

VGC News

No. 140 - Spring 2014

Celebrating 40 years of preserving our gliding heritage.



The Hütter Brothers
Frits Ruth highlights an incredible legacy



Polish Gliders in China
Grzegorz Kuzuro reveals a fascinating history



The Emouchet Flies Again
The rebirth of a rare French glider



FROM AROUND THE WORLD

Eastern Cape Gliding Club near Port Elizabeth, has a few Slingsby gliders, but not much is known about this fleet at this time (hopefully we will be able to give an update at a later date?).

Middleburg in the province of Mpumalanga has a couple of active Ka7s, whereas here at the Kranskop Gliding Club in the North-West Province, we have two Ka7 trainers, a Ka6cr and a Libelle. I also operate a Scheibe SF26a standard from Kranskop, and as I have already mentioned, own a Ka6E, which I am currently refurbishing. As far as I know the SF is the only one in South Africa.

Howick Gliding Club, to the north-west of

Pietermaritzburg, operates a Ka13 and a couple of Ka6's. The Drakensburg Soaring Club in the KwaZulu-Natal Province, also operates a Ka13 and a Ka7, as does the Akavlieg Potchefstroom, to the south-west of Johannesburg, in addition to a couple of Ka8's (Potchefstroom is of course, the home to the famous JS1).

The Cape Gliding Club at Worcester, is South Africa's second largest club, and also operates a Ka7, a Ka2, some Ka6's, and a lovely Spatz that is operated by Ari Cotton. Hopefully over time, I will be able to update you all further on more news of our older glider fleets here in South Africa.

Text: Bruce Hay



Ari Cotton's Spatz based at the Cape Gliding Club.
Photo Ari Cotton

Switzerland



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Logo of the Stiftung Segel-Flug-Geschichte
(Foundation of the gliding history)

Swiss Foundation of Gliding History.

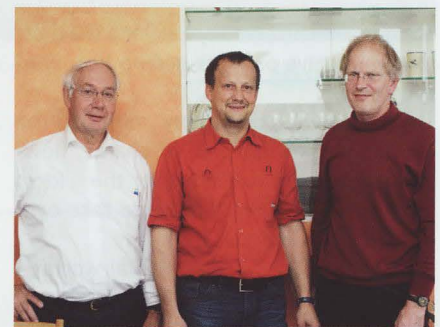
It was a great idea! The Swiss Museum of Transport had invited members of the Swiss Vintage Glider Club (Oldtimer Segelflugvereinigung Schweiz - OSV) to present their vintage gliders on a special exhibition in Lucerne during the weekend of 17th-18th April 2010. On the other hand, the OSV members were not amused to see that the museum had removed the majority of their own historical gliders from static display, which included a Spyr 3a, Farner WF 8, GBMZ primary and Elfe S3, all of which had been removed to an external storage area, leaving only the Spalinger S-21 left in the main static exhibition. The responsible manager of the museum gave following explanation: **Gliders are not favourite objects for a museum of transport.** That was the moment to act! Thomas Fessler, Willi Schwarzenbach and Daniel Steffen decided to establish a centre for Swiss gliding history. The goal must be the sustainable safeguarding of all objects which are related to Swiss gliding history, including gliders, instruments, documents, and pictures etc.

The long term goal will be a Swiss (flying) glider museum and a competent centre

for Swiss gliding history, as we believe that gliders in a museum are like birds with clipped wings. Therefore, where possible, the 'birds' of the future Swiss gliding museum must remain airworthy!

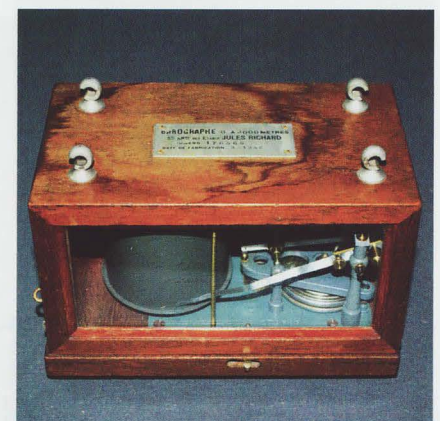
Thomas, Willi and Daniel met in the station buffet at Olten (centre of the perfect Swiss rail network) to settle the details for a non-profit organisation on the 4th May 2010. They decided to establish a Foundation called Stiftung Segel-Flug-Geschichte (SSFG - Foundation of Gliding History). Here in Switzerland it is not permissible to take money or donated objects from a Foundation, with the Swiss authorities monitoring the behaviour of Foundation management closely. This gives the donors a high level of security in their donations, and in assuring that the management follows the objectives of the Foundation. Therefore the foundation is the perfect legal structure for this type of long term project.

