 on its strength - airworthy). We note that certain publications state that August 1945 was the date of the 800s first flight. It was not until 1945, that series production of the machine was started. 450 C.800s were originally ordered. This was reduced to 248 machines after order number 324/45 of the 30th October 1945. CW thinks that two prototypes of the C.810, the single seater C.800, were built during the war, but the type was never put into production as it was in competition with other types being built.

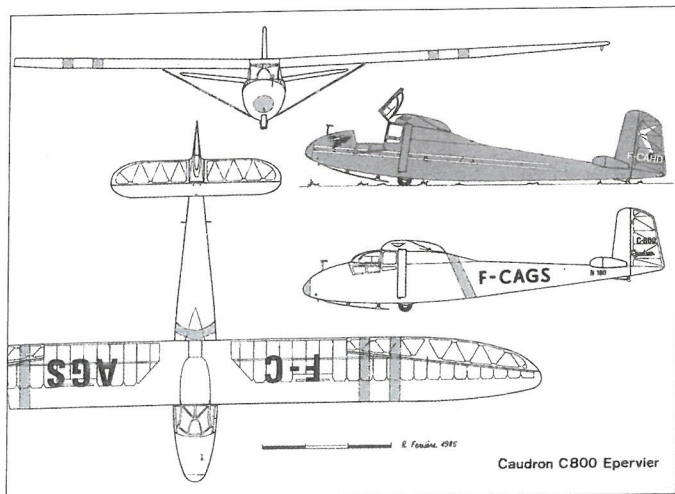
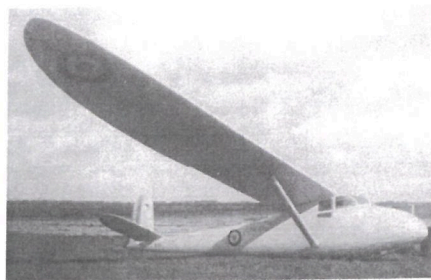
Other C.800s as well as AVIA 152s were built also by Caudron Boufarik in Algeria

CW's comments on C.800. The machine was obviously designed to have a good performance for the wartime and post war period. time. It thus could have been more expensive to build than a T.21b. Its fuselage is of semi mono-

cocque construction to reduce weight. Its two seats are staggered to reduce frontal fuselage area, to minimize drag. Its cockpit is closed. Its wings and tailplane are of elliptical plan form. Thus wings and fuselage are of expensive construction. Its max. L/D of 1/22 is at 78 kph. Min. Sink is 0.95 m/sec. Wing profile at root is G 654 and at wing tip is Goe 676. At 76 kg. Wing Loading is 20 kgs/sq.m. Although, several of them fly differently with age, it was light and balloon - like to fly and climbed well. There was a slight buffet at low speed but this was easily eliminated with speed increase. Its max. L/D of 22 was easily imaginable at low speed and seemed remarkably similar to that of a Kranich 2B-1 but that latter would have been faster. The second standard two seat French trainer, the CASTEL C.25S would have had a still better performance as it is cantilever. Whereas the C.800 has standard rigging, the C.25S has to have its wings bolted together before installation on fuselage. The C.25S is also a delight to fly.

The latter has been flown over 300 kms distance in its time. Very great numbers of both types were used for training in France.

In Dedale's Information letter No.91, Denis Auger writes "These last years have been very hard, after Yves Pollet, Henri Jambon, Pierre Plane, Andre Baradon, Jean Bioley, Guy Uriot, Bert Strijks, Jacques Menei, Jean-Paul Robin has gone to join them". We thank them for leaving us with such fine souvenirs of them. CW says. Our VGC members will also remember them for their sympathetic friendships whenever we have been together. Jean-Paul's magnificent Castel C.25s, which he himself restored, will bring back memories of him. We know how broken hearted our French members have been, and we send them our sympathies.



Three illustrations of a Caudron C.800.

GERMANY

This year the collection of old gliders in the German Gliding Museum with Model flight has been joined by the HUETTER H.17a and Lippisch's Rocket Canard of before 1930. The present great project being restored is the HKS 1 which has been allowed to get very damp. Very great progress has been made with the fuselage but there remains a lot more to do. Behind this aircraft were Haase (its pilot), Kensche (who paid for it and Schmetz (ie HKS), who built it in his needle factory at Aachen, which had until 1939 built the Rheinland and until 1943, built 601 Meises. This was a revolutionary to seater design as it had warping wings instead of ailerons, a butterfly tailplane and a break parachute. It first appeared at the World Gliding Championships in 1954 in the very bad weather of Camphill. An HKS -2 was built but, because of its over weight, it could only be flown as a single seater. The HKS 3 followed., and in this aircraft Ernst-Gunther Haase won the World Championships single seater class in 1958 at Leszno in Poland. This aircraft is displayed in the German Museum on the Island in Munich. It represents a transition point between the old plywood built sailplanes and the new fibre glass era. WALTER KLINGER from Modautal, has presented us with four 1/4 scale models of super quality of the DRM-STADT D-28b "WINDSPIEL", the FAFNIR 2 "D-SAO PAULO", the D-19 DARMSTADT 2, and the DARMSTADT D-7 "MARGARETE". The models are being displayed around the gallery and will be a magnet for model enthusiasts. The young Darmstadt students are remembered for discovering the Wasserkuppe in 1911. At that time, they did some astonishingly good flights from the mountain in an aircraft, a replica of which is displayed in the museum.

VISITORS TO THE MUSEUM DURING 2007 WERE AS FOLLOWS. January - 1,302; February- 1,408; March- 1,028; April- 2,516; May- 3,516, June- 4,187, July-4,484, August-4,711; September-4,705; October - 3,802; November- 1,761; December- 718. It will be noticed how the visitor numbers fall off during the colder winter months when access to the Wasserkuppe can be difficult through cold and snow.

Hermann Beiker is now working on his WEIHE's fuselage but the restoration will take much more time. Both wings are finished but without fabric. He is restoring one WEIHE from the two Spanish Weihe's EC-RAM and EC-RAJ.

His club has been re fabric covering the wings of a GRUNAU BABY 2B, so that it can take part in this year's Grunau Meeting at Grunau /Jezow in Silesia.

We have discovered that the new RHOENBUSSARD, which is being built by the group of aeromodelers, (which recently completed the little Lippisch designed GRUNE POST glider, which was put in the German Gliding Museum with Model flight, on the Wasserkuppe, without being flown), will soon be ready for flight testing, which is to be carried out by Juergen Doppelbauer next year. A second RHOENBUSSARD in Germany, which we believe was HB-312, was found in the attic of a Swiss model builder. This machine was so old that it fell apart around its fittings. The intention was to build a new Rhoenbussard around these original metal fittings. We are not quite sure how far this has progressed. This will mean that there will be three airworthy Rhoenbussards in Germany. A fourth is statically exhibited in the German Gliding Museum with model flight on the Wasserkuppe.

GRUNAUS TO GRUNAU. Back to the Birth Place. Grunau Baby enthusiasts met this year on the famous gliding site of Grunau. (now in Poland and called Jezow) during the Whitsun Holiday for one week to celebrate their 29th Baby Meeting. For almost two weeks there was a High Pressure Area over mid Europe, and far to the East, giving the area excellent weather and fine thermals. The furthest distance to get there was by Matthias Dubbick who brought a Grunau Baby 3 from Aventoft on the Danish frontier. Everyone slept on the site either in a freshly restored hotel or in a camping area, which is soon to be extended. There are now 53 Grunau

Babies still registered by the LBA. One of them was brought by Harald Kaemper, from Achmer, the President of the German branch of the VGC. The Meeting was organised by Ulf Ewert also from Achmer. 6 GB 2 bs, 3 GB- 3s, one SG 38, one Open Ka-8, a T.21b and Gethard Maleschka's famous Hols der Teufel were entered. Launches were by Bungee. The ages of the Bungee crews often averaged out at 60 years old per member. Winch launches and aerotows were available by JAK 12s. The bungee launches went downwards, the winch launches upwards and the aero tows horizontally, after first descending in to the valley. The bungee launch crew had to be strengthened when it came to launching the Ka-8 and a Polish Mucha. Bungee launching is intensive training for Polish glider pilots. Although there was a landing place below, landings were often made on steeply angled slopes when approaches had to be made at 70-80 kph. Every pilot had the possibility of having a check flight with Andrej Kaniecki, one of the Aero club of Jelenia Gora's experienced instructors. Jacek Urbanczyk, President of Jelenia Gora's Aero Club brought out the point. "This Meeting helps to keep a tradition. Tradition is not the ashes but also the fire that inspires us." Thermals often allowed hour long flights. Ernest attempts by the Grunau Baby pilots were made to reach the Schneekoppe, the 1602m high highest point in the Riesengebirge's mountains. Only the open K-8 succeeded in doing this. (*Hanna Reitsch made it in a Grunau Baby 2 in 1934. She landed there having been in cloud, but where did she land. She got the members in the restaurant to bungee her off, Wolf Hirth having dropped the bungee from his Klemm 25? CW*). When the VGC was there, this was the never to be

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crossed frontier with the Czech Republic. This frontier has now been relaxed allowing glider pilots to cross it in the air at will. THE NEXT BABY TREFFEN is happening again in Germany during Whitsun 2009. This will be on the Airfield of ZELL-HEIDBERG. The smartest Grunau Baby 2b at the Meeting was that of Frank Konsek. D-5457, Works Number 51 and built in 1939. It was entirely transparent varnished without paint and fabric covered.

This information was taken from Aerokurier July 2008 and was written by Egon-Manfred Paech – CW.

On Whitsunday, the Polish Glider pilots from the site wanted to organize and exchange between German and Polish glider pilots in Jelenia Gora, in the hope that international wave soaring meetings could be carried out

Patron of this would be the Mayor of Jelenia Gora Marek Obrebski. With him was the regional Government president and many well known glider pilots. Among them was the previous vice World Champion Jerzy Popiel and many members of the local gliding clubs who warmly greeted the German pilots. As the Grunau Baby Meetings go on for a week, we wonder whether Grunau Baby owners from abroad might like to attend as certainly there are still many of the type airworthy in Britain, France and the Netherlands etc. There were it is guessed between 4 and 5,000 Grunau Babies built throughout the world. Of the relatively few that still exist, we hope that more will be made airworthy.

THE NETHERLANDS

Jan Forster told us during mid February that he had just finished fabric covering the very historic 1939 Dutch V-20 sailplane which we described on pages 36 and 37 of VGC News No. 121, summer 2007. It is expected to fly this year. Concerning Bob Persyn's new MINIMOA, the news is not quite so good. It had been taken to be finished off at JEZOW (Grunau) in Poland. It was agreed that it would be worked on during moments by the firm's workers, when they were not busy with other restorations. These did not happen, so no progress has been made. The firm's workers have now been asked to work on it full time. It is believed that the firm was too busy restoring Grunau Babies, so many of which were built there

during the old days.

Eric Munk sent us news for VGC News from 'Slingsby's over Salland', the group at Lemelerveld (The Netherlands).

He says "Our Grasshopper (BGA. 3488) has made its first public appearance at the VHZ meeting at Venlo May 1st-4th. On May 3rd, we made the first winch launches with the aircraft since a long time.

As far as we can trace, it has certainly not been winched since retirement in 1988, and probably not for some decades before that either. Another milestone in the rebuild of this fine glider.

A rather large crowd gathered to have a go at tripod 'flying', which kept us busy on all days.

The Grasshopper now has an aluminium closed trailer, which has been custom-built over the winter.

Anybody wanting to build one is invited to contact us for the drawings of it."

Who does not want to have his own antique glider?

Some Years ago one of the Dutch members of the VGC gave his whole collection of old gliders to the Dutch National Air Museum, the Aviodrome in Lelystad. Raymond van Loosbroek donated his famous collection of twelve gliders, inclusive trailers and winches in order to save these historic collection. Most of these gliders, you can speak about the fleet of two complete gliding clubs of the sixty's, have been given to members of the Dutch Vintage Glider Club, the Vereniging Historische Zweefvliegtuigen. They all are lovers of historic gliders. They act as the holders of these gliders. They keep or bring the gliders airworthy state. You know that an airworthy glider is in optimal condition. This state is a guarantee to save these fantastic gliders for the future. For nine gliders we found a new holder. Except

tions are a Skylark II (PH-231) and a Skylark III (PH-249) and a Rhönlérche (PH-237). These gliders have been built in 1956. I think the market for vintage gliders in the Netherlands is saturated.

We seek some glider pilots or syndicates in the Vintage Glider Club, willing to fly one of these famous gliders. The Skylark III is stored in a closed, real British trailer, not a very good wooden trailer, and the Skylark II is kept on an open trailer, as you can see in the picture (below). The Skylarks are in a good condition, have been properly stored, but have not flown for many years. The Skylark III needs a small overhaul, but has not suffered any damage. The Rhönlérche is in a rather good condition on an open trailer.

The new holders or people acting in the name of a syndicate, have to be members of the VGC. The glider will remain property of the museum Aviodrome, but the holder can use the glider as if it is his own property, lifelong! If wanted the can register the glider in their own country. In case of stopping gliding the glider can be given back to the Aviodrome or given to an other holder or syndicate. The holder has to maintain the glider as a good housefather.

People, interested to get one (or more) fantastic vintage gliders can contact Neelco Osinga, officer of the VGC. Neelco

NEW ZEALAND

"Vintage Kiwi", a Living Gliding Museum Introduction

We all see in our vintage magazines articles about overseas rallies, who is flying, breaking or repairing what, features on old gliders etc but little about what an actual "Vintage Glider Club" is doing. This article is about one of the newest vintage clubs that is as far



Right: Dutch Skylark II

away from a "VGC international Rally" as you can get without finding yourself on the way back.

The following picturesque quote is from an email sent by a commercial glider repairer in New Zealand to a club who asked about the value of repairing a Ka4 that attempted mating with a cow.

"Vintage & Classic Gliders are only brought out on the calmest and finest of days, loved, fettled and flown by a bunch of geriatric old timers, washed and lovingly put back to bed."

It will not therefore surprise you that he went on to advise on the lines of "Take the insurance money and run for the matches." However the club, who have a large number of Vintage Kiwi members, voted in favour of repair

It is now over five years since the idea of a vintage and classic gliding club for New Zealand was discussed with Gliding New Zealand and their support obtained. Support that is just as valuable today as it was then, for vintage gliding should be a valuable contributor to our

sport. In fact we now represent a membership equivalent to nearly ten percent of NZ glider pilots, placing us within the top five ranking clubs in the world on that measure. However, taking an increasing share of a declining gliding market is only a recipe for complacency so we work with GNZ and play our part in recruiting new pilots to every segment of our sport. We also have a regular "vintage" feature in the national magazine "Soaring New Zealand" which we use to attract more existing pilots to join us.



Above: NZ built T31 with Mount Taranaki behind.
Right: Derry Belchers BG12. Photo: Chris Guy





It may help at this stage if we clarified what "Vintage" & "Classic" means in New Zealand. Vintage is anything made predominantly of wood, simply because if we worked to pre 1956 we would have to drop "Vintage" from our name. Classic are the first generation of composite gliders designed before 1975. This left metal, only a Czech perversion here, so we avoid tapping them and so call them wood.

"Vintage Kiwi" is an incorporated society, "The Vintage & Classic Glider Club of New Zealand Inc" which will enable us to go on the fund raising trail. The development of the society rules led to the confusing realisation that we were potentially a "Flying museum, without a building, flying gliders and without an airfield". This sounds just about as sexy and inviting as a tax return form, hence "Vintage Kiwi, a Living Gliding Museum"

"What on earth does all this twaddle mean?" The best way of answering that awkward question is to outline what we are currently doing, how we operate in various areas and our plans for the future.

Pilot Members.

All our current glider pilot members are members of GNZ gliding clubs. Any non flying member who wants to learn to glide will have to join a GNZ club and our international members, yes we do have them, affiliating with GNZ if they want to fly. This means we do not need the flying organisation of a formal gliding club while we are still able to recruit members to our sport.

Top left: Cherokee 2, part of the "Vintage Kiwi Collection" at "Classic Flyers Museum" at Tauranga in NZ's North Island
Left: Cobra at Nelson Rally.
Below: 9 down 1 still to buy a T Shirt.





Left: What will be NZ's oldest flying Glider, a 1944 Weihe?

Airfields.

We do not need one, for all our flying is done as members, guests, or gypsies, on a GNZ club site under the control of their CFI. In the case of expeditions to non airfield sites we need to enlist the enthusiasm of a GNZ club to join us to "host" the event. Bit like an escort agency operation I suppose.

Gliders.

Vintage Kiwi, thanks to donations and other arrangements will soon have our own vintage and classic gliders under restoration including, it is hoped, a two seater. To these can be "added" gliders owned by syndicates of VK members, other syndicates, individuals and, most welcome, those gliding clubs who see the increasing economic benefit, or necessity, of operating older gliders. Four vintage gliders have recently been imported to New Zealand, Weihe, Olympia, Skylark and most interestingly a Mg19. Whilst more can be expected in the future we must concentrate on those we have sitting in boxes and not flying before promoting more imports

Distributed Glider Museum.

There is already a "Vintage Kiwi Collection" at "Classic Flyers Museum" at Tauranga in NZ's North Island, and a number of other museums that already display gliders have the ability of displaying more. This being encouraged, and we are assisting by passing on gliders that are unsuitable for restoration to flying condition. Thus we have two possible paths for old gliders donated to us, restoration for flying, or restoration for static display in selected museums. All these are part of our "Distributed Glider Museum

Flying Glider Museums.

