



VGC News

No. 110 Winter 2003



**Rally
roundup.**

**Minimoa
project progress.**

International News.

**Strange Encounters
of a Nyborg kind.**



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

Objectives of the Vintage Glider Club

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

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The Vintage Glider Club
Wings, The Street
Ewelme
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Tel: 01491 839245

Editor
Margaret Shrimpton
Fairfields, Fosse Road
Oakhill
Somerset BA3 5HU
Tel: 01749 841084
e-mail: vgcnews@aol.com

Front cover: Christoph Zahn in his *Habicht*, demonstrating perfect aerobatics.
Photo: Dr Gerd Hermjacob

Back cover: Venue of the 31st VGC International Rally, Jamijarvi 'lake district'. Jami airfield is on the left.
Photo: Dr Gerd Hermjacob.

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
e-mail: graham@servotechnique.co.uk

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Please submit material to
Margaret Shrimpton —
VGC News Editor
Tel/Fax: 01749 841084.
e-mail: vgcnews@aol.com

Wanted

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

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

Will members please note that Technical Articles have been withdrawn from sale and are being updated.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

Officers of the Vintage Glider Club

President: Chris Wills, Wings, The Street, Ewelme, Nr Wallingford, Oxon OX10 6HQ, UK

Vice President: Willie Schwarzenbach, 52 Rte de Cossonay, 1008 Prilly, Switzerland

Vice President: Hans Dijkstra, Melis Blecklaan 61 4634 VX Woensdrecht, Netherlands

Vice President: Harald Kamper, Leyerstasse 161, 49076 Osnabruck, Germany

*Vice Presidents also vote on the International Council.

International Council

Chairman: David Shrimpton, Fairfields, Fosse Road, Oakhill, Somerset BA3 5HU, UK.
Tel 01749 841084
e-mail: vgcnews@aol.com

Secretary: Nel Dijkstra, Melis Blecklaan 61, 4634 VX Woensdrecht, Netherlands.
e-mail: knvlpda@xs4all.nl

Australia

Alan Patching, 22 Eyre Street, Balwyn, Vic. 3103, Australia

Belgium

Firmin Henrard, Rue Porcheresse, B-5361 Mohiville Hamois, Belgium.
Tel/Fax Belgium 083/612194
e-mail: henrard.f@belgacon.net

France

Didier Fulchiron, 333 rue Louis Blanc, 38420 Le Versoud, France.
e-mail: didier_fulchiron@mail.schneider.fr

Hungary

Lazlo Meszaros, Erkel utca, H-1092 Budapest, Hungary.
e-mail: typosen@westel1900.net or matomex@e34.kbnet.hu

Italy

Antonio Carlo Zorzoli, via G. Marconi 118, 41026 Pavullo nel Frigano, Modena, Italy.
email: zorzac@zorzactin.it

Slovakia & Czech Republic

Joseph Oit, Panska dolina 2, Nitra, Slovakia, SK94901. e-mail: potk.josef@post.cz

USA

Jan Scott, 12582 Lutheran Church Road, Lovettsville, VA. 20180, USA.
e-mail: flycow@flycow.com

Committee

David Shrimpton - Chairman.
Tel 01749 841084.
e-mail: vgcnews@aol.com

Peter Chamberlain - Secretary. Tel 01525 378901 Fyne Drive, Linslade, Leighton Buzzard Beds LU17 7YQ
e-mail: Peter.Chamberlain3@btinternet.com

Austen Wood - Treasurer. Tel 0161 487 4522.
e-mail: buckwood@tesco.net

Graham Saw - Rally Secretary.
Tel 01628 776173.
e-mail: Graham@servotechnique.co.uk

Bryan Middleton - Rally Co-ordinator.
Tel 01582 872892. Tilly Whim, 34 Poplar Road, Kensworth, Dunstable, Beds LR6 3RS

Sales - Ray Pointer.
16 Hunters Way, Slough SL1 5UB
Sales@VintageGliderClub.co.uk

Peter Underwood - BGA Technical Representative. Tel: 01525 221495.
e-mail: peter_underwood2000@yahoo.co.uk

Jan Förster - Technical Officer. Peppeloven 27, 6225GX Maastricht, Netherlands.
Tel Netherlands (0031) 43-3634069.
e-mail: jftandemtutor@hetnet.nl

Geoff Moore - Membership Secretary.
Tel/Fax 01442 873258. Arewa, Shootersway Lane, Berkhamsted, Herts, HP4 3NP, UK.
e-mail: vgcmemsec@btopenworld.com

Co-opted members

John Dredge, Margaret Shrimpton, Laurie Woodage, Robin Wilgoss.



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Secretary's notes

The role of your Committee (and what it talks about) from our Secretary, Peter Chamberlain.

In this the Vintage Glider Club's 30th year, it is now felt that the Committee is making decisions that will affect hundreds and indeed nearly a thousand, members around the World. That is a very responsible task and one which should sometimes be explained to the membership.

Our aim is to guide the Vintage Glider Club along a path which it's members would like to travel, whilst protecting the original aims of the club and of course the funds the members put into the club.

We try to hold three or four Committee Meetings a year and each is attended on average by 9 or 10 out of the 12 Committee members. Since I became Secretary we have usually held these meetings at the headquarters of the Royal Air Force Gliding and Soaring Association at Bicester in Central England.

The meetings start with a report from each of the principal officers, with of

CLUB NEWS

Chairmans Report

Communication across the world.

As our membership spreads across the world and our meetings happen in further away countries, it becomes more important, and indeed essential for us to use modern techniques and other forms of communication to carry out our business. For vintage glider pilots, restorers and enthusiasts alike, the VGC has become an essential medium for communication across the world. Remember, the VGC is only based in UK for historical reasons. So, how do we manage to provide a network to meet this interest? How do we ensure that the VGC now meets the expectations of our membership and how can we keep media such as the web-site up to date and get the right "mix" between volunteer effort and paid services and yet keep the costs down to an affordable level. Should all income to the VGC contribute to communication? This is the subject that is exercising the minds and time of volunteers who go to make up the committee. In addition, recent discussion between International Council members has highlighted the need for a revue of it's terms of reference, who is represented and how it works. Originally formed to discuss and agree the venue (Country) of future International Rallies, it is limited to one meeting a year and the vagaries of attendance. There is also in this issue of VGC News an analysis of membership by country which 'begs the question' of proportional representation on the Council (because our constitution only allows one representative for each country). This International Council has no base yet it works, and there is no reason why with modern communications technology it cannot do it's business across continents and not just at international meetings when it meets in person. Although common sense dictates that the Council would be too cumbersome to run our everyday business for example, let's see if we can find a more international sense of purpose and achievement next year.

Wishing all our members a very Happy Christmas and a prosperous New Year

David Shrimpton, Chairman

course discussion about the various points raised. There then follows an agenda of points raised by Committee members which have been notified to me and distributed to the others, usually by e-mail, in time for everybody to have formed some sort of opinion before the meeting. This saves time during the actual meeting and prevents to some extent that feeling of "if only I'd thought to ask about that". Most of the meetings last about two and half hours.

I felt that it might be useful to show you what sort of items had been discussed in the last two meetings in order to give an idea of the breadth of subjects covered. I have left out the more mundane bits of administrial material but of course if you really wish to have this explained you can always give me a call!

One of the most important topics of conversation in the last few months has been the appointment of a Vice-President/Germany. Our German members make up over 16% of our worldwide membership and of course hold regular rallies in our name. The appointment of Harald Kamper was welcomed by all and will no doubt prove very beneficial

to the Vintage Glider Club.

In March the Editor of the Vintage Glider Club News reminded us all of the difficulty of getting useful technical articles for the magazine. Following an offer by a Guernsey member, Vince Cockett, to re-write the Technical Leaflets that had been languishing on the Sales list for some years it was decided to include them as articles in Vintage Glider Club News complete with photographs where possible.

At the beginning of the year our Chairman had a polite reminder from Jim Hammerton the technical officer at the BGA that in order for our UK gliders to be allowed not to carry the dreaded Tri-graph markings we must complete the necessary paperwork at the time of CofA. Due to the importance of this subject it was decided to issue a reminder to UK members in the next magazine. The Committee had fought a tough battle to get this dispensation and was not about to lose it!

As can be expected a great amount of time at Committee meetings is spent dealing with financial matters. The Treasurer has mentioned several times the huge cost of Bank charges and dealing

with credit cards costs us 5%. He also makes sure we are well aware of the cost of producing the magazine which is always our biggest outgoing of the year of course. Costs for the magazine keep increasing and we are always looking at cheaper production. It was suggested at the last meeting that perhaps we could print the magazine cheaper in Poland or other countries but the difficulties of editing and proof reading the magazine still outweigh these potential savings.

For the past few years the Vintage Glider Club has exhibited at the PFA Rally at Cranfield. This is Europe's largest fly-in and is a natural arena for people interested in our type of flying machine. Unfortunately this year the venue was moved to Kemble in Gloucestershire and this led to increased costs. We had never made any direct money from this exhibition but had believed it was important to 'show our face'. Even if we had shared the costs as we had done in the past few years it was decided that this year costs far outweighed the benefits and so we reluctantly decided not to exhibit.

Jan Forster our Technical Secretary circulated a draft of the proposed new European Airworthiness regulations to all Committee members before the March meeting. It was, (and still is), difficult to foresee what effect these regulations will have on gliding as a whole let alone vintage and classic gliders. After much soul-searching it was realised that the Vintage Glider Club could do little in itself to influence these things but by encouraging our members to get involved in their own countries national organisations we might just get our point of view across. Our representation on the BGA technical committee is a beginning and perhaps an example to others. We will certainly be spending a good deal of future meetings discussing EASA and its effects.

Since its major re-working by Robin Willgoss our website has proved to be beneficial in bringing people from all over the World into the club. There is always some debate as to the exact content of the site. Some say we should just have the contact details of the committee with a membership form, others want all the works with forums, photo galleries and fancy effects. We are now having to look for a new webmaster and the search for him or her will extend worldwide. The committee will no doubt have a lot of input in the type of changes made in the future.

The increasing cost of public liability insurance, we paid £1300 this year, is a

NEW MEMBERS

Welcome to the following new members

With apology due to printing error for missing names in last issue magazine No. 108

2322 Peter Miles	UK	2341 Brian Cracknell	UK
2323 Oiva Lehtinen	Finland	2342 Trevor Nash	UK
2324 Tapio Pitkanen	Finland	2343 Barry Meech	UK
2325 Olli Korhonen	Finland	2344 Frederick Hutchinson	UK
2326 Petri Pirkola	Finland	2345 Peter Thomas	UK
2327 Jukka Pikkusaari	Finland	2346 Jurgen Dreyer	Germany
2328 Jyrki Viitasaari	Finland	2347 Robert Monk	UK
2329 Juha Koho	Finland	2348 John Knight	UK
2330 Hannu Koho	Finland	2349 Barry Pearson	UK
2331 Kari Hammaren	Finland	2350 Christopher Dunne	UK
2332 Lars Laursen	Denmark	2351 Robert Davenport	UK
2333 Ove Nesdam	Denmark	2352 Edmund Mason	UK
2334 Daniel Lamerand	France	2353 Rev Phyl Fanning	UK
2335 Kjell Michelsen	Norway	2354 David Cotton	UK
2336 Walter Schmid	Switzerland	2355 Josef Fecko	Slovakia
2337 Joeg Baer	Switzerland	2356 Peter Martin	UK
2338 Taisto Saarinen	Finland	2357 Bill Bullimore	UK
2339 Graham Winch	UK	2358 Thomas Deane	Ireland ■
2340 Nigel Holmes	UK		

definite cause for concern and discussion. Although we have some great contacts in the aviation insurance world our Chairman was tasked with checking whether we had sufficient cover this year. We think we do but in this increasingly litigious society we will have to make repeated checks in the future.

The last committee meeting held at Husbands Bosworth on the day of the Annual Dinner was a perfect time to discuss the success of this years Rally season. The number of rallies was up by 30% in 2003. We talked about various points bought up at rallies this year and began making plans for 2004 – we are all looking forward to Poland of course but there are many smaller events coming along which all need our input in some way.

Lastly as it was the day of the Dinner where traditionally the Vintage Glider Club Awards are announced it was thought beneficial to discuss some new awards to hopefully start in 2004. There were several proposals but it was decided to concentrate on two for now. The first will recognise in a more formal manner the effort made by clubs to hold our International Rally each year. Perhaps with a plaque or shield, the exact choice has not been made yet but we are looking at options that will allow the club to keep the award in perpetuity. The Committee have also decided to come up with a solution to encourage the restoration of vintage and classic gliders around the World and so an award for 'Best Restoration' will be made. This will be different to the award given at the moment which is only for gliders that have attended the Interna-

tional Rally. The Rules and Regulations have yet to be formulated but we are moving on this one.

So you can see, the variety of topics discussed by the Committee is very wide and hopefully far-reaching. I will be reporting in future issues each meetings major points of discussion and look forward to some feedback from you as to our decisions.

Regards, Peter.

Membership Secretary Chatline October 2003

Another good flying season has drawn to a close here in Europe, where, as in Australia and other parts of the world, we are enjoying the delight of flying vintage and classic gliders. Keep spreading the words 'Vintage Gliding is Fun Flying'. More and more people are turning their attention to these gliders and joining the VGC for its many benefits and meeting other folks of same interests whether pilots, modellers, and supporters for these wonderful old gliders which is growing still further through our rallies, magazine and other contacts through out the world.

Once again VGC subscription time is due from 1st January 2004. You should first check on your membership expiry date which can be found on the front side of the address carrier which carries your details, on the reverse side fill in details if amended or changed and forward together with your remittance to the membership secretary. Some members

are already paid for further years ahead as shown on the membership card, so need not be concerned.

Members in other countries are able to forward their subscriptions to the local VGC secretaries for convenience by contacting him first, to know of the local payment exchange. All members please note payment by credit cards is acceptable, a charge for this service from the credit companies to the VGC is 5%, we would therefore please ask, to consider a donation for compensation to this charge made to us. Thank you.

The membership cards for 2004 can be found attached to the **Renewal Reminder** letter enclosed with this posting, which should peel off and be retained. **Kindly forward your remittance by return, the membership card then becomes immediately valid for the year ending shown on the card.** By this method of receiving your card together with the reminder letter and magazine, it saves you and the VGC money. Members who pay direct by bank transfer should check out their bank statements as to when the transfer was made. No further magazines will be forwarded after March 2004 unless renewal of subscription has been received. If any member is uncertain of his/her expiry date always contact the membership secretary. In the meanwhile I wish all our members a Happy Christmas and a Great New Year.

Geoff Moore

Treasurer's Notice.

Will all members note that from the 1st. of December next, anyone wishing to pay his/her annual subscription by credit card will be charged one pound (GBP 1) additionally. This is due to an increase in charges to us by Streamline, our credit card processor. Thus European subscriptions will now be GBP 21 (30.45Eu.) whilst the Rest of the World will be GBP22 when paid by credit card.

I am again asking all Secretaries wherever they are, to remit monies they have collected by paying direct into the VGC.Bank. Details below :

Vintage Glider Club.

Account No. 69852901

Bank Sort Code 01 - 07 - 08.

SWIFT code (Bank International Code for members from outside the UK.) is NWBKGB 2L.

**National Westminster Bank plc.,
1, London Road South,
Poynton,
Stockport SK12 1NF.**

Donations are always welcome. Bankers Orders are by far the most secure way for UK members to pay their subscriptions, we are not a large enough organisation to operate a direct debit system.

Finally thank you for your support during 2003 and I wish you the Season's Greetings with good, safe vintage flying in 2004.

Austen Wood, Hon.Treasurer.

Vintage Glider Club Member Survey

Following various discussions by the Committee it was felt that in this 30th Anniversary year it was about time we found out just what the mood of the membership is and also check if we are giving our members what they want. We think we are doing a great job, but now it's up to you to tell us the truth!

You can send us your answers to the following questions by post or by e-mail. If you would like these questions sent to you via e-mail (in Word format) I can do that simply enough as well.

Address details are at the bottom of the page.

- 1) What is the most important part of the Vintage Glider Club for you?
a) Magazine, b) Website, c) Rallies, d) Technical help, e) Insurance scheme, f) Close access to vintage gliders, g) Something else? (Explain)
- 2a) The magazine is very popular but is there any part of the magazine you wish to change?
- 2b) Which part of the magazine do you like best?
- 2c) Would you be able to contribute regularly to the magazine in your field of interest?
- 3a) The website has proved useful in recruiting new members, is this all it should be for?
- 3b) Should it just contain contact details or contain more?
- 3c) Do you think it is important we have a website?
- 4a) Do vintage glider rallies offer you what you want?
- 4b) Are there enough rallies, too many, too big?
- 4c) Should we change the International Rally to every two years.
- 4d) How many rallies did you attend in 2003?
- 5) Do you belong to a national vintage glider group or association e.g. Dedale, SSA? Yes/No/Which?

- 6) Most, but not all, of your subscription goes into producing the magazine, what should we be doing with the rest?
- 7a) Do you know what the Committee spends its time doing?
- 7b) What is the most important subject the Committee should be discussing in 2004?
- 8) The Vintage Glider Club was started in Britain but half its members are from overseas countries. Do you see us as International or British?
- 9) Do you get value for money as a Vintage Glider Club member?
- 10a) Does the Sales Department offer the goods you want? If not what would you like us to sell?
- 10b) Have you bought anything from the Sales Department since becoming a member?
- 11) If you are a modeller what aspect of being a VGC member is most important to you?
- 12) Should we concentrate on airworthy gliders only or should we spend some efforts on grounded gliders, documents, photos etc as well?
- 13) What questions have we forgotten to ask?

We need to know more about you also:

- 14) Name
- 15) Country
- 16) Age
- 17) Are you a: a) Pilot, b) Owner, c) Syndicate member, d) Modeller, e) Enthusiast, f) Photographer
- 18) What is your Profession?
- 19) What year did you join the Vintage Glider Club?

Send your answers to:

Peter Chamberlain, 32 Fyne Drive,
Leighton Buzzard, Beds. LU7 2YQ, UK
Or e-mail to:

peter.chamberlain3@btinternet.com

Where does the VGC Membership call home?

By Laurie Woodage.

Have you ever wondered where our members call home? Rather than guessing and making assumptions I decided to find out the facts. With the assistance of Geoff Moore the VGC Membership Secretary and the co-operation of the VGC Committee, I have produced a simple table showing how many members we have in each country.

CLUB NEWS

I leave it to the VGC Membership to interpret the results, and hope that you find this table informative and helpful.

Analysis of VGC Membership

From VGC Membership records -
September 2003

Country	Members	% of Total Membership
Australia	8	0.9
Austria	5	0.6
Belgium	13	1.4
Canada	4	0.4
Czech Republic	2	0.2
Denmark	18	2.0
Finland	22	2.4
France	27	3.0
Germany	151	16.7
Hungary	1	0.1
Ireland	11	1.2
Italy	10	1.1
Japan	8	0.9
Luxembourg	1	0.1
Monaco	1	0.1
Netherlands	54	6.0
New Zealand	3	0.3
Norway	4	0.4
Poland	6	0.7
Slovakia	1	0.1
South Africa	1	0.1
Spain	4	0.4
Sweden	8	0.9
Switzerland	51	5.6
UK	447	49.4
USA	44	4.9
TOTAL =	905	100

VGC Annual Dinner

26th September 2004
Husbands Bosworth.

This year the dinner was hosted by the Coventry Gliding Club at Husbands Bosworth, birthplace of the VGC to celebrate the 30 years of the Club's existence. The Dinner was well attended as usual and we were honoured with the presence of several of our overseas members including Harald and Ute Kamper, Klaus and Hermine Schickling as well as some of the original Founding Members and Officers of the Club.

Many members brought their gliders and were able to fly during the weekend. Following an excellent meal, the prizes were awarded with the usual banter and applause, the recipients were as follows:

International Rally Best Restoration Trophy 2003- L-SPATZ, Jukka Pikkusaari (Finland)

International Rally Best Achievement Trophy 2003-- Chris Raine, Kite2 (Britain)

Syd Davis Trophy for services to the Club 2003-- Nell Dijkstra (Holland)

Restoration Prizes:-

Harakka 3 ,OH-031, --Oiva Lehtinen (Finland)

PIK5c (red),-- Kymi Group, Oiva Lehtinen, Leo Enegren, Jyrki Laukkanen (Finland)

PIK5c (blue),-- OH-350, Hanno Koho, Juha Koho, Jari Kilpelainen, Kari Hammaren (Fin)

Olympia 2, --Neils Ebbe Gjorup (Denmark)

Kranich 111,-- Achmer Group (Germany)

Best Flight in a Vintage Glider 2003-- Tom Rose, Skylark4, 250 kms (Britain)

Best Height Achievement Skylark2 10,000ft-- Keith Nurcombe (Britain)

Rodi Morgan Trophy Tom Edwards, Ka8 (Britain)

David Shrimpton, Chairman

33rd International VGC Rally, 2005

This year, due to the uncertainty of how many Council Members would be attending the International Rally in Finland, voting was carried out by proxy (mail/e-mail). The contenders were Slovakia (Nitra) and Germany (Oerlinghausen/Eggersdorf). The voting closed with the result that **Germany** will host the 2005 VGC International Rally.

It is normal that the Council only selects the host country, not the host airfield. The German membership decided that **Eggersdorf** (Berlin) would be the host airfield with the Rendezvous being held at **Oerlinghausen**.

David Shrimpton, Chairman

French rally, 2006?

Members will be pleased to learn that our French colleagues have been busy in gaining support in their country to hold an International Rally in France. The committee recently received a communication, *see opposite*, from the President of the Association des Ailes Angoumoises at Charentais, AAAC, which stated their interest in holding the VGC Rally in 2006. Our International



Top: Tom Edwards receives the Rodi Morgan Trophy from VGC President Chris Wills.

