VINTAGE, OLD-TIMER & CLASSIC GLIDERS

VINTAGE GLIDER CLUB

Price (UK) £3.95
Free to members

VGC News

No. 102 Spring 2001



http://www.vintagegliderclub.org.uk

DIARY DATES IN 2001

Location & Date	Contact
1 May	National Rally of Dédale at Moulins Airfield. (No contact)
5-7 May Haddenham	11th Kirby Kite Rally & 60th Anniversary of No 1 Glider Training School contact: Peter Chamberlain Tel 01525 378901 email peter.chamberlain@nationawideisp.net
18-20 May	Swiss Vintage Glider Meeting at Courtelary 13 Contact www.osv-ch.org or Tel 055 246 28 27
26 May	VGC National & Slingsby Rally contact: Phil Lazenby 0113 2842132
3 June	Sutton Bank email lazenby@btinternet.com
9-17 June	Black Forest Blumberg, Germany, Contact name: Heinz Nierholz Telephone/Fax: 0049 770 3681 nierholz@gmx.de
16-17 June	Whispering Wardrobes Rally, Booker Airfield contact: Graham Saw 01628 776173 email Graham@servotech.swinternet.co.uk
23-30 June	Camphill Vintage & Classic Glider Rally ian_dunkley@pgen.net
6-8 July	PFA Rally Cranfield
7-15 July	Oldies but Goldies, Jami, Finland, Contact Risto Pykala, rpykala@edu.lahti.fi
22-29 July	Rendezvous Meeting contact: Joerg Ziller 089 95928229 Aeroclub Zwickau email Joerg.Ziller@t-online.de
31 July - 9 August	29th VGC International contact: Aeroklub Zbraslavice Tel +420 327 92 12 86 Zbraslavice, Czech Republic. Fax +420 602 95 44 78 Email info@zbraslavice.vztlak.cz
second fortnight in August	at the Chauvigny Club, Holiday Rally
Late August (3rd or 4th week)	50th Anniversary Oxford GC contact: David Weekes email David.Weekes@booker-tate.co.uk

Advertising rates are £35 per ¼ page for commercial adverts and £25 per ¼ page for others

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

We welcome contributions and photos but we cannot be held responsible for the loss of unsolicited material. To help ensure their return, material should be clearly identified and accompanied by a stamped, addressed envelope. The statements and opinions expressed in each and every issue of the Vintage Gliding Club News are not necessarily the considered views of the Officers of the Club. The views expressed by the Editor, contributors, letter writers and advertisers are their own and do not necessarily reflect the views of the Club. The VGC accepts no responsibilty for the results of following contributors' advice, nor does it necessarily endorse the services or products offered by advertisers.

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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CHAIRMAN'S REPORT

Happy New Year!

Every year we hold an International rally, which despite being an enjoyable event for most people always draws criticism from one quarter or another. These criticisms often focus on the commercialisation of the event and the involvement of sponsorship which is seen to eclipse the identity of the VGC. Without sponsorship however, it would not be possible to cover the costs involved in setting up a satisfactory infrastructure for our rallies. In short, there are considerable amounts of money involved.

The Club by its very presence creates a lot of interest and income which is what attracts many clubs to host us. Presently we do not enter into a contract with these clubs for holding our rally. As I have often stated we attend these rallies because they are fun, give us an opportunity to see new places, show off our gliders and meet or make friends. Now, we all know that our rallies are an opportunity to make money but how much goes to the VGC is not common knowledge. Well, the answer is, that unless the organisers decide to make a discretionary payment / donation to the Club, **none!** Our Club however, like any other organisation of its size, has financial outgoings in addition to which we must seek constant improvement in our services to members, all of which costs money. Currently the only way we have of meeting these costs is through the collection of subscriptions or the sale of VGC goods. With regard to the latter, the award of the Syd Davies Trophy to Colin and Alice Anson was a long overdue recognition of their services. For as long as I can remember they have not only managed VGC sales but have turned up at every Rally in order to run the VGC shop. What would happen to sales if they ever cease to do this for us I would not like to contemplate.

In view of these concerns I will focus the objectives of the committee to ensure that all future VGC events remain friendly and attractive but where possible financially benefit the VGC as well as our hosts.

David Shrimpton

Copy date for next issue is 12 May 2001 (see page 6)

PRESIDENT'S CORNER

The President thanks everyone for their Christmas Greetings. He tried to reply to them all but his work load, which included this VGC News etc, tended to confuse him.

Last year, we hope we impressed the non VGC Gliding World with our 16m span Swiss wonder sailplane, the Elfe PM-3, with its better than 1-40 max. glide ratio. If we have not, then they should wait a little and we will further impact them with a 15m span quasi Horten flying wing with a better 1/50 max. L/D !!! I am afraid this could be optimistic but it is fun to try!

As regards flying achievements,we have had many comments that we are a stay at home organization. Our reply is that we would try cross countries if we could have good weather, which we have not had for longer than we can remember, for our week-long mid summer National Rallies in Britain. We can not complain about our weather at Tibenham when we had good lift on most days. It could have been much worse... or is the weather often so good in Norfolk? If so, we should go there more often and could include cross country attempts. A Height flying Rally could be held at Aboyne.. in summer, but it is a long way away for most of us. This year's small Rally at Blumberg seems to have been really something, with cross country flying towards Lake Constance. Altitude flying in waves has been successful at Pavullo but the meeting there has had to be postponed for this year due to the tragic accident to Renato Minelli. A super Rally for cross country flying could be held at Lesno in Poland where the countryside stretches in a rather similar form for miles and miles. If the countryside does not change, then the weather, if good, will be similar over a huge area. Perhaps Gliwice could offer us the same possibilities? A Kranich 2 (Zurav 2) has flown a world record of 540 kms over Poland. Another Kranich 2 has achieved better than 8,000 metres in wave over Poland.(This might happen also at Aboyne). Such tremendous flying could occur also over France. It is pleasant to dream of this in winter but to get up and do it is another matter. The President has to spend hours and hours working for the VGC at home and might find it hard to lead such Rallies himself. It justs needs a keen, safe flying, member to take the VGC to the real weather that we all dream about.

Paul Schweizer, who is a Trustee of the National Soaring Museum at Harris Hill, Elmira, met with C.Wills-GB, Klaus Heyn and Peter Selinger -Germany. Isco Valle of the NSM, John Ashford-Australia, and Rolf Algotson-Sweden while at IVSM2000, to discuss the founding of National Soaring Museums in other countries. So far such museums are in Germany, Sweden, America and Australia. There might be one in Austria but we are not sure. Paul is asking for collaboration between these museums for the common good of all of them. In Britain, we believe, I think that such a museum could exist as a storage space for vintage gliders on an airfield, from where their owners could fly their gliders. In Britain. the idea of gliders locked up, static and not flying but in a museum forever is definitely against the wishes of British VGC members. However, there might be a case of some gliders needing storage, or awaiting sale, where they could repose in a museum always still in their owners' hands. The VGC certainly needs space for documentation, which would include drawing plans, films and photographs. Such a museum could become somehere of interest for the public but it would need a staff. We are awaiting developments at Bicester.

Last year has seen the resignation of two of our Founder Members, Paul Serries and Willi Schwarzenbach. They were with us with their aircraft at our first International Rally at Husbands Bosworth in 1973. Now they have left to go out into the sunset, with great dignity like the retiring senators did in ancient Rome. Willi said to me at Tibenham that there has to be a time for everything and that, as he was approaching 75 years old, it was now time for him to give up flying gliders. His beautiful S.18 has been passed on to a young member of his club, who he thinks will look after it and fly it. Let us hope that he can do as well with it as Willi did. We bid them fond farewells. They will be with us in our hearts forever. It was good to have had them with us. Let us hope that they will still be interested in our progress and that we shall see them at our Rallies.

Chris Wills

Club News

Late news. Fritz Ulmer's collection of old gliders and aeroplanes at Göppingen/Betzgenriet was destroyed by fire during the night of 19 January 2001. As another fire took place nearby it seems that it was the work of arsenists. The collection was not insured and the financial disaster is estimated at 1million Marks.

The aircraft destroyed were Grunau Baby 2B, D-8019, Rhönbussard HB-258, Rhönsperber D-6049, Kranich 2b-2 D-1768, Olympia Meise HB-514, Minimoa OE-0230, (this was the 100th Minimoa built), Goevier 3 D-8504, (only the wings are destroyed), Hütter 17 B D-4703, Hi 25 Kria (the first glass fibre aircraft that Schempp Hirth built), Bücker Jungmann (with Lycoming engine), Piper PA18, Sunrise UL, and a mobile home. The Göppingen/ Betzgenriet and Jebenhausen Fire Brigade with 54 men were in action.

The police have arrested two young men of 17 and 19 year of age on suspicion but they have not yet been charged. We send our deepest sympathies to Fritz Ulmer the owner of the collection and to Klaus Heyn who collected some of the aircraft. The Göppingen collection is now history and the future of the private airfield is unknown.

Let this be a warning.
Vintage gliders are very inflammable.



The Condor 4 of Jochen Kruse which was awarded a Restoration Prize in 2000

Welcome to the following new members and we hope to meet you at rallies this year:

2005 Alan Jenkins	UK	2014 Riccardo Belli	Italy	2023 Wilhelm Muegge	Germany
2006 Andrew McKay	UK	2015 Dennis Ansell	New Zealand	2024 Carlo Guasco	Italy
2007 Jim McAdam	UK	2016 Shirley Maddex	UK	2025 Andrew Shaw	UK
2008 Simon Barnes	UK	2017 David Canavan	UK	2026 M.G.Adams	Australia
2009 Micheal Widmer	Switzerland	2018 Jon Wand	UK	2027 Pauline Morant	UK
2010 Paul Davie	UK	2019 Dr Nick van Kuyk	Ireland	2028 Glyn Bradley	UK
2011 Alexander Wirth	Germany	2020 Sjoerd Dijkstra	Netherlands	2029 Alessandro Grazia	Italy
2012 Roy Wilson	UK	2021 Falk Bergmann	Germany	2030 Ryan Wubben	USA
2013 Andrew Cunningham	UK	2022 Bernd Kirchner	Germany	2031 Marc Launer	Germany

FROM THE EDITOR

We usually get a number of messages adding additional information to articles which have appeared in our pages but after the last issue we were deluged!

Ove Hillersborg has corrected Ian Dunkley's statement that the Polish glider "Lis" was the only one still flying as Ove flies one of two airworthy at Herning Airfield with another being restored while the fourth is in a museum. He has a translation of the history of the "Lis" underway, from Polish to English via Danish, and we hope to include it in a later issue. He and a friend have just bought a FES 530/1 Lehrmeister. The four remaining ones are all still airworthy and are all in Denmark.

Ove also has found out that the registration of the Grunau Baby D-1530 was formerly DM-1536 then DDR-1536. It was registered first on 13-4-1956 when owned by GST and the registration was cancelled on 4-11-1974

Tony Morris says that the designation "IS" in "IS-4 Jasztrab" stands for Gliding Institute which was the design organisation later superseded by the better known SZD, both based at Bielsko-Biala where virtually all glider prototypes were built. The prototype IS-4, SP-999 (c/n 065) first flew on 21 December 1949 followed by the second prototype SP-1001 (c/n 067) on 5th April 1950. The first ten production gliders were built at Bielsko in 1952 and then the further batch of 25 in 1954 were the first machines built at the Krosno works (c/ns 001-025). The two DDR Jasztrabs thus came from this latter batch and in fact both flew in Poland prior to export to the DDR. In addition to the survivor mentioned by Ove Hillersborg, SP-1391 is, or was, on display in the Krakow Museum and SP-1396 is preserved at the Warsaw Polytechnic while SP-1383 is believed to be stored at the Krakow Museum. Some Polish sources mention one Jasztrab being exported to China but like other Polish exports to that country Tony has no information at all.

John Gibson wishes to correct Chris's account of a flight in an M200 at Tibenham which was not flown by "Thomas" but Bob Pettifer with John as P2; after an hour and a half's flight they returned to Tibenham to find all three designated landing areas rapidly filling up. The reported difficulty was in deciding which direction to choose; they eventually found a small slot between other approaching gliders. He also challenges Chris's mention of the Hjordis achieving lateral stability by the pendulum effect of the fuselage hung below the high wing and asserts that the Hjordis needed sideslip like any other aircraft to create a lateral restoring moment and any it had was provided by the aerodynamic forces arising from the high wing/low fuselage sideslip reaction and by the swept back leading edge. He goes on: "the King Kite problem was not due to its NACA 230 wing section but to the high taper, ill advised changes in section towards the tip and insufficient washout to cope with the latter."

The Editor must accept responsibilty for misunderstanding Chris's instruction for the caption of the picture on page 22 which should have identified Geoffrey Stephenson in the cockpit and Donald Greig alongside, but Jochen Kruse must have been mistaken when he himself wrote on the back of the picture on page 37 that it was his Condor 4 when it was obviously his Kranich 2B-2.

Chris Kaminski has sent photographic proof that the Jasztrab could be derigged and gives us several websites devoted to this glider; http://republika.pl/szd/is4.htm and http://home.t-online.de/home/piotrp/pis4~1.htm

Ian Patching tells us that the model of the Golden Eagle is 1/3 scale not 1/4 and the builder was Col Colyer, and Ray Ash assures us that all three Hütter17s in Australia are of the A version.

Phil Butler writes that the Weihe, SE-SCN, that Chris mentioned in his account of the IVSM 2000 went to the USA as N8602E in 1962 and constructor's number is 218 but Phil has no idea of its present location. The other Weihe mentioned, N130KB, was SE-STM (c/n 239) which went to the USA in 1963.

John Richardson has noted that the Air Training Corps (ATC) was not established until 5th February 1941. The similar organisation which preceeded it was the Air Defence Cadet Corps which was formed in 1938 under the guidance of the Air League of the British Empire therefore it was the ADCC who flew at Dunstable over Easter 1940 and not the ATC.

We are grateful to Chris Hughes for donating some photos to add to Chris Wills's collection taken when Kronfeld and Magersuppe were flying on the South Downs.

Imre Mitter points out that a few copies of his book "Illustrated History of Hungarian Gliding 1929-1999" are still available at £15 plus £5 P&P. The captions to the pictures are in English and German at the back of the book and in Hungarian under the photos...

The drawing of the Japanese Kytei 7 came from "Japanese gliders 1930-1945" by Hiroyuki Kawakami; it is still available from Hiroshi Seo.

The Riedel Starter motor used on the Petrel was for the Jumo 004 turbo jet.

We thank all our correspondants for their help in putting things right or furthering our knowledge. *Ed.*

From the Membership Secretary.

I write this in early January with snow sitting on the ground in England, but I hope by the time this is read the weather will have improved for most of us and that those old gliders are flying again. I know members in other warmer parts of this globe have been taking advantage, all through these dark nights in the Northern Hemisphere, and showing that flying in vintage gliders is something very different than in the plastic ships. I speak also of our modeller members who do us great justice in flying their vintage glider models.

My call in the last magazine was for interested people to band together and form vintage glider groups to make themselves known to the VGC. Many groups are already known to exist. In the course of time, we will build a framework of these interested groups together with contact address /telephone number/emails which will be recorded for members to contact others about information and technical knowledge throughout the world. Please send me group names and contact numbers.

Members will have noticed a slight change to the VGC renewal form which can be found on the reverse side of the address carrier sheet for subscriptions due since 1st January. If you have already renewed your subscription, Thank You and your membership card is enclosed, but if not this will be the last VGC News you will receive unless you renew. The expiry date can be found on the front side of the address carrier.

The old format in the centre pages of the magazine together with VGC sales items will no longer appear but each issue of the magazine will carry an up to date sales leaflet and the form for updated information on your glider details will appear once a year. All these changes will reduce magazine costs and postage.

Please note that our National Rally this year will be with the Yorkshire Gliding Club at Sutton Bank, Nr Thirsk, Yorkshire combining with the Slingsby Week from 26th May to 3rd June. We have always received a warm welcome from the Y.G.C. so be there for a great time to fly old gliders or models of them. *Geoff Moore*

From the Treasurer

Your brief notes and the kind thoughts expressed make my job as Treasurer a most enjoyable one at this time of year. The subscriptions come in with your notes along with the cheques. Many of you add a small donation to the club and this too is greatly appreciated. It is an easy and useful expression of goodwill towards the VGC. Thank you all so much and for my part it is a pleasure to be of service.

Our Bank has written to say they will not accept Eurocheques in the future and this, unfortunately, excludes a useful method of payment for those living in Europe, so if you have a problem because of this why not pay direct to your local Membership Secretary (addresses on the back of the address sheet in the envelope containing the News, or you can pay me directly by credit or debit card.

There is a constant upward pressure of costs just like an ever increasing non-stop thermal. The problem is that our subscription income is fixed and whilst I shall make every endeavour to keep the subscription at the same level this cannot be guaranteed and sooner or later an increase is inevitable unless we find some other source of income such as advertising. Our Editor will be please to receive all offers.

I hope you all think the subscription is good value for money and look to the numerous advantages available to you as a member.

Finally, I would express the hope that we can look forward to another successful financial and flying year for our members the world over, whether modellers, restorers, flyers or simply enthusiasts of old sailplanes.

Austen Wood.

Co-operation with the Wasserkuppe?

David Shrimpton, Chairman of the International Council of the VGC has received the following letter from Theo Rack, CEO Stiftung Deutsches Segelflugmuseum mit Modelflug, dated 22 December 2000.

"You and all the other members of the International Council of the VGC herewith receive our cordial and sincere thanks for the offer to become a member of our foundation. As Jörg (*Ziller*) told us, you all together intended with this formal step a public sign for a closer connection to and cooperation with soaring museums and our museum as well within the common efforts saving the history and remains of soaring and sailplane development. As CEO of the Foundation "Stiftung Deutsches Segelflugmuseum und Modelflug" at the Wasserkuppe I deeply enjoy telling you that the entire board of our foundation welcome very much your initiative for an International Cooperation in our common aims. Dr Jörg Ziller we have to thank for his role to knit the connection and to forward your resolution to us.

It seems to be in the air, that the centers of soaring history, spread worldwide, should come together more, than the individual and often rather coincidentally contacts spent in the past, because we ourselves have been working for a stronger international wire between us all for a while. The problem, we haven't solved up to now, is to establish such a legal environment around our foundation that we would be able formally to go into closer connections with other organisations. In Germany a foundation is a strong supervised association of public law, with a board of people in public order and to be proved by officials of state finance departments. This limits our freedom in arranging official connections and cooperations. So we cannot say frankly and freely: YES, in spite of we would like very much to do it. Before we would be allowed to do this, we have to look for and finally set those conditions, then giving us a chance to go in such a well desired connection. So, please accept our apologies for not giving a quick agreement.

Anyway we hope, that soon there are those conditions around us, that we would be able to arrange a date for a meeting here at the Wasserkuppe, probably and latest during your travel to next year's Rendezvous and Rallies in Germany and in Czechia. We appreciate very much your efforts for a stronger band between us. Thank you. *Theo Rack.*

Missing Banner

We have received the following plea from Jan Scott

"Our team apparently left the Vintage Sailplane Association banner at the International Meeting at Tibenham. They claim that it was put up at the International Evening, but apparently not put back in the 1-26 trailer afterwards.

Any information regarding its whereabouts leading to its return would be most welcome".

Jan Scott, 12582 Lutheran Church Rd, Lovettsville, VA 20180, USA, Email flycow@aol.com

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MEET THREE OF YOUR COMMITTEE, AND A WELL-KNOWN PERSONALITY



Rally Secretary Graham Saw

What do you like about the VGC? I have always been involved with projects. Cars, gliders and powered aircraft. I have learned that any project on your own takes ten times longer than predicted. If a group of friends take on a project, then the time is much less (say, 2 years for a major rebuild or 3 years for a simple replica) Also, when the work is not going well, or you lose direction, then the humour of collegues carries you through to the finish. The VGC and the magazine act as a focal point for individuals and groups working on their gliders. It can inspire members who are in the middle of their project, to see it through to the end, knowing that there will be fun rallies to enjoy when they finally complete it.

What is your favourite glider? To me, a favourite glider cannot be defined by performance, rarity or handling. It is a combination of the feel of the glider sitting in lift, looking past struts, wires or gull wings at beautiful scenery, mountains, valleys, lakes. It can be the privilege of flying someone else's treasured glider. (This only happens in the VGC.) I am biased towards slow, "floaty" gliders. My Petrel requires no physical or intellectual effort from the pilot. You sit in it, like an aerial carriage and watch the world go by, very slowly. It is the ultimate "grin" machine!

What other interests do you have? Finding enough fuel and oil to keep a vintage car on the road.

Where do you usually fly? Although Booker based, most of my vintage flying takes place at VGC meetings.

What kind of flying experience do you have? About 150 types of gliders and power, mainly vintage. Various air displays using a replica SE5A (Mike Beach's beautifully constructed machine), Chipmunk, and various gliders, including the Lunak. Because of my love of aerobatics, I used a Chipmunk for competitions and more recently, the Lunak.

When was your first glider flight? In 1964 my history master took some of us "kids" to Lasham, where we borrowed the Air Scout's T21, "Daisy", for car launches. Being an aeromodeller, I became instantly hooked on gliding, and have never looked forwards since!



Ian Dunkley, Member without portfolio

What do I like about the VGC? Just like any gliding organisation, the welcome you can get anywhere in the world. VGC members are even more welcoming as they all have a true love of gliders and flying that goes far beyond the limited view of many modern pilots.

What I dislike is the fact that VGC members in general, are not very good at telling others about the joys of vintage, or classic flying, with the result that many fine aircraft are rotting in boxes. The committee can only do so much, it is the members who have the power to increase our membership and the number of old gliders actively flying.

What is your favourite glider? This is rather like asking who is your favourite partner, husband, wife, boy or girlfriend, except the gliders cannot hit back, at least I hope so.