Every GNZ gliding club that includes vintage/classic gliders in its club fleet,

has members who own them, or hosts vintage events can be considered, by us if not them, a flying museum. To these could be added airfield based museums that may in the future display airworthy gliders that can be flown on special occasions, under the control of a GNZ club of course.

Rallies.

These annual week, or long weekend events are both fun and important. Our 2007/8 programme included two week long events and two holiday weekends and we are planning more for next year. Aimed increasingly at including families they demonstrate one means of popularising gliding again. Two of our rallies were combined with other gliding events that enabled us to show the "fun", to a wider audience. This idea is to be developed in future and will possibly include competitions.

"Vintage Kiwi Distributed and Virtual Museum"

This is a concept, under preliminary development will embrace our total operation. The "Virtual" bit, obviously web based, will bring together on one site all the places where vintage and classic gliders can be seen, with details of both sites and gliders. So what will we have? A "Living Gliding Museum".

Publicity.

We are very active nationally in promoting our sport within New Zealand, have a regular article spot in our national gliding magazine, contribute articles to aviation and heritage magazines, plus the general press, both magazines and newspapers. The latter including the illustrated story of the Weihe trailer that was reported to the police. This coverage not only helps us but also supports gliding in general. Internationally we have become well known, articles about us appear in many

languages, and our rallies often include overseas pilots who "by chance", or so they tell their wives, arrive at our rallies. More are welcome and a longer term plan includes an "International", aviation fuel prices allowing.

Membership

We never miss the chance of attracting new members for Vintage Kiwi" is an ambitious project and a hard working team has come along way in five years but there is still a long way to go. If you would like to join us, we have quite a few international members already, and publish a magazine, voted the best to copy in the USA, (*although, as Ian knows, VGC News wasn't included in the comparison because it was considered too good!!* – Ed, VGCNews), it only costs NZ \$30pa, Aus\$25, US\$, £15 or €20, you can send cash. You would be welcome what ever your field of interest and you will have the satisfaction of knowing you are helping develop our movement at the bottom of the world. Write to us, email vintagekiwi@xtra.co.nz or visit our website for a membership form www.glding.co.nz/vintagekiwi, part of the GNZ site of course. You can even download monthly calendar wallpaper and a running 12 month calendar.

Ian Dunkley 17th July 2008.

And Finally.....

From NZ comes this little gem, written after a rather unusual accident of NZ's resident Rhonlerche, ...

ODE TO A LARK.

Dave Frost

On a bright and sunny day to Rotoiti Station,
Two glider pilots they had come, with much anticipation.

For one of them was learning to teach others how to fly,
So he got into a Rhonlerche along with a C.F.I.

They towed aloft, flew round and round, the pupil did his best
and hoped that the instructor would say he'd passed his test.
They flew round and round some more and soon it came to pass,
That it was time to land the Rhonlerche gently on the grass.

The pupil looked around a bit and said "Oh me Oh my,
I don't think I will land just yet; I'm just a tad too high."
He did another circle and though we don't know how,

when he was just about to land, he hit a bloody cow.

The wing strut bent, the fabric tore – Oh what a thing to happen!
But worst of all was the dreadful sound of all that woodwork snappin'.
When word got 'round that somebody had really dropped a clanger,
there were those who said, "thank God it's pranged, lets shove it in the hangar."

But those who knew the old girl well, had flown her from day one,
said "No you won't, she'll fly again, be sure we'll get it done."
"Well take it down to old Dave Frost, believe us we're not lyin',
he fixed a K6 wing up once and still the darned thing's flyin'."

We'll buy him spruce and plywood and a great big pot of glue,
And when he gets it finished it will be as good as new.
And when we took the wing to him he looked at it in awe,
Said he, "It looks quite badly bent, I've not seen it before".

So down the path we lugged it, the blokes looked with amazement.
They said to him "Just how the hell will we get it in your basement?"
"It's very easy," he replied, and gave a little laugh,
"cos every time a wing comes here, they're always broke in half".

So in his workshop now it rests, for sawing glueing and sanding.
For this old girl will fly again, despite that un-planned landing.

POLAND

At GLIWICE, WITOLD, who has been leading the work to restore T.21b, MUCHA 100 (Jan Sladowski) and on the new SALAMANDER, has become seriously ill and therefore, work on the these aircraft has stopped. We send Witold our best wishes for his quick recovery.

SLOVENIA

Peter Ocker has reported that two Yugoslavian built WEIHES are still flying in the country. One of them has still its Yugoslavian colours and markings. From a Yugoslavian register dated 1972, it is discovered that 29 WEIHES were registered between 1951 and 1960. 17 KRANICH 2B-2s were registered between 1948 and 1958, three OLYMPIAS in 1956 and two GRUNAU BABY 3s were registered in 1953 and 1952. One ORAO 2C and two METEORS (one of which was known to be air-

worthy in Slovenia a short time ago), two JADRAN flying boat gliders and other famous Yugoslavian sailplanes, are on the list. There was at that time 18 JAS-TREB registered between 1955 and 1959. We do not know what these were.

SWEDEN

A Swedish Paradise. This is the Swedish Gliding Museum at Alleberg. It is in a hangar situated on a small mountain which has soaring slopes and a wooden bungee launching ramp, which was recently restored. Gliders are displayed, rigged in the hangar and five of them can be taken out of the exhibition and flown by their owners. 18 gliders are permanently on display as they are owned by the museum and not flown, whilst six more are stored. It seems that Alleberg was once the Swedish National Soaring Centre. Those privately owned gliders are marked RAA which we believe means "available for research" but can be flown by their owners. These gliders are :
RAA KRANICH 2B-1 SE-STF (once Fv 1226, and BGA 964). Ser.Nr. 87. Built in 1944 by AB Flygplan Norrköping.
T.21b SE-SMK 1950 built. Ser.Nr. 621; built ex.reg WB-960. by Slingsby Sailplanes Ltd,
SPECHT SE-SVS. Built in 1954; ser.No.808; Scheibe Flugzeugbau GmbH.
L-SPATZ 55 SE-SWF built in 1958. Ser.Nr.643 Scheibe Flugzeugbau. GmbH.
Ka-8B SE-SZT. built in 1963. Ser.Nr.8157. A.Schleicher Segelflugzeugbau.

The following gliders are owned and exhibited by the museum for public viewing.

1. **PELZNER TYPE** Hang Glider. Built in 1927 by Hugo Elterson Funbo.
2. **ESG 31 SE-EDP** 1933 Ser.Nr. 84.E.Schneider Grunau
3. **12m. ZOEGLING Z 12 SE-23** Joenköpings. FK Joenköpings. 1935/7.
4. **GRUNAU BABY 2B-2 SE-SAZ** 1941. Ser.Nr.1; AB Flygplan Stockholm.
5. **GRUNAU G 9, SE-27**. 1941. Karlskoga Motorklubbs Flygsektion.
6. **SG.38. SE-96** 1945. Varmlands FK Karlstad.
7. **HUETTER H.17 SE-SAD** 1939 AB Kanoverken Halmstad,
8. **DFS OLYMPIA MEISE SE-SAE** 1939. Ser.Nr. 685. A.Schleicher Segelflugzeugbau.
9. **J.S.WEIHSE SE-SND** 1943. Ser. AB Flygindustri Halmstad.
10. **MOSWEY 3 SE-SDX** 1944. Ser.Nr.377. Moswey Segelflugzeugbau Horgen. Switzerland.
11. **LH-22 BABY FALK SE- SGR**, 1947 Ser. Nr.7, ASB Kokums Flyindustri, MALMOE.
12. **Fi-1 TF** (Iceland) –SDR. 1944 Ser.Nr.4, AB Flygindustri Halmstad.
13. **BERGFALKE 2 SE-SUA**, 1955, Ser.Nr.

336. Bergfalke (Scheibe ?) Flugzeugbau.
14. **BERGFALKE 2/55 SE-SUN** 1956. Ser. 220, Scheibe Flugzeugbau. Fuselage only.
15. **SZD-22C MUCHA Std SE-TNR** 1962 Ser. Nr. 797, Bielsko. Previous Reg OH-308.
16. **SGU-2-22E. SE-SMM** 1964. Ser.Nr. 194. Schweizer Aircraft Corp. ex. Reg. C-FWTY
17. **LS 1D SE-TMT** 1973, Ser.179. Rolladen, Schleicher Flugzeugbau. Cockpit only
18. **ANFAENGER 2**

WINCHES.

VOLVO 57 hp. 6 cylinder 1939 AB Eriksson & Stark Ulvsunda. Volvo PC Petrol engine
RHOEN WINCH 1941 69 hp. Pfeife, Fulda. This winch can be towed,

GLIDERS IN STORE.

GRUNAU BABY 2B-2, 1941; SE-SAX, Ser.Nr.2068, E.Schneider, Grunau.
LH-22 BABY FALK, 1947, SE-SGM Ser.Nr.3, AB Kokums Flygindustri, Malmoe. Only fuselage.
LH-22 BABY FALK; 1947. SE-SGO, Ser.Nr.5, AB Flygindustri Malmoe, Fuselage only.
SG-38 SE-138, 1950, Ser.Nr. 6, Borlaenger-Domnarvets FK;
SZD-22C MUCHA Std; 1960, SE-TDI Ser.Nr.586. SZD Bielsko; Ex.reg. SP-2164.
SF 24B MOTORSPATZ-1 ; SE-TFI 1963; Ser.Nr. 4024; Scheibe Flugzeugbau. Ex.reg. D-KEFY.

The above is one of the very rare example of a glider museum where some of the gliders fly.

In another Swedish paradise, the gliding centre of ESKILSTUNA, GRUNAU BABY 2B, T.21B, an EoN OLYMPIA and SG 38 are airworthy. Therefore, it can be said that the Swedes are flying almost all their most used gliders of the old days. The exception is an airworthy example of a Swedish built WEIHSE. □



Vintage Sailplane Association

Soaring from the past into the future!
The Vintage Sailplane Association 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 several times each year. VSA has a new and improved quarterly newsletter. Sample issues are US \$ 5.- Membership is US \$ 30 per year. For more information write to
Vintage Sailplane Association
4673 Sapphire Drive
Hoffman Estates IL 60195
USA
www.vintagesailplane.org



Feet on the ground, heart in the air



This issue our regular model correspondent, Chris Williams takes a look at what modern modelling is all about, and how it has developed. Anyone wishing to contact Chris for further information, or to contribute towards their groups activities for VGC News can do so by email:- chriswilliams4@compuserve.com

One of the enduring mysteries of model flying is why it continues to exist in the first place. Aviation history is littered with famous fliers who started off with model aeroplanes and then went on to the 'real thing' and it would be easy to suppose that model aeroplanes are merely a stepping stone to better things. In the model flying world, scale sailplanes are regarded as a bit of an oddity, they go up, they come down, they make no noise and they are the cause of very little in the way of excitement. So I thought this time around it might be an idea to put the record straight and in the process explain why I never use the phrase 'the real thing' preferring instead to utilise the words 'full-size'...

I'm sure it will be unnecessary to explore the difference between powered and silent flight as we already know that the latter requires superior intellect and skill, instead let's look at the difference between a model and the real...sorry, full-size.

PERCEPTION

Standing on the ground and steering a model aeroplane through the basic three dimensions is a moderately difficult exercise, assuming that you want to keep it in one piece. (Otherwise it's very simple!) When it's coming towards you, for instance, the directional controls seem to be reversed; you input left aileron/rudder and the model turns to your right, which is why you often see a novice pilot standing with his back to model and flying by means of looking over his shoulder. Most people get through these early stages well enough, but it can take many years to make a model fly in a smooth fashion, as though it was on rails. If you bring into the equation the fact that a scale model needs to emulate the full size, not just in appearance but in flight too, and you can add another layer of skill. Reduced to its bare essentials, model flying can be likened to an air show, where the spectator and pilot are combined and the action can be brought



Top: the author and his scratch-built 3rd scale Habicht.

Above: the Habicht with on-board camera.

as close up and personal as safety and prudence allow. (Add to that of course, the fact that when it comes to prototype choice, the whole of gliding history beckons the would-be model builder) What model power fliers fail to understand is the sheer variety of ways in which a scale sailplane can be flown.



Above: a power model takes off and cavorts about with some pretty amazing aerobatics. Left: Harold de Schaetzen and his Sohaj 2 find a suitable slope.

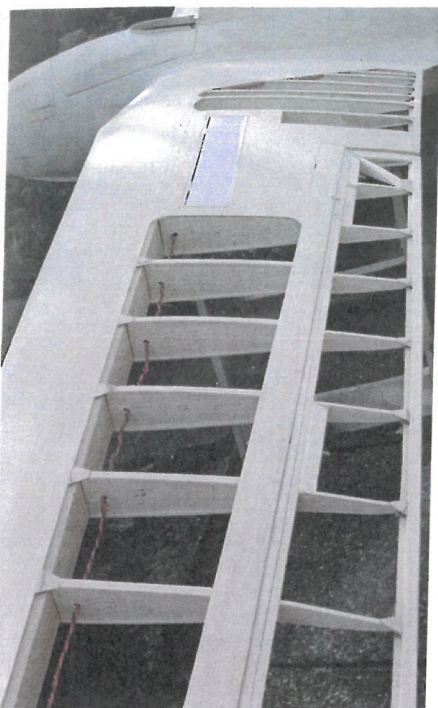


Having fired up the Satanic Vibrator, a power model takes off, cavorts about, admittedly sometimes with some pretty amazing aerobatics, and lands, the pilot strolling off towing his ego behind him. There are two main venues for scale sailplane operation: my personal favourite being the slope. Assuming you can find a suitable hillside with the wind actually blowing up it (not so easy these days with the changed weather patterns in the UK) you have a set up for endless silent flight. In the right conditions you can chandelle your way from end to end listening to the whistle of the living slipstream change as it is modulated by the movement of the control surfaces, maybe hear it die away at the top of a stall turn as the airframe slowly rotates about its axis, suspended for a breathless moment in time before riding the gravity rails back towards you: perhaps a loop if there is enough energy available, and then dolphin back up to one hundred feet above the hill and look for any thermal activity that might be around waiting to be utilised. (Yes, I know these aren't really scale manoeuvres, but you just cannot help yourself).

On the flat field you can, much more reliably, hitch a tow behind a tug and haul your glider up to altitude, before releasing, either trading height for speed and therefore aerobatics, or wandering



Above left: John Greenfield needs help to carry his scratch-built half scale Orlik 3, model Piper Pawnee tug behind. Left: Keith Bosely with his scratch-built half scale Ka3 at Middle Wallop.



*Left: model construction does not usually follow full-size practice.
Right: Mike Harvey's 3rd scale Grunau Baby.*

off in search of thermic activity. For my money, you cannot beat getting down to one hundred and fifty feet or so with a large model sailplane and catching a weak thermal, slowly working your way back up to release height. Once again, in the right conditions (not too windy!) you can hear the sigh and whistle of air passing over flying surfaces and watch each control input translated into smooth airframe response.

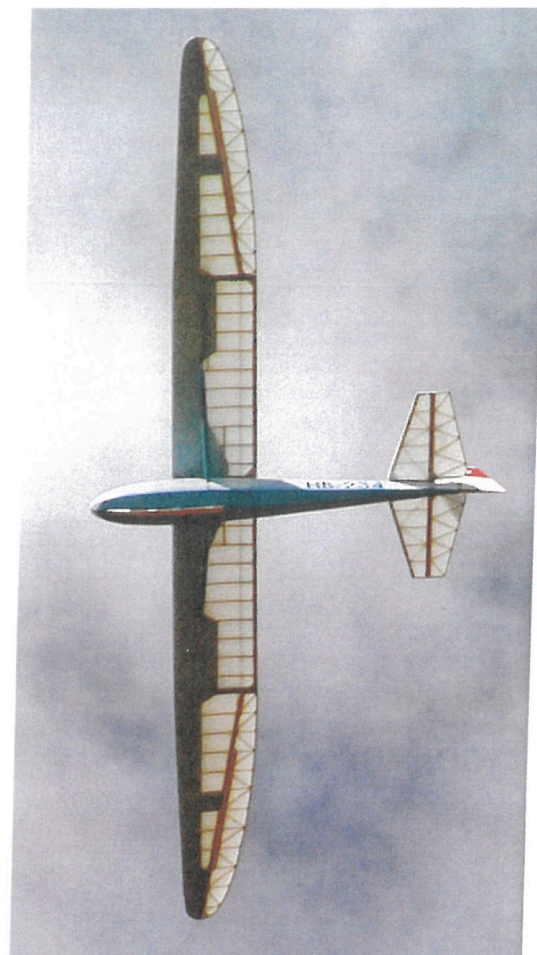
KEEPING WARM IN WINTER

Some modellers built from kits, some from plans, I like to build from scratch with nothing more than a 3-view and some photographs. In time gone by I have visited the odd hangar here and there in wintertime where sailplanes are undergoing repairs or refurbishment, and I've marvelled at how the temperature inside seems to be ten degrees colder than outside. Most of my work takes place inside the house, central heating, hot and cold running water and only a few tottering steps up to my microwave bed. (Eight hours sleep in ten minutes) The vast majority of vintage models are built from plywood, spruce and balsa, and covered in fabric, mostly of the heat-shrink variety although a few diehards still use nylon and dope. The structure follows faithfully the full-size in shape and form, but differs markedly under the outer skin. Argument still rages about whether it is better to utilise the original wing section on a scale model, or instead

use one of the more modern model-optimised sections of which there are now so many. Modern radio control equipment is now relatively cheap and extremely reliable, a factor enhanced considerably by the benign environment inside a model sailplane. Thanks to the mixers built into even the simplest of transmitters it is now possible to arrange the controls in such a way that even the full-size might have found useful on occasion. For instance, it has been found that causing both ailerons to lift in conjunction with the brakes/spoilers can double the rate of descent, a very useful factor when landing in a tight space or from too high an altitude. (At the same time this decreases the effective angle of attack of the outboard part of the wing, lessening the possibility of a tip stall at low speed). As we live in the digital age, not surprisingly there are some very useful gadgets and gizmos available to the model sailplane pilot, the most useful of which is the vario/altimeter. This deceptively simple-looking device plugs into the model's receiver and transmits the data via a synthesised lady's voice (I call her Helga). The information can be prompted by a three-position switch on the transmitter to give altitude or a vario tone and the vario can even be compensated by a probe set in the fin, just like the real...sorry, full size. Even more fun, we now have miniature video-still cameras than can be attached anywhere on a model's airframe that allows a bird's eye view of the pilot's efforts and the making of films that should bring a tear to the eye



Right: a typical modern low-priced synthesised transmitter.



once we are strapped to a bath chair in the Old Folks Home, telling the great-grand kids what we used to get up to.

