



VGC News

No. 104 Winter 2001

**Will we have a Horten flying wing in the air again?
The 29th International Rally at Zbraslavice.
Switzerland, 13th Oldtimer rally at Courtelay.
More information on Musee de L'aire, Angers.
DFS Habicht—First flight.
Model forum—Japan.
T21—a Spanish Tale.**





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

Objectives of the Vintage Glider Club

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

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Front cover: Didier Fulchiron, a regular participant at our International Rallies, landing in his Ka-4 at Zbraslavice.
Photo: Vincenzo Pedrielli

Back cover: The 29th VGC Rally – some of the participants and their gliders.
Photo: Rudolf Jung

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Diary Dates for 2002

22 – 28 June
Camphill 2002
The Vintage & Classic Rally, with a 1930s theme.
Details from Derby & Lancs GC, Camphill, Great Hucklow, Buxton, SK17 8RQ
Tel 01298 871270 or e-mail dlgc@gliding.u-net.com

12 – 19 July
International VGC Rendezvous
Flugplatz Nordhorn-Lingen
Christophe Talle:
ausbildungsleiter@isvlingen.de

20 – 27 July
30th International VGC Rally, Osnabrücker Verein für Luftfahrt e. V – Flugplatz Achmer
Harald Kamper, Bismarckstr 78, D-32049 Herford
vgc@ovfl.de

Spring Bank Holiday
(last week in May 2002)
VGC UK National Rally
Norfolk Gliding Club, Tibbenham
August Bank Holiday
Slingsby Rally
Sutton Bank

Notice to all members

The Rally Secretary is Graham Saw. Please forward details of any vintage glider rallies you may be planning to: G.Saw. 16 prince Andrew Close, Maidenhead, Berks. SL6 8QH Tel 44(0)1628 776173

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Chairmans Report

Living in the present and not in the past.

I hope the new magazine pleases you and encourages more of you to send in articles and pictures of what you are doing today as well as what you hope to be doing in the future. The aim is to create an interesting balance of both what our members are doing now as well as continuing to present the history of our sport with the inclusion of historical articles and pictures. Please give us your support by forwarding information and pictures of your current activities and projects (and memories). Remember, if you have produced an article for the magazine electronically, please e-mail it or send us the disc so that we do not have to re-type it.

Over the past thirty years our members have achieved a great deal, however now and again a particular project or achievement stands out. I have long thought that those who are determined and clever enough to re-create some of our greatest gliders not only deserve recognition for their technical achievement but also for showing us a way of life which demonstrates that they are not put off by seemingly difficult tasks. I refer not only to the people who have built wonderful replicas of vintage gliders but also to those who have shown the talent and ability to complete such enormous projects as the creation of the new Musee de L'Air Angers for instance. When most of us will not commit ourselves for fear of failing these people have succeeded. All too often our visions are no more than dreams yet these individuals have shown that it is possible to succeed with even such enormous challenges. What does it take to say "we can" rather than "what if we fail". It is said that young people readily respond to a challenge and have, unlike many of us, the energy to succeed. So let us invite them to help us to meet new challenges and succeed where we have failed to make progress. Whether that means following the example set by other countries and founding a museum in the UK for all our British artefacts or the creation of an international and educational training scheme to ensure the continuity of our restoration skills in the future. We have the vision, now where is the reality?

David Shrimpton, Chairman

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Presidents corner

It is no good trying to pretend that this has been one of the best years in the VGC history. No cross country flights in the UK have been possible due to the Foot & Mouth disease, which still has not left us in Britain, and bad weather. Also, the original Petrel has gone to the Americans. In Germany, there was the destruction through fire of the Goppingen Collection, which signalled the end for ever of Minimoa No. 100, Rhonbusard, Rhonsperber, Kranich 2b-2, H.17b etc etc. and the destruction on take off of the Musterle, Klaus Heyn's latest masterpiece (although happily Klaus Heyn is now recovering - Ed).

However, in the darkness, there have been certain areas of light. The British put 10 entries on to the field of Zbraslavice for our 29th International VGC Rally, in spite of the great distance and the time needed to get to the Czech Republic. At the International Rally, we had for the first time a strong Polish team and a much larger Austrian team and we had our first members arrive from Slovenia, where there is now a vintage glider restoration movement. Also, the Hungarians have found drawings for

the Karakan and Nemere, their two most historic prewar sailplanes. Who knows, maybe one of them will be built one day. In Germany, the first test flights of their new Reiher 3 have been successfully concluded. Also, the Achmer Club's Kranich 2 has been finished and flown. It was not brought to our International Rally as it did not then have a trailer. The Reiher was also not brought to our International Rally as its test flying had only just been concluded and paperwork was awaited from the LBA. There are now six airworthy Kranich 2s in Europe but only two of them were at Zbraslavice. Three years ago, there was only my Kranich 2. Now, there are six, and three of them are in Germany. (This means that the late Gerhard Bergmann's Kranich 2 has changed ownership and is now owned by a group of enthusiasts dedicated to save old gliders of which they have 32!! When the VGC was started in 1973, I would never have dreamt that one day we would see two Habichts, two Reiher 3s and a Horten 4A again on the face of the earth. The second Reiher 3 is being built at Achmer and might be finished in two years time. It is worth noting that it took 7 years to rebuild a Kranich 2 out of the wrecks of two of them... and only three

years to build an entirely new Reiher on the Wasserkuppe. Next year, for our 30th International VGC Rally, we can expect to see a new Reiher 3, a Habicht, if Christoph and his family will allow it, and three or four Kranich 2s. The great news from Switzerland, is that Lilly Anne-Marie Grundbacher has rescued the H28 from Bleienbach and she is being allowed to restore it to flying condition, in Rudi Saegesser's workshop. Also, Hugo Roth says that he was very sorry not to have been at Zbraslavice as he loves the Czech Republic but he was alone, had hurt his back and had a new job in Swiss Railways. He will do his best to attend the next International Rally at Achmer with his Kranich 2. We also, in 2003, are to have our International Rally in Finland, the Land of the Midnight Sun, with thermals lasting 10 hours a day.

So, if this past year was not our best, a Grunau Baby 2b has been restored at Lasham and the Minimoa has been improved, thanks to Peter Underwood, at Dunstable, we have a really great future to look forward to. In Britain, good new owners have been found for the Scott Viking BGA 416, Harbinger BGA 1091 and "Percy" the Kite 2 BGA 689. This is success in itself.

Treasurer's report

First I offer my apologies for absence from this years AGM to our President, Chairman and members. The year has generally been a satisfactory one from a financial viewpoint and this was helped, as in previous years, in no small way by our VGC. Sales team, Colin and Alice, with their shop and now also with their healthy mail order business for members. Their contribution helps us to keep our subs at a most reasonable level and despite having been fixed several years ago.

I would also like to pay tribute to our Committee who mostly bear their own costs and the various overseas Secretaries who have been responsible for collecting the greater proportion of our subscriptions from all over Europe, America and Australia. Without their unstinting help we would experience many difficulties, so thank you all. Expenses for day to day running are the subject of constant review and the increased use of e-mail has been of some help in containing these as well as assisting with the good low cost communications. In so scattered an organisation such as ours, I hope that before long we shall see all VGC officers linked in this way. The increase in miscellaneous expenses shown in the accounts is partly due to our having had a publicity stand at the PFA rally and we were grateful to the London Gliding Club who so kindly shared it and the cost with us. There is a need for us to see that our existence is made known and from experience the best most effective and the least costly method is by the recommendation of you the members Can I therefore ask you to promote the VGC at all times please.

We are again fortunate in having had over GBP500 of cash donations and we thank the donors for remembering us. The formation of a Charitable Trust is under consideration which is hoped will meet the stringent requirements needed to qualify as Charitable whilst being at least partly complimentary to the VGC objectives and I shall be pleased to discuss with any members who are interested in assisting with its formation and subsequent running.

Finally, I am looking forward to a further year where subscriptions are maintained at the present level except for a small increase in UK subs which our membership secretary has asked for and to which I am agreeable subject to this meeting's approval.

Ladies and Gentlemen, the annual accounts were circulated with the previ-

ous magazine and have received Committee approval so I now commend them to you. Austen Wood, Hon.Treasurer.

VGC Annual Dinner

The annual dinner was held at the London Gliding Club, Dunstable on October 6th.

The dinner was organised by local members headed by Laurie Woodage and was well attended as usual.

The guest speaker this year was cosmologist and aviation enthusiast Dr. Martin (Dill) Faulkes. A graduate of London university and ex-Chairman of Logica, Dr Faulkes is founder of a number of existing charitable ventures including the Faulkes Flying Foundation Ltd. - <http://www.fffoundation.co.uk>, currently based at Lasham and Dunstable. The foundation was formed to inspire youth into aviation and to develop self-discipline and confidence in youngsters. Other Faulkes projects include The Faulkes Telescope Project - two 6ft diameter professional grade telescopes - one in Hawaii and one north of Sydney for use by youngsters over the internet. These are the largest telescopes in the world available to public outreach.

Dill lives in Surrey and is married with two grown up daughters one of whom is a professional helicopter pilot working in the North Sea oil industry and is based at Aberdeen. He is very enthusiastic about gliding having first been on a gliding course at Lasham and having flown many times since. He believes strongly in the benefits of glider training for the development of young people.

After an excellent meal prizes were awarded commencing with the Syd Davies trophy awarded for services to the Club. The recipient this year is Willie Schwarzenbach, founder member and vice-president from Switzerland. The major other awards being;

International Challenge Trophy for the best restoration to attend the International Rally - Gerhard Tischler, L-Spatz 55.

The best International Project Achievement this year, Christoph, Clemis and



Walter Zahn for the DFS Habicht D-1901.

The Rodi Morgan Trophy went to new member Marc Morley for his outstanding exploits with the Slingsby Swallow (BTA).

Joerg Ziller was recognised for his long service to VGC whilst Laurie Woodage received the Wood Worm Trophy for his on-going work in restoring the Scud 3.

Other restoration Prizes included Robin Hood - Grunau Baby, Laszlo Revy - Zogling RRG-1 and Claude Visse - Breguet 900 S.

The usual gifts of appreciation (flowers and wines) donated by our President concluded the official proceedings for the evening which was thoroughly enjoyed by all. *David Shrimpton*

BGA inspectors for BGA registered gliders in Europe

We are pleased to be able to announce that Jim Hammerton, the Chief Technical officer of the BGA, informs us that the BGA will recognise glider inspectors of foreign administrations pertaining to gliders and gliding in Europe, are able to renew Certificates of Airworthiness of BGA registered gliders in Europe. These inspectors should become registered as BGA Inspectors by simply signing a form giving their name, address and fax No., so that the BGA can send them technical information concerning maintenance etc. Write to the BGA Chief Technical Officer at: Kimberley House, Vaughan Way, Leicester, Leics LE14SE, England, Tel: (0)116 251 1051. Fax. (0)116 251 5939 stating their qualifications as glider inspectors and asking for an application form.

Salut, Hi there,

DEDALE, the French Vintage Glider Association's new address on the web is: <http://www.dedale-planeurs.org>

Looking for Ka-3 owners in the UK.

Member Ralf-Henning has written to VGC News having just found the UK glider registration database on the internet at www.ewebcity.com/skymaster/bga.asp where he found three entries for the glider type 'Ka-3'.

Ralf owns a Kaiser Ka-3 and didn't know that there may be others in the UK. He would now like to know more about the gliders and their owners. If you have any further information, please send it to Ralf by e-mail at glomb@sdm.de ■

Left: Gerhard Tischler and his L-Spatz 55.

The 29th International Vintage Glider Rally Held At Zbraslavice, Czech Republic



*Above: D-9025 Rhonsperber of Otto Grau.
Below: OO-ZRE K2b of Firmin Henrard.
Photos: Geoff Moore.*

The Aeroclub of Zbraslavice was once again host to the VGC for the International Rally. The improvements made to the site's infrastructure since we were last there were beyond belief. It had been a small grass airfield with a hangar since 1933. During WW-2, it had become a small maintenance airfield (Arbeitsplatz), for the aircraft from the Pardubitz Luftwaffe training airfield nearby. Here, small repairs and maintenance would take place using a mobile workshop. There was also a Luftwaffe (WL) glider training operation on the airfield using SG38s, Grunau Baby Bs and Kranich 2B-2s etc. during the war. So, it was not the first time that some of our glider types had been seen there.

Zbraslavice Village (town) was situated on a little hill by the airfield. It consists of delightful buildings and a main square, with two restaurants, a supermarket (small), shops, church and good bed & breakfast accommodation, so that

the little town was ideal for us. It was set amid beautiful rolling countryside of woods, fields and small lakes, about 10 kms from the magnificent Kutna Hora with its St Barbara Cathedral, which had been built by silver miners (without the Vatican's permission) and Jesuit College. It is a wonderful and beautiful town, which had once rivaled Prague as capital of Bohemia. Silver mining had been the town's industry and wealth. Such was the setting for our 29th International rally.

There was a very welcome team with aircraft from Poland and the Austrian entry was very much increased in size from that of previous rallies. The Polish Team arrived with 7 members and Mucha Standard and Foka 3, from Gliwice. We were very glad to see them as it was the first time that any Polish Team had taken part in our International Rallies. The Austrian team was much enlarged since previous rallies and had just taken delivery of a beautiful "Reinadler". We were very glad to see them.

Some of the gliders which had not been seen before:

The 1929 RRG Zogling replica. This had been built at his home in Budaors, by Laszlo Revi. The building had taken many years because of financial constraints, but to the highest standards of perfection. It is probably better built than any of the original Zoglings. It was cleared for aerotowing by the Hungarian authorities during the year 2000. This was the standard training glider which was designed by Lipische for the Rhon Rossiten Gesellschaft's gliding schools on the Wasserkuppe and at Rositten in East Prussia. Laszlo has since been trying to sell it to earn some money, but no one, or any museum, wants it. So he has to continue to drive his Trabant. He has also the building plans for the Nemere and M 22 at his home, but these would



*Above: Slingsby Cadet of Richard Moyses.
Above right: L-Spatz D-9115.
Photos: Ernst Schmutterer.
Right: OE-0898 Mucha. Photo: Geoff Moore.*



RALLY ROUNDUP



cost a fortune to build. It must be said that the Hungarian Entry to our International Rally of the 1941 Cimbora and 1929 Zogling, both entered by Laszlo Revi, were truly in the spirit of the very old days of gliding.

The **ELFE M**. This was entered by Hans Gysi and was built two years after the Elfe PM-3, which is in England ie 1955. It looked like an attempt to lower the PM-3's wing loading and to give it a still better Max. L/D by increasing the former's wing span. The Elfe M still has the Dr Pfenninger wing and tailplane of the PM-3 and therefore of the wartime designed Elfe 2. It is undoubtedly a fine sailplane. Old S&G's record that in the 1956 World Gliding Championships at St. Jan, the PM-3 flown by Hans Nietlispach came 8th. In the 1960 World Gliding Championships at Cologne, Rene Compte came 11th, flying an Elfe, but it does not mention which one. (This is a mistake, in both World Championships. It was the Elfe M that took part, not the PM-3).

The **HABICHT -E**. This is the second Habicht E built relatively recently in Germany. As the first, which was built by the OSC Wasserkuppe, is now confined to the German Gliding Museum on the Wasserkuppe, this is now the only one in the world which is flying. It was built by Christoph Zahn and his Father and Grandfather. See the special feature in this issue.

The **SLINGSBY CADET AND KITE 2**. These were presented in the finish and colour schemes of when they were new i.e. just after the war, although the Cadet originated in 1936 and the Kite 2 in 1947. The Cadet, as Slingsby's Type 7, was designed by John Sproule at Slingsby Sailplanes to give British pilots for the first time, a glider suitable for them to gain their C Certificates. Because of this it was adopted by the Air Training Corps (Air Cadets) or whatever it was called then, as their standard training glider and was mass produced, 431 having been built. Until that time, no

Above: Condor IV D-6043.
Below: R11b Cimbora.
Photos: Ernst Schmutterer.



Above right: OK-A910 SG38.
Right: Cumulus 3F.
Photos: Geoff Moore.

other glider in Britain had been built in such quantity. During the war most of them were camouflaged but from 1946, some were painted like this and as such, were obtained at little cost for the reborn British Gliding Clubs. Some had their wings exchanged for those of the 1937 Sproule designed Slingsby Type 8 Tutor and thus their wings were put into store and in 1954 were fitted to the Slingsby Type 38 Grasshopper Primaries. As Cadet wings were related to those of the Lipisch RRG Zogling, one wonders how much progress had been made. However, the Cadet was a good little training glider with good thermalling capability, as was noticed, we hope, at Zbraslavice.

The **KITE 2** was designed as a secondary glider in 1947. At first the Olympia more than blocked its sales. It could be bought very cheaply and, after slight modification to its wing tips it can be thermal soared very well and has a marvellous quality when doing so, which puts it alongside other postwar

designed sailplanes. Eleven of Slingsby's Type 26, Kite 2, were built. It first flew in 1948. One can notice that it is related to the Slingsby Gull 4 and SKY of the era. It's max. L/D of 1:23 is not far short of that of the Olympia, but it should not be flown slowly in case of a wing drop and drag also increases rapidly due to its wing and tailplane struts, with increase of speed.

BREGUET 900. This is said to be the last of 6 that were built from 1948. It has a marvellous performance for so small a glider. Flaps can be set slightly up for a good performance at speed. Its Max. L/D is inferior to that of the AIR 100, but it is faster and so it can out-fly the former during "cross countries". As it did not win the 1950 and 1952 World Championships it was not produced in quantity. Climbs in thermals can be improved with the use of the flaps. It is believed that the Br 900 prototype "Louissette" still exists, but where is the Br 900 F-CAAA of Pierre Prinnet?

LG 30 KMOTR. This was a small side by side, fully enclosed two-seater for instruction. It was clearly inspired by the Goevier, but is not a copy. The designers had clearly taken the Goevier and simplified it. Gone are the Hutter designed streamlined wing roots, to allow the outer elbows of each pilot room, in order to reduce the frontal cross sectional area of the fuselage to reduce drag. Gone are the tailplane's struts and the wing trailing edge is straight. The Kmotr seems to have plenty of cockpit room and a performance at least equal to that of the Goevier. It was said to be pleasant to fly. All in all, it seems to be an excellent redesign of the Goevier.