Above: Chris Raine holds the cup for Best Achievement at International Rally.

Below: all sat down for the VGC annual dinner.



AAAC
Aéroclub de Brie-Champniers
16430 CHAMPINIERS
E-mail : aaac@brie.fr
http://www.brie.fr/aaac
Tel/Fax : 33 (0) 5 45 95 02 18
President
Email : fred.fou@brie.fr

President of the VGC
WILLS Chris
Wings, The Street, Ewelme
Nr Wallingford
Oxon OX10 6HQ
United Kingdom

Dear President,

I have the pleasure in the name of the "Association des Ailes Angoumoises et Charentaises" and the whole of our partners to postulate for the organization of the Vintage Glider Club International Rally on the aerodrome of Angoulême Brie Champniers in 2006.

Our shared ambition is to offer to the pilots and to the families the best of Charente to make gathering a stay with gliding and tourism unforgettable.

We will work for the possibilities to book a lodging of quality and adapted to each one, to guarantee a protection of the machines and to propose a very great tourist choice for the pleasure of all the participants.

In waiting to present our project of organization to you I remain sincerely yours

Frédéric BEN ABDALLAH
President of the AAAC

copy to David Shrimpton (Chairman) and Graham Saw (Rally Secretary)



ASSOCIATION DES AILES ANGOUMOISES ET CHARENTAISES
Siège social : Musée des associations
138 route de l'aéroport
16008 Angoulême

Council member, Didier Fulcheron informs us that he continues to have discussions with the AAAC and other interested organisations in France and will hopefully be able to brief the International Council during the Council meeting in 2004. This proposal will of course, be submitted to the Council in accordance with Club rules and constitution.

David Shrimpton, Chairman

OBITUARIES

HANS ZACHER

22/11/1912-5/8/2003

With the death of Hans Zacher, Germany has lost one of its last great pioneers of gliding development since 1927, when he started gliding.

Gliding, and everything concerning it, was a central theme in his life. He was connected with the Akaflieg Darmstadt and, before and during the war, with DFS (German Experimental Institute for Gliding), first at Darmstadt, then in Berlin, Ainring and Munich. From 1952-1958, he held an important post in the testing of new equipment during the restart of German gliding after the war. He had the gift of being able to communicate with young designers and pilots. He ran courses and gave lectures etc. and took part in summer courses testing the Akaflieg's latest sailplanes and equipment.

During the war in 1943, he flew the D.30 "Cirrus", the proven most efficient

aircraft in the world, in performance comparison trials against the Horten IVa, which was flown by Heinz Scheidhauer. Later he was in Fritz Stamer's department of DFS which was dedicated to trying out every form of towing, and flew DFS's Heinkel 111 during "carrier towing" trials. One of these was to "carrier tow" Eric Bachem's "Natter" to altitude for its manned glide trials, and the proving of its pilot ejection system.

Above all, he had a great humour and was always modest. We saw him last at the 1st International Kranich Meeting in 2002 at Langenlonsheim. He was really happy to be with us and to see the old Kranichs again.

We send our deepest sympathies to his relatives and friends. He will be missed very much.

PAUL GENEST

The death has been reported of PAUL GENEST, one of the museum's great characters. He was born in 1914 beneath the walls of the Chateau of Angers. From the beginning of gliding at Angers Avrillé in 1932, he looked after the maintenance of the gliders of the Aero Club of the West until 1956. From 1982, he volunteered to work for the GPPA. He restored the aeroplane of Rene Gasnier. In 1950, he had already restored this aeroplane, which had been damaged during the war. He worked on the Museum's WEIHE, which bears his name, and then on the AVIA 41P, the very historic sailplane type on which Eric Nessler had made his pre-war record flights and gained his Gold C, (No. 4 in the World), Paul died on the 27th April of 2003 aged 89 years.

ARTHUR GRUNDY

Arthur Grundy was a former military glider pilot and a long standing VGC member, as well as a former member of the North Wales Gliding Club and High Moor where he had a part share in a motorised T21 as well as other gliders.

He was also a popular member of the Glider Pilot Regimental Association and of Aircrew Association.

Arthur died suddenly on the 15th September and will be greatly missed by his



Above: Hans Zacher (holding paper) at the Wasserkuppe together with Erich Klöckner (left of photo), who set an absolute height record in 1940 by flying a Kranich II to 11,400 metres. On the right is Hans Jacobs the great glider designer. All were formerly members of the DFS.

family and friends. He leaves a son and two daughters to whom we extend our deepest sympathy. ■

Diary Dates for 2004/2005

New Zealand's First Vintage Rallies

Sat 7th to Sat 14th Feb 04.

"Vintage Kiwi, North" Taupo.

Sat 21st to Sat 28th Feb 04.

"Vintage Kiwi, South" Nelson Lakes,

Details from ian_dunkley@xtra.co.nz

Spring Bank Holiday, end of May 2004.

VGC National Rally,

Details in next issue and via separate mail shot in New Year.

Sat 26th June to Sun 4th July 04.

Camphill Rally, "1954 World Champs Commemoration"

Details from ian_dunkley@pgen.net

1st-8th August

32nd VGC Rendezvous. Jelenia Gora and

Jezew (Grunau), Poland

Contact: mail@vgcpoland.aleja.info

6th to 15th August,

32nd VGC International Rally, 2004.

Gliwice, Poland.

Contact: mail@vgcpoland.aleja.info.

www.vgcpoland.aleja.info.

VGC International Rally, 2004

For full information, and registration details for the International Rally, 2004, please see the inserts in this issue of the magazine.

Spatzentreffen WERSHOFEN (EDRV)

The next Spatzentreffen is being organised by Wolfgang Zeyen at his home airfield of WERSHOFEN (EDRV) in the Area of the EIFEL-County near the historic Formula-one-Race-Track "Nürburgring". (Contact: Wolfgang Zeyen, Ahrtalstr.61, D-53533 Antweiler, Phone +49 2693 495, mail: wolfgang.zeyen@t-online.de)

2005

August 6 - 14

International Vintage Sailplane Meet (IVSM), Harris Hill, Elmira NY

This should enable those who wish to attend the VGC Rally or the Oshkosh Convention to do so before coming to Elmira. Details from Jan Scott. ■

A Wooden Diamond

by Tom Edwards VGC 2074

For a few years now I have been trying to do my 300 km distance flight, but due to varying circumstances, working shifts and weekends, looking after kids etc, I was never in the right place at the right time, so I decided to go away more to do some solo flying and a bit more cross country.

A friend of mine Marc Morley, who had a Swallow suggested joining him at the Vintage Rally 2001 at Camphill seeing as I was on my days off. Off I went to Camphill with the K8 glider "JQB" on the borrowed club trailer, I arrived and was met by people wanting to help me rig, so being more than grateful, kindly accepted.

Off to the launch point where I met Ian Dunkley, who said that I had enough experience to fly that day seeing as the conditions were quite calm and the ridge wasn't working.

Following day at the briefing to my surprise my name was called out and I was told that I had won a bottle of wine for the longest flight, all of thirteen minutes. I was now officially a Vintage Gliding member having

been relieved of my membership fee, and I was made to feel very welcome by all, it seemed that everyone regardless of what they flew enjoyed flying old

and low performance gliders. The following year I attended more rallies and had even more fun, but back at my home club at Lee on Solent it was back to the five minute circuit.

One day I did manage a 113km triangle from Lee on Solent to Petersfield and Parham and back to Lee with a straight glide of 54 km from Parham to Lee under a lovely street which ran out 10 miles short of Lee, a trip of 3 hours. Some of the people I had met at the VGC rallies invited me to fly at their clubs so I went to Stratford gliding club based at Snitterfield on their task week 2002.

I completed a few tasks of 100+km during the week including a 103km triangle SNITTERFIELD - EVESHAM - DEDDINGTON - SNITTERFIELD in 2hrs 51 followed by a cup of tea and another launch and a 55km triangle SNITTERFIELD - EVESHAM - ETTINGTON - SNITTERFIELD in 1 hr

5 mins, so it was possible with the right conditions and a long day to do the 300 even in a K8

(Weds 13 Aug 2003) Back at home I was duty instructor at the club, weather was gloomy, the Thursday looked better and a group of trial lessons on the winch were booked in for the day so I thought I might go cross country, but it turned out blue, I managed one climb and back on the ground in ten minutes but later instructing did two half hour trips going local cross country which turned out to be so easy. If only I had had another launch that day, but Friday was meant to be better!

Friday came and after getting everything ready, my o/o and tug pilot and retrieve crew (all the same person Tony Wahlberg) I finally launched at 10:30 with cu popping, releasing just short of the remote start /finish point of FAREHAM at 3000ft, (to allow for the infamous sea breeze and a possible outlanding at a farm strip just North of Fareham), heading east towards Havant to avoid Southampton CTA airspace with an upper wind of 15kts I thought I might struggle,

having got to Havant and not losing much height through mainly dolphining I now headed for Butser Hill near Petersfield to get onto track to minimize the distance I had to cover.

North of the Petersfield area it had gone blue, but I carried on bumping into some good lift and aimed to reach the Lasham area within an hour, I arrived south of Lasham around 2000 ft and nearly landed out after pushing across towards Basingstoke with a low point of 800ft just west of Lasham watching the national pilots launching thinking I had blown it.

Having wasted over twenty minutes trying to scrape away, I aimed to stay high, and had drifted towards Greenham Common passing just west of Aldermaston where I managed to get up to about 4000 ft.

When approaching the LTMA abeam Reading I hit some incredible lift which was off the clock and even had to do about 70- 80 kts to stay below the 4500 limit with the GPS showing over 50 nautical miles to go to the turning point.

The next part of the flight heading towards Bicester was relatively easy, stay-

ing high up to 5000ft at times, trying to avoid Didcot which is like a thermal magnet pulling you away from your course,

I passed Bicester at 4000ft and could see a huge band of cloud towards Silverstone /Northampton which I thought may end the flight prematurely, but as I got closer it turned out to be good cumulus and took me to 5500ft and higher in a couple of places.

I could now see Northampton and flew over Silverstone and on towards Towcester, where the turning point of the motorway junction was just beginning to make itself out but I nearly went to the wrong bridge, but the GPS told me to steer left and finally spotted the junction so I made a wide berth and watched the snail trail plot around the TP and took a photo hoping that it would show the glider in sector, (It was a vintage GPS Honest).

I had planned this flight as a Belt and Braces job, logger and camera, and having done some backside testing for comfort with a seven and quarter hour flight at Camphill in ridge and wave. Getting to the TP was an achievement for me in itself and I was now feeling quite euphoric in a way, I had taken over 3 and three quarter hours to get halfway so had to push on the way home.

Heading south I came across some gliders going east/west and joined them in a good thermal which took me to nearly 6000ft so headed home at 45 - 50 kts passing back over Silverstone and onto Bicester where I spotted another pilot in his K6e also out of Lee on his way back from Watford. He eventually caught me up at Bicester and we travelled onto towards Oxford and Didcot marking thermals for each other, but eventually decided that losing over 400ft minute trying to keep up with him I would be landing out, so slowed down to my speed again.

Going towards Newbury I struggled to find much lift and passed over the M4 at 4700ft the GPS confirmed I was marginal for Popham working on four miles for a thousand feet, the sky ahead wasn't looking too good and I was drifting easterly quicker than I wanted to, I was down to 2000ft when I found some weak lift at between Kingsclere

I found some weak lift at Whitchurch which I stayed with until I was comfortable for Popham.

I headed south again and found better lift which eventually took me to 3000ft which then kicked and up to 4000 ft and finally up to 5600 ft overhead Popham with 23 miles back to Lee in a straight line if I went through Southampton airspace. (1000ft short of a final glide home allow-

I was made to feel very welcome by all, it seemed that everyone regardless of what they flew enjoyed flying old and low performance gliders.

ing for some kind of circuit bearing in mind the lack of performance of the K 8).

As I approached the area south of Popham there was a band of grey and white stratus which stretched as far as the eye could see, so now I was dubious as to whether I could get back at all, the only good thing was it meant possibly that there was no thermal activity, therefore no extra sink.

This left me another problem in that going round the airspace would put on an extra 2-3 miles onto the journey, but may give the opportunity of going to the remote finish and landing out at the private strip north of the TP which would effectively save me some height.

I have a radio license, so thought what the hell try Southampton and ask for a direct path to Lee, I thought they could only say no, which they did at first and asked me to route to New Alresford and call again when I got there as they were very busy.

I reached New Alresford with 4500 ft with 17 miles to go to Lee and 13 to the finish, which more or less guaranteed me a land out option, at which time Southampton called me asking height and position and said I could route direct but maintain no lower than 4000 ft, which I told them unable to maintain as

I was a glider, so they asked me to remain 7 miles east from the VOR/DME, it then occurred to them I wouldn't have that equipment either, so they asked me to call when approaching 4000ft, I complied with them telling them I would stay on a direct track from New Alresford to Lee.

As I approached Bishops Waltham they called again requesting my height and position and then spoke to an airliner asking it to route Beaulieu to

Stoney Cross which I didn't take a lot of notice of as it seemed normal.

For some strange reason in the area abeam Winchester to Bishops Waltham (7 miles long) I

had a tailwind component of ten knots, which I was very grateful of as it put me back above glide slope to Lee.

I reached I mile north of Wickham about 2300ft when they called me again and advised me I could change to my airfield frequency, and then they spoke to the airliner saying "thank you for your assistance", it then occurred to me that they had re routed the airliner for me to allow me to stay gliding on track. I thanked them very much for their co-operation as I responded that I was changing frequency.

(It does show that there are controllers who will do things to help glider pilots and a letter of appreciation has been sent).

it then occurred to me that they had re routed the airliner for me to allow me to stay gliding on track.

From VGC NEWS NO 109.

ON PAGE 4, top right hand Corner, is a Czech Grunau Baby three view drawing with no description. Concerning the wing with parallel chord until the outer extremity of the dive brake area, with a magnifying glass readers might just be able to discern the letters NDR vertically by the Leading Edge. This means in Slavic languages "German Democratic Republic" i.e. DDR or East Germany. This represents the cheaper-build-wing which is found on the last batch of Grunau Baby 2bs, which were built in East Germany. Their fuselages, tailplanes, elevators, fins and rudders are the same as they were before. Some of these aircraft still exist and at least one may be airworthy.

ON PAGE 20, middle lower column, in the feature concerning the K-1, there is the sentence, "The Elliotts of Newbury repair team, led by the unforgettable Phil Sampson, managed to repair the filleted fuselage and to replace the control

"mixer box" with a conventional torque tube to drive the ailerons, elevator etc". It was an outstanding effort ".... It was not mentioned that this only took them one week !!!! It is very sad to think that none of these men are still alive now.

ON PAGE 20 in the right hand column, there is the sentence, "Hugh had installed a strake on the underside of the fuselage along its centre line, between the landing wheel and its tailskid." It did not have a tailskid. The K-1 had a tail wheel. This can be seen in the photograph on the preceding pages 18 and 19.

CONCERNING THE FEATURE ARTICLE BY PETER ROSS ON THE RHOENSPERBER BGA 260 ON PAGE 29, PHIL COOPER was indeed the third of the Sperber's owners together with Kit Nicholson and Jack Dewsbury. Regarding the DOUGLAS FIR "rather than spruce", used for the Main Wing Spar. One wonders whether it was known at that time that Spruce was only used in British gliders and Pine was generally used in German gliders. Certainly POLISH OR BALTIC PINE FOR

I now had about 6 miles to go to Lee and 2 to the finish with a crosswind from the east with the gps showing a headwind component of 2-3 knots so now knew I had done it apart from taking a photo and landing either at Lee or in the private strip assuming that my logger barograph had worked ok. I reached the finish point at 2000 ft and turned right to take my photo and immediately turned back heading towards Fareham town.

Once I was safely in gliding range of the airfield I then put on 70-80 kts and burnt off what now seemed to be loads of height and pulled up over the hangar watched by the two other pilots (Nigel Gilkes the K6e pilot and Martin Heneghan who had flown from Lee to Northampton South in his sport Vega) to land outside the hangar to be asked whether I had got round and to be congratulated.

One thing it does prove is that you can go cross country and do long glides in a K8, my final glide was over 23 miles and knowing the performance of your glider is vitally important not only in terms of glide ratio but also when landing in small fields with correct speed control which was never far from my thoughts on the way home.

Apart from one aching muscle in my backside, the six hours forty minutes sat in JQB, the time passed by quite quickly and before anyone asks No I'm not doing my Diamond distance in a K8. ■

GLIDERS probably would have been unobtainable in Britain from 1939 on. It seems incredible that the wood of the other wing's spar came up to the specifications of Douglas fir. One can only imagine that Douglas Fir and Baltic or Polish Pine had the same specifications?

ON PAGE 37, the photographs of Bob Storck holding up the wing tip of the Horten IV at the Paul Garber Facility of the Smithsonian Institution in 1983. We think that this should read the wing tip of the Horten VI, as the Horten IV as far as we know, was never there. However both the types' wing tips were rather the same except those for the Horten VI were very much longer.

ON PAGE 25 concerning the Kite 2's visit to France, we think that the Arsenal sailplane mentioned in the second line down should read Arsenal 4-111. The two prototypes of this super sailplane designed by Jarlaud are believed to still exist airworthy, or almost airworthy. ■

Strange Encounters of a Nyborg kind

or

How I did not get the Nyborg in my log book!

As remembered by Peter Ross

It must have been in 1948, because I, Mike Costin and Ian Mitchell Smith (all apprentices at de Havillands), and Mike's brother Frank had rebuilt the Scud I which had been turned into a small aeroplane by two brothers in Derbyshire who were bakers. Only the onset of war had prevented them from killing themselves - but that is another story.

I had acquired a lot of pre-war copies of Sailplane and Glider, and we read with interest about the testing of a strange glider called the Nyborg by the Cambridge Gliding Club just before the war. "I wonder where it is now", said Frank, "it would be rather fun to get that one in our logbook!" Frank had done a lot of work on old gliders as a member of the Portsmouth Gliding Club, and had an impressive list of "types flown".

We soon found that Mr Nyborg was still alive and living in Worcester, and an invitation for Frank and me to visit him one weekend was soon forthcoming. Soon after we arrived at his impressive house in Worcester we were on our way with the trailer to a large field on the outskirts of the town. First impressions of Mr Nyborg were of an extremely active man for his age of 77, very tall and with a shock of white hair. It was soon clear that his mission in life before he died was that his theory of flight should be recognised as the correct one, and the version which the rest of us had been using since 1903 proved totally wrong. His theory suggested that aspect ratio of was of far greater importance in achieving a good gliding angle than was the case when using conventional theory. He explained that he had been flying it himself up to the age of 75, but now felt he was too old.

When removed from the trailer it was

revealed as a paradox. The wings were beautifully made with a root chord of approximately 18 inches tapering to six inches at the tip and constructed with a spar four inches square made (it appeared) from solid oak. The fuselage, by contrast, had all the aerodynamics of a brick shit house, and closely resembled a pre-war motorcycle sidecar, with a very low aspect ratio tailplane, elevator, fin and rudder.

Rigging it was a simple process of feeding the projecting inner end of the spar into a box in the fuselage and pushing the wing inwards until it engaged fully. To assist this process a large mallet was used on the wing-tip and this had produced the same splayed-out effect as one sees on carpenter's chisels - not very good for the aerodynamics I would have thought! Mr Nyborg had an ancient Studebaker car, resembling those used in Chicago gangster movies, and to this he attached length of steel cable and another length of thick bungee. Frank was

strapped into the cockpit, doing up the shoulder straps very tight, as the first thing you would hit in a crash would be your head on the main spar box which was directly above the control column. Control was by conventional stick and rudder pedals, and the stick force on the elevator was acceptable, but the aileron stick force was enormous and the reason will be explained later in the story.

As there were only three of us present, I was not sure how we could manage as there would need to be one on the wing-tip, and, as I thought, one holding back the tail. Mr Nyborg dismissed this by

saying that the glider was so heavy that somebody holding back was totally unnecessary. He then got into the car and with a wave to ensure that everybody was ready, proceeded to drive at high speed up the field. With any normal glider, the force would have ripped the nose completely off the rest of the fuselage, but the Nyborg was not built like a brick shit house for nothing, and, when the bungee had reached a point at which it surely should have broken, the glider lurched forwards and disappeared like a stone from a catapult, which is of course exactly what it was!

Frank managed to keep the wings level and the height at about 10 feet across the field, and as the speed dropped away he lowered it gently to the ground, whereupon it immediately ground looped and proceeded sideways with the leading wing juddering in and out of the mole hills and cowpats. When I reached him he was looking rather shaken and said that he thought all his teeth were loose! When Mr Nyborg arrived Frank apologised for making such a terrible landing, but explained that there seemed to be very little aileron control below about 50 mph.

"That was not a bad landing," said Mr Nyborg, "that was a GOOD landing, the last bad landing that was made in this machine the wing stuck four feet into the ground! The wing is very strong - look," and he walked up the wing and jumped up and down on it. Faced with this confirmation of his fears about the controllability, and the feeling that slingshots across fields was not proving very much;

Frank suggested that we call it a day, and could discuss how best testing might continue over a cup of tea. Frank was adamant that it was NOT the sort of thing to be

flown by someone like me, a teenage glider pilot with only 30 hours in his log book. All this time Mr Nyborg had been pacing the field and making calculations with his slide-rule. "This proved my Tayoree is correct", he said with great satisfaction. In his guttural Danish accent the word "theory" always came across as "Tayoree". I later asked him if he would write down what his theory said was the calculation needed to obtain lift. He did so, and I pointed out that it included lots of dimensional factors which should not be necessary, but he dismissed this as an irrelevance. "With YOUR Tayoree the Bumblebee

The fuselage, by contrast, had all the aerodynamics of a brick s**t house, and closely resembled a pre-war motorcycle sidecar

cannot fly, and with MY Tayoree it can fly, so whose Tayoree is correct?"