When looking for scale fidelity it is inevitable that as the air that models fly through remains at 1:1 scale, then model sailplanes have tended to get larger and larger in the pursuit of realism. Twenty-five years ago we had a situation where a model built to one-quarter that of the full-size was considered to be enormous, a real showstopper. The current trend is towards half scale: the realism is excellent but the logistics mount in an exponential fashion.

BEAUTY IS IN THE EYE...

This brief delve into the world of scale sailplanes should have given a shadowy glimpse of the mountain under the tip of the iceberg. It stands to reason that just about any vintage machine can be modelled and flown to great effect, as demonstrated last time around in the *Rétroplane* report. Although I have found a lifetime's inspiration and satisfaction in the emulation of full-size sailplanes in model form, could the same emotions be harvested from the real thing? (Darn, I said it). Alas, I suspect that the Human Lifespan is too short to discover the answer... □

This centre spread from Flying Magazine 1939 was sent to us by our member Peter Lovegrove, a wartime ATC Cadet and subsequently a Fleet Air Arm pilot. Peter, still an active private pilot flew many types during his career including Primary and Falcon gliders, Supermarine Walrus amphibians, Corsairs and jets. *PS*



Miss Ann Edmonds (now Mrs. Douglas) and Mrs. Joan Price, sitting by the tail of a Minimoa sailplane waiting for an aeroplane tow from the aerodrome at Studham.



J. Stanley Sproule, one of the pilots who set up an international duration record for two seaters on July 9th, last year, in a Falcon III. This record has since been beaten, by Germany.

The NATIONAL GLIDING CONTESTS

This week (July 8th-16th) the British Gliding Association holds its National Contests at Great Hucklow, Derbyshire. On this page are shown "stars" of last year's Contests, held at Dunstable, Beds; elsewhere in this issue is an article dealing with this week's Contests

Right—
their tr
backgr

Below.—Mr. A. H. Reffell in the cockpit of the Tern, built in 1931 by Airspeed, Ltd., then of York. His colleague, Mr. G. A. Little, is putting the transparent cockpit cover into position. Preparing for an aeroplane tow from Studham.



Squadron Leader W. B. Murray who, with 1 up an international duration record last year. F in his Rhonbussard in which he recently establis return record flight between Leicester and Cas total distance of 68 miles.



July 15, 1939

FLYING

19

Christopher Nicholson, co-pilot of the Rhonsperber which won last year's Open Contests by gaining the highest number of marks. He also won the Manio Cup.

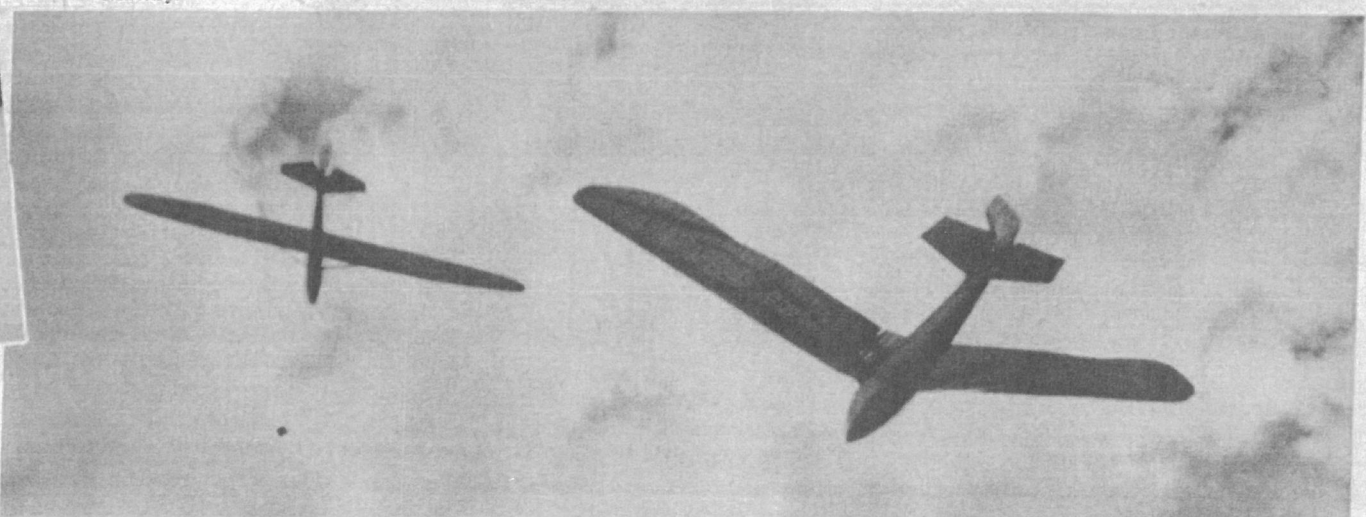
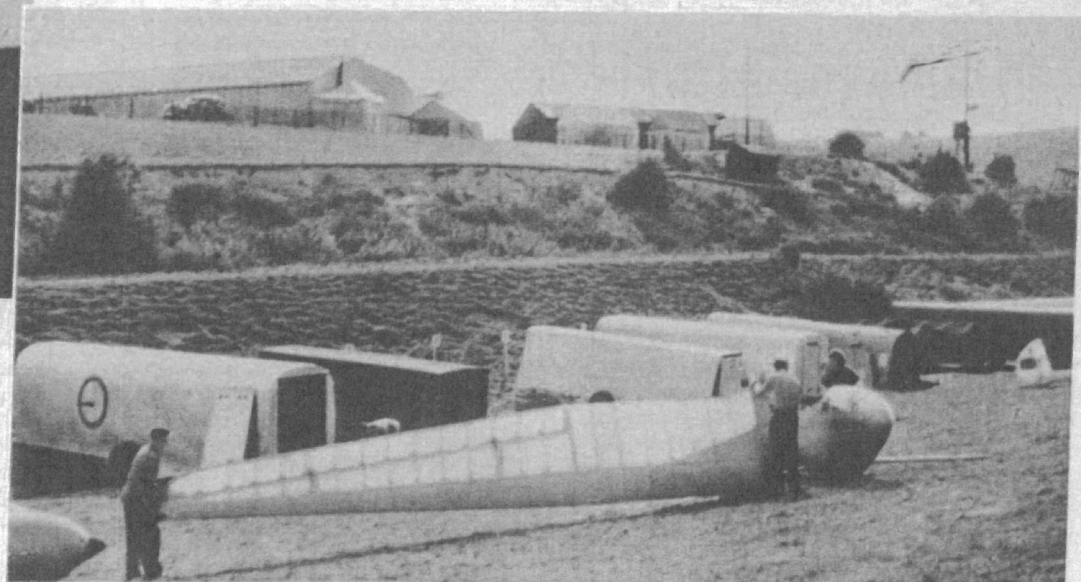


Dr. J. P. Dewsbury, co-pilot with Christopher Nicholson (on left) of the winning Rhonsperber.



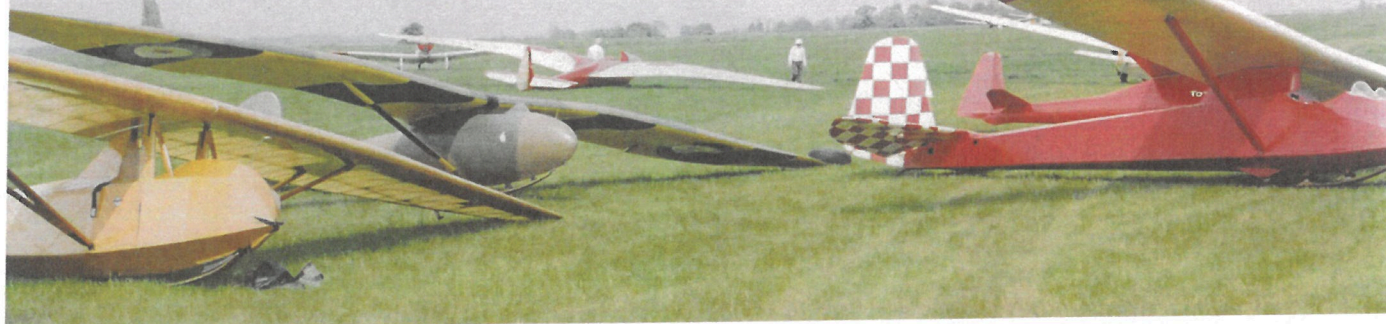
morning the sailplanes were taken out of and rigged in this sheltered gully. In the London Gliding Club hangar and workshops.

Below.—Re-fuelling in the air, sailplane version. While the Falcon III was establishing its record on July 9th, last year, Flight Lieut. R. H. Shaw, in a Grunau Baby, lowered a packet of sandwiches (represented by dot in photo) to Sproule and Murray.



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VGC MAY DAY RALLY at Haddenham, Thame



This was held as usual by the Upward Bound Trust to traditionally celebrate the founding of the training of the nucleus of the British Military Glider Pilots in 1941.

This year, the weather did not play fair until the second half of the last of the three days and then it cruelly continued to be fine from then on.

On the Saturday and Sunday evenings two magnificent Barbecues were prepared by Gayle Pearce and we were able to eat in the warmth and dryness of her scouts' tent.

During the first barbecue we celebrated PETER AND PEGGY UNDERWOOD'S 60th Wedding Anniversary' (ie

their DIAMOND WEDDING) with wine and champagne. Peter said that this was the nicest little gliding club that he had ever been in. He moreover had decided to leave them his camouflaged KITE 1 for them to use because this was where his KITE 1 had been in 1941 (with all the others). Peter flew his Kite on the last day.

Although the weather had really been cruel, improving only after the rally was over, the spirit of members attending our first rally of the season had been as usual excellent and there had been prolonged soaring flights during the final afternoon. Once again, we thank the Upward Bound Trust for having us. CW □

Haddenham 2008

*A personal view,
by Bruce Stephenson*

It was my first Haddenham, not only that, it was my first rally with my very own glider, with a sigh of relief I made my way south down the A.1. with trailer in tow, satisfied that all those last minute jobs were finally complete. The last two days alone had been particularly frantic with long hours spent getting all those little jobs done that I had been putting off for the last 3 years as I worked furiously on the trailer and its fittings, yet again at the expense of precious time with the family.

For me it had been a long journey as I contemplated all the ups and downs over the previous 3 years in getting my glider ready for what I had brought her for, ...Vintage rallies, and it was about then that this pleasant bliss was rudely interrupted as I remembered that the battery for the glider was sitting on the charger back at the gliding club! Arrgghh I thought, is there any end to this torture?

Making my way cross-country down through the pleasant countryside, I finally located the village of Haddenham as I figured how to get onto the field itself, I finally after one circuit of the field, and a very narrow track indeed, located its entrance through a business park, as I slowly made my way up the small dirt track onto the field.

Arriving at any VGC rally is always a most pleasant experience as you are reunited by friends that you only get to see at best only a few times a year which adds to the special atmosphere that the rallies represent.

With my arrival on the Saturday afternoon,

the airfield was covered with a low cloud base, and as a consequence, there were only a handful of gliders flying, and those that were, were club gliders.

Much interest was centred around my glider as it was a new addition to the rally scene, as BGA 5176 Mucha Standard was pulled from her trailer, she got the obligatory check-out by all the other pilots, most of which seemed to be positive...I think.

With my late arrival on the Saturday, activity for the evening barbecue was getting under way, so it was off to collect our esteemed President, Chris Wills, who lives



only 30 minutes drive away. Haddenham has no club facilities what so ever, so it is even more credit to the organisers for the quality and warm welcome that was given to all that had made the journey. Special mention must be made of both Chris Raine and Gayle Pearce's huge efforts in yet again making sure that the evening was going to be a very pleasant one indeed, as the marquee tent that they had erected for our benefit began filling with many happy faces, some who had made the journey especially just for the famed Haddenham Saturday evening barbecue.

With a generous supply of the obligatory snarlers (sausages) and some scrumptious chicken and salads we all tucked into an impressive spread as the hanger doors (so to speak) were opened as we all discussed various subjects, most of which was of course flying related....you know how it goes!

Sunday again dawned overcast with the very stable cyclonic conditions giving continued southeasterly winds, as many gliders remained in their trailers during the morning. Pulling my Mucha from its trailer I proceeded to rig in the forlorn hope of flying as there had been a rumour that there was to be an appearance of a display team which would result in the possibility of some aero tows for those that wanted one. As I was unable to take advantage of the Haddenham's winch, as there had been insufficient time to rectify the geometry problem of my winch hook, which back releases at a ridiculously low altitude, I was relying on this towplane if I was

*Top: Haddenham's wooden launch point.
Left: open air fun in a T21.*

to become airborne! Down at the launch point the afternoon wore on without the appearance of the aerobatic combination as I looked hopefully at a dull overcast sky, a cry let out "over there" as the form of a distant aircraft with 2 gliders in tow approached from the north-west. Making a wide sweeping 180 degree turn, the two gliders released to put on a brief, but very impressive display, as a pretty Lo 100 and a more modern Swift made their final pass of the field in an mirror manoeuvre across the field with the Lo being flown inverted only feet away from the Swift.

With the gliders on the ground the Pawnee tug landed, and all seemed to be distinctly quiet, and after being told that the combination were soon to continuing on their way, I resigned myself to be earthbound as I made my way back to the other end of the field to where my glider lay resting. With the launch point out of view from our position due to a small hump in the field, I was just contemplating de-rigging, when we soon heard the roar of the Pawnee as it signified its take-off roll. Quickly grabbing my camera to get what should have been an impressive shot of a dual tow passing low overhead, the Pawnee appeared over the slight hill climbing hard with a Ka6 in tow! Scrambling around to get my glider ready I quickly rushed about to get my glider down to the launch point as I col-lared Dave Bramber reminding him of his generous offer to lend me one of his T31 bat-teries! With David Weekes very generously lending me his parachute, I was finally ready as I trotted over to the Pawnee driver to give him a quick word on towing speeds for the Mucha.

Having been a bit uncomfortable at 65 knots behind Saltby's Robin as the glider tended to balloon and with the stick being well forward throughout the tow, and as I had so little time in the Mucha, I was still very much learning to get to know the glider. I asked the Pawnee driver if he was able to give a sedate 55 knots, upon which he cheerfully informed me that he could happily get the Pawnee down to 50knots, as I nod-ded my innocent approval.

Taking off was an interesting experience as we leapt into the air, as we clawed our way through the first 100 ft I slowly brought the Mucha down to the slipstream of the Pawnee to get a good reference on the cock-pit canopy for the rest of the tow, when all hell broke loose! With a glider that was dis-tinctly unhappy, I hung on for grim death as we continued to climb away as I instantly recognised my mistake. The Pawnee pilot was obviously keen to show me just how slow that the thing could go! With 47 knots on the Mucha's clock (it under-reads by 3 knots), this is one glider that isn't happy at low speeds as I quickly but smoothly worked my bucking, but sluggish glider above the slipstream, where things at least became a little more orderly!

Dropping off at 2000 feet just below the grey looking cloud base, I was surprised to find that we were in fact in zero lift as I flew slowly down the overcast. I had actually managed to climb about 50ft when light rain began to fall, and now with wet wings, with what was zero sink, I was only going in one direction, and I was back on terra firma, albeit with a smile, some 15 minutes later!

With yet another impressive display of Gayle and Chris's hospitality and barbecue

skills, that evening we all sat down to yet another pleasant evening of socialising.

Bank holiday Monday dawned wet and overcast, as we all dragged ourselves from our warm sleeping bags as I remembered days as a kid of wet canvass and miserable wet nights...tents sure had come a long way!

With a fast improving sky, we made our way to the other end of the airfield to unpack the hanger to get the gliders and equipment out for the day's activities, as more people began arriving. Rick Fretwell and Al Stacy both arrived with Rick bringing his Mucha 100 and Al bringing his Slingsby Tutor, we all made our way down to the launch point for assembling the gliders for the day as the sky continued to become more and more prom-ising.