Extract from Chris Wills report. ■



Top: An alternative to Vintage Gliding?
Photo: Margaret James
Above: Elfe S4a. Photo: Ernst Schmutterer

Participants of the 29th International VGC Rally:

Name	Country	Glider	Registration	Year
Aeroklub Zbraslavice	Czech Republic	VSM-40 Demant	OK6203	1960
Aeroklub Zbraslavice	Czech Republic	LF107 Lunak	OK0918	1950
Akkermans, Marinus	Belgium	Ka-4 Rhonlerche	OK-FUO	1955
Balga, Gottfried	Austria	Mg 19A	OE-0485	1960
Bauer, Heinrich	Germany	Mu 13E Bergfalke II	D-1167	1954
Beiker, Hermann	Germany	Grunau Baby III	D-1977	1952
Brodersen, Günter,	Germany	L-Spatz 55	D-9115	1954
Durkacz, W.	Czech Republic	Kmotr	OK-1242	1951
Dijkstra, Hans	Netherlands	Goevier III	PH-206	1954
Dredge, John	Britain	Zlin 24 KrajaneK	BGA 655	1946
Dumont, Jaques	Belgium	Zugvogel IIIB	OO-ZJC	1964
Fey, Klaus	Germany.	Ka-7	D-7095	1959
Fikejz, Jiri	Czech Republic	Pionyr	OK-2215	1953
Foged, Helmer	Denmark	Lo 150	OY-DTX	1954
Fulchiron, Didier	France	Ka-4	BGA 4116	1954
Gjorup, Niels Ebbe	Denmark	Grunau Baby IIB	OY-AXO	1946
Goffaux, Philippe	Belgium	Avialsa A 60	OO-ZWF	1964
Grau, Otto	Germany	Rhoensperber	D-9025	(1998)
Green, Keith	Britain	Weihe	BGA-1093	1950
Grundbacher, Lilly	Switzerland	Elfe S 4a	HB-1199	1974
Gysi, Hans	Switzerland	Elfe-M	HB-534	1956
Havlicek, Franz	Austria	L-Spatz 55	OE-0362	1954
Henrad, Firmin.	Belgium	Ka-2B	OO-ZRE	1955
Herbich, Wolfgang	Germany	SZD-24 Foka C	D-2062	1962
Hermjacob, Gerd	Germany	Weihe 50	D-3654	1952
Herring, John	Britain	EoN Olympia 2B	BGA 1029	1959
Hoekstra, W.	Netherlands	Ka-2B	BGA 2274	1954
Hoffmann, Manfred	Germany	T21B	BGA 3385	1948
Hoflinger, Helmut	Austria	Mucha Standard	OE-0898	1960
Huber, Beat	Switzerland	Ka 6 CR	HB-703	1962
Janeckova, Drahomira	Czech Republic	Pionyr	OK-3903	1953
Jarvinnen, Kari-Pekka	Finland	Ka-4	OH-207	1959
Jeziarski, Zbigniew	Poland	Mucha Standard	SP-2261	1961
Kamper, Harald	Germany	Condor IV	D-6043	1963
Kellermann, Karl-Heinz	Germany	Rhonbussard	D-7059	1937
Kroll, Christian	Germany	Cumulus 3f	D-6059	1952
Kruse, Joachim	Germany	Kranich II	D-0031	1935
Lenik, Jiri	Czech Republic	SG-38	OK-A910	(1999)
Lyng, Johannes	Denmark	Sheibe Specht	OY-VEX	1954
Mathieu, Christian	France	AV22 S	F-CAGL	1955
Moyse, Richard	Britain	Cadet Mk.1	BGA 731	1943
Nowak W.	Poland	Foka 3	SP-3634	1961
Pataille, Didier	France	Carman M-200	F-CDHC	1967
Pfrommer, Erhard	Germany	L-Spatz 55	D-7138	1954
Pochet, Pierre	Belgium	Ka-6E	OO-ZGD	1968
Poerstamper, Erik	Netherlands	Prefect	PH-196	1947
Raine, Christopher	Britain	Kite 2A	BGA 689	1947
Revi, László	Hungary	R 11-b Cimboro	HA-5035	(1983)
Revi László	Hungary	RRG Zogling	HA-1199	(2000)
Rudiger, H.	Germany	Olympia Meise	D-6934	1938
Ruegg W.	Switzerland	Moswey III	HB-374	1943
Saw, Graham	Britain.	Lunak	BGA 4286	1947
Schickling, Klaus	Germany	T.21b	BGA 3195	1944
Sharman, Bob	Britain	Ka 6CR	HPQ	1954
Sliva, Emil	Czech Republic	Demant	OK-9902	1957
Slot, George	Netherlands	Ka-4	PH-247	1954
Smith Ian	Britain	Ka-6 CR	BGA 2287	1954
Stachulla, Christian	Germany	T21b	BGA 782	1944
Strijks, Egbert	Netherlands.	Ka-4	PH-354	1954
Thaler, Erich	Austria	Ka-6	OE-0660	1963
Thula, Kimmo	Finland	Ka 6e	OH-892	1965
Tischler Gére	Germany	L-Spatz 55	D-8262	1957
Tschorn, Werna	Germany,	Weihe	D-7080	1958
Urscheller, Peter	France	Avialsa/Sheibe A60	F-CDLC	1970
Van DeVen, Thomas	Netherlands.	Ka-2B	PH-9163	1961
Visse, Claude	France	Breguet 900S	F-CABY	1949
Vitek, Svatopluk	Czech Republic	Orlik	OK-3403	1960
Whitaker, Ray	Britain	Ka 6e	BGA 3158	1965
Wills, Chris	Britain	Kranich 2B-1	BGA 964	1944
Wills, Mark	Britain	JS Weihe	BGA 1093	1950
Zahn, Christoph	Germany	DFS Habicht E	D-1901	(2001)

VGC National Rally Sutton Bank 26th May – 3rd June 2001

by Mark Morley



Marc Morley in his Swallow, BTA.

Yvonne and I arrived at Sutton Bank very late on Friday evening after a 7 hour journey. Once the tent was up thanks to the help of Jenny and Peter we were joined by Brian Garston.

We woke Saturday morning to south-westerly winds, which were to remain with us for the best part of the week. Following the morning briefing we rigged the Swallow (BTA) which was then flown by both Brian and myself. This was to be Brian's first flight in the Swallow but I do believe he enjoyed it. Sunday was similar but this time we were able to winch, the winch was then available for the rest of the week. Brian did comment that it felt different to be starting the flight from a 400ft winch launch, when it would be normal for us to treat this as a launch failure.

For most of the week we were all flying the ridge with some thermal activity, there was also wave around, which was used by both the glass and the wood.

The Tuesday was an exceptionally good wave day with Phil Lazenby reaching 20,000ft in glass. We were prevented from launching until around 5pm due to strong winds but were still able to get 3 hours flying in. Wednesday brought kinder weather and the Swallow flew for 6 hours and 39 minutes, I am still not able to sit properly. The Thursday was a non flying day due to both the wind strength and direction so the majority set off for Eden Camp.

Friday's weather was unsettled but did enable us a slot of about 3 hours. It was on this day that Chris Wills kindly offered me the chance to fly his Rhon Bussard, this was without doubt the high light of my week. Having just previously landed the Swallow after struggling for

several hours on an in-different ridge it was such a contrast to find the Rhon Bussard easily climbing through 1000 feet where previous I had struggled to maintain 400 feet. Thank you Chris for this opportunity to fly one of your gliders. Saturday and Sunday's forecast was poor with many people taking the opportunity to de-rig ready for their return journeys.

The rally was very enjoyable and thanks must go to Phil Lazenby and the Yorkshire Gliding Club for their hospitality and of course not forgetting Liz and Derek and their band of helpers for the superb meal on the Thursday evening. On the return trip many of us left our gliders at Camp Hill as after much persuasion from Ian Dunkley to support his forthcoming rally. It would have been rude not too!

And from Chris Wills' diary of the same rally

On Saturday 26th May, the best height was achieved by Mike Wood, 7,500ft in an EoN OLYMPIA in thermal and wave. This was 8,500 ft asl. Chris Hughs flew his PREFECT for 3 hours 9 minutes.

Sunday 27th May. Wind was a light 15 knots from the SW with some sun during the afternoon. Ridge soaring was possible later during the day. David Cornelius took his SKYLARK 2 to 3,600 ft in cloud.

Monday 28th May. Clearance at Mid day with luck. SW airstream. Much cloud and some wave, which moved down wind. Sue and Jed Edervan had their first flight in their recently bought Harbinger. In a wave that revealed itself temporarily down wind near Lake Gorma, they reached 5,600 ft above site

and were forced to return in cloud when the wave disappeared. Mike Wood flew his EoN Olympia to 5,300 ft. There was rain during mid afternoon but this cleared during the evening to reveal beautiful cumuli. Dave Cornelius flew for 1hr 50mins and Geoff Moore flew his Mu 13D-3 for 1hr 43mins. There were returns through cloud, luckily, to points near the Bank. Waves' down currents sometimes coincided with Sutton Bank's slopes which enabled gliders to obtain only 2-300 ft in their hill lift after they had returned. The waves' lift almost never coincided with the Sutton Bank slopes. The Main Wave was near Dishforth, 10 miles up-wind. RAF Dishforth's gliders were climbing to great heights.

Tuesday 29th May. Sutton bank's Pilil Lazenby took his LS to 20,000ft over Dishforth, having gone into wind from the Bank. VGC pilots, whose gliders would not have penetrated so far into wind could have been aerotowed there but the absolute ban on out-landings, prevalent for glider pilots throughout Britain during the Foot & Mouth crisis, discouraged them. Could Phil Lazenby kindly take a vintage glider to 20,000ft next time? 66 vintage glider flights that day.

Camphill 2001, or was it 1940?

Ian Dunkley

Vintage week started with an air raid warning and an explosion at 10:15 on Saturday morning, with more bangs at the "1940's Buffet", complete with sheets of flame that singed the top of the trees and an even higher column of black smoke. All this on a day when the local fire officer had paid a visit, to be greeted by signs marking "Unexploded Bombs".

For those who missed it, but won't next year, the week had a 1940's theme with some of the best parties held at Camphill in living memory. The statistics, what would VGC News be without them, showed over 30 odd aircraft plus over 56 (even odder) pilots, the associated crews more than doubling this number. Flying came into it as well, over 185 hours and 220 launches, and "Spitfire" the special beer ran out.

The highlight of the week? Well, bungeing for the first time since an accident caused by someone calling out "Let go Peter", when Peter was the name of the pilot, the wing tip man and the tail holder

Wednesday 30th MAY. There was a very high wind during Tuesday and Wednesday night. The wind would drop at midday to cause a wonderful afternoon with wave etc. Cloud base was lowering. Only at 1700 hours was the wind speed low enough to launch some vintage gliders but wave lift would not orientate itself with Sutton Bank's slopes! At 1800 hours, conditions were getting better. Marc Morely won a prize for flying his Swallow for the longest duration of the day (6 hrs 35 minutes in hill lift and thermals).

Thursday 31st May. There were very good thermal conditions but the wind was from the critical NW position and likely to produce severe turbulence.

FRIDAY 1st June. It was very cold but luckily, at first there was no rain. The Rhonbussard BGA 377 was rigged and was granted a C of A by Peter Underwood, to whom I thank. I could not fly it myself but both Phil Lazenby and Marc Morley flew it for 40 minutes, each from exquisite winch launches on to the slope where there was lift. Phil described it as "flying like an autumn leaf" and was superb. Marc was impressed with it also. There was a lowering cloudbase to 950 ft

Participants

Bob Boyd	Kite 1	BGA 251
Keith Chichester	Skylark 3	BGA 988
David Cornelius	Skylark 2	BGA 724
Jed and Suzanna	Harbinger	BGA 1091
Edyvean	Harbinger	BGA 1091
Chris Hughs	Prefect	BGA 2380
Edward Hull	Fauvette	BGA 2768
Ian King	Ka 6CR	BGA 2313
Graham McClean	Elfe PM-3	BGA 4723
Geof Moore	Mu 13D-3	BGA 2117
Tony Maufe & Mike Maufe	Kite 1	BGA 310
Marc Morley	Swallow	BGA 1211
Ian Patingale	L-Spatz	BGA 2652
Christopher Raine	Sport Vega	BGA 2685
P.Warren	Kite 2	BGA 689
Bob and Sylvia Sharman	Prefect	BGA 2333
Robin Wilgoss, and John Tournier	SKY	BGA 4670
Mark Wakem	SKY	BGA 694
Peter Teagle	SKY	BGA 686
Malcom Wilton-Jones	Ka-2b	BGA 4336
Norman Woodward	EoN Olympia	BGA 1035
Chris Wills	Rhonbussard	BGA 337
Graham Mclean	Elfe PM-1	BGA 4723

and then down to hilltop level when it rained. Robin Wilgoss had been able before this, to reach 1,500ft in his Sky.

Saturday 2nd June. This brought a wind from an impossible easterly direction. It was not on any slope and pro-

duced severe turbulence from trees during aerotow launches. It was not possible for vintage gliders to fly on this day.

Marc Morley had flown his Swallow for over 20 hours during the week and everyone thought he deserved the Rodi Morgan trophy for the best performance during our National week long Rally, which was also dedicated to Fred Slingsby and his gliders. It was very nice that a Slingsby Swallow should win this Rally, which promises to become an annual fixture at Sutton Bank. We thank the Yorkshire Club for having us and for giving us a super evening banquet during one of the evenings. We were very glad once again to see Moyra Smith who is a founder member of the Yorkshire club. Everyone said that they had had a good time and are looking forward to coming again next year. Apart from all else, it is in the most beautiful Yorkshire countryside, which is worth seeing on the ground and from the air. *(Remember – this rally is open to ALL our members – so if you have a restored Slingsby glider and you want to fly it over it's birth place, then you will be made very welcome at next year's rally (date to be announced - Ed). ■*

downer. The CFI risked his rating, a lot of paperwork and a committee meeting, by taking the first launch in the club Ka7/13 and Bert Strykes in his Ka4 became the first Dutchman to be able to fly below his take off point. When Chris Hughes tried to amputate a finger whilst holding a tailskid the triple was completed, blood, sweat and tears, no wonder we claim "Vintage and Classic Gliding is more fun".

For the first year in five, younger pilots started doing the 3, 4 and 5 hour plus flights, taking over from their older and more prostate challenged predecessors, including a 100km over a four hour period in a L.Spatz. Next year, I think we will give a prize to the shortest distance over the maximum time. That reminds me, on the first Sunday the log sheets showed two unexpected Spanish aircraft. The "El Spatz" and the "Ole 2b" both appearing on a British airfield for the first time.

Statistics are of little interest to me, unless they prove a point I want to make, so I will not bore you with daily results, but will tell you the principles involved.

Two prizes are awarded each day, a bottle of finest Safeway (or Co-Op) plonk, the club's being too expensive, and the Camphill "Horn". The former being awarded for sensible flying feats, the latter for the reverse, or any other activity of de-merit or ridicule. Suffice it to say that on one day the horn was awarded to Chris Hughes who when it rained, sensibly put a coat on, over his parachute.

Social events, something that at Camphill are as hard to sell as condoms in the Vatican, were popular with the "1940's Buffet" with ration books, and bombs, being the highlight. The Quiz Night again filled the bar, and perhaps the septic tank, operating under our Chairman with the general rule. "In the event of a dispute, you are wrong". That is the only possible explanation for my team coming second, when on accuracy we were the obvious winners.

A new event, the "Camphill Music Hall" had our new kitchen supremo, Louise, topping the bill with some real belters of the singing variety; breakfast

will never be the same again. A young magician showed his skills in making things appear, and disappear, it was a pity that our Treasurer was not there to see it. Other acts included Irish folk songs, from genuine Irishmen, guitar and clarinet solos plus a 1940's "singsong"; the latter only marred by myopia and tone deafness.

So that's what just over 90% of you missed, the most enjoyable, busy and challenging event of Camphill's year. Plus of course the bungee launching, but then how many vintage pilots would willingly run down a rough cliff pursued by 15 or so metres of glider with only a weak wind to protect against decapitation?

Want to come next year, well find out when the Patronal Festival of St John the Baptist is, and, unless the 24th June is a Wednesday, look at the nearest Saturday after, and that's when we start. Now how many other gliding events do you find in the Ecclesiastical Calendar? You have no calendar, or don't understand? OK, even the vicar got it wrong one year, it will be from Saturday the 22nd of June until the following Saturday, coinciding with the local well dressing week and "knees up". ■

ian_dunkley@pgen.net

Launchpoint at Camphill.



13th OSV Oldtimer Meeting at Courtelary, Switzerland 2001

By Kurt Stapfer 27.9.2001, translated by C.Wills.



the largest OSV Meeting until now. The organisation was undertaken by Martin Knup of the GVV, Courtelary. Everything was super-prepared, as was the organisation on the field, and we thank Martin Knup and the club members (organisation) for these wonderful days. For the OSV (Oldtimer Segelflugverein of Switzerland) our well proven organiser Willy Fahrni was responsible. Him, we also thank. At the final Ceremony, each participant received a little reward for being present with an old glider. After three accident-free days, everyone left in the best spirits after this successful meeting. ■

All photos:
Kurt Stapfer of CH-8332 Russikon

Left: the first Pilatus B4.
Below: AV36 flying wing.



From 18th until the 20th May 2001, the 13th Oldtimer Meeting was held in excellent weather on the Jura Valley airfield of Courtelary which offered the best conditions. On Friday 18th May, there were 20 bungee launches (Karpf (Grunau) Baby and Spalinger S-19). 32 sailplanes from Switzerland, and one from France were taking part. This was

Below left: Spatz France. Bottom left: Weihe 50 von Egon.



Participants

Registration	Glider	Owner
HB-225	S19	Rothenbuhler Hans
HB-234	Grunau Baby	Beguïn Jaques
HB-374	Moswey3	W.Rüegg/H.Peter
HB-411	S18/2	Widmer Michael
HB-442	KarpfBaby	Wyss Roland
HB-494	KarpfBaby	B.Huber/E.Knecht
HB-475	Kranich 2B	W.+H. Roth
HB - ?	Bucker Jungmann	Zbinden F & C
HB-522	Moswey 4A	Fahrni Willy + Andreas
HB-538	Kranich III	Deillon Andre
HB-556	Weihe 50	Polla Egon
HB-568	Fauvel (AV36)	Ruffieux P.A.+P.L
HB-575	L-Spatz 55	Räz Max
HB-625	Ka6B	Schneider Richard
HB-643	Ka6CR	Fahmi Fritz
HB-1199	Elfe S4a	Grundbacher Lilly A.
HB-737	L-Spatz55	Wälty W.+J.
HB-765	Ka8B	Rohlwing Günter
HB-949	Std.Libelle 201	Morisoli Mateo
HB-1100	B4	Schmid Cristian
HB -1227	Sperber	Vetterli Ernst
HB-1302	ElfeS4 17m	Herzig Markus
F-CDLC	A60 Fauconnet	Urscheler Peter
HB-1273	ElfeS4 17m	Zimmermann Anton
N-301N	Libelle H301	Read Roderick
D-1081	T-31	Blauer Windsack



Above: Vetterli Sperber. Right: Swiss Bucker Jungmann & Karpf Baby. Below: K6 Fritz Farni; Slingsby T31; Kranich II; Segelflieger.



International VGC Rendezvous 2001

from Chris Wills

Held at Zwickau airfield, Germany near the Erzgebirge Mountains,

Participants

H2PL MUSTERLE	D-8365	Klaus Heyn	
Schleicher RHONBUSSARD	D-7059	Karl-Heinz Kellermann/Lengruesser	
GRUNAU BABY 2	D-1977	Hermann Beiker	
GRUNAU BABY 2B	OY-AXO	Niels-Ebbe Gjoerup,	Denmark
DFS RHONSPERBER	D-9025	Otto and Ulli Grau,	Germany
GOEVIER 4-11	D-1080	Gisela Dreskornfeld and Tegen	
Fw WEIHE 50	D-3654	Gerd Hermjacob,	Germany
Fw WEIHE 50	D-7080	Werner Tschorn,	Germany
OLYMPIA MEISE	D-1420	Jorg Ziller,	Germany
GRUNAU BABY 111	D-8880	Georg Themann.,	Germany
GOEVIER 4-111	PH-206	Hans Dijkstra,	Netherlands
BERGFALKE 11	D-1167	Heinz Bauer,	Germany
L-SPATZ 55	HB-737	Willi Walty,	Switzerland
L-SPATZ 55	D-1294	Jost,	Germany
L-SPATZ 55	D-9115	Gunther Brodersen,	Germany
SPECHT	OY-VEX	Johannes Lung,	Denmark
Ka 2B RHONSCHWALBE	D-5596	Andreas Belke/Schwammle	
Ka 2B RHONSCHWALBE	D-8134	M.Muller/Christiansen,	Germany
RHONLERCHE 2	PH-247	George Slot,	Netherlands
RHONLERCHE 2	PH-354	Bert Stryks,	Netherlands
RHONLERCHE 2	D-4322	Jurgen Doppelbauer,	Germany
Ka 6 CR	HB-703	Beat Huber,	Switzerland
Ka 6 CR	BGA 4098	Bob Sharman,	Great Britain
Ka 8	D-5686	Bernd and Thorsten Kirchner	
Avialsa A 60 FAUCONET	F-CDLC	Peter Urscheller,	France
Slingsby T7 Kirby Kadet	BGA 731	Richard Moyse,	Great Britain
EoN OLYMPIA 2B	BGA 1029	John Herring,	Great Britain
Slingsby T.21b	BGA 3385	Manfred Hoffmann,	German
JS WEIHE	BGA 1093	Keith Green and Mark Wills,	Great Britain
MOSWEY 3	HB-374	Hans-Peter Detmar,	Switzerland
Neukom ELFE S-4A	HB-1199	Lilly Anna-Marie Grundbacher,	Switzerland
SG.38 with Nacelle	OK-A910	Jiri Lenik,	Czech Republic

STATISTICS- ZWICKAU 22.07.01- 28. 7. 01

Date	Winch	Aerotows	Total Time.
22.7	12	21	5 hrs 49 mins.
All flying stopped after an accident.			
23.7	22	17	73 hrs 47 mins.
24.7	32	19	97 hrs 12 mins.
25.7	22	24	58 hrs 6 mins.
26.7	16	24	84 hrs 6 mins.
27.7	22	21	97 hrs 50 mins.
28.7	60	16	71 hrs 45 mins.

The accident on the first day cast a shadow over the whole meeting. It can however, be noticed from the statistics, that the weather was very good. ■

By air to the 29th Vintage Glider Club International Rally at Zbraslavice in the Czech Republic

By Bryan Middleton

I had not originally intended to attend the Rally due to the distance and the time required to drive there. However, towards the tail end of last year, I was approached by Geoff Moore who asked me if I could organise an aircraft to take a group of us there. A search through the aircraft for hire columns of Pilot magazine produced a Piper PA 32 Cherokee Six 300 based at Turweston that would be available to us for the period of the rally at a reasonable hire charge. Several people said that they would like to join the expedition and then changed their minds, is my flying reputation really that bad? Anyway we finally settled on Harold Johnson, Geoff Moore, Alan Garfield, Richard Cooper, Dave Cornelius and myself as pilot in command. Scotairways, my employers, were most helpful in loaning me a complete European Jeppesen Airways manual. This needed a bit of editing, seven volumes being reduced to two, I did not really think that we required charts for Scandinavia and Iberia for this trip. In addition Alan provided some very useful VFR charts of the route. I had my check out on the aircraft, I had flown one before but not for many years, and we were ready for off.