On that basis, I will not say "Anything designed by Fauvel", or what ever I am flying at the moment, but the Kranich 2. I had my first flight in a Kranich, did most of my training in one, and still enjoy flying Chris Wills model whenever I can.

What other interests do you have? Travel, mountain walking and choral singing, in fact the "Sound of Music" if it replaced the children with a few ridge flying gliders, and Julie Andrews with, no I am getting into deep water, would sum it all up.

Where do you usually fly? Camphill, a site of exceptional weather, good views and an excellent vintage rally each year.

What kind of flying experience do you have? Forty five odd years in a lot of countries, different types and ranging from 2" on my last attempt at a bungee launch to 26,000 cold feet, or to put it better 26,000 ft, with cold feet.

When was your first flight? 1957, at what is now Cologne-Bonn International Airport but was then RAF Wahn, with Connie Schmidt, who spoke little English, before I could even order a beer in German. This meant I learnt German in the air; ignoring a shout of "Zu schnell" resulted in a steep dive accompanied by "Zu schnell, ja?" Hammerhead stalls were learnt shortly after hearing "Zu langsam" for the first time. I never did learn to recover from a spin until after I soloed, but that is a different story.



Robin Willgoss, Web master

What do you like about the VGC? For me gliding is the VGC. Having met Mike Birch on the first day of my gliding course at Booker I had no choice but to become involved. From then on the encouragement I needed during the up's and down's of learning to my first cross country was provided by VGC members. The VGC offers interest and help in all areas of gliding with the added advantage of its International links. It doesn't matter if you prefer restoration, flying or a bit of friendly competition the VGC offers the opportunity in a friendly atmosphere.

What is my favourite glider? I think it has to be the Slingsby Sky. Having been introduced to new friends, learned about restoration and finally having the chance to fly this gentleman's aerial armchair makes it a favourite.

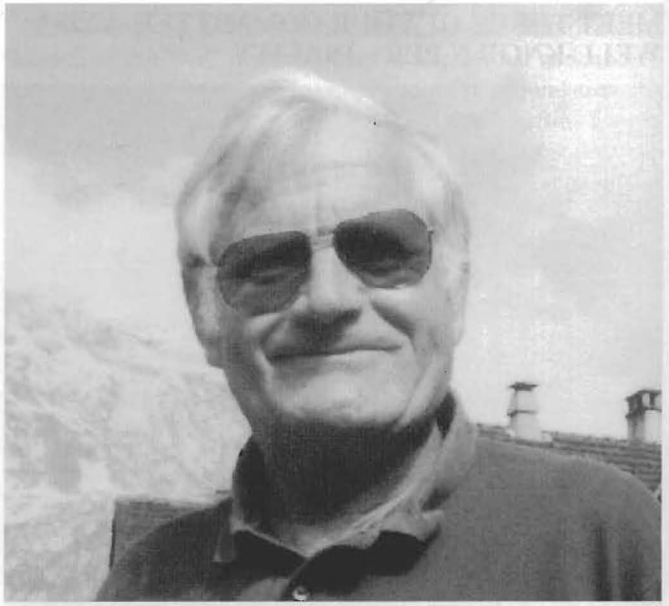
What other interests do you have? My other interests include model flying, gliders and electric power. Restoration work and most things old and mechanical.

Where do you usually fly? I mainly fly at Booker where we have a strong group of VGC enthusiasts flying and maintaining a good selection of vintage machines.

What expereince do you have? I have a couple hours soaring on hang gliders, but my knees could not take the strain of learning, and about 250 hours gliding since I started in 1995 most of it in wooden ships.

When was your first flight? My first flight was in an ATC Sedburgh (T21) at White Waltham in 1968. It was a memorable day, my friend turned purple after being looped off the winch. He went on to join the RAF while I waited until I was 40 before I flew in a glider again.

Copy Date. In an effort to ensure that the next News gets out to all members in Mid July and to minimise the time the Editor is kept at his phone and computer, any material submitted after 12 May may be held over to the next issue, at the Editor's discretion. Please enclose a stamped, addressed envelope for the return of any photos, discs, etc.



Member profile

Willi Schwarzenbach, Founder Member and VGC Vice President until his retirement in 2000.

What do you like about the Vintage Glider Club? I like the opportunity to meet members and vintage-enthusiasts in all countries, to fly other gliders, to share an evening thermal with a dozen pilots and their colourful planes, to move into the prickling ambiance of an International Evening – and to read the latest VGC News.

What was your favourite glider? Flying "vintage" it was, of course, the Spalinger S-18 11 HB-411. Designed 1935, built 1943, I bought it in 1951 in poor condition and had to rebuild a good part of it. On recommendation of Jakob Spalinger the fuselage was modified and built to the standard of the S-18 III. The HB-411 came to life again in 1957 and was since flown for more than a thousand hours, among certainly 500 hours at VGC Rallies.

I appreciated the easy handling and rigging of this glider as well as the excellent flight performances in thermals and on cross-country flying, not to forget the good visibility from the cockpit and the comfort of the cabin.

My other favourite glider was an LS 4 that I owned for many years and which gave me the opportunity to fly the "modern" way. It took me on many unforgettable flights in the Alps and over the Jura.

What other interests do you have? Walking, some skiing, travelling, building and flying glider models with my grandchildren. Beside I lead the Swiss Gliding Veterans Association (more than 500 members)

Where did you usually fly? At Montricher airfield, 40 kms from Geneva, near the Jura mountains.
What kind of experience do you have? 3500 hours and 10,000 landings (approx. 7000 landings as tug pilot on light aircraft) resulting in FAI gold with 3 diamonds.

When was your first flight? My first flight was in 1948 on a two-seater Spalinger S-21, beginning a gliding course at the Sportfliegerschule Bern-Belpmoos and I did there, after one week training, my first solo flight on a Karpf-Baby.

CAMPHILL 2000 AND 2001

Dear Sir, As a loyal, and paid up member of the Camphill Party I must protest in the strongest possible terms to the references made to last year's Camphill Rally in your last issue. These are no more than blantant electioning for the "Flat Site" Parties, and not worthy of an independent, and high quality magazine. I quote from that otherwise excellent issue:

"Chris Hughes showed his usual skill in getting back above the ridge to land safely during the only flyable period of the Vintage & Classic Week", a caption on a photograph, followed by "Unfortunately, the weather for our National Rallies has not been good this year, until August..." Is this fair on what was possibly the third largest vintage rally in the world last year? Over 30 aircraft attending, 151 launches, and nigh on 85 hours flying, Chris Hughes must have been hogging it!

As I know you would like to be fair, after all subscriptions became due on 1st January, so I hope that you will publish the following report that I have persuaded Ian Dunkley, with great difficulty I may say, to write for me.

Yours faithfully
Disgusted, Camphill.

The Camphill 2000 Rally was probably, and I only use "was probably" instead of "was" to be tantalising, the world's third largest for 2000. In fact it would have been second had not the IVSM rally at Elmira beaten us by 3 or 4 "ships". Now if that does not tell those of you who forgot to attend that you missed something, nothing will. Please try harder this year and I will be able to make even more extravagant claims.

I am forced to mention the weather which enabled us to fly five days, yes five days out of eight, although I must admit we did not start until 6.00pm on one day. I must also acknowledge the fact that on Wednesday I said goodbye to the expectant, and wet participants, and departed for New York,via Frankfurt, for the Elmira Rally. This turned out to be a very sensible idea for there was solid cloud cover all the way from Camphill, which we overflew, right to New York where it was pouring. In fact the untypical Camphill weather continued for the rest of the week although the majority of happy campers stayed on, taking part in Treasure Hunts and other pursuits that probably should not be mentioned here.

The "2000" was our fourth rally and was celebrated for being the only one when we did not fly everyday, however we did make up for it on those we did. When writing rally reports I never know if the aim is to convince those who attended that my recollections are more accurate than theirs. Or is it to convince those who did not, that it was even better than those who attended remembered? I think the latter, it serves both purposes, so I will start by telling those who did not come this year, but will this year, that it followed the established pattern of relaxed incompetence, good companionship, fine flying and daily prizes, based on either the best offer on the local supermarket wine shelves, or the "Camphill Horn" At this stage I have to say that the orginal Camphil Horn went missing after the 1999 Rally and so my personal version had to be substituted. As most readers will know, the Wine is awarded for pure flying, although pure may be taking things a bit far, whilst the horn goes to achievements of a truly stupid or anti-social behaviour. The latter of course being well recognisable in most gliding clubs. I will now reveal that Tony Maufe will be the first winner of the horn in 2001, for having owned up at Tibenham to have the original horn, compounded it by not bringing it.

So I had now better give you a list of prize winners that I hope will be more interesting than the usual "competition" results.

Some of you like lists of aircraft, and so does the club, it enables them to know who is there and to charge the very low entry fee of £10, plus no daily membership for VGC members. However space is limited so you will have to be content with the fact that over thirty aircraft took part, now that's what I call a lot. What's more total flying was 84 hours 49 minutes, which would be a long flight even for Chris Hughes.

2000 also included the inaugural National Tutor Racing Champhionships which, true to our rally traditions was only held back by the non appearance of the challenger, he got the week wrong. However Keith Nurcombe did an out and return and so, by popular aclaim the event will be repeated next year and will be open to all Tutors, without engines, T31's and anything else that Keith, whose idea it was, considers a worthy adversary.

Finally, (you should be so lucky), we also inaugurated the Bernard Thomas Plate for the "Man, or Women, of the Rally" This was the Camphill Committees idea, and I was most impressed until they told me that we could not engrave the plate, but only the wooden stand, which did not even exist. That's committees for you. Richard Kilham is the man whose name will eventually (?) appear on the stand.

So that brings me to "2001, A Camphill Odessey" that will take place from Saturday 23rd June to the following Saturday, 30th June inclusive, you can even make it more exclusive and come early, stay late, or just come for the days you can. If you have read all the above you will know what to expect, if not you probably should not be flying. Details can be obtained from me Ian Dunkley DLGC, Camphill, etc or by email ian_dunkley@pgen.net and don't forget the underscore between "ian" and "dunkley". You may even find details on the DLGC website in the near future, if not our Web Master will be awarded the Horn. http://www.dlgc.org.uk



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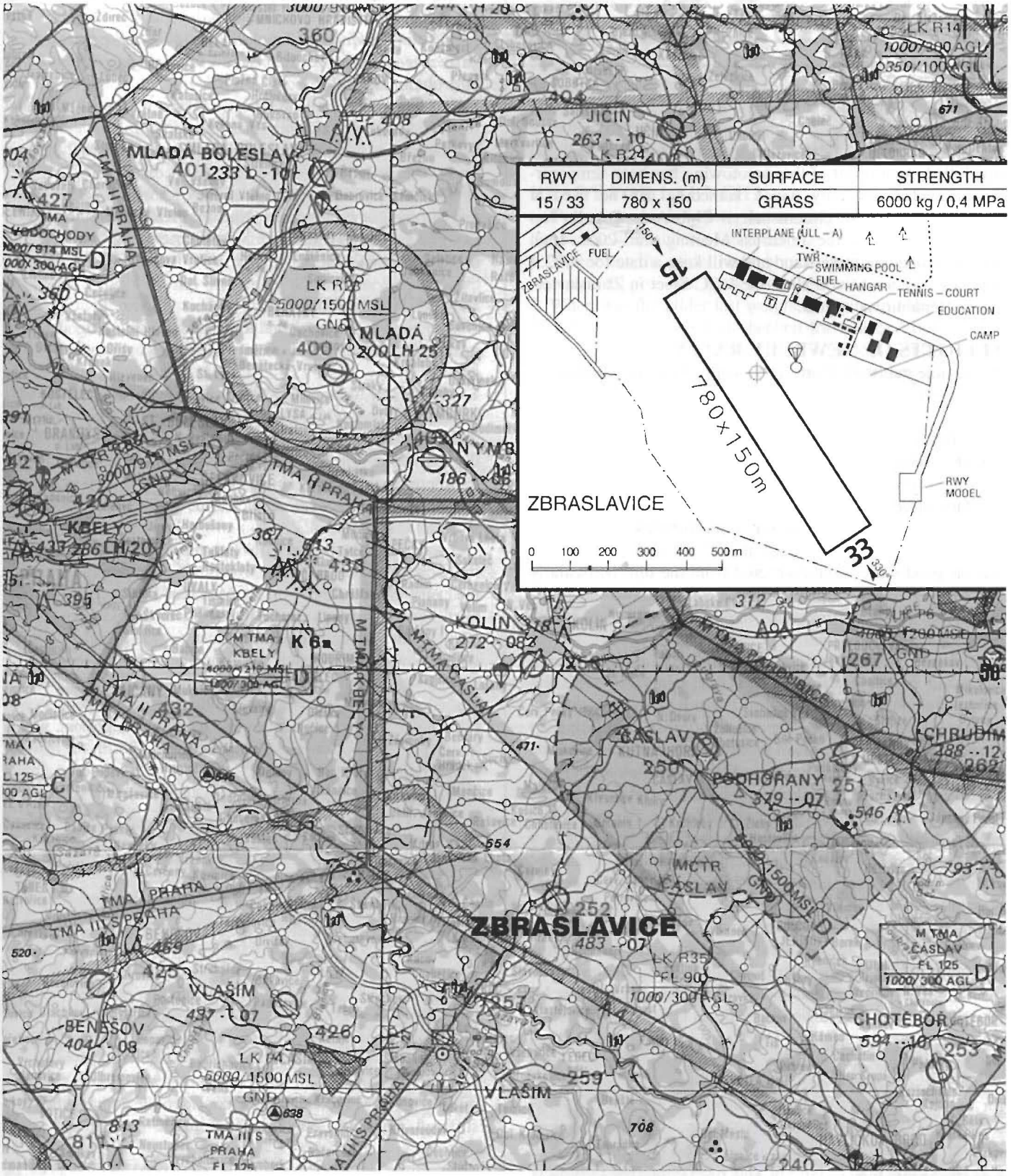
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Day	Launches	Club Rally Flights	Rally Aircraft Flights	Total
Pre Rally	15	1-19	4-00	5-19
	Wine	Steve Benn	for coming early to practice and staying.	
	Horn	Mike Derwent	ditto, and then bending, twice, and repairing, once, his "Oly" elevator.	
Sat	25	5-20	16-14	21-34
Prizes	Wine	Chris Hughes,	for two long Prefect Flights being better than one long Libelle flight.	
	Horn	Ian Dunkley	for forgetting to bring the wine, and general (undeserved) incompetence.	
Sun	7	0-30	0-44	1-14
	Wine	Jeff Gale	for longest flight when long flights were not possible	
	Horn	Liz Pickett	for discovering the properties of Rudder Locks	
Mon	57	51-00	51.00	
	Wine	Bill Ellrington	for re-discovering the properties of the "Sky" after 40 years, with a cloud climb to 6000ft	
	Horn	Dave Martin	for his first flight in the back of a Ka4, and for an inspection of the bungee gate	
	Tutor Champs	Keith Nurcombe	50k O & R, to a point too close to the hills to go farther.	
Tues	23	0-10	2-43	2-53
	Wine	Geoff Gale,	Oly 463, for longest flight, 55 min in near IFR.	
	Horn	Michael Powell	for enabling Tony Dickinson to exhibit his instructional qualities	
Tutor Champs	Non Champ's Day			
Wednesday 24	0	2-49	2-49	
	Wine	Michael Powell	for starting flying, albeit late, for others to follow and the 30 min soaring flight	
	Horn	Stratford Ka6e	for rigging for a circuit	
Tutor Champs		T31 (903)	For the number of times it launched and raced to the ground.	
Thursday	0	0	0	0
	Wine	Gordon Graham	For aid to agriculture during the motor rally	
	Horn Ian McLeod		For being environmentally friendly and not going on the rally	
Friday	0	0	0	0
	Wine	Not awarded	OK, it was really wet!	
	Horn	Not awarded		
Tutor Champs		Tutor Champs to be continued in 2001		
	Best Labour of Love	Bert Stryks and his Ka4 from Holland		
	Bernard Thomas Plate for "Person" of the Rally	Richard Kilham		

VOLO A VELA

Subscribe to this glossy magazine which appears six times a year and usually includes an article on vintage gliding and other topics particularly interesting to mountain fliers. Annual subscription 90,000 lire (46 Euros) Write to Centro Studi Volo a Velo Alpino, Aeroporto Paolo Contri, Calcinate del Pesce, 21100 Varese, Italia.



Extract from Czech Airmap showing Zbraslavice Airfield

Czech Rallies

If you are going to the Rendezvous at Zwickau please send a post card to Jörg Ziller at Preziostostra 19, D-181927 München, Germany or Tel +49 89 9592 8229 to help them plan ahead.

Josef Mezera has sent us dates for the 8th Czech & Slovak National Rally which will be held from 28th July to 12 August 2001 at Zbraslavice Airfield, Czech. Contact potk.josef@post.cz

The 29th VGC International Rally will also be held at the same airfield from 30th July to 10th August 2001; details were given in the last issue. Contact www.zbraslavice/vztlak.cz. or fill in and send the Entry Form which is included with this issue back to Mr Zdenek ZABLOUDIL, Vrsovicka 466/62, 101 00 PRAHA 10, Czech Republic before the end of April together with a passport size photo of the pilot(s).

Future Rallies

TEICHFUSS RALLY

We have received the following message from Vincenzo Pedrielli in Italy. "As you may remember, last August in Pavullo there was a fatal accident in which Renato Minelli was killed. As a result of that aerotowing has been temporarily suspended and only winch launching can be used at present. Under these circumstances Club Aero Pavullo has decided to postpone the Teichfuss Meeting until 2002. I am sure everyone will understand and will keep a date for 2002. I hope anyway to see you all at the VGC Meet in Zbraslavice, Czech Republic. next year."

ELLIOTTS OF NEWBURY RALLY

Please note that the Elliotts of Newbury Rally usually held at Lasham will **not** take place this year.

NATIONAL RALLY & SLINGSBY WEEK – SUTTON BANK – May 26th- June 6th 2001.

An entry form for the above rally is included with this issue.

Many of you will have flown at Sutton Bank and know that the site offers superb soaring opportunities. The ridges provide good lift in winds from about 180^0 - 300^0 and there is regular good wave to be contacted from the hill, particularly in south west to west winds. Thermal conditions can be excellent with scenic soaring over the North Yorkshire Moors National Park and beyond.

Facilities at YGC include a comfortable clubhouse with value for money catering plus a fully equipped members kitchen for do it yourself cooks. There is a bar, lounge and dining room, also limited accommodation in the dormitory block. A large family caravan is available which can sleep up to six – there is only one so its first come, first served!

It is planned to hold daily briefings for the Rally, with tasks appropriate to the day and glider performance. The object is to enjoy the flying, the competitive element will be merely for fun! There will be prizes, the award of which may not be entirely logical! Yorkshire Gliding Club are willing to organise some social events during the Rally but there will be plenty of time to do your own thing in the evenings.

When not flying there is lots to do in the area. Walking and mountain biking for the energetic. Sightseeing in the Dales, York, Whitby, Fountains Abbey and elsewhere. The Air Museum at Elvington is worth a visit, as is Eden Camp WW2 Museum at nearby Malton. The steam railway runs through the Moors starting at Pickering.

There will be NO TEMPORARY MEMBERSHIP FEES for VGC members and families. Trailer parking, tents and caravans on site are FREE. A winch launch costs a fiver and aerotows £19 to 2000ft. The charge for the club caravan is £80/week, bedrooms £6/night and the communal dormitory £3/night. YGC will try to offer limited hangarage for rigged gliders but this cannot be guaranteed.

This week is a combined meeting for the British National Rally and the Slingsby Week so owners of all vintage gliders are welcome to take advantage of this fine site and the offers listed above. Please return the entry form as quickly as possible if you intend to be at Sutton Bank for all or some of the time. Contact YGC at the number shown on the form or Phil Lazenby (0113 284 2132 *e/mail: lazenby@btinternet.com*) if you need further information or help.

We have the briefest of information from Dédale in France. Their ***Rassemblement Nationnal*** will be held at Moulins from 1 May and the Club at Chauvigny will hold a ***Rassemblement Estival (et familial)*** in the second fortnight in August. More information later.

In Finland they have the **Arctic Hystery Meeting** between 17 tp 25 March at Lake Paijanne, Padasjoi, Finland and **Oldies but Goldies** at Jami from 7 to15 July. Contact Risto Pykala on rpykala@edu.lahti.fi

The Swiss Oldtimer organisation (Oldtimer Segelflug Vereinigung) will be holding their **National Rally** at Courtelary 13, from 18 to 20 May. Contact Kurt Stapfer at www.osv-ch.org or Tel 055 246 28 27.

FROM JÖRG ZILLER

I've been to Berlin. 1 had three reasons for going and, as it turned out, any one of them would have been worth the journey.

1. On my way to Berlin I wanted to visit the venue of our next International VGC Rendezvous at Zwickau.
2. I had an opportunity of visiting the workshops of the Technical Museum in Berlin, together with Peter Selinger, where there are four Horten gliders to be seen.
3. Not least: I was curious to see the progress in the re-construction of Berlin.

I travelled into Berlin from Lehnitz near Oranienburg, and immediately found the hotel which had been recommended to me, very close to the workshops. Peter Selinger arrived the next morning, and we spent all that day in the old Argus works (they made aero engines, for instance for the Fieseler Storch), which now house the archive of the Technical Museum.

The head of the aircraft department, Dr. Steinle, had concluded an agreement with the Smithsonian Institute at Washington, for the Americans to send four Horten gliders, which had been taken to America as war booty, to Berlin for restoration. These are the following:

1. Horten II to stay in Germany at the Deutsche Technische Museum, Berlin.
2. Horten III F to be returned to the Smithsonian
3. Horten III H (two-seater) on long-term loan to Germany but without wings.
4. Horten VI to be returned to the Smithsonian

Both the Horten II and III F had been completely restored (with drawings). Only the centre section of the Horten III H (of which there exists only one wing, in poor condition) is to go on display. The Horten VI was still in the very delapidated state in which it had arrived from America. They were just working on the cockpit, i.e: the centre section, of the Horten VI.