Back in Worcester we were invited to take part in a game of croquet. I was quite good at croquet, having been one of the school champions, and was soon hitting Mr Nyborg's ball across his lawn and into the flowerbeds. This, apparently, was not according to the rules as played at Mr Nyborg's house, and I received a severe penalty for this. As the game proceeded it became clear that Mr Nyborg was going to win, and that there was no point in making any protest about the strange rules that appeared whenever he was in an unfavourable position.

After dinner he appeared with pieces of paper, a pair of scissors and some plasticine and made a series of small paper aeroplanes which he flew across the sitting room. Taking one he cut off part of the right-hand wing and said to me: "According to your Tayoree, what will happen now?" I replied that as the left-hand wing had a bigger area it would generate more lift and the little aeroplane would make a turn to the right. "You are wrong," he replied, and launched the glider down the room. It turned gracefully to the right just as I had predicted. "Wait", he said, and picking the little glider from the floor he twisted the wings so as give the right hand wing a much greater angle of attack and the other one a lesser angle. Again the glider was launched and this time the turn to the right was not so pronounced. On his

third attempt the glider flew straight down the sitting room, but I could not help noticing a small piece of plasticine attached to the left-hand wing!

It would be easy to dismiss Mr Nyborg as a crank, but after he had showed us his snapshot album we realised that he had been one of the pioneers of the early days of flying. He must have been born in about an 1871, and by 1908 had started to build his own gliders, being prevented from putting an engine in them due to his insistence that conventional aerodynamic theory was wrong. He then came to Britain, and achieved a

distinguished career as a designer of mining machinery.

Frank told him the that there was little point in continuing testing by launching across the field by bungee, and that the only way we would learn anything of value would be by aero tow, and careful calibration of the airspeed indicator and altimeter. He thought that his friend Ron Clear, at that time chief test pilot of Airspeed at Christchurch, would help him with these tests, and it was agreed that Frank would return with a more suitable car and take the Nyborg to Christchurch with him so that tests could start.

The next morning we visited the man who had built the Nyborg, and we saw the wings of the next model under construction. It looked as though the same fuselage, or much the same fuselage, had been used on most of his

gliders, the only change being to the

wings. These were built by a professional pattern maker, and his workmanship was superb. With the fabric over the rear part of the wing removed, it was obvious why the load on the control column for aileron control was so heavy. The ailerons ran from root to tip, and the aileron itself had little torsional stiffness. This allowed the tip of the aileron to be deflected fully, and all intermediate positions proportionately less, until at the wing root there was no movement at all. This was achieved by a series of bell crank levers with different leverages which were linked to the aileron by piano wire "rods", all the bell cranks running on plain bearings with enormous friction.

I asked Mr Nyborg why he had used such an un-aerodynamic fuselage, with such a short moment arm from the elevator and rudder. Surely, if he was interested in reducing drag, these and the fuselage should be designed

as carefully as the wings had been done? "No, you do not understand my Tayoree", he replied, "the fuselage is of no importance" Then I said that controllability was important, but he said that when he had been flying it himself he had found no difficulty, so the subject was closed.

Frank took the Nyborg to Christchurch and showed it to his friend Ron who agreed to help in the trials, but the Airspeed Company told Ron Clear that he could only fly the Nyborg if he was fully insured, as he was a valuable member of the staff and they could not risk having him away from work for any length of time. But when Mr Nyborg was approached, he refused point blank to pay for insurance cover, and so that was the end of the story.

I understand the Nyborg last flew in the 1950's, and it would be interesting to know who flew it and how they got on! Did it have the new wings, and did anyone persuade him to have a better fuselage. ■

Not an 'April fool,' but the Nyborg. Photograph found by Lou Glover in his collection.



Minimoa progress





Our member, Mathias Vöst, has sent VGC News the latest pictures from the fuselage and the wings of his Minimoa project. So to save you imagining what the finished project will look like, here is another photo of the Minimoa, owned by Mr Honda, on a demo flight on March 1st at Menuma Gliderport, Saltama, Japan. Photo: Yasuhiro Yama.



Past restorations

Dear Margaret, it was during our Southdown G.C. Summer Camp at Friston on the cliffs near Beachy Head at the end of July 1949 that a vintage Austin 7 towing a trailer containing a small glider appeared. Although we were familiar with the early Scud configuration – there had been a syndicate Scud 2 on site until the previous year, when it had been damaged and acquired and repaired by Vic Ginn – the size, or lack of it, of what was on the trailer was awesome. However we helped Peter Ross assemble his Scud 1 and he had several winch launches, not quite managing to soar the cliffs. When we suggested he might do better if he flew a little slower, he said he didn't dare in case it went into an irrecoverable spin. We did wonder who had been the unfortunate person to have demonstrated this Scud 1 feature! At the time, the Southdown hot single seaters were two Tutors, obtained to replace our beautiful GB2 that had been reduced to a large number of small bits when cartwheeled over a fence by a certain Mr V Ginn. The bits were lodged in the hangar roof.

This is not quite the end of the link. In April 1954, when I was doing my two-year stint for Queen & Country, I had the chance of flying with the RN Club at Gosport. In the workshop I found Pop Pinniger surrounded by the pieces of the Southdown GB2. He must have decided to devote his retirement to re-building lost causes, and had probably acquired the Rhoensperber at about the same time. I had often wondered since what happened to the GB2, and had not heard that Pop had died not long after. The bits will almost certainly have been swept into a heap and "disposed of". I enclose a photo of Peter Ross in his Scud 1 getting ready to launch at Friston in July 1949. Was this the last time it flew?

Yours sincerely, Chris Hughes

Bocians grounded?

Below is a copy of an e-mail I have sent out to Stan Kochanowski (factory) and the BGA regarding the grounding of the Bocians. It seems that 4000 hrs is the current life, which I am trying to get raised. Are you able to put me in touch with any other Bocian owners?

Marc Morley IEng AMRAes,
28c Cargate Avenue, Aldershot, Hants,
GU11 3EW

REF: SZD-9bis 1e BGA 1437

I will start by stating my current position and wishes.

The wish is to keep the Bocian flying.

Peter Ross in his Scud 1 getting ready to launch at Friston in July 1949.



This is not driven from any financial constraints or the wish to fly as cheap as possible (I also own an ASW27 which costs me more than I would wish). I have been an active member of the vintage glider club for over 14 years and believe that we should fly all the old gliders as long as it safe to do so.

My Background

I started Gliding at the age of ten and helped with maintenance from around the age of 12, I was an Apprentice Airframe Engine fitter, Rotary wing starting in 1980 at RNAY Fleetlands and went on in 1990 to join British Airways, first as a fitter and then in 1992 as an CAA licensed Aircraft Engineer.

From 1982 I have been BGA Senior Inspector.

Assumption

Until you or the BGA can clarify the exact constraints regarding the re-life issues, I will assume that it revolves around the fuselage main spar steel fabrication, and associated wing spar web fittings. I would like to propose that we should paint strip these fittings and carry out a visual inspection followed by a Dye Penetrant check.

On completion of these checks, if no defects found then the stripped areas to be reprotected and the glider returned to service until the next repeat of this inspection. Any defect to be reported back to Poland via the normal BGA channels and an agreed repair scheme formalised. Perhaps a suitable time scale to re-inspect would be around 500 hours as this would allow reasonable utilisation whilst still offering a good level of confidence that the steel work is in good order.

Details for Bocian 1E BGA 1437

Works/constructor number p-431

Year of construction 1967

Constructor Zaklad Sprzetu Lotnictwa

Sportowego, Jezow

Hours 7014 hrs 58 mins

Launches 27451

Further Information

I believe that the MG 19 have had similar concerns raised against them, but in their case continued airworthiness has been proven by inspection. Similar to my proposal above.

It would be very help full if we could get some initial feed back as soon as possible, as the winter will soon come and go, it would be nice to resolve this problem so perhaps we could be flying again in the spring.

*Regards, Marc Morley,
BGA Inspector IA150*

BAC VII sold

Dear Editor, congratulations on another excellent issue of VGC News, which I am still in the process of reading.

I am very honoured to see my three watercolours reproduced in miniature – I think they look better this size!

BAC VII – You may have heard that I have at last sold this after advertising it for about six years.

In spite of reducing the price, there was no interest whatever shown by VGC members – I wonder why? – maybe it is the rigging time or the difficulty in getting in and out of the rear cockpit.

I was sorry to see it go after spending about five years working on this unique replica of a 1931 two seater, constructed from some 1935 BAC drone wings with the fuselage built at home.

Although brakeless and flapless it is pleasant to fly and has a performance comparable with a Slingsby Prefect. (see Jochen Ewalds test flight report in VGC News No. 97). Sadly, I understand from the new owner it may re-appear one day as a motorglider.

With best wishes, Mike Maufe

The Crabpot V-tail.

V-tails have long been misunderstood and misused, despite an excellent study published by NACA in the 1940s that clarified their effects.

It is not difficult to work out that surfaces inclined at a 45 degree dihedral have



only as much effect as a horizontal or vertical surface of half the area with respect to the stabilising forces. In other words, the total tail surface area must be about the same for a V-tail as for a conventional tail. While the "fin" will typically have a higher aspect ratio than is normal, much of the advantage in fin lift slope is lost by the cross-flow interference of each tail root on the other, rendering the lowest parts less effective in sideslip.

A simple visual test is to envisage the appearance with the V-tail parts separated and rotated by 45 degrees so that one part represents the conventional fin and the other part the conventional tailplane. Would any reader want to fly the Crabpot with such an obviously too-small tail assembly? Yet Kendall chopped off part of the tail before flying commenced because "it was too big". Look at the Standard Austria for a similar example and the SHK for the solution. Regarding stalling tendencies, for any given pitch or directional local flow direction at the tail a V-tail experiences only 71% of the angle of attack changes of a conventional tail. It can therefore tolerate far larger excursions than normal tails before stalling. The fully aerobatic Salto shows that V-tails can work very well in extreme circumstances.

My own experience of V-tails includes the delightful Fauvette and the BG135 with which I was involved. Both had impeccable manners and gave no hint of anything unusual. (I do admit that an increase in span of the latter to 15 metres

without altering the tail size did raise references to memories scarred by the Crabpot spin, despite which a C of A was given.)

While a student at Cranfield in 1956 to 1958, I am almost certain that the Crabpot was supposed to be stored in a building at Twinwood Farm, where we occasionally flew the Cranfield gliders. We were not invited to see it and it seemed all very hush-hush. Now I understand why.

John Gibson. jcgibson@argonet.co.uk

Wonderlust?

Dear Editor, in the article on the Kendall K-1 reference is made to the Broburn Wonderlust. I believe the actual name of this glider was Wanderlust. am I correct?

Terry Beasley.

A few words from Poland....

Dear David,

There seems to be very great interest from our members to attend the International Rally in Poland next year and here are the answers to some of the more commonly asked questions.

Some members may have experienced problems entering and leaving Poland in the past with the frontier Police. It may help if our members could learn, or photocopy the following, it might ease the language problems:

MIEDZYNARODY ZLOT
HISTORYCZNYCH SZYBOWCOW
W GLIWICACH,

Mike Maufe has sold his BAC VII, it may be turned into a motor glider!

which in Polish means; "International Vintage Glider Rally in Gliwice"

On entering or leaving the country, frontier police may ask for Green Card Insurance and will want proof that your glider is the same that you have papers for i.e. the same BGA number. Green Card insurance applies to all foreign vehicles travelling in Poland. I had to have one for my travels last September. This can be obtained at border crossings without any difficulty at about £12 for a passenger car. I do not know about trailers (*we will ask Jan to find out - Ed*). It is possible to arrange one in GB. However, to relay the complete story of my efforts to get one as part of my insurance with RAC would take me the rest of this evening. With the hind sight I would not bother and would go straight to the border crossing. One thing which must be borne in mind is, whatever people's experiences in the past, and again I could tell some harrowing stories of a 9 hour wait with two very small children at the East German/Polish border for no apparent reason, the system has changed out of recognition although custom and border functionaries seem to have common habits across continents. From Rotterdam or Calais, dependent on the route individuals prefer to take, it is all motorway and dual carriageway driving with consequent and legendary German speeds. The road becomes a bit problematic about 7km from Gliwice where a lot of construction is taking place. By August 2004 most of this should be completed. A road plan from the German border, and especially of the environs of Gliwice would help. I do not have details about the airspace but will try to clarify this with Zbigniew and or Aeroclub of Poland. If there are there any specific problems please do not hesitate to ask any questions of whatever nature relating to environments, travel, customs, unusual Polish habits which I shall try to answer or clarify as I know there are a lot of misconceptions, some for good reasons, but in many cases no longer valid.

Best regards, Jan Szladowski

Crabpot V-tail, see John Gibson's letter. Reproduced by kind permission of the RAF Museum, Hendon, from a glass plate negative of Charles Brown.



Dear David,

I am sending you the Registration Form and proposed price list which, if acceptable will be printed for distribution with the Newsletter. In reply to your queries, the sanitary conditions will be much better than in Finland, we have in our building 8 toilets and 6 showers, they

will be serve for ladies. For men we will rent 2 containers with 22 showers, 1 or 2 containers with 11 or 22 toilets and 1 container with 11 washbasins. All with warm water (except WC). On the camping will be installed about 80 electric sockets, we are planning the camping for about 400 persons. The trailers will be park directly on south side of camping with hangarage possibility of 35-45 gliders. Of course we will organise all the event according to VGC rules...on which day will you have the International Council, and AGM? For the VGC shop will be a permanent place, like in Achmer. On our airfield we have a little restaurant with bar (about 40 places). During the Rally will be open a second bar in a larger tent. In this tent will be held briefings, International Evening, Polish Evening, opening and closing ceremony, and a bigger restaurant will be in the hangar. There is another restaurant about 400m from the building (for Over 40 places). The Polish beer is quite good and cheap. One pint costs about 0.5 - 0.6GBP. The average price of a dinner is 3-6 GBP/person.

The Rendez-Vouz will be from 31st July-5th August in Jelenia Gora (Grunau), it is 260 km from Gliwice.

I will send you a copy of proposed programme, if you accept, it will be official, if you wish to make changes, please inform me.

We will put all the information in internet this week.

Best Regards, Zbigniew Jesierski

Photo point and shoot

Greetings, just in case you thought no one noticed your request photos, here are several of my first attempts. They were taken with a point and shoot automatic camera and I missed some and others were blurred. All of the shots that came out clear are of my wife Marie Cowie flying her ASK 18, our family T31B and our son's Grunau baby 2B. This was not an event but just a weekends flying at the Wabash Valley Soaring association at Lawrenceville, Illinois, USA. Today the airport is called the Mid American Aviation Center but during WWII it was called George Field.

I particularly enjoyed the article on the

Grasshopper color scheme and hope you will do more. Naturally I would like to see one done on the T31B. I have actually been given a photocopy of two photos of our T31B taken in about 1960 in what I believe is the original silver and yellow scheme.

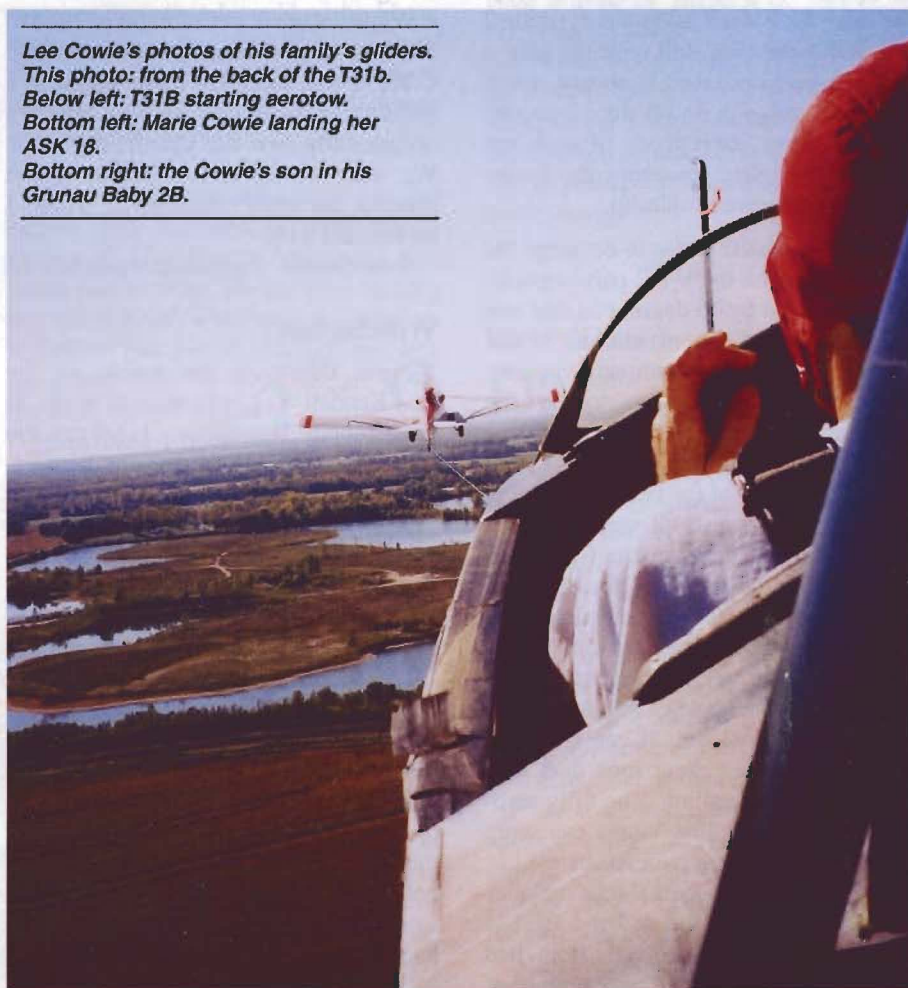
Lee Cowie

(Thankyou, Lee, they are much appreciated. I hope you don't mind us printing a few of them that didn't get onto the front cover this time! And please keep 'em coming! - Ed)

Letter from America

Jeff Byard possibly has the largest collection of flying historic gliders in the

Lee Cowie's photos of his family's gliders. This photo: from the back of the T31b. Below left: T31B starting aerotow. Bottom left: Marie Cowie landing her ASK 18. Bottom right: the Cowie's son in his Grunau Baby 2B.



USA and he is always working on another. Recently Jeff, who is nearing his 50th birthday decided to check his log and discovered he had not flown 50 different types of gliders and thought it would be fun to have flown a different type of glider for every year of his life. Somehow he mentioned this idea to Jim Short who suggested he join the Wabash valley Soaring Association at Lawrenceville, Illinois where Jim flies his Schleicher Ka2b. After all, Jeff had never flown a Ka2b or, as it turned out, many Schleicher types. Jim mentioned the idea to several other

club members who joined in the fun and made their ships available. On 18 October Jim arrived at the field with Jeff and the first new type Jeff flew was the WVSA Schleicher Ka7 (photo page 16 VGC News No. 109). This was type 49 on Jeff's list. As soon as he landed VSA President Dave Schurr brought out his Hall Cherokee II to become type number 50 but now others were bringing out their ships and lining them up for Jeff to hop from ship to ship. Marie Cowie brought her Schleicher ASK 18 for Jeff to fly and her son's Grunau Baby 2b was lined up

behind. Isn't it surprising that an old glider had never flown a Grunau baby but Jeff does fly his own Bowlus Baby Albatross which is a copy in ways. Next Jeff flew Jim Short's Schleicher Ka2 and then Barry van Wickevoort-Crommelin's Schleicher Ka6a. Roger Bard then provides his movie star open Cirrus. It wasn't a great day for soaring with no long flights but it was one of the best days of soaring of the year. And the next day Jeff added the WVSA ASK13 to his list, so that should last him for the next six years. And what can he possibly do to top this day of flying? Well he plans to spend the next weekend to fly all seven of his own flyable gliders at his homebase at Tehchapi, California.

Lee Cowie

Letters are continued on page 40. →

Left: Mary Cowie checks Jeff out in her ASK18.

Below left: Roger Bard helps Jeff get into Barry van Wickevoort-Crommelin's Schleicher Ka6a. Jim Short in the background.

Below: Jeff Byard takes off in glider type 50, Dave Schuur's Hall Cherokee II, which was built by Bud Brown in the early 60's.

Bottom: L to R. Jim Short, Mary Cowie, Jeff Byard and in the back seat, Dave Schuur in Jim's Ka2b. All Photos: Lee Cowie



The Vintage Sailplane Association

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

Vintage Sailplane Association
1709 Baron Court
Daytona,
FL 32124 USA



Superb Swiss models



As a quite new member of the VGC and only a modeller, I am glad to send you some pictures of my ancient models. The one I prefer is the Willow Wren that I saw for the first time in a book received some years ago.

The world's vintage sailplanes, 1908-1945, by Martin Simons. I first Remake the drawings at the scale of 1/3.5 in order to have a total span of about 3.4m, dimension suitable with my former car ! I presented it (or maybe she?) at "La Banne d'Ordanche", in 1989, formerly a great meeting of model gliders, but I could not fly due to the weather condi-

Jean-Pierre Périllard's models. Top: Willow Wren, Above: Avia 40P, below: Hütter 17.



tions. From that time, it has flown many times at the "Mont Salève", but it needs good wind or very good thermal conditions.

Some weeks ago I had the surprise in the bulletin of the VGC to find the same picture than in my book, in a very impressive article, that gave me the idea to write you. There will be something to add to my glider, the venturi that was not very well visible in the Simons's book. I would be very proud if you could publish one of those pictures in one of the futures VGC News. The pictures I'm sending you are:

The Willow Wren, An Avia 40 P 4.3m wingspan, An Avia 40P 3m wingspan and the smallest of my collection: a Hütter 17, 1.08m wingspan.(scale 1/10).

I hope you can do something with these pictures and I am sending you my best wishes for the future.