Flight plans and customs notification were filed and we agreed to meet at Dunstable for an early departure. A phone call to Brussels produced a nearly on time departure slot and the weather forecast was excellent for the route. I had decided to file IFR for the route as this allows for any unforecast bad weather and allows to fly higher and conserve fuel, fortunately we were under the weight that attracts navigation charges.

By some miracle we were able to leave Dunstable within two minutes of my planned time and drove in convoy to Turweston where we found the aircraft all ready fuelled and ready to go. After loading up, baggage being limited severely by weight considerations (everyone obeyed the weight restrictions – well done all) we started up and were off on time.



Boarding Passes ready

The first leg was from Turweston to Liege in Belgium for a fuel and coffee break. Luton radar mere most helpful in obtaining our airways joining clearance and after a few radar vectors from London ATC we were cleared to climb to FL90 direct to Koksy VOR on the Belgian coast and then to route west of Brussels direct to Liege and a visual approach to landing. Flight time 2hr 15min. As we taxied in I confirmed that our next flight plan had been received and that we had an on time slot.

After refuelling, clearing customs and a quick bite to eat we were on our way to Karlovy Vary in the Czech Republic, at a reduced level of FL70, as we had been staggering a bit at our weight at FL90. Fortunately we received a simplified departure clearance, as the full standard instrument departure is a bit longwinded, being designed to give a noise abatement routing to jets. We were then handed over to Frankfurt Control, who then complicated the issue by routing us by a number of obscure waypoints off our planned route. Fortunately Richard managed to find them in his GPS. Near Wurtzburg we overflew a massive thermal containing at least twelve gliders, with an ASH25 leading off at the top of it: we were just above the inversion layer. Shortly after this we were cleared direct to Chev VOR

for a visual approach to Karlovy Vary, which is situated amongst beautiful wooded hills. After landing the fuel truck was with us almost before we had stopped the engine, not that we needed much as Zbraslavice airfield is short, and I did not want to be too heavy there for take-off. After clearing customs the others went to the restaurant whilst I attended to paying the landing and fuel bills and sorting out the routing for the leg to Zbraslavice. Flight time for this leg 2hr 55min.

I then went to the restaurant to find the rest of them swilling beer, and marveling at the price: 28p a pint, cheeky lot! I had to make do with apple juice: the hardships of being the pilot.

The next leg was a VFR flight to Zbraslavice, after take off we were transferred to Prague Information, who identified us on radar, and gave us strict instructions to remain clear of the Prague TMA, which required a bit of quick work with the map and GPS. The grass airfield of Zbraslavice hove into

sight, surprise, surprise and we joined for a rather firm landing on the short downhill runway, and we were marshalled to the parking area. Flight time 1hr. I was now able to sample

the beer, and very good it was too.

Unfortunately Alan was unable to stay for the whole rally, and departed on a commercial flight from Prague. The upside of this was that it eased the weight problem and allowed us freedom to take home a few bottles and souvenirs.

The weather towards the end of the rally was indifferent and was forecast to remain that way, so a decision was made to leave two days early. After a careful check of the performance charts, we were heavy and the runway uphill and short we decided that we were not performance-limited for take off. During this take off, destination Karlovy Vary for fuel and customs, we had the only real problem of the trip. As we accelerated down the runway I realised that the airspeed indicator was not registering. To abandon the take off or continue? I decided to continue and we became safely airborne. During the flight it became apparent that the ASI was grossly under-

it became obvious that to get at anything useful we would need to take off both wings, the tail and the engine

Copy date for the next issue is 8th February 2002.

Please submit material to Margaret James – VGC News Editor
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reading: I suspected water in the system as it had been standing out in some-times-heavy rain. After landing at Karlovy Vary I managed to obtain the services of two engineers to have a look at the system, but it soon became obvious that to get at anything useful we would need to take off both wings, the tail, and the engine, so we made the decision to leave things as they were, as we had only long runways planned ahead. Flight time for this leg was 1hr.

Refuelled and Flight plan filed we set off IFR for Amsterdam. We initially climbed to FL80, during the climb the ASI first under-read and then, as we climbed, to over-read, at one time showing 200 knots in the climb, then quite suddenly it flicked back to a normal reading and continued to work correctly. At FL 80 we encountered a strong headwind and considerable turbulence so requested a re-clearance at FL60 which was granted with the proviso that in about 50 miles we would have to go back up to FL70, a bit odd, as this is the wrong level for this direction of flight: but if this was how they wanted it, then it was all right by me. We had to take several headings to avoid heavy showers on this route. We also flew directly over the Wasserkuppe, which was fascinating for us VGC members. As we approached Amsterdam the ATIS told us that runways 27 and 19 right were in use for landing with a light southerly wind and rain. ATC then asked us if we could accept runway 01 right for landing, as they obviously did not want us holding up their jet commercial traffic. This I agreed to. After establishing on the Instrument Landing System we were

transferred to the tower, who immediately offered us runway 04 for landing. This suited us very well as this runway is right next to the General Aviation Terminal, so we eased left and then broke right to land on 04, with a last instruction from the tower that, in event of a go around, we were to remain south of the runway 27 approach. We taxied to the parking area, to be met by a minibus that took us to the very good General Aviation Terminal, where the staff helped us to find an hotel, and then drove us to it. Flight time for this sector was 3hr 50min.

After two nights in Amsterdam it was decided to go on to Le Touquet for a night. A VFR flight plan resulted in a beautiful flight at 2,000ft across the huge dock and oil terminus at Rotterdam and then the massive sea defences so vital to the Dutch. We had a simple straight-in landing at Le Touquet. Flight time was 1hr 50min. Unfortunately it proved impossible to find any hotel accommodation near Le Touquet so it was decided to have lunch at the excellent airport restaurant and return to Turweston that evening.

Again we filed VFR and had a very pleasant flight initially at 3,000ft, reducing after crossing the English coast at Dungeness to 2,400ft to remain below the London TMA. Thames Radar and Luton Approach were most helpful clearing us through their patches and we carried out a visual approach to Turweston. Flight time 1hr 40min. Then we travelled by road to Dunstable and a few very welcome beers, alas not at Czech prices.

All in all a very enjoyable expedition, with excellent company and we did it all within budget, miracles will never cease!!! ■

EON primary 'flies' in glass at RAF Halton

by John Richardson

I am a civilian instructor with 795 (Harpenden) Squadron Air Training Corps and in July 2000, I was approached by Cliff Gardner, the chairman of our Management Committee. He had an idea to have made a stained glass window to commemorate the 60th anniversary of the Corps, which was to be in February 2001 and have it fitted to St George's church, RAF Halton,

Aware of my membership of London Gliding Club, Cliff asked if I knew of anyone who might have photographs of



a primary that he could use to prepare his sketch plan. Of course, I knew precisely who was likely to have such photographs, none other than our own Geoff Moore. Geoff did indeed have suitable photographs and was happy to loan them to Cliff for this purpose.

The final layout was an amalgam of several ideas, brilliantly displaying cross section of activities open to Cadets and showing 3 aircraft, the Eon primary SG38 and 2 of the aircraft currently in use in the Corps; the Viking Grob 103 and the Grob 115e Tutor light aircraft. On a rather wet Sunday, 4th February 2001, the window was dedicated and now exists as a lasting reminder and tribute to the Corps, thanks both to the imagination of Cliff Gardner and the assistance of Geoff Moore. ■

Cheers, we made it!



This months member profiles are from Rolf Algotson and Harald Kamper, both of whom are well known figures at our International Rallies. Harald is, of course, one of our hosts at next years rally in Achmer. David Shrimpton

Rolf Algotson



Rolf Algotson was born in 1928 and has been a pilot since 1945 with some 650 hours flown in a lot of glider types. In 1980 he achieved his Diamond C no: 2748 and in 1984 was awarded the Paul Tissandier Diploma from the FAI for his many years of leadership at wave-flying camps.

Rolf is now Chairman of the SVS, the Swedish Veteran Society of Gliding. A fairly recent member of the VGC, Rolf has attended International rallies at Aventoft, Elmira, Tibbenham and Zbraslavice. He is a member of the board of Alleburg Soaring Museum in Sweden.

What do you like about the Vintage Glider Club?

The overall idea about the Vintage Glides all over Europe

What is your favourite glider?

Minimoa I havent flown one EON-Olympia, which we have in my local club

What other interests do you have?

No other, gliding has been my passion for 56 years!

What has been

your most memorable glider flight?

The 500km flight without a turn along

the Appalachian Mountains in Pennsylvania, USA in 1980.

When was your first flight?
June 1945

Where do you usually fly?

At a local club in Sweden, but mostly abroad. In Elmira USA and in several countries in Europe.

What do you like about International rallies?

I love them and have participated 5 times. I have been quoted in the magazine Bungee-Cord saying 'The best things about events like this was meeting old friends whom you never met'.

How do you see the future of the club?

The time is running on - more and more gliders will be older. Also more countries have to be members of the VGC. Make the VGC News more modern, with pictures and colour. (Message received and understood! ED).

Harald Kamper



What do you like about the Vintage Glider Club?

I like the ideas of Chris Wills - our president: all vintage gliders have to be repaired and to fly in the air and not end under the roof of a museum For myself it doesnt matter whether a glider is vintage, classic or a replica glider! I like them all. During my work with old gliders since 1978 I am glad to find a whole lot of members in my club OVFL

thinking and working with me for this idea of Chris Wills and all of You in the VGC.

What is your favourite Glider

Definitely, I can not say what is my favourite glider. I like two-seaters, because I can relax sometimes and look at the clouds, the meadows, the rivers, the lakes and so on and have a chat with the other pilot. With the Kranich III - good handling on the ground and in the air - I have done my most glider flights in a classic glider (build in 1953). Over and above that I like aerobatic glider flying with the Lo-100, a replica from my club (build in 1986). Always the Lo-100 says to me: You only can fly with me if your weight isnt higher than 86.0 kg. She is so lovely!

What other interest do you have?

Loops, turns and screwing? (schrauben!, arbeiten!) is the essence of my being! The younger members of my gliding club in Achmer are always laughing at my attempts to learn English by teaching myself! Music, job, my family and to restore my damaged Stieglitz Fw 44J.

What has been

your most memorable glider flight?

On 11.08.1978 with a Grunau Baby III F-CRLF in Challes Les Eaux in France, over three hours in evening time. The sky was blue, the moon was shining, the valley and the landing field were dark, I could smell the water of the lake de Bourges, there was something like a lenticular cloud. Only I was happy - also about flying higher than the other plastic-gliders which I can often do. I flew back to the lake smelling the water in the air and to have another look at the view! Looking back to the airfield some cars put the lights on near the landing strip. Its really a good idea to go back I thought to myself. After landing the chief of the airfield said to me You are grounded for tomorrow, it isnt allowed to fly with a glider without a radio in the evening time here in France and perhaps also in Germany! I was sad! Next day it was raining. I was happy!

When was your first glider flight?

My first glider flight was 09.04.1971 in a Ka-13, D-0644 in Oerlinghausen beim Herforder Verein fur Luftfahrt (HVfL). My first solo glider flight was 20.05.1977 in the same Ka-13 after 42 launches.

Where do you usually fly?

In Achmer, Osnabrcker Verein fur Luftfahrt (OVfL). I changed to this club after marrying and working near Osnabrck in 1984. I remain a member, though not active, of the HVfL.

What do you like about International Rallies?

VGC-Members are not lonely and stupid as in the plastic glider flying world. Every year I like to meet as many of the VGC members as I can with their old gliders in real life and talk about our problems (and achievements! Ed). In the meantime I know something about them in the VGC News a very good magazine! Thanks to you all in England! Never will I forget the words of Graham Saw in Tibbenham 2000, who when saying Goodbye also said to me I hope to see you again next year, in good condition, for playing again and again every year!

How do you see the future of the Club?

Positively! The idea of Chris Wills and structure of VGC is good. But in the future we have two international problems:

We have to interest younger gliding pilots in the idea of the VGC

We all get older and so do the owners of the vintage, classic and replica gliders ...

What happens?

I am fighting this battle.

OBITUARIES

Eugen Wagner

During the first week in August, we heard at Zbraslavice that Eugen Wagner had died aged 87. He is recognised as having gained the pre No 1 Gold C. in 1935, flying a Rhonbussard. His 300 kms distance was flown during the 1935 Rhon Contest when the first 500km flights were flown. The GOLD C was created in 1938, but he had fulfilled its requirements before that. Robert Kronfeld had more than fulfilled the requirements for the Silver C in 1927, which was three years before the silver C was founded. Therefore, if Kronfeld should hold the pre No.1 silver C, then Eugen Wagner is recognised as having held the pre No.1 Gold C. During the war, Eugen was a troop carrying glider pilot and was very lucky to have survived the war. The Rhonbussard in the German Gliding Museum on the Wasserkuppe is painted

NEW MEMBERS

Welcome to the following new members

2063	Ken Payne	UK	2089	Hiroshi Seo	Japan
2064	Neville Robinson	Canada	2090	Stephen Alexander	UK
2065	Geoffrey Homan	UK	2091	R. Warren Davies	UK
2066	Stig Kartsson	Sweden	2092	Jean Perillard	Switzerland
2067	Richard Short	UK	2093	John Wilson	UK
2068	Peter Stevens	UK	2094	Kazunori Nakayama	Japan
2069	Donald Lees	UK	2095	Vincent Cockett	UK
2070	Andy Davy	Germany	2096	Leon Blick	UK
2071	John Naylor	UK	2097	Paul Haliday	UK
2072	Stephen Marples	UK	2098	Gertrud Gardel	Germany
2073	Nikki Mills	UK	2099	Beat Huber	Switzerland
2074	Thomas Edwards	UK	2100	Klaus Fey	Germany
2075	John Gilbert	UK	2101	Jean Ginestat	Germany
2076	Friedrich Wevers	Netherlands	2102	Gino Dinucci	USA
2077	Roger Brown	UK	2103	Erich Thaler	Austria
2078	Peter Skinner	UK	2104	Grace Allen	UK
2079	Dave Clark	UK	2105	Harold Johnson	UK
2080	Franz Wondrak	UK	2106	Erik David	Belgium
2081	Christine Muth	Germany	2107	Ted Burnett	UK
2082	Sven Hohlfeld	Germany	2108	Douglas Mills	UK
2083	Jon Sigurosson	Iceland	2109	Martin Smith	UK
2084	Alan Garfield	UK	2110	Dennis Barton	USA
2085	Paul Hooke	UK	2111	Bill Allsop	UK
2086	Richard Cooper	UK	2112	Gennard Viglione	UK
2087	Mark Wills	UK	2113	Peter Ivens	UK
2088	Maeda Tateshi	Japan	2114	Maarten Willem-Gronouwe	Netherlands
			2115	Maaïke Gronouwe-Oosterkamp	Netherlands

in the same colours and style as Eugen Wagners was in 1935. The VGC send its sincere sympathies to his family and to all his friends and to the German Gliding Movement as a whole.

Norman Ellison

Norman worked in Slingsbys drawing office after the war. In his spare time, he produced drawings of every type of glider that was ever produced in Britain. One can see from his drawings that he was not only an excellent draughtsman, but an artist as well. One can see that he loved his subject. Most of these 3- view drawings, together with a wealth of information, were put in to his book *BRITISH GLIDERS AND SAILPLANES 1922-1970*, which is a much sought after classic and is now almost unobtainable. The books information remained unchallenged until Martin Simonss more recent books. After Elliotts of Newbury folded up, all the EoN drawings went to Slingsby Sailplanes. Norman set up an EoN Olympia plans service, which was needed as more than 100 Olympias were still in service. While working at Slingsbys, Norman wanted to repair the prototype Chilton/EoN Olympia, which had some

glue failure, but Slingsbys would not allow him to. During the 1970s, Norman decided to leave family, home and firm to go and work for Boeing in the USA. It was at the time when many British technicians left for America and it became known as the Brain Drain. However, Norman remained true to his old firm and owned and flew a Skylark in the USA. We believe that cancer finally took him from us. He had a very helpful and likeable character. The VGC sends its sincere sympathies to his family and friends.

Canon, the Very Reverend Peter Bourne

We heard with a shock that Peter had died. He was a VGC member and owned and flew the Scud 2 at our National and International Rallies. In fact, we dont believe that the Scud 2 has been so high (over 7,000 ft), since Mungo Buxton broke the height record with it in 1934, in a Cumulo Nimbus over Sutton Bank during the National Contest. (His record was about 8,300 ft). He often used to lead us for impromptu religious services during our Rallies and his vocal con-

tributions at our concerts were tremendous. We remember how he was at 7,000 ft over Budapest during the morning and in church during the afternoon. He added great colour to the proceedings. He not only owned a vintage glider but also a fibreglass one as well. His organisational ability was such that he master minded His Holiness the Pope, visit to Britain. He told us that the Pope had a mind of his own, went where he wanted to go, and therefore was rather difficult to plan for!

He had immense magnetism, was very good to have around and his contribution to the well being of us all was beyond measure. We remember, after the Scud 2 was rigged in Hungary, and flew over us, how everyone clapped and cheered - so amazed they were that it flew at all, and also that it flew very well. Suddenly, he lost enthusiasm for gliding. We don't know why. Perhaps it was the hard work or the weather but we hope that it was not us. We send our deepest sympathies to his relations, friends and to the R.C.Church. We are sure that he will be missed.

Kakuichiro Harada (1912-2001).

It is my great regret that Kakuichiro Harada, who was one of the central figures in Japanese gliding scene, died from a disease on 4 July 2001. His lifelong career as an instructor of the operation of gliders greatly contributed to the development of aviation in Japan. He was always very gentle and honest, and no Japanese glider pilot will fail to show his or her respect for him.

In his later years, especially, he devoted himself towards the maintenance of *Minimoa*, as he was appointed to the designated airworthiness inspector of Japan Civil Aviation Bureau (JCAB) when the *Minimoa* was brought to Japan. *Minimoa* was the eternal lover for him. When Wolf Firth visited Japan with his *Minimoa* for the first time, Kakuichiro Harada was 23 years old. At the first sight, the beauty of *Minimoa* completely caught him up. His love for *Minimoa* was unchanged until his last day. Kakuichiro Harada was born in 1912 near Kirigamine, one of the places where the gliding started in Japan. From his first flight in 1934, he loved gliders very much and continued to enjoy flying for the rest of his life. Also, he acted as an excellent instructor of the operation of gliders, and brought up numerous young

pilots in Japan. In fact, many Japanese glider pilots grew up with his *The Basic Manual for Operation of Gliders* published in Japan in 1969.

From 1959 onwards he had worked at Japan Students Aviation League (JSAL) and trained many students of the aviation clubs in universities as the head leader of instructors. The universities where he served as advisor and supervisor were Chiba Institute of Technology, Tokai University, Kanto Gakuin University and Nihon University. In 1973, he became the designated airworthiness inspector of JCAB and remained in the position until his sudden death.

He had been awarded many honours for his various contributions to the aviation in Japan. Among them, the special mention should be made to the Japanese Ohjuhosyo in 1968 and the Paul Tissandier Diploma of F.A.I. in 1986. In addition, his informative two books, *The Basic Manual for Operation of Gliders* and *The Manual for Maintenance of Gliders*, will have an enduring significance among Japanese glider pilots.

What follows is the last paragraph of



his essay titled "My loving *Minimoa*", which was written on 1st October 1995, when he had finished his first work of the inspection of airworthiness of *Minimoa* and flew it himself. He told the experience as if he was a young man who was in love.

"My 17minutes' first flight with darling *Minimoa* was really as in a dream. I was waiting for this moment for 60 years. What an impressing moment it was! I appreciate the great happiness of my long life. This is the best day for me, an old man who is 83 years old." (in Hokoda, the Newsletter of Japan Stu-

dents Aviation League, vol.103, 1996).

We will never forget this great glider pilot, and miss him forever.

Hiroshi Yoneda

Ida Veldhuyzen van Zanten

In the 1930s, only 10 women in the Netherlands had a private pilots licence. Even fewer were glider pilots. Ida Veldhuyzen van Zanten, born in to a family of flower bulb growers, dreamed of the new profession of air hostess and decided to learn to fly, assuming it would improve her chances. A small inheritance enabled her to visit England in summer 1938, where lessons were cheaper. She began on the *Gypsy Moth* at the London Air Park, Hanworth, soloing after 10 hours and getting her licence in July. She then visited the national Gliding Contest at Dunstable, and in August, started gliding on a *Dagling*. After 36 hops, she got her A Certificate and, after 65, her B. She flew her C at the Yorkshire GC. A meeting with a Polish girl led to flights at Lwow and Katowice in Polish gliders like the *Wrona*, *Zaba* and *Salamandra*. Back home, she continued to glide, and was accepted as a KLM stewardess. But it was not to last; once war began in September 1939, the airlines network was drastically curtailed.