The wings had been laid out on tables and were partially opened up, so you could see the considerable damage they had suffered, no doubt due to inappropriate storage and water damage.

Despite its poor condition, one could not fail to be impressed by its elegance. All the characteristics which mark out a beautiful, high performance aircraft were present also in these types of Horten sailplanes, such as high aspect ratio, thin profiles and a very aerodynamic fuselage (wheels designed to be dropped, landing on skid). The HoVI was designed and built during 1943/44. Its wing span is 24.2 metres, and is said to have a glide ratio in the vicinity of 45.

Although I didn't have a lot of time for looking at Berlin itself, I was greatly impressed by progress in the regeneration of the quarter around the Potsdamer Platz and along the Unter

den Linden. I did like the Sony Centre where a huge cupola spans a relatively large space. I can't say I liked the ostentatious prestige government buildings going up as much, their massive shells in the course of construction crudely spreading their bulk along the Havel river. Especially when I consider that I shall have to contribute to their cost.

On my way to Berlin I visited Zwickau where the Rendezvous 2001 is to take place. There I met the President of the Zwickau Aero Club, Herr Lenk. He strikes me as a very friendly fellow airman who, I feel sure, will live up to everything he told me. All prices are set down in their price list, which is also published on the Internet (www.ac.de). He can guarantee at least ten hangar places (subject to charge). The airfield is enormous and will meet all our needs. Aeroclub Zwickau will provide winch drivers and launch controller. Flying operations to be organised by ourselves. Zwickau operates two tow planes (Wilga), and two Falke motor glider tugs are to be be provided by Scheibe.

The camping area has electrical outlets, and while ablution and WC facilities are a bit scarce, it is intended to expand them to suit the number of campers. There are still beds available in the clubhouse. Let's hope that this aviation event will be a success.

Members wishing to participate in the Zwickau Rendevous are requested to give me a ring (+49 89 9592 8229) or drop me a postcard. We need to know the approximate number of participants to help us plan ahead. Every good wish – Jörg Ziller, Preziosostra 19, D-181927München, Germany.



Two classic gliders, the Phoenix belonging to Hans Disma and the SB5 of Ron Davidson, when they were at Tibenham.

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Features

Michael Powell continues his series on restoring and maintainance with some timely reminders of things to do before the C of A or the first flight of 2001 if your glider has not been in continuous action over the winter.

READY FOR LAUNCH?

Points to check before the annual C of A and certainly before the first launch of the season.

1. Where has the glider been stored? Damp/damage/rust/corrosion all possible. Look inside and cut hole if necessary.
2. When was the glider last weighed? It's been a damp year.
3. When were cables last checked for tension? Pulleys free and greased? There was a case of release pulley in K6 sticking. Are control surface deflections within limits?
4. Rigging pins. Clean and grease with fine wire-wool and oil. Saves rigging with a hammer!
5. Safety pins. Make new ones if necessary. Carry spares.
6. Check wing/tail attachment points. Cracks in weld may be covered by paint. Use bar to check for movement.
7. Pitot clear? Check tubing for cracks and perished rings.
8. Towhook and fixing. Free operation and no damage to surrounding fuselage.
9. Correct engagement of self locating controls. (K13 etc recent AD).
10. ASI calibration?
11. Placards legible?

The new flying season is getting under way and it's time to get the glider out and see how far the woodworm has progressed this year. Taking up home in a glider must be far more attractive to the adventuresome worm than spending all your boring days in the roof of a country church. The annual C of A cannot be far away and here are a few notes to help anticipate that sucking in of the teeth that heralds bad news. Better to find out now yourself and do something about it than find out later and lose precious flying days. Or, in the case of the British summer, the flying day.

For ease of reference the points to be checked are given brief headings.

1. **Where has the glider been stored?** Unless it has been stored in a dry hanger then the possibility of damp, mechanical damage, rust, corrosion and small animal homes are all real risks.



Fig 1

Make a thorough examination of the fuselage structure using a powerful lamp and look for signs of damp and blocked drain-holes. This includes the area under the seats (take the seats out) and right up to the front of the glider. If you find evidence of damp, or pooled water, then test any glued joints in the area and inspect the ply for signs of de-lamination.

Make a similar inspection of the wings and tail. It may be necessary to tilt the wings to see if any water exits the drain holes and if water is found then you may have to consider cutting back a section of fabric to check inside. It is probably better to do this from beneath so that the subsequent repair is less visible.

Check all metal parts including control cables and rods for corrosion/rust, particularly at terminations. Also look for broken strands at terminations and where cables run over pulleys or through guides. Some corrosion/rust may be removed with fine wire-wool soaked in oil but if there are signs of pitting or anything more than a slight reduction in cross-sectional area then replacement, or at least advice from an Inspector, would be a good move.

2. **When was the glider last weighed?** Gliders do change weight over time. Wood takes on and releases moisture depending upon the humidity of the surrounding atmosphere. Successive wet summers (are there any other kind?) and damp winter storage conditions will increase the weight of a glider and dry conditions will, over a period of time, make the glider lighter. The result will be a shift in the position of the center of gravity and a change in the permissible max and min weights of the crew. A glider that has taken on board a lot of moisture will almost certainly become tail-heavy i.e. the cg will have moved back. This is a potentially dangerous situation if the pilot is on the light side and could lead to difficulties in controlling the glider. A similar result may arise if the glider has been repaired aft of the cg or if it has been repainted.

3. **When were control cables last checked for tension?** Sloppy cables will certainly make precise control difficult and may result in elevator or aileron flutter. At speeds near VNE the onset of control surface flutter can be quite disturbing and could lead to failure of the control surface and other structural damage. The glider rigging instructions will give information regarding acceptable cable tensions and control surface deflection. Contact the VGC Technical Officer if you have problems getting the information. Excessive play in control bearings should also be dealt with since this can have a similar effect to slack cables. The cone bushes in the control column/aileron bearing of T21's are particularly prone to this kind of wear.

Are all pulleys running freely and adequately lubricated? The cable-release pulley beneath the seat of my K6 was jammed solid and the cable had cut a groove in the side of the pulley accelerating wear of the cable and requiring replacement of the pulley. Don't guess – check every one of them even if it means taking the seats out or even making an opening. If you have never checked them then who has and when?

4. **Rigging pins.** At last a simple thing to check. Clean and grease with fine wire-wool soaked in oil. Likewise the wing fittings and fuselage attachment points. Clean, well lubricated pins can save a lot of bashing with a club-hammer. (I've seen it done!).

5. **Safety pins.** Now is the time to replace all the old bent rusty ones from last year. This time make them better, easier to handle and make some spares.

6. **Wing and tailplane attachment points.** These items get plenty of stress and most mechanical things that get plenty of stress eventually break! The first signs may be concealed by paint, corrosion or grease. Clean the area around the attachment point thoroughly and then insert a bar through (as shown below) and put a bit of pressure on the bar to test the attachment point. Look for movement around the bush/opening.



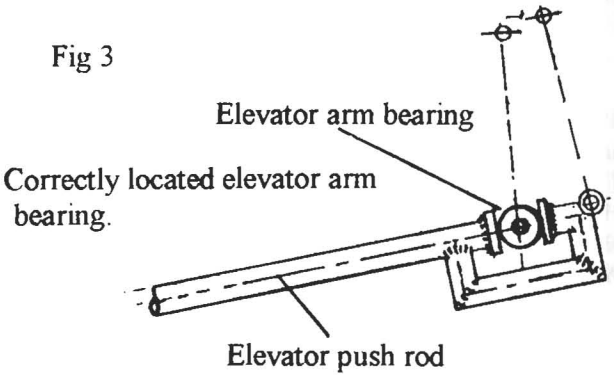
Fig 2

7. **Pitot clear?** Get the bugs out of the pitot and remember to buy a VGC pitot cover right away! Check all instrument tubing for cracks and check that connections to instruments etc are mechanically secure. Tidy up the tubing so that it cannot get hooked up in your feet or control linkages.

8. **Towhook and attachment.** There has been at least one recent incident when the whole towhook was pulled out of the bottom of the fuselage. Check now to see if there are any signs of damage to the fuselage in the area around the towhook. Look for cracks in the paintwork on the outside and splits in the ply, opened glued joints, misalignments of fittings on the inside. As in previous checks – if it means taking the seat out then take it out. Check the hook for smooth snag-free operation and clean and lubricate. Also check the release cable(s) for smooth snag-free operation and check the cable for signs of fraying.

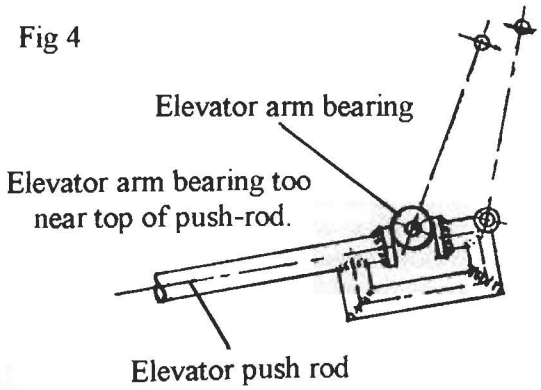
9. **Self locating controls.** Check that self-locating controls do actually locate accurately and with sufficient 'in hand' to allow for the full range of movement without disengaging. The K13 (and its relations) example below shows what is meant.

Fig 3



CORRECT ALIGNMENT

Fig 4



INCORRECT ALIGNMENT

10. **When was the ASI last calibrated,** or even checked? Placarded data is of little use if the ASI is 20% out anyway and 'best glide speed' is meaningless for the same reason. Could it be possible to carry out a reasonably accurate ASI check using a GPS and flying a known distance at a constant speed? Hmmmm.

11. **Placards.** Is the weight and performance placard legible? If it can hardly be found let alone read do you know all the performance limitations? More to the point, what about someone else flying your glider? Make sure that the placard is a) legible and b) stuck somewhere where it is clearly visible by the person flying the glider.

That should make a good start and keep you busy for a few weekends. Remember – if in any doubt, talk to an Inspector – available through the VGC for the price of a pint or two – and take the opportunity to develop a few more useful maintenance skills.

Michael Powell ,BGA Inspector
(Yours for a pint of Speckled Hen)



Cable angle Indicator Instrument.

The Tow Cable Angle (or Angle of Dangle) Indicators by Michael Maufe.

Some of you may have heard or read about these instruments and wondered how they worked. They were used during the war to indicate to the pilots of military gliders their position relative to the tug aircraft when flying in cloud.

Early in 1941 the first experimental model was produced at the then secret Central Landing Establishment (CLE) at RAF Ringway, the title of this Unit being intended to obscure its real purpose. In November 1940 I had been posted to CLE from No5 War Course at the School of Aeronautical Engineering, RAF Henlow. The C.O. of the CLE Development Unit was Wing Commander Mungo Buxton, (the designer of Philip Wills's Hjordis glider) with Robert Kronfeld as Chief Glider Test Pilot, and one of my first tasks was to work with Robert on the Angle Indicator.

Two electrical Petrol gauges were connected by lengths of string to a point on the tow rope which enabled all movement of the glider relative to the tug to be indicated, using the low tow position as a datum. Lateral level was given by a seperately fitted Articial Horizon.

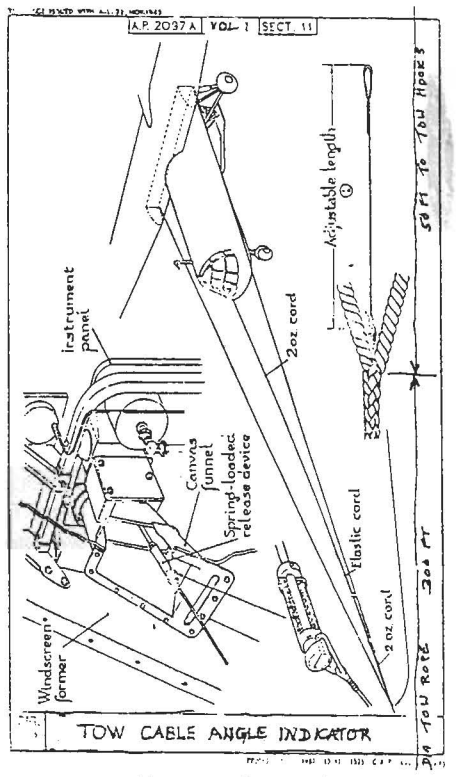
No troop carrying gliders were available then so we fitted this contraption either to a Minimoa (Ex Philip Wills) or a Viking 1 and it seemed to work well. (much better than when a few years later, we tried to get a Hadrian on autopilot to follow a Dakota!)

Based on this, in 1942, the Royal Aircraft Establishment at Farnborough produced the Cable Angle Indicator Mark 1 for the Hotspur glider which, by a direct system of levers indicated by a horizontal bar the tow rope angle, with lateral level being maintained by a Turn and Bank Indicator.

In 1943 the RAE produced the Mark II and later the Mark III especially for the heavier gliders, with a vertical pointer pivotted at its lower end which was connected to an Artificial Horizon as well as to the cable angle mechanism. This indicated the true angle of bank or cable horizontal angle or a combination of both.

The Horsa gliders had two towing hooks with 350 ft of 6 ton strength hemp or nylon tow rope, bifurcated at 50 ft from the glider end. 2oz elastic cord connected this point to the Angle Indicator via a spring loaded quick release. (See diagram from AP2097A, Pilots notes for Horsa Glider)

The photograph shows a Mark III Tow Cable Indicator which is now in the possession of Jan Forster, VGC Technical Officer.



This diagram must illustrate the Mk 1 arrangement as only one connecting cord is shown

THE SOUTH AFRICAN CHRONICLES PART 1; THE BEGINNING

IMPORTANT! *All of the source material used to compile this series was originally prepared by others. Unfortunately, not all names and references are known and it is therefore not possible to provide individual acknowledgement and I hereby give full credit to those whose records (private or public) of gliding in South African have enabled me to share with fellow enthusiasts the fascinating story of gliding in South Africa.*

Thanks to the support of the current Chairman of the Soaring Society of South Africa (Dick Bradley) I now have custody of several kilograms of gliding memorabilia upon which I intend basing the "SA Chronicles". From the precise and perfect hand written records contained in journals of several clubs (Rand, Durban and The Cape), original newspaper cuttings, personal photographs, through to official publications such as Aero Club News and magazines (Soaring and Wingspan) the history of gliding in South Africa can be traced. There are literally hundreds of photographs including well known local personalities such as S.W. Vines, Andriees Brink and of course world renowned Philip Wills with dozens of others who's names, despite their obvious contribution to SA gliding, are a mystery to me.

The best I can do (for now) is to try and follow a chronological order and include information and articles that I hope others will find interesting. (If by chance there is reference to a particular event in any of the photographs that accompany this contribution (e.g. press cutting or person) that you would like more information on, PLEASE feel free to contact me (details as per membership secretary list) and I will try and accommodate your request in a subsequent article.)

The earliest record found indicates that a Goodman Household, son of an immigrant farmer from England residing in the Karkloof region of Natal was very interested in flying. By 1896 he had flown a number of more or less successful straight glides using a primitive hang glider constructed from bamboo and silk. The design was published in what was the forerunner of the 'Natal Witness' and was also apparently reviewed and criticised by the Bishop of Colenso. On one occasion Household broke a leg after hitting a tree and had to give up 'flying' because his mother thought it was the devil's work! There is no record of when this particular flight was but it would seem to mark the end of Household's 'flying'. *(See VGC News No 100. Ed)*

Next on the scene is Mr. Vines. Sidney William Vines was born in Hampstead Heath, London in 1889 fourteen years after Goodman Household had made his astonishing flight at Karkloof. The spirit of flight was also appearing in England (Percy Pilcher), Germany (Otto Lilienthal), and in the Americas with the Wright brothers. Mr. Vines came to South Africa in 1910 as chauffeur and mechanic to the first Governor General (Lord Gladstone) where his time was apparently taken with 'official duties' and the maintenance of the 'State Car'. From first accounts of his flying in South Africa it started with his own designed / built 'bi-plane' complete with variable camber wing! This design used an arrangement of wires and turnbuckles that loosened or tightened the trailing edge of the rib and increased or decreased its camber. In the following extract from an unpublished (?) manuscript (Taken from the records of the late Frank Hatfield) Vines describes his 'machine'..." I could not get an engine for it for love or money. The money that had to be spent was far beyond my means, so I pulled off the wheels and skid undercarriage and converted it into the glider. I took out the centre bay of the bottom wing and rigged up two wooden bars going fore and aft. I stood inside the wooden frame thus created resting my hands and forearms along the wood bars so that I would hang down between them and have enough strength to swing my body to control it. There was a little bit of a field at Eastfort Kopjie, behind Government House and there I had some preliminary trails with the glider. It seemed all right, so I went to the top of the Kopjie and got my two assistants to help launch me by means of lines tied to the struts of the machine. I went off the top over an 80ft drop, launched and in flight at last! I shall never forget that first sensation. I had no feeling of falling at all. I just saw the rocks of the hillside rushing up at me and I realised something was wrong. Actually I was diving much too fast. I had started to dive because I realised that speed alone was my support in the air. But I did not know how fast to go, so I started to dive. When I realised that I was going to hit the ground I swung my body to level out the dive a bit and my grip on the bars slipped. Fortunately the bars slipped inside my arms and not outside them, otherwise I should have dropped right out of the thing. As it was, I got a wrench under my armpits which felt as if my arms were coming off at the shoulders. I got a terrific fright in the meantime and with my body jerking and swinging about while I recovered myself I must have been doing a lot of wobbly aerobatics I didn't know anything about. Presently, however, I got myself sorted out and levelled off into a more orderly flight. When I came close to the ground I started to pedal. I had worked it all out beforehand, thought about it so much that I used to dream about it at night. I reckoned that If I started running in the air I would keep my feet in spite of the speed when I landed and not go flat on my face. Presently I found myself rushing over the ground. I began to run like hell with the bar behind me pressing me irresistibly in the small of the back and urging me on to my face. However, what with the grass obstructing the wings and the fact that I was extremely fit and a fair sprinter I managed to keep my feet and the thing right side up. I had flown a mile and a quarter. It was a most shattering experience but it converted me to the air for good and all. I made a couple more flights and on one of these ended flat on my face. As I was running along at the landing I tripped over an anthill under the grass, went flat on my face and the wings rested with their leading edges vertical. Then I got the idea that if I pulled my legs up and allowed the machine to swish through the four-foot long grass I would stop more comfortably. This idea worked much better and I made many glides which ended by crashing through the grass with my feet bunched up and grass blades flying in every direction"...

The 'Vines' documents include reference to various alterations made including the refitting of the wheels (in 1912) and attempts at obtaining an engine. In 1914 he married Miss Annie Louise Wheeler (of Aylesbury, Buckinghamshire) whom he had known for years in Pretoria. She had travelled with him on the boat in 1910 to serve on the staff of Government House.

In the next chapter of the SA Chronicles I will continue with the Vines story. This will take us through the 30's including his first soaring flight in another of his designs lasting 17 minutes 12 seconds at Sterkfontein hills north of Krugersdorp along the Mulders drift ridge and the subsequent involvement of Philip Wills.

GLIDER PRODUCTION IN THE EX-DDR

Type	Builder	Build date	Number
Thale	Built by a Group.	1949	2
Sport flying. After several domestic flights, it was forbidden to fly by the State authorities.			
SG.38	Built by a group.	1951?	
	Built by groups.	1951?	35
		1987-9	2
SG 38	VEB NAGEMA Schmiedeberg	1951-53	67
Grunau Baby 2b	VEB NAGEMA Schmiedeberg	1951-53	93
Baby 52	VEG NAGEMA Schmiedeberg	1952	1
Patriot	" " "	1951-52	1
Side by side 2-seater. of wooden construction.			
Vogel VO-X1 (Bird)	Built by 1 person.	1952-53	1
An experimental ornithopter.			
La 16 V-1	Technische Hochsschule Dresden	1953-55	1
(Lerche, "Lark" Experimental Motorglider)			
La 16 V-2	Technische Universitat Dresden.	1958-59	1
(Heidenlerche "Heath Lark")			
La 17	Technische Universitat Dresden.	1956-59	2
	(Experimental motorglider)		
SG 38	VEB Waggen-und Lokomotivbau	1953-55	330
	(LOWA) Gotha.		
Grunau Baby 2B.	VEB Waggen-und Lokomotivbau	1953-55	105
	(LOWA) Gotha		
Go 530	VEB Waggen-und Lokomotivbau	1953-54	2
	(LOWA) Gotha.(Prototypes)		
Meise Built by group		1954	1
		1954-58	1
Grunau Baby 2B	VEB Apparatebau Lommatzsch	1956-58	192
Meise	VEB Apparatebau Lommatzsch	1956-58	148
Lom 55 Libelle	VEB Apparatebau Lommatzsch.	1956	2
	16.5m span. V-tailplane. Max.L/D: 32 at 80 kph.		
Lom V-3 Libelle.	VEB Apparatebau Lommatzch.	1957.	1
	16.5m wingspan.Normal tailplane. Max.L/D: 30 at 70 kph.		
FES 530	VEB Apparatebau Lommatzsch	1957-59	100.
Lehrmeister 17m	Wooden tandem 2-seater for instruction. Max.L/D: 24.		
FES 530/1	VEB Apparatebau Lommatzsch. 17m wingspan	1959-63	
Lehrmeister 1	Wooden tandem 2-seater for instruction. Max.L/D:26		
FES 530/2	VEB Apparatebau Lommatzsh	1959-63	110
Lehrmeister 2	15m wingspan tandem 2-seater, Max.L/D: 23 at 83kph.		
	Wooden for high performance.16.5m span.		
Lom 57/1 Libelle	VEB Apparatebau Lommatzsch.	1959-60	13
	16.5m wingspan. Max.L/D: 31.5 at 78 kph.		
Lom 58	VEB Apparatebau Lommatzsch	1958-59	5
Libelle Standard	15m wingspan. Max.L/D: 27 at 75 kph.		
Lom 58/1.	VEB Apparatebau Lommatzsch	1959-63	62
Libelle Standard	15m wingspan. Max.L/D: 28.5 at 78 kph.		
Lom 58/2	VEB Apparatebau Lommatzsch.	1961-62	22
Libelle Laminar	16.5 m. wingspan. Max.L/D: 36 at 88kph.		
Lo 59	VEB Apparatebau Lommatzsch.	1961-62	4
Lo Meise	15m wingspan. Max. L/D:26 at 74 kph.		
Lom 61 VEB Apparatebau Lommatzsch		1961-63	5
Favorit	15m wingspan. for standard class. Max.L/D 38 at 95 kph.		
	Wooden and sandwich honeycomb construction.		