Breaking the morning's stillness was the sound of an aircraft, which turned out to be RAF Halton's tug with Don Knight in tow with his absolutely lovely Falcon 1. After Don released we all looked skyward as the lovely classic outline of the Falcon 1 transported us all back to a different time, as Don flew a visually nostalgic circuit, whilst the Halton tug disappeared in the direction in which it had came, and a short time later reappeared with the Halton syndicate T21 in tow and soon they too started their approach into Hadden-ham.

As I had to be back home that afternoon, I didn't rig the Mucha, and true to sods law, this was by far the best of the weekends

**Below: Haddenham's K13 and K8.
Right: David Weekes and his Skylark.**



weather, as many took to the air for what proved to be some quite good flying with some quite promising thermals about.

Assisting Al Stacy and Rick Fretwell to rig Al's Tutor, it quickly became apparent that poor Al had been cajoled into bringing the Tutor against his initial pessimism. Having owned the Tutor for a year and never having flown it, this was I suspect, Rick's way of telling Al that he had run out of excuses, as we worked out how the rigging aids that came with the glider fitted together. Al still vacillating, conformed in his dry humour to the barrage of the well intended (?) cynicism of Rick, as the Tutor began to take shape for the first time in a very long time. With the wings on the Tutor, unfortunately with time running out, for me it was time to call it a day so to speak, as I had to leave for home. Al finally got to fly his Tutor, and the result was a huge smile upon Al's dial, as I suspect the earlier good humoured rivalry continued on a happy note, only this time with an air of sat-isfaction on Al's part. (Sadly I didn't get to witness Al's flight, but he did however give me a brief rundown at the launch point at Parham 2 weeks later).

The launch point itself looked absolutely

fantastic as all manner of wood and fabric from Graham Saw's gorgeous Petrel to the equally lovely Falcon 1 helped turn back the years, and so it was that my Haddenham was at an end as I gave a final wave as I drove out the gate towards Booker with the Mucha for storage until the Parham rally (it saved a lot of extra mileage towing the glid-er north again), then onto the 2 ½ hour drive north back home).

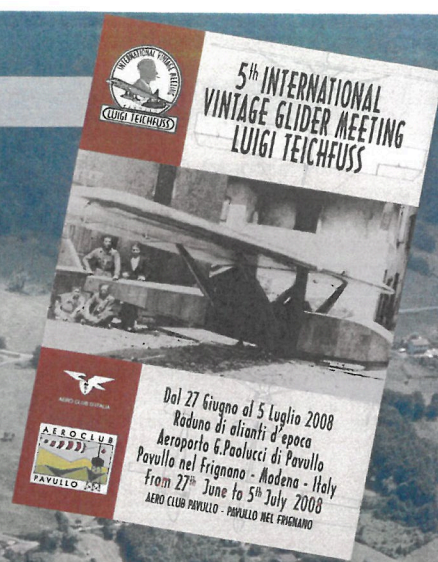
Haddenham maybe very basic, but despite being without the creature comforts that we expect from most gliding clubs in the form of clubhouses, with even the most basic of things such as a permanent toilet being non existent, (there was however a portaloos that the organisers had put on), this doesn't prevent Haddenham in pervading a special "grass roots" feeling about the place that gives Haddenham its special charm. Its



charm is of course down to the warm wel-come, and the sheer hard work of the organ-isers to ensure that the needs of its visitors are catered for as best as they can with what they have to hand, and should serve as example to those bigger and more unfriend-ly clubs that sadly exist. One cannot forgo mentioning and thanking the Herculean efforts of the Rally organisers Chris Rayne and Gayle Pearce, who's unstinting hard work and willingness to ensure that we were all looked after largely contributes towards the whole atmosphere of Haddenham. Although this may have been my first visit, it certainly won't be my last. So come on all you VGC fans, pencil in Haddenham for next year, I cannot think of a better way in which to kick off the rally season!

Gliders Attending:

Don Knight	Falcon 1 (Slingsby Type 1)
Graham Saw	Slingsby Petrel
Peter Underwood (and UBT syndicate)	Slingsby Kite 1
Chris Rayne.	Slingsby Sky
Booker Syndicate	Slingsby T21
David Weekes	Slingsby Skylark
RAF Halton Syndicate	Slingsby T21
Al Stacy	Slingsby Tutor
Ted Hull	Scud 3
Rick Fretwell	SZD 12 Mucha 100
Bruce Stephenson	SZD 22B Mucha Standard
UBT	Ka6
UBT	Ka6



5th International Vintage Glider Meeting - Luigi Teichfuss, Pavullo nel Frignano

27th June—5th July 2008, by Vincenzo Pedrielli

The 5th International Vintage Glider Meeting L. Teichfuss ended with great satisfaction by the Club Aereo Pavullo, as well as all participants.

This meeting, being at its 5th occasion, has become a biannual appointment, unique in its type in Italy.

18 sailplanes, wood and fabric, tube and fabric, built across the 2nd World War, took part to the meet, coming from France, Germany, Italy and Swiss.

The most attractive machines:

● CAT 20, I-ZAGO of Carlo Zorzoli,

Italian version of the Huetter 17

● Huetter 28, D-8223, a beautiful replica of the Austrian sailplane, designed and built by the Huetter Brothers in 1936, rebuilt in full details by the German Werner Kalusa.

● Kranich IIB, HB 475, restored by the Roth Brothers, originally built in Germany in 1944 and transferred to Switzerland after WWII. This sailplane gave a ride to many visitors.

● Moswey HB-485 of Fritz Zbinden, a well restored monoplane wood and fabric, originally built between late



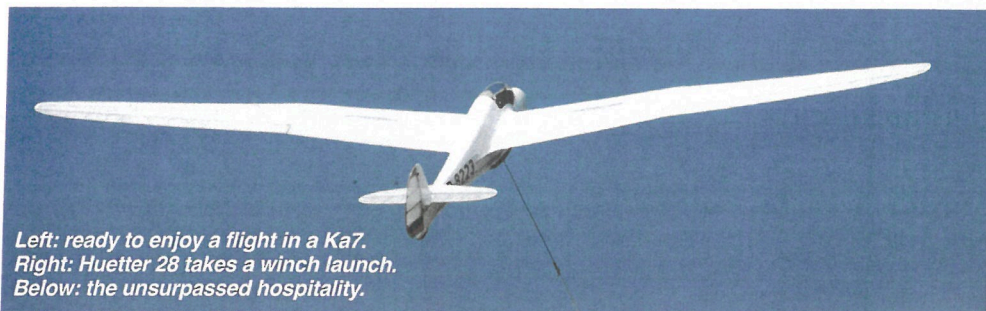
40ies and early 50ies.

● Siren C30S, F-CDGA of Patric Renaudin, sailplane with V-Tail, already world champion in 1965.

The participants: Besides the pilots

Above: Kranich II, and its occupants.
Below: CAT 20.





Left: ready to enjoy a flight in a Ka7.
Right: Huetter 28 takes a winch launch.
Below: the unsurpassed hospitality.

with their sailplanes, we received visits of other pilots coming from Sweden, Finland and USA.

The Blanik and the ASK 13 of the Club Pavullo were offered to them to fly.

The weather conditions: Not too good at the beginning, due to hot air of African origin. Getting much better after that a cold front, which caused hail-storm near the region of Pavullo, was passed by. The last three days were fabulous.

The flights: 36 with winch and 46 with aero-tow for a total of 96 hours.

Longest flight was made by Patrick Renaudin with his Siren C30S of almost 6 hours.



Many flights exceeded 2 hours.

The region: Pavullo is situated at 680m a.s.l. in the mid way from the plane (Pianura Padana) and the High Apennine of Modena. It stands in the middle of a green valley, surrounded by mountains covered by woods of chestnut trees. Due to its climate, Pavullo is an ideal site for a pleasant vacation and for many sport activities.

The unsurpassable hospitality of the people of Pavullo and the relaxing atmosphere during the meeting together with the gourmet table and generous wine, satisfied all participants. See you in 2010! Vincenzo. □



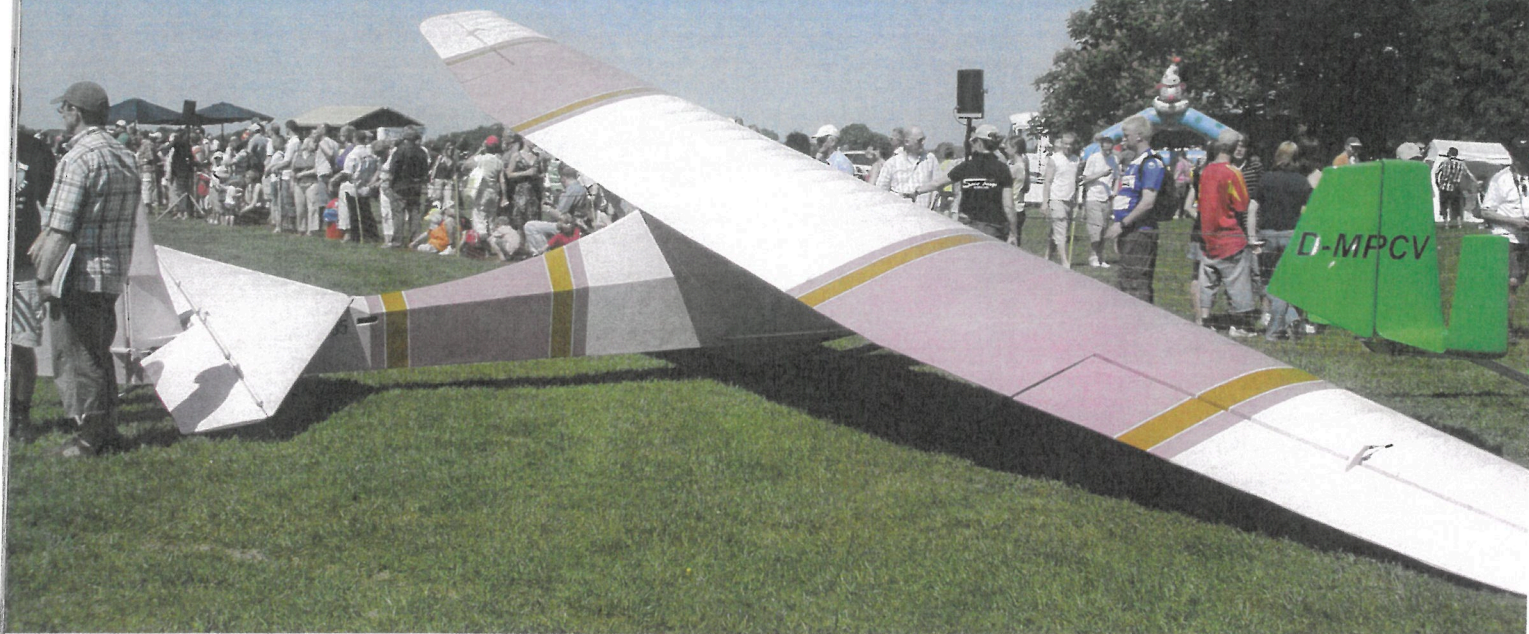
Above: Siren C30S.
Below: Moswey III.



Gliders present were :-

Pilot	Aircraft	Reg
JOERG ZILLER	HORNET	D-7822
UWE MORGESTERN	KA 6	D-1551
THOMAS HAECKER	L-SPATZ III	D-1389
WERNER KALUSA	HUETTER 28	D-8223
WERNER ROTH	KRANICH II	HB-475
FRITZ ZBINDEN	MOSWEY III	HB-485
LILLY GRUNDBACHER	KA7	HB-768
HANS PETER	MOSWEY III	HB-274
BERNARD DUVANEL	KA7	HB-653
PATRICK RENAUDIN	SIREN C30S	F-CGGA
STEFANO BASSALTI	M-100	I-ALEB
MASSIMO STUCCHI	KA6	OE-435
LORENZO DALL'ACQUA	KA8	D-8116
CARLO ZORZOLI	CAT-20	I-ZAGO
MARIAGRAZIA VESCOGNI	SZD30-PIRAT	D-6730
AEROCLUB PAVULLO	BLANICK	D-2406
AEROCLUB PAVULLO	ASK-13	I-SANO

2nd Slingsby rally - Asperden



This is the story.

British (Oldtimer SLINGSBY 'S) gliders flying over Asperden (Germany) again.

A long time ago (September 1944) a lot of British and American gliders were flying in this area and allied troops were entering for the first time the Third Reich (Reichswalt). That time was not so nice, but now it's completely different. The people here are very kindly and you cannot believe that something terrible had happened on this place.

And so I start just a small story about the Second Continental Slingsby Rally 2008 on Flugplatz Asperden.

Its our homebase. Yes we are Dutch, but the hospitality in this club (LSV Goch) is enormous. That's make its so easy to organise rallies here.

Several Slingsby oldtimer lovers from Germany, UK and Holland enjoyed this meeting and my most important philosophy is NO STRESS !

Its means that we have everyday breakfast at half past nine, then we drink coffee or tea. Around half past eleven we unpack the hangar.

When all the gliders are in front of the hangar its 12.00 o'clock and that means coffee and tea time with cake. And of course a lot of talking.

Around 13.00 hours we are moving a



little bit in the direction of the airstrip. When all the gliders have arrived and the winch is installed and the aerotow pilot (Erwin) is ready, we make the first glider airborne between half past one and three o'clock. There are more pilot places than pilots, its just a small problem !

We take the Slingsby we like the most at that moment and everybody likes to have a strange pilot for his glider. One big family!.

Its around six o'clock and yes we need



Top: interesting colour scheme for a Tutor.
Above right: Fauvell.
Right: Slingsby Petrel and a happy pilot.

beer and putting Slingsby gliders in the hangar goes a lot quicker than taking them out. Around 19.00 hour everybody has a glass of wine or an Erdinger (German beer) and are glowing. Several times Sylvia makes a nice dinner and one time helped Jan or we all go to the Swaen, a local restaurant with enormous schnitzels, for a friendly price. The owner and his staff have a lot of fun with the gliderpilots. Everyday we have a briefing during breakfast and just one day out of the four it was raining. Everyday there was some lucky person who has won a prize. And you don't believe it but everybody has won something this week (not just the pilots). We fly together a lot of hours



Top right: a primary ready for launching.
Above: tight squeeze into a T-17 Hutter.
Right: appropriate clothing for an open air flight.



(many thermal days) in 35 winchlaunches and 25 aerotows with an oldtimer Piper Supercub (a camouflaged one from the Dutch Airforce, looks like a Spitfire but a little bit slower).

It was again a marvellous rally and for me it was special because I made my 2000th gliding start on the T-17 Hutter of Inge and Nick Newton. Indirectly the Hutter is a Slingsby because it's made of wood that comes from the same forest where the wood came from that the T21b

were made from. Nobody knows that, but I've read it in a secret book of Slingsby factory (the book was destroyed on a fire in 1951).

Last but not least I want to thank Graham (Petrel), Hermine and Klaus(T-21b), Jan F. (T-31), Mira (T-8), Brigitte and Werner (T-30), Inge and Nick (T-17H), Astrid and Martijn (T-31), Hester,Luc, Jacqueline, Johan and Robert (T-21b) and

Erwin, Ed and Eric (Grashopper), Eric P. (T-30) to made this rally so successful.

We hope to see you again (and other Slingsby owners) next year in Asperden on the Third Continental Slingsby Rally. (date 2 June until 6 June, 2009). With love, Sylvia and Bob Van Aalst (T-21b) □

Photos: Graham Saw

Gransden Lodge 23-31 May 2009

Cambridge Gliding Club
Gransden Lodge Airfield
Longstowe Road
Little Gransden
Sandy
Beds SG19 3EB

office@glide.co.uk Tel. 01767 677077



UK National Vintage Glider Club Rally

Camphill 2008 Vintage Rally

Peter Concanno in the Kite I, winner of the 'Best restored aircraft'.



by Rob Faulkner

The Rally started off with great promise ~ Friday was a gorgeous day. Our first Visitors arrived and several check flights were flown, the first vintage glider (an Olympia 2b) was rigged and flown by Steve Benn and Mike Derwent, and Alex Green in his Ka6 managed to fly for over two hours in gentle hill lift in the evening. For which he was awarded a Camphill Horn for flying while the bar was open thus reducing the bar profits!

After that it went downhill rather rapidly with rain all day on Saturday and the only notable "event of the day" was the Camphill Hairpin claiming another victim. One of our Visitors managed to beach his trailer right across the hairpin thus blocking the rush hour traffic to the "Red Lion" at Litton for lunch. Most of our Visitors arrived and the Bar was thoroughly checked out.

Sunday was another non flying day with gusts forecast to 50 plus all day ~ and it felt like a lot more during the night. Main excitement of the day (apart from Tony Senior's splendid Pub Quiz after supper) was lashing down trailers and preparing for the worst.... There were thirty five people in the bar at one stage of the evening.