After the German invasion of the Netherlands in May 1940, Ida tried to escape to England to join the fight against the enemy as a pilot. Two attempted channel crossings in small boats failed, but a journey to neutral Switzerland succeeded. Disappointment awaited her. The Dutch Government in exile was not interested in sending women to England. Instead they offered her passage from Portugal to the Dutch Caribbean. She accepted but sold her ticket and hid in Lisbon, contacting former colleagues in London for help. In August 1942, they managed to fly her in a KLM DC3 to London where she quickly found that there was no place for female pilots in the RAF, even in wartime. The Dutch Government did nothing to involve her in the war effort. Intervention by Prince Bernhard, himself a keen pilot, resulted in an application to the ATA. Women were allowed in, foreigners too, if sufficiently qualified. As a third officer, she did 674 hours, in *Tiger Moth*, *Miles Magister* and *Mentor*, *Blackburn B 2*, *Fairchild Argus*, *Airspeed Oxford*, *Whitney Straight*, *Percival Proc-*

tor, Stinson Reliant, Hawker Hart and Hind, Gloster Gladiator, North American Harvard and the famous Fairy Swordfish. Cross Country flights of 3 to 6 hours were no exception. She was stationed at Thame, White Waltham, Hamble and Sherburn. In 1943, she also flew gliders with the Central Command Gliding School at Harrow.

In March 1946, she returned to the liberated Netherlands ferrying Tiger Moths for the National School of Aviation, and by Spring 1947, she was tug pilot for the Flying Circus (a Tiger Moth, a Baby and a Kranich 2) which breathed new life into the Dutch gliding movement. Unable to make a living in flying, she became a social worker. But she continued to fly, aerotowing with the Aero Club Hooegeveen and gliding in many types: the Baby, Minimoa, Rhonlerche, Olympia Meise, K-13, T.21b, Skylark, C.5S and 310P, Nord 2000, C 800, K-21, Astir CS, and Twin Astir. Ida, who died in October last year, aged 89, was a distinguished member of the Royal Netherlands Aeronautical Association, a bearer of the Dutch Cross of Merit and the Resistance Remembrance Cross. She was the only woman awarded the

(Dutch) Flying Cross. She has a special place in the Aviation History of the Netherlands, so closely linked to WW2 in England.

With thanks to Frits Schneider, editor of Thermiek; George Slot, instructor at Hooegeveen (and translator) and Bruno Zijp. With permission from *Sailplane & Gliding*, April-May 2001.

Ida Veldhuyzen van Zanten was Guest of Honour at our International Rally at Terlet in Holland. We were very honoured to have had her with us.

RUTH BOWLUS

Sent 18th May 2002 by Raul Blackstein (CG 4A). The Vintage Soaring Association of Americas Archivist.

My dear RUTH BOWLUS, widow of the glider pilot/designer/builder HAWLEY BOWLUS, died last night in the hospital near her son Jack's home in Hollister, California. She was 89.

Never having fully recovered from a serious accident in 1998, she suffered congestive heart failure around Thanksgiving last year, and a stroke this year.

Since March, she has lived in her mobile home, which Jack had relocated to his property in Hollister, California. Last night, Jack found her on her floor and took her to the hospital where she died. He says that he thinks that her death was a combination of all her afflictions. I will miss her greatly and I will specially miss her late night phone calls (we were both night owls) I never had grandparents and she was like a grandmother to me. She even asked me to call her Granny B as her grand and great grandchildren called her. I think also that she was my greatest fan for anything I wrote. There was a memorial for Ruth and her sister Jane Huber (who died late last year) at Jack's place in Hollister, on the 2nd of June. Everyone was invited.

ERROR ON PAGE 43 OF VGC NEWS No 103 concerning the death of Mrs ANN MORROW LINDBERGH, the widow of Charles Lindbergh. Raul Blackstein writes that she was the first lady glider pilot to achieve a Silver C in the USA. PAUL SCHWEIZER writes that this was not true. His wife Jinnie was the first lady to fly a Silver C in the USA. ■

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Will we have a Horten flying wing in the air again?

by Bernd Ewald

In the very early days of aviation longitudinal stability was one of the most difficult problems to be solved. Pioneers like Otto Lilienthal, Octave Chanute and the Wright brothers solved this problem by the invention of the horizontal tail, in the case of the Wright flyer in the canard position. So the conventional airplane configuration was fixed up to this day.

Nevertheless airplane designers since ever tried to invent the true flying wing. They hoped for better performance by avoiding the drag of the tailplane and the fuselage. Today we know, that the necessary compromise for sufficient longitudinal stability and control characteristics creates drag penalties and that at least in the case of gliders the conventional configuration offers better performance than a flying wing. A flying wing glider could give superior performance if we design purely for performance and get acceptable stability and control by a sophisticated autopilot. Unfortunately this is not feasible for a sailplane due to the high price of such high technology equipment.

A small number of sailplane designers tried to design flying wings and without any doubt the most fascinating flying wings were designed by the Horten brothers between 1933 and 1960. The Horten brothers favoured the ideal case of the flying wing without any vertical surface and they demonstrated that such a design is feasible and can

The Horten sailplanes were an absolutely unique phenomenon in the history of gliding

result in acceptable or good stability and handling characteristics.

At least the Horten types Ho IV and VI showed glide ratios comparable to the best conventional sailplanes of that time. The Ho VI was

planes were an absolutely unique phenomenon in the history of gliding and so there is a strong interest to get a Horten into the air again by the VGC. The author searched for the feasibility of this target

Since all remaining Horten flying wings are in firm hands of museums, the only possibility to get one into the air is to rebuild such a plane. The lowest risk would be to build a Horten III. This type was built in about 15 examples and was flown by many pilots. All pilots agree, that the Horten III had very docile flying characteristics. Unfortunately there are not enough workshop drawings for this type available for a successful reconstruction.

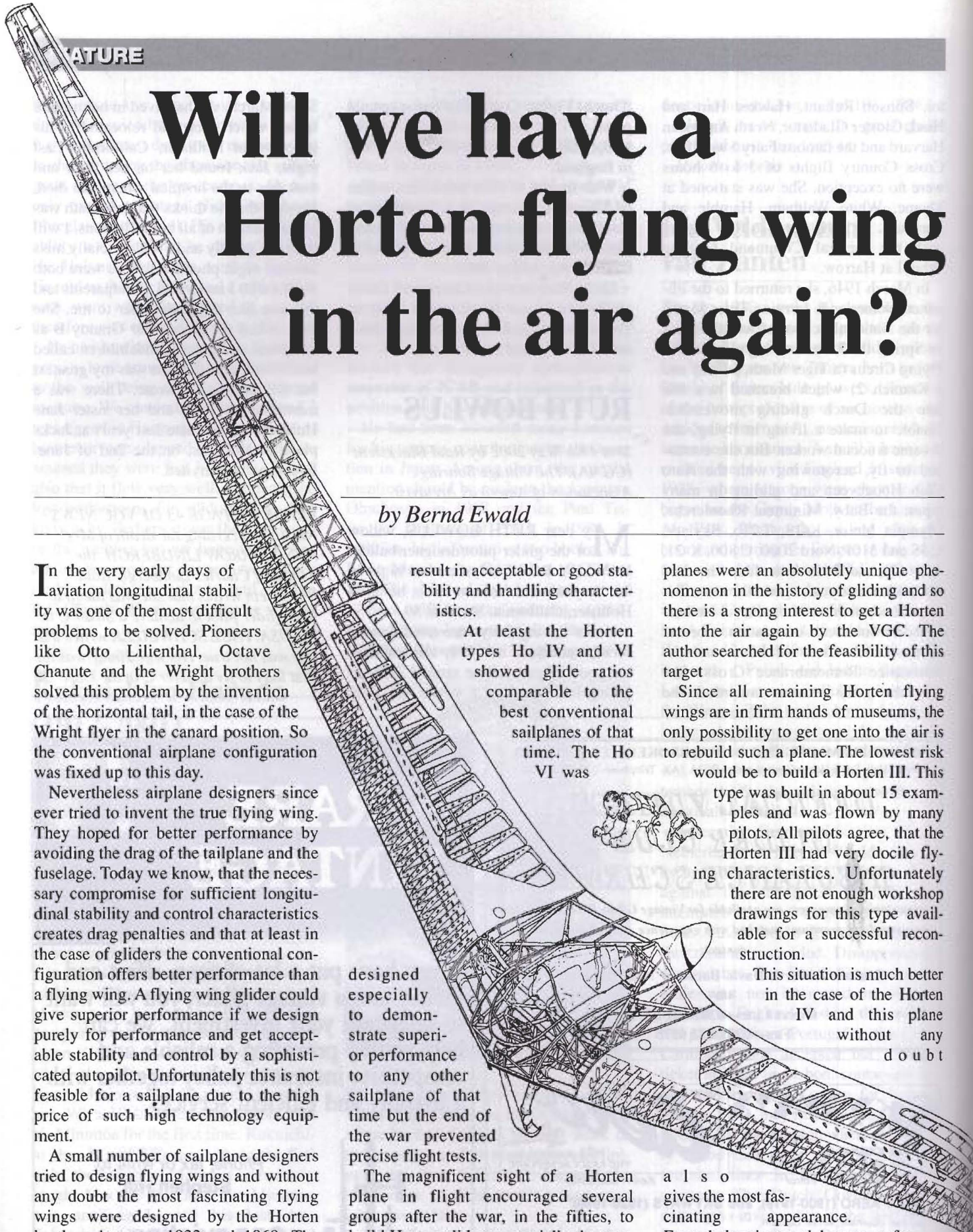
This situation is much better in the case of the Horten IV and this plane without any doubt

designed especially to demonstrate superior performance to any other sailplane of that time but the end of the war prevented precise flight tests.

The magnificent sight of a Horten plane in flight encouraged several groups after the war, in the fifties, to build Horten gliders, especially the two-seater Ho XV, but these efforts were not very successful. The main reason for the failures was poor documentation by the Horten brothers.

The Horten sail-

also gives the most fascinating appearance. Enough drawings and documents for a reconstruction are available. However this high aspect ratio wing plane with 20 m span has a complicated structure and so the effort will be very high. Nevertheless according to my present knowledge the Horten IV is the most promising object for a reconstruction of a Horten plane.





Main drawing:
Structure of the
Ho IV (Drawn by
R. Stadler)

Left: Ho IV in the
air (Flight testing
at the Mississippi
State College)

The maiden flight of the Ho IV prototype was in May 1941. A small series of three Ho IV were built and flew in the first half of 1943. Another Ho IV (Ho IVb) was built in 1944 with a modified wing profile. The profile was an early laminar profile derived from the Mustang-profile. The Ho IVb was unsuccessful, the control was very critical and the plane crashed during the flight tests.

The last sailplane design of the Horten

brothers during the war was the Ho VI. The Ho VI was similar to the Ho IV, but the span was increased to 24,25 m and the aspect ratio to 32,4. This was the same aspect ratio as used in the Darmstadt D 30, and it was chosen to prove the superior performance of the flying wing compared to the conventional D 30. The end of the war stopped flight-testing of the Ho VI; the flight performance was never measured. One Ho VI survived the war and is presently restored at the Technik Museum at Berlin. It will be on display there and later at the Air and Space Museum at Washington.

Two Horten IV survived the war. One is shown at the

Planes of
Fame Museum at
Chino near Los Angeles.
Rudolf Opitz flew that example after

the war in the United States also in competitions with remarkable success. The other Horten IV was recently beautifully restored and is on display at the Flugwerft Schleißheim of the Deutsches Museum at Munich.

The Horten IV was a pure flying wing with a span of 20 m. For flight control the Ho IV had three separate control surfaces at the trailing edge of the outer wing. All three control surfaces were

simultaneously operated for roll control and longitudinal control with varied differentiation. The main roll control came from the outboard control surfaces, which had a friesen nose to avoid the negative yawing moment. The main longitudinal control was provided by the mid and inboard control surfaces. Small air brakes ("drag surfaces") were installed close to the wing tip; these drag surfaces were coupled to the pilot's pedals and provided yawing moments.

The pilot was "seated" in a prone position. A modern pilot may be very suspicious about this position but all pilots, who have flown the Ho IV, are full of praise and there are no reports about difficulties with the prone pilot position.

The centre section of the Ho IV was a steel tube frame; attached to this centre section

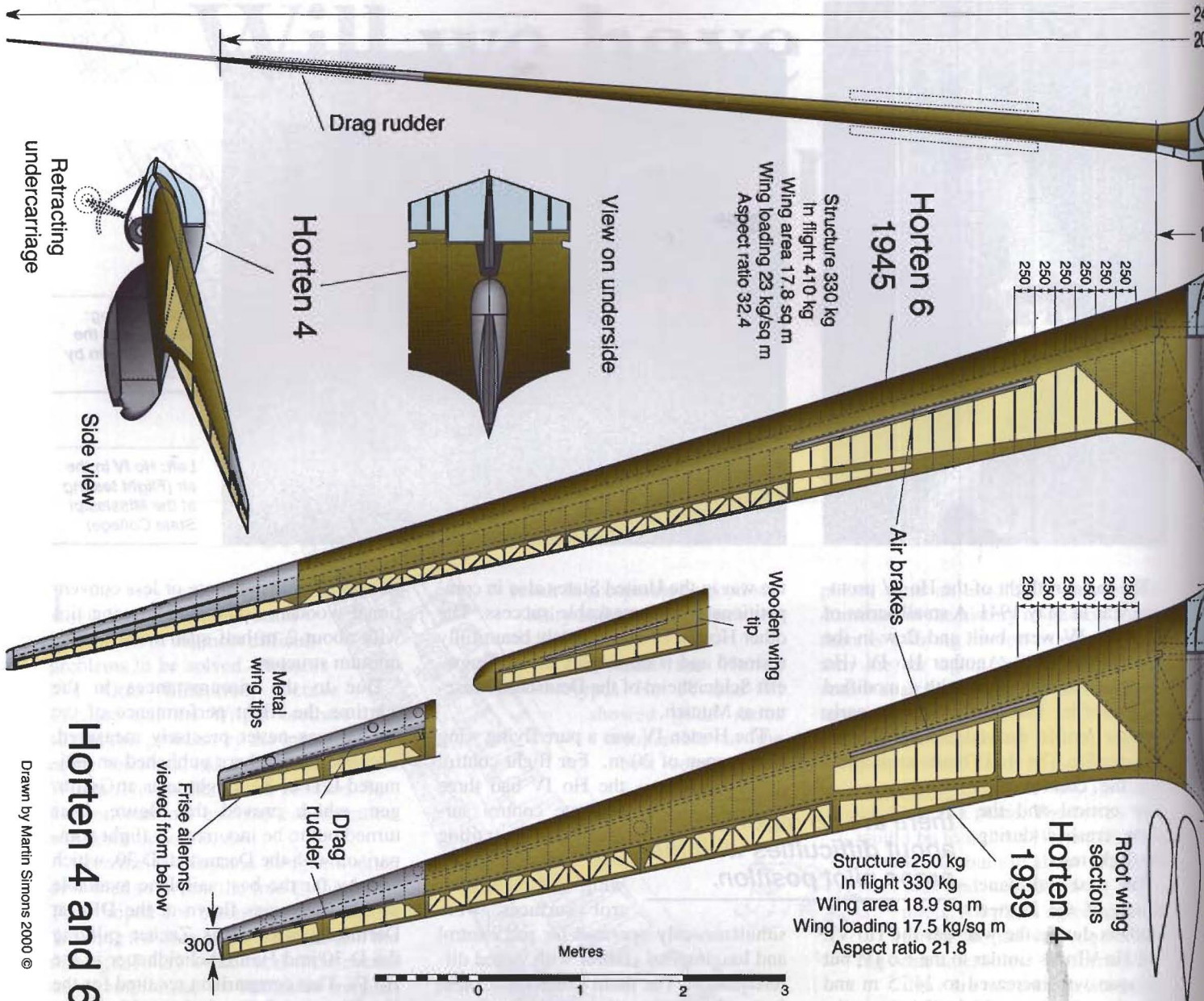
tion were wings of more or less conventional wooden structure. The wing tips with about 2 m half span were of aluminium structure.

Due to the circumstances in the wartime the flight performance of the Ho IV was never precisely measured. The Horten brothers published an estimated L/D of 37. Flight tests at Göttingen, which proved this figure, later turned out to be incorrect. A flight comparison with the Darmstadt D 30, which was by far the best sailplane available at that time, was flown at the DFS at Darmstadt with Hans Zacher piloting the D 30 and Heinz Scheidhauer in the Ho IV. This comparison resulted for the Ho IV in an L/D of about 32. Flight tests at the Mississippi State college flown in 1954 with the Opitz Ho IV resulted in an even less L/D. At that time the planes surface was in a bad condition. From a new Ho IV carefully built to mint condition we can expect an L/D of 33 or 34.

How can we get a Ho IV in the air

we will compute the aerodynamics of the wing with a modern commercial panel programme.

again? Some preparations are done at Darmstadt already. As a first step we will compute the aerodynamics of the wing with a modern commercial panel programme. This computation will give some insight in the control characteristics and, even more important, will give the aerodynamic loads. The steel tube centre section was missing in the case of the Ho IV restored at Munich and no

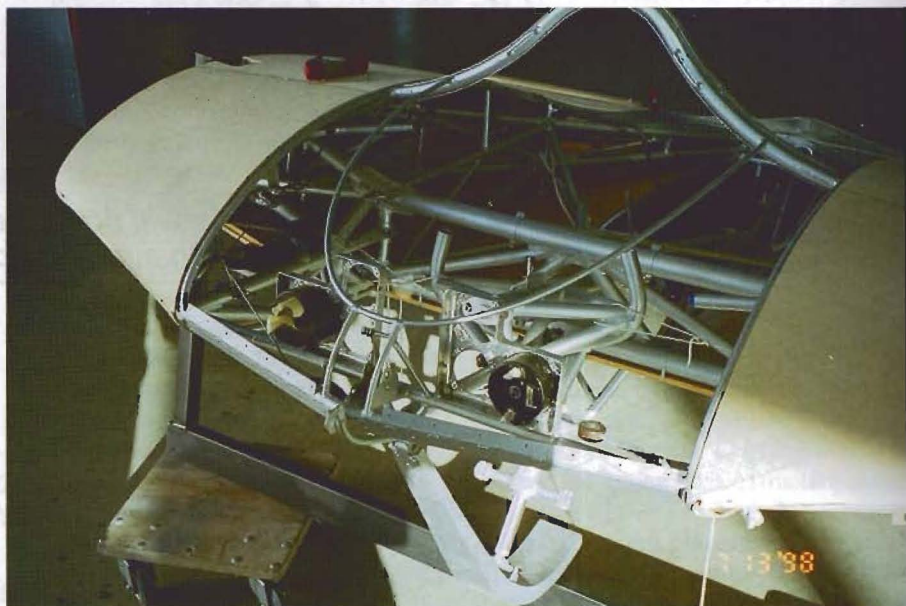


Horten 4 and 6

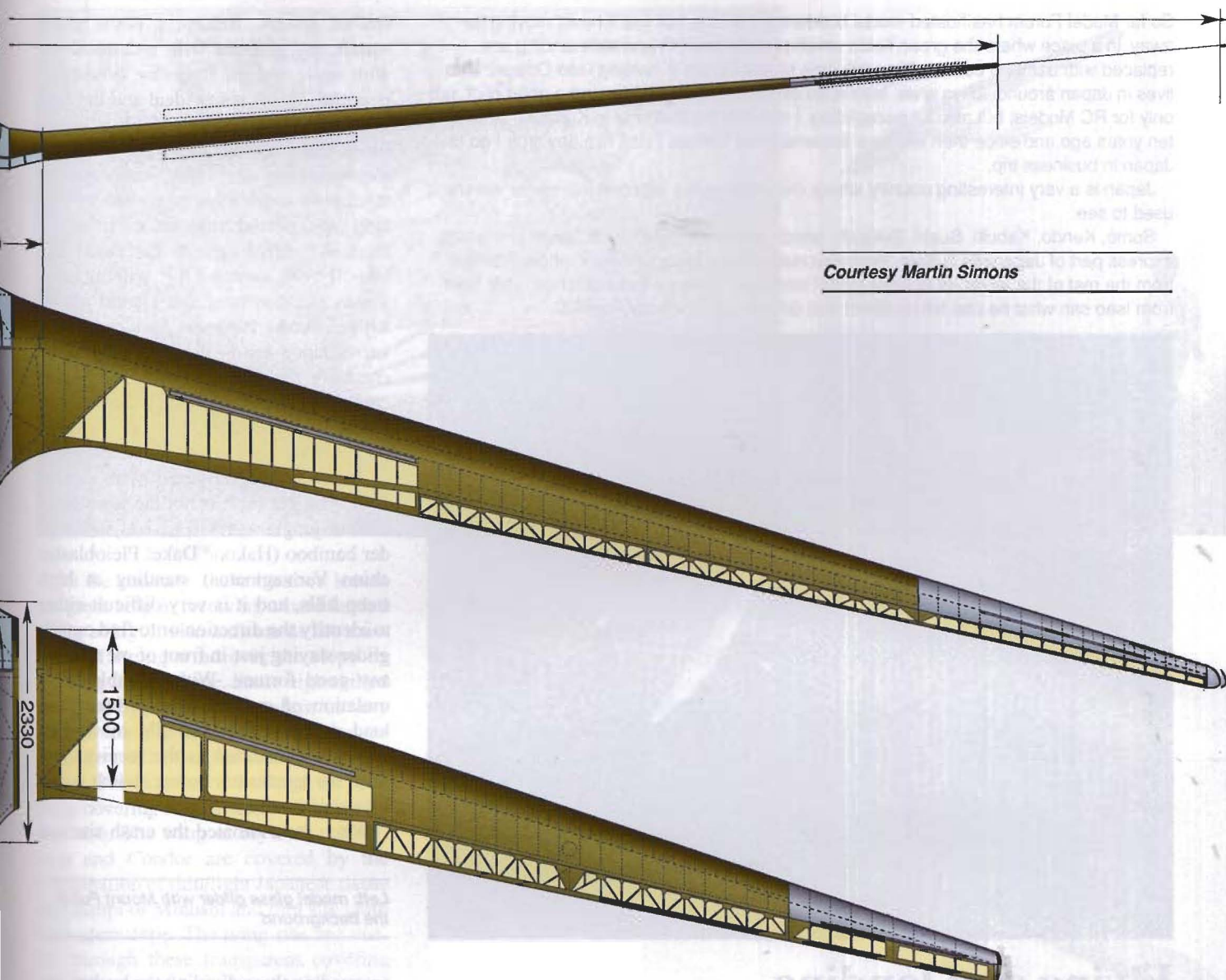
Drawn by Martin Simons 2000 ©

drawings are available for this centre section. Peter Hanickel from the Deutsche Museum did a great job in perfectly redesigning the centre section mainly from photographs. This design will be dimensioned in Darmstadt with the aerodynamic loads for a flightworthy redesign of the centre section.