Some praiseworthy flights by sailplanes built by the VEB Apparatebau Lommatzsch.

Lom 58/1 Libelle Standard. Gerhard Wissman. 5th May 1960. 300 kms triangle at 68.38 kph.

Lom 58/1 Libelle Standard. Horst Rakowski. 23 May 1961. DDR record. Goal flight of 520 kms.

Lom 58/2 Libelle Laminar. Adolf Daumann. 30th June 1961. DDR Record. Goal flight of 665 kms.

Lom 58/2 Libelle Laminar. Gerhard Wissman. 6th July 1961. DDR record. 100 kms triangle at 103.4 kph.

Lom 61 Favorit Adolf Daumann 13th June 1962. The first 500 kms triangle flown in a European Contest. This great performance was flown on the same day by 11 other competitors from Eastern Europe during the 2nd International Contest for pilots from the Eastern countries at Leszno in Poland.

Lom 61 Favorit Adolf Daumann was the first German ever to fly round a 500 kms triangle over German territory.

Lom 61 Favorit. Jurgen Leistner on 2nd August 1969 broke the DDR record for speed round a 100 kms triangle at 107 kph.

Very few of the above aircraft still exist as when they were replaced with modern Polish fibreglass, and wooden, sailplanes, the authorities ordered all the above aircraft to be destroyed.

A 57 year old glider



The newly restored Grunau Baby

For your membership-records, I'm now the sole owner of the Grunau Baby 2BII that Jim Short and I had in syndicate, so he could buy a Ka2B.

And yes it flies great and I have almost 10 hrs on it since this summer.

Here are some of the impressions that I wrote down about flying it for the Chicago Glider Counsil and the Bungee Cord.

How does it feel flying a 57 year old glider? First of all, the cockpit is nowhere near as spacious as the current gliders. The average stature of glider pilots has grown since the 1930's. I noticed as soon as I got off the ground in tow, that at 55mph it feels like the glider is not designed to be towed that fast. It wallows, and unlike the modern ships, does not correct from skidding and slipping easily.

Once you get off tow and slow down, to about 35 or 40 mph, it becomes much more responsive. The controls however, are nowhere near as nicely harmonized as the modern gliders. I felt the thermals even before the vario tells me, once I enter a thermal the aircraft pitches up. After passing the point of strongest lift, it is almost like surfing down a wave. I really felt the wing being pushed up, this helps with centering the thermal while I slow down to about 30 mph. Now I can turn inside everybody else. On landing, the ground roll is really short, because the aircraft has a landing skid. The roll out is about 11 meters or 35 ft. I fell really in love with the Grunau Baby on one of my flights in Lawrenceville. The local pilots were lounging around drinking coffee waiting for the thermals to develop. The tow pilot thought this was a good time to get the GB a sleigh ride. Once off tow I found some bumps. Normally I would have disregarded these in my ASW 27 as too small. In the Grunau Baby I could slow down to about 30mph and start circling. Low and behold I went up at 2 kts. The gliding range is a lot less, but flying with an open cockpit you have much more a feel of soaring. A good rule of thumb is, in flying a 16 to 1 glider, if you can see it over the nose, it is out of gliding range. An hour and a half into the flight, came the highlight of the day. I was joined in a thermal by Bob Gaines with his 1940 Mu13D and below him Lee Cowie in his T-31B. It was a really cool sight to see, these vintage ships flying together. Of course with this photo op, not one of us had a camera. The glass ships tried to join us in the fun, but their turning radius was too large for this narrow thermal.

Barry van Wickevoor-Crommelin

THE PURCHASE OF A POST WAR POLISH CLASSIC 1955 SZD JASKOLKA (SWALLOW)

Although Robin Willgoss and I are in the process of re-building Dave Richardson's Kirby Kite 2b (or is it 2c with the Skylark vertical tail?) at the vintage group based at Booker, I had thoughts of perhaps buying "something else ready to fly".

In mid – summer 2000 I spotted a black and white print pinned to the notice board at the Wyvern Club, Upavon and wondered what this strange looking beast was with a canopy built like a jet fighter, the text said:
Aluminium trailer, New CofA, No prangs, Re-sprayed 1998. Reasonable offers, with a Lee – on- Solent telephone number. Sounded good !

Well anyway, a few weeks later I was chatting to Graham Saw (the man with the yellow Lunak) who frequently helps us with our efforts on the Kite, and who is also a founder member of the vintage group at Booker and the Rally Secretary of the VGC (and apparently a reasonable pilot!).

I mentioned this strange looking beast (no, not John Tournier) the Jaskolka, he seemed quite interested as this was his potential purchase before he bought the Lunak as it was quite aerobatic. He seemed to think it maybe worth having depending on the condition. So off I went and phoned the owner Nigel Clark; however the "reasonable" offer price was a little out of my price range as I wanted to purchase as a single owner. Oh well! it was a nice thought.

At this point, enter stage left Robin Willgoss, the great philosopher and spender of other people's money (mine). He and Graham Saw continued to "encourage" but lack of funds continued to be the overriding issue. Several weeks later Nigel Clark phoned and offered me a second chance with a new, more affordable price, (dear wife frowning but making the right noises) but I still put it off, oh the ups and downs of gliding.

On arriving at Booker one Tuesday evening to our usual "Masonic meeting" with the Kite 2 in the workshop, Graham had helpfully pinned a colour photograph of the Jaskolka and the trailer on the side of the Kite fuselage, just so I couldn't miss it. Well that was it, the glider looked even more inviting. It was too much. I phoned Nigel Clark as soon as I could, apologising for wasting his time, he seemed quite pleased to hear from me again, although half of me hoped that it had

been sold..... It hadn't, was I pleased, I'm not sure, the rising excitement again should I buy it, HELP!!!

A meeting was arranged, insurance sorted, Saturday 28 October 2000 at 1000 hrs, Lee-on-Solent G.C. was the place to be, unfortunately the forecast was severe gales and rain. Robin, helpful as ever, decided that as he is an Inspector he should come with me to cast an eye over the aircraft, and besides he has a tow bar fitted and "you never know".

Nigel Clark met us at the gate of the airfield and led us to the hangar to assemble the Jaskolka. Nigel removed the fuselage from the trailer demonstrating the one man operation, what could I say, dry mouth, panic, beating heart, sweaty palms, well you get the picture. Quite honestly I would have given him the money there and then, it was love at first sight,



Discussion time. Is it worth it? Duncan Reed's first sight of the Jaskolka was at Lee-on-Solent

I wanted it, no, needed it now, Robin of course stayed calm. Not ten minutes into the proceedings when who should appear across the hangar floor but Graham Saw!! He "just happened to be passing", it was good of him to come and cast an expert eye.

The two Inspectors set about their task with vigour, climbing in, over and around this vision of beauty, sighing, muttering; sharp intakes of breath could be heard, questions were asked of the owners Nigel and Tim, I was getting worried, stressed, even concerned.

The owners were dismissed for our discussion as to a verdict, Graham gave his opinion, Robin gave his opinion, I asked several questions, the right noises seemed to be coming from them both, it was worth having a go, and besides someone from Poland seemed to be interested so it was now or never. Trying to look calm, I approached Nigel and Tim the joint owners, a price was agreed, we shook hands and the sale was concluded. What feelings, excitement, guilt, panic, what have I done! a few minutes later my dear wife phoned, strange how she always seems to know when I have spent money!!

All the emotions mixed into one, was it worth owning the only flying Jaskolka in the UK.....YES !!!

We hooked on the trailer and away we went from Gosport. As I mentioned earlier severe gales and tornadoes were destroying caravans just down the road. The journey however was uneventful except that Robin decided he liked the glider so much that he would like to become joint owner, I was more than happy to do so, not just financially but he is a good friend and fellow enthusiast. What a day, but there was better to come.

A week later Graham kindly offered to check out the Jaskolka and brief us both before we flew it, (of course, nothing to do with the fact he hasn't a Jaskolka in his log



Malcolm Wilton-Jones and Robin Willgoss look on as Graham Saw prepares to fly the Jaskolka on the only sunny day in November and yes, that is the correct registration not a reversed negative

book) and also to check me out in a K13 as he was unaware of my flying skills (or lack of !).

Graham's check flight in the "Jazz" as we have now started calling it, was quite thorough. We watched anxiously as he carried out loops, chandells etc. He landed, we approached, he smiled his usual smile which could mean either of two things, it was pleasant to fly and he enjoyed it, or it was a pig to fly and he scared himself to death, however, he declared it stable and quite sweet to fly. I think those were his very words. A briefing was given by Graham, and Robin took the first flight as I still had to be checked out. Dry mouthed, butterflies in the stomach, away he went. On return and much to my relief he also declared it a lovely thing to fly and quite stable with no sign of any nasty vices. My turn arrived, the same feelings ensued, what did Graham say? How fast? Which flap? As it happens I needn't have worried, the aerotow was beautifully stable and off the tow it was a real pleasure.

Am I glad I (we) bought it, let's just say we both can't wait to fly it again, and besides how many gliders have navigation lights fitted standard !!

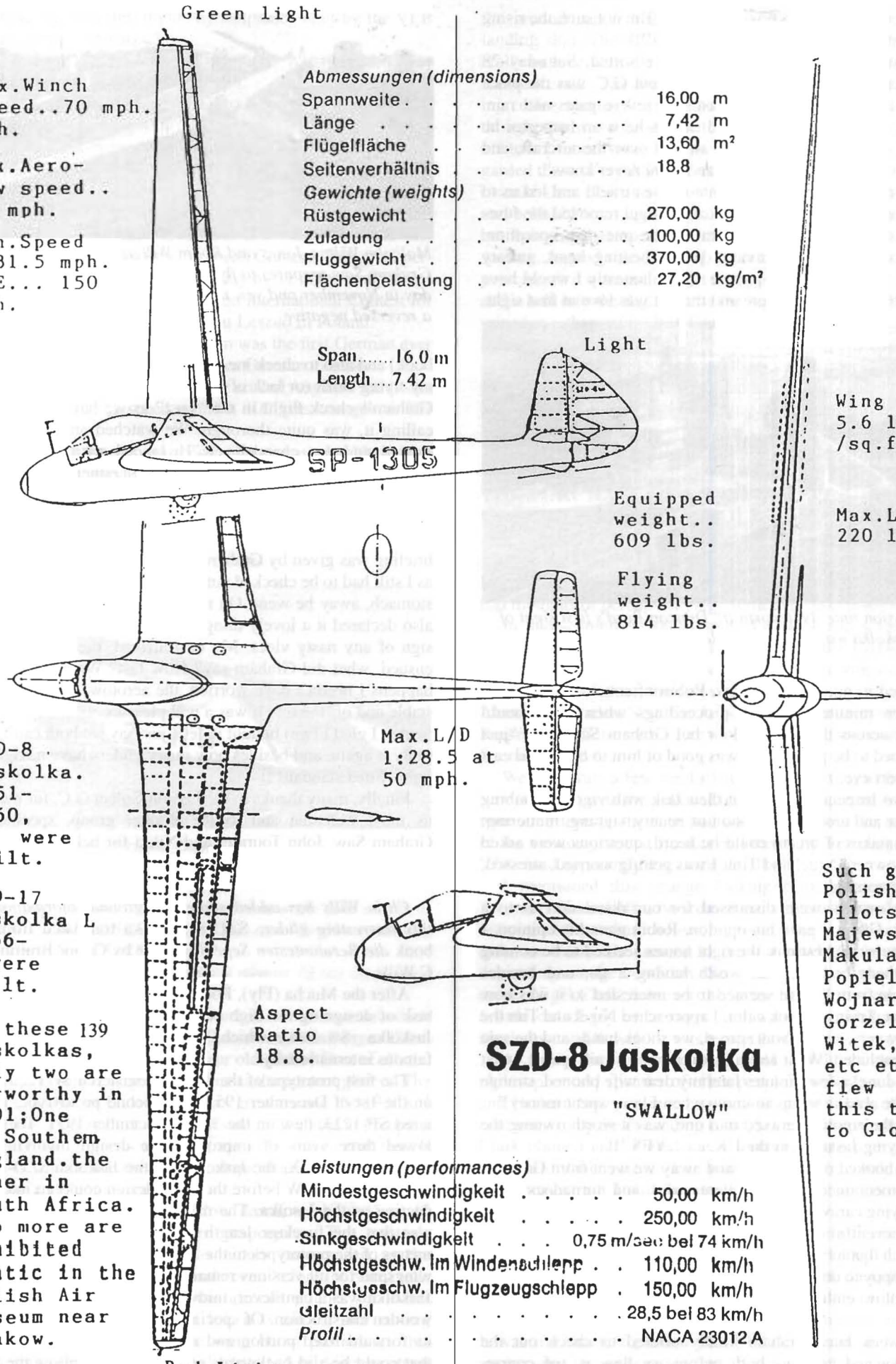
Finally, many thanks to the Lee-on-Solent G.C. for making us most welcome and to the Booker group, specifically, Graham Saw, John Tournier and Nikki for helping us on the "first flight day".

Duncan Reed.

Chris Wills has added some background information on this interesting glider: SZD-8 Jaskolka translated from the book *die Beruhmtesten Segelflugzeuge* by Georg Brutting by C.Wills.

After the Mucha (Fly), Polish designers set themselves the task of designing the high performance single seat sailplane Jaskolka (Swallow) which, like the Mucha, also became famous internationally.

The first prototype of the SZD-8, registered SP-1222, flew on the 1st of December 1951. The second protoytype, registered SP-1223, flew on the 3rd of December 1951. Then followed three years of improving the design involving the Jaskolka SZD-14X, the Jaskolka M, the Jaskolka SZD-8 bis, and the Jaskolka W before the latter design could go into production as the Jasolka. The main alteration during this time was that the fuselage length was increased from the 6.74 metres of the prototypes to the 7.42 metres of the Z series. The wingspan for all versions remained a constant 16 metres. The Jaskolka was a cantilever, midwinged sailplane of traditional wooden construction. Of special interest was the canopy with its forward fixed portion and its large moulded rear portion that could be slid backwards and forwards to allow the pilot access to the cockpit. It also has a semi-retractable landing



Abmessungen (dimensions)

Spannweite	16,00 m
Länge	7,42 m
Flügelfläche	13,60 m²
Seitenverhältnis	18,8

Gewichte (weights)

Rüstgewicht	270,00 kg
Zuladung	100,00 kg
Fluggewicht	370,00 kg
Flächenbelastung	27,20 kg/m²

SZD-8 Jaskolka

"SWALLOW"

Leistungen (performances)

Mindestgeschwindigkeit	50,00 km/h
Höchstgeschwindigkeit	250,00 km/h
Sinkgeschwindigkeit	0,75 m/sec bei 74 km/h
Höchstgeschw. im Windenschlepp	110,00 km/h
Höchstgeschw. im Flugzeugschlepp	150,00 km/h
Gleitzahl	28,5 bei 83 km/h
Profil	NACA 23012 A

wheel. The wing is in two parts, in trapezoidal form, with a single spar. It is completely covered with plywood with 4 degrees dihedral, Fowler flaps and Göppingen system airbrakes. All controls are automatically coupled. The flaps can be set at 0 degrees, 12 degrees, and 25 degrees. Wingtips have built-in lights for night flying and static discharge cords. A great advantage is the small hand transportation bar in the top of the rear fuselage, which remains closed, in line with the airflow, or rotated through 90 degrees and out, for lifting the rear fuselage.

It is said that 139 were built of the various types; some of these were exported from 1953 to 1961. *(Our thanks to Tony Morris, Ed)*

From the 15th of May 1954 until the 16th May 1960, 15 World Records were flown in Jaskolkas. Most prominent among them were an Out & Return of 533.6 kms flown by Ludwik Misick and a 562.6 kms feminine World Goal Flight record, flown by Pelagia Majewska. In the 1956 World Gliding Championships at St Jan in France, Gorzelak took 3rd place and the great prewar ace, Tad Gora, took 24th place, flying Jaskolkas among the 45 competitors. (In 1938, Gora had been awarded the Lillienthal Prize for flying a PWS 101 578 kms across Poland, this being the finest gliding performance of the year.) In the 1958 World Gliding Championships, at Leszno in Poland, Makula started his great International gliding career by taking 5th place, flying a Jaskolka in the Open Class. Gorzelak came 14th in the Chamopionships also flying a Jaskolka. The type was put at the disposal of competitors from Rhodesia, USSR, Denmark, Argentina, South Africa, Japan and New Zealand. The last Jaskolka version was built in 1960. This was the SZD 17X Jaskolka L, which was developed from the Jaskolka Z, which had laminar wing profiles and a butterfly tailplane. (CW saw it in the air at the 1958 Leszno World Championships, but it was not taking part in the contest.) The wing construction remained the same as for all the other versions.

It had been the formost Polish Sailplane for almost 10 years after which it was forced to give way to the Fokas and Zefirs.

Jaskolka Data.

Equipped Empty Weight .... 270 kgs (594 lbs)

Flying Weight.... 370 kgs.. (814 lbs).

Wing Loading... 27.20 kgs/sq.m. (5.576 lbs /sq.ft).

Wing Profile... NACA 23012A.

Max. L/D.. 1/28.5 at 85 kph . (50 mph).

VNE.. 250 kph ... (155 mph)

Min. Speed... 50 kph (31.5 mph)

Min. Sink... 0.75 m/sec at 74 kph.

Max. Permissable Aerotowing Speed.. 150 kph. (90 mph).

Max. Permissable winch launch speed.. 110 kph.. (68 mph).

C.Wills adds: The Jaskolka started its lifespan just when the British were replacing their Olympias with Skylarks. The wing loading for the Jaskolka was significantly higher than that of the Skylark which was no doubt for the better Polish gliding weather.

Whereas the Skylark used the very good new NACA series 6 laminar flow profiles, the Jaskolka wing employed the NACA 230 of bad memory for the British because of their King Kite but whereas the King Kite used the very deep NACA 23021 profile at the wing root, the Jaskolka used the NACA 23012A, a significantly shallower depth profile (as also did the FVA 11 Eifel, E 3 Esslinger, AFH-4 Hannover, FS 16 Wippsterz, FS 17, Castel Mauboussins Arsenal 4-111 and Schweizers. The NACA 230 profiles stall from their leading edges first which means that the aircraft will fall out of the air like pianos! Nevertheless, it was hoped to tame this basically unsuitable profile for sailplanes with flaps which, when lowered, would geometrically wash out the entire outer portions of the wings. The NACA 230 profiles would give aircraft great speed, and were the fastest flying profiles in the world and the flaps, it was hoped, would give them excellent slow speed performances. It was safer to use these profiles for aeroplanes, which are not flown usually at anything like the slow speeds of gliders.

Use the entry forms with this issue to prebook for the British National Rally (incorporating Slingsby week) and for the 29th International rally at Zbraslavice. If you are going to the Rendezvous meeting send a post card to Jörg Ziller.
see also Future Rallies n Page 10

THE RESTORATION OF THE KRANICH 2B-2, EX BGA 1092 & 1258 AT ACHMER

BGA 1258 was built in 1943 by Mraz in Bohemia and last flew from the Bath Gliding Club at Keevil in 1965. During one of its last flights, it was taken to 13,000 ft in cloud by an Inspector, with T.31 struts secured to its fuselage which were for transportation to another site. Chris Wills never flew 1258 as the BGA said it had total glue failure and demanded a complete rebuild. C.Wills, believing that its glue would not all fail at once, bought the Kranich for his school, not dreaming of the seriousness of the situation. He eventually gave the Kranich away to two other men, who also could not believe the political situation but all efforts to rebuild it in England failed. C.Wills then bought a 1/3 share in the very good Kranich 2 BGA 1092 which had been built in Sweden in 1943 and which still had a C of A. It was this Kranich 2 that was borrowed without permission, by two pilots who crashed it on a mountainside during our International VGC Rally at Thun, Switzerland in 1979.

However fate still had her cruellest card to play. The jet pilot Heiko Harms had bought all the components of these two Kranich 2s from Peterborough Sailplanes. Both of them left Peterborough on an open trailer or lorry. This transport arrived at Flensburg without one of the fuselages. The Germans said that the English had taken it. The English said that the Germans had had it. Why, oh why, would anyone want a Kranich fuselage and nothing else? But for that, there could have been two Kranich 2s airworthy now in Germany.

Since that time, the sun has come out for the VGC, under the direction of the BGA's Chief Inspector Dick Stratton, whose simple criterion was; 'Is it airworthy or not" Because of this, we became the envy of the world's vintage gliding movements whose members said if the British are allowed to fly these aircraft, we must be allowed to also.