Monday ~ thank goodness, 10 to 15 kts from WNW with some ridge lift and plenty of good thermals. 23 check flights



Above: Slingsby Sky of Mark Wakem.
Below: Colin Downes in his SF27.

completed thanks to our resident instructor, Dave Moss, our two visiting instructors, Tom Edwards and Malcolm Kerley, and Malcolm Blackburn who came to help out. Lots of Rally gliders ~

Oly2b, Oly 463, Ka6, Ka18, SF27, Skylark 2c, Skylark 3b, Sky, Kirby Kite 1, Swallow, and the Scud 3. Longest flight of the day was Bob Playle in his Ka6 (just over five hours), and the shortest

was Peter Concannon in the Kite (just over two minutes). The one that felt longest was Malcolm Kerley and Joe Hobbs in the K13 who spent an hour and a quarter between 0 and 100 feet trying to get high enough to come in and land. The evening was rounded off by Dave Moss giving a superb talk on flying the Tornado.

Tuesday was another good looking day but failed to deliver the goods. SE 10kts made it a bit challenging but many people achieved 15 minute circuits with one thermal but too far to go to the next. However, Graham Winch managed an hour in his Dart 15 (which made up for the Horn with his trailer on Saturday !), and Ian McLeod flew for nearly two hours in his Zugvogel. Klaus Schickling by careful selection of all the sink achieved a three minute circuit in the Club Ka8. Practice for the Horseshoe Throwing Championships was very limited which must make the Camphill Billies favourites to retain the Trophy. Tom Edwards produced an electric launcher for the Paper Aeroplane Regionals which should cut out some of the cheating which went on last year....

Wednesday started SSW and gradually veered to WSW during the day but it was strong and gusty. Just flyable for braver pilots with some very pleasant thermal soaring in the evening. Mike Armstrong and Tom Edwards managed to get to Matlock (and back) in the DG500 via Win Hill and Ladybower without climbing above 1500 ft ~ but we won't mention that because it was a glass ship. In the evening we were joined by a number of Club Members for a great Barbeque followed by a spectacular fireworks display.

Thursday was also only remarkable for the quality of the Gala Dinner, thanks largely to an original idea and a lot of work by Alex Green. We flew for a short while in a strong WSW which backed to SSW before the rain came and stayed for the rest of the day. The Gala Dinner was attended by 32 people ~ nicely laid tables, free wine, Chilli Concarne with green salad preceded by Garlic bread and bowls of chips ~ followed by meringue and ice cream sweet and a return to the Bar. The Horseshoe Tossing Finals were postponed because (a) it was still raining and (b) none of the competitors were fit to throw. It was suggested that we should set up an Indoor Range for next year....

Friday turned out far better than we expected although the forecasts varied widely from day to day. WSW with a soarable hill at first and even a touch of wave thrown in. The early risers scored

highest as the wind slowly backed to SW and strengthened, and then the rain started. Again! Quite a few Visitors derigged whilst their gliders were still dry but came up and flew the Club aircraft. Some left early but there were still plenty of people in the Bar until the early hours.

35 Visitors and 24 gliders was a good turn out, and we flew 6 days out of the 8 although there was only one really "good" day, and one reasonable. One or two new faces who have not been to Camphill before, and several who have not been for some time.

The BRA Trophy for the Best Restored Aircraft was won by the owner,

Peter Concannon, and the restorer, Peter Underwood, for their Kite 1. Rob Faulkner was voted "Person of the Rally" and was awarded the Bernard Thomas plate. The Horseshoes and Paper Aeroplanes Competitions were postponed to next year....We cleared the Bar out of wine and John Sconce was kept busy replacing beer barrels.

Overall, a very cheerful Rally with a general opinion from our Visitors that they love Camphill and the Rally get together, and if they fly as well, that's a bonus. □

(thanks for the photos by Jan Szladowski, Simon Cocker, and Joe Hobbs)



Above: Mike Derwent gets airborne in his Oly 2b.
Below: Ted Hull's Scud 3.
Bottom: 32 people attended the Gala dinner.



17 YEARS AFTER HER LAST UPLIFT, 69 YEAR OLD LADY WINS BRA TROPHY AT CAMPHILL RALLY

So could have read the headline in the "Tideswell Times". To what depraved depths, you may wonder, have Rob Faulkner and his band of pirates now sunk in order to attract attendance to the Derby and Lancs. annual vintage meeting. Already we have food, booze, quizzes, fireworks, paper glider competitions, Peter Redshaw's Gin Palace, horseshoe throwing and yes, sometimes even – gliding! Have we now scantily dressed buxoms parading along that windy ridge? If not, then bear it in mind for next year Rob; no pun intended.

Stop! Stop! for heavens sake; this is a family magazine.

But, that imagined headline would have been quite true and factual. There is

1940 use of assault gliders by the Germans in the Low Countries, notably at Eben Emael, Winston Churchill demanded, in June of that year, a force of 5000 parachute and associated glider borne troops to be ready by - tomorrow – well, spring 1941. This put the British "Top Brass" in a bit of a tizzy, to say the least. They had heard of parachutes, indeed they had some, pilots had them, and on Empire Air Day (any of you remember that?) brave men would be carried aloft clutching an interplane strut of a Vickers Virginia then to pull the ripcord and be plucked off the strut by the opening parachute and thus descend gently to earth; much to the delight of the gathered crowds, myself included

when but a little boy. But of gliders, the Brass knew nothing.

Not being ones to sit with their fingers where they shouldn't be, the Brass gathered together a motley crew of ex civilian glider pilots and parachutists and set up the Central Landing Establishment (CLE) at Ringway Aerodrome - now Manchester Airport. The CLE was tasked (what would we do without that word these days?) to learn and to develop procedures for the use and operation of glider and parachute borne assault troops. According to Lawrence Wright, initially the parachute troops exited their Whitley bomber carriers via a platform set up in the space vacated by the removed rear gun turret. This was not entirely success-

Right: first pupil to solo on one of the twelve Kites of No 2 course, Glider Training Squadron, 1941. Note the drag wires from the nose.

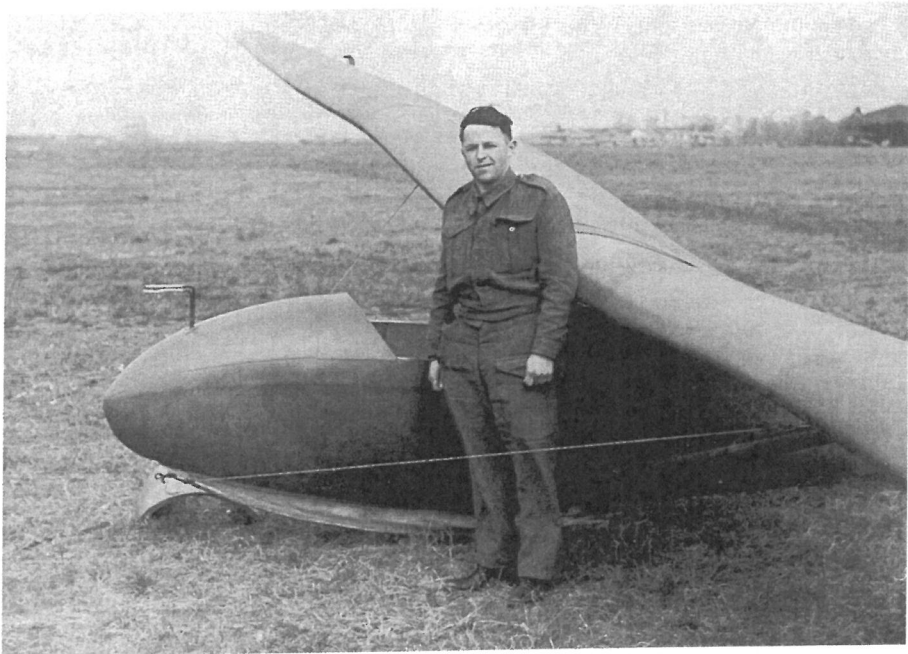
Bottom: Kirby Kites left out in the snow at RAF Thame, 1941.

a BRA Trophy; but it stands for "Best Restored Aircraft", and not "you know what". The trophy was this year won by a shapely 69 year old lady in the form of Kite 1 BGA 400, and it was 17 years since she was last uplifted or, to put it another way, restored.

BGA 400 is then something of a celebrity, she is quite a girl; and too, she has her "past". Not perhaps quite the sort of past to make it in a celebrity magazine, but interesting enough I hope, for this family mag. In recalling some of that past, I owe a debt to our dear remembered friend Michael Maufe who recorded and was involved in the history of just about every Kite 1 ever made, to Neill Rush who did considerable additional research and to Lawrence Wright's wonderful book "The Wooden Sword" – put it on your must read list.

Widely, but somewhat inaccurately known as the "Radar Kite", BGA 400 was the last but two Kite 1s built by Slingsby. She first ascended into the hallowed halls in the spring of 1939. She then flew with the Cambridge University gliding club until, sometime in early 1940, the clouds of war enveloped and extinguished civilian gliding.

Following the brilliantly executed



ful. It was a bit crowded down the back end, and the rate of exit was rather slow leading to widely scattered "sticks" on landing; not a good thing in war! I wonder what it did to the CG? Eventually they threw them out via a hole in the fuselage underside vacated by another turret, this time it was the so called "dust-bin" turret. That worked much better.

I digress, what about the CLE and gliders, BGA 400 in particular? As noted, the Royal Air Force had aeroplanes and parachutes already, so they could play with those, but they didn't have any gliders. From where to get them? There were no specifically developed assault gliders available, so they had to make do with an assortment of civilian single and two seat gliders impressed into military service. I have been told that "impressed" could mean "volunteered" or it could mean "requisitioned". Those of us who have served in the armed forces – of whatever nation – will remember that "volunteer" means "you, you and you", which is the same as "requisitioned"! Thus it was that

BGA 400, along with eleven other Kite 1s, was taken on charge at the CLE, to be sprayed with drab green and brown paint and adorned with gay red, white and blue roundels. Incidentally, Michael Maufe actually served at the CLE during those times and, among other adventures, told of an incident when he and Robert Kronfeld landed a Hotspur glider in Tatton Lake; there were no troops onboard at the time. The Hotspur, being wooden, sank immediately. Michael's report, after swimming to shore, was to the effect that, had there been troops aboard, he doubted if they would have been fit for action after the event!

It soon became apparent that parachutes and gliders didn't mix; they still do not. One of them had to go. The gliders got the short straw. January 1941, and the twelve Kites were transported – in the penal sense – to a snowy little airfield at Haddenham, in Buckinghamshire. (Known as "Silly" Haddenham because, one day, they thatched over the duck pond in order to keep the ducks dry!)

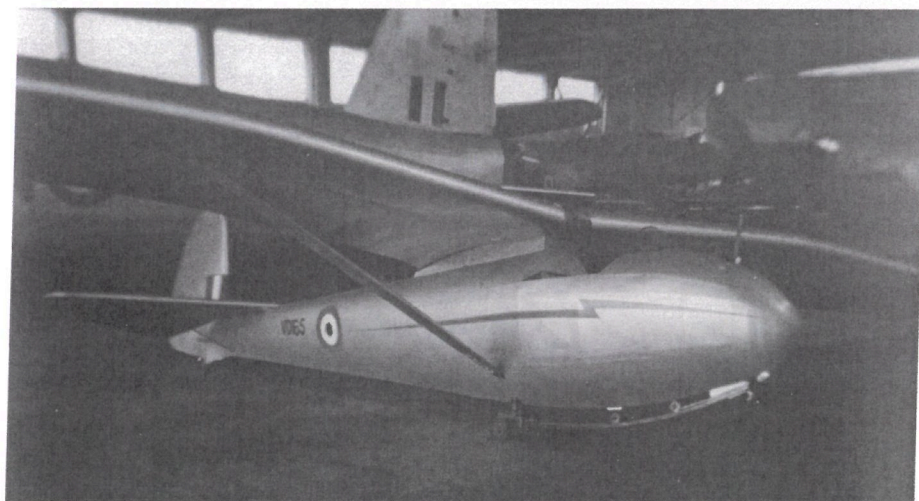
This airfield now became RAF Thame, the home of No. 1 Glider training School. There were no hangars and no facilities. Freezing riggers put the gliders together out in the open where they stayed for many days before some protection could be provided. There was some mixing of parts. (Do you know that lovely poem "Naming of Parts" by Henry Reed?). The airfield could not be used until it was cleared of obstructions – deliberately so placed to prevent the landing of gliders – German gliders, that is.

I think I can hear our gorgeous editor calling, "you are rambling again Underwood, get on with it".

Quite so, quite so. To cut a long and brave story short, 400 served the country proudly until, with the arrival of the Airspeed Hotspurs, she and those others that survived, became surplus to requirements and, literally in some cases, were "put out to grass". Eventually they were stored at various Maintenance Units until use was found for them with ATC Gliding Schools. 400 was given the serial number VD 165 and served with the ATC until declared non effective stock in July 1956. After 16 years service with the Royal Air Force BGA 400 was finally demobbed and sent to Slingsby to get her demob suit. No medals, no good conduct stripes, no gratuity, but like so many others, men, women and machines, she had "done her bit". She was back in civvy street.

A series of owners led, eventually, to Dick Hadlow taking ownership of her under the wing of the Russavia Collection, some time in the early 80s I think Dick? Mike Russell, never one to miss an opportunity, learned that Manchester Airport, once Ringway, was soon to celebrate its 50th. birthday. Mike persuaded those in charge of the celebrations that BGA 400, having served there in 1940, should be included among those aircraft recalling past history. I was given the job of preparing 400 for the occasion.

I made up a new dog-collar to replace the one missing, the rest of the job consisted of over painting the airframe in wartime camouflage colours. This was done with emulsion paint, the colours were not quite accurate, but they were the best I could get from what was available and were "acceptable". The great day arrived, Peggy and I towed the Kite up to Manchester in its somewhat unroadworthy trailer. After various adventures with security – and who could blame them? Peggy, Peter Kirk, Peter's wife and I assembled the Kite for all to marvel. We were all invited to the



Above: BGA 400 as VD165 while with the ATC. Looks like a Wellington and a Beaufighter share the hangar. **Below:** June '88, BGA 400 at Manchester Ringway Airport's 50th birthday celebrations. Emulsion paint camouflage was "acceptable". Peter Underwood and his wife on the right of the photo, Peter Kirk and his wife on the left.



VIP's lunch and had a ball. The Kite provided an appropriate reminder of less happy days.

There is a sequel to this. Some years later I had a call from a gentleman working on the props for the film "Saving Private Ryan" then being made at, what was, Hatfield airfield. They had made the tubular frames of their Hadrian glider props, but wanted advice on fabric covering and on doping. Already they had purchased miles of Ceconite and were about to purchase oceans of aircraft dope. I suggested they wait a couple of days and I would come over to Hatfield to share my experience. I made up a few frames about 2ft, square (that's about 60 cms., do I have to tell you that?). These I covered with Ceconite, some I shrunk and painted with emulsion, others I left untreated. Peggy and I took these over to Hatfield which was swarming with Tiger tanks, guns and military vehicles of all sorts. With the prop people I went through the shrinking process and showed them how they could get an acceptable representation using emulsion paint. No need, for their purposes, to buy expensive aircraft finishes.

We were entertained to lunch in their great dining hall and then taken around the mock up village they had built out on the airfield. Remember that village in the final battle scene? There was a drought on at the time and they were having difficulty finding water to put in the "river" running through the village. There was water in the river in the film, so they sorted it out somehow, perhaps it was

only "pretend" water? I should tell you that old "Stevee" was also having lunch in the same mess hall when we were eating ours. Although not actually introduced to him, we can say, should we ever need to prove our social status, that we have lunched with Steven Spielberg.

Another enjoyable day by courtesy of BGA 400. Although my name did not appear on the film's credits, I did send them a small invoice for "consultancy" – I think it was about £80 (want that in Euros?) – and they paid.

Yes, yes, I know Ed. I'm rambling

again, so back to BGA 400. The Manchester exercise had shown that the basic structure of 400 was sound and that she could, without too much difficulty, be restored to flying condition. David – my son – and I were commissioned to carry out the work. Off came the old fabric and various ply panels to allow in depth inspection. Repairs carried out as required, fittings removed and painted, bolts pulled to check for corrosion, new, straight trailing edges to wings and ailerons; all those things which so many of us have done so many times and have



Top right: restored prior to painting
Right: as seen from the London Gliding Club's restaurant, the late Brian Middleton looks on.

Below: Mike Beech makes the first post restoration flight at Dunstable, summer '91.



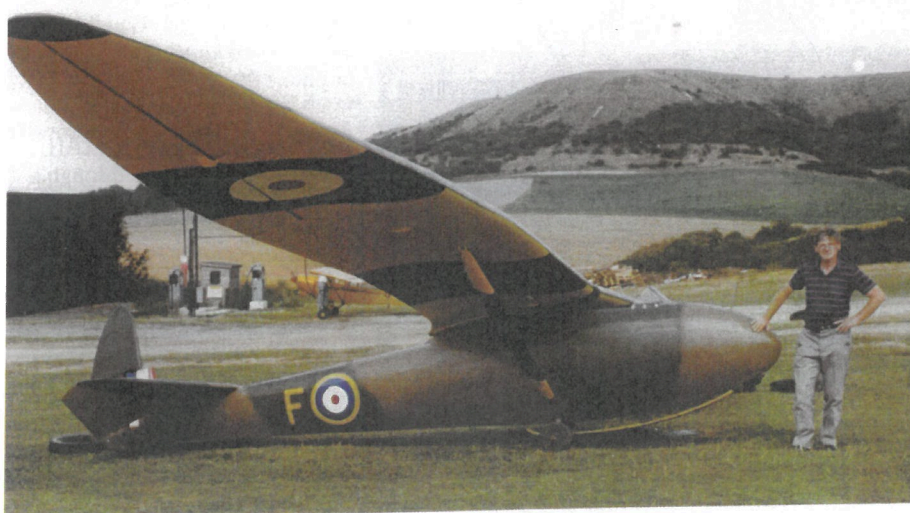
both cursed and rejoiced in so doing. David took 100 hours just to remove the many layers of paint from the fuselage. The supported surfaces I covered in Aeroline – which I hate, fortunately I haven't got any of it left now – and the unsupported in Ceconite 102. Finish was cellulose Scheme Z; correct colours this time. Nowadays, I use lighter fabric on vintage gliders; Diatex 1000 usually. But for 400 still to be good enough to win the BRA Trophy 17 years after recovery, I wonder if, for longevity, I shouldn't use the heavier Diatex 1500?