According to the historical interest of the Vintage Glider Club we shall not try to build an improved and much modernised Ho IV, but we should build it truly like it was. Modifications are allowed only if they are necessary with respect to safety or if they simplify con-



Right: centre Section of the Ho IV as restored by the Flugwerft Schleibheim of the Deutsche Museum at Munich.



Courtesy Martin Simons

struction very much. Certainly a very careful mass balance of all control surfaces is mandatory. The original Ho IV had a simple mass balance only in the outer control surface surface; the middle and the inboard control surfaces were unbalanced. For improved stiffness of the flight controls carbon fibre pushrods should be used. The wing tip, which originally was an aluminium structure, should be built as a modern carbon fibre structure. For improved stiffness and reduced weight also the control surfaces could be built in carbon fibre.

What are the risks of this flying wing? One risk certainly is flutter. It is report-

ed, that the original Ho IV developed wing vibrations at speeds above 110 or 120 km/h. The vibrations could be damped by simultaneous operation of both wing tip brakes. Some reports also state, that the vibration disappeared again at higher speeds.

One measure against this vibration or flutter will be a careful mass balance of all control surfaces. A design of the control linkages for optimum stiffness will also improve the situation. Very cautious flight-testing is mandatory. For rapid speed reduction in the case of flutter a drag chute shall be installed. During the design phase a flutter computation shall be done.

it is a 20-m plane with a complicated structure (and about 73 different nose ribs!)

The most strenuous phase will be the erection of the plane. After all it is a 20-m plane with a complicated structure (and about 73 different nose ribs!). The author has the necessary craft skills but this task is too big for one man. From my point of view rebuilding a Ho IV can only be done by an enthusiastic team inside the Vintage Glider Club. A large part of the work can be done separately at different locations; only for final assembly a team at one location is needed.

The object of this article is not least to encourage members of the Vintage Gliding Club to join this magnificent project and to form a Horten IV team. Perhaps at a not to distant future we can admire a Ho IV in flight at an International VGC Rally! ■

So far Model Forum has hosted model builders in Europe, but this time its moving far away, in a place where the green fields which provide smooth and safe landing are replaced with bamboo bushes. Yes, this time Model Forum is hosting Isao Odagiri, who lives in Japan around Tokyo area. Isao is an excellent model builder and a good pilot, not only for RC Models, but also for paragliding. I met him the first time in Kurotake almost ten years ago and since then we have become good friends. I visit him any time I go to Japan in business trip.

Japan is a very interesting country where many things are different from what we are used to see.

Sumo, Kendo, Kabuki, Sushi, Sukiyaki, words which are common in Japan and which express part of Japanese culture. Well also model flying in Japan is somehow different from the rest of the world, or at least model landing in Japan is quite different. Lets hear from Isao san what he can tell us about that difference. *Vincenzo Pedrielli*



Flying and landing at bamboo area in KUROTAKE

Text & Photos: Isao Odagiri

I like the glider, which flies gently in the air space without any power but with natural wind such as slope-wind or thermals. If it is a Vintage Glider built by myself, the delight will be more than doubled.

I am a member of KUROTAKE RC Club under Japan Radio Glider Association (JRGA) and used to enjoy flying radio controlled Vintage Glider at KUROTAKE in Hakone area located middle of Japan. It belongs to a part of Hakone National Park and the scenery is so good that you can see the Mt. Fuji in front of you. Though the elevation is only 600m, it shows mountainous weather such as foggy, extreme change in both temperature and wind speed.

On southwest side, the sea breeze

from Suruga Bay and on east side, the sea breeze from Sagami Bay are converted, strengthened and climb up to the slope. Therefore it is able to fly at either wind direction. There is a motor road through the peak and hang-glider or para-glider area is nearly located.

In winter season, the high pressure from the continental covers this area and the westerly wind speed is over 10m/sec which does not fit to slow flying Vintage Glider, but modern scale glider with FRP fuselage and molded wing shows a wonderful high speed flight. We often see the people flying their models just behind the Bamboo to avoid the strong wind and coldness. Mr. Vincenzo Pedrielli has been here several times from far a way.

With great weather and wind, both the flight and chattering with friends were

full of delight. Returning home along sunset, my graceful wife welcomed me with smile and the long day would end peaceful ----- is my ideal and the God gives me some accent, which is sometimes more serious one. For example, the wind dies far away, radio control equipment trouble happens, battery outage, unexpected mid-air collision in huge sky, lifted up into the cloud and takeoff with switch OFF without conscious etc. Anything that should not be happen surely happens. As a result, the surveillance team is made and after checking the direction and distance of crash site is determined, 3 hours hard hiking will be started.

Our flying area seems to be the series of smooth hills covered with lawns. Once you get in, it is not the lawn but a kind of jungle with tall (2-3m) and slender bamboo (*Hakone Dake: Pleioblastus chino Var. vaginatus*) standing at high steep hills, and it is very difficult either to identify the direction or to find out the glider staying just in front of me without any good fortune. With valuable accumulation of our elders experience, we load a tiny buzzer (10-20g in weight) which is connected to the receiver and once the transmitter power switch is off, it sounds loudly.

When we estimated the crash site and

Left: model glass glider with Mount Fuji in the background.

proceeding there dividing the bushes, we sometimes hear the small voice of I am here! Please help me! whispering sounds of scratching bamboo leaves. At that time, I am very glad and hold the glider tight which has some scratch or dent then swear that I will not make you in such a situation. Since then I love my glider much more. With holding big wing and fuselage by one hand, when I am climbing a steep slope dividing the bamboo leaves by another hand, someones glider flies over my head whispering I am sorry. Recovering the crashed glider is a very valuable occasion to train our physical power and endurance. Thanks to the buzzer, we could find out and recovered so many gliders in past. Of course there were as many cases that we could not find out gliders. Our flying area is tightly connected with these bamboo leaves and buzzers. Are there any flyers that are struggling to find out crashed gliders? I am very glad if our experience is helpful to other VGC members.



On the contrary, these bamboo leaves are great help in receiving a hard landed glider softly. It also indicate us the existence of strong wind over the slope by showing the big wave. Some high skilled and good eye-sighted pilot show us very critical scene to fly the glider as low as possible confirming the shadow over the slope. But in case of landing, the thin wing covering film tends to be holed by the bush. The wing of my Falke, Minimoa and Condor are covered by the combination of thin/light Japanese tissue like Ganpi or Minoshi and thin silk cloth with clear dope. The wing ribs are visible through these transparent covering and the color of coverings deteriorate as time passes or the shining under sun light reflections are main concern why I chose these materials for covering vintage gliders. Even if the glider made a soft landing, these bamboo make holes on the covering and it is necessary to repair them after returning home. Recently artificial heat shrink and adhere type films such as Solar Tex or Silky Coat are getting more popular due to easy handling.

It is pity that the number of modelers who build Vintage gliders by themselves are decreasing around me. The German ready to fly models such as ASW-27, Nimbus, Discus, DG-600 and FOX is expensive but they are so complete and have good performance to fly just adding equipment. The young flyers tend to put their limited time into flying rather than building.

If we would like to put their eyes into Vintage Gliders, the following activities seems to be very important.

- Building high level finishing gliders,

which catches up so many eyes.

- High flying skill to play with winds gracefully, not a speedy flight

- Sending building articles to Model Newspapers or Magazines

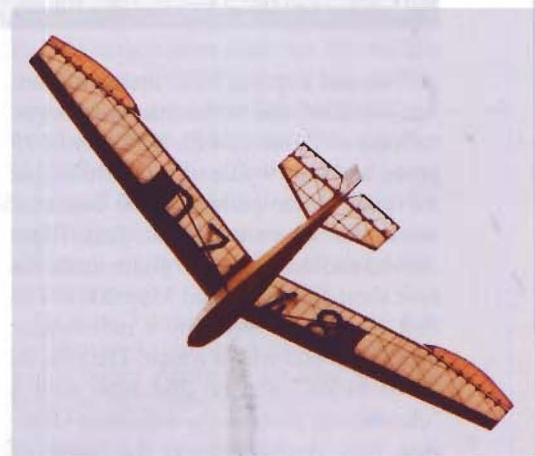
- Introduction of foreign vintage model activity, especially Europeans vivid one
- Taking competition for Vintage gliders

Without these steady and continuous activities, I am afraid that the Vintage Gliders will be diminished in near future. I am awaiting your kind and helpful recommendation or suggestion in this Model Forum.

Peter Saunders of Thame in Oxford provides us with some further information about the model featured in the last issue of the VGC News. The photo on Page 32 of Issue 103 shows Peters own design, scale model of the full size L-Spatz owned and flown by Vernon Jennings at Haddenham.

Although the model was ready for flight at the end of October 2000, for

Left: Soft Landing in the bamboo. Above and below: The launch... and Falke in Flight.



various reasons the first flight was not until 14th August this year. The launch site was Knapp Hill in the Pewsey Vale with, using Peters words half a gale blowing so bags of slope lift. Two good flights were had with only a small adjustment of trim required. ■



Above: the L-Spatz has its first launch. Photo: Vella Grech

DFS Habicht *First Flight*



Wasserkuppe and will probably not be flown again. This second one however, was built because Christoph Zahn, son of Clemens Zahn who is an aeromodeller, wished to try full size sailplane aerobatics! To finish a "Habicht" is no mean feat as it is a very difficult glider to build, but according to Clemens Zahn, is not that much more difficult than one of their larger models. They had been building very large radio controlled sailplane models including a half size (33ft span) Moazagotl. But then it was then decided to build a full size Habicht at their home. (Could this be a challenge to our keen Vintage Glider model members of the VGC? - Ed)

Participants at the VGC Rally in Zbraslavice this year had the pleasure of seeing the Habicht for real and the build standard and attention to detail was impressive. Their Habicht has a red sunburst pattern similar to the Habicht in the Musee de l'Air et de l'Espace at Le Bourget, which was said to have belonged to the great French aerobatic pilot Marcel Doret.

In recognition of this achievement, the Zahn family was presented with the *Best International Project Achievement Award* at the 2001 VGC dinner and Prize Giving. Christoph Zahn was able to be there in person to receive the prize. ■

Clemens Zahn is VGC member number 2012 and is the man who began to build a "Habicht" with his father of 75 years, and his 19 year old son Christoph, the pilot. After perhaps 5000 hours of work the moment of the first flight arrived and this aerobatic glider made it's first short flights on 2nd May 2001. The first launch was done by a motorglider and the second with a winch. The official "First Flight" was on 2nd June with a 'christening' party at the airfield in Obernau, near Aschaffenburg, the home of "German Cargo" Klaus Schickling.

This is the second new "Habicht" to have been built in Germany. The first,

which was built by the OSC Wasserkuppe, under the direction of their workshop foreman, Sepp Kurz, has been included as an exhibit in the German Gliding Museum on the



Clemens Zahn's photos show the Habicht being winch launched, his son Christoph in the cockpit, and the dramatic red sunburst paint scheme.



ARGENTINA

In the MUSEO NACIONAL DE LAERONAUTICA, Aeroparque George Newbury, Avida Costanera Rafael Obligada 4560, 1425 Buenos Aires, are the IA 41, Horten 15c Urubu, and a HORTEN 10 PIANIFERO, mounted above it. As there were three Urubus built, we do not know whether this is the one that Scheidhauer flew over the Andes to Chile in company with the Argentinian pilot Claudio Dori flying a Slingsby Sky. The Urubu in the museum is painted in Argentinian national colours, blue and white but only the starboard wing is fabric covered. The Pianifero has varnished plywood but no fabric or elevons. It seems a large glider to be foot launched. Perhaps it was not always launched like this. Argentinas first jet fighter, the Pulqui 1, designed by Dewoitine, is also with the Hortens on display. The IA 34 m (Horten 15b) at Cordoba. This almost certainly must have been one of the two taking part in the 1952 World Championships at Cuatro Vientos near Madrid. An attempt has been made by the Argentinian Airforce to buy this aircraft for restoration but its club owner does not now want to sell, or to loan it. There were three Urubus built in Argentina; the first two in 1955 and a third later. It was the second that was flown across the Andes. Four more were built in Germany during 1952- 1953. None of these latter were a success due to lack of information coming from Argentina. The PIANIFERO (Ho 10a) was finished in 1955. (This information was taken from the book *Nurflugel from Reimar Horten and Peter Selinger C.Wills*)

The Horten XVc Urubu and the Pianifero hanging above it, were restored by the Argentinian AirForce. These are on static display in the Museo Nacional du Buenos Aires. Photo: Chris Wills' collection



AUSTRALIA

From Vintage Times , issues 87 and 88, Sept. 2001. This is the official News letter of vintage Gliders Australia. Editor: Tighe Patching, 11 Sunnyside crescent, Wattle Glen, Victoria 3096, Australia. tel:- +61 (03) 9438 3510. Fax:-+as above. E-Mail:- inkpatc (a) melbpc.org.au.

2002 VINTAGE GLIDER RALLY at Stonefield. Plans are well underway for Australia's National Vintage Glider Rally, which is to be held at the Barossa Valley GC from the 5th-12th January 2002. This is the wine growing area near Adelaide South Australia. Much work has been done to improve the clubhouse and grounds; repainting, new fridges, a new lounge and paving of the outside area, has taken place. As well as this, the old fibro clubhouse has been done up as a bunkhouse. A few hundred trees were also planted a while back and many have survived the rabbits! There is plenty of room on the field for tents and caravans. The toilet and shower facilities have also been upgraded. (not fancy- but practical!). For other accommodation, there is some available in the town of Truoro about half an hour away, and in Blanchtown which is also half an hour distant. As for catering, the breakfast will be the same as at Bacchus Marsh.. that is.. self serve at a small cost. Lunch will consist of sandwiches also at a small cost, and dinner will be a BBQ and salad spread for minimal cost.

Barossa ia a winch launching club using a static or trailer winch and a truck mounted winch. Autotowing will also be available. There will be no aerotowing unless there is a very strong demand for it. All members are looking forward to having the VGA (Vintage Glider Club of Australia) in attendance, with a number particularly keen to see what we are all about. All efforts are being made to make the VGA feel at home and com-

fortable and welcome. Two winches... no waiting...11,000 ft clearance and cheap beer at the end of the day!

VINTAGE FORM 2 WEEKEND

by Ian Patching.

I have spoken before about the change in the Vintage Movement with new members discovering the fun of flying older gliders. The biggest problem is the maintenance of the gliders. A few telephone calls made before the Queens Birthday weekend telling some people I was going to do the Form 2 on the Short Wing (Kookaburra CW?) and the next thing I knew was that we had a full blown weekend happening. In addition to the S/W, we had Steve Curtis with the Bocian 1d and Peter Champness with the Foka 5. David Howse came to do a repair on the S/W and Geoff Hearn came to keep us all in line. Alan Patching had the job of overseeing all the workers and passing on his expertise to the participants. One who was hoping to come was Paul Whetherspoon with his Arrow, but the Navy stepped in and sent him to Darwin. (At least he was able to check out another short Wing in Darwin. Ex G.C.V.Mk4 GPE). The weekend went very well. We finished all of the Form 2's and Inspection Reports and started the stripping of the fuselage of the S/W.. Another story.

So thats 3 down. There is only the Ka-4, Grunau 4, Golden Eagle, Bocian 1E and a Super Arrow to go, and so there goes the next holiday break.

NEWS FROM GULGONG

by Ray Ash.

We haven't done a lot of flying lately, as we hosted the national Contest here at Gulgong during February and what with all the preparations, the contests itself and the tidying up, it took a considerable slice out of the season.

John Flemming and I have been flying fairly regularly the Ka-13, ka-8 and the Short winged Kookaburra with good soaring flights of one to three hours each. John had an interesting flight in his Ka-8 getting to 7,000 ft under a cloud and, on moving out into the clear sky, he continued to climb until he was way above cloudbase and reached 9,000 ft. I had another good flight in the Ka-13 doing an out & return of 60 kms reaching 7,000 ft. My last flight in the Kookaburra lasted an hour although it was barely soarable with lift averaging only one knot to 3,000 ft. I

spotted a wedge-tailed eagle circling about a kilometre away and, knowing that they are a lot smarter than me, I headed towards it. As I approached, I was alarmed to see another eagle of at least one and half metres wingspan heading directly towards me head-on. We must have had a closing speed of about 80 knots and he flashed by barely a metre or so above the canopy. I have been in thermals with eagles many times before and generally they do not take the slightest notice of you joining their thermal. This one, however, was different as he was extremely aggressive making several passes over the canopy with talons extended, beak wide open and making loud shrieking noises that I could hear over the wind. Another pilot, nearby witnessed all this and said later that the eagle had made several attacks from behind as well, zooming up between the tailplane and the wing. I couldn't see a lot of this but, what I did see scared me no end and so, after a few tentative circles in his thermal, I left and never saw him again. I didn't relish the thought of several kilograms of angry bird entering the cockpit or hitting the tailplane and can only imagine that he saw me as some threat to his territory or mate.

We had another good day flying the Ka-13. John was giving some friends a flight and I had a two hour soaring flight, but it was made all the more interesting by the fact that we had such a nice breeze straight down the strip which allowed a 2,500 ft release height from a winch launch!!!

We have also been flying the Hutter H.17A and the Dickson Primary occasionally, mainly doing circuits. John managed one good soaring flight in the Hutter staying up for an hour and a half and, although it was a hot day, he couldn't get over how cold he was in the open cockpit.

THE MONARTO LIBRARY.

Work continues at Monarto sorting through on a sporadic basis, boxes of material collected from Edmund Schneider Pty. Ltd before their final closure. The effort is being pushed along by enquiries for various parts for gliders. In some cases we have been able to help. This article is not to encourage a flood of enquiries of the nature often received by the library. - send me everything now! The most needed parts are obviously the least likely to be spare.

But Edmund Schneider obviously never threw anything away. For the history enthusiast, this means a potential treasure trove within the boxes. Much jiggling for assemblies is there, including the odd gem such as the test arm to proof

load tests on Kookaburra parts, complete with a ply sheet record wired on with the test date procedure comment in both German and English. Of more interest to vintage glider owners are a diversity of metal parts. While I recognise some from my years of delving in to gliders, there are many more which could only be matched to an existing original. The old problem of remoteness comes up again. It is better for owners to come here themselves to ensure that they have exactly the parts they need (although the owners may be thousands of miles away.) (The above has been precid a little by CW.)

BRITAIN

On the 16th and 17th JUNE, the Whispering Wardrobe Rally at Booker could not take place because of bad weather. However, the vintage members of that club resolved to meet during the following weekend at the Army Club at Middle Wallop, where the Jaskolka is located, in which Robin Wilgoss has a small share. The weather was much better during this weekend with cumuli over Middle Wallop. At Lasham, there were no cumulii but heights of 4,000 ft were reached. Over Oxfordshire, good weather conditions allowed heights of over 5,500 ft to be reached by the Viking which had been winch launched from RAF Halton and the Kranich 2 BGA 964, which had been aerotowed from Bicester. The Kranich reached 5,800 ft asl near Banbury but the cold brought its two pilots down after 1 hour 20 minutes after a spoilers out descent from 4,000ft. It was certainly very hot on the ground.

At Lasham, the finishing touches were being made to the 1947 Hawkrige built Grunau Baby 2B BGA 615. After 1945, the British Civilian clubs had no dive braked Grunau Baby 2Bs, except the two which went from Farnborough to the Bristol and Derby & Lanes Clubs and the two that were built from German parts by Hawkrige Aviation. The second of these was sold to one of our German members (Michael Diller?) Also, at Lasham, Robin Hood has been leading the work on BGA 615, which was finished except for weighing in mid June. He has been flying it since that time.