Chris Wills's battle to save the Kranich lasted a long time. He organized the first International Rally in 1973 because of it and the participants of this Rally voted that the VGC should be formed. **"One old glider should die that the others might live".**

From that time, the VGC has flourished in many lands. The remains of both BGA 1092 and BGA 1258 were eventually bought by members of the Achmer club, who have in seven years managed to build one Kranich 2 from the remains of both of them. This aircraft, now registered D-6048, has just flown again for the first time since 1967.

The Kranich 2 BGA 1258 is now ready to wing her away across the Skies of Europe in glorious apparel, ie in varnished plywood and transparent, doped and varnished fabric and we thank and congratulate Harold Kämper and his team for acheiving such a magnificent restoration.

Harold Kämper takes up the story: All the bits were stored, scattered about the Oldenburg area, and belonged to Heiko Harms (erstwhile Bundeswehr pilot of Starfighters and Tornados – and of Baby IIb) of Flensburg in Schleswig-Holstein.. The fuselage stood in Klaus Plaza's workshop at Oldenburg-Hatten (formerly Transall pilot in the Bundeswehr, and of Boeing Stearman, now known as "Classic-Wings Pilot" – "Plaza-Joe"). The wings and small bits were stored by Robert Wirth (Tiger Moth, restorer of a De Havilland Rapide) in a barn at Hanstedt.

I heard about all this from Detlef Hormann (Baby IIb, Cumulus) from Hoja. Then one May weekend in 1993 Detlef and I drove together to Oldenburg and Wahlenburg and loaded four badly damaged Kranich II wings, the wrecked fuselage and the damaged elevator and rudder on to the Kranich III trailer and took them to Achmer. It was the same weekend during which our "NATO Hangar" at Achmer was ceremonially inaugurated. As we arrived that evening, Wolfgang Lamla said to me: "Harald, you must have come under heavy fire at the Bremer Kreuz! Do you really propose to restore this junk?" My reply: "Yes!"

Cogitations I would never manage to get that Kranich II back into the air by myself. Or, anyway, not before retirement age – much too late. Erwin Hehe (Aviation Work-shops – Bad Pyrmont) advised me not have that heap of junk restored by him-much too expensive. In Autumn of 1993 I and some fellow pilots had taken all the fragments to him at Bad Pyrmont for inspection. What to do? Give way to hopelessness, despair or depression? No – mark time and cogitate some more!

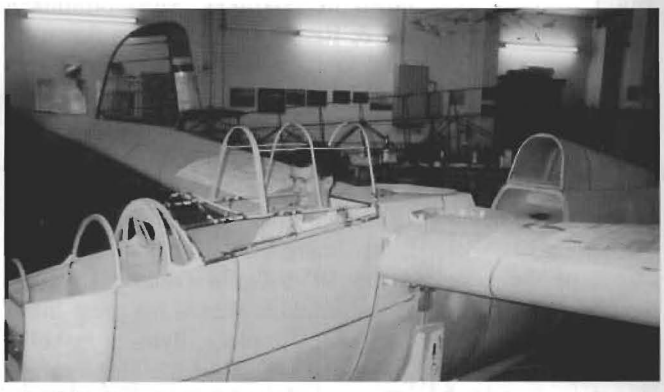
Erwin Hehe introduced me to Sascha Heuser and Markus Lemmer – both qualified builders – who had looked at the wreck of the Kranich during a visit to his workshop at Bad Pyrmont. This was in December 1993 when Erwin Hehe brought us together. In January 1994 we three arranged to meet one weekday evening in the Glider Pilots' Restaurant at Oerlinghausen, to check each other out.

Due to an allergy against synthetic materials, Sascha and Markus had decided in future only to build and restore wooden gliders. As soon as Sascha had passed his master craftsman's exam, he and Markus intended to set up their own Aviation Technical Workshop together. They decided to make the Kranich the master-testpiece for the exam, as well as the first project for their workshop enterprise. There is a future in the restoration of old gliders (in my opinion). So Sascha was to build the wings and Markus the fuselage, and I would do the organising.

So now we had established a framework, we got cracking. On 5th February 1994 the fragments were transported from Bad Pyrmont to Ziegenhain (with assistance from Erich and Stefan Höcker, Manfred Hermeling, Ian de Vries and Harald Kämper). So Markus Lemmer started restoring the fuselage. Time passed



From this...



via this...



to this. Harold Kamper's Kranich on its first flight after a seven year restoration

Restoration

1997: Life goes on. Decisions have to be modified. Mood Vario swings between Climb and Sink! The Kranich 11 is still not ready to fly. What to do?

Results so far:

Sascha had restored the spars and fitted the D-boxes on both wings, prepared new drawings and finished the patterns for all the ribs. Markus Lemer had finished the ply skin of the fuselage up as far as the cockpit. Here in the workshop at Atter we had sand blasted all sheet metal parts, primed and paint-finished them, and made up some new ones. There are some delaminations in the ply skin of the fuselage. on what basis were we to proceed?

1. Get all completed and incomplete component parts into the workshop at Atter.
2. Here the Kranich will be finished.

Meanwhile Stefan Krahn and Herman Hackmann have declared their willingness to help in getting the Kranich II rebuilt, and also, of course, many other fellow members of the

Osnabruck Flying Club. Neelco Osinga (Holland, Kranich II) and Jochen Kruse (Uetersen – Condor IV, Kranich II) provided missing drawings to enable us to continue. If Hermann Hackmann had not taken on the production of components, and Stefan Krahn the assembly, with great enthusiasm, the Kranich II would still not be flying even now!

Details and Data

Preliminary Permit to Fly for the Kranich II Regn. D-6048, Works No.NIE 1994, was received from the LBA on 08-11-2000

Maiden flight Kranich II D-6048: 12-11-2000 at Achmer airfield.

Pilot: Stefan Krahn, Aero Tow by "Stieglitz" (H.Kämper) 12:10 to 12:30 hrs.

Name inscribed on left side, at front seat position: 'Hermann Hackmann" Squadron insignia on left side, cockpit area 'Red Heart"

Duration of restoration work: 7 Years (5/93 to 11/2000)

Last flight of Kranich II under Regn. BGA 1092: Aug 1978 at Thun, Switzerland, BGA 1258 at Keevil, UK 1965.

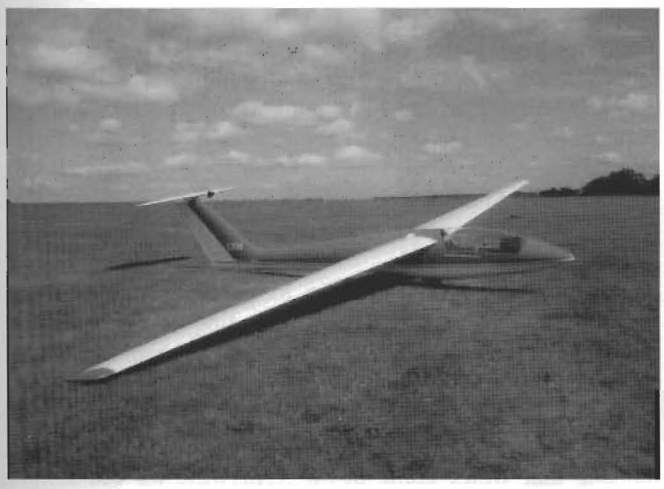
Maiden flight of restored Kranich II Regn.D-6048: 22 years later on 12-11-2000 on Achmer airfield.

Owners: Stefan Krahn, Harald Kämper.

(Harald has prepared a long list of his helpers but we regret that it is too long to include. We thank them all. Ed)



This very tidy Ka 4 Rhönlerche, covered in Irish linen, is for sale at the North Wales Club, at High Moor



The beautiful blue and white Cobra which is Colin Street's new baby

Model Forum

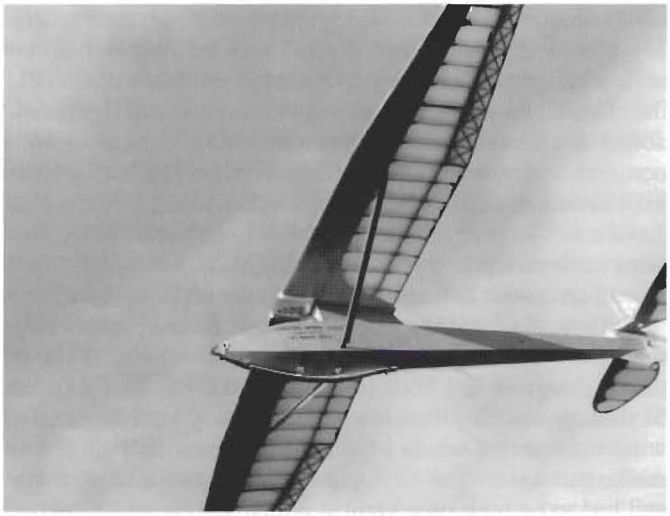
In the last issue of VGC News Vincenzo Pedrielli proposed a new idea consisting of starting an Open Forum among model builders around the world to listen to their stories, their ideas, their advice and their concerns. The person who accepted to kick off this initiative is his oldest and best friend John Watkins, who is responsible for having transmitted to Vincenzo the "Virus" of Vintage Scale Model Building.

I am an aeromodeller of some 55 years, cutting my teeth on simple rubber powered models of about 16in wing span, when I could afford them! In the early 1960's I became very interested in free flight gliders, Al, A2 and free flight scale, mostly World War I biplanes. Then in 1976, radio took hold of me and I built a 1/5th scale Minimoa. There was no looking back, the combination of both scale and gliders became my new reality. My first scratch built (own design) was the Avia 40p at 1/4 scale with the help of Mr. John Saunders of Cornwall who did the research for me. That was in 1983 and it is still flying reliably. Since then I have built numerous scale gliders, along with non-scale types, mainly thermalling devices. The scale gliders built to date are the T42 Slingsby Eagle, ASK 13, Kirby Kite 1, Crested Wren, Jaskolka, Harbinger, Olympia 419X, but since having a stroke 6 years ago I have found 1/6th scale much more manageable to build. Being a smaller scale, to make them fly realistically I had to employ free flight techniques of building lightly. The Skylark 1 proved the point at 34oz, (1kg), so then I designed and built the Grunau Baby 1. This like the Skylark, has a slabsided fuselage and fairly straight forward wing construction which I found to be a great help in getting me started again. The Olympia fuselage is, of course, round and had to be built on a vertical crutch system with plywood formers and then planked with 1/8" x 1/2" strip balsa. I use this method because it is stronger and stiffer, as opposed to covering it in ply panels. I am not against the more 'scale' approach of panelling as I call it, in some cases, such as for the Fafnir, Margarete, Wien, etc., it cannot be avoided, to accurately reproduce the scale panels and grain of the original. Also, to stiffen the wings, particularly in the region of the trailing edges, I make them of a lamination of spruce, carbon fibre tape and thin ply, using one of the modrn finishing resins as an adhesive. These 'modern' techniques come in very handy when recreating the delicate structures of some older types.

I think that gives a little run down on how I became interested in this most satisfying of hobbies. All my models are equipped with aerotow and winch tow facilities so that when any occasion arises, you try holding me back!

The club I belong to is Wolves M.A.C., although I am a member of 3 other clubs, mainly because we are not allowed aerotowing on the school playing field of Wolves and the fact that one of the clubs has a superb easterly slope! Most of Wolves members belong to the Long Mynd Soaring Asociation, together with a body of people who formed themselves into a manageable group in order to communicate with the National Trust who own the Long Mynd. This was also to ensure everyone who flies there is insured and obeys the countryside codes of practice. We have 6 recognised slopes we can fly from and I am sure everyone who has visited Long Mynd will wonder at its magnitude and beauty. To be more precise, it is approximately 7 miles long and 1700ft at the highest

point, to the southwest of Shrewsbury and close to the border of Wales, just made for soaring! The well known and one of the oldest and well respected full size gliding clubs, the Midland Gliding Club is resident towards the southern end of the main ridge with a well established hang glider club nearby. Our main slope is about 1 mile from the M.G.C. and faces west, although it does work well from SW round to NW. Occasionally, modellers take a short ride over to the full size site to either wait their turn for an air-experience flight or research their forthcoming new model! In any event, we have a gond relationship with their members, as should be. Wolves M.A.C. hold 2 national scale glider competitions each year at the Mynd, making a weekend of them, with a pub meal, 'cups of tea' and lots to talk about on the Saturday evening. They are rated as being among the most popular events in the country, with about 30 or 40 entries in each, dependent on the weather of course. The ratio is about **50/50** vintage and modem gliders, which I think you will agree, is a healthy mix.



John Watkin's 1/4 scale Crested Wren model, with below, his 1/6 scale Skylark 1, and right, his 1/4 scale Avia 40P

One club I belong to, Delta Hawks, has a lovely flat field way out in the country, about 100 yards square and like a billiard table. That is where I go aerotowing! Then there is a full size club where I get invited to do some winch towing after tea when the big ones retire.





I think one of the best ways to meet people and to exchange ideas is to visit some of the many organised events held up and down the country. If you enter then so much the better but most of these events in the UK are relatively low key anyway, with the emphasis on flying and generally enjoying yourself. Last year there were 15 such meetings so there are plenty to choose from. Lords Hill for instance, deep in the heart of Wiltshire, a closely mown field on the top of a hill, miles from anywbere. Tug pilots just wait to do their thing, with slopes on 3 sides to combine aerotowing with sloping, what more could a body want? Today there seems to be a general leaning towards aerotowing as opposed to slope soaring. Possibly this is due to our fickle weather with the wind not doing its stuff or a steady confidence building as more and more try aerotowing.

I feel that winch towing deserves a bigger slice of the action, the trouble is room as it needs a much bigger field devoid of walkers, horses, cattle, etc., whereas aerotowing is possible off a much smaller mown strip, providing it doesn't upset the locals.

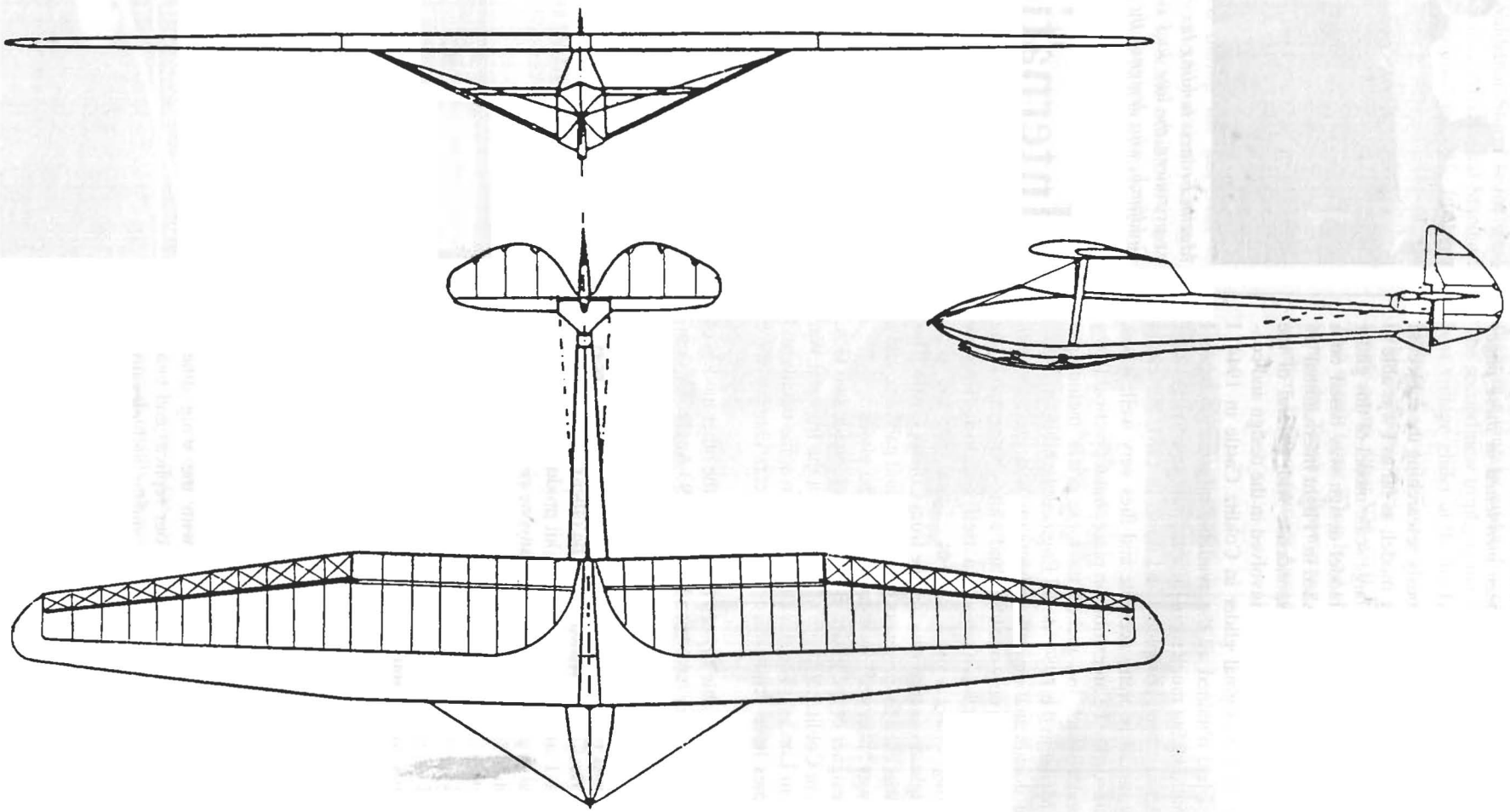
But the question remains, what is to become of model gliding in the future? One thing is for certain, while there are suppliers of building and covering materials and adhesives, built-up models will always be an attraction for people with time to build. But for others who have so little time, be it work or young families, there is the alternative of a ready market for them, the almost ready to fly type models (ARTF), and an increasing number of RTF if you can afford the price. But I feel that entering these last 2 markets as a newcomer to the hobby, has a doomed life span. One thing I always suggest to people who are interested is to start with something simple, like a free flight chuck glider for instance. That way, there is a minimum expense, they are quick to build and results can be very encouraging, ie., the maximum pleasure for the minimum outlay! How often have you been in your local model shop to hear someone ask for the biggest, brightest aeroplane in stock, plus the radio to go with it and lots of worthwhile free advice only for them to return in a month or two's time to sell it back or say it's crashed!

Another way to get started is to purchase one of these 'foamies' or EPP models that are flooding the market. Do I hear a distant shudder? Let's face it, they are here and people flying them ought to be encouraged to do so. If they show a grain of enthusiasm, it won't be long before they think "there's more to this hobby — let's build a scale model like the one that won't come down"! Anyway, we can always dream I suppose.

John G. Watkins

MANUEL CRESTED WREN

Wing span	40'-0"
Length	20'-3"
Wing Area	150sq ft
Aspect Ratio	12
Wing Section	Gott.549
Tare Weight	190lb
Flying Speed	30mph
Vintage	1931



In response to Vincenzo Pedrielli's invitation in the last issue Martin Francis has given us further details about his model of the Colditz Cock which has been mentioned in these pages before.

It was in 1979 that I began seriously researching the subject in order to build a 1/4 scale flying model; as far as I was able to ascertain at that time no other large scale model of this glider had been built. Most of my model design was based on a drawing which had been published in "Flight International" in 1968; I also had some correspondence with several of the former P.O.W.s who had been involved in the design and construction of the original glider in Colditz Castle in 1944. I thought I had obtained all the available information when I started building but much more information came to light after the model had been completed and flown in 1981. Nevertheless, my model is pretty accurate and flies very well; it was never intended to be an exhibition piece, but a practical flying scale model which has picked up some prizes including a Bronze Medal in the 1984 Model Engineer Exhibition.

Scale documentation and authenticity is a problem with such a rare subject; only one black and white photograph of the original exists (which is a miracle in itself) and, to authenticate the covering, I have a small scrap of original blue and white check gingham material which came from Colditz Castle. This material was used for prisoners' bed sheets and palliases, and a quantity was "liberated" by them to cover the glider.

The designer of the glider, Bill Goldfinch, made two G.A. drawings in Colditz and both of them are in the Imperial War Museum in London. The drawings differ in some details and other copies have proliferated over the years causing some confusion.

I have not been able to keep track of all the other models of the Cock which may have been built. In 1993 Anglia TV commissioned two models to 1/3 scale for a programme it made on Colditz. Both models were successfully flown from Colditz Castle during the filming of the programme; one model now resides in the Colditz Museum and the other remains in Jack's possession. I am aware of the Airfix kit produced in the 1970s but I would be grateful to hear from anyone else having knowledge of other flying model of this glider. The photograph was taken in 1983 at Barton Aerodrome (the original Manchester Airport) when Bill Goldfinch and Jack Best flew up in Bill's Jodel, and we flew the model for them. Jack passed away last April shortly after witnessing the flight of the Channel Four replica at RAF Odiham. Bill is now 84 but still flies his Jodel out of Old Sarum. The late Jack Best is on the left of the photograph and Bill Goldfinch, with spectacles, on the right.

My model is fitted with 4 function radio control which operates the rudder, elevator and ailerons plus a releasable tow hook for winch launching, though I prefer slope soaring. It has no apparent vices and is responsive to all controls; the allegedly small rudder combines with the wing dihedral (strangely lacking in the Channel Four replica) and enables the model to be flown using only rudder and elevator in smooth air. Not surprisingly the model can not cope too well with strong winds as it has a lot of inherent drag, thus reducing its ability to "penetrate" and make reasonable ground speed. Though the model is now flown only infrequently it is almost 20 years old and remains fully airworthy; the thrill of seeing it fly never diminishes.