Sadly, Willy Schwarzenbach knew that he would not live to see the development of the Foundation. He was on his 'final approach' of his life, and he died on 20th September 2010 before he



Members of the Board (from left to right): Robert Mathys, Thomas Fessler, Daniel Steffen.

Photo: Raphael Fessler



This Barograph is a typical object in which the Foundation collects. Photo: Thomas Fessler

could sign the Foundation charter. Robert Mathys completed the Board, and the Foundation Charter was signed on 6th October 2010. The authorities exempted the Foundation from tax. The Foundation has been given (and bought) many objects concerning Swiss gliding history, items such as books, magazines, pictures, slides, plans, documents, and instruments etc, all of which were collected in our first

FROM AROUND THE WORLD



The Spalinger S-18 III was donated to the Foundation, and has been seen at many VGC meetings.
Photo Daniel Steffen



The extraordinary Elfe P-1, HB-278, was donated to the foundation by the heirs of Hans Gysi.
Photo Damian Amstutz

three years. The Board is confident that the Foundation will one day have the most extensive archive of Swiss gliding history in the world.

The Bettlach community offered the Foundation a room free of charge, however more room is needed for the gliders in which the Foundation could take over however, and includes:

- Spalinger S 19** HB-225 airworthy
- Elfe P 1** HB-278 not airworthy; static object
- AeCS primary** HB-429 Wernerand
Hugo Roth restored the primary
- Spalinger S 18 III** HB-510 not airworthy, but in good estimate
- Ka-4 Rhönlerche II** HB-1245 airworthy
- Spalinger Kranich** HB-517 not airworthy; restoring project

At the moment, these gliders are all stored at different places, so we are looking for somewhere with enough room to store all gliders in one central place. The final goal will be to own a hangar at an airfield, similar to the Gliding Heritage Centre at



Hugo Roth is restoring the AeCS-primary with his brother, Werner, at Weinfeld. Photo Werner Roth

Lasham, England. The Foundation is taking over gliders in order to safeguard their sustainability, and to prevent them from being sold in to a foreign country. The next step will be to make the Foundation better known, and as part of this



This device from Farnet, Grenchen, indicates the release status of the dolly and the towrope.
Photo Thomas Fessler

process, a logo was created, and a flyer printed. As a community of interest is generated, and built around the Foundation, the long term aim will be a Swiss gliding heritage centre for (at least) 20 to 30 historical gliders.

If you have any questions, please contact Thomas Fessler (info@dieschreineri.ch) or Daniel Steffen (d-steffen@bluewin.ch)
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UK



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Well, it's been a pretty quiet winter here in the UK, with some of our members quietly working away on their pride and joy, weather permitting of course.

Peter Underwood continues to make steady progress on the Prototype Kite 1, and is currently playing about with jigs to pre-form the nose section strips of ply covering. They have recently had the ex-Royal Navy built Grunau Baby in Peter's workshop for a thorough inspection, in preparation for its return to the air. This glider was restored by Laurie Woodage, and is now owned by Steve Slater, who is itching to finally get behind the controls and sample some 'avion sans moteur' flying after boring holes through the sky in his delightful Tippy B; remember, every landing is a 'forced landing' in a glider Steve!

Russell Hardcastle is making steady progress on his WW2 Meise. Russell reports that he has undone all the 'Anglification' of the past decades, and has now fitted original rudder pedals, and controls. He is currently working on fabricating an original style multi-panel canopy, and is working on the intricate steel framework. With the completion of the new 'old' canopy, this will pretty much complete work on the fuselage, right down to its new 'original' instrument panel!

Now for yet more Olympia news! It seems that the humble EoN Olympia is making a bit of a comeback of late, no doubt spurred