TUTOR BGA (possibly 883) has been restored to fly at the Welland Gliding Club by a team headed by Dick Short (or Shaw). It bears the letters 833. It had its first aerotows after restoration on Sunday 11th July. After its first flight, its cables

needed tightening, and it then flew very nicely. It is an ex Lakes GC and Peter Underwood Tutor. It was silver but is now all white. The only information required is its max. permissible winch and aerotow speeds. Would someone kindly let Nigel Perry, the Welland CFI, know this information by telephoning 01234 721 449.

PETREL BGA 418 has been sold to America. This glider took part in the 1939 British National Contest at Camphill, when it was flown by Willy Watt, who came 5th.

We congratulate our member Marc Morley who came 3rd in his class in the Inter Services National Gliding Contest during late August at Bicester. He was flying a fibreglass sailplane representing, we suppose, the Army Gliding and Soaring Association.

The British membership of the Vintage Gliding Club was represented by ten entries at the 29th International Vintage glider Rally at Zbraslavice in the Czech Republic. Because of the distance, and the time needed, to get there, we hope that everyone agrees that this was a worthy effort.

We congratulate Graham Saw for having come first in his class and 3rd overall, in the British National Aerobatic Contest in his Lunak during September. This is even the more remarkable as he was competing against Foxs and other later designed aerobatic sailplanes.

The MINIMOA BGA 1639. This machine only needed painting in September, and Peter Underwood had started to build its canopy. Peter has done a tremendous amount of work on this glider to get it airworthy again after at least 20 years of it being grounded. It originally had had a small amount of glue failure in its wings, but this got worse as the years passed. However, it was originally (in 1938?) so beautifully built by Schempp Hirth that it has all come together. Let us hope that its great number of owners will enjoy flying it. It is based at the London Gliding Club and it may be difficult to move as its new trailer is now so old that it has twice taken root! Peter Underwood has not only been working on the Minimoa, but also on a Grunau Baby 2b (if not two Grunau Babies) and a Dagling (Zogling).

CZECH REPUBLIC

Unfortunately, after restoring about 88 old gliders, all of them except for about 10 for the Austrian Gliding Muse-

um, to airworthy condition, the firm of AERON has gone bankrupt. Its place has been taken, at the same premises by the new firm AVEKO on Brno Airport. This firm is able to do technical revisions and maintenance to the VSO-10 (a Czech fibreglass sailplane) -500 FH and can repair damage and can paint these sailplanes. It can also do A to D checks, overhauls and repairs on the types L-13, L-23 (Blaniks) L-13A and L-13AC s (also Blaniks); overhauls of the VT-16, VT-116 (Orliks) with Certificates of Airworthiness renewed; overhauls and renewals of the old gliders LG-125 (Sohaj 2), LG425 (Sohaj 3), LG-130 (Kmotr), Z24 (Krajanek), LF-107 (Lunak), LF-109 (Pionyr), VSM-40 (Demant) etc; annual checks and repairs of all types of gliders; maintenance, repairs and overhauls of foreign types of gliders (SZD Cobras, Ka-6 etc).

AVEKO, Airport Medlanky, 62100 BRNO, Czech Republic. Ing Jiri Karas, Tel:- 05/41 22 53 16. fax:-05/14 21 16 51.

It was the opinion of one person, overheard at Zbraslavice, that to restore an old glider might cost the same as buying a second hand fibreglass sailplane, which would have a better performance than the restored old ones. Because of this, there were the three Orliks and one Sohaj still hanging in the Hangar roof, as when we were last there. Perhaps they could be restored for sale abroad?

The Liberec Kranich. While at the International Rally, a Czech technician was met who had worked on the above aircraft, which was for record and wave flying (see VGC News No. 93, Spring 1998, Page 42, for information on the Liberec Kranich). Liberec was presumably the town where the work was done. The waves were from the mountains on the Polish/Czech frontier. It seems that the Liberec Kranich was winch launched to 300 or 400 m into the wave and then

it would climb to 5,000-6,000m.

From the Polish side of the frontier, the Poles would have to be aerotowed to great heights to find wave lift to those heights. Presumably, it was possible to cross the frontier by air? The Liberec Kranich, also known as the Kranich 2S (S for solo piloted), had its rear cockpit filled with oxygen bottles, was built in 1946 by VOGLM (military schools workshop for aviation mechanics), with Major Cervenka, the schools chief flying instructor, overseeing the work. The wave flying may have been carried out in the Hirschberg (Jelena Gora) Grunau (Jezow Sudeski) area with the waves being created by the Riesengebirge (Giant Mountains). It seems that the Liberec Kranich was a success.

(Translation from Czech by C.Wills and it may not be right, corrections are welcome!)

FRANCE

NEW S OF DEDALES. Jean NMOLVEAU has retired from being President and Dedaletre d'Information producer after doing the job on a temporary basis as well as producing the magazines AVIASPORT and VOL A VOILE. This temporary job lasted at least 10 years. He also owned and flew a vintage glider. PLEASE NOTE DEDALES NEW ADDRESS: DEDALES, Amateurs de planeurs anciens, 33, rue Pasteur, 44410 HERBIGNAC, FRANCE.

The President of Dedaletre is now Jean-Paul Benard. Address and telephone number as above. Vice President is Philippe Prinnet, 31 rue de la Republique, 9360 BRY SUR MARNE. Tel:- 06.82.82.36.04. Email: Coprinet@clubinternet.fr.

Secretary: Didier Pataille, 11 rue de

Coisy, 80260 POULAINVILLE. Didier Pataille a Picardie caisse-epargne fr. Treasurer: Jean Maurice Keller, 5 rue de Pere Laurent, 44410 Herbignac. Tel/fax: 02.40.88.90.75.

Collector of articles and setting out the pages of Dedaletre d'Information. Denis Auger, 14 Guy Moquet, 60530 Neuilly en thelle. Tel: 03.44 .65.95. email: dauger@club-internet.fr.

VERY GOOD NEWS FROM THE AVIA HISTORI CLUB. A special trailer for the AVIAS X1A and 152A has been finished. The work was done by Prouteau and Piveteau. So now both the gliders can be taken together to the Congres Historiques at Le Bourget and Angers etc. Two more AVIAS are being built at Fayence and Angers. The X1A has been started well by the unemployed of GRETA and Christophe aided by one or two volunteers at Fayence. The 152A has been well started by members of the GPPA at Angers Marce.

THE GROUPEMENT POUR LA PRESERVATION DU PATRIMOINE AERONAUTIQUE DANJOU (GPPA) which has founded the Muse Regional de LAir at Angers, Marce, celebrated its 20th birthday this year on Saturday the 22nd September. During the celebration Henri Degoul was awarded LA Medaille de LAeronautique.

The SFAN 2 N o.102 F-PEEX, which looks very like a Kronfeld DRONE will be rejoining the GPPAS collection. Work on the following sailplanes is in progress.

AVIA 152 No.301 F-CRAL. Woodwork on the tailplane, elevator and rudder is finished and the wings spars are currently being worked on. Many fittings for the wings are finished.

CASTEL 25 No. 141 F-CRBI. This has been fabric covered. Rubbing down and painting is about to take place.

RD-02 EDELWEISS No.01 F-PKVF, Herve and Elodie are installing the controls in the fuselage.

FAUVEL AV 22 No.1 F-CCGK. Its major inspection is about finished and the glider has been classed V (flying?) for 3 years on the 24th of last April. After having been exhibited, it will be derigged for its last checks.

FOKA No. 177 F-AZKA. After a long restoration with refabricating its control surfaces and painting overall, the glider has been reclassified V for three years on



Avia 42 at Angers. Photo: Geoff Moore

the 24th of last April and it is awaiting its first check flight.

CHRISTIAN RAVEL has managed to buy the NORD 2000 (Olympia Meise) No.93 F-CBVP. A GPPA Team consisting of Pierre Plane, Louis Lamisee, Camille Millon and Gerard Bougerolles fetched it from Orleans on the 25th of May 2000. Since then, it has been stored by the GPPA at Angers Marce, awaiting imminent restoration.

The MS 505 No. 149 F-BIJP Robert Benion (Fi Storch). Its major inspection was started and then interrupted. Jean - Pierre Lambin is continuing the work. This is the collections towplane. Besides the above, 11 aeroplanes are being worked on: the BREGUET 901 F-CCCP, (Jean Cayla) the BREGUET 904 F-CCFN, the WEIHE F-CRMX (Paul Genest), the AIR 102 F-CAGQ, and the ZUGVOGEL F-CCPT. For reason of costs of insurance and GASC inspections, not all of the above sailplanes will be reactivated this year.

The GPPA has in its store, enough aircraft needing restoration, to keep it going for at least 100 years!

THE VGC SALUTES THE GPPA. Inspired by Christian Ravel and is supported financially by the town of ANGERS. What it has achieved in the field of restorations of gliders and aeroplanes, and of course, in the establishment of the new museum on Agers - Marce, is beyond all belief!

ASPAC has obtained the EMOUCHET SA 103 F-CRIB, which had been hanging in the hangar roof of St Cyr l'Ecole for 15 years, in Paris. The rescue team had to leave Paray le Monial at 4.30 in the morning to arrive in Paris at 10.30, on the 20th March 2000. Then followed the difficult business of getting it down. A 7 metre high ladder was used, but an 8 metre ladder was really necessary. At 12.30, it was time for an aperitif and a meal. At 14.30, the Emouchet was loaded onto a normal Lacheney Beynes trailer and Paray was again achieved by 20.00 hrs. Taking part in the rescue was the fine team of Berhard, Jesus, Patrick and the faithful Ponpon. Actually, two trailers were used, because we inherited the new airframe of a Jodel D.9!

We regret that this news is old, but we feel that it is better late than never!

In the last VGC News No 103, Summer 2001, on page 25, it was mentioned in the history of French gliding (was there any gliding in France during 1943 and until July 1944?) that the famous woman glider pilot Marcelle Choynet



Above: Emouchet SA103 at Musee de l'air Angers.

Below: Christian Ravel, Museum Director, restoring his AV22 at Angers.

Photos: Geoff Moore



had done several flights in 1944, including one on the 9th June, just after the allies had landed in Normandy. She flew the Avia 40P No.15 246 kms to land at Champobert la Bataille for the French National womans distance record (we wonder if this battle had been against the English as well !!!?). These flights were after the 5th December 1942 when all gliding was supposed to have been banned in France due to the war situation. Claude Visse told us at Zbraslavice that this was true. There were people in France who did not care about the war and went on living their own lives just as they wished to. However, one can imagine that Les Sports Aeriens, being Vichy sponsored, did stop gliding on the 5th December 1942, but the stop does not seem to have to have been so final as one might have imagined. One can only believe that Marcelle Choynet was very brave and that the spirit of French gliding at that time must have been tremendous. ... as it was also after the war.

At Zbraslavice in August, an SG.38 from Slovakia was seen on its way on an open trailer, to the Jean Salis Collection at La Ferte Alais near Paris. We have no

idea as to whether it has been restored to fly at air displays etc.

Late News (Stop Press). The owner of the sailplane Nord 2000 (Olympia Meise) F-CAYQ (c/n 78) has already exchanged it for a Letov LF-107 LUNAK OK-0900 (c/n.30). Information from Mike Gurney.

GERMANY

We are afraid that it was not announced that Vintage Gliders took part in the FRIEDRICHSHAFEN AIR FAIR. Normally, there are large presentations from Switzerland and from the German Gliding Museum on the Wasserkuppe. We can only report that the new Zeppelin NT got its C of A shortly beforehand and that a Deutsche Zeppelin Reederei has been formed. As Reederei means a shipping line, does this mean that more Zeppelins are to follow, to carry passengers on excursions?

This year, the German Gliding Museum on the Wasserkuppe is dedicating an exhibition to celebrate the 100th birthday of the firm of Alexander Schleicher. Alexander Schleicher founded the worlds first glider factory. In it have been built over 3,500 gliders from SG38s to todays fibre glass sailplanes. Many of his aircraft are on view full size in the Museum; Rhoadler, Rhonbusard, Rhonsperber, SG38, Condor 4 etc. The exhibition will be open from 0900 - 1700 hrs every day.

In the VGC News No. 103, on page 29, there are photographs of German girls gliding course during the summer of 1944. These were students from Jena University who still found it possible to hold a gliding course during that time of the war. The girl in the Condor 3 was their Group Leader. She later became a childrens doctor and emigrated to the USA after the war.

Frits himself copied these photographs and we thank him again for working on our behalf in the cold and darkness of his dark room. Frits says that there were many such gliding groups who had nothing to do with the WL and NSFK. It seems strange to us that they were able to hold a gliding course so late in the war, without the fear of allied fighter/bomber attacks. Frits says that many instructors built more than one glider (sometimes as many as five!) and so there were many more gliders built than those built in factories. So the totals were higher than those mentioned in our previous VGC News. These mentioned only the factory built gliders. Also, during the NSFK and WL courses, gliders were built as part of the courses. These were mostly SG38s and Grunau Baby 2Bs.

In 1945, no Cantilever Condors were reported as having been found by the allies. Perhaps they were all in the East. Just the British RAF found and flew one strutted Condor 2. Its fate is unknown to us. The Schleicher firm built 12 Condor 2A s (cantilever) during 1938/9 and 10 Condor 3s during 1938-1941. 2 more may have been built by Mraz. According to Markus Lemmer, who has some Condor drawing plans, Heini Dittmar reworked his 1935 strutted Condor 2 plans into the drawings for the Condors 2 a and 3, and reworked them again for the larger Condor 4 in 1951.

On page 37 of VGC News No. 103, the impression was given that the FW Weihe 51 D-3654 was owned by Gerd Hermjacob alone. From reading Aerokurier, we now have the impression that D-3654 is owned also by Gisela Dreskornfeld and Engelbert Westermalbesloh. We are very sorry to have

previously given the wrong impression. Gerd Hermjacob's love affair with a Weihe began in 1943 at Oerlinghausen when he was 13 years old. Although, he has flown modern sailplanes, his ideal to own a beautiful Weihe has only just been realized. Is the idea of getting it placed on the list of Oerlinghausens town monuments to prevent it being sold outside of Oerlinghausen or abroad? The GPPAs Weihe at Angers Marce was created a National Cultural Historical Monument, and as such, it was displayed on the Champs Elysees for some time.

ACHMER. Present at the party at Oerlinghausen on Sat. 5th May, was the Minimoa from Aventoft, and the Stieglitz towing the Kranich 2 from Achmer. Unfortunately, during climb out from Oerlinghausen, the Stieglitz's Siemens radial engine started to fail. The Kranich 2 was quickly waved off and managed to land back on to Oerlinghausen field, but the Stieglitz could only go in to a small wood. Its restorer, pilot and owner, Harald Kamper, sustained light injuries from which he was able to recover enough to take part in our 2001 International Rallies, but his Stieglitz was a write off. Harald has said that he hopes to put it together again in 5-8 years. Although it is not yet exactly known, the reason for the engine failure might have been a broken piston ring. Earlier, the aircraft had had to be landed out (and was then broken) due to its engines crankshaft breaking. One does not know why the good Siemens radial engine should have failed. It was used on a great many aeroplanes (such as the Bucker Jungmeister), and is known for its reliability. The Flieger magazine for July 2001 devoted 7 of its pages to

describing the Steiglitz and Harald Kamper in full colour!

Just before editorial dead line, it had to finish with a small note reporting that the aircraft had GECRASHED! (which is modern German for crashed). We are very glad that Harald Kamper was not badly hurt. He is to be our new German representative, who is taking over from Jorg Ziller who has done the job well for years. We wish Harald a speedy recovery and that his beloved Stieglitz will soon again be whole.

FLUGWERFT OBERSCHLEISSHEIM.

This houses the main aircraft collection of the German Museum in Munich. There is also a gliding club on the airfield, in which are some of our best GERMAN members including Jorg Ziller (Meise) and Manfred Hoffmann (T.21b). Members of this gliding club are engaged in restoring to airworthy condition gliders in the Flugwerft. We don't know whether this will include the Mu 10 MILAN and HORTEN 4A. The former was built in the very early 1930 s and became known as the Conqueror of the Alps, when flown by Ludwig Karch with passengers. This may mean also that the clubs members will have free storage, and exhibition, space for their own airworthy vintage gliders which they can take out and fly when they like? The whole idea seems to be most progressive and should be used as a model for other aviation museums. Jorg Ziller is much involved in this operation.

In mid July, we heard that the new DFS HABICHT, built by grandfather, father and son of the family Zahn has been christened. This is the second new Habicht to have been built in Germany. The first, which had been built by the OSC Wasserkuppe, under the direction of their workshop foreman, Seppl Kurz, has been inducted in to the German Gliding Museum on the Wasserkuppe and will not be flown again.

PROGRESS ON THE MINIMOA 36, at Landsberg. Mathius Vost is having to build every part of this Minimoa. None of it were parts built by Gerhard Bergmann, whose Minimoa 36 is not being worked on. Mathias has finished the tailplane, rudder and all fuselage bulkheads that are now set up in a fuselage jig. Last year, he was three months off work and was able to build all the



Cantilever Condor 2.
Photo: Chris Wills Collection

wing ribs. Still to be built are the wing spars.

A new group has been founded to store and restore old gliders. This is the Oldtimerfreunde-Donauworth-Stillberghof. This has no less than 30 gliders and 25 members. It has taken six years to put this group together. Michael Diller seems to be its moving spirit.

Airworthy sailplanes are :- Kranich 2B-2 D-8504 from the late Gerhard Bergmann (the Kranich was Spanish built in the 1950 s), Ka-2 D-5481, T.21b XN 151(FFW), Lo 100, Bergfalke 2 55 D-1500, Ka-6CR D-5854, Geier 2B D-9129, L-Spatz D-?, Lehrmeister OE-?. Under restoration are: Hawkridge built Grunau Baby 2B, BGA 615; Olympia Meise, L-Spatz, Grunau Baby 2B, Grunau Baby 3, ES-49, Mu 13D, Mu 13E, T.31, 2 Doppelraabs, 3 SG 38 s, Zugvogel 3, Zugvogel 5, and a Ka-1. All the gliders belong to everyone in the group. There are no individual owners. The group has three technical workshops, and one small hangar for two or three gliders. Many of the gliders are stored in garages etc. The new group is very keen and full of energy. Contact is: Michael Diller, Gempfingerstrasse 9,86666 Burgheim, Germany. The Hawkridge built Grunau Baby 2B was built at Dunstable in 1948, from German parts, together with BGA 578, by Les Moulster. These, and the two Grunau Baby 2B s from Farnborough, allocated to the Bristol and to the Derby & Lancs Clubs, were the only Grunau Babies with dive brakes in civilian hands in Britain in 1947.

LUNAK OK-0833. Constructors No. 049. BGA No. 4884. This is now in Germany being restored (overhauled) by Andre Lutz. Under the BGA C of A, it will be allowed to do aerobatics.

HAHNWEIDE. This is a great air display which happens every two years, to honour WOLF HIRTH. It has been compared with a mini Oshkosh. This year, no less than 40 gliders are to take part. They can have all the flying their owners wish for during the Thursday and Friday, but on Saturday and Sunday, the flying programme must be adhered to. We don't know whether this will include gliders. Among the gliders present will be the Condor 4 of Jochen Kruse.

THE FIRST MU 13E has been found. This was the first high performance 2-seater sailplane to be built and offered for sale, when flying was allowed again

in Germany, in 1951. It was then priced at 7,500 DM (L750). The Kranich 3 was offered for 11,000 DM and the Condor 4 for 16,000 DM. Because of the ban on flying in Germany, the first Mu 13E was built in Austria, where the ban had been lifted somewhat earlier. It was brought over the frontier registered OE-0138 to take part in the first Rhon Meeting after the war in 1951 on the Wasserkuppe, when thousands of people from all over Germany streamed onto the Wasserkuppe. The Mu 13E prototype had been built by the Gliding Club at Jenbach in the Tirol under the direction of Dr. Konschegg. It had its first flight from a winch launch, at Innsbruck, on the 15th August 1951, just before the Rhon Meeting. The Flugzeugbau Scheibe put the type into mass production from the 15th Nov. 1951. 170 were built during the years 1952-1953 alone, but many hundreds (if not thousands) of different versions, were built after that. It is planned to restore the first Mu 13E (later known as Bergfalke- Mountain Falcon) as a living Museum.

Jochen Kruses Mraz built Kranich 2B-2 is spending the winter in its trailer in a hangar of the Luftwaffen Museum at the Berlin Gatow. He offered it to them for exhibition but no, they said that they already had a postwar Doppelraab on display!!

KLAUS HEYN telephoned CW in early October to say that still one leg was not what it ought to be. He hoped to be home at Schlierbach in 4-6 weeks, when he would take the MUSTERLE out of its trailer to put it together again (he has not seen it yet). This with a view to statically exhibiting it permanently in the German Gliding Museum on the Wasserkuppe, and that this was the right and proper place for it to be. At the time of the telephone call, he was still in a convalescent home in the Black Forest, using an electric wheel chair to get around in, and that his wife Renate was visiting him every day.