(Martin has collected together all the material he needs to construct a full size Colditz Cock and he will keep us informed as it progesses. Ed)

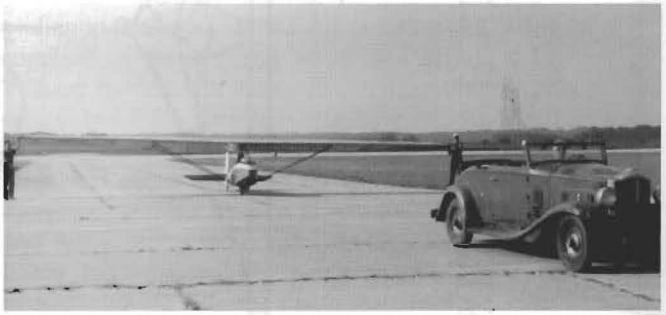


Martin Francis holding his 1/4 scale Colditz Cock with the ex-prisoners, the late Jack Best on the left and Bill Goldfinch, who designed the glider, on the right

International News

AMERICAN NEWS

Lee Cowie writes from Jonesburg, MO: "The Wabash Valley Soaring annual autumn flight week and vintage sailplane regatta suffered from more poor weather than good. Even on overcast days club training continued culminating in soloing a student below the low ceiling. On the final weekend the weather improved and Barry Van Wickevoort-Crommelin arrived with the Grunau Baby 2B that he and Jim Short had been rebuilding but had just failed to make IVSM2000 and Bob Gaines brought the Mü-13D he had finished just before the international event. Both ships had a number of excellent flights returning more to change pilots than for lack of lift. If only the entire week had been like the last two days."



They do it in style in the USA. Howard Petri's 1932 Packard model 900 Convertible towing a more modern T31. Photo Lee Cowie.



Wabash Valley Soaring President Dave Schuur flies the Cherokee II built in the early 1960s by Bud Brown from plans his wife gave him for Christmas. AAHH!! Can't see a hook on that lovely biplane though. Photo Lee Cowie.

ARGENTINIAN NEWS

From Aimar Mattano, Varese, Italy.

"You are right, the glider that Waldemar Sturm is (or was) trying to build is the Condor Andino, a coventional Standard Class glider that Reimar Horten designed in 1959. It was a modern design for those years with a modern wing profile (NACA 68618) and high Aspect Ratio. The Condor Club at Merlo initially started its construction and now, from 1975, the project belongs to W. Sturm. I am enclosing a 3 View and some "datos Technicos" for it. It is interesting to note that its calculated Polar Curve is almost identical to that of the PW-5.

The Horten Flying Wing Ho XVb (I Ae 34 m) ("m" is for monoseater) in the hands of the Club de Planeadores Cordoba that Justin (Wills) photographed during his last visit to Cordoba, is the same one that I tried to buy several years ago! (My idea was to restore it at least to static exhibition condition). They did not want to give it away as it is a part of history but, at the same time, they had no money to rebuild it. Now finally, the club has reached agreement with the Cordoba City Museum that the Museum's official funding will pay for the restoration of this, the only remaining Horten XVb. The experts said that its Casein Glue is in such a condition,that it would no longer be safe to allow the bird to fly again.

I don't know whether this was the glider that Bazet flew in Spain (during the 1952 World Gliding Championships. (there were two Ia 34m s in Spain. One was broken during the training week. The pilots said that its long nose wheel was too weak for Spanish outlandings) (*the glider turned over forwards and arrived upside down CW*). They all agree that the monoseater was more stable and more nimble than the two seater. (*the Horten 15a ie. Ia 34 a CW).*

In Argentina, I still have the only Fauvel AV 36 remaining, of several that were built there. It is resting in the hangar of the Albatross Club at Buenos Aires. Its C of A expired long ago.

Aimar Mattano,
Via S. Imperio 13, 21100 Varese, Italy

AUSTRALIAN NEWS

23rd VGA Rally at Bacchus Marsh by Tighe Patching

This report came in very late and has had to be condensed by the Ed, sorry!!

The weather may not have been ideal for flying but this did not take away from one of the most successful rallies that the VGA has ever staged. In terms of numbers, the rally was clearly the largest ever. Nineteen vintage gliders attended from Victoria and New South Wales and we were joined by a number of members of AHSA who brought along four home-built sailplanes. There are a number of people and groups who need to be thanked: Alan and Ian Patching for doing the bulk of organising, the three clubs at Bacchus Marsh for allowing us to hold our Rally at the airfield and Lorna, Ruth and Kiernan Patching for the preparation of the excellent lunches and dinners. (It truly is a Patching affair this VGA!) A huge special thanks to our heroic tuggie – Gary Crowley, who towed non stop for up to 5 hours at a time!

Final results were as follows:

1st – Duncan Robertson – Foka 5 203km
2nd – Noel Vagg & Chris Thorpe – Zephyrus 149km
3rd – John Fleming – K8B 56km.
4th – Ian Patching – L/W Kookaburra 37km
5th – Keith Nolan – Ka6 37km
6th – Caleb White – Olympia 19km
7th – Peter Raphael – Woodstock 16km

This year two new trophies were added. The first was the "Geoff Gifford Memorial Trophy awarded for the longest flight in a vintage glider. It was given to Paul Whetherspoon. The second new trophy is the "Concourse d'Elegance" for the best vintage glider at the Rally. It was won by Wally Wolf's Grunau 4.

Other winners were:-

Single seater, Pirat VH -GHL Geelong GC
Two seater, Long Wing Kookaburra VH-GRN Ian Patching
Schneider Trophy, Boomerang VH-GTR Theo van Alkemade
Feathers Encouragement Award, Caleb White



Arthur Hardinge who built the Chiltern Olympia "Yellow Witch" in Australia in the late 1940s in difficult conditions of heat etc. The "Yellow Witch" has flown a 500km triangle in the hands of its present owner, Keith Nolan and is the most famous Olympia in the world. Arthur, who now lives in Canada was photographed by Chris Wills at last year's IVSM in Elmira, NY.

BRITISH NEWS

Booker. Very hard work is being pursued by Robin Wilgoss and team, on a KITE 2 at Booker. Damp has damaged the plywood on the main wing/fuselage bulkheads and it is having to be replaced but its wings are repaired and waiting for fabric. One does not know where this plywood came from in 1947, or with what kind of glue it was stuck together with. British aircraft quality plywood is usually refered to as Finnish birch ply, but we don't know whether anything could be imported from Finland, or anywhere else, at that time due to the meagre economic situation of the country. The minimum density accepted for aircraft quality plywood was /is 28 lbs/ cu.ft. which means that it is heavier than spruce (min. acceptable density of 24 lbs /cu ft. for aircraft.) It is clear that any plywood will start to delaminate if left long enough in damp conditions.

Also arrived at Booker is the SZD-8A JASKOLKA BGA 2512. Works No.183. It received its first BGA C of A in May 1979,and it had been previously registered HB-583 in Switzerland. After the Kite 2 is finished, the Jaskolka is to be overhauled and painted as original by its owners Robin Wilgoss and Duncan Read. It is intended to fly it from the

Army Club at Upavon during summer and to maintain it at Booker during winter. *(See the article in this issue Ed)*

At Lasham, work is proceeding on the fuselage of the prototype Slingsby Sky, on Grunau Baby 2B, on a Ka-4 and on the Olympia EoN 465.

Although nothing has been finished, considerable work is proceeding in the Vintage Centre at London G.C. Dunstable. There has been continued progress in restoring the Minimoa BGA 1639. Peter Underwood is doing the work and the Minimoa is 3/4 finished. Lawrence Woodage is doing good work on his Scud 3 BGA 283. In 1935, two of these then high performance motorgliders were built. That both of them are still being flown now, without their engines, bears tribute to the excellence of their design, construction and flying qualities. Grunau Baby 2B BGA 1992,which was built by the Flugzeugbau Peterer in 1941, is again being worked on by Terry Perkins and Peter Underwood. There is some glue failure in the wings' trailing edges. It is owned by David Kahn.



This Schweizer SGS 2-12 (TG-3A) hanging in the American hangar of the Duxford Collection may have to be moved if their Liberator is relocated

FINNISH NEWS

We have heard from the Finnish Team which brought a Ka-2b toTibenham, that the famous Finnish pilot Juhanni Horma has come to a sad end. He was driving a tractor preparing a runway on the ice, when it fell through the ice and he was drowned. In the 1958, Juhanni Horma was flying a PIK 3 in the Standard Class of the Leszno (Polish) World Championships and was doing absolutely brilliantly. His glider had a Gö 549 wing profile, and its upper surfaces were perfect (Reiher style) and did not suffer from the vulgarity of air brakes. These were underneath only. We thought that the wings had no tip washout also and this, although assuring top performance from such a wing, might have led to a wing drop and groundloop, which caused fuselage damage on the last day. He finished in 4th place behind H.Huth -Ka-6CR, P. Persson -Zugvogel 4 and Adam Witek – Mucha Standard. We believe that he took part in further World Championships and that he was in the Helsinki Fire Brigade. He was a very fine chap and we are very sad that he had such a fate.

FRENCH NEWS

Gliders being restored or built by the GPPA at Angers-Marcé are: AVIA 152 No.301 The fuselage is being assembled and its fittings are being made. This primary glider was designed and built during 1941/42 and was an improved version of the AVIA 15 1932 primary and the AVIA 151. This aircraft, together with the Castel C.301, and AVIA 41P that the Museum has on display, are representatives of France's prewar and wartime gliding scene. Castel C.25S No.141 C-CRBI has the structural restoration finished. There remains only its fabric covering and painting to do. This also is part of France's wartime gliding scene, but it was mass produced after the war. Duruble RD-02 Edelweiss No.1, F-PKVF. The restoration and protection of the fuselage are finished. Hervé is working on accessories before it is rigged. The wings are being protected. This type was produced in about 1965. Fauvel AV 22 F-CCGK. Its major inspection is finished and it is airworthy. It has been placed on static exhibion in the Museum for the winter. FOKA No.177 F-AZKA. Louis Lamisse finished the painting of the fuselage by the end of last July and Pierre Plane, assisted by Gerard Bougerolle, undertook the restoration of its wings. Thanks to Jean-Pierre Lambin, the museum was visited by a Polish engineer, who assisted with the calculations for the glider.

11 aeroplanes are being worked on. 5, including a Morane 505 Storch, are on display in the Museum. Among the aeroplanes being worked on, is the absolutely extraordinary variable geometry GerinV-6E "Varivol". The first one was destroyed by accident in 1936 but it originated in 1931 !!! We can only salute its French designer Jacques Gerin and its builders.

The sailplanes: Breguet 901 F-CCCP "Jean Cayla, Breguet 904 F-CCFN, Weihe F-CRMX, "Paul Genest", AIR 102 F-CAGQ and Zugvogel F-CCPT, are airworthy but, because of insurance and GSAC Inspection costs. they may not all be reactivated during 2001. The GPPA's Boutique has for sale postcards for 5 fr. each or 15 fr. for four. There is also documentation on the first Air meetings for 150 fr. There are also the following books for sale "The Times of the Brothers Gasnier" by Maurice Fouchard. "The AVIA Gliders" by Christian Ravel and Claude Visse. The Gliders SA 103 and 104 Emouchet and their derivatives and the "Gliders of Dr Magnan"... both by Christian Ravel and also "Aeronautical Engines" by Jean-Baptiste Lauwick and there are a great number of novelties. It must be said that all the litterature is in French but the books are very well illustrated with super 3 view drawings and photographs. For the second time, the Congrés Historique de Vol a Voile was held at Angers in the Palais des Congrés, during the 18th and 19th December. It was the 13th Congrés Historique and it was organized by GPPA members. Its theme was 80 years of gliding. There were lectures supported by films about French Gliding History. One of them was by François Ragot on his last AVIA 40P and others, and on the evolution and conception of gliders. The Congrés continued on Sunday morning on the new airfield of Angers-Marcé and partipants were able to visit the new Musée de l'Air et de l'Espace Régional. Thanks to Jacques Lerat and Jean Molveau, Président of Dédale, 15 gliders were on exhibition to trace the course of Gliding History. The relationship between gliding fanatics and aeromodellers has always been strong and the Amateurs'Association of Scale Flying Models placed on view 30 of their models.

ASPAC at Pare le Monial. There is a rumour the a 1936 Castel C.30 has been found and that ASPAC is already restoring it. We know the type as Maurice Renard has brought to some of our Rallies, his own C301 which seems almost exactly the same. 24 C30s were built between 1936 and 1940. The C.301 was built between 1940 and Dec.1942 and 216 of these were built by the the S.N.C.A C. and 99 were built by

the Marches Fouga. After this, in 1941, 63 of the improved winged Castel C.31s were built. The Castel C.31 appeared after the war as the Castel 310P. Its performance is perhaps equal to that of the Slingsby Prefect.

The Castel 30S and the Castel 31P were designed to compete with the German Grunau Baby 2. As it was, on the 8th November 1942, the allies invaded North Africa. On the next day, the Germans occupied the Free Zone of France. On the 5th of December 1942, all French Gliding had to cease, after the two best years for gliding that France had ever had !!! 1942 finished after 3,179 gliding hours had been flown from 3.241 launches. This averages out at 59 minutes per flight !! Launches were from charcoal gas powered winches (Gazogenes) and by Bungee, as there was no petrol. There is evidence that after the 5th Dec. 1942, some furtive gliding took place but it was certainly forbidden to Les Sports Aeriens.

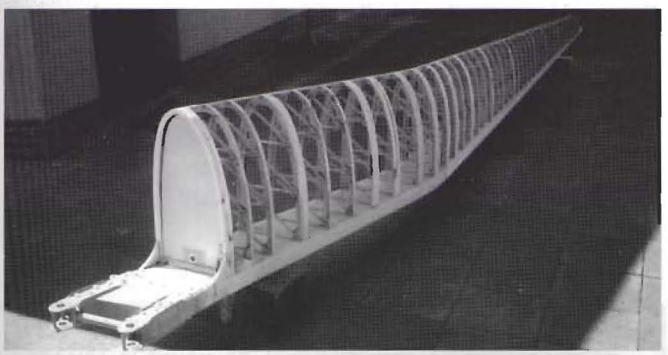
The Avia 40P of François Ragot has the date 26 Dec 1942 written in the name plate. This was after the termination date for French gliding which was 5 Dec 1942. Perhaps it was being finished for the Germans?

In 1943/44 the prototype Eider, a two seater Emouchet, was being built secretly at Vilespy, a few kms from Castelnaudary, by Jacques Aubriot and his workers. In the book on the Emouchet there is a photo of SA 103 No 03 flying over the Montagne Noir slope in 1943.

Would the French kindly confirm that Mlle Marcelle Choisnet landed at Champanbert la Bataille on 9 June 1944 after flying 139.246kms in the Avia 40P No 15? This was the French National Distance record for women. If she did this flight on that date she was very brave.

GERMAN NEWS

Jörg Ziller has told us that a new Habicht will soon be flying in Germany. Our member Clemens Zahn, with the help of his son and father, has built the Habicht D-1901 and it is now fabric covered. They are hard at work rubbing down the initial coats of paint before applying the top coats. It is hoped to fly in May and to be at our Rendezvous Meeting. *See pictures below*





A picture of the new Habicht being built by Clemens Zahn with above, a leading edge and front spar assembly



The fuselage of the new Minimoa being built by Mathias Vöst at Lansberg am Lech



Klaus Heyn flying the Musterle, which he built himself, over the Teck



Jochen Kruse was given this SG38 by the OSC at the Wasserkuppe who had built it after building the Reiher

The VGC has been striving for a long time to preserve the last German gliders of a German Gliding Movement that virtually disappeared during 1945. This has been made very difficult because of documentation which has been destroyed. We have, among other things, been trying to discover how many gliders there were and we have reached a point where our information might be of interest to our members. Indeed, we feel that what we have discovered is incredible.

Karl-Otto Fisele has sent the following information.-

The Deutsche Luftsport Verband (DLV) which ran from early 1935 until October 1937, when the NSFK was started, has somewhere put out the information that the German Gliding Movement during 1930–1931 comprised of 952 Clubs or Groups which owned ... 738 primaries, 148 intermediate sailplanes (Pruflings etc), 48 High performance sailplanes, and 21 two seaters. This Totals 955 gliders.

From 1932-1940 numbers so far as we know are:

Grunau Baby 2-2b	700	Schneider.
Hols de Teufel	8	Schleicher
Zögling	15	"
Anfänger	60	"
Falke	25	"
Zögling 35	20	"
Rhönadler	65	"
Rhönbussard	220	"
Rhönsperber	100	"
Kranich 2B-1	100 (guess)	Schweyer
Wolf	100	Schempp-Hirth
Minimoa	110	" "
Goevier	124	" "
Weihe	60	Schweyer and DFS
Rheinland	29	Schmetz
Reiher	8	DFS and Schweyer
Condor 2a	12	Schleicher
Condor 3	10	"
Hortens	14	In 7 different places
Mu 13D-1and-2	100 (guess)	Schwarzwald Flugzeugbau
Akafliegs	16	
TOTAL	1,896	

WAR TIME PRODUCTION from 1940 to 1944

SG. 38	8,745	Schneider, Pander etc
Grunau Baby 2b	4,104	Schneider, Petera, etc.
Olympia Meise	601	Schmetz
Olympia Meise	25	Schleicher J. S. Weihe
	344	Jacobs Schweyer
Mü 13D-3	73	Schwarzwald Flugzeugbau
Mü 17	23	Flugtechnischefertigungs-gemeinschaft, Prague.
Habicht	49	Wolf Hirth Nabern
Stummelhabicht	19	Flugzeugbau Schempp Hirth.
Kranich 2B-2	1,312	Mraz
Grunau Baby 2a	20	Schleicher
Grunau Baby 2B	40	Schleicher
Hortens	22	Everywhere!
TOTAL	15,377	
	955	1930-32
	1896	1932-40
	15,377	1940-44
GRAND TOTAL	**18,228**	

Survivors of 1945.

France	328
RAF Germany, BAFO	269
Poland, captured	1500 but 743 airworthy
Total	1340

There are no figures for Czechoslovakia, the Soviet Union or the USA. The Soviets had no interest in the gliders but much was destroyed in battle. A T34 tank arrived at the RSS Trebin near Berlin and its first shot hit the glider hangar. We know that the information above may not be quite correct but it is to give our readers some idea of the numbers of gliders in Germany at that time.

Therefore at least 18,228 gliders were built in Germany between 1931 and 1944. There was no policy to destroy old gliders but those surplus to requirements were derigged and stored. An old but large hangar on Fratikurt Airport had 100 old sailplanes derigged in it.

Some of them were so old as to be without National markings. all were burnt when the hangar was destroyed by air attack. Philip Wills discovered warehouses full of stored SG 38s awaiting distribution during better times. American soldiers had destroyed them all with their rifles. It is very hard to find out where so many sailplanes were as the Wehrmacht Luft only had about 3,000 of them and there are no figures for the NSFK, except that they are recorded as doing 3.5 million starts in 1944. Presumably most of these were by SG 38s from bungee launches. Therefore, it is probably true that many of this gigantic total were stored and not yet distributed. The Poles probably took 1,500 of them and made 743 airworthy. The Czechs are unable to say how many they had.

The above total is clearly incomplete as Condor 1s and 2s, Hortens, Akaflieg sailplanes etc etc are omitted. No Condor 2a or 3 survived 1945 in the West although there was certainly a Condor 3 at Jena and a Reiher at Laucha. The British forces did fly a strutted Condor 2 after 1945 and a Reiher was found but got wet. The French found the Reiher 2 at Strassbourg but burnt it. Its registration was the famous D-1 1-167. NSFK Gruppe 11 was in the middle of Germany and so, why was it at Strasbourg? Perhaps most of the best sailplanes were in the east where the weather was better.

We were astounded by a Grunau Baby 2b at Rana which had the registration D-7-7023. 7023 was its running number in NSFK Gruppe 7 which was based in Dresden. It must be a mistake to imagine that NSFK Gruppe 7 had 7,023 gliders, if not more

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HUNGARIAN NEWS

Zögling Replica certificated in Hungary

Last year as the result of several year's work the Zögling glider made it to the Transportation Museum for an exhibition commemorating the 70th Anniversary of gliding in Hungary. It was virtually ready but its wings were not yet covered.

By June 2000 the fabric was applied and the certification flights begun, at the same time that the IVSM at Elmira was being held. After 24 take offs and four hours of airtime the Zögling was certificated. It may be towed conventionally (up to a speed of 70-80 km/h), it may be towed by a powered Ultra-light and can also be bungee launched.

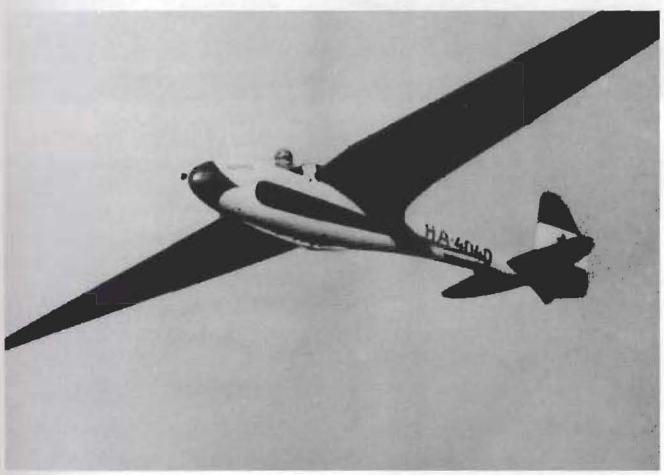
In the course of the certification flights the tail fin had to be enlarged to improve its maneuverability, a modification that was common when the Zögling flew originally. A bit of lead had to be added to the nose to correct the centre of gravity due to the use of redwood for the tail structure instead of white pine. The authorities were slow to warmup to the glider due to its slow speed and "very open" cockpit, but they grew to like it. To celebrate the 70th anniversary of our flying club our braver instructors tried it out as well. Then came the hardest part: I had to learn to fly it as well. László Révy.