*Yours sincerely, Jean-Pierre Périllard
Geneva, May 2003*

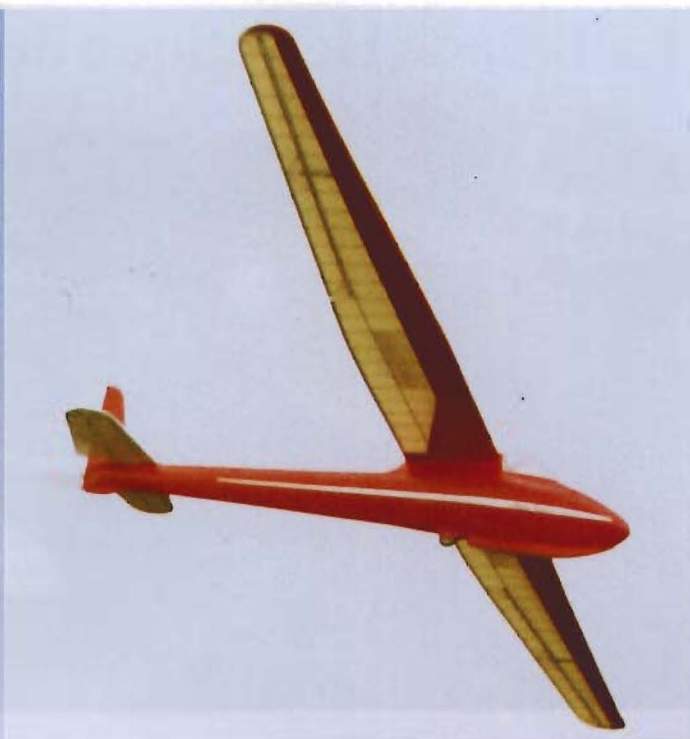
Olympia 463 & Sky

Through the medium of VGC news, I would like to give thanks to Chris Hughes and Peter Teagle for all their help with photographs and technical informa-

Below: a collection of models gathered at Lasham's 50th Anniversary in 2000. The full size ASK8 153 was based at Lasham. The aircraft behind the Piper Super Cub are all to the scale of 12 inches to the foot.



Below: John Watkins' 1/6 scale models of a Slingsby Sky (this photo) and an Olympia 463 (right and below).



tion to enable me to build 1/6th scale models of Chris's Olympia 463, BGA 1268 and Peter's Slingsby Sky, BGA 686. Both are excellent flyers, capable of slope flying, bungeeing, winching and aerotowing, so they are both versatile models and get lots of flying! I enclose photographs of each of them in the hope you will publish them, together with this brief letter of thanks.

Yours sincerely,
John G. Watkins.

Membership number 495.

Skylark 2

Your current Model News feature has prompted me to dig out the enclosed photo of my solid model of a Skylark 2 which I saw and photographed at Lasham about ten years ago. The model is to 1/72nd scale, and is entirely scratch built. I guess that there are not many modellers who do this sort of thing, and I hope that you think it is worth showing in VGC News.

Yours sincerely,
Leo Haynes ■



Leo Haynes 1/72 scale Skylark 2.

La Balade Helvétique des Planeurs Anciens 2003



by Mugg Rothenbühle, completed
by Willi Schwarzenbach

The ballad took place from 2nd to 10th August, in the midst of the incredible hot and dry 4 month-summer period producing never-before-experienced extremely good and interesting gliding conditions, just ideal for flying the old gliders. P.A. Ruffieux had initiated the ballad and prepared it together with a small team of "professionals", members from the OSV and the VGC.

Four legs, either to fly or to drive linked five airfields situated in the "Romandie" within the french speaking part of Switzerland. 13 entries had been booked and the participants met at Montricher airfield, on Saturday 2nd August. Great excitement was when Dutchman, Bert Strijks arrived unexpectedly, direct from Finland, having trailed his K4 PH-354 through Poland and Germany! With the now 14 gliders, 1 dutch and 3 French pilots, the "helvetic ballad" became international.

The prewar gliders were the Spalinger 19, Moswey 3, Kranich 2 and Spalinger S18. The others, built later were the Kranich 3, Fauconnet, Mucha, Ka 4, 3 Ka 6, 2 Ka 7 and one Ka 8.

After briefing the pilots performed good flights over the Jura, Mt. Tendre and Dent de Vaulion and became familiar with the area and the local (not too restricting) airspace regulations. Geneva airport with busy air traffic is not far away and can even be seen from height. The local gliding groups had advertised the

venue of the ballad and had invited the public for an Open Door day to see the old and the modern gliders. They had organized a static display and carried out a lot of passenger flights.

Many people and families showed up and enjoyed our gliders; one of the visitors was deeply interested in Werner Roth's superbly restored Kranich 2 (1938). He was then invited for a ride with Werner and he enjoyed it very much. Werner hardly realized that his passenger was none other than the secretary-general of the FAI, Mr. Max Bishop, who told later of having been taught, many years ago, on a Kranich. It is nice to think that on that day the FAI became actively involved in our vintage-world!

The day ended with a welcome drink offered by the local gliding clubs and an excellent dinner.

Sunday 3rd August was the day for flying the first leg from Montricher to Colombier. The thermals developed in the early afternoon and the first gliders were towed up to 1000m/ground. As the pilots reported swiftly for fine flying conditions, the entire row of Oldtimers was then launched and everybody set, mostly individually, on course.

Most of the pilots landed at the Colombier airfield, as the basis there was very high, some extended their flight into France and further along the chains of the Jura.

The K4 came back to land at Montricher and so did the S 19, after a 3-hours flight. Having no driver available for his autobus (special licence required), Fips preferred to pack his glider into the bus

Tuesday August 5th the gliders waiting at Neuchâtel-Colombier for the best conditions to take-off for the second leg to Courtelary-airfield. photo Picoche Béguin

and to move on by road. One of the Ka 7's with the two Ruffieux juniors landed out, "au vache" and father P.A. went to collect them with the trailer. Two other pilots landed halfway at Yverdon airfield.

With this information the caravan of cars and trailers left Montricher for Colombier.

On the next morning when the ground temperature was to reach 35°C and even more, the pilots preferred to start with a swim in the nearby lake of Neuchâtel and to fly only in the afternoon. The temperature and the stable, calm air over and around the lake called for long and expensive aerotows. But once the tow released the thermals took the gliders up to nearly 3000m giving way for easy, beautiful and long flights high over the worldwide



Max Bishop, General Secretary of the FAI (rear seat) is to enjoy a flight with Werner Roth (front seat) on the superbly restored Kranich 2 HB-475 (1938). photo Mugg Rothenbühler



known "Watch-Valleys". Later that day took place a fine outdoor evening party with great ambiance shared with the local gliding club at the Colombier airfield.

Came the leg Colombier – Courtelary. This was certainly not a long distance to fly and there were no difficulties to see along the parcours. However it was, as the day before a very costly exercise to tow up into convenient lift. Four teams decided to transport their gliders by road, all the others managed to fly successfully the leg and landed in Courtelary, after good and long flights.

Courtelary (700m) lies in the St. Imier valley, just behind Mt. Chasseral (1608m) with its huge communication antenna on top. Courtelary is generally not known for its airfield, but mainly for the famous Ragusa chocolate and a liquor called Suze, which is also the name of the river flowing down the valley and along the airfield. (for another swim!) The ballad was welcomed by the local gliding club and then hosted at the airfield.

Wednesday was the day for flying around. All gliders took off and performed well, some went even on distance-flight and returned only late in the evening. The French Claude Visse in Peters Fauconnet did the longest flight of the ballad with 6hr 07min, followed by the Kranich 3, 6hr 03min!

Courtelary-Bellechasse was the less problematic leg. Once over the Chasseral,

Above: after the last landing at Gruyères-airfield on August 10th Peter Uerscheler tows his "Fauconnet" off the runway, in the background Gruyères Castle and Mt. Moléson 2002 m. photo Michael Widmer.
Right: Bert Strijks in his K4 in steady climb over the Alps, photo Bert Strijks. and, Bert in K4 is welcomed at Courtelary after his landing. photo Michael Widmer

either by tow or thermals, Bellechasse showed up at a distance within the gliding angle, even for the Ka 4 and everybody reached the small airfield, in the middle of the three lakes, after a long glide. It was a superb picture to see the gliders aligned at Bellechasse, the colorful wings glistering in the evening sun.

The ballad was honored by the visit of the president of the Swiss Gliding Federation, Peter Schneuwly.

No wonder that the day turned into a great party at the local club with drinks, fine meal, speeches and songs long into the night.

Came the last flying task, from Bellechasse in the flat "Seeland" to Gruyères at the border of the Pre-Alps.

Long aerotows released the sailplanes over the hilly area around Fribourg where some lift developed, but from there on it was the pilots choice, either to fly straight to the slopes east of lake Gruyères (good) and there to climb steadily or otherwise to head straight along the other side of the lake (bad) for a direct approach to



Gruyères. 3 gliders, the 2 Ka 7 and the K 4 took that way and landed promptly out, just at some distance from the airfield. The others managed to find good lift and spent then long hours over the mountains.

The last day of the balade at Gruyères was, no doubt, the best of all. There were a slight northern wind, sometimes moderate turbulence and dry thermals going up to incredible levels. The air was clear and the sight into the Alps was beyond imagination. Bert Strijks and Michael Widmer in the K 4 climbed to 4000m, flew then around the Diablerets and the Rochers-de-Naye at the upper end of the Geneva lake. André Deillon and Ph. Progin on Kranich 3 circled at 4800m high over the Matterhorn and returned after a 3 hours flight having covered 185 kms!

Then the ballad came to end. The farewell outdoor party with drinks, speeches, souvenir giving followed by a pleasant local meal and mountains of battered cream with raspberries went on until late into the summer night. 196 hours had been flown, without any accident. It was a most memorable exciting experience and an enjoying unforgettable week for the pilots and the organizers. ■



The farewell picture of the participants and organizers in front of a Ka 6. Great it was, the ballad! Photo Michael Widmer

The 31st Vintage Glider Club International Rally, 22nd to 30th July 2003

by Bryan Middleton

Jami airfield is located about 300 km North West of Helsinki and is surrounded by conifer forests and lakes. The airfield has two runways with hangars, workshops, a briefing room, a museum and a hotel with a large balcony overlooking the airfield; this served as the social centre for the event. There is also a large campsite in the nearby woods. At this time of year it never really got dark and one could sit on the hotel balcony at 2300 hrs in broad daylight enjoying a

cool Finnish beer. Launching was by winch and aerotow. Briefing was given with much humour each morning. An additional entertainment feature is a ski tube 625 meters long, giving year round cross country skiing and the chance to freeze ones parts off in the middle of summer as well as in the winter. The skiing contest resulted in some strains and stiff muscles but fortunately no broken bones. One evening, a curling competition was held which was great fun. The opening ceremony took place in the evening of Tuesday 22nd July in the large briefing room. Following the usual speeches Chris Wills opened the rally with his traditional cow-

Pilots & Participants, 31st International VGC Rally

Name	Country	Aircraft	Registration	Name	Country	Aircraft	Registration
KAMPER Harald	D	Kranich 3	D-6044	HAVLICEK Franz	A	L-Spatz	OE-0362
MUTRU Mika	FIN	Ka7	OH-332	RUEGG Werner	CH	Moswey 3	HB-374
VALKAMA Mmarkhu	FIN	Ka8b	OH-334	VAISANEN Markku	FIN	Ka2b	OH-190
PELTOHU1KKO Martti	FIN	Ka6CR	OH-324	SLOT George	NL	Ka4	PH-247
ZAHN Christoph	D	DFS Habicht E	D-1901	RAINE Christopher	UK	Kirby Kite 2A	BGA 698
SCHICKLING Klaus	D	SlingsbyT21	BGA3195	RYYNANEN Auvo	FIN	SDZ-30 Pirat	OH-393
BJORKLUND Bjorn	FIN	SlingsbyT21	OH-914	KAARAKAINEN Kari	FIN	Ka8b	OH-310
WESTERWALBESLOH E.	D	Weihe 50	D-1645	OS1NGA Neeico	NL	Kranich 2B-2	PH-103
JEZIERSK1 Zbigniew	PL	Foka5	SP-3546	KETTUNEN Paavo	FIN	ikv-3 Eagle prototype	OH-333
STEN Heikki	FIN	Ka8b	OH-270	LAMERAND Daniel	F	M200	F-CDDU
LINDBERG Petter	N	Pik3b	LN-GAA	GJORUP Neils	DK	EoN Olympia 2	OY-XEF
DE CROM Piet	NL	Ka7	PH-822	SUCKSDORFF Martti	FIN	Pik 16 Vasama	OH-571
ASSMANN Peet	NL	Ka8b	PH-513	KOHO Hannu	FIN	Pik5C	OH-350
HYVARINEN Juhani	FIN	Pik 3c Kajava	OH-224	TIHULA Kimmo	FIN	Ka6E	OH-892
TENHUNEN Markku	FIN	Ka6CR	OH-216	PLKry	FIN	Pik5	OH-151
WINBLAD Marko	FIN	Pik 16c	OH-280	PLKry	FIN	HARAKKA	OH-031
PIKKUSAARI Jukka	Fin	L-Spatz 55	OH-912	PLKry	FIN	Ka8b	OH-312
GRUNDEMANN Jan	NL	SlingsbyT 31	HVB	PLKry	FIN	Ka4	OH-207
TAIPALE Seppo	FIN	Ka6CR	OH-231	LENTOKERHO Hallin	FIN	ASK 13	OH-406
STRYKS Bert	NL	KA4	PH-354	KILY Ry	FIN	Ka8b	OH-255

Jami, Finland

bell. Wednesday 23rd July produced some indifferent weather at first but some good flying took place later in the afternoon. Thursday 24th July was an excellent soaring day with cloudbase up to 5,000 feet. A small task was set and Marti Sucksdorff in an IVG-3 Kotka completed the 51.1 km task at 103.02 kph Friday 25th July was another magnificent soaring day with cloudbase up to 6,000 feet but developing into thunderstorms in the latter part of the afternoon. The 73.2 km task was completed by Mutru Hirvola at 93.21 kph in a Ka 7. Saturday, Sunday, Monday and Tuesday, the 26th, 27th, 28th and 29th July were disappointing days with little or no soaring although circuit flying was possible.

The final day,

Wednesday 30th July was another superb soaring day with cloudbase up to 6,500 feet. The 52 km task was won by Mutu Hirvola in his Ka 7 at a scorching 124.3 kph. Every evening there were glider acrobatic

displays, parachuting, model flying and micro light flying. These displays could be viewed from the hotel balcony. Particular mention must be made of twenty year old Christoph Zahn's magnificent acrobatic displays every evening in the DFS Habicht; these displays were a joy to see and carried out in a thoroughly professional manner.

No VGC International rally would be complete without the international evening, where each country participating has a table laid out with food and drink from that country. There were a total of thirteen national tables laid out with a vast variety of goodies almost guaranteed to cause a monumental hang-over the next day.

The Finnish evening was a great success with Finnish Country music played on accordions, a ring throwing contest and a variation of skittles, which looked easy but was a lot more difficult than it looked. A superb meal in a traditional Finnish "Kot" (hut), with an open fire burning in the middle, provided the sustenance.

The Jami Gliding Club is to be congratulated for organising an excellent, well-organised rally that was above all safe. I am not aware of any damage to any glider at the rally. Well done Jami! ■

More about the 31st INTERNATIONAL VGC RALLY

by C.W.

The Finnish National Gliding Centre Jamijarvi was founded in 1935. After this date, among the foreign sailplanes to arrive in Finland, were a Polish Salamandra and Komar, and from Germany, a Rhoenbussard, 2 Weiher in 1938, Kranich 2 and Grunau Babies 2A and 2B. The Rhoenbussard and the two Weiher still exist in Finnish Museums. One of the Weiher is complete but much modified. The second has an incomplete fuselage. They are the last two of the first series of Weiher (60 of which were built, according to Hans Jacobs, during 1938/39), in the world. Also, a small number of Meises were built at Jamijarvi club's workshop during the war.

This was the site that was selected to be venue for the first Olympic Gliding Contest, where all competitors would fly the same aircraft, in 1940. Due to the outbreak of WW2, this first Olympic Gliding Contest did not take

place, (and never has since) although in February 1939, Hans Jacobs' Olympia Meise had been selected in February 1939 at Sezze, Italy to be the type to be flown by all competitors and its drawing plans had be distributed to all countries where gliding took place.

The Site of JAMIJARVI is on some raised ground (160 ft amsl) and is a well developed gliding field well suited to being Finland's National Centre. As a last reminiscence of the old days, a 9 O'clock Flag Parade was held every morning when, with great reverence the

Above: Christoph Zahn's daily Habicht show was fascinating.
Photo: Dr Gerd Hermjacob

flags of Finland, its Aero club, and the VGC were slowly hoisted before a line of glider pilots. The difference was that, in the old days it would have happened at 5am in the mornings!

The countryside is basically brown with dark green woods. In these woods can be found reindeer and bears, but these had all probably gone north for cooler weather. From the air, the countryside is lit up with lakes which reflect the light of the sky and so the scene is by no means boring. It was said that there are 18,000 lakes in Finland. Is this true? In fact, after selecting Jamijarvi as the Olympic Site, there was a move to make sure that Gliders could float and landings down- wind in the lakes, to drift towards the shores were suggested!

The airfield site was prepared by very hard work by the Jami team even a new white canvas hanger was put up to accommodate gliders at the meeting. On the second day, there was a terrific thunderstorm and the Gliding Site, being on raised ground, was struck by lightening, which blasted the staff out of the office, together with their telephones! Could this have been a sign from the great Nordic God Thor that he approved of our rally?

A most welcome and unexpected arrival was Daniel Lamerand from France with an M 200. It had taken him 5 days to get there with his trailer from Pont sur Yonne in France. Dedale members Maurice Renard and Didier Fulchiron and their families, and probably also the Finns knew that he was coming, so it was a pleasant surprise that France had now a flying entry. Also a surprising arrival was Tony and Sue Maufe on a bicycle made- for- two, which they had cycled all the way from England. It was the two Ferry sea crossings and the long distance involved that would have taken 5 days each way, which prevented more British Gliders from coming. As it was,



Above and right: Harald Kamper with the Kranich 3. photo: Laurie Woodage



there was one British entry, one Polish entry (Zbigniew Jezierski and his Foka 5) one French entry, several Dutch entries (Kranich 2, Ka-4 - Bert Strijks) Ka-7 etc and the German entries of Weihe, Grunau Baby 3, Habicht (Christoph Zahn) and Achmer's very fine Kranich 3, and a T.21b (Klaus Schickling), one entry from Austria, L-Spatz- (Franz Havlicek), Werner Ruegg, (representing Switzerland with a Moswey 3) while Jan and Mai Scott represented the USA and Vincenzo Pedrielli represented Italy. Also there were Dan-



Above: man with pipe ponders open cockpit. photo: Ian Dunkley
Below: Auto tow in the Harakka. photo: Geoff Moore



ish entries which included a recently restored very fine EoN Olympia and a Norwegian registered Pik 3c. which was flown by Petter Lindberg.. It was a shame that there were no Meises entered in memory of the great fleet of Meises that should have been there in 1940. As it was, they had to be represented by the very well restored Danish EoN Olympia. A Specht was entered from Sweden.

No account of the Meeting would be complete without mentioning the beautiful aerobatics every evening in front of the Gliding site's Hotel by Christoph Zahn in his Habicht. These must have had similar impact as Hanna Reitsch's aerobatics in Finland in 1935. Christoph's aerobatics were sometimes accompanied by music and the Finns once asked for Finlandia to be played accompanying the flying. No greater emotion could have been unleashed.

The International evening was its usual success and when we went to bed we were unsure as to whether the sun was going down or coming up, the nights were very short. We were visited by 3 members from Eggersdorf, the site to-be of our 2005 International VGC Rally near Berlin. They were glad to have confirmation that we would be there in two years time.

The Finnish Evening was magic with Nationally brewed beer and chocolate that was produced to an old recipe that



Above: aerial view of Jami Airfield.
photo: Laurie Woodage

had not been changed since when Finland was part of Tsarist Russia. (before 1917). There was also Finnish music played on three button accordions by musicians from the town of Jamijarvi.

We also visited a "Kot" (cottage?), a circular building of wood which extended upwards to an apex with a hole in its top to allow smoke from the fire to escape. The whole interior was lit by candles, creating an atmosphere of old time magic. On the central fire our food was cooked, and there were also Finnish liqueurs to drink. Apart from flying, there were other pursuits such as a paper model glider contest. It was won by Daniel Lamerand, France, with a model created to a Finnish design and also.

there was year-round skiing in a long snow filled tunnel.

The entire meeting was superb feat of organisation achieved by the Jamijarvi team. Everything they tried worked. The weather had been good on at least three or four days. On the last day but one, there was a spot landing contest with Ka-8 s. This became a furious struggle between Denmark and Norway and the spot on the runway was almost demolished. Pette Lindberg won the event for Norway.

The final act of the meeting was the handing over with ceremony of the VGC Flag to Zbigniew Jesierski for it to be raised again at our International Rally in 2004 at Gliwice, Poland. ■

Below: British table at International evening.
photo: Bryan Middleton



Report on the Finnish Vintage Gliders attending the 31st International Rally at Jami.

No report of the event would be complete without a description of the Finnish vintage gliders, many of which had been prepared for our meeting.