Because of a lunch hour noise abatement law on Sundays, Klaus was given only a very short time to get ready for take off. Only at the last moment was he told that he could go. It seems that one aileron connection was not locked in a wing. When he saw what was happening, the motorglider towplane pilot quickly released him. One of the Musterles wing tips hit the ground, pivoting the nose onto the ground from about 30 metres height. The Musterles wing is mounted on the fuselage by a narrow

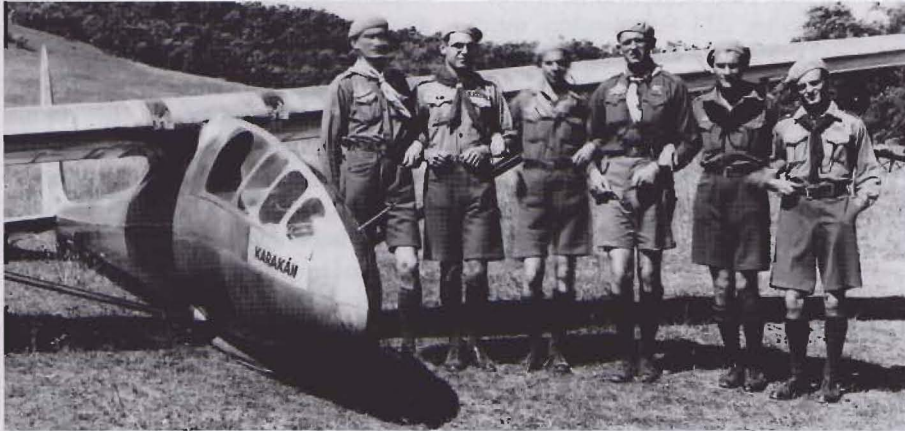


Musterle.
Photo: Chris Wills Collection

neck. It is possible to imagine that the wing was wrenched off the fuselage at this point. The accident has happened to one of the best of us. We should all diligently check our control connections before our flights.

HUNGARY

Building Plans for the NEMERE have been found in a military institution in Sekesfehervar. This the town known in German as Stuhlweissenberg, which is on the road from Budapest to Lake Balaton. Laszlo Revi now has these plans. (C.Wills has copies also.) Strangely, they are dated 1959. It is thought that the Nemere was considered time expired and was destroyed in 1947. The Nemere was a 20 metre wingspan super sailplane that was built during 1936. After one test flight, it was put on a train and sent to Berlin for the Olympic Games. After its first flight ended with an outlanding, its second flight ended in Kiel, 360 kms away. This was a world Goal Flight record. The pilot and designer, Lajos Rotter had linked the Berlin Olympics with the Kiel yachting Olympics. The flight was done in poor weather conditions, cross wind, over unsuitable gliding country. After doing a few loops over the yachts, and a slow flypast, with ailerons lowered, of the sailors memorial, Rotter landed to be given a heroes welcome. He was then invited to a banquet in his honour, by the Admiral of the Kiel Regatta. Both his wife and sons are still alive and one of his sons is VGC member, Louis Rotter. During the Berlin to Kiel flight, he used the modern Dolphin Technique, eg flying straight and slowing up, but not circling, in lift. It is hoped that one day a new Nemere will be built.



Top: Nemere. Above: Karakan. Photos: Chris Wills Collection

DOCUMENTATION FOR THE KARAKAN has been found. This was Hungary's super sailplane from before the Nemeres time. Two were built. This documentation, which is believed to include building plans, has been discovered in Belgrade's Science Museum. How did it get there? Beograd had been the Hungarian city of Nandorfehervar (Nandors White Castle City) during the Austro-Hungarian Empire, and had been a Hungarian town for 1000 years. After the end of the Austro-Hungarian Empire, much Hungarian territory was lost to Yugoslavia, Rumania and Czechoslovakia and the Hungarian population dwindled from 15 to 6 million people. After WW-1, the city officially was named Beograd (Belgrade) which also means White City. The annexed new territories kept some of their Hungarian populations. The Rotters came from near there and so, maybe it is not quite so surprising that the Karakans documentation has been found in Belgrade.

ITALY

Our member Vincenzo Pedrielli has bought a 1956 designed URENDO, two-seater sailplane. This has a steel tube fuselage and is tandem seated. It was designed by the engineer E.Ciani and 9 were built. Its wingspan is only 15 metres but it has a NACA 64 laminar flow wing pro-

files ensure that it should have a max. L/D of 1:24.7. Vincenzo intends to restore it to airworthy condition. It is known as the EC 38 /56 Urendo A-B-C /38. It should be a popular addition to our rallies.

E.Ciani from 1959-1962, designed 3 types of Uribel with 15m wingspans with max. L/D s of 1:29.5, 1:32 and 1:34. Numbers of each type built were 5, 5, and 2. He, in 1963, designed two versions of the Eventuale. The first was a tandem 2-seater. The second was a single seater. These had wingspans of 17.7m. and 17.64m. and max. L/Ds of 34 and 35. The 2nd and 3rd Uribel utilized Eppler 257 aerofoils. 2 of the first Eventuale were built and one of the single seaters was built. The first Eventuale used the NACA 65 aerofoil and the second used the Eppler 257 Aerofoil. They seemed to have been good practical sailplanes for the time and were built of wood.

The accident at PAVULLO. This was during an aerotow down hill towards the town of Pavullo. Because of noise abatement rules, the aeroplane made a steep turn before the town, which the glider (a Ka-8?) was unable to follow correctly, getting too far out from the turning aeroplane and too high. This led to the aeroplane releasing the glider and spinning into a house, which luckily had no-one in it. There was fire and the aeroplane

pilot was killed. The glider landed back on the airfield.

The pilot of the aeroplane was a very prominent farmer in the district and a very prominent member of the Aero Club. His name was Renato Minelli. He was well known and very much liked by VGC members who attended our Pavullo Rallies and by everyone at the club.

Vincenzo Pedrielli has studied in depth the first Italian Gliding Meeting at Asiago in 1924. He has obtained a great many photographs of the event from a library and his description of what happened together with the photographs, is beyond belief, very funny and well worth listening to. He brings the photos to life. It was indeed an international event complete with Rhongeist, Ursinus, Martens and Hentzen. Vincenzos work is of the greatest value.

CARLO ZORZOLI. We noticed that he was not with us at Zbraslavice and we wondered why. Carlo has again been very ill and has had stones again removed from his stomach. He had a serious operation for this at the beginning of September and was beginning to recover. He also mentioned that his trailer for the CAT 20 was not in good enough condition to come to Zbraslavice. We all wish him well.

THE NETHERLANDS

PROGRESS ON THE NEW MINIMOIA 36

After asking for information concerning the progress on the project in VGC NEWS No.103, Summer 2001, Bob Persyn from Mauritslaan, has kindly sent this information and many photographs. He writes that the team spends 5 hours every week working on the project. This is not much time and, because of this, progress has been slow. The fuselage airframe is nearly finished. The tailplane, rudder and the two ailerons are built.

All wing ribs are finished and one wing's main spar is built. From this, one gathers that the Minimoia 36 at Landsberg am Lech is too far behind this with its main wing spars still to be built. As the Minimoia was developed by Dr Wenk from his flying wing, the Weltensegler, the wings of Minimoias are enormous compared with their fuselages, tailplanes and rudders.

POLAND

We were glad to have had the first ever Polish entries at our International Rally at Zbraslavice. These were a Mucha Standard and Foka 3 from the AeroClub at Gliwice. Their members fly a great number of post war designed gliders. They by now may have obtained the Prewar Orlik building plans from the aviation Museum on Belgrade Airport with the intention of building three of them. One for themselves, one for the Krakow Museum and one to sell, in order to pay for the other two. They have already the building plans for the Antoni Kocjan designed, 1932 Komar and between 1933-39, 80 Komars were built in Poland. Further Komars were also built in Poland after 1945. They were also built under licence in Bulgaria, Estonia, Finland, Palestine and Yugoslavia. Its building plans are also held, together with those of the Wrona, Salamandra, and Orlik, in the Belgrade Air Museum on Belgrade airport (Muzej Jugoslovenskog Vazduplovstva, P.O. Box 16, 11180 Aerodrom Beograd, tel: 011 670992 or 011 698209. Information is from Aircraft Museums and collections of the World, Vol.9, Eastern and South Eastern Europe and the C.I.S. by Bob Ogden. The Glider workshop at Jezow Sudeski (formerly Grunau), has been working again since the 15th of January 2001. It has been bought by Henryk Mynarski from Bielsko Biala, where he had been working in the PZL design office for many years. The workshop is cleared to work on 30 types of fibreglass and wooden Polish gliders. It also will repair, restore and rebuild old historic gliders. More information, in English, can be obtained from: Tony L.Jankowski, ul. Ogrodowa 11A, 58-521 Jezow Sudeski, Poland. Tel: 0048 75 7132243. Prices are open to negotiation.

The Jezow workshop is at present considering the possibility of building a new Czerwinski designed Salamandra. Its

drawing plans are available. It first flew in mid 1936 and its wing was "borrowed" in modified form for the French Emouchet and the Finnish PIK 5. Czerwinski emigrated to Canada in 1940 and his design was built there as the Sparrow and Robin. Many more Salamandras were built after 1945 in Poland (75 were built at Jesow in 1948 and 50 in 1949), 43 more were built at the W.S.K. at Okecie. Altogether 223 Salamandras were delivered to Polish clubs as late as 1953. In 1956, 50 were exported to China where it was mass produced. 140 Salamandras had been built before 1939 in Poland. Also the Hungarian Szollo and Yugoslav Cavka were inspired by the Salamandra.

SPAIN

Encarnita Novillo & Carlos Bravo from Club Loreto, near Madrid, emailed us regarding the possibility of an International Vintage Glider Club Rally in Spain. They say that Monflorite is the best idea. This site has a most historical ridge where SG-38, Baby, Kranich, Weihe and other sailplanes were launched by bungee cord. It is possible to see the rest of the launch ramp used. When the wind from the North West, Cierzo, blows, it is possible to stay flying in this ridge for hours. In this place, Luis Vicente Juez stayed up for 52 hours in a Weihe. Also, the buildings are historic and there is a very typical holiday area for tourism and families very close to the Pyrenees. We think this would be a very good choice for a Vintage Glider Rally. In fact, we learnt to fly there and we passed our Instructor Examination there also. We

*Below left: Komar.
Below right: Salamandra.
Photos: Chris Wills Collection*

look forward to meeting Encarnita and Carlos, with T21 WB993, at the 2002 VGC Rally in Achmer.

SWITZERLAND

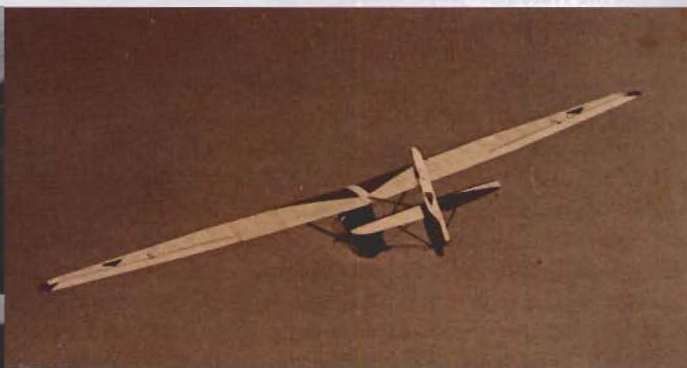
Lilly Grundbacher, who was taking part in our International Rallies in England last year flying an ELFE, has now acquired the Hutter H.28-2 HB-223 from Herr Datwyler at Bleienbach.

This H.28-2 was formerly owned and flown by Eugen Aeberli. We believe that HB-223 was built just before war, together with another H.28-2 (which went to Rhodesia). HB-223 will need some work but we hope that it will fly again soon. This information was sent by Willi Schwarzenbach, who regrets that he could not be present at Zwickau or Zbraslavice but hopes to be with us again at the 2002 International Rally at Achmer. Lilly has since informed us that she has been allowed to put the H.28-2 in the legendary Swiss restorer and builder of old sailplanes, Rudi Saegessers, workshop. In

return, she is looking after Herr Saegesser .. ie cooking for him etc. The H.28 needs new paint. During winters (Nepals summers?), Lilly goes to

Nepal to look after that countrys street children.

SWISS NATIONAL OSV MEETING. 8-10. Sept. 2002 at the Bellechasse Gliding Club, Fribourg. The 12th OSV Meeting was held between the lakes of Murtensee and Bielersee on the airfield of Bellechasse in good weather. The old gliders were guests of the Fribourg Gliding Club. The members of the Fribourg club had worked with great dedication to make this meeting a success. Also the Weathergod showed his better side although he did not often let loose thermals. As some participants came from abroad, the meeting had an international flavour. On FRIDAY 8th Sept. 18 of



Right: Huetter

Photos: Chris Wills Collection

the gliders were bungee launched. From SATURDAY 9th Sept. until SUNDAY 10th Sept. a Piper 180 gave 48 aerotows. All participants were very content with this meeting. Very much attention was given to the new Kranich 2 which had been excellently restored by the Roth brothers and Fipps Rothenbuhler which was taking part in a OSV meeting for the first time. For Willi Schwarzenbach this was his last season as an active pilot but he certainly will be present at further Vintage glider events. For entertainment, there was a Great Show Band and a restaurant had been set up in the hangar. Kurt Stapfer. 29.5.2001.

Translated by C.Wills.

THE UKRAINE

In the search gliding museum in the former RUSSIA, we have located two in the UKRAINE, which now includes the Crimea, where much of the Russian pre-war gliding took place. There is one in the town Feodosia and this museum is still open. The other one is at Planer-skoje (a town called Gliding!) which is not far from Feodosia. It has been closed because of economic problems since 1991. The Manager of the Feodosia Soaring Museum is Yevgeny Belousov. He speaks only Russian or Ukrainian. The address is: 98 100 Krym Feodosia, 12/1 Kuybisheva str., Mysey Delta-planerisima. The last two words mean Museum of Hang-gliding. (The word str is the common German abbreviation for Strasse (Street). If str. does mean this, the correct Russian for the address might be Kuybishevaya Ulitsa CW)

This news item came from Theo Rack of the German Gliding Museum on the Wasserkuppe via Paul Schweizer, USA.

Future rallies

INVITATION TO OUR 30th INTERNATIONAL VGC RALLY FROM ACHMER.

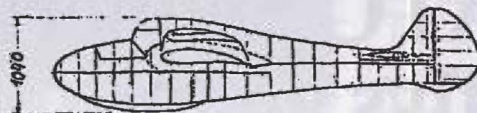
The Osnabrucker-Verein für Luftfahrt e.V. is pleased to invite VGC members to the 30th International VGC Rally, which will be held on their airfield from

the 20th July through to the 27th of July 2002. We hope that many of you can come to this event and we are looking forward to greeting you once again in North Germany. Building wooden gliders has been a tradition for many decades in our club. Restoring and operating classic gliders is highly valued by all our club's members. It is seen as a great compliment to our activities, ranging from basic training to cross countries and glider aerobatics. Being experienced in planning and carrying out major events like this one, we are sure that you will have an interesting and pleasant time with us. We are happy to provide a location where you can make new friends and get together with old comrades. Especially, we would like young people to join the meeting, so

that they become inspired by the atmosphere around vintage gliders. To promote this idea, we offer to every young person flights in our two seaters Kranich 2, Kranich 3 and Condor 4 - free of charge, with one of our instructors. Our only requirement is that the person should join the VGC, if they are not already a member. Have a safe and pleasant journey to Achmer.... and don't forget to bring some thermals with you!!!!

Yours faithfully, Horst Ufer (1st Chairman of the OVfL).

Organization :- Harald Kaemper, Bismarckstrasse 78, 32049 Herford, Germany. Tel:- +(0)5221-981835. fax. +49 (0)5221-981836. e-mail:- vgc a ovfl.de . Please send your registration (entry) to the above address. ■



H 28 II

Number Built :- 6 traced.
of H.28 I, II, and III.

Wing Profile

Modified Joukowski.

H.28 II drawings

Issued Salzburg
1936.

Huetter H.28 II

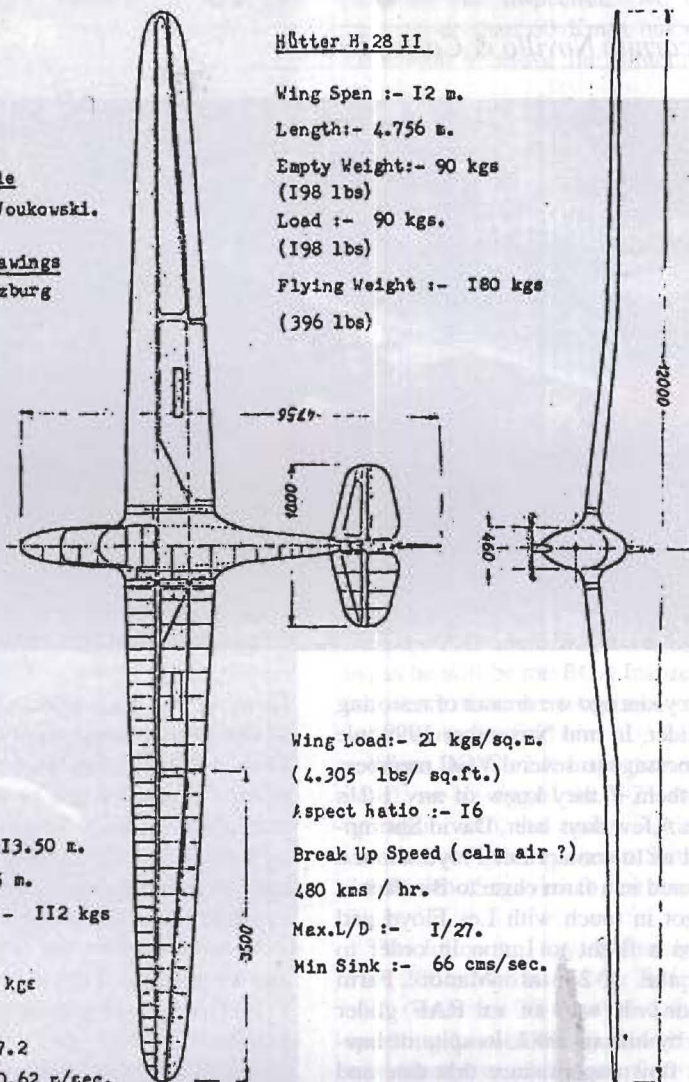
Wing Span :- 12 m.

Length :- 4.756 m.

Empty Weight :- 90 kgs
(198 lbs)

Load :- 90 kgs.
(198 lbs)

Flying Weight :- 180 kgs
(396 lbs)



H 28 III

Wing Span :- 13.50 m.

Length :- 5.35 m.

Empty Weight :- 112 kgs
(246 lbs)

Loading :- 86 kgs
(193.6 lbs)

Max.L/D :- 1/27.2

Min.Sink :- 0.62 m/sec.

Wing Loading :- 20 kgs/sq.m.
(4.1 lbs/sq.ft.)

Wing Load :- 21 kgs/sq.m.
(4.305 lbs/sq.ft.)

Aspect ratio :- 16

Break Up Speed (calm air ?)

480 kms / hr.

Max.L/D :- 1/27.

Min Sink :- 66 cms/sec.

The ex-ATC Sedbergh WB988 flies again

by Encarnita Novillo & Carlos Bravo



Some years ago we dreamt of restoring a glider. In mid November 1999, we sent a message to several VGC members asking them if they knew of any T-21s for sale. A few days later, David Shrimpton told us to contact Les Floyd about a T-21 stored in a farm close to Bicester.

We got in touch with Les Floyd and arranged a flight to Luton in order to check the T-21 at Manor Farm (Poundon). It was an ex RAF glider bought by him in 1983. In spite of having not flown again since that date and not being airworthy anymore he offered to assist with obtaining a new C of A. Considering, however, we were to be the pilots we preferred to inspect and work on it ourselves to make it airworthy. We then realised that we had to deal with a very real problem indeed; no trailer to get it back home to Spain! After studying the historic RAF log books and other documentation Les provided us with, we took a rest enjoying the beautiful city of Oxford. Finally, we thanked Les for his hospitality and came back to Madrid full of excitement but still wondering about transport for the glider.

Following days, there was a good deal of internal family discussions. Was it really worth it? Too much work and cost for us? Will we be able to undertake such a project? Anyway, we had both fallen in love with that old T-21b.

First, we thought of preparing an open Twin Astir trailer to carry the glider.

However, we soon rejected the idea due to the great measurements of the T-21. Then we asked Les Floyd to look for either a trailer for sale or a cheap transport of the glider to Spain. Unfortunately, nobody had a T-21 trailer for sale and road transport was definitely more expensive than the glider was.

As time went by, we entered summer and we gave up of the idea of buying the T-21. Gorgeous flights in Spain with our Standard Libelle, beautiful cumulus, strong thermals and we forgot the whole T-21 thing. But suddenly, we received a message from Les Floyd urging us to make a decision, otherwise, he was going to advertise the T-21 in *Sailplane & Gliding*. In fact, he did!