Chris Wills adds: László Révy is to be congratulated on bringing his project to fruition.

László does not mention that he built it at home in Budaors, from original drawings probably to far higher standards than the earlier Zöglings. The original Zöglings were designed by Lippisch to be the basic training glider for the Rhön Rossitten Gesellschaft (RRG) on the Wasserkuppe where Fritz Stamer was then Chief Instructor, and at Rossitten in East Prussia. With the Grunau 9 etc it taught many glider pilots to fly from 1926 onwards. On at least two occasions Zöglings were flown in hill lift for over 1 hour flights. From 1938, the Zöglings were gradually phased out in Germany by the SG38 of which over 10,000 were built. In other countries they were continued to be used and in Britain, a version known as the Dagling, was the basic trainer in all gliding clubs before 1940.

BRIEFLY NOTED.

Sixteen old gliders were flown by old pilots at Gyöngyös in the month of August. In the course of a week of joyful flying, in a spirit worthy of the VGC, the pilots appreciated the Blanik, Mucha, Zugvogel, Futár, and Góbé sailplanes. C.Wills thought he saw in a photo of the event that the legendary Croatian Meteor was also present.



The captured G.No7 being flown near Budapest in 1943 by Rotter Lajos

SLOVAKIAN NEWS

Slovak History. During the 1930s, Slovakian gliding was organized in Czechoslovakia and, as did Czech gliding, became part of the Masaryk Flugverbundes (Masaryk Letecka Ligaie MLL.) and every effort was made to increase their enthusiasm for flight.

Nevertheless, the gliding statistics for the period 1920-1939 are not impressive. From 1923 until the end of 1938, only 24 A certificates, 11 B certificates and 5 C Certificates had been flown using largely Czech gliders. After the creation of the new Slovak State (in 1938), all aviation sport was reorganized along German lines with a central organization ie. The Slovakian Flying Corps (Slovensk Sbor), which did not control any particular part of the organization. One has to imagine it to have been similar to the NSFK. Flying units were controlled by the Hinka Jugend and those who were in the German Jungvolk (Junior Hitler Youth) belonged to the German Party in Slovakia. The Slovakian Flying Corps looked after the distribution of flying and technical equipment and supervision and finally the direction of the main gliding schools, such as on the Stranik (770 m. high site) and also the high performance gliding school at Bratislava, where aerotowing took place. After passing through the laid down tests, the way was open for the boys to learn power flying either in the Slovakian Flying Corps, or in the Slovak armed forces. Suitability and keeness for flying of the Slovakian youth is revealed by the following figures.

	"A"	"B"	"C"
1939	76	21	12
1940	102	83	44
1941	180	114	58
1942	350	170	80

The best performances of this time are revealed below.

	Duration	Height	Distance.
1941	9 hours	1,317 m.	20 kms.
1942	13 hours	1,800 m.	96 kms.

The best performances of that time in Slovakia were flown by Stefan Pagac, who was in the Hinka-Youth. In 1940, he flew the first National Slovakian Duration Record of 9 hours 3 minutes and in 1942, he flew the National Distance record of 96 kms. The best performances of that time were supervised by the official government employed Instructors of the Slovakian Flying Corps: Poljacek, Glesk and Plesko.

The main site of the Slovak Flying Corps of that time, was the 770 m. high mountain Stranik. The gliding school there was increased in size every year. Its direction was in the hands of its founder Joseph Kalnovic, who was also Director of the whole Slovak Flying Corps.

The Slovakian Mountain region offers wonderful possibilities for gliding and this was being systematically developed then (1942), so that gliding would become a National Sport for the Slovak Youth. In spite of the war, there had been conspicious successes for Slovak glider pilots and they could proudly look forward to the time when theywould be able to measure their skills against glider pilots from other lands. With the exception of some Czech gliders, mass production of mainly German types took place in Slovakia. Aerotowing was by Klemm and Praga Baby aeroplanes. National registrations begin with the letters OM, *(as they do now. CW)* On the rudders and fins were red bands with white circles, which took up the whole vertical height of the red bands. In the circle in black, was the double cross in vertical format, which is still the national emblem today. A photograph reveals 8 Grunau Baby 2Bs, 1 SG 38, 1 Praga Baby and 1 Klemm L 25. The SG 38 had no red band, just the double cross in black in vertical

format on its rudder. In 1944, due to the approach of the Red Army, moral became bad and there were many defections to Soviet airfields in German aeroplanes. On the 29th August 1944, began the Slovak National Uprising in Central Slovakia, against the Germans and supporting the Allies. We imagine that all gliding in Slovakia ceased then? We are surprised that gliding did not get going earlier in Slovakia,which has super weather and very good outlanding possibilities.

RUSSIA

SOVIET GLIDING HISTORY.

One of our pleasures in VGC News is to report, often for the first time, the great record flights of the 1930s and the sailplanes in which they were flown, and on the fates of their pilots.

One such pilot was Viktor L. Rastorgueff. During May 1937, he flew G.F.Groshev's No 7 sailplane on three world distance records. These were on the 5th May 1937, 539 kms. On the 12th May 1937, 602 kms, and on the 27th May 1937, 652 kms. These sensational flights in Groshev's No.7 sailplane broke the 1935 German World Distance record of 503 kms flown by the four pilots from the Wasserkuppe to Brno during the Rhön Contest. The Groshev No 7 sailplane's empty weight was 200 kgs (440 lbs, which was the same as that of a British EoN Olympia) The Olympia's span was 15 metres. The Groshev No 7's span was 16 .8 metres. This gave it a wing loading of 23.8 kgs /sq. metre. (4.879 lbs/sq.ft, Max. L/D was 1:28. Wing profile was Göttingen 549.



Victor Rastorgueff

Thus the Groshev No 7 was no "lead sled". One of these sailplanes was in Hungarian hands during the war and was destroyed in an unnecessary aerotowing accident over Budapest's airport in 1943.

But what happened to Viktor Rastorgueff? Like many other Soviet and German expert glider pilots, which included Igor Shelest and Sergej Anoxin, Viktor Rastorgueff became a military test pilot belonging to an organization called L 11. He was killed on the 16th August 1945 flying the hybrid YAK -3RD, which had a liquid-fuelled rocket booster motor.

Information was taken from the book "Under the Red Star, Luftwaffe Aircraft in the Soviet Airforce" by Carl-Fredrik Geust, who is Chairman of the Finnish Aviation Museum Society. The book is from Airlife Publishing Ltd, 101 Longden Road, Shrewsbury, Shropshire. SY3 9EB.

B & B close to Norfolk Broads.

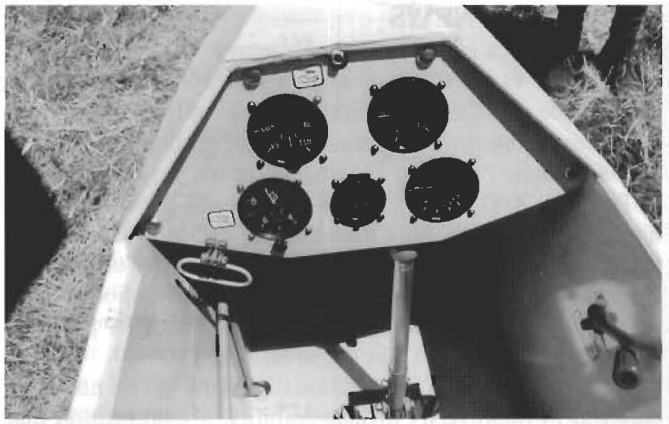
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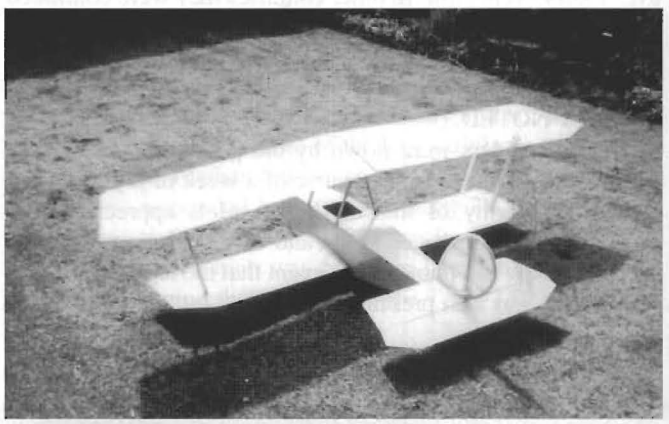
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The cockpit of Bob Gaines Mü 13-D3. Photo by Geoff Moore



Don Snodgrass in his Skylark 4



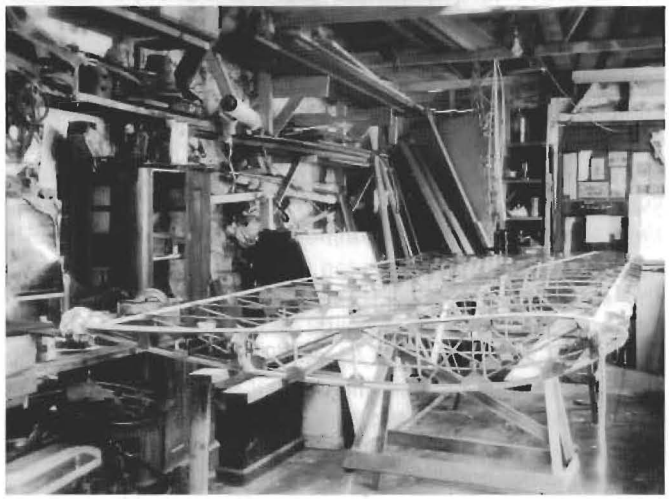
A 1/4 scale model of the Dresden Biplane glider. Photo from Jim Robson



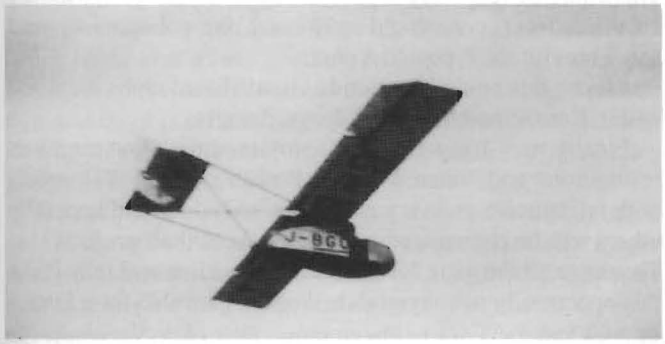
Another of John Watkin's models, this time of the Harbinger with very realistic airbrakes

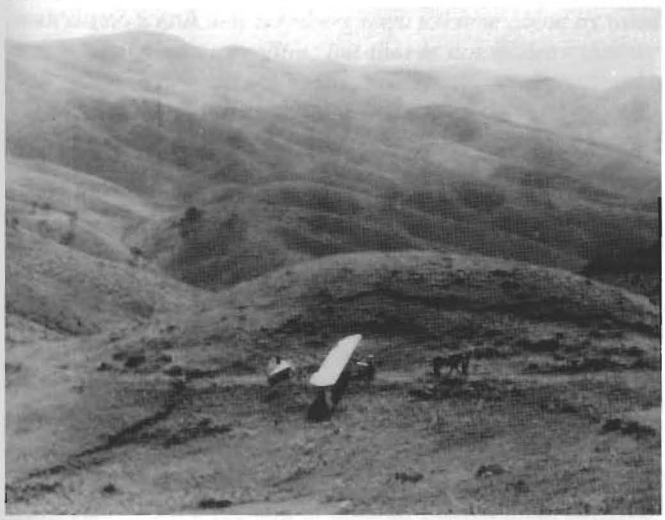


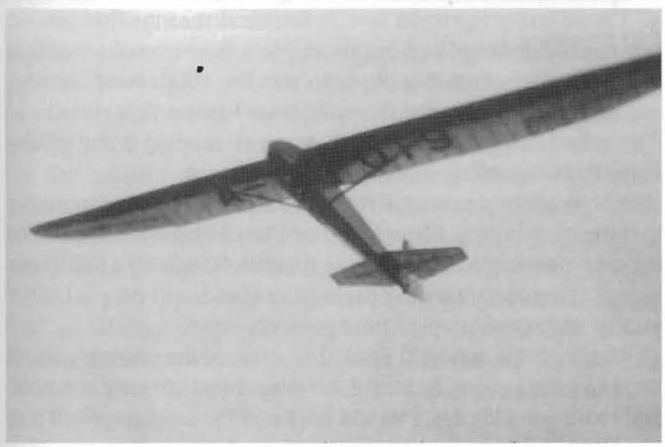




Some unidentified pictures of pre-war gliding in Japan sent by Geoff Hearn in Australia. Top, a line up of nacelled primaries, then one in flight, a retrieve by horse in very mountainous country, and bottom, is this a Grunau Baby? On the right, a more modern glider at what seems to be an air display, and bottom right from the same collection, this is believed to be the wing of the recently discovered Kirby Cadet when being built in Australia







Obituaries

Harold Holdsworth

VGC News No101 arrived yesterday with very sad news, as I examined the magazine, it is with great sadness and a sense of loss that I read of the death of Harold Holdsworth. What a great shame!

Although I never met Harold, we had corresponded on and off for about 8-10 years about the history of gliding and soaring in England. In his eulogy, Mike Maufe says that he has "about 160 A4 size" pages of correspondence from Harold. I think I can top that. When I inherited the VSA Archives in 1990, there were probably that many or more hand-written 81/2" x 11" pages of Harold's reminiscences. Since he first got in touch with me (around '92), he must have sent me at least that much, or more, plus a couple of audio tapes—never covering the same information twice! It all would add up to a small book. What a treasure that man was. What a memory!

I always enjoyed hearing from Harold but being rather shy, perhaps I was not the best of pen pals. Then, to my great shame, when I was in England in 1994, I did not take the opportunity to stop when I was passing through Yorkshire, and meet Harold. For one thing, I had gone off and forgotten all my addresses (and I did not think to ask anyone if they knew him). For another, I was in a hurry to get back to Dunstable for the VGC Rally. Then too, I really did not appreciate Harold as much then as I came to over the next 6 years—nor as much as I do today. Shame on me.

From time to time, I have used Harold's information in the Bungee Cord and I have enough information to last me (and future Bungee Cord Editors) a long time. I have even entered about 50 word processed pages of material in my computer (probably 100-150 difficult to read, hand written pages), and I have barely scratched the surface.

I will miss Harold's missives. He was a great treasure and I only hope that the English gliding movement recognised it. Although he is gone and although I never met him, Harold will live on for a long time in the VSA Archives and in the Bungee Cord.

Maybe some day I will see about publishing Harold's manuscripts. Would anyone in the VGC like to collaborate and/or contribute material? *Raul Blacksten, Editor of Bungee Cord, the Journal of the Vintage Sailplane Association of the USA.*

DOLFI JANNSEN.

Some of us met Dolfi during our 27th International VGC Rally at Aventoft and also on the Island of Sylt where he had been Chief Instructor of the Gliding School before and during the war. He took us on a lovely tour of his old site which was known as the Rote Cliffe (Red Cliffs) which we imagined might have become red in the evening sun. The gliders would be hauled up a sand dune by means of boys working a ship's capstan. Hill soaring from bungee launches was then possible along the edges of the dunes. Dolfi gave back to Jörg Ziller some wood carving tools which Jörg's father had given him before being sent to the Eastern Front. To the end Dolfi's memory was clear. On the 30th and 31st of December, Frits Ruth had visited him and shown him some video films, which he enjoyed very much. He was then in good humour and health. Two days later, he fell asleep in his parlour and did not wake up again.That we all would have such a peaceful end, should be our greatest wish. We send our deepest sympathies to his family and friends. One more link with the past has gone.

C.Wills.

Letters

From Bruce Stephenson.

I am writing to you to make a suggestion for V.G.C. news. One of the problems I have as a maybe younger member of the club is that I quite often don't have a clue about a lot of gliders mentioned in the magazine and find trying to information on some of the types almost impossible. For instance there was recently a Zugvogel pictured in a recent issue, which appears to be a lovely looking glider, however I haven't been able to find any info out the type.There was unfortunately no info whatsoever on the glider pictured in the magazine.

May I make a suggestion that the editorial team consider some sort of series of articles on different manufactures from the 30's to the end of the 60's and a brief description of performance and a photo of some of the more successful models as a way of education and promoting Vintage Gliding to the new blood within the club.

I know that this could be a big task and may be unrealistic, however I feel that the club should and needs to look forward to where and how the club will change in the future with the necessity of attracting younger members to keep this fantastic pastime alive long term.

As new younger members join over the next few years I suspect that the knowledge of some of the older stuff will diminish as we all generally remember and relate to events and things from our era.

Maybe it could be arranged that the associated representatives within the organisation in each country could in some way enlighten some of us what that country has produced? Alternatively, maybe some sort of short descriptive buyers guide where the members themselves provide a photo and some short description of the each type on the register as a way of covering the different vintage gliders still in existence? This could be relatively simple as say you have 13 Olympia's on the register, you would only need one volunteer to send some info on the type and a photo?

Maybe this could be extended to affiliated clubs members within Europe and the USA? Just a thought.....

Finally may I say I hugely enjoy reading about members restorations and found Michael Powell's recent T21 article both informative and very enjoyable, well done and hopefully others will be encouraged to write in about their projects? Thanks to all the gang for a fantastic magazine and may I take this opportunity to congratulate those responsible for a fantastic web site.

Bruce Stephenson.

Also from Bruce Stephenson;

Just a short note to say well done on the latest issue of VGC News No 101.

I often wonder why after the rally issue that the Magazine does not publish a couple of pages of photos of some of the gliders and shots of some of the people to support the excellent article on the rally.

I feel that this is one way of giving some of those of us who were unable to make it to the rally, especially those members outside the hosts country, an idea of the high standard of gliders and activities.

I think that a group of photo's of members gliders, similar to that was published on the web site is needed in the magazine to give the rally report more an air of importance it deserves.

I realise that it maybe due to financial reasons that you do not publish a couple of pages of pic's, however there was a interesting group of colour photo's in the 100th issue, so why not do it once a year for the rally issue? Just a thought...? The other thing that interested me was reading some of the comments regarding increasing membership.

As possibly a younger member, I think it was imperative that the club increased its scope as David Shrimpton wrote, to include classic gliders. I believe that the 50's & 60's – 70's era is just as important as the pre-war era, and will play a bigger part to the association as time goes on.

Don't get me wrong, I think that some of the pre-war gliders were fascinating and beautiful, however most are very rare now, and to be quite honest, I would not be in the least surprised that

some of the younger members, like myself, simply don't know that much about some of the older gliders, so attracting people interested in "classic" gliders can only be beneficial.

I know that increasing membership is a complex task as it is all about getting the word out and stimulating public interest and the best asset to get people interested has to be through the magazine, but however as always, this costs money. Maybe the Vintage glider Club could try a 12month trial?

If the club can afford a couple of dozen extra copies and post them to the bigger clubs (one issue per club) as a complementary copy for its club members to read, it maybe a worthwhile way of canvassing new members? At the end of the year if it works, maybe there may be a worthwhile increase in membership? If not, nothing ventured nothing gained.

No doubt there have been probably similar suggestions in the past, if so, please excuse my ignorance! Again just another thought...

Bruce Stephenson.

(I have replied to these two thoughtful letters listing a few of the reference books I find useful, or essential, as Editor and also pointing out to Bruce that the VGC publishes a quite extensive number of Descriptive Articles at nominal cost which could give a very good grounding in most of the major glider types. Nowadays there is the web and starting with our own site there is an amazing amount of information ready to pick up and our site now lists a great number of these sites from all over the world.

It would improve the VGC News considerably if we were able to use more colour pictures but we are restrained by the need to use our members' money wisely so unfortunately colour inside the magazine will be rare. We have in the past circulated all clubs with publicity about the Club but without much success. Our new members seem to come about by word of mouth or from our rallies, but that is not to deny that we need new members all the time to replace those who drop out for various reasons and any new suggestion will be discussed by the committee. Ed)

From: DR HAMID ABDULAZIZ KAZI
<kazi_aviation@hotmail.com>
Dear Geoff Moore

Sorry for the delay but we have been successfull to get the first five members for the Vintage glider club membership. I will be soon sending the forms and money in 10 to 15 days as we are trying to get the permission for reserve bank to collect local curency and send you pounds/euro dollars. The delay is due to India having a restricted foreign exchange export policy. I hope to get it soon or else will deduct on international credit card. We are planing to hold an International competition at Aurangabad in the month of May around 15 to 17 so that Hot summer heat can help long soaring for all the competitors. I will give you an advance intimation of at least 4 months so that we get enough participants for which we are getting good support from established gliding clubs in India for the present we have started Soaring Society of India gliding division of KAZI AVIATION & TRAVEL SERVICES PVT LTD till we get the multi state cooperative registration which in India takes around 5 to 6 months

Thanks for your help in establishing the Indian Group of Vintage Gliding. Hope you will keep supporting us like this in future also as we are new in this field. Thanks and best regards

Ghazala & Hamid Kazi

The following letter is printed in order to gauge our members' opinions about the way ahead for the VGC. As the author says the views expressed are his own and are not necessarily those of anyone else but we would like to hear the members' views on this important subject.

The VGC & the Future from Ian Dunkley

In any organisation debate is valuable which is why I, although a Committee Member, would like to take issue with some of the comments made by our Chairman in the Winter issue No 101. I would also invite members to contribute to this debate as your views, (and subscriptions), are essential to the future of the VGC.