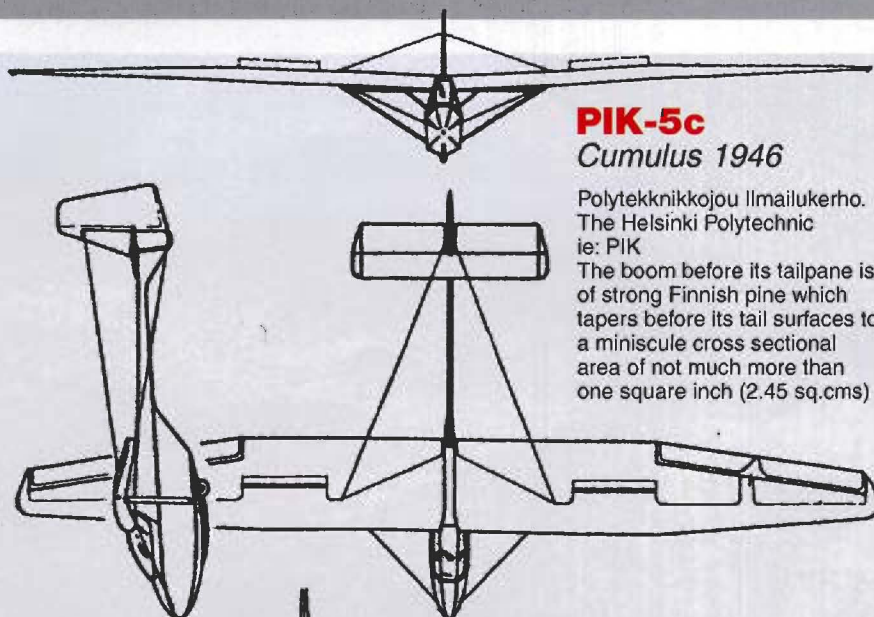
There was the Haraaka primary. This was a strong elementary training glider with a plywood-covered tailplane. It was built recently to a pre 1940 design and was often winch launched before the hotel. There was the PIK 3. This had its first flight in 1950. It is a 13 metre span medium performance high wing sailplane of simple construction, specially designed for club building. All existing PIK 3s have either been partly or completely club built. The fuselage is of wooden with diagonal plywood covering. The wing has a single spar with a diagonal ply covered nose. It is in two sections joined at the fuselage centre line with two horizontal bolts. Aft of the spar is fabric covered. Tailplane and fin are single spar, ply covered structures, and the control surfaces are D-nosed with fabric covering aft. Finnish pine and birch ply is used throughout the structure. Control circuits are of cable except four short push-pull links, at break points. Fitting are of Chrome-Molly steel. This sailplane type held the Finnish height record and was second in the 1957 National Competitions. Prototype design and development was by members of the Poly Teeknikkoyen Ilmailu Kerho. (The Flying Club of the Technical University, Helsinki.) see 3-view drawing on following spread.

PIK 3C. This was developed from the PIK 3 to the OSTIV Restrictive Class requirements. It is suitable for advanced training and competition flying in the restricted class. The PIK 3's fuselage has been retained. Wing structure and geometry has been completely revised. Subsidiary spars have been introduced fore and aft of the main spar and diagonal ply now extends back to the rear spar. The wing leading edge is made from ply covered plastic foam. Tail surfaces and control design is as for the PIK 3. It is not known by us when the type first flew but a PIK 3c was being brilliantly flown by the Finnish pilot Juhanni Horma in the standard class of the 1958 World Gliding Championships at Leszno Poland. He

RALLY ROUNDUP

PIK-5C technical data

Number built.	24
Wingspan	12.4 metres
Wing Area	14.7 sq. mtr
Aspect ratio	10.4
Wing Section	Goettingen 533
Dihedral	2,5 degrees (underside)
Washout	0 degrees
Wing loading	14.3kgs/sq.m
Fuselage length	6.4 metres
VNE Smooth Air	190 kph
VNE rough air	120 kph
Aerotow VNE	120 kph
VNE launch speed	?
Empty weight	123 kgs
Max. Load	87 kgs
Max, permissible flying weight	210 kgs



PIK-5c Cumulus 1946

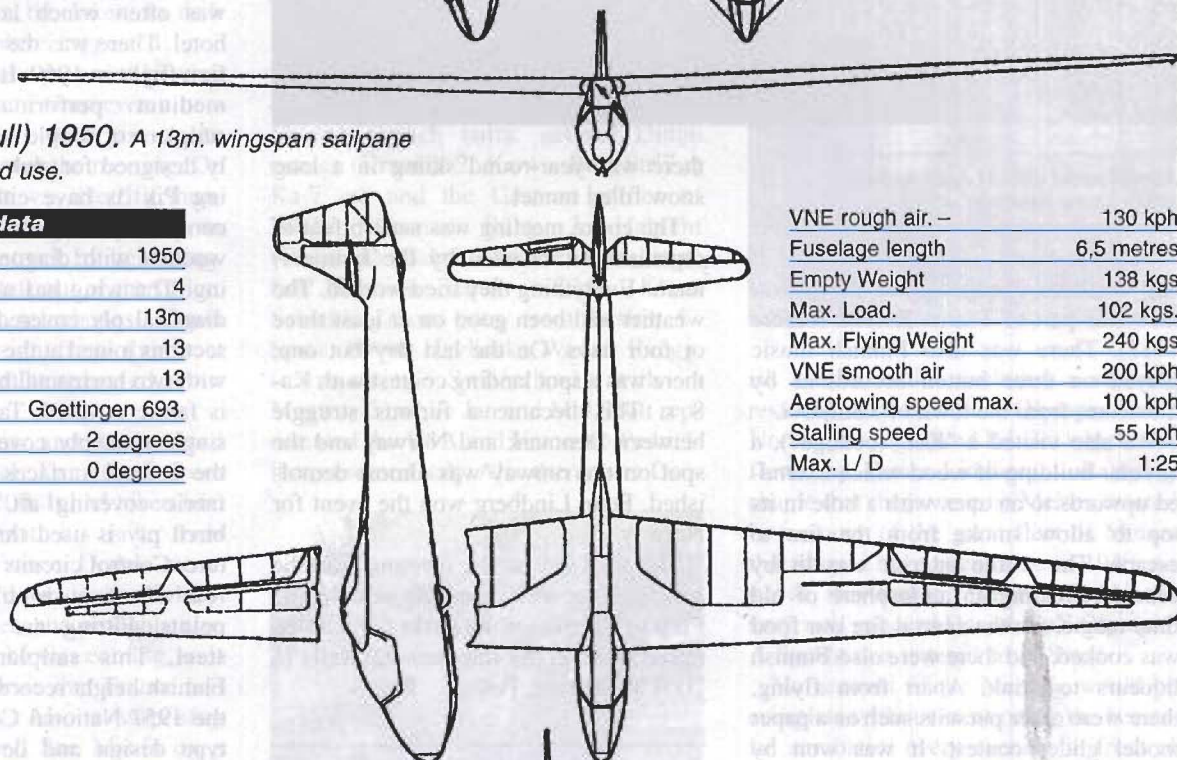
Polyteknikkojou Ilmailukerho.
The Helsinki Polytechnic
ie: PIK
The boom before its tailplane is
of strong Finnish pine which
tapers before its tail surfaces to
a miniscule cross sectional
area of not much more than
one square inch (2.45 sq.cms)

PIK-3

*Kajava (Seagull) 1950. A 13m. wingspan sailplane
for club building and use.*

PIK-3 technical data

First flew	1950
Number built-	4
Wing Span	13m
Wing area m sq.	13
Aspect ratio	13
Wing profile	Goettingen 693.
Dihedral	2 degrees
Aerodynamic twist	0 degrees



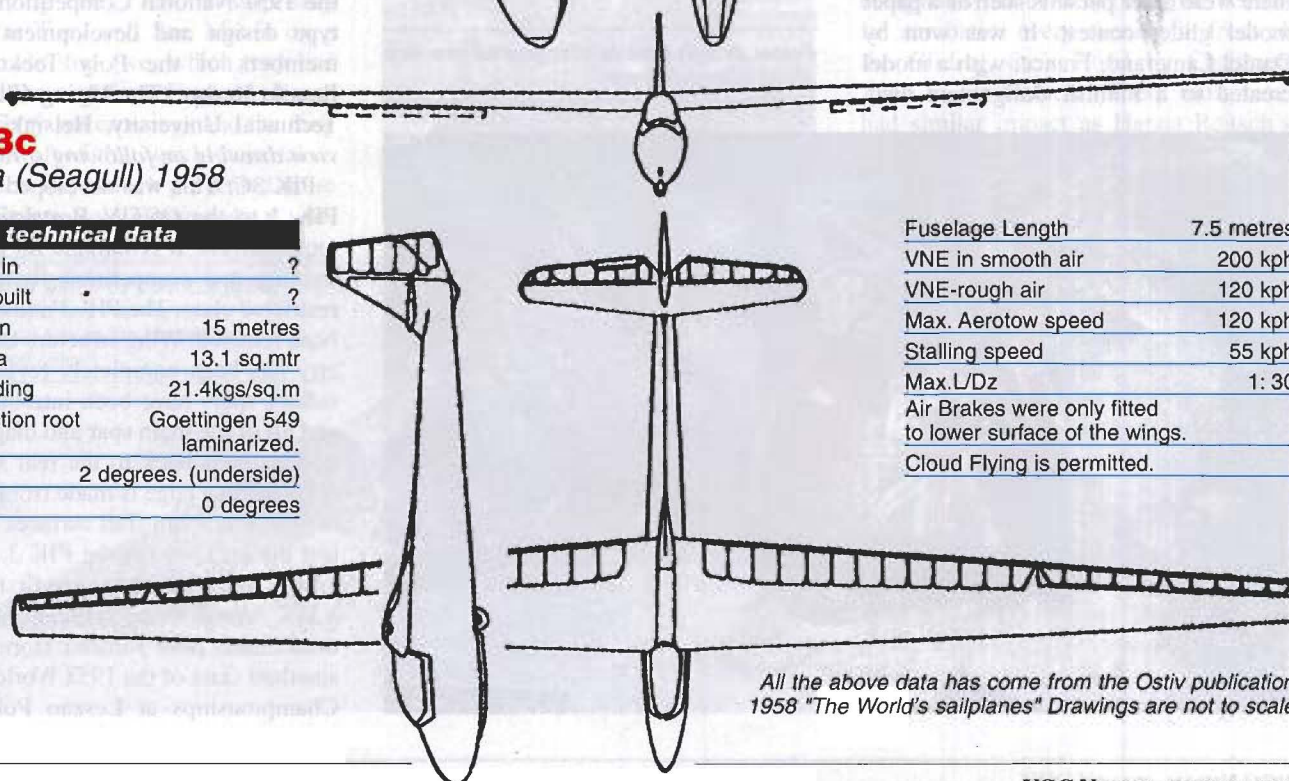
VNE rough air. -	130 kph
Fuselage length	6,5 metres
Empty Weight	138 kgs
Max. Load.	102 kgs.
Max. Flying Weight	240 kgs
VNE smooth air	200 kph
Aerotowing speed max.	100 kph
Stalling speed	55 kph
Max. L/ D	1:25

PIK-3c

Kajava (Seagull) 1958

PIK-3C technical data

First flew in	?
Number built	?
Wing span	15 metres
Wing area	13.1 sq.mtr
Wing loading	21.4kgs/sq.m
Wing Section root	Goettingen 549 laminarized.
Dihedral	2 degrees. (underside)
Washout	0 degrees



Fuselage Length	7.5 metres
VNE in smooth air	200 kph
VNE-rough air	120 kph
Max. Aerotow speed	120 kph
Stalling speed	55 kph
Max.L/Dz	1: 30
Air Brakes were only fitted to lower surface of the wings.	
Cloud Flying is permitted.	

*All the above data has come from the Ostiv publication
1958 "The World's sailplanes" Drawings are not to scale*



Above: PIK 5c, from 1946, was a very successful construction: light and effective. Two restored 'planes – red and blue – demonstrated their thermal abilities at Jami. Photo: Dr Gerd Hermjacob
Left: open cockpit PIK 5c prepares for an aerotow. photo: Ian Dunkley



came 4th after Witek (Mucha Standard) Personn (Zugvogel 4), and Heinz Huth (Ka-6CR). He once landed well over 500 kms away from Leszno. This was possible because of the Goettingen 549 (improved) wing profile (see 3-view drawing.)

PIK 5C. This is a high wing training sailplane, specially suited to club building and use. It is the third development



stage of the PIK 5, the, b and c versions being aerodynamically similar but differing in structure. The fuselage is a straight-sided pod and boom wooden structure covered with diagonal ply. The

tailboom is slender and wire braced laterally to the wings. The wing is a strut braced, single spar, ply covered D-nosed structure with fabric covering aft of the spar. A strut braced tailplane and ply covered single spar fin are used with fabric covered controls. Finnish pine and birch ply is used with fittings of chromoly steel. Controls are cable operated. The PIK 5 has been the winning type in five out of six club competitions held between 1950 and 1955 for training types. The type first flew in 1946 (see 3-view drawing). CW. ■

Slingsby Rally 24th to 31st August 2003

by Geoff Moore

Due to the Northerly winds all the week it was impossible to launch light gliders because of the strong wind curl over from the prevailing wind direction on top of the ridge. However on a slightly better day two vintage Slingsby Dart gliders were able to launch to soar in heavy over head cloud conditions for about half an hour. All the VGC members present were able to fill the time to explore the wonderful Yorkshire countryside and find good local pubs to pass away the evenings with merriment and stories of past memories from gliding.

Peter Teagle	Sky	BGA 656
Chris Raine	Kite2b	BGA 689
Ted Hull	Scud 11	BGA 684
Graham Winch	Swallow	BGA 1008
Geoff Moore	MU13	BGA 2267
David Champion	Dart 17m	BGA 1295
James Whelan	Dart 17m	BGA 686
Laurie Woodage,	Swallow	BGA 1211
Mike Wood	Olympia	BGA 1718
Don Knight	Gull	BGA 378
Andrew Oliver/Graham Hayes	Swallow	BGA 869
Graham/Nick Barrett	Slingsby Capstain	BPV
Ian King	K6	DRE
YGC	T21	BRY
YGC	K8	DKC ■

Percy, the Kite 2A (and his crew's) adventure to Finland

by Gayle Pearce

Plans for the trip to Finland began to formulate in 2001 at the Zbraslavice Rally in Czech Republic. The Finns enthralled us with their presentation and promises of wonderful weather and good flying. Back home we did some initial legwork, it was looking expensive and a long drive. 2002 Rally at Achmer came and went, people there did not seem keen on going, it's too far, it's expensive. More enquiries were made, things still did not look good, the question of 3-4 weeks off work had to be negotiated, Christmas came and went, decisions had to be made.

Then every thing fell in to place, I was made redundant, no need to negotiate time off, I would temp until July and take the summer off. FINLAND HERE WE COME.

We managed to get a good deal with the Caravan Club for a crossing from Harwich to Hook of Holland. (Thanks for the tip, Sylvia). KP sent an e-mail advising us of cheap fares for the cross-

ing from Stockholm to Turku, and it was cheap, a cabin for 4, (although we slept 5) + breakfast all for less than the crossing from UK to Holland! The crossings from Germany to Denmark and Denmark to Sweden I obtained an all in one ticket at a very reasonable price.

July 12 arrived and after a mad rush to get our vehicle ready, we set off for Harwich. We had a great crossing, free food (our 3 teenage boys were in 7th heaven!) and almost the whole ship to ourselves.

We made it to Achmer our first night stop, Harald Kamper and friends made the clubhouse available to us for our stay, the last night in a bed for a while! After an early start next morning, we arrived in Denmark by the middle of the afternoon. We stayed 3 nights at a small campsite about 10km outside Copenhagen, peaceful, friendly and 300metres from the sea. We took in the sights of wonderful Copenhagen.

Onwards to Sweden and over the Oresund bridge, what a fantastic feat of engineering. We arrived in Stockholm with plenty of time before our night

crossing to Finland. Another great crossing, the cabin was lovely and so was the food - highly recommended.

We docked at 08:30, a beautiful, hot sunny morning in Turku, what a welcome to Finland. After an hours drive we arrived at Oripää, the rendezvous rally, a warm welcome awaited us from the Finnish and a contingent of Dutch, German and Swiss aviators. We found a place to camp with all the facilities a family could wish for, BBQ area, swimming pool, sauna, outside loo, all amongst the pine trees - idyllic.

The weather was very hot (32°) and sunny. We got Percy out of the trailer and inspected him, he had not suffered any ill effects of the 1200 or so miles that he had travelled. Percy was rigged in readiness for flying the next day.

CFI Anti formerly opened the rendezvous meeting at 19:00 on 17 July. He gave us a flying and camping briefing. We were not allowed any naked flames, all BBQ's had to be in the designated area. It had been dry for so long that there was a serious risk of forest fires.

Anti also said that they do mad things

Oripää airfield was a beautiful Rendezvous location. Hans Peter thermalling in his Moswey III, taken from Weihe D-3654 by Dr. Gerd Hermjacob



in Finland and would anyone be interested in a sunrise flight the following morning? Bert Strijks, Peit Assman (from Holland) and my better half Chris Raine all jumped at the chance. Well Percy - who would have thought that your first flight in Finland would be at the unearthly hour of 4am!

We rose at 03:00 to prepare for the flight, Bert and Pete joined us. With the moon still in the sky, Bert was aerotowed to 600m at 03:50, the sun was not quite ready! Chris was launched, an aerotow to 300m and a short circuit to see the sun just break the horizon. Peit, in his Ka8, also had a good launch and saw the sun just starting to rise. What a brilliant start to a Rally! More flying followed later although it was a bit of a blue day.

Saturday 19 July was the open day at Oripää, lots of people came to see the Vintage gliders and some vintage aeroplanes, a Stieglets, a Saab and a nicely restored Cub.

In the evening the Club put on a BBQ, the was food delicious, the company second to none and the entertainment - well such talent. Bert Strijks played Finlandia

and all the other national songs on his violin, he handed it to Nilko to play and Bert played his recorder, we all clapped and hummed along. Then Sander stood up to do his party piece - the "chicken" song. We all cheered - a young star in the making! We talked in to the morning not realising the time as it does not get dark only dusk.

The next day Hans Dykstra and Piet de Crom decided that he would fly to Jämi in Piet's K7, about 100km. He and his co-pilot landed at Jämi after some great thermals, cloud base 5000', flight time of 1hour 15minutes. This gave Chris the enthusiasm to do the same the following day in Percy. Young Anti decided that he would fly with Chris in a Pik 20. Both had a great start and climbed to 5000', the Pik sped off in the direction of Jämi, followed by Chris, unfortunately Chris lost too much height before reaching another good thermal. He landed safely in the "perfect" field just out side Vampula, about 20 km from Oripää. It was a double first, Chris's first 'out landing' and my first retrieve. We all arrived safely back at Oripää wiser for our experience.

The crew at Oripää, CFI Anti, Young Anti, Jennu, the tug pilots and all the others made the Rendezvous Rally very memorable, I know I speak for all there - we were very sorry to leave. A big THANK YOU to you all.

At Jämi we had some great flying, fabulous weather, including two terrific thunderstorms, one of which Chris was flying on the edge of. The children learnt how to Cross Country Ski in a Ski tube with the outside temperature of 32°! They also learnt a new game called Mölky, similar to skittles, tried new food and we all made new friends. Our thanks go to KP, Risto, Jysti, Esa, Taisto et al for an enjoyable event.

Time to go home, we stopped in Stockholm for three days to take in the sights, then back to our campsite in Denmark and on to Achmer and home.

The International Rallies that we have attended have been of an exceptional standard, both flying and socially and I urge all of you sceptics and your husbands, wives, partners and children to come to a rally and join in the fun. SEE YOU IN POLAND! ■

The 2nd INTERNATIONAL KRANICH MEETING

by Chris Wills

This was Held from the 21st - 29th of June 2003 at the Helmuth Reichmann Soaring Centre at Marpingen in the Saar and was attended by 5 Kranich 3s 1 Kranich 2 (2B-2), 1 Kranich 1 (2B-1) a Rhoensperber D-9025, a Ka-7 and a DG 1000. The Kranich 2 was from Holland and the Kranich 1 was from Britain. It was noticed that none of the 3 airworthy Kranich 2s in Germany were present. 70 hours were flown from 69 launches in good thermal weather. Chief organiser of the Meeting was Manfred Penning, who organised the first Kranich Meeting last year. Dr SCHWINN, President of Airbus Industries, which had formerly been Focke Wulf Bremen, which built the Kranich 3s from 1952-1955, gave the opening speech. He assured us that the building plans of the FW Kranich 3 as well as those for the FW Weihe 50 and Meise are still kept by the firm and are available for copying. There were 40 Kranich 3s built between 1952 and 1955. 31 of them are left, in South Africa, Germany, Switzerland, France, the USA and Britain. 2 of the 31 Kranich 3s left are in museums. Recently a Kranich 3 was winch launched from a field in Freiburg

in Breisgau. The pilots intended it to fly it to the airport. It never got there and was landed on the city's roofs. It was a write off but both pilots were unhurt. Another Kranich 3, which was doing nothing in Switzerland, has been bought by the club to replace the broken one. MICHAEL JACOBS, the son of Hans Jacobs, gave us a wonderful lecture. He started by saying that he had very little from his father at home and his brother and sister had nothing as they were not interested in their

father's glider design activities. However, Michael went on to say that he did have a sort of autobiography which his Father wrote 13 years before his death.... and that he would read from this and it would seem as if his Father was giving the lecture himself. Then followed absolute magic as some of his Father's photographs were projected on a screen to support the dialogue. They showed him when he started working for Alexander Lippisch on the Wasserkuppe in the late

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1920s. He was then a marine architect from Hamburg but was a trained draughtsman. The photos went on, accompanied by the dialogue to show Hans Jacobs during different times of his glider design career, which ended with the Kranich 3 in 1951/52. After the war, for his family's security, he took a job in a furniture firm, but written into his contract was that he should have nothing more to do with gliders. Thus, he used to secretly rush off to Bremen during weekends to work on the Kranich 3, which was his last design, and what a superb sailplane it is,... a grand culmination to his brilliant glider designing career. Chris Wills could not believe his eyes when he was given a CD of the lecture and good photocopies of the photographs, which will be his treasures for all time. Michael

seemed very interested in his father's gliders and flew in a Kranich 3 and a Kranich 2. He noticed what a tremendous difference there was between them ... the first having been designed in 1952 and the second, which stemmed from 1935. We were really privileged to have been present at such a lecture. We hope that we shall see Michael again.