We had agreed that the most appropriate colour scheme in which the restored Kite should fly would be that which she carried in 1941 while serving at No. 1 GTS Haddenham. A trip down to the Army Air Museum at Middle Wallop and we were kindly allowed to trail through their archives of photographs. We were thus able to accurately represent a Kite of that era. Interestingly, none of the Kites carried military serial numbers, these came much later with the ATC, but they did carry individual letters. We could not identify which letter

400 displayed so, since there was an "F" and my granddaughter's name is Fiona, we settled for "F". We had to obtain permission from RAF Strike Command before we could fly her in these markings; this was duly obtained and the BGA also gave their blessing. Later, at Michael Maufe's instigation we added to the fuselage a small replica of the unofficial emblem of the glider units – a winged box-like wooden horse – designed by the war artist Eric Kennington when he visited Haddenham in 1941.

Mike Beech made the first, post

Left: effective camouflage over Sutton Bank. Below left: the author with BGA 400 on its first post restoration outing, 1991.



restoration, flight at Dunstable one summer's day in '91, declaring on landing that "it didn't want to come down". A few adjustments to the aileron droop and a more positive forward stop on the spoiler lever (remember Mike?) was all that was necessary. We are still messing about with the aileron droop to this day. Ted Hull and I, assisted by Mike Hodgson, made two new trailers, one for Ted's Kite, one for 400.

That was all so many years ago, and in those intervening years, BGA 400 has provided myself and many others with, sometimes hours, sometimes only minutes, of pure pleasure. I remember the VGC rally at Lasham in 1994. It was one of those stomping days. I took a tow in 400 behind a Tiger Moth, after some hours, including a pas de deux with Veronique in her Weihe until she tired of me and went on her way, I decided to land. Thousands of feet to squander as I wished with chandels, steep turns and stalls, being careful for she is, "of a certain age" and one has to do things gently. I prepared to join the circuit. Then... a shudder, one wing lifted. Oh, why not? it would be sacrilege to deny this God given gift. Over went the stick, and up, up and up we went; my Kite and I, I part of her and she of me. I do not know how many times we repeated this ecstasy, but eventually, I brought her in to land and lowered her gently to the grass. All was silence, I sat in that cosy cockpit reliving what had just past. Suddenly, the silence is shattered by the outrageous noise of the retrieve tractor, "come on people want to fly you know". How dare they? How dare they? I drag myself from my lover's embrace (careful, family mag.) and rejoin, reluctantly, this sordid earthly world. Are not we glider pilots most truly blessed?

The years have past, Dick and I will not last forever. David has "gone funny" and bought a Luton Minor! It was time now to find a new home for BGA 400, a home where she would be cared for, cherished and flown. In this we have been outstandingly successful. The clock has turned full circle and she is back at Haddenham - with the Upward Bound Trust, a trust set up by ex members of the Glider Pilots Regiment, to teach young people to glide - being cared for by a group of pilots who I know will provide all she needs. And, they have been kind enough to include me on the insurance so that I can fly her still. We could not be more content.

"Hold on a minute", I hear you say. "What was all that about the "Radar Kite"? You haven't said a word about Radar". Nor I have. I will explain, briefly. At the outbreak of war, Slingsby had on their production line a Kite 1 construction number 335a. This Kite was completed with the long steel control cable runs replaced by wooden pull rods. In May 1940 335a took part in radar trials off the south coast of England. Here various gliders were towed far out to sea to make a gliding return to land. Returning, they were tracked by radar in an effort to ascertain whether radar would



Left: Peter Underwood about to aviate in the Kite. Note Eric Kennington's winged horse emblem.

pick up invading German troop carrying gliders. No doubt 335a was one of the variations with which they experimented. Subsequently, 335a went to the CLE and thence, with all the other Kites, to Haddenham. At some time, either during the original mixup at Haddenham, or later,

the wings of 335a were fitted to BGA 400. There they remain to this day, wooden pull rods and all. What happened to the fuselage of 335a we do not know. And that is why BGA 400 is, somewhat erroneously, known as the "Radar Kite".

Nearly finished Ed. I crave this last indulgence.

BGA 400 flies in remembrance of the men of the British Glider Pilots Regiment. It has long been an ambition of mine to prepare and to fly a Grunau Baby in the markings and colours of a German military glider pilots' school of that era, as does the Kite represent a similar British school. I have the Grunau. I know that Ergänzungsgruppen S1 and S2 flew Grunau Babies. I have a photograph of a Kranich II of S1 marked S1 + 1-16. I do not have information on the markings of a Grunau flown by either of these units. Can anyone help?

To see the Kite and Grunau flying together, once adversaries, now friends, would be I hope you will agree, a fitting and poignant remembrance of times past and a celebration of times present.

Peter Underwood. □

CLASSIFIED ADVERTS

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

FOR SALE

1951 Elfe PM3. Probably the best performing, all wood, glider ever built (at 40 : 1). This is the third prototype of the Swiss Elfe gliders, designed by Walter Pheninger and immaculately built by the late Rudi Saegesser. Restored by Graham McLean and Dave Bullock (VGC International trophy 1999 and articles in magazine) and is in excellent flying condition. Includes a good aluminium weatherproof trailer.

Full history and photos from: macandsue.mclean@btinternet.com. Tel 01925 752722. Some photos on http://www.soaridaho.com/Schreder/Construction/Elfe_PM3.html.

Slingsby Dart 18m. I'm an Italian pilot and I would like to help my friend Franco Bolzoni (past member of VGC and 85 years old) to sell his DART 18m. with Italian registration I-TOTI. The glider is on perfect condition on fly

and the first owner was Phillip Wills. Also available is the trailer (new German production). Naturally, all the data will be available on request. Paolo Capellini. email: paologiovanni.capellini@fondiaria-sai.it

SZD12A Mucha 100. (photo below)

Built 1959 (2115 Hours / 3490 Launches). C of A until July 2009. Totally restored in 2004, instrument fit includes XK10 Electric Vario & Averager, 57mm

Altimeter, 57mm ASI, 57mm Mech. Vario, Compass, 57mm T&S and wiring, microphone and speaker for Microair 760 Radio (Radio not included in sale). Fully enclosed wooden trailer included in price of £3,500 or very nearest offer. email: rick.fretwell@virgin.net.

T31, good condition for restoration; **Mucha 100**, some small repairs needed; **L-Spatz 55**, in good condition; All the gliders are complete with good roadworthy covered trailers. Email: jjasullivan@hotmail.com or phone 00-35-312-694823

SLINGSBY T49 CAPSTAN.

This glider is halfway through a major refurbishment project with the fuselage completely stripped at the moment and all major wood repairs done. The wings and tailplane are as yet untouched original logbook. price £3300 or nearest offer. Contact Owen 07731322248 or email: owenanderson@aol.com.



A visit at the US Southwest Soaring Museum, Moriarty, New Mexico



Above: new building contains gliders from the 1930s to NASA drone gliders, SA-3 in foreground.

Here is the key and I show you where the light switches are, said George, and for three days, an ambition of a lifetime was fulfilled: a superb gliding museum with library and archives all for myself...how selfish..

So let us go back a few months when I received the latest Ogden: Aviation Museums and Collections of North America. This new edition, 600 pages, included a lot of amendments and additions since the previous ones published a few years ago. And there it was under New Mexico the first time I read about the Southwest Soaring Museum. Over 20 gliders were listed and some of them were new to me. Thanks to internet, a two way traffic soon started with the museum and that is how I got in contact with the brain behind it all: George Applebay.

From previous research, I already knew about George as the designer and builder of several American gliders: a Chanute type in 1938, the standard class GA II Chiricahua in 1970, the open class Mescalero (21.9 m) in 1975 followed by

Below: George Applebay and Anne-Françoise.



Above: Franklin and Northrop primary.
Below: Super Albatross.
Bottom: Sie3 = Ka3.



the production of 20 glass racing class machines, 10 Zuni I in 1976 and 10 Zuni II in 1980 and finally 3 motor glider Zia in 1983. All the gliders names come from local Indian names.

Thanks to the low dollar, Anne-Françoise and I decided to go and have a look at this museum as well as other missing museums in our collection and other interesting spots in the US Southwest like atomic Los Alamos and White

Sands missile range of V2 fame.

When we arrived at Moriarty leaving Interstate 40, our attention got diverted to some old tractors displayed on the right and then we moved on to the airfield where we met George and some of his team. He then took us back to the motorway exit where the new 38,000 square feet building stands alongside Historic Route 66, that was the first road to go from Chicago to Los Angeles.

The building is brand new and houses part of the collection, a well equipped workshop, a visitor's centre and shop and a remarkable library, the content of which covering practically all English books on gliding, magazines and other related material.

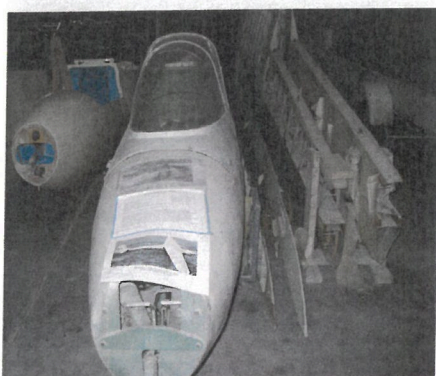
Like most, if not all US museums, the place is run on a voluntary basis and education is part of the general aim of any museum. Voluntary staff consists mainly of retired people, some highly knowledgeable and some just having a good time and a purpose in life. Another particularity of US museums, this one included, is that most of the material on display came from members' gifts. George was telling me about the pilot who had built and flown his glider prior to handing it over to the museum and had a cry on his subsequent visits to his ship.



The range of gliders covers the life of gliding from the 1930 Northrop primary, the American equivalent of the Zögling to more recent types like HP 14 or Kestrel. A NASA drone glider, never launched was due to reach 100,000 feet and at first sight, it just looks like any ordinary 15 meter glider but for the lack of a transparent canopy. Old Europe is also present with a Rhönerleche, T21 as



Above: Apex high-altitude flight experiment.
Below: Weihe awaiting restoration.



well as a US home built Ka3 are on display. One of George's built Zia is also proudly standing in the hall. Of course, there is also the reserve with gliders to be restored like a Yugoslav Weihe and two Cinema two-seaters built in the early forties for military glider pilot training. Recently the Ross R6 that first flew at Moriarty in 1956 was returned to his birth place as a loan from the NSM. It will be restored and put on display.

Well, enough from me about this remarkable achievement. I was so busy in the library that I did not take a lot of good pictures and if you want to know more about the collection and see a lot of photos then go to:

www.swsoaringmuseum.org

You can also have access to past newsletters and more historical details on the gliders on display. Of course, George will be delighted to accept you as a member and this, in a way will support one of the very few gliding museum in the world for posterity. And, just think that maybe one day you grand children will walk in and thanks to your contribution, will be able to say to their children: my grandad was mad about those things ...

Francis Humblet □



36th VGC International Rally, Wels, Austria



*A photographic taster of the VGC International Rally.
A full report will be published in the next issue of VGC News.*

Top: the banner says it all. Photo Rob Temple.

Above: socialising is an important part of the rally. Photo Alexander Hurlle.

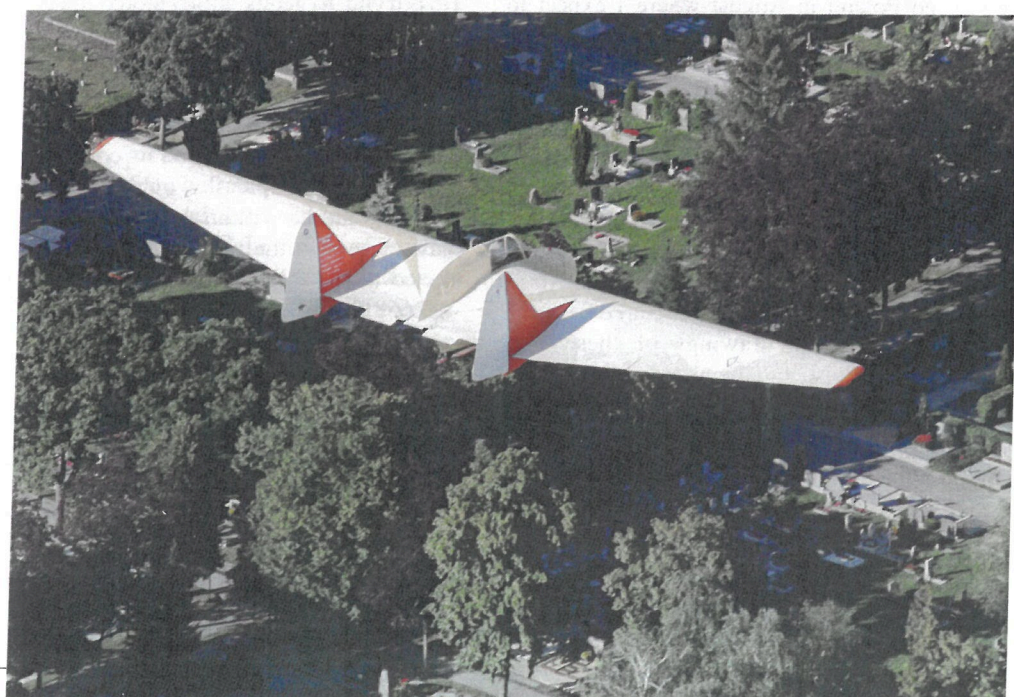




Above: Robin Willgoss in his Jaskolka.
Photo Thorsen Fridzilius.
Right: distinctive paint job on a Piper Super Cub tug. Photo Tamara Slot.
Below: plenty of hangarage space for our vintage gliders. Photo Rob Temple



Top: Harald Kamper and Chris Wills.
Above: have some Satay sauce on those kebabs. Photos Rob Temple.
Below: Fauvel AV 36 glides over the dead centre of town. Photo Alexandre Hurre.



Museum website

Hi people,

For those interested the Australian Gliding Museum has a new website address for you to bookmark.

www.australianglidingmuseum.org.au

A number of actions to update the website are under consideration.

Would those people running websites, magazines and links please update their lists accordingly,

With thanks and kind regards,

Dave Goldsmith

Fauvel AV22 in Poland- A Cautionary Tale

Nearly four years ago an "artic" with a 40 foot trailer arrived at Camphill from Poland, having found an alternative and tree cutting way past the famous hairpin. It took away T21 parts, surplus to our restoration requirements at Camphill, for a Polish project, and my Fauvel AV22. This was suffering some glue failure that was to be delivered to SZD at Jezow Sudecki for renovation. This followed a visit I made to the SZD factory at the time of the Polish Rallies.

Four years later, after two additional visits to SZD, the glider is still there despite a written agreement that it would be test flown and available for collection by the first week in July this year. Since last September when I visited them again and the agreement signed there has been complete silence, no reply to emails or letters, and no sign of promised progress reports from SZD. As a result the Polish Embassy in London and the British Embassy in Warsaw, whilst both advising legal action, are attempting to obtain an explanation from SZD. I am planning to go Poland in August where I expect to have to make arrangements for removing the glider and starting legal proceedings.

Living in New Zealand has not helped of course but it would not have been such a problem if SZD had not developed the policy of silence, now I must assume that no progress has been made and they do not intend to. True there have been some problems that SZD did not expect, the wing spar fittings required repair or replacement, drawings of these were promptly sent to them during the summer of 2006 and later that year drawings were provided for the complete aircraft by Christian Ravel. Initially SZD said "There is no one in Poland who could do the metal work", then changed their minds. Despite this no progress had been made when I visited them in 2007 apart from the removal of these fittings for

inspection.

VGC member Jan Szladowski has been trying to help me by contacting SZD in Polish but this has not resulted in any action or reports despite any language being removed.

In view of the situation I would advise extreme caution should you be considering getting SZD to do a renovation for you. If you already have an aircraft there and have any doubt that progress has been made I would advise a visit as soon as possible for a partially restored glider could be at risk of damage, or even total loss.

The Polish Embassy has provided me with details of other companies would could undertake restoration work and there are of course similar companies in the Czech Republic. I will keep you informed of developments.

Ian Dunkley 17th July 2008

Let's hope this is a 'one-off' occurrence since VGC News is aware of several very successful projects coming out of SZD - Ed.

Glider flying boat

A LETTER has been received dated 26th May 2008, from P.M. Tunbridge of, Rowlands Castle, Hampshire concerning the FALCON 2 flying boat glider exhibited in the Steamboat Museum on Lake Windermere. The Museum is now part of the Museum's Art's Trust and is currently closed for rebuilding. The glider has been derigged and will be in store for many years. On a recent visit he made as consultant to the museum, he looked at the glider which appears to be in generally good condition. However, the silver doped fabric is, he suspects, not original. He is trying to get the glider stored in better conditions so that it does not deteriorate.