Many UK members will have read the article I wrote in "Sailplane & Gliding" recently arguing that modern gliding was too expensive and not immediately attractive to the young, whilst vintage glider offered a cheaper alternative, both at club and private members and syndicate level. I have had many letters, emails from glider pilots agreeing with this view. Those of you, who attended the AGM during the International Rally, or the Annual Dinner, will also have heard my further view that the VGC and its members are still not doing the best possible job in promoting the VGC to other glider pilots. Gliders sit in trailers not flown and vintage gliders, apart from the rare ones, are not easy to sell, just look at the "For Sale" pages in our magazines and see how many are still on the market. You all know this, but are you doing all you can to show how attractive vintage or classic gliding can be? Look at the adverts again; you could start a club with a two seater and a solo glider for under £5000. Surely we have something to offer gliding as a whole? True many expensively restored gliders can be seen at our International Rallies, but welcome as they are, are they typical of the vintage fleet as a whole? Our Chairman suggests that vintage gliding is expensive, will not appeal to the young who want "kicks", and that the cost of restoring a glider is "prohibitive except to the wealthy." I disagree with that view, true you will not make any money out of a major restoration, but you can buy airworthy vintage gliders very cheaply, far cheaper than they are worth, and far cheaper than the owner would like to sell them for. In many ways this is all our fault, if we "sold" vintage gliding better, i.e. create a demand, prices would rise.

We both agree about the appeal of our rallies to those who attend. How many non-VGC members from your club have had a look at rallies to know what they are missing? Why not make 2001 the year when you bring some along to find out? What better way is there than showing pilots how much fun "old" gliding can be, competition pilots would certainly notice the difference, as would the "fly and go home" brigade.

The news that our membership now exceeds 800 is most welcome, but do you realise that each year we lose around 100 members, and usually gain just over 100 to replace them? This means that our membership grows by only 10 or 20 per year, hardly a healthy position when we lose over 12% of our members each year and barely replace them is it? Your help is required in achieving real growth. This membership pattern is very worrying, as we are obviously both not making ourselves attractive enough to attract new members by "selling" the benefits of flying old gliders, or providing services that retain our membership when we have got them. Can I suggest that you read again the Membership Secretary's report on page 4 of the Winter Issue, it contains some very good suggestions which

would do much to promote the flying of older gliders and encourage the young and not wealthy. Support his offer to publicise local restoration groups internationally, tell other pilots how much fun you are having, and seek out those abandoned gliders which can be remarkably cheap. A forthcoming article I have written for S & G, on restoration may, or may not, help as I have addressed both the fun and realities of the task- from bitter experience I may add. Publication dates may mean you will have seen it before you read this.

Our Objectives, printed on the inside cover of VGC News each issue, include, "the international preservation, restoration, and flying of historical and vintage gliders". Are we truly an International Organisation? I think not, true we have many overseas members and we hold an international rally, but the majority of our members are still in the UK. In many countries membership of the VGC is, as it should be, secondary to that of the country's own vintage organisation, France, the USA, Australia, for example. In other countries with no national organisation we have a particular opportunity, and obligation to help, but what do we offer? Very little really, other than an example and encouragement, and my visits to Poland and Finland have shown me that this is appreciated. It is in the UK that most of the existing benefits of membership apply, yet we lose UK members each year. Our excellent VGC News that binds us all together and is frankly the only reason that many overseas members join, yet unlike some other vintage organisations we charge overseas members more, for less benefits. Is this the best way to increase our membership overseas? What do our overseas members want? Write to VGC News or the Committee and let us all know? UK members, what services do you want, what can we do to help you recruit new members, will you write to us as well?

Here is an idea for you to consider, that the VGC should become a truly umbrella or franchise organisation with the objective of supporting all the national vintage movements, including a British VGC. How could this work? There is one very simple way. VGC News is expensive to produce, but after a base number the marginal cost of additional copies can be quite cheap. Additionally, master copies can be transmitted electronically, or printed copies supplied in bulk, even unbound. National Vintage movements could then offer VGC News as a service to their members, even binding in their local news pages if they wanted to. The Church of England can do it, why could not we? That way new national groups could be assisted, cost of membership would be reduced overseas, more members of say the US Vintage Soaring Association would become direct or indirect VGC members if the cost was low enough. It would help the "Outer Mongolian VGC", or the Indians to get going. We would become truly International, not just a British Club with overseas members who read our magazine, which is the way that many overseas members tell me they see us, and I see more of them than most.

The Internet offers great opportunities, having our member database available to members world-wide, and searchable by glider type, skill level etc. A world-wide database of vintage and classic gliders, special interest groups, all of this is possible but requires the active involvement of you all, not just the Committee. Our Web Master has offered space for National News, why not take it up? How about new glider groups, there is already, but not on our site, a "Fauvel" one I was glad to find as it has already helped my own restoration project.. The use of "links" is invaluable, we should set out to be the first port of call for international vintage gliding information. Try to find a gliding site internationally where a particular glider type can be seen, we could do it with your help. Responsibility for sections of our pages could be spread internationally, to wherever time or knowledge could be found, it is in your hands.

Chris Wills had a brilliant vision when he virtually single-handed started the VGC. Do we owe it to him to hand the VGC onto the next generation or not? Of course we do, but if we are to succeed we must take a fresh look at what we are doing and your views are essential. What was it that President Clinton said of dictators, something like, "They don't need your support, only your apathy" I think we have all become apathetic; get up and give voice to what you want, and how you could help.

Ian Dunkley

We passed Ian's letter on to David Shrimpton, the Chairman of the VGC, for his reply:

Dear Editor, It is always gratifying to receive acknowledgement of one's written word! I listen to many member's views which I subsequently attempt to focus in my Chairman's comments in the Newsletter. Therefore it will be interesting to see how this debate develops over the coming months. I'm sure the editor will welcome contributions from our members whom I hope will have diverse and constructive views.

Much of what Ian says is in total agreement with the views I expressed including the perception that vintage gliders can be expensive. We know that many of our members are self-sufficient and have skills that enable them to undertake the restoration of a vintage glider him or her self and thereby save money. For those however who do not have either the skills or facilities and who have to pay someone for this service, restoration can become very expensive. For instance, we heard of a Slingsby T21 reportedly costing £15,000 to professionally restore. Mind you, it was beautifully done. On another of Ian's points, I cannot account for why there are so few youngsters participating in vintage gliding but I do believe that in a consumer led society there are many other activities for youngsters and we have to compete for their interest. Perhaps they just find gliding too arduous or time consuming, if only I had the answer. I also said that I believe we have to strengthen our ties abroad, which is what I think Ian is saying.

Unfortunately with the Newsletter being written in English we have problems with language barriers as well as National identities, however these difficulties are largely overcome by friendships and because we have a common interest. Chris's vision, shared by many, is not bound by international barriers either which is why we have Dédale, Oldtimer Segelflug Club Wasserkuppe, Vintage Soaring Association of America, Les Faucheurs de Marguerites and many others, all of whom possess their own identity but who when brought together form one large family. Long may this last.

Finally, Ian has offered some innovative ideas for electronic distribution of the newsletter. The committee has debated this general issue quite recently concluding that the cost of producing and distributing hard copy has to be met by member's subscriptions. Administering other methods of distribution has not been considered and as long as we still maintain some level of control without too onerous an administrative burden, maybe we should consider this as an opportunity for the future.

David Shrimpton,
Chairman Executive Committee

Classified adverts

Small advertisements are free to members and are charged at the joining rate for non members (see centre pages). Send your adverts to Graham Ferrier, address below.

FOR SALE

Sailplanes Vol 1 1920 to 1945 by Martin Simons. This is an entirely new comprehensive work by sailplane historian, pilot and model flyer Martin Simons. In the first volume 120 early sailplane types from many countries are described in the text and illustrated with more than 300 authentic photographs, some in full colour. New, accurate and detailed three-view scale plans of each type, with colour shading, have been drawn digitally by the author. These are based on the most exact information available and have not been previously published in this form. 256 pages, 225 x 280 mm, casebound. Price £30 plus p&p from VGC Sales, 22 Elm Ave, Watford, Herts, WD14BE, UK.

Slingsby Type 30 Prefect Items. New spares; Nose cone in original RAF Silver £10, Fuselage/Strut fittings £5, Original Keil Kraft Prefect model kits (2) £10 each, Original RAF Operating Manual may be available to appropriate aircraft owner. Also rare and not so rare gliding books, 'Kronfeld on Gliding' £100, 'British Sailplanes 1922-1970' £45, 'I Flew with the Birds' (Harald Penrose) £35. Also 'Happy to Fly', 'Free as a Bird', 'Where no Birds Fly', 'The Powerless Ones', 'The Story of Gliding', 'Meterology for Glider Pilots', these six books are all at £15 each. All books are in excellent condition and price includes UK Postage. There are some other books, contact Nev Churcher, Jamaica Cottage, Jamaica Place, Gosport, Hampshire, PO12 1LX Tel 023 92 527202(evenings)

Ka-4 Rhönlerche, complete with covered box trailer. Completely refurbished in 1995 and not flown since last C of A. Kept in hangered storage in North Wales. £800. Morris Goodman, Tel 01623 491935.

Free Storage for glider trailers for members living outside Devon either year round or just for winter. Only cost is £20 Associate membership of the Club. Contact Brian Pearson at North Devon Airfield, Eaglescott Airfield, Burrington. Umberleigh, North Devon. EX37 9LH. Tel 01769 520404.

Slingsby SKY BGA686, Kinderscout II, in pretty original condition and a trailer that keeps it so. The allowable cockpit load is 250 lbs, sold with C of A until August 2001. Colour Red & White (similar to one on back cover of last issue) £4000 ONO Can be seen at Sutton Bank. Contact Chris 01845 527949 (evenings)

Slingsby Kirby Kite 2B BGA 663. The widely admired red one with Ralph Hooper's "barn door" airbrakes. Structure built in 1947 but completed as 2A by Slingsby in 1951, then extensively modified by the original syndicate. Sold-on in 1957 after record breaking 300Km goal flight. Bought back in 1992 for 21 months work, gaining the VGC Grand Restoration Trophy. Regularly flown at Lasham but seeks energetic new owners (or partners). Basic instruments plus audio variometer. Commodious wooden trailer needs covering. £3000 with new C of A. Contact Bill Tonkyn 020 8979 8885.

Rhönlerche 2 . Built in 1953. Basically overhauled. LBA C of A (Zulassung) for the year 2000. It will be sold to the highest offer. Dieter Ruhkamp:- Tel:- Germany:- Münster 0251 6080980. Address:- 48155 Münster, Wolbeckstrasse 90, Germany.

BACV11 This is a recently built replica of a famous type, its wings and tailplane being from a 1935 BAC Drone, the motorized version of the type. The fuselage, undercarriage etc were built by Michael Maufe from an original set of blue prints. This glider first flew in 1991. Offers above £4,000 (to include its custom built metal trailer) to Mike Maufe,Tel:-01943 608910 or Tony Maufe: Tel:- 01603 872737.

EoN Olympia 2B. DPU. New C of A, recovered with blue and white star burst on upper wing surfaces. Fully instrumented, it is in excellent condition and has a covered metal trailer. House moves have forced the sale of this much loved glider. £2,500 o.n.o. to Alex or Christine on 015536 36585.

DFS Olympia Meise BGA 449 with its home built trailer. It may now need some regluing. Offers to Pip Phillips, Boswens, Wheal Kitty, St Agnes, Cornwall TR5 ORH. Tel:- 01872 552430 or 01726 842798.

Kranich 2B-2. BGA 1142. Mraz built in 1942. With wooden closed trailer, which itself has been kept under cover. It will require another 2-300 hours work and fabric covering. It has been stored in its trailer under shelter at Henham near Bishops Stortford and has been kept dry. Offers should be made to Mike Russell,The Old School, 80 Holt Road, Field Dalling, Norfolk NR25 7LE. Tel:- 01328 830518.

Scott Viking 1. BGA 416 It has been kept airworthy and watched over by Lou Glover of:- "Gliderwork", Coventry Gliding Club, Husbands Bosworth Airfield, Nr Lutterworth, Leics LE17 6JJ. Tel: - 01858 880521.

Jaskolka which was set on fire in its trailer. The most serious damage is to the fuselage in the area of the Main Fittings. The wings are damaged at their half spans. The aircraft to be given away, with drawing plans for its repair, to anyone who can repair it. Contact:- Chris Tonks, No 12 Brushwood Avenue, Clwyd, CH 6 5TY. Tel:- 01352 762783.

The Lasham T.31 BGA 3229, is reluctantly up for sale with its aluminium trailer. It has a C of A and is in very good condition. Reason for Sale.They can't afford to keep it. Contact:-Ian Smith.. see below.

Ka-4 Rhönlerche. Free to a good home. Various parts including wings, fuselage, tailplane, rudder, struts .. ie. all the parts are there to create a complete aircraft. Offers to Ian Smith . See below.

British Glider and Sailplanes 1922-1970 by Norman Ellison. A rare book in as new condition. £40.00.+p & p. Ian Smith, "Glenvale", 20 Kingsmede, Horndean, Waterlooville, Hants, PO8 1TN. Tel:- 01705 592839.

Soaring from the past into the future! Based in the US but with a world-wide membership, the Vintage Sailplane Association (VSA) is dedicated to the preservation and flying of vintage and classic sailpianes as well as the history of the sport of soaring. Members include modelers, historians, collectors, soaring veterans, and enthusiasts from around the world. There are several vintage glider meets held each year across the US and oral histories are actively encouraged. All of this is reported in the quarterly BUNGEE CORD news/letter/magazine. Sample issues are available for US$3. VSA Membership (surface mail delivery) is US$28 for two years. For faster and more timely delivery of the BUNGEE CORD to foreign addresses, please add US$10. For foreign membership we do request that you use postal money orders in US$, please. Contact: Linn Buell, VSA Secretary, 1709 Baron Court, Daytona, Florida 32124 USA, or at linnbuell@earthlink.net

Horten Sailplanes built to your requirements. Peep Lauk and his team in Estonia are presently building the Cygnus flying wing and will build any Horten glider for which plans are available. Herr Uden recommends the Ho14 but this has never flown. Chris Wills would like to bring coherance to the operation and has the addresses of these people.

Ka4 Rhönlerche built by Schleichers in 1961,maybe the best ever with transparent fabric throughout. 200 launches since major overhaul in 1988. Jochen Kruse Tel 0049 4122 41254

K8b built in 1968 and K6Cr built in 1964 both with trailers both together. £2800. Heinz Nierholz. Telephone/Fax: 0049 770 3681

WANTED

Drawings of the Scheiber Bergfalke II/55 urgently needed as well as any spare parts for the only one flying in France. Can anyone help Jean Molveau, President of Dédale, Tel/Fax (+33) 1 30 25 43 75 or email molveau@airpress.fra

Slingsby Gull 4. I am now living in France and have no room to store this glider. I am looking for someone to look after her and hopefully to take her to the International Rallies where I would join her for the flying (and the costs). She has been flown for the last few years by Ray Whittaker of the Lasham Group. Eric Arthur, La Vielle Forge, La Plantaz, 74500 Evian, France. Tel 0033450811923. email eric.arthur@freesbee.fr

Contact address for Olga Klepikova, who flew a ROT FRONT 7 sailplane 750 kms in 1939.This



Olga Klepikova

was a World's Distance record for both single and two seaters, for men and women for 16 years. We believe that Olga is still alive and hope that Krilya Rodiny could help us contact her. Information please to: C.Wills, Wings,The Street, Ewelme, Oxon OX10 6HQ, England, Tel 01491 839245 or Helen Evans, Editor Sailplane & Gliding, 6 Salop Close, Shrivenham, Swindon, SN6 8EN, England. Tel/Fax 01793 783423.

Ka6E Starboard (Right) Wing. Mine is broken in two. Let me know condition, location and price of any such wing. There is a container leaving Schleichers in April with room for a wing if I can find one. Ian Patching email irtkpatch@melpc.org.au

Book Reviews

THE SOARING PILOTS MANUAL
By Ken Stewart, published by Airlife Publishing Ltd, IBSN 1840371536 Price £18.00

I'm new to this book review business, having only reviewed one book previously, also written by Ken Stewart, which I highly recommended. It is somewhat of a disappointment to me that a book by him should be the second one sent to me. I would have prefered something I could really get my teeth into, show I could put the literary boot in, that kind of thing. I always envied those American theatre critics who by the use of their pen, or word processor, could shut down a show, power without responsibility, that's what I could do with. So what do I get, another good book which I have to recommend to any serious pilot. Is this giving me a chance to establish a critical fearsome reputation?

So why do I recommend it? It is clear, concise, comprehensive, informative, and maybe will have saved my life. I had no idea that any idiots thought that overtaking gliders on the side away from the hill was a good idea. I now know that overtaking between the hill and the slower glider is only the practice in the UK and USA, the latter obviously being better at choosing a good rule than Presidents.

The chapter on thermal soaring and methods of centring, is straight forward, choose whichever method suits you and stick to it, but here are a couple of methods that others have made work, that I like. A number of years ago in Hungary, I flew with Chris Wills, being checked out for flying his Kranich from the back seat. After about an hour of Chris out-climbing everyone, with the string in all directions, rapid changes of bank, speed variations, all whilst going up, he said to me "You fly". To be honest, I nearly said, "I don't think I can", for I did not have the slightest idea of how he was flying, except it was up. If he had been a pupil I would have smoothed out his flying, kept the string straight etc, you instructors know what I mean, a job well done, except we may not have gone up. So yes, Ken, I will stick to the method that works for me.

Now all this leads very neatly to why I think I could write a review without reading the book, to a feature I liked very much. Each chapter is illustrated by little italicised anecdotes that expand the topics being discussed. If Ken would like two more, from pilots who learnt about getting caught in orographic cloud in hills (when the clouds turn green pull back the stick) or, in the accelerated flow over the top of a mountain (depart backwards downwind in cloud, and think what you do next), he should let me know. Of course it may be that the pilots concerned would like to make me an offer first, thus demonstrating that I have perhaps got a little bit of power?

Every chapter contains value, wave flying for example, read them before you go, read them after, either way you will learn something. I could go on, but copy date approaches. Navigation, well I taught that to power pilots for a summer, they would find that of value, if only on the basis that "they think that they have problems". I am not sure however that the advice if lost, and not in controlled airspace, to take a deep breath, find a thermal, climb, and have a good look, would calm them down much, panic seemed to be the normal response.

In conclusion, Chapter 20, Personal Improvement, now I could do with some of that, people still kick sand in my face on beaches, a comment that will mean nothing to younger readers. This chapter is in many ways the best, or most valuable in the book. Make every flight advance you, it's O.K for power pilots to do a round of coffee machines but you have better things to do, this chapter will give you the ideas. I particularly commend the item on flying from new sites, if only because I do it as often as possible, including countries where they overtake on the wrong side.

That's it, you buy it, and I will now read it properly, and advance myself. *Ian Dunkley.*

Information please

Ray Ash has had lots of correspondence with the late Harald Holdsworth over the years and in one of his last letters Harold mentioned that his notes on wooden glider repair, which might have been the basis of a book, have gone missing. Does anyone know of the whereabouts of these valuable notes?

Jim Robson was reminded of another biplane glider when he saw the sketch of the Pelzner glider of 1927 on page 31 of issue 100 and has sent the picture on page 30 of a similar biplane glider model, this time a Dresden of 1921 which had 2 sprung skids on which to balance upright on. How many more biplane gliders were there?

Mike Beach also rang to say that the man with the "hippy" hair style in front of the Hütter 17 on page 12 of issue 100 was his son Rowan who, Mike said, was at that time very interested in gliding but "came to his senses and gave up gliding and is now a successful broker in California".

Simon Pearce wonders if anyone has any photographs or drawings of the **Kendall K1 "Crabpot".** He lives at 147 Upper St John Street, Lichfield, Staffs,WS14 9EA. Tel/Fax 01543 268072 Any information will be gratefully received.

Front Cover. *The Slingsby Gull 3 replica of Peter Philpot and Keith Emslie at the Bowland Forest Club getting ready to launch at Tibenham with Peter in the cockpit. Photo Thorsten Fridlizius*

Rear Cover. *A Ka 4 Rhönlerche landing over a Canadian LK10A at IVSM2000 in Elmira, NY. Photo Chris Wills.*

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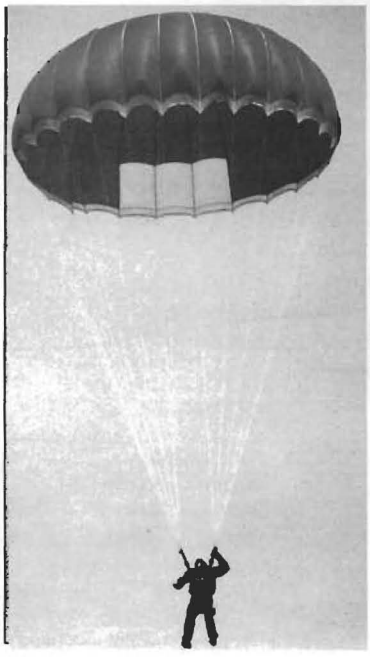
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SK94 EMERGENCY PARACHUTE

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.

Specifications

- Two Pin Release
- 24 Gore Canopy
- External Pilot Chute
- Three Point Harness
- American Zero Porosity Canopy Fabric
- 20 Year Life
- Jump Life subject to 'On Condition' Inspection by an approved packer
- Rate of Descent (ISA Conditions)
  @ 100 kgs = 4.4m/s @ 70kgs = 3.6m/s
- Parachute Horizontal Forward Speed = 4 kts



Specifications

- 360 degree steering turn rate = 12 seconds
- Minimum Safety Height with immediate opening:
  (a) with zero horizontal speed (ie Balloon) = 80 metres
  (b) with a horizontal flying speed of 70 kts = 70 metres
- Recommended maximum deployment speed = 150kts
- Pack Dimensions: Length 600mm, Width 400mm, Depth 85mm, Normal Tapering
- Weight 7.5kg Nominal
- Designed and Manufactured in Poland by Air Pol Ltd to comply with US Standard TSO 23c
- Type certified
- UK Design Registered
- Price including carrying bag **£509**

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