The above lecture was followed by one from Dipl.Ing FRED THOMAS, who worked for the DLA on wing profile research at Freiburg in Breisgau using a Kranich 3 as test vehicle. The full size wing profiles were mounted above and before the nose of a Kranich 3. In this way, airflow could be intimately observed through the behaviour of wool tufts over the profiles during flight.

Another lecture was given by HENRI

COUSTON. He and BERTRAND DAUVIN had flown a Kranich 3 for a World Duration Record of 57 hours 10mins in April 1954, breaking the French World Record flown by Fronteau and Lebeau. Then Henri was 21 years old, had a Silver C and 340 hours of glider flying and 15 hours powered flying. The flight was carried out from the airfield of Romanin Les Alpilles. Bertrand Dauvin was later killed trying to break the World's single seat duration record of 56hours 13mins, flown in an AIR 100 by Charles Atger in 1952. It is thought that Bertrand Dauvin went to sleep after flying the Kranich 3 F-CATZ for about 40 hours.

Henri Couston said that he had given up gliding now as there was no longer the old atmosphere of comradeship when everyone worked together. He was glad

Vauville

80th Anniversary Rally in commemoration of Alexis Maneyrol's Record Flight at Vauville in January 1923



by Norman Woodward

The gliding club at Vauville on the west coast of the Cherbourg peninsula was the site for a gathering of gliders old and new to commemorate the 8hrs 5mins duration flight of Alexis Maneyrol in his Tandem Peyret glider. John Toumier and I (Norman Woodward) thought it would be an interesting event to attend and so it proved.

The star of the show was a half scale model of the Peyret which had been built by a team of local enthusiasts. This model was built to a meticulously high standard and to such minute detail as to include a specially made pair of shoes for the model pilot. It included radio control but I gather was rather tricky to fly and required the attention of a champion pilot of radio controlled models. Unfortunately the weather was not good



Above: a gathering of the participating gliders

Left: the half scale Peyret model

Above right: the M100, often seen at our International Rallies. Photos: Norman Woodward



that he had experienced the old time.

Because of Bertrand Dauvin's accident, The FAI decided to recognise no more Duration Records, because they were feats of pilot's endurance rather than pilots' skill.

The Spanish Airline Captains CARLOS MIRA GOMEZ and JUAN LLORT gave us a lecture on Spanish built Kranich 2 s. There had been 60 (or 70?) of them built after the war until 1955. The lecture was illustrated by a film which the airline captains had found in the storage department of the Spanish Air Museum at Cuatro Vientos near Madrid. It was among a mass of material brought there in lorries from Montflorite (Huesca) a few years ago. The boxes from Huesca had never been opened by the museum. The airline pilots were opening them for the first time. We thank



enough for it to be flown during the meeting.

The more conventional old-timers included a Fauvel AV22 2 seat flying wing, an M1 00, an M200, a K6e, a Foka 5, and an Olympia 2b. The tow-plane used was a Rotax powered DynAero MCR01, which gave very good launches even with the heavier aircraft.

The Vauville club (a part-time club) put on an impressive event which attracted many members of the public and apart from the aircraft included an amateur radio station set up by the Cherbourg Radio Club. Also, as a promotion for the event, the CFI Olivier Le Ber gave an airborne interview to the local radio station which was broadcast live! It goes without saying that an immense amount of work was put in by the club members to achieve such an excellent result. To round off things a meal was provided in the hangar at which John and I were delighted to be guests.

Our special memories of the visit are of the friendliness and generosity of the club members and for John the chance to exercise his ham radio skills (he managed to contact the ham radio station of the Imperial War Museum at Duxford) and for me to soar a sea-breeze convergence zone for the first time. The pictures tell the rest. I think a good time was had by all. ■

them very much for doing this. The Spanish built Kranich 2 s were always flown with their wheels permanently installed to avoid trouble when dropping them. The wheeled undercarriages were not small. In 1963, two Kranich 2 s were broken up during aerobatics and so, the Spanish Gliding administration ordered them all to be broken up and burnt, thus, they were all destroyed. Some of them had never been flown, and were as new. So they all had to go, just because two pilots should not have been doing aerobatics with them, or did not know how to do aerobatics with them. 10 were exported to Argentina as deck cargo. It was found that all of them had suffered from exposure to sea conditions and were never flown. They were never paid for. The black and white Spanish Kranich 2 film did show too briefly the 1952 World Championships at Cuatro Vientos and very briefly Philip Wills, who won, was shown in his SKY.

The Spanish airline pilots are doing most valuable work for us and we hope that they will continue in the hope that they might find more film of the 1952 World Gliding Championships and other things of interest. The film that was shown us, was the first film that we have ever seen showing us these World Championships in which Juez won the two seater class in a Kranich 2 and Dr Ernst Frowein came second in a Kranich 3 and Hanna Reitsch came 3rd also in a Kranich 3. It is of special interest to us as in Britain as Philip Wills won the single seater class, and five Slingsby SKYS

were among the first 9 gliders in the single seater class.

From reading the above, the reader might be excused for thinking that we did nothing but listen to very interesting lectures. This was not so, as in the beautiful thermal weather the 10 sailplanes flew 71 hours 06 minutes from 71 aero-towed launches. On the best day, the 21st of June, the 10 gliders flew 24 hours. One will ask what the DG 1000, Germany's latest high performance two seater was doing with us? This was to compare the old two seaters with the most modern two seater. Firstly, it was clear that the DG was being thermal flown at 100 kph, while the Kranich 3 could be thermalled at 65 kph and the Kranich 2s, at 60 kph. This is progress? On the first day Susanne Schoedel and C.Wills set off for a large triangle in the DG. The weather did not develop as forecast and about 200 kms were accomplished. It was a privilege for CW to be flying with Germany's third girl 1000 kms pilot (flown in Spain). The countryside in that area and in the Rheinland Pfalz is really beautiful.

The meeting was made more pleasant by the wonderfully hospitable atmosphere which was radiated by all members of the club and especially by Otto Rotfuchs, the Chief Pilot, and by Achim Trautmann, the Manager. There was an excellent spirit which kept morale high among all participants. Once again, Manfred Penning made a superb job of organising this second International Kranich Meeting. ■

Camphill Rally 21-28 June 2003

Weather was fortunately good with only one day lost due to pouring rain. In all 35 gliders took part (vintage and modern) accompanied by 52 pilots. Unfortunately flying hours (182) and launches (323) were slightly down on last year. Plenty of fun and games, registrations and names not provided.

(extract from S&G report) ■



Gliders awaiting launch at Camphill

The 20th International-Spatzentreffen (Spatz-Meeting) 2003 at Mengen Airfield (South Germany).



By Gerhard (Gere) Tischler.

The Spatz-Meeting was officially planned for the 19th and ended on the 22nd of June. However, at the wish of some participants who had a long Journey to Mengen Airfield it was possible to arrive earlier from Saturday the 14th of June and use the meeting for a short holiday in the beautiful countryside. About half of the participants did it in this way and so the meeting started some days earlier!

Participants travelled from 6 countries to Mengen-Airfield with 28 Spatz, one Bergfalke/Mü13, one Pilatus B4 and one Gö1 Wolf.

The first flying day offered the pilots (just for fun) a triangular task (Mengen – Leuhausen – Leibertingen – Mengen) with a distance of 74 km. On the second day, the task was a cat's cradle within 5 hours and maximum Range of 80km around Mengen. Winner was the Pilot with the most turns and sketches of each turn with a spot landing to finish. On this day the T31 – BGA 3545 made a nearly two hour flight in very good thermal conditions. The day ended with an superb dinner for all participants and after that with a presentation to the winner of the 20th international-Spatzentreffen, Wolfgang Zeyen with his beautiful WW-1 coloured L-Spatz-55 No. D-4669.

Because the Spatz-Meeting is like a great Family who go there to meet Friends, have fun and sometimes fly a bit, everyone who was there was a Win-



ner. It's the same as the International Vintage Rallies but smaller! The next Spatzentreffen is being organised by Wolfgang Zeyen at his home airfield of WERSHOFEN (EDRV) in the Area of the EIFEL-County near the historic Formula-one-Race-Track "Nürburgring".

(Contact: Wolfgang Zeyen, Ahrtalstr.61, D-53533 Antweiler, Phone +49 2693 495, mail: wolfgang.zeyen@t-online.de). And lastly, a special Thanks to all members of my club who helped me to make this Spatzentreffen a great success. ■

20th International Spatzentreffen participants

Country	Number	First Pilot	Co. Pilot	Type
Belgien	OO-YBB	Sevrancx, Achille		L-Spatz-A
Deutschland	D-0767	Frank, Patrick		Spatz 55
Deutschland	D-1204	Nowak, Friedhelm		A-Spatz
Deutschland	D-1259	Vidal, Richard		L-Spatz 55
Deutschland	D-1294	Joost, Stefan		Spatz 55
Deutschland	D-1364	Streibert, Helmut		L-Spatz 55
Deutschland	D-1517	Knoll, Hermann		L-Spatz 55
Deutschland	D-1525	Wiebelitz, Ingo		L-Spatz 55
Deutschland	D-1843	Franke, Johannes		L-Spatz
Deutschland	D-4669	Zeyen, Wolfgang		L-Spatz 55
Deutschland	D-4697	Pönicke, Markus		L-Spatz 55
Deutschland	D-5649	Munzer, Bernhard		L-Spatz 55
Deutschland	D-7138	Fauth, Ute	Pfrommer, Erhard	L-Spatz 55
Deutschland	D-1167	Bauer, Heinrich		L-Spatz-55
Deutschland	D-7170	Riess, Karl-Heinz		L-Spatz-55
Deutschland	D-7503	Müller, Bernd		L-Spatz 55
Deutschland	D-8049	Bornheber, Rolf		L-Spatz 55
Deutschland	D-8338	Braun, Berthold		L-Spatz 55
Deutschland	D-8404	Buse, Heribert		L-Spatz 55
Deutschland	D-8419	de Fries, Uwe		L-Spatz 55
Deutschland	D-8913	Mathes, Alfred		L-Spatz 55
Deutschland	D-9026	Grau, Uli	Schäfer, Silvia	Gö 1 - Wolf
Deutschland	D-9419	Rügamer, Horst		L-Spatz III
Deutschland	D-4489	Morsch, Heiner		Pilatus B4
Niederlande	PH-838	De Crom, Piet	Dijkstra, Nel	L-Spatz 55
Österreich	OE-0362	Havlicek, Franz		L-Spatz 55
Österreich	OE-5329	Engelbrecht, Josef		L-Spatz
Schweiz	HB-737	Wälty, Willi	Wälty, Jürg	L-Spatz 55
Ungarn	HA-4011	Balla, Imre		L-Spatz 55
Ungarn	HA-4271	Olasz, Zoltan		L-Spatz W



Rally Special: Gliwice and the Polish VGC

By Zbigniew Jezierski, translation by Jan Szladowski.



Polish Gliding at the outbreak of the Second World War had enjoyed a very successful previous decade with great names, such as the SG-3, Orlik, and Rekin, taking a lead role on the international scene and being among some of the best designs of the day.

It didn't stop there either; there were over 3 thousand glider pilots, several gliding schools and about 1000 gliders in Poland at the time, making the Polish gliding scene one of the biggest in Europe.

After the hostilities of war, Poland was to emerge as a very different place to the country that everyone had known before those fateful days, with very few Polish gliders surviving.

Among these few survivors, were the Salamander, Wrona (Crow) and, secreted in a barn near Bielsko Biala, an Orlik 1 (Eaglet).

During the hostilities Poles couldn't imagine being able to fly again, all the clubs were closed down; their equipment was confiscated and put to use by German aviation organisations or the Luftwaffe.

Thankfully, the ending of the war provided an opportunity to satisfy the long suppressed hunger for flying again.

Almost from the day the war ended, the Aeroclub movement was set up and the remaining Gliders were quickly listed onto the state inventory and secured from destruction, and the majority of these numbered approximately 700 ex-German gliders, left by the retreating armies.

May 1945 saw the first glider flights organised by the members of the pre-war Polish Aeroclub with support from enthusiastic youngsters, and often took place on airfields held by the Red Army.

1946 saw the re-establishment of a number of gliding schools, as well as the

setting up of the Institute of Gliding in Bielsko Biala where the first post war glider in Europe, the "Sep" (Sparrowhawk) was designed and built.

Rapid progress in glider development and the gliding movement soon followed, much of it by the pre-war trained pilots and instructors, who, with great enthusiasm, shared their skills with the younger generation. All the training gliders were those left behind by the Germans and included SG-38s, Minimoas, Kraniches, Grunau Baby's, Weihe along with a few other models.

Serious production of the Polish gliders began in 1947, and, in 1948, after the consolidation of the political hold over the country by the communists, the process of so called verification began. This meant that nearly all the pre-war flying personnel, pilots and instructors, and members of the Aeroclub of Poland, lost the right and the ability to fly and to instruct.

In many cases members were not even allowed to visit their old clubs!

Very quickly this saw lowering of standards in teaching and in the skills of young pilots, which reflected this policy and, in those dark days, the whole sport was gripped by a climate of suspicion and fear.

Thankfully, by 1957 the situation improved when many individuals were permitted to practice again what they loved and were skilled at.

From 1957 several regional aeroclubs were established including three gliding schools. However, the new order of the state control prevailed in everything, including aviation sports. Individuals were debarred from ownership of any form of powered or unpowered craft. These draconian laws only began to change in the seventies.

Gliwice began its affair with the early aviation exploits over 90 years ago. Once part of German territory up until 1945, the first flights took place from here as early as 1910.

In 1914 a more permanent airfield was established, with the current airfield becoming operational in 1916.

With the end of the First World War, it primarily served as a civilian communication airport.

The 1920s and 30s saw the construction of a number of hangars and a passenger terminal.

Besides the passenger services, other activities flourished, including maintenance and aircraft servicing workshops, as well as the glider construction, and the training of glider pilots and parachutists.

During the Second World War hostilities, the airfield was a primary focus for use by the military. Consequently it emerged from the war suffering heavy damage, especially the passenger terminal buildings. These were cleared along with two hangars, one of which was dismantled and transported for reassembly in Lodz. Two other smaller hangars were taken over for state enterprises unconnected with the airfield, with the largest, main hangar remaining vacant for the next two years, and not used again for housing aircraft until 1948. In the following few years it was administered by the state paramilitary youth organisation "Sluzba Polsce" (In service to Poland). The political changes and the dissolution of this organisation in 1955 allowed the Gliwice Aeroclub to be established here with the airfield remaining its headquarters. For the past 13 years the club has operated as a self-governing and self-financing entity.

At the time of the so-called "peoples

democracy" the club did not have an independent status. All the gliders and power planes did not belong to the club but, instead, were allocated from Warsaw. The rapid process of design and development of new constructions by the state owned SZD meant the supply of new gliders were frequent and assured. By the same token the "old stock" was condemned to scrap and ended up as firewood, as ownership and care by an individual was still a legal impossibility.

This is the main reason why there are so few gliders dating from the 40s and 50s remaining. Like people everywhere in the world, as in Poland, there were a few individuals who thought differently and couldn't abide with such a loss. Often at great risk to themselves, they secreted some of the condemned aircraft in barns, garages and any other unusual place!

Because of this policy, we have only a few examples of gliders, such as Sroka (Magpie), Chapla (Heron), ABC (primary), one Salamander, a few Lis (Fox) and Mucha 100 (a Fly).

Unfortunately none of the SG-38, Kranich, Sep, Komar, Jaskolka, Mucha-ter, Jastrzab and Osa survived in an air-worthy condition. Luckily, one of our club members, Witold Nowak, a highly skilled technician with knowledge and passion for the preservation of the "wooden crafts" did not have the heart to stoke up fires with the bones of "obsolete" gliders. He quietly diverted and saved one Lis and Mucha 100. In 1980 he searched other clubs for other "drewniaki", (wooden aircraft) and, after careful restoration and repairs, brought many gliders back to the skies over Gliwice. These craft form the origins of our collection of 13 airworthy gliders in which we look upon as a live, hands on museum.

As we grew in confidence, in 1999 we came to the conclusion to share our interests and joy of flying "vintage" gliders with pilots from other clubs, which saw us organise the first Vintage Glider National Rally. It turned out to be a great success, with 16 gliders from Poland and one from the Czech Republic taking part. This success encouraged us to formally establish a dedicated club for enthusiasts of vintage gliders, with the organising group comprising of 16 founder members who elected Zbigniew Jezierski as the president of the club, and with Witek Nowak as the vice-president and Zbigniew's deputy.

The Second Rally was organised the following year, and the third in 2002.

Currently our club lists a membership of over 60 and owns 20 gliders. Our



*Above: one of the Dublin Glider Clubs two Mucha 100s.
Below: a Mucha 100 at Lasham before it went to RAF Bannerdown club at Keevil to be restored. Photos Chris Wills.*



headquarters are at the Gliwice airfield where we hangar our collection of Mucha Std., Mucha 100, Foka 4, Foka 5, Kobuz Fox, Beka, Zefir, Bocian, Pirat and a Jaskolka.

It is an historic and political triumph that this is the only airworthy collection of early Polish post war gliders in Poland.

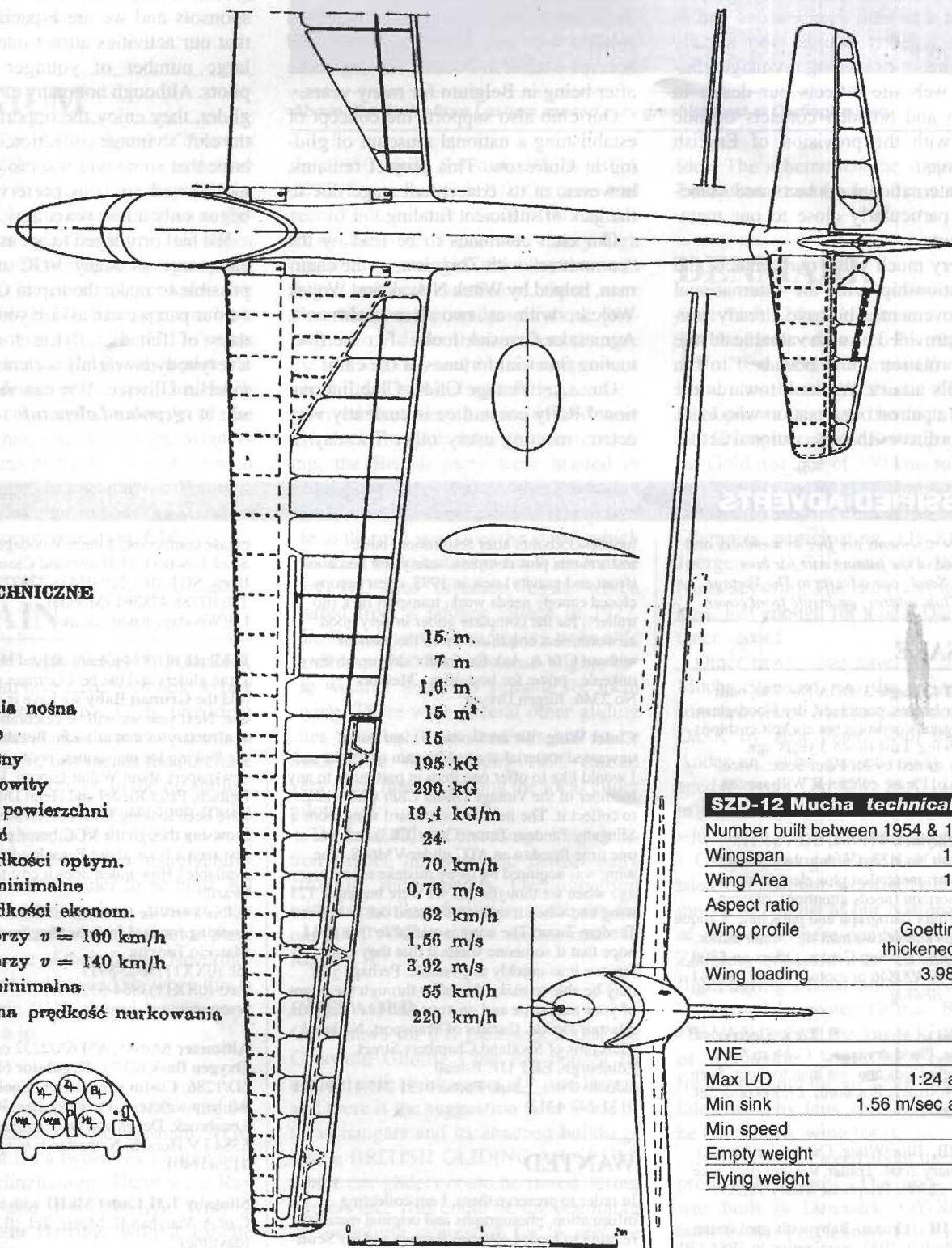
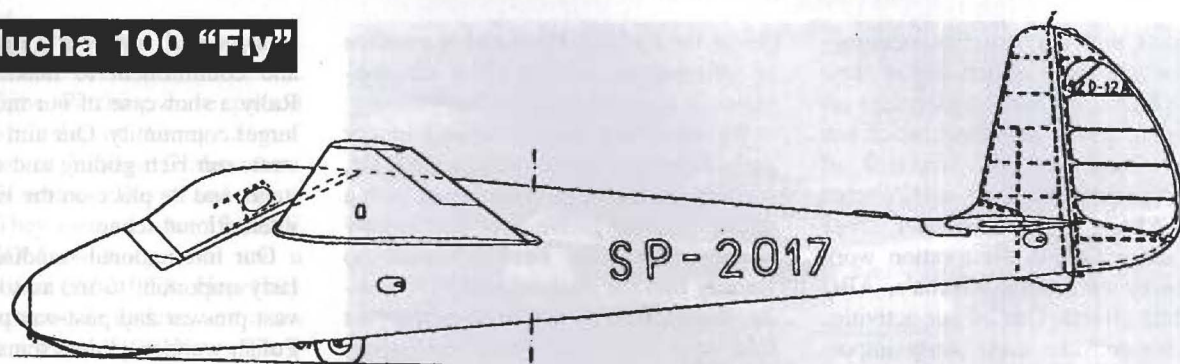
Future ambitions include the building of a replica of the intermediate trainer, the Salamander, designed in 1937 by Wladislaw Czerwinski. For our project we are utilising design changes made in 1948, which has a slightly longer fuselage and a larger elevator, to provide greater flight stability. Having spent most of the past year, sourcing, collecting, and the reproducing of scale drawings, the real work of constructing the glider is now underway. The jigs for setting out and glueing of the wing ribs and the rudder are in place and we hope to complete this work as well as prepare all

the longerons before the winter sets in. The funding for the project comes from members and other fund raising initiatives, one of which is an attractive wall calendar, (VGC Sales David?), in which all proceeds from sales will go towards the purchase of materials. Our thoughts are already turning to an even more demanding project.... The reconstruction of a PWS 101!!...well, that's another challenge..!