It was only then that we realised our T-21 could be sold to another person! No way! Wasting no time we confirmed with Les our intention to buy the T-21 without a C of A. Immediately, we looked for a possible transport company available to do the job. Actually, we contacted maybe around 30 of them until we finally found a lorry ready to bring our glider in mid September. Unfortunately, he failed and again, we had to look for a new one. It was the 17th of November of 2000 that we saw the lorry just in front of our garage.

The glider's arrival caused great

expectation around our family, who were ready to help us in the removal of its bubble wrap. Covered with lots of mud and dust it was nearly impossible to appreciate its beauty. So, we soon began to clean every single part of it very carefully. We spent a few days changing the dirty water of our buckets in a try to get a new face to the T-21. Afterwards, we proceeded to analyse the real state of the glider in detail in order to evaluate its chance to be airworthy. Next, we invited some old expert pilots, workshop mechanics and Spanish and British inspectors to come to our home to cast an eye over our glider and to examine it's plywood, it's fabric, it's glue joints and both it's internal and external state. Finally, we decided that the fabric was good enough to fly and we proceeded with the restoration of the T-21 in readiness for its first launch since 1983.

Straight away, we removed the control

Left and right: WB988 floating gracefully over Santo Tome del Puerto.

surfaces, ailerons, rudder and elevator to check the correct attachment fittings and hinges to the wings and to the tail. We also removed the mainwheel, the main skid and the tail skid; we prepared a new metal shoe and we refitted it all newly cleaned and repainted. As well as all that, we took the rust off all the metal attachment fittings for the mainplanes, tail and struts and we cleaned the control cables, fairleads, turnbuckles and pulleys of all the control surfaces.

Afterwards, we removed the instrument panel, cleaned and checked all the instruments, made new windscreens,

road transport was definitely more expensive than the glider was

changed pipelines and cleaned and repainted the cockpit. Our family helped us to make a new nose ballast and other small parts that

did not appear with the glider. We also had to repair some damages in the plywood and holes in the fabric renewing the fabric covering where necessary. Having decided to keep the T-21's original paint, its standard ATC colour scheme and markings, we only repainted some colours and polished the rest. Finally, we prepared the Air Cadets markings and RAF roundels and letters since the RAF had allowed us to keep them.

Meanwhile, we got in contact with John Smoker, BGA Senior Inspector, to ask him to visit us in order to inspect our



T-21 and to issue its first civil registration. He was very suitable to do this because he has known this glider from the time when he made a big repair on the starboard wing. He seemed very happy to help us. Therefore we prepared everything to welcome him.

Once again, we were in trouble because we have no trailer suitable to

move the T-21 to the airfield. So, we decided to buy a platform and to fit it to carry the glider. We managed to prepare some trestles for the wings, the tailplane and the fuselage and then the day to move the glider came. We only have a limited opportunity as John Smoker was coming the following day. With some readjustments and the help of our fami-

Left: rigged and ready to fly

lies, finally, the T-21 was into the trailer and we were ready to carry it to the airfield for the inspection. We couldn't drive more than 60 Km/h but now we were able to move the glider by ourselves.

John Smoker arrived in Madrid at Barajas Airport the 28th of March 2001 and stayed with us for 6 days. He inspected the glider very carefully and when he had finished some repairs he made on the plywood and fabric, we rigged the glider for the first time. Taking into account that we had only seen this glider in books and magazines, we were very surprised when we saw it totally rigged. We were excited and looking forward to flying it. Then, John weighed and balanced the glider and checked that all the control surfaces, cables, etc were OK. Steve Olender, an English glider pilot living in Spain, who flies with us and is also a member of our Gliding Club LORETO VSM, was with us, as he will be the BGA Inspector who takes care of the next Annual C of A after John issues the first one.

When the C of A Inspection was finished, we de-rigged the T-21 and put it up again into the trailer. Quietly, we went to our gliding site in Santo Tomé del Puerto (Segovia) to test the T-21 in flight.

The following day, Saturday March 31st, 2001, John issued the Temporary C of A (valid for 30 days) and the corresponding Limitation Card and we both were ready to make our first aerotow with the T-21, now registered as BGA 4877 (JYA). The weather was wonderful, the sun was shining and after 18 years, the Slingsby T-21-B, ex ATC, WB988, was flying again, this time in the Spanish sky.

We enjoyed our first flight; the aerotow was a little heavy and rough at 50 kt. It seemed that the glider had not been designed to fly at this speed. The tow plane was a Husky Aviat A-1. When we released however, we enjoyed a very peaceful and quiet flight at 35 kt. We really felt the joy of soaring flying with this open cockpit. Although the vario did not work at this first flight, thermals were easily felt by the movement of the glider. The feeling was like watching the countryside through a window. The landing was very smooth and very short.

After landing, we flew again with John, who enjoyed being the first English to fly a T-21 in Spain. Finally, we

thanked John for all his effort and work and said goodbye to him on the 2nd of April.

The following days we enjoyed as much as possible the T-21. In April 14th, 2001, when we were landing with the glider, we had the pleasure to meet David Shrimpton and Margaret James, who had come to Spain to visit their family and, seeing the T-21 flying, they stopped at the airfield. Now, David has confirmed to himself that the T-21 of Bicester, which he introduced to us two years ago was in flight and Margaret enjoyed a nice flight over our mountains in the T-21. We started to discuss then, the possibility to hold an International VGC Rally in our country. *(Where else would this happen – you're driving along, thinking about getting to the next overnight stop enroute to visiting your Mum and Dad, when, 10 minutes later, you find yourself at 3,000 feet over the Spanish Sierras in a T21b – it can only happen in the VGC! – Ed)*

We both felt in love with this T-21 since we saw it the first time at Poundon but now that we had flown this open cockpit for more than 50 hours, we think that this project has been one of the most worthy work we have ever done!

We would like to thank the VGC for all his help with the ready to flight of the BGA 4877 and very specially to John Smoker, Les Floyd, David Shrimpton, Ian Dunkley, Michael Powell, Cian Sinclair, Jim Hammerton (BGA Technical Commission), Steve Olender and, of course, to our families who have supported our enthusiasm and helped us with all the transport and moving of the glider and making of different parts for the glider and the trailer.



And now if anyone asks us if it has been worthwhile, the answer can only be just come and try!

Brief history of ATC WB 988

The Sedbergh TX.Mk 1, WB988, was one of the batch WB919-948, 955-973 and WB974-993 ordered from Slingsbys on contract 6/Acft/3588/CB.9(a). WB974-993 (except 992) were sub-contracted to Martin Hearn Ltd at Hooton Park. The RAF serials were attached on 4-4-49 and Slingsby deliveries commenced 1-6-49, while the first Martin Hearn aircraft was delivered 21-10-49.

In 1950, WB988 was awaiting collection and in March 1950 was delivered to the 142 GS in Halton and later, in 1953, in Hornchurch.

The 142 GS became part of the new 614 GS in March 1956 and moved to NorthWeald in 1962. Then the unit moved to Debden in 1966 and declared CAT 4R in April 1967.

WB988 then was moved to 27MU in Shawbury in April 1967 and again to 614 GS in June 1967.

In July 1969 WB988 was moved to Slingsby Cat 4R and returned to 614 GS in September of that year. Later, it was transferred to ACCGS in October 1978 and again to 614 GS in July 1979.

In August 1981 WB988 was moved to St. Athan GSS Recon and put into store in Henlow in September 1981 as flying ceased at Debden.

Finally, WB988 was again reassigned to 614 GS in Welhersfield and was flying till June 1982.

When in 1983, the ATC put the wooden gliders up for sale, this Sedbergh was bought by Les Floyd, Bicester. Since that date, it had not flown.

In November 1999, we acquired it and in March 2001 the T-21 was ready to fly. The 31st of March it flew in Santo Tomé del Puerto (Spain) with its new BGA Certificate of Airworthiness Nº 4877.

In the future the BGA 4877 will be mainly sited and flown in our Club LORETO VSM (Santo Tomé del Puerto-Spain) and be on exhibition to trace the course of the Gliding History.



Our Gliding Experience

We both have flown more than 1,000 hours each and also we got our Gold C and 3 Diamonds. We also have flight experience in more than 20 different types of gliders.

Three years ago, we published a Spanish gliding book "Volar a Vela" ('Gliding') and have published lots of gliding articles in several Spanish aviation magazines. ■

Left: Carlos and Encarnita listening carefully to John Smoker

From Neil Moffat

Neil Moffat has been in touch with our Chairman telling him of his attempt to restore a vintage BG135 glider which has stood outside a friends house for about 25 years. It is currently with Derek Taylor at Thirsk, who says that he has discovered extensive corrosion on one wing spar web and the wing is scrap. Neil asks whether any VGC member knows of any other BG135 wings which may be for sale?

Neil can be contacted by email on moffataviationlimited@compuserve.com

From Raul Blacksten to the Editor

Being a T-31 driver yourself, I thought that you might appreciate this.

Today my glider partner, Steve Lowry, and I flew our T-31 (former BGA 3500) to 10,700 feet over Tehachapi, California. We got off tow and took one thermal to that altitude. We froze and it was a short flight.

Of course, we kinda cheated, the gliderport is at 4,200ft and we took a 2900 foot tow. But still, that is almost a 4000 foot climb! We could have gone higher but we risked getting sucked into the cloud.

From Ian Champness

On the 11th of August, my friend John Herring and I were returning to England. We had attended an International Vintage Glider rally at Zbraslavice in the Czech Republic. We were towing a 10mtr glider trailer with an Olympia glider inside on an Auto route in Belgium and required fuel, so we decided to turn off near Heusden to look for a garage.

When we were off the Autoroute we heard a noise behind and stopped to investigate and found the trailer towing frame had broke and we were about to lose the trailer.

At this time Mr Antiek Poel who was travelling behind stopped to assist us, he told us to follow him to his house which was 500mtrs further along the road. In order to do this we had to use the trailer jockey-wheel as a temporary support.

When we arrived at his house he called a neighbour who spoke good English. He then called his friend Georges Ramakers who used to be a welder. They collected angle iron and proceeded to repair the trailer and when this was complete we were offered cold drinks and had a chat. Needless to say we were extremely grateful to Mr Ramakers and asked how much we owed him, He replied, "Nothing" and added that we had helped them in 1940.

We were soon on our way to catch the

ferry and my wife had a phone call later that evening to see whether we had arrived home safely. Ian Champness <ian.champness@ntlworld.com>

From Martin Simons

"I have tried several times to email Josef Ott in Slovakia, using both Email addresses that have been published in VGC News at various times. The messages bounce back every time.

Could you please check if the published addresses contain errors? Maybe he has moved or something?"

(If you contact Geoff Moore directly, I'm sure he will be able to help - Ed)

From Heinrich Bauer

Heinrich Bauer asked that the following proposal is communicated to our German members.

I beg your favour to publish a proposal of a "Museums"-Kennzeichnung (museum's immatriculation) for older Gliders in the next possible edition of VGC-News. I intend to secure in that way, that every German VGC member gets informed about this idea of improved and less expensive operating conditions for old gliders. The timetable should be: the rest of this year - to spread out the information; to collect further proposals for more improvement to model a final version of the proposal. Next year: To move it over to the President of DAeC and ask him to trigger the official way contacting the LBA and the other authorities.

Yours sincerely, H.Bauer

e-mail: Heinrich.Bauer@muc.mtu.de

From Vincenzo Pedrielli

I was glad to attend this year to the VGC meeting in Zbraslavice, another successful event where I met many old friends, many of them addressing to me the same question: How about Pavullo? When is

the next Meeting? When I returned from Zbraslavice, I went to Pavullo and met the members of the Gliding Club to understand their intention for 2002. Well, the answer is not the one that many people would have liked to hear, and neither do I.

The problem is that the project to extend the runway by an additional 400 meters has been approved, but for a number of bureaucratic reasons, the work will not start before next spring. This means it is not sure that the airfield would be fully operational for the end of June 2002, which was the tentative date of the meeting. I know this is a bad news for many people including me, but it would be a disaster to invite them and not being able to use all the requested facilities for a successful meeting. The good news is that the airfield will be extended, a concrete runway will be foreseen and 600m winch lines provided. In other words we have to be patient to offer our friends who will visit Pavullo a better set up and more fun. With my best regards, Vincenzo Pedrielli.

Fond farewell to vintage gliding

Eleven years after returning to gliding when I acquired by much loved Kirby Kite 2A "Percy" in 1990 I have decided it is time to hand over its custodianship. I have been fortunate in finding Chris Raine, someone with a good number of years ahead in which to cherish this beautiful machine. I hope that he enjoys the pleasure of soaring "Percy" as much as I did.

In 1949 I learned to glide solo in the Air Training Corps on the Cadet Mk 1. I

'Percy' - Photo found in VGC archives - unknown origin.



then flew power on Tiger Moths and nine other types of light aircraft for 450 hours. In my time gliding I flew 23 types from Cadet to Discuss and achieved my ambition to become an instructor, and to own a Kite 2.

I can look back with nostalgia at the VGC rallies I have attended, and some memorable moments, for me at least, that I shall recall and recount with pleasure in my retirement. A great thrill for me was to get my Silver C in "Percy". I first converted my old style "C" to a Bronze and then got my height at Lasham at the 1991 Rally. The next year, with "Percy" resplendent in a new cream colour scheme, I added the 50k cross country with a flight to Old Sarum. I made two attempts, the first time landing out with Winchester Cathedral glinting tantalisingly in the hazy distance. After the successful flight the distinguished team of Chris Wills, Colin Anson and David Jones, maker of the magnificent King Kite replica, retrieved me. The five hours to complete my Silver C was done later that year at Long Mynd. At the VGC annual dinner that year "Percy" collected the Ed Hall for the Best VGC Flight from

Lasham and a Restoration Award.

Two international rallies in England will remain as highlights of my VGC flying. The first was the 1994 rally at Lasham. The whole atmosphere was superb and the sight of so many magnificent vintage machines was something to behold. A wonderful opening ceremony was topped by a formation flight of two Minimoas, a Petrel and a Musger Mg 19. We were also graced with excellent weather. On one day, from a tow behind a Tiger Moth I released onto a huge gaggle of multi-coloured vintage gliders glinting in the sunlight. During a four-hour flight I shared thermals with a wide range of types. Looking down from the top of the stack on one occasion I could see a Petrel, Grunau, T21, Olympia 463, Hutter 17A, Baker-McMillan Cadet, and a Primary, all circling beneath. As the afternoon slipped into evening I joined a Breguet 904 two-seater at four thousand feet and finally duelled with an Olympia 2b until the thermals faded. We glided back over Lasham with the sun casting lengthening shadows across the airfield as the last gliders sank gently earthwards. A photograph taken by my wife

records "Percy" bathed in golden sunlight coming in to land behind the Olympia and Condor. Sheer vintage joy.

The second International I enjoyed was the Rally 2000 at Tibenham. Surely the best ever collection of Vintage gliders complemented by superb organisation from the Norfolk Gliding Club. The weather was not consistently good but in three days "Percy" clocked up around eight hours of superb vintage soaring. Again the gaggles were beautiful to behold.

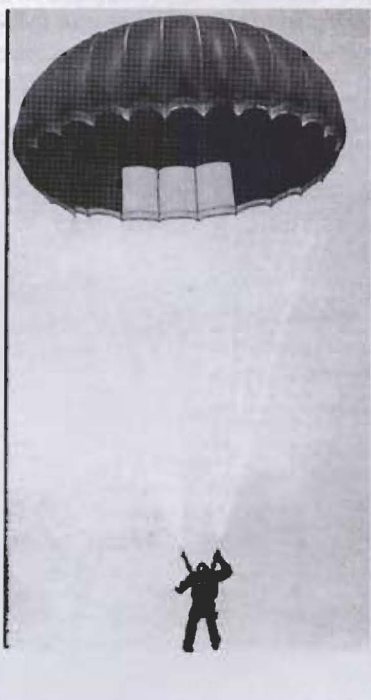
A real feature of VGC Rallies, and indeed any VGC meeting, is the real camaraderie and friendship of members. Not for them the cut and thrust of records broken and speeds surpassed. Rather the reminiscence of yesteryear flights by names now legendary, or of long hours spent crafting and restoring to better than original condition machines with half a century of life behind them. Of such stuff is vintage gliding made. I shall miss being a part, even such a small part of it, as I have been for eleven years, and express my thanks to those who have made it all such fun. *Peter Warren* ■

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The SK94 emergency back parachute has been specifically designed for the needs of pilots of gliders, balloons and light aircraft. It provides rapid safe opening combined with a low descent rate coupled with an effective steering system. This latest state of the art soft backpack parachute designed by W. Budzinski, features a rapid opening two pin release 24 gore canopy. The principal parts of this low descent rate canopy are constructed in zero porosity American fabric. The steering system (patent applied for) provides easy and rapid response and is controlled by two hand ring grips. The pack has been designed for comfort on long flights, and has a hook free slim profile to allow a rapid and clean evacuation. An adjustable lumbar support is provided as standard.

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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 below.

FOR SALE

OLYMPIA MEISE BGA 449 with covered trailer. The Meise was built by Schmetz in 1943 and was the only Meise that was allowed to fall into civilian hands after the war in 1946, after it had been used by RAE Farnborough. It has been stored in its trailer for many years at the Cornish Gliding Club, Perranporth. It probably requires some work to bring it to airworthy condition. Contact: Pip Phillips, "Boswens", Wheal Kitty, St Agnes, Cornwall TR5 ORH, England. Tel: (0)1872 552480 or (0)1726-842748. The aircraft should be seen before purchase.

KRANICH 2B-2 BGA 1147. 1943 built with recently built wooden closed trailer. It has been kept dry in its trailer, which itself is in a closed building. It will require work to be made airworthy. BGA 1147 was brought in to Britain by the RAF in 1965 and was sold to civilians with 3 others. The RAF had used it for instruction in Germany since 1945. Offers to Mike Russell, The Old School, 80 Holt Road, Field Dalling, Norfolk NR25 7LE, England. Tel: (0)1328 830518. Mobile: (0)7831 288883; e-mail: mike@navart.co.uk

GRUNAU BABY 2B D-4308 with trailer. The trailer is covered with strong plastic. The glider is in good condition and has a German C of A until March 2002. Its colours are white, red, yellow and orange. The reason for sale is the

finished restoration of a Grunau Baby 3. Offers of about 9,000 DM to Georg Themann, D-49377 Vechta, Rembrandtstrasse 5, Germany. BAC-7, airworthy two-seater. The type was originally designed and built in 1931 and was Britain's first nationally designed and built two-seater. As such, in 1933 it made the first cross-country flights by a British pilot in Britain. It was the 7th of 9 types designed, built and flown from 1930-1931 by Lowe Wyld. It is for sale with a purpose built metal covered trailer. Offers to Tony Maufe - Tel: (0)1603-872737.

K6cr. Requires a lot of work. Basic airframe no instruments or trailer. Any reasonable offer considered, for further details contact John Halford on (0)1304 786371.

Slingsby T31 Tandem Tutor ex RAF. Very sound but needs cleaning and 'going through' for C. of A. New set of pins, Cosims, some spares. About £500 to a good home. Please phone: Nev Churcher on 023 92 527202 (evenings/weekends) or write to: Jamaica Cottage, Jamaica Place, Gosport, Hampshire PO12 1LX

'Delta Papa' by Derek Piggott. The autobiography by one of our leading glider pilots (and VGC member) is being reprinted and will be available soon at a price of £15.99 plus postage and packing. To order your copy telephone 0208 876 0277 or look at www.dpflingy.com.

FREE TO GOOD HOME

1950s Polish SZD12A MUCHA, complete. Some glue failure. No documentation, but it has had a BGA C of A. No instruments, although I

can provide a metric ASI and Altimeter cheaply. I will gift this glider to someone who will: Either restore it to flying condition, in which case I want a go when it flies, or restore for exhibition and/or pass it to a suitable museum. The aircraft is currently lying at Bury St Edmunds under cover, where it can be seen. There is an open trailer available, but I would wish to sell this. I would be prepared to allow its use to move the aircraft.

Please contact: Terry Slater; Home: 01379 898382; Work: 01284 729123; Mob: 07802 892936; Email: terryws@aol.com

WANTED

Chris Wills would like to know whether there is a German magazine which deals more specifically with old gliders and aeroplanes, than "Aerokurier" and "Flieger". Although "Cassius" does sometimes write flight test reports on old gliders which he has recently flown, in der Flieger, both magazines deal very much with current GA, which consists largely of American light aircraft and occasionally new gliders. Chris always scans these two magazines for vintage glider news, but it is very rare that he finds any. Also, please could someone send CW some news of BARRY BRIGGS and his two JS WEIHES, BGA Nos 1021 and 1230. We have not heard news of him and his Weihes for some time. Chris Wills' address is: "Wings", The Street, Ewelme, Oxon, OX10 6HQ, England. Or Tel: (0)1491-839245.

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