If Vintage Glider Club Members would like to examine the aircraft more closely and could advise on its condition and significance, please would they contact him and he will arrange for them to have access to the site. He can be contacted at the following numbers: 02392 412658. Mobile:- 07770 765233

Although he was a member of the Imperial College Gliding Club during the 1960s and 1970s, he has been out of gliding for many years. Nevertheless, he remains a glider pilot and enthusiast at heart and is anxious that these historic gliders should be preserved correctly.

CW mentions that this glider was a FALCON 1, not a Falcon 2, only one of which was designed and flown for Espin

Harwick. It was burnt at the Long Mynd in 1953. Its silver paint might have been its original colour as shown in 1943 photographs.

However, G.H. Pattison, who modified it to become a flying boat, was a distinguished Royal Naval Air Service pilot in WW 1 and might have been aware of the theoretical water proof finish of RNAS aircraft at that time. Perhaps the Imperial War Museum at Lambeth could help here?

It was not the first glider to have been taken off and landed on water, as the BAC V111 was flown from and landed back on, the Medway, and the Welsh Harp near Hendon in Middlesex, in 1931. There were other flying boat gliders during the 1930s. A party of VGC members, which included John Sproule, a pre war Slingsby designer, did visit this Falcon Flying Boat glider at Windermere and received the impression that it no longer had a Falcon's wings. It was felt that its wings were those off a Tutor. When this modification took place, we do not know. It must be worth preserving this glider as the only existing flying boat glider in Britain. It was designed by Pattinson to help the Shorts Firm at Calgarth which was having problems designing a small troop carrying glider to take off and land on water. The Falcon Flying Boat did manage to do this in 1943 from Lake Windermere after being towed by a speed boat with Captain Pattinson D.F.C. at its controls.

VGC HELP!!!

Flying with a Special Airworthiness Certificate makes you a bankrupt and gives administration problems

Why shall you ask me? Well my Doppelraab is classified in Annex II and The Dutch Authorities claim that it is amateur build and therefore only able to get a special certificate of Airworthiness. Germany where there were build 450 of them give a Doppelraab – also in Annex II- a normal certificate.

What means a special AWC in the Netherlands? Only able to fly in the FIR of Amsterdam. So every other country has to give permission. For years I asked it for Germany. The LBA asks a lot of paperwork but within a week I got a FREE permission.

In France the VGC in organisers asked in 2006 a general permission from the Authorities during there Rendezvous in Angers and Rally in Angoulême.

Last year I asked the Czech and Slovakian organisers to do the same. They send me the email addresses of their

Authorities. I never got an answer. Austria –Wels – did not answer my request at all in this matter. With Google I found Austrocontrol.

It took me two month of continuous communication with Austrocontrol to get the 'EINFLUGGENEHMIGUNG' and this at a cost of Euro 240 and 13.20 gebühr.

For the Spatz treffen in Switzerland a week flying costs me CH 150 for the permit.

In Belgium you have to pay 80 euros, Denmark 300 (but they advised me to call my glider experimental that was free of charge. And I had made my first test flight anyway).

So please VGC help the owners of special certificates and.... Ask organising countries to arrange a French way of asking an overall permission for these special meetings like the Rendezvous. International Rallies, Babytreffen, Spatztreffen, Kranich Slingsby etc.

If there will be no changes in the way special certificates are treated it will not last long or you will not see them participate flying anymore in other countries then their own. I do not think this is the way we like it to be!

Marijke Waalkens owner of the Doppelraab PH 814

Commemorative bronze and book

Dear VGC News,

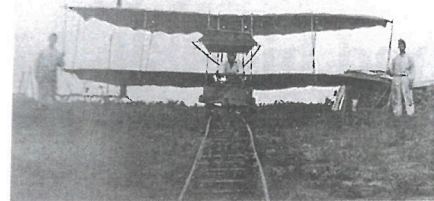
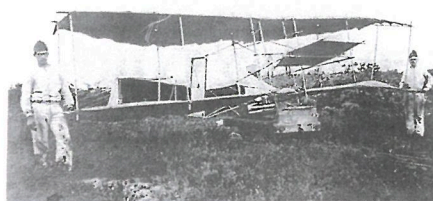
On July 28 next we will commemorate the first flights within the Netherlands of a machine heavier than air on Tuesday 28 July 1908. At the location of these flights (Stichting Historisch Zweefvliegarchief) we will erect a memory stone with a bronze plaque. On the same occasion we will publish a book on the first gliding flights of Willem Schukking.

Kind regards, Wim Adriaansen

(Below is a resume in English of that book which may be of interest to VGC members – Ed.)

Willem Hendrik Schukking

On Tuesday July 28 of the year 1908, second lieutenant of the Dutch Royal Engineers Corps Willem Hendrik Schukking made the first flights in the Netherlands with an apparatus heavier than air. The location of these flights was De Stompert, a hill in the neighbourhood of Soesterberg in the middle of the country. Schukking first used the Chanute-method of flight, hanging under the glid-



Two photographs of the flights of 2nd Lieutenant Willem Hendrik Schukking on Tuesday July 28th 1908 from The Stompert, a hill near Soesterberg in the centre of The Netherlands. On Monday 28th July next we will unveil a memory stone close to the place where the flights a century ago have taken place. The longest flight of Schukking was about 15 meters. The glider, resembling the 1902 Glider of the Wright Brothers, was manufactured using bamboo struts and tissue which was in stock for balloons. Heavy tissue. But it has flown, almost a year before the first powered plane left Dutch soil.

er. The longest distance covered was about 15 meters. After that, he used the Wright method, lying in the glider, which was lifted by two soldiers at the end of the wings. As stated in an article in the *Orgaan van de NVvL* in September 1908, the soldiers when running down the hill did not notice the weight of the plane any longer. Later Schukking made one or more flights using a small carriage on rails down the hill. Schukking concluded that the hill was not steep enough for longer flights, the wind was too variable and that the plane did not meet the necessary technical standard. Wilbur Wright in a letter to Schukking, agreed with these conclusions.

Willem Hendrik Schukking was one of the first members of the *Nederlandse Vereeniging voor Luchtvaart*, the predecessor of the present Royal Netherlands Aeronautical Association (KNVvL).

In October 1908 Schukking was passenger on the second balloon ride of the balloon Rotterdam, which was donated to the new organisation. In his article about the flight he gives an enthusiastic account of the flight above the clouds.

In 1911 Schukking is the author of an article in the *Militaire Spectator* about the possible use of the flying machine for military purposes. This article was published shortly before an official commission by the Dutch Defence Ministry published its report on the future of aviation in the army. In this report it was advised to pay attention to the balloon, the dirigible balloon and also the flying machine. The future would make clear which technique would be the best. But in Parliament it was decided that the organisation to be formed should pay attention to the airplane only, the same conclusion which was reached by Schukking on the base of his thorough study of aviation in Europe, especially France, and other countries. In July 1913 the Proefafdeeling (test organ-

isation) was formed within the army. It is now considered to be the birthday of the present Royal Netherlands Air Force.

Willem Schukking continued his career within the Dutch Royal Engineering Corps, which he left after the Second World War in the rank of colonel. Apart from this he was a founding member and long-time secretary of the *Menno van Coehoorn Foundation*, named after the famous seventeenth century architect of many fortifications in the Low Countries. The aim of this foundation is to preserve the remaining historical fortifications as a heritage from the past.

Willem Schukking is the author or co-author of many books about fortifications and military history. His main work is the preparation or the publication of the writings of Simon Stevin, the famous 17th century engineer from Belgian origin on military subjects, later-on published as volume IV of the *Principal Works of Simon Stevin*, a publication by the Royal Academy of Sciences in the Netherlands. Colonel Schukking died in 1967 □

ADDENDA TO OUR UK NATIONAL RALLY AT PARHAM. After its arrival at Parham, the BOCIAN set off for its return by air to Lasham, which it did reach. Its total distance flown was about 90 kms. □



The Bocian from Lasham.

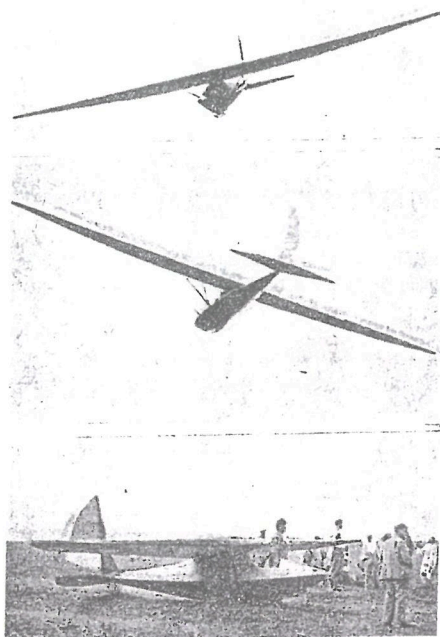
A Tribute to Michel Mineo and his 98lb Mineo M-5 Glider

By Rob Germon

Have you ever thought about trying to design a glider with a 41 foot wing span and a glide ratio of 21.1 and with an empty weight of 98lbs? You might say that's impossible! Well it was done in 1933 by Michael Mineo.

Michel Mineo was a man in his 20s, living at Rabat Morocco during the 1930s. Mineo had completed his schooling and had developed a passion for aircraft design. He had an excellent aptitude for maths and so he had a single focus driven by budget and efficiency to build a low cost efficient glider for ridge soaring. The concept is familiar. For today we are still trying to do the same thing. Mineo's M5 Glider design was, I believe, revolutionary for his day. His ideas are truly remarkable. The Mineo M-5 incorporated a diamond shape fuselage which allowed him 3 important design advantages. One, of course, the landing skid could be mounted on the bottom of the V with excellent load impact qualities. Two, the wings' struts could be mounted inside the fuselage to a common hard point and this would allow the quick removal of the wing and allow the glider to be transported on the top of a car. Three, the wings could be mounted to the top of the diamond on a hardwood cabine support member. Mineo's glider also incorporated a full flying tail plane which was really very radical for the 1930s.

The Wings: The D section was in use at the time for some high performance sailplanes but Mineo chose a strut wing structure which was lighter and more rigid. But the other reason was it was cheaper to build. The wing in two pieces



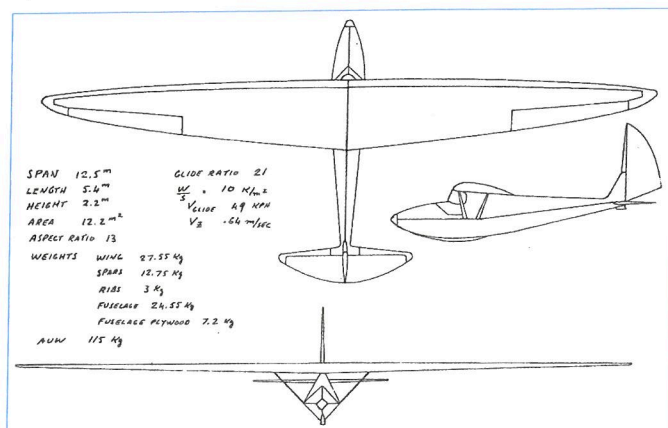
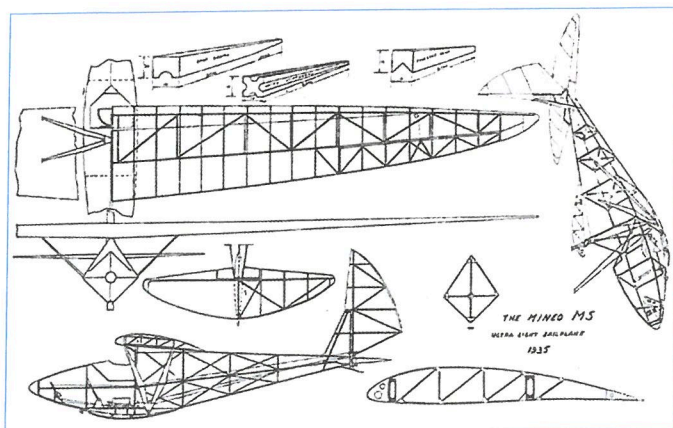
weighed 66lbs. The wing spars were made from wood booms - 157"x 275" Cables are mounted in the wing for aileron control and are quick release.

The fuselage had some custom qualities. That is the advantage of the diamond fuselage design. One could adjust the size of the cockpit to suite your frame. All control fittings were made of Dural and no welding at all is used in the design. The flying tail plane and rudder

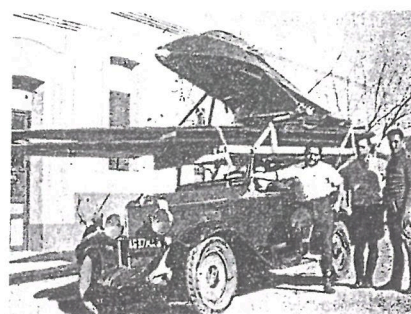
Mineo M-5 Data:

Wing span	41 feet
Wing area	134 sq. feet
Wing loading	1.8 ppsft
Aspect Ratio	13
Minimum sink	30 m.p.h 1.98 ft per second
Cruising speed	40 m.p.h.
Empty weight	98lbs

Below: Mineo M-5 plans



Left: Mineo glider in flight.
Above: Michel Mineo with his M-5.
Below: Mineo M-5 on the roof of a car.



weighed 5 lbs.

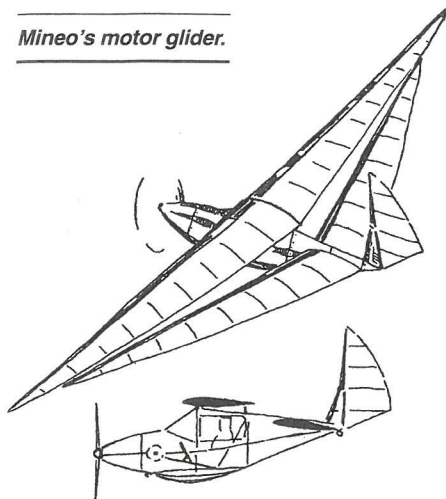
Two gliders were constructed and a number of test flights were made with some flights 55 km long.

The construction plan set is truly remarkable in so far as Mineo has included the wing stress analysis on the same pages. This is something you don't see to-day. The current plan set has all the airfoil data up-date and put through a computer. The rib lofting is very accurate.

Mineo was also living in the era of Henri Mignet and the Pou De Ciel (The Flying Flea). Mineo wasn't impressed with the concept and so he developed his own 12 h.p. high wing ultra light with a very efficient wing and flap. This type of wing to-day is considered exotic!

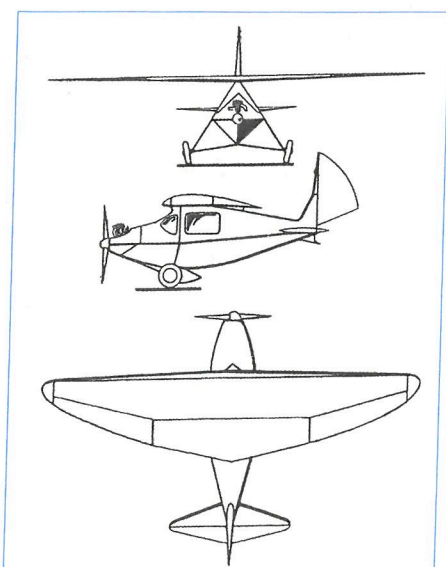
But Mineo had another dream. That was to take the tandem wing idea and develop the first ever man powered

Mineo's motor glider.



motor glider. Mineo researched Mignet's layout and found that the two lift centres were far too close to the centre of gravity which offered no margin of safety error at all. Mineo also didn't like Mignet's low aspect ratio wings. So he built high aspect ratio wings with a great deal of sweep forward to get the lift CL well away from the centre of gravity but also to give him that low stalling speed he needed. The human engine power was very clever. Mineo devised a push-bike peddle system and worked out that he could peddle 2.5 h.p. down a ridge and get into the air and soar the sand dunes and cliffs. Michel Mineo came to a tragic end in his late 20s. He was engaged to a lovely lady to be married. However she jilted him and so he took his own life. I would say Mineo was a great loss to the developing aviation industry and had he lived, I am sure he would have been one of Europe's foremost aircraft designers. The Mineo M-5 plans are available from the author. □

Below: Mineo's 12 hp ultralight.