Our club activities include promoting "drewniaki" gliders, by offering experience flights in vintage gliders. Also, it is not rare that 200km flights are achieved, although the speeds rarely exceed 50km/h! Whilst it is not our aim to encourage record breaking flights, we do however, focus on drawing attention to the beauty and flying of vintage and classic gliders.

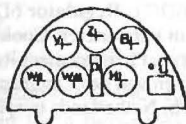
Although our club is not large by any measure, we grow in strength from year to year by attracting new members and

SZD Mucha 100 "Fly"



DANE TECHNICZNE

Rozpiętość	15 m.
Długość	7 m.
Wysokość	1,0 m.
Powierzchnia nośna	15 m ² .
Wydłużenie	15
Ciężar własny	195 kg
Ciężar całkowity	290 kg
Obciążenia powierzchni	19,4 kg/m
Doskonałość	24.
przy prędkości optym.	70 km/h
Opadanie minimalne	0,76 m/s
przy prędkości ekonomicznej	62 km/h
Opadanie przy $v = 100$ km/h	1,56 m/s
Opadanie przy $v = 140$ km/h	3,92 m/s
Prędkość minimalna	55 km/h
Dopuszczalna prędkość nurkowania	220 km/h



SZD-12 Mucha technical data

Number built between 1954 & 1959:	289
Wingspan	15 metres
Wing Area	15 sq. mtr
Aspect ratio	15
Wing profile	Goettingen 549 thickened by 15%
Wing loading	3.98 lbs/sq.ft
VNE	220 kph
Max L/D	1:24 at 70 kph
Min sink	1.56 m/sec at 62 kph
Min speed	55 kph
Empty weight	429 lbs
Flying weight	638 lbs

enthusiasts, with our activities encouraging more and more gliders out of their hiding places. We have undertaken an inventory of gliders in Poland, which has unveiled some surprises. Scattered all over the country we have rediscovered several ABC's, one Salamander, three Sroka and a Czapla. Restoration work commences on several Mucha's, ABC and Sroka gliders. One of our activities which we consider particularly important to the role of the club, is the exchange of information, photographs, technical data and specifications and in bringing together people who already own or dream of owning a vintage glider. Our web site reflects our desire to maintain and broaden contacts outside Poland with the provision of English translations.

Our international contacts and standing are particularly close to our members' hearts.

We very much value our contacts and our relationship with the international VGC movement, who have already generously provided us with valuable advice and information about how best to run our club's affairs. We look towards the VGC as a patron organisation who leads and co-ordinates the international activi-

ties of the national clubs and is a source of information and the latest developments in the vintage glider world.

We could not have imagined in our early days, that on the worldwide scale, the Vintage Glider movement has such a strong following. We feel particularly honoured to have been accepted so warmly into the international VGC family. We have learned a lot over the past four years from our "senior" colleagues in United Kingdom, Germany and the Czech Republic, and contacts such as these bring the occasional unexpected results, with our Jaskolka, which had become extinct in Poland, coming home after being in Belgium for many years.

Our club also supports the concept of establishing a national museum of gliding at Golezow. This project remains, however, in its conceptual stage due to the lack of sufficient funding.

Our club continues to be lead by the "committee" with Zbigniew, as the chairman, helped by Witek Nowak and Wojtek Wojcik, with as two vice-chairman's. Agnieszka Grzesiak looks after the fluctuating financial fortunes of the club!

Our 32nd Vintage Glider Club International Rally committee is currently very active, meeting every other Tuesday. It

reflects each member's sense of pride and commitment to making the 32nd Rally a showcase of our movement to a larger community. Our aim is to demonstrate our rich gliding and aviation heritage, and its place on the European and international scene.

Our international standing is particularly important to us, as so little of the vast pre-war and post-war production of Polish wooden gliders remain. The success of the Rally will also ensure support for our club, attract new members and sponsors and we are especially pleased that our activities attract interest from a large number of younger generation pilots. Although not many of them own a glider, they enjoy the opportunity to fly the club's vintage collection, and it is our hope that some will want to own "drewniaka" and so help preserve what we begun only a few years ago.

We feel privileged to act as host to and encourage as many VGC members as possible to make the trip to Gliwice, and on our part we can assure you of 10 great days of fun and flying for everyone! Everybody is warmly welcome. Let's all meet in Gliwice. You can visit our web site at vgcpoland.aleja.info ■

CLASSIFIED ADVERTS

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

FOR SALE

Slingsby T42 Eagle 3, BGA No. 780, built 1957. Instruments, parachute, dry wood/glass trailer. In good condition but cockpit cushions need renewing. Last flown 3 years ago. Originally owned by Sir Peter Scott. Price: £1500 o.n.o. Please contact R Williams on 01280-813811 or M Lewin on 02476-674891.

Slingsby Skylark 4 (1964) BGA no 1189, Competition No H23, CofA to June 2004. Normal instrumentation plus electric vario, artificial horizon (needs attention), oxygen system, Winter barograph and parachute. Unique rigging aids enable two man rig. Metal trailer. Based Bidford Gliding Centre. Offers on £800. Phone 01789 490846 or mobile 07939 580141 to arrange viewing.

Skylark 3B (F Mods). A/H, T&S, Electric and PZL varios. Good dry trailer. CofA to April 2004. Rigging aids and one man tow out. Seen flying at Husbands Bosworth. £1,500 ono. Tel. 01455 292071.

Skylark 2B, Blue/White, Cambridge Vario., CofA January 2004. Trailer, tow out gear, nice condition. £2500. Telephone 01249 782031

Cumulus IIf. (Grunau-Baby with steel frame fuselage) built in 1953, restauration in 1984 130

lunches/35 hours after restoration, basic instruments plus compass, safety belt and hook (front and gravity) new in 1998, open canopy, closed canopy needs work, transport rack (no trailer!) for the complete glider in very good airworthiness condition but in the moment without C of A. Ask for details: dreyer.wb@w-unke.de . price: for best offer . Member No.2346, Jürgen Dreyer

Cadet Wing. We are having a clear out of unwanted material at our Museum of Flight and I would like to offer one item in particular to any member of the Vintage Glider Club who wishes to collect it. The item is a starboard wing from a Slingsby Tandem Tutor (Cadet TX3) and was at one time fitted to an ATC glider VM648. The wing was acquired by us by mistake many years ago when we thought that we were buying a T21 wing and when it arrived it turned out to be for a Tandem Tutor. The wing is available free and I hope that if someone wants it that they can remove it as quickly as possible. Perhaps you may be able to make this offer through the pages of your magazine and on your web site. Regards, Alastair Dodds. Curator of Transport. National Museums of Scotland, Chambers Street, Edinburgh, EH1 1JF. E-mail a.dodds@nms.ac.uk. Phone 0131 247 4125 .Fax 0131 247 4312

WANTED

In order to preserve them, I am collecting information, photographs and original material relating to Lesley (Baron) Baynes and his Scud series of gliders. If you can help in any way then

please contact me. Laurie Woodage (Scud 2 & Scud 3 owner). 21 Hammond Close, Stevenage, Herts. SG1 3JQ. Tel: 01438 728777. (Evenings). Tel: 07788 478361 (Mobile). L.P.Woodage@herts.ac.uk

In March of 1934 a team arrived in Brazil with some gliders and the best German pilots. It is told the **Grunau Baby** we have is the original one. Next year we will be celebrating the 70th anniversary of that mission. Because of that we are looking for magazines, books and newspapers about Walter Giorgii, Hannah Reitsch, Peter Riedel and Heini Dittmar. We have been looking for it everywhere. I was browsing though the VGC home page and I have just seen a book about Peter Riedel. Is it still available? How much does it cost to ship it to Brazil?

Is this a service for non-members also? Looking forward from hearing from you soon, Marcelo Torretta tel: (0XX11)3862-8911 Fax: (0XX11)3864-6321 www.presenta.com.br

Altimeter 6A/685, **ASI 6A/2232** or **6A/3005**, **Oxygen flask 6D/71**, **Regulator 6D/695** or **6D/1286**, **Cosim variometer**, **Cook compass**. All help welcome. Please contact Raymond van Loosbroek, Deken van der Cammenweg 19, 5384 LV Heesch, Netherlands telephone 0031 412 451401.

Slingsby T.31 Cadet MkIII with trailer and C of A. Vaughan K. Meers. Tel: 0121357 5780 (daytime)

AUSTRALIA

Ian and Tighe Patching have passed over the editorship of 'Vintage Times' the newsletter of Vintage Gliders Australia to new editors, David and Jenne Goldsmith. They own a Hutter 17, HNV (formerly GDM), a Ka6, GNB and a Vanstan modified ES52, GFK. Hopefully they will now provide updates and news from 'down under' for VGC News. Their e-mail address for those wanting to find out more is: fanatic4@pacific.net.sg, sounds exciting? D.S.

BELGIUM

HUETTER H.17B. Bruno de Wouters of La Tilette, Belgium, is to deliver a Hutter H.17b to the Czech Republic on the 6th October, to have it done up to flying condition by a Czech firm. He hopes that it will be airworthy to fly next spring in Belgium. He does not yet know the history of this H.17b. The type was built in Germany after 1951. The H.17a's date from 1934, but the H.17b was a post war updated re-design of the type. This H.17b will be last airworthy example of the type. CW has sent Bruno de Wouters drawing plans of the H.17b to help with the restoration. At the club at Verviers, there are a Jaskolka and Mucha Standard in fine airworthy condition. CW.

BRITAIN

WYCOMBE AIR PARK (BOOKER).

Our group here have been able to buy cheaply the club's T21b, providing they look after it. As there is no room in the hangar for it, this means the purchase of a good closed trailer. In the meantime, they have had to borrow an open trailer from Haddenham to fit the T21b on to it, so that it can be taken to a manufacturer for a closed metal trailer to be built. All through the burning hot summer, the group has worked on this elaborate plan, to the detriment of their flying. Nevertheless, the deed is done and so, when this is in print, their T21b should have a good trailer to live in.

LASHAM.

During the period 3rd - 16th August, some members of the Lasham VGC Centre went for a two-week gliding holiday at Oerlinghausen. These were Ray Whittaker and John Wright with 2 Ka-6Es, John Herring, with a Libelle and Keith Green and Mark Wills with



Above: the Weihe from Lasham caused very great interest at Oerlinghausen.

the 1950 built Swedish Weihe BGA 1093 (Formerly SE-SHU). Germany had record hot weather of over 100 degrees C. at that time. There was a very high pressure system but the air mass was rather stable. Nevertheless, there were thermals over the sandy soil above Oerlinghausen. A little distance from the site, the soil was clay and this did not produce good lift. The Oerlinghausen members received them very hospitably and were extremely helpful. After the main briefing, the British party were briefed in English by Ingo Renner, the Australian World Gliding Champion. It was possible to thermal soar over the slope, which was used by Kronfeld in his Wien for the first 100 kms distance flight, which started from a bungee launch in 1927. The British party were hoping to be able to attempt 500 kms distance flights but the weather was only suitable for local flying. There were several other gliding sites near by if out landings had to be made. The Weihe BGA 1093 caused very great interest among the local glider pilots.

The heat did not encourage long duration flights, however, the British party strongly recommends Oerlinghausen with its excellent facilities, as the site for our 2005 VGC Rendezvous International Rally. CW.

COTSWOLD

Good news for UK members is that the Cotswold Gliding Club has bought its airfield with two hangars at Aston Down, and there is the suggestion to turn one of these hangars and its attached buildings into a **BRITISH GLIDING MUSEUM**, where our gliders could be stored during winters etc. This could be the beginning of something interesting for us and we ask our members to support and help the

idea. The scheme has the support of an Educational and Charity Trust. C.W.

DENMARK

from Niels-Ebbe Gjorup.

In the latest edition of Foeniks Posten No.26, the EoN Olympia OY-XEF has been chosen as the theme. This very Olympia was the one in which the Danish Champion, Niels Seistrup, flew for his Gold distance of 330 kms to Sweden in 1956. For the World Championships at Leszno (Poland), Denmark had two EoN Olympias participating, OY-XEF with Joergen A.D.Friis and OY-BIX with Niels Seystrup. The latter was flown 431 kms, just enough for a new Danish Distance record.

Other news - we have got the club's Mucha Standard into the air again this summer. This Mucha was donated to DaSK by dear Peter "with the beard" Andersen, who passed away recently aged 80 years. Our SZD-25A, Lis, is back in service after an overhaul to the fuselage which included new fabric and paint.

Our new Bungee Rope was thoroughly tried out, (if not worn out) during the month of August at our National Centre of Arnborg, where our Stamer Lippisch Zoegling attracted a lot of attention in flight during a local cultural event.

A privately owned Grunau Baby 2B, OY-VAX, owned by Jens Christoffersen of Roenedde, South of Copenhagen finally got into the air again after incredible efforts by Jens. Among other things, he built a new wing for it.

Just one more word about the Olympia production figures. The only one that was built in Denmark, OY-XOX was built by the Polyteknisk Flyvegruppe in Copenhagen in 1953 as can be seen in

Olympias/Meises which have been registered in Denmark

1. Schleicher	c/n: 693	1939	OY-DEX (destroyed Ebsjerg on 24.9.59.)
2. Fokker	c/n: 6056	1948	PH-174 (OY-DXD which went back to Holland 29.11.02)
3. Polyteknisk	c/n: PFG12	1953	OY-X0X, (crashed Herning 2.8.58).
4. Elliotts of Newbury	c/n: EoN/0/049	1947	BGA 547, OY-FUX (destroyed Holstebro 20.5.68). During take off for its initial attempted delivery to Denmark, this Olympia and the Newbury EoN towplane got airborne without pilots; both aeroplane and sailplane were severely damaged.
5. Elliotts of Newbury	c/n: EoN/0/55	1947	96-961, Z-961, OY-BIX (crashed Vaerloese 1959)
6. Elliotts of Newbury	c/n: EoN/0/056	1947	96-963, Z-963 OY-FIX.
7. Elliotts of Newbury	c/n: EoN/0/059	1948	96-962, Z-962 OY-BKK, OY-XEF.

Long Term Projects include the Mu 13D OY-MUX, an SG 38, 2 Olympias, a Lis, Grunau Baby, Jaskolka, Mucha, Bergfalke etc

In summary, the scene for vintage gliders in Denmark is very busy! CW.

the list included.

Niels-Ebbe has also obtained the Rhoenbussard from Ake Andersson in Eskilstuna, which has to be restored. It was originally built in Denmark during the war, where there was another one, so it is only right that it should be returned to Denmark. There is a Danish set of drawings for the Rhoenbussard complete with those for the main fuselage bulkheads. Some of the German sets of plans for the Rhoenbussard lack those for the main fuselage bulkheads. We do not know why.

(C.Wills has German plans for the Rhoenbussard and can get them copied for anyone who needs them. He also has the Danish drawings for the main bulkheads.)

More news from Denmark is that a Swedish built Kranich 2B-1 has been obtained via Rolf Algotson. It is stored by Johannes Lyng, President of the Danish Vintage Glider Club, awaiting restoration.

tel C301. With another pair of higher aspect ratio wings it became known as the Castel C31. 63 were ordered in 1941 and were built, but we have no evidence to date that these were ever distributed to the centres and clubs during 1941/42. The type was perhaps still being tested together with other new gliders, on the direction of the German controlled Armistice Commission. The Castel C31 would have been very suitable for flying Silver C distances. After the war it was built in great quantity as the Castel 310P.

One CASTEL C301 has been restored to airworthiness condition by ASPAC at Paray le Monial. Another has been restored at the Musee de l'Air Regional at Angers Marce. In 1941 and 1942, it was the Castel C301 which gave Frenchmen their best chance of gaining their Silver Cs. It had about the same performance as a Grunau Baby 2.

CHRISTIAN RAVEL has also just retired from a successful career as Airline Captain. He will now be able to give more time to his Museum. He has flown

more than 23,000 hours.

WORK IN THE MUSEUM. The AVIA 152 No.301 F-AZVI. The Port wing is rigged and glued. It has been a long and meticulous work, which the public has been able to watch. (It seems strange to CW that a Primary's wing should be so complicated and presumably difficult to repair as they were so often broken). FAUVEL AV 36. no.111 F-BBRK. All fabric has been removed and only a little woodwork will be necessary. Pierre, Louis and Gerard have suspended work on it for a few weeks to rebuild the ailerons of a Breguet 904.

MS 505 (Storch) No.149 F-BIPJ." Robert Benion" Jean-Pierre Lambin and Gilbert Huzeau are proceeding with the aircraft's accessories. This is the collection's towplane.

WASMER WA 22 No.117 F-CDCS. No work has been done on this aircraft which does not have priority. Our President is to spend the summer filling the wings.

WASMER WA 26 No.03 F-CDUU. A major overhaul is in progress complete with new paint. The glider has been found to be in excellent condition. It has been offered to the GPPA providing that the museum can restore it to flying condition. CW.

GERMANY

As previously, and extensively reported, the great International Air Fair at Friedrichshafen, which ran from the 6th the 12th May, was its usual great success, with 1067 firms involved from 40 countries. One of the hangars was devoted entirely to gliders. In this hanger, the VGC had a stand, which had been

FRANCE

Maurice Renard is to retire from his profession of weathercock manufacture and installation which called for considerable sure footedness. We wonder if some of the weathercocks took the form of running foxes! This had also been his father's profession. His first job after retirement will be to restore his CASTEL C301S, a very historic French type. It was first designed and built by Robert Castello in 1936 as the Castel C30 but only 24 were built. During 1941/42, no less that 315 were built and the type did more than any other type to give French gliding its most successful years in 1941 and 42, since French gliding started. It was then known as the Cas-



Maurice Renard's Castel C.301S photographed at Lasham during the International Rally. Chris Willis

organised and set up mainly by our members from Achmer to whom we owe our heart-felt thanks. Next to the VGC stand, there was a Czech Aviation stand upon which was a restored KRAJANEK, representing a firm that restores old gliders in the Czech Republic. In the AERO of 2005, it is intended that one hangar should given entirely to an exhibition of old gliders. The owners of one of each type of old glider that is airworthy will be invited to exhibit their aircraft. It must be stated that this will be a static exhibition and that, as far as we know, the gliders will not be flown.

Not many years' ago, there used to be an invasion of Swiss old gliders which presumably had been brought across Lake Constance by ferry from Romanshorn in Switzerland. We wonder why this was discontinued?

The additional new building for the German Gliding and Aeromodelling Museum has been started. It is hoped that it will be finished in the summer of 2004.

KLAUS HEYN has finished repairing his MUSTERLE, which was severely damaged during take off during our Rendez Vous Rally in 2001. It must now be ready for display in the German Gliding and Aeromodelling Museum. Considering the severity of the damage, it has not taken him long to repair it. We are glad also that both Klaus, and now his glider, have recovered. We have heard that Klaus is now 2nd in Command of the Museum.

Recently, at an Air Day at Oberschleissheim airfield, many old aircraft were seen. One of them was the Udet "Flamingo" replica of the Bad Toelz Vintage Gliding Club. It looked as if it was very nearly finished with silver wings and tailplane, an orange fuselage and its original Siemens radial engine (of 165 hp?). It looked super. We were told that when this aircraft is finished and flying, the club will start restoring their Kranich 2 (B-2), ex BGA 1147, which they bought from Mike Russell. As far as we know, this was a 1943 Mraz built Kranich 2, which had been used by the British Airforce in Germany, until it was brought to Britain by Andy Gough and his men for sale to civilians. It gained its first BGA CofA in November 1963. Its constructor's (Werk No?) is 821. Its RAFGSA Number was 258. When this Kranich 2 is airworthy, there will be 4 airworthy Kranich 2s in Germany and there will be no excuse if at least one of them does not take part in the next International Kranich Meeting

at Unterwoessen in Bavaria. Because of the small number of gliders taking part in the 2003 International Kranich Meeting at Marpingen in the Saar, the 2004 Meeting will be open to other old gliders besides Kranichs.

THE HERMESKEIL AIR MUSEUM was visited with Neelco and Marja Osinga, during the International Kranich Meeting (see report in Rally Roundup - Ed). In this museum were several gliders. These included the fuselage of a Zoegling (1926 Lippisch designed as elementary training glider for the RRG). On loan from the Segelflugmuseum Gunzberg), was a Huetter H17b (D-8045), a Grunau Baby 2b (D-7160), a Bergfalke D-8518), a Ka-4 Rhoenlerche 2 (00-ZQR), and a Horten 15c side by side seated two-seater. This was without fabric to show its structure but otherwise seemed to be remarkably intact. This was the type in which Scheidhauer flew over the Andes in company with an Argentinean instructor in a Sky, to land in Chile. In Argentina, it was named "Urubu" (on loan from the Segelflug Museum Gunzberg). The Hermeskeil example was one of three which were built in Germany during the first half of the 1950 s, but were not successful due possibly to lack of information coming from Reimar Horten in Argentina. CW.

