



*Left to Right: Jan Scott (USA) talks to Jenne and David Goldsmith (Australia).*

# 18th International Vintage Glider Rally

The International Vintage Glider Rally is an event best compared to an FAA or an antique aircraft fly-in in the U.S. We have nothing quite like it in this country, primarily because there are very few actively flying vintage gliders here. Not so in Europe.

The rally was held in July 1990 at the Keiheuvel Aero Club in the Flemish part of Belgium. The weather gods smiled on the rally since not a drop of rain fell the entire time, and conditions were soarable every day. Unfortunately, airspace restrictions reduced the soaring space available to an area smaller than some TCA's.

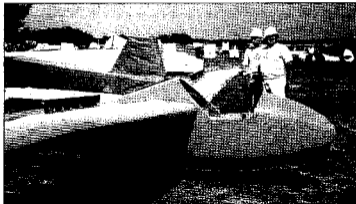
This annual meet has become quite popular having outgrown many former sites to the extent that the committee must now limit the number of entries from some countries. There were about 60 gliders from 12 nations represented. There were 621 aero tows, 261 winch launches, 21 auto tows, and 10 bungee launches for a total of 870 hours flown during the 10 day event.

U.S. representatives were Albert Uster from Potomac, Maryland and his son Albert, Jr., Jan Scott from Lovettsville, Virginia, Gino DiNucci from New York, and Linn Buell from Herndon, Virginia.



*Official Rally Decal.  
Original in blue,  
yellow, red and  
black.*

by  
**Linn Buell**



*Left to Right: Albert Uster, Jr. and Albert Uster (USA) in their 2nd place Moswey III.*

Albert Uster won second place for his beautifully restored Moswey III. First place went to a nearly perfect, better than new, Grunau Baby owned by Krank Konsek of Germany. Sadly, this aircraft was damaged before its first flight due to an accident involving an EoN Eaton primary glider (also seriously damaged) The primary narrowly missed other gliders, cars, and

people standing nearby. The pilot escaped serious injury, and both gliders are repairable This was the only accident and only black cloud over the rally.

Many of us attending without a glider were lucky enough to fly someone else's ship. I was able to enjoy an excursion to the Dutch border in a Breguet 904 trainer with Dominic



*Left to Right: Linn Buell (USA) and Jean-Paul Robin (France).*

Garard of France (who currently lives in New Jersey), and to soar the famous Condor IV with new owner Mike Birch of England. The most fun flight for me was in a tiny French Fauvel AV-36 single place flying wing with which I swiftly rose to the top of a gaggle of 12 or so. What great fun! Yes it is possible to fly without a tail.

Jan Scott flew a Czechoslovakian

VF-16 "Orlik" from a winch launch and a two-place Fauvel AV-22 flying wing belonging to the Musee de l'Air et de l'Espace, France, with Christian Ravel.

Albert Uster was observed flying the 3rd place French Weihe as well as his Moswey and a few other things, and Cino DiNucci was also busy flying various ships.

Italy was represented for the first time by Carlo Zorzoli with his Uribel, and it was good to see more representatives from the Eastern bloc - the Hungarians with their Futur (a Rubik design) as well as the Czechs and former East Germans.

Kudas go to Johan and Ingrid Kieckers of the Belgian old timer club for the nuts and bolts of event organization. It takes a large number of volunteer hours to put on such an event.

The daily routine began with a pilot briefing in 3 or 4 languages (I lost track) which was lengthy because of the repetition. Auto and winch launches began around noon until 2PM, then aero tows the rest of the day. (Incidentally, if you have any preconceived ideas of what tow ropes and weak links should be don't carry them with you to Europe). Thermals were plentiful, and it was common to fly for several hours off a winch launch. Some gliders were still aloft after 8 in the evening. After flying, a daily informal "debriefing" over a beer or two (champagne on one occasion) was a ritual. One evening is always set aside as an international evening with each

country providing a taste of their cuisine, and an awards evening at the end of the event. An important part of attending these events is meeting old friends and making new ones. The camaraderie is truly international.

Rumors are circulating that the USA is prepared to host the rally in 1994. A final decision will supposedly be made in 1991 at the International Committee meeting during the rally in Schaffhausen, Switzerland. Major obstacles obviously are financial to many of the participants and logistics of shipping the gliders over. If it happens, the Vintage Sailplane Association would

like to know if anyone would consider hosting and/or assisting the foreign participants.

Should you ever have the opportunity to attend one of these events, if only for a day or two, don't pass it up. I guarantee you will have an unforgettable experience, and you just may discover the charm of flying something that is older than you are and very unique, just for the fun of it.

I would like to thank the people of American Airlines for providing our team with VIP service at JFK and Brussel airports and superb first class travel accommodations. ■



Left to Right: Albert Uster (USA), Csernus Laszlo (Hungary) and Jan Scott (USA) take time to pose for the camera.