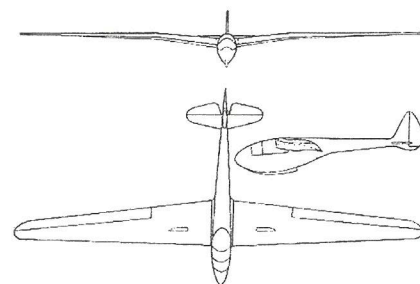


More on the Kittelberger Brothers' WKS4

Unfortunately our last VGC News did not give technical details of the WKS 4. We are indebted to the THERMIK magazine, February 1949 for these. "It is well controllable right down to 35 – 40 kph, when there is no tendency for the controls to become soggy or for a wing to drop. With nose up, the aircraft slowly rotates through its horizontal axis. This is with a pilot's weight of of 73 kgs (160.6lbs) including parachute. The quoted figures in the table above corresponded well to those calculated and the Polar Curve. The basic aim of the WK-4 was to create a sailplane with a 12 m. wingspan with very good flying characteristics with a performance to approach that of much larger sailplanes. Special value was given to good aerodynamic



form of the whole aircraft as well as its simple construction. The aircraft was to have good flying characteristics throughout its normal speed range 45 - 120 kph and it was cleared for limited aerobatics. It was thought out for a factory built sailplane but it could also be possible to be built by skilled labour at home. Simple components, fittings and jigs should make its building considerably cheaper. The pilot's position was carefully considered to allow perfect visibility. It was designed for a back parachute and a favourable position for the instrument panel made it easy to read. Rudder pedals could be adjusted before each flight. The spoilers' operating lever is on the left side of the cockpit within easy reach of the pilot. The canopy is easily jettisonable and windows on its sides allow good cockpit ventilation. The wings are entirely covered with plywood and its main spar bolts attach the wing at three points on the fuselage. There are quick connection fittings for the ailerons and ailerons' drive is through push rods. In order to minimize weight and building costs, the tail plane is built integrally with the fuselage. Practice has shown that such a tail plane is seldom broken and the whole is easy to transport. Thus rigging is quicker with the elevator already connected. The



rudder is slotted. Test flying was not finished and further figures may become available at a later date. (Hans Deutsch, Editor THERMIK? translated by CW.)

Tech. Details.

Designer:-	Walter Kittelberger in 1947.
Purpose:-	High Performance flying.
Type of design:-	cantilever-mid wing; single seater. Building material – wood.
Of special Note:-	spoilers, gull wings. Slotted Rudder.
Wing Span:-	12 metres.,
Length:-	5.55 metres;
Height:-	1.70 metres.
Wing Area:-	10.5 sq. m.
Aspect Ratio:-	13.7.
Empty Weight:-	102 kgs. (224.4 lbs)
Flying Weight:-	192 kgs. (422.4 lbs)
Wing Loading:-	18.5 kgs/sq.m. (3 lbs/sq.ft.)
Profiles:-	Goettingen 535 – M.3 at tips
Max. L/D:-	1/30!!!

In April 1945, almost the whole of HUETTER GmbH left their factory building the HUETTER 211 which had wooden wings moulded in one piece (upper and lower surfaces on a heated mould on to which two mighty JUMO 222E/F four row radial engines (2,500 hp for take off and 2,900 hp emergency boost!!) a similar to the HE 219's fuselage with butterfly tailplane, were to be attached, left for Lake Constance and Bregenz, due to the approach of American forces. They took up residence in part of Kittelberger's firm, but as French Moroccan troops took all their equipment, they could not restart work on aircraft. Some of their girls swam the canal, which was the frontier to the glorious lights of Switzerland, where they were spoilt with chocolate by the hospitable Swiss. The men could not follow them in case they were shot by the Moroccans. It is possible that the Huetter firm thought that they might be allowed to continue their work on aircraft due to the Kittelberger firm being owned by the Swiss at that time? As it was Wolfgang Huetter and some Dornier people were "borrowed" by the French for 1 ½ years. Dornier also had, and still has, a firm working by Lake Constance at that time and now. □

Keith Green

Some will have heard the sad news of the untimely death of Keith Green, aged 57 from a heart condition. Keith died shortly after surfacing from a dive off the Isle of Skye in Scotland on the 2nd of July 2008.

I knew Keith for some years before we started gliding together in 1986. This was the week before the first VGC rally at Lasham. I went back to Lasham during the rally to have a look at the old gliders and it was from there that our interest in vintage gliders built up. We had both seen gliders as children and Keith remembered the "whooshing" noise made as a glider came in to land. This topic came up in our local pub one evening and we decided to go and give it a try. We signed up for a weeks course at Lasham with Joe, Keith's future brother in law. We were lucky. Firstly we had a



Above: Keith Green (right) with syndicate partner Mark Wills.

great weeks weather with soaring flights every time and secondly we had Mike Medlock as an instructor who we all clicked with. On the second day I had a very hot long soaring flight and began to feel quite ill. On landing I just managed to get out of the cockpit took one step sideways and threw up. Keith spent the rest of the week demonstrating to anyone who would watch and/or listen, the exact style in which I had done this, accompanied by peals of laughter. However we did get one thing seriously wrong in our first weeks gliding. We had opted for the residential package and after flying and eating in the evening we would disappear for a shower etc.. When we came back our instructor had disappeared. We assumed that, flying being an exacting and precise activity and pilots being such

responsible and upstanding individuals that everyone went to bed early. The bar was not open in the evening mid week at that time. We assumed that it was the done thing to get plenty of sleep for the next days flying. After two days of this however both Keith and I were getting withdrawal symptoms and finding this new flying lark was developing a serious thirst. We eventually decided to chance our arm and venture off the airfield to the Royal Oak in Lasham Village. When we walked in our instructor, who had clearly been in there since we had put the glider in the hanger, drained his glass of Guinness slammed it on the bar and said "where the hell have you been the last two nights?". That kind of sealed things for us as far as gliding was concerned. Over the years Keith and I have flown all over the UK and Europe and we have flown most of the bars in most of the gliding clubs along our way, including some aerobatics. Always personable, always with a tale or two to tell, occasionally with some exaggeration thrown in for good measure, especially after a pint or two.

Keith was an engineer by profession and a good one at that. He gained as much enjoyment out of fixing and renovating gliders and trailers as he did from flying. He was an experienced and respected inspector and did tens of C of A's every year often to the detriment of his own flying. Keith was involved with the renovation of a considerable number of vintage gliders, the most memorable being a Skylark2 AWX, the Olympia 465, his beloved Weihe BNC, a Grunau Baby several K6's and K8's. His approach was always practical and he found ways to get the job done rather than looking for reasons for why they couldn't. Keith was involved with the fatal accident investigation on the Olympia 463 which suffered structural failure on a winch launch. He was responsible for identifying the cause of the failure. This resulted in the grounding of the fleet of 460's. He was not popular with some people for this, but may well have saved another life. He was also largely responsible for the development of the inspection and modification procedures which allowed the ones, with no detectable corrosion, to continue flying safely.

Keith always liked helping people, when approached by someone seeking advice on what to do with their glider or how to repair something he would normally say "yes we can do that".

My lasting memories of Keith will be

our expeditions to Vintage rallies in Europe with the associated rush to get all the equipment/glider/camping gear etc ready. The enormous amount of extra stuff that travelling with his young family required. Packing the van and trailer with kid's bike's, paddling pools, toys, games etc.... Keith and I would have one small bag and a sleeping bag each plus my small tent. Keith appearing in the morning, usually after a late night in the bar, clutching a cup of tea clad usually in



this possible. It was the first time we had done any formation aero towing and it was quite difficult to get everything lined up and keep in position, especially in the turns and with gliders of such varying speed limitations. It was however, a fitting tribute.

Keith leaves his wife Anne, son Richard and daughter Helen. He will be greatly missed.

If anyone wishes to make a donation to the British Heart Foundation this can be done at

<http://www.justgiving.com/keithgreenbhf>
Mark Wills

Albert Uster

Gaithersburg chef and chocolate entrepreneur Albert Uster died in a plane crash July 25.

The sailplane crash happened in the Swiss Alps, and its cause is under investigation, according to a statement from Uster's company, Albert Uster Imports.

The Swiss-born chef founded Albert Uster Imports, which produces Swiss chocolates and other culinary ingredients, in 1980. Before that, he served as an executive chef at the Washington Hilton and was one of the founding partners of The Watergate Restaurant.

Uster spent his time outside the office

Below: Albert Uster.



as a glider pilot, wine collector, garden-er and philanthropist. He is survived by three daughters, three sons, two brothers and his close companion, Josephine Cooper.

A funeral was held in Switzerland Aug. 8, and a memorial service took place in D.C. Aug. 24.

Willi Kampmann.

We have just received an acknowledgment for our condolences on the occasion of the death of Willi Kampmann on 22. March 2008 (from Gisela Dreskornfeld and Hartmut Kampmann, his son.)

They have written that Willi was an enthusiastic "hanger on" to the VGC almost right from its beginning and was active in all its proceedings. The first International Rally that he and Gisela took part in was on the RHOEN in 1974. From then on, he always tried to be at every international rally unless a professional engagement stopped him and then he very much regretted not being present. We happily remember the flights in the GOEVIER at Sutton Bank, Amlikon or Budapest. The atmosphere and the comradeship, which symbolized the club, was for him very important. A particular joy for him was how our comradeship crossed all international frontiers and how we could speak with each other as true comrades and also fly and celebrate together. □

a ridiculously colourful shirt and clashing shorts with the greeting "morning team". His generosity with respect to advice, loaning of tools or equipment, letting others fly his gliders - and his time. Above all the amount he packed into his life not only was he an accomplished glider pilot, engineer and inspector but also he was a caver, a cave diver, an experienced scuba diver, a very accomplished photographer and a sound engineer as well. On top of that a family man with two children who also had a range of interests which he encouraged, supported and participated in.

Keith's memorial service was held in Alton on the 28th of July and his friends organized a formation fly past of vintage gliders at the reception. The gliders involved were a Grunau Baby, Bocian, Slingsby Swallow, Slingsby Sky and his Weihe. This was followed by an aerobatic display flown expertly by Colin Short. Many thanks to all the glider pilots, tug pilots and helpers who made

A short history of gliding in India

Our member Thorsten Fridlitzius has sent VGC News a copy of a letter he received from Beheram Mistry titled 'A short history of gliding in India'

*Disclaimer

What follows is the version of the story of gliding's origins in India, as told to me, and as I remember it. It could be COMPLETELY inaccurate.

In Aundh, not too far from where Ravi lives now, the Maharaja of Aundh's son, was fascinated by gliding and tried to pursue it at what was then I presume a gliding club run by a small group of enthusiasts who had, I guess, way more passion than a sense of self preservation.

As in the early days of gliding all around the world, it wasn't an entirely safe hobby. Flying around in open/no cockpit primary type gliders probably wasn't that safe to begin with, and compounded by the practices of flight training back then, it clearly was not as safe as it is today. To give you an example, not only did you solo on your first flight, but your first 'flight' was called a hop - not unlike a cable break practice flight of today!

Not too long after the young prince began to learn how to fly, he had a pretty nasty accident that broke his leg. This had the Maharaja pretty miffed with the so-called instructors. Agitated as he was, he did a rather interesting thing. Perhaps, seeing that they probably were very passionate about gliding, he suggested that since they were clearly keen to learn and teach and spread their sport of gliding, but obviously didn't know what they were doing well enough to practice the

sport safely, he offered to send two of them for training at any place that could train them to be instructors, if they would return and teach.

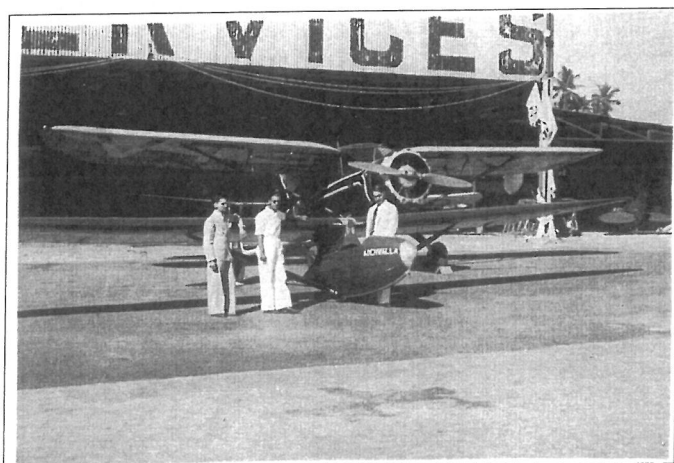
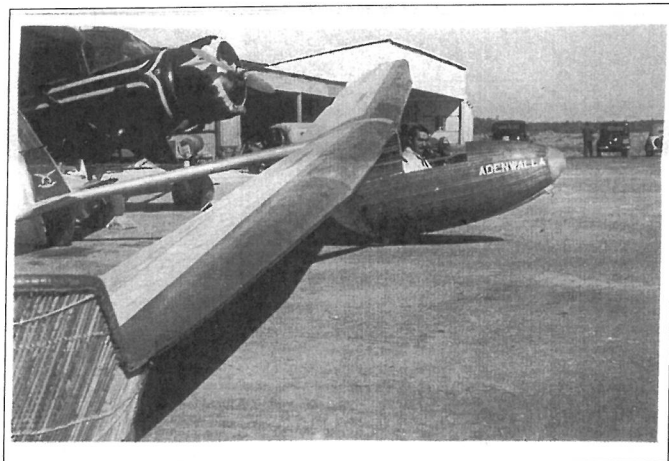
Germany is probably the true birthplace of the sport, and that's where the two instructor trainees opted to go to learn to fly gliders.

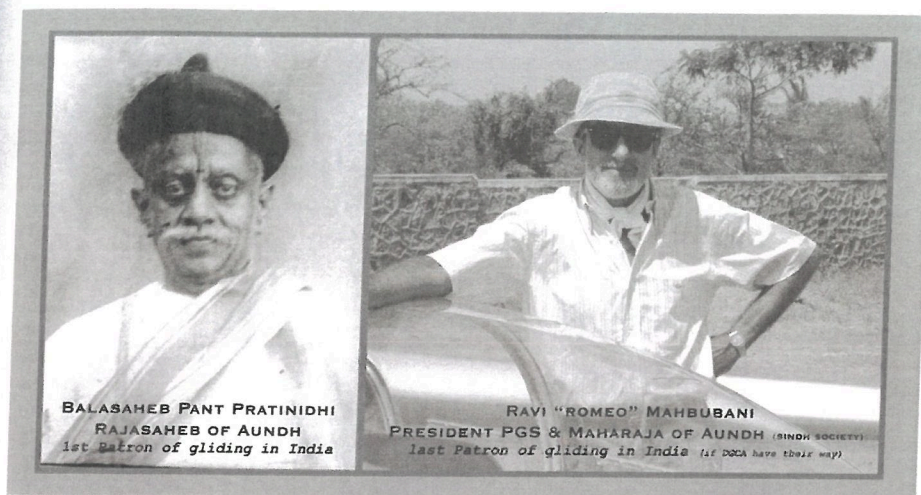
Upon their return, they set up what has become today's Gliding Centre at Pune. It was at another site though, that can still be seen a few miles South West of Hadapsar, on the edge of the ridge line that one can see to the south of the field.

F. Irani, was the name of one of these two gentlemen. He continued to live in Pune. The other, whose name I cannot recall moved to Australia if I'm not mistaken. I'm not sure if either are still alive.

The next chapter of Indian gliding, began when India was born as a nation. The first prime minister of India, Mr J. Nehru, was, I'm told, good friends with

Photos below: reception to the first Indian Gliding Pilot-Instructor. Sir Hormusjee Cowasjee Dinshaw, President of the Indian Gliding Association, and members of the Managing Committee welcome back to Bombay Mr. F. H. Irani, who has obtained the most coveted International Silver 'C' Licence in gliding. Mr. Irani is the first Indian to secure this distinction and is now fully qualified to train in Gliding and Soaring. He will be the Pilot Instructor of the Indian Gliding Association.





Ms Hannah Reitsch, the famous German aviatrix. She had Nehru sold on the idea of making India a gliding nation. e.g. I believe, there were plans to incorporate a gliding field at every university in the country!!

Many Government Gliding Centres were set up, of which today only Pune remains. Many government subsidies were put in place to support and encourage the youth to glide — to make it accessible and affordable to most.

India, however, after fighting two wars with Pakistan, by the late seventies, had a lot less money to support gliding...

and most of the gliding centre and clubs began to shut their hangar doors.

In some corner of GCP, that probably no one had been to since the 1970's, I found under 30 years of dust and rubbish a small booklet, printed in 1960-something. It was a brochure for GCP's annual day (14th Feb i think?).

On the back cover was a list of all the British and Indian Gliding Record flights. I found it interesting to note that at least until then (196X) Indian gliding and gliding in the UK were at par.

There were probably many factors that led to the fall of the gliding movement.

I guess at some level, most of the new generation of glider pilots in India, lacked a common vision, and that was probably a key factor, as I see it.

There have been a few members however of the gliding community who have contributed hugely to trying to get Indian Gliding back up, particularly in getting the L-23s into the country. Which as it turned out, happened just in time. Had it not been for the L-23's, gliding in India would have come to a complete stand still some 10+ years ago. Shortly after the Super Blaniks were in India, there was a tragic accident at GCP involving an ITG3 and a student solo pilot. The wings folded on launch, killing the pilot. The DGCA in a knee-jerk reaction grounded all wooden gliders, thinking that it was the age of the gliders that caused the accident. Fortunately there were now other gliders to fly.

That's what I know/remember. If there are any specific questions, feel free to ask me. I may not know the answer however attached are some pictures that might be of interest... of Mr F Irani and a Baby Bowlus glider. The one with Ravi is a joke, but the image on the left is real. Cheers - brm □

SNIPPETS

VGCNews is very pleased to have received this news from our member, Mathias Vöst. (Congratulation, Mathius, from us all - Ed)

I'm very happy to present to you the new pictures of my Minimoa during her first flight. After 10 Years of building, the sky over Germany has a new Minimoa. The first flight was on the 28th of June on the Penzing Air Force Base in the near of Landsberg. Everything works perfectly and it's a wonderful feeling to fly such a glider. Yours sincerely, Mathias Vöst