HOLLAND

We have heard that Raymond van Loosbroek has unfortunately become ill and his collection of un-airworthy old gliders is being dispersed. We very much hope that Raymond will soon get well again. We have also heard that Philip Wills' 1952 Madrid World Championships winning Slingsby SKY is to be given into the hands of a small group of glider pilots in Holland who hope to have it flying in three to five years. A long time ago it was severely damaged by an inexperienced pilot landing short at Haverfordwest in South West Wales. The repair still needed to be done is very considerable.

The 1947 Fokker built GOEVIER 2 in Zimbabwe is to be brought home to Holland and will be made airworthy. It was landed short and one wing was broken in half. In Zimbabwe it had been popular for making "touristic" flights round the countryside without its canopy! Another Fokker built GOEVIER 2 is also somewhere in Holland. It had been the first Goevier owned by the late Ken Crack, but we do not know

what has become of it. CW.

ITALY

Our enthusiastic aeromodelling member VINCENZO PEDRIELLI of Milan, is working one day a week, with an "experienced in aircraft practice" friend, on a full size tandem two seater sailplane. It is one of the three versions of the "URENDO", 'economic to build', designs of the engineer E.Ciani which he designed in 1956. Urendo means Horrendous in English. This type was followed by the "Uribel" (English Horrible!) of which 5 were built from 1959-1960 and by the "Eventually" in 1963, of which two were built. The "URENDO" of which 9 were built, had a 15-metre wingspan and, with its very good NACA 64 wing profile, gives it a max L:D of 1:24.7. Vincenzo has said that it's welded steel tube fuselage is now restored and they are now working on its wings. It may be going to be airworthy in two years time?

VINCENZO has said that, owing to the very good weather last summer, the lengthening of Pavullo's runway is almost complete and this has made the aeroclub there to start thinking of organising another Vintage Glider Rally. The lengthening of the runway was necessary because of a fatal accident during an aerotow towards the town. A steep turn was necessary before the town due to noise abatement, and a Ka-8 could not follow the towplane, which went into spin, causing its pilot to be killed. CW.

SWITZERLAND.

Lilly Grundbacher has completed the maintenance of her Elfe and Ka-8 and has since been converting a vehicle into a mobile Chalet (hotel?). She is still working in Rudi Saegesser's workshop, but because of the above, and other work, she has not yet had time to finish her Huetter H.28-2, HB-223, which seems to have more work needing to be done to it than was at first thought.

There was a move recently to sell two Spalinger S.18s outside Switzerland. Efforts are now being made to keep them in the country. We understand that there is a small group of pilots at the Amlikon Club who wish to take over the Spyr 5 of "Fips" Rothenbuehler and Werner and Hugo Roth as they can not own three gliders. Thus, we hope that the future of the Spyr 5 will be secure. CW. ■

Thanks

“CEW” the K6e - BGA 1493, that I share with my partner Tony Gait, was substantially damaged during a field landing on June 8th this year, after a flight from Dunstable. But, thanks to the efforts of Cotswold Gliders, has now been repaired and returned to serviceable condition. Thanks are also due to Peter Underwood, for his offer of assistance if required and also to Laurie Woodage for giving me the opportunity to fly his Swallow in the absence of CEW.

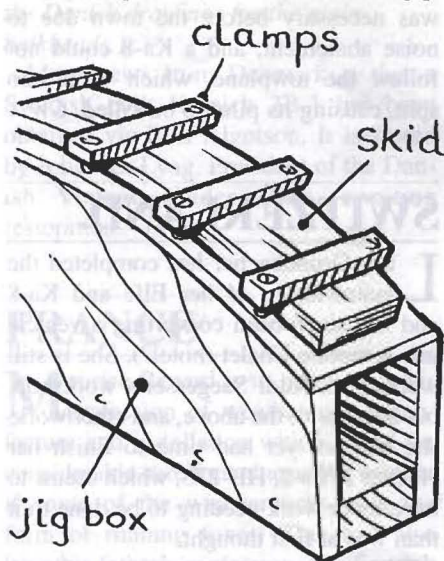
*Regards, John Richardson
(VGC member No:1905)*

Skid jig

Dear Editor, I was interested to read Laurie Woodage's article on skid building in the summer edition of VGC News.

It brought back happy memories of how I built a skid for JS Weihe, BGA 1093 (now owned by Keith Green at Lasham) about 15 years ago. Like Laurie, I was anxious when the Weihe required a replacement skid. The original skid has four laminations of 5mm thick ash. Finding an aviation quality ash was quickly solved after a look at the ASK13's long skid. I contacted London Sailplanes Ltd at Dunstable which was then an agent for Schleicher and was able to obtain 4 planks of ash, machined to my requirements.

Second problem was to build a jig.



After investigation I settled for a box-sectioned jig where ash planks could be laminated over it and it required no G-clamps. The jig box was built up with two planks of wood and a strip of thick plywood. An old door jamb was used as a base. To clamp the skid in the jig I used multiplicity strips of hardwood secured to the jig with long steel screws (see sketch). When I removed the glued skid

from the jig it sprang back about 3cm at the front but this was soon eliminated when I bolted the skid to the fuselage.

I was pleased with the project and I would recommend that box sectioned jig for skid building, for it is rigid, simple and less clumsy. I still have a small test piece of the skid and the glue line (Aerodux) looks satisfactory and I am happy to pass this on to Keith if he desires it!

Yours sincerely, Andrew Coates

Collecting Books

Readers will no doubt recall Wally Kahn's excellent article in the summer issue about collecting gliding books.

Having purchased a large number of aviation books using the Internet myself, most of which have been out of print gliding books, I recently was more than annoyed at the current practice that some vendors, through Amazon books, employ of charging postage.

My wife and I ordered several children's titles through Amazon books, with a company called Less4books, making a point to order the books from the same supplier so as to cut down on postage as the postage costs were being charged at £2.75 per book for postage within the UK.

(Ironically, as small, heavy card type infant books, nearly all the books were less than the cost of postage!)

Upon ordering I contacted the suppliers to make sure that we were not going to be charged multiple lots of £2.75, only to be told, you guessed it, that we were, and, due to an automated system, we were already charged several lots of £2.75!

Sure enough, a couple of days later, several buff envelopes arrived containing each single book from the same supplier, meanwhile, we were charged almost more in postage than the books face value!

The charge, I would guess, represents a standard charge up to a certain weight; having gone down to my local post office and priced postage on each item, the charge quoted for first class was a lofty £0.75p each, so with the cost of an envelope, I estimate this was more than twice the rate charged for the item.

To all VGC readers, please make sure you check that you will not be lumbered with multiple charges when ordering more than one item from the same supplier, especially those readers in far flung places such as Australia or New Zealand where postage could be very significant indeed if ordering outside their own countries.

I have found that suppliers such as Abe Books and Ukbookworld do not employ unfair practices as described above, and will in my experience, quote a standard

charge, but the vendor will charge your account for ACTUAL postage costs and will employ a much more sensible and fair practice of sending more than 1 item in a single package.

So annoyed were we at this policy, we informed Less4books that we wished to return the books for a refund, only to be told that they will only refund the value of the books and not the postage, even though the true cost to them was far less than charged! You may not be surprised to learn that we elected not to deal with this company again. BEWARE!

Bruce Stephenson ■

Book Reviews

“THE LEADING EDGE”

‘A life in gliding’ by Dick George and Anna Wilson

Published in 2003 by Shoal Bay Press Ltd, South Island, Christchurch, New Zealand.

This is a magnificent soft back book which is illustrated with black and white and colour photographs. It is very well written and describes the start of New Zealand gliding until almost the present time.

Dick Georgeson was trained at the London Gliding Club under Hugh Wheatcroft, the then Chief Instructor. He gained Silver C No. 197 on the UK list flying a Gull 1. He returned to NZ in 1949. He imported Slingsby prefect ZK-GAB, which was the second glider registered in NZ. In 1952 he imported the JS Weihe BGA 433, ZK GAE which had belonged to Philip Wills. From this time the reader is treated to fantastic accounts of his wave flights which led to 8 world records. He had taken part in 3 World gliding Championships. His flying in NZ wave seems to have been heroic in the extreme and he should rightly been regarded as the father of NZ gliding. As he almost lost the sight of one eye due to glaucoma he finally had to use his wife Helen to see for him during two seater flights. Helen gained NZ's first nationally gained Silver C flying the Weihe. Dick was awarded the Liliethanthal Prize, Glidings highest award, in 1985.

The book is written with some compassion and should be very instructive for glider pilots. All the tragedies, sadness and glories are in there. In 1979 he received an MBE for services to aviation in NZ. There had been a slight difference between the lowly slope at Dunstable and the mighty leading edge of NZ's Long White Cloud. Chris Wills regards this book as one of the best and most exciting gliding books ever written. ■

The Colditz Cock replica - "JRZ" B.G.A. project No 4732.



By Martin P. Frances

I have been asked by several V.G.C. members, including Peter Underwood and Austen Wood, to write a few lines about the progress of my project. I could write a book on the subject - one day I may do so! - but time spent here at the table, writing, is time away from the workshop!

However, before proceeding further, I feel compelled to mention the late John Lee; although I barely knew the man, I was shocked to read of his death, initially in "S & G", and then in the last issue of VGC News. I wish I could have had an opportunity to get to know him better, but I had only two brief meetings with him. Firstly, I was visiting Southdown Aero Services on the day John had just delivered the wings for the Channel 4 Colditz "Cock" replica (15/1/00).

It was a very busy day in the workshop, I was introduced to Mike Fripp and his sons and the rest of the team, whilst the "Windfall Films" unit proceeded with its filming for the Channel 4 series. The (late) Ann Welch was also there; back in 1980 it was her husband Lorne, (an ex-Colditz POW) who had supplied me with a superb photograph of the original "Cock" in the Colditz attic.

John Lee had been made aware of my interest in the "Cock" and asked what progress I had made. When I explained that I was still at the design and mock-up

Above: my 1/4 scale Colditz Cock - flown again on 3/11/2002 to mark it's 21st anniversary.

Right: a piece of flexible 1/8" plywood - hard to believe this becomes a wing spar! All photos by the author

stage, he advised me not to continue any further! - fortunately I understood what he was inferring, and was un-dismayed (just as he was, when "advised" against his "FAFNIR" project!).

It was fascinating to see the glider; the progress achieved in such a short time (to meet the demands of the filming schedule) was truly breath taking. Even more amazing was the sight of it being test flown only one week later at RAF Odiham (23/1/00); the first 2 launches were flown by Derek Piggott, and the second two by John Lee.

The glider was officially unveiled the following weekend with a number of former Colditz POW's present, including the designer Bill Goldfinch, as well as

numerous media representatives. It was a beautiful day but, alas, the gusting wind was deemed to be too excessive to risk flying the "Cock".

Three days later (2/2/00) the RAF provided a brief window for the filmmakers to

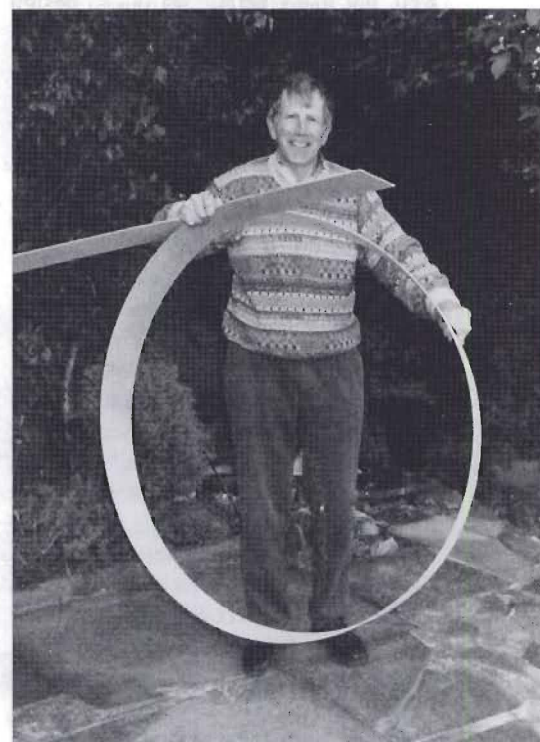
complete their work (presumably whilst the Odiham helicopter pilots were having lunch!). In a frenetic one and a half hours, John Lee made 4 impeccable flights in perfect weather conditions, nailing all 4 landings to perfection in

close proximity to the gallery of invited guests, ex-POW's, press and TV photographers, and "Windfall" film-makers.

During the following reception, in the KESTREL G.C.'s club house, John was in great demand and I had only a fleeting few words with him; it was obvious he was quietly very elated and averred that, but for the tight schedule, he could have soared the "Cock" on at least one of the flights!

My own project has been mentioned a couple of times in VGC News (issues 99 & 102); I'm sure that readers such as Mike Fripp, Colin Street and Peter Wells will be surprised (but, I also hope reassured!) to learn that the project is still alive and progressing, albeit terribly slowly as far as I am concerned.

My interest in the "Cock" goes back to 1968: I first mooted my scheme for a flying replica in 1986 when I had corre-



spondence with Dick Stratton at the B.G.A. I started full-size drawings in 1990, meeting with David Braham at that time, as he had been appointed my design monitor. A spate of personal and family problems put the project 'on hold' until 1998, when I finished the drawings and built a full-size mock-up of the forward fuselage. The bulk of the spruce required for the job was ordered from the USA, arriving in December 2000. In the meantime I had extended my garage at home to provide adequate workshop space, as well as roofing-over a corridor between house and garage; this housed the wing spar jig (since dismantled) and

it is important to stress that the 2 original drawings of the glider made by Bill Goldfinch in Colditz in 1944, have survived and are in the Imperial War Museum, London.

is now a storage area - the hangar!

Another important requirement was to decide on a suitable covering material for the glider, to ensure that the blue and white gingham finish of the original was replicated. After much research I found a specialist fabric printer who was able to screen-print a suitable quantity of 'DIA-TEX' material, faithfully copying the pattern from a scrap of original Colditz gingham I have in my possession.

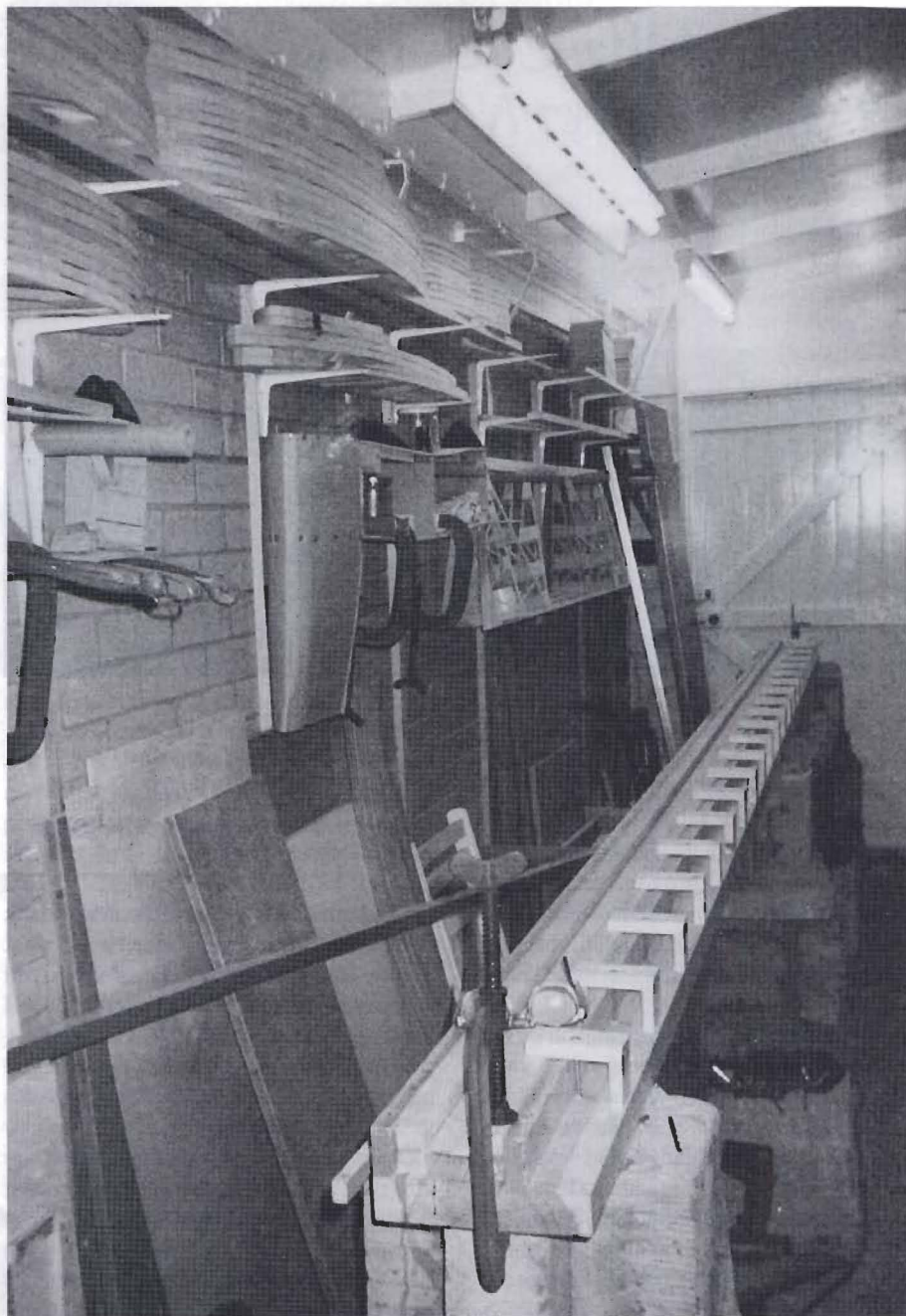
I have received help and guidance from numerous people (some of whom I have mentioned) but I have enjoyed crucial support from two people, Peter Teagle and Julian Mills. I met them both many years ago during my former employment at B.Ae. Woodford, Cheshire; Peter's name will be familiar to many VGC members, and he is my inspector and design consultant.

Julian is perhaps "one in a million" - well, not many people set out to design and build their own light helicopter, and then teach themselves to fly it! - he is a glider pilot, an expert hang-glider, a qualified helicopter pilot and, for his day job he is an aerospace design engineer. Earlier this year Peter Underwood was appointed as my design monitor so, all in all, I have no excuses for not making a success of my project!

An exercise which consumed a considerable amount of time and effort was the load testing for the wing spars; this procedure could well be the subject of a separate article in future. A specimen of wing spar was built specifically for this purpose, and was set-up in a fabricated steel rig; the required loading (calculated by Julian using a computer model) was applied by a hydraulic jack operating via a lever and wiffle-tree arrangement. Peter Underwood attended the test procedure, during which the spar specimen was loaded in excess of 7.5G; he later described the experience as one of the most fascinating evenings he could remember - "amongst kindred spirits!"

From a VGC point of view, it is important to stress that the 2 original drawings of the glider made by Bill Goldfinch in Colditz in 1944, have survived and are in the Imperial War Museum, London.

In 1990, when I began my own full-size drawings, I started with the wing plan and asked Bill to provide additional details of the wing construction, as some information was lacking on the original drawing which Bill had lent to me in 1983. He responded by producing a new drawing for me in April 1990 which showed all the necessary details; the main change from the original glider was





Far left: a rear spar takes shape in the jig; completed ribs are on the racks.

Bottom left: 2/2/2000 Kestrel G.C. Clubhouse - The 'Cock' has flown, witnessed by Jack Best and Bill Goldfinch. Seated with John Lee, they have been presented with mounted copies of Derek Piggot's Fight Test report. (L to R. Jack Best, John Lee, Bill Goldfinch.)

Left: the fully-built ailerons (yes! - they are both the same length!)

the use of built-up spars, instead of solid timber (floorboards), and the ribs were carried through full-chord, a simpler system than the original 'W-braced' ribs aft of the rear spar. It was in fact this 1990 drawing which John Lee used to build

amphibious aeroplane!

I always intended to complete the building of the wings for the "Cock" before moving onto any other phase of construction. To date, apart from some small items at the wing tips which will be

the wings for the Channel 4 replica, so there is no doubt about the integrity of Bill's design! It might interest readers to know that Bill (at the time of writing) is still an active pilot, albeit with the assistance of a fan up-front and, aged 87 is busy building an

created in situ, I now have a complete set of wooden components for the wings, and the 2 ailerons are in fact fully completed. I will not start assembly of the wings until all necessary metal fittings are finished. These fittings are all scratch-designed and manufactured using 4130N steel; metal work is really my forte, though I do thoroughly enjoy working in wood, but I probably make things difficult for myself by endeavouring to adhere to engineering tolerances on the 'wooden bits' - old habits die-hard - perhaps this accounts for the slow progress! In recent months I have found myself reflecting on my progress, and comparing it to John Lee's super human achievement in building those wings as he did in 6 weeks. Of course, John had vast experience of these procedures, whereas this is my first effort; I nevertheless remain in awe of the miraculous creation jointly produced by John, and all at "Southdown".

Keeping the progress moving is probably the most important objective for me whilst, at the same time, bearing in mind Peter Underwood's observation: "it's not a race!" I look forward to reporting further progress in the near future.

The Channel 4 replica "Cock" now seems destined to remain a static exhibit, after making only 8 flights. After a lengthy period on public display at the Imperial War Museum in London, it was briefly stored at Duxford. It is now on long-term loan to the Norfolk and Suffolk Aviation Museum, Flixton, nr. Bungay. Opening hours are (summer) Mon-Thurs incl., 10 am - 5 p.m. (winter) Sun, Tues and Weds. only, 10 am - 4 p.m. Phone 01986 896644. The Museum also has a web site. ■

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