

On-Silent-Wings

by Ian Roach

This is my fourth month "On-Silent-Wings" so I am sure into my ninth year of writing the column for *Airborne*. It does not seem that long. It is easy to forget that even though many new people have taken up our hobby while others have moved on to other inter-

ests, I have to remind myself to try to cater for the newcomers as well as those who have years of experience. So in this issue I propose to cover a couple of topics that will be of interest to experienced glider pilots, but which may not be so obvious to the new-

comer. As well as this I have two stories, and some beautiful pictures, from two major slope soaring events, one in New South Wales and the other in France. These I think will be of interest to all readers regardless of their level of experience and expertise.

The Falke that flew in 1900 and was the best performing sailplane of its day. This beautiful model was built by Christian Gallaume, in his own the site of Pauville looks strikingly similar to that at Starwell Park, just South of Sydney.



Soaring Page 20

Soaring is a hobby that has been around for a long time. It is a sport that is enjoyed by people of all ages and abilities. The sport of soaring is a unique and challenging one, and it is one that is constantly evolving. In this article, we will explore the history of soaring and the different types of sailplanes that are used today.

Soaring is a sport that has been around for a long time. It is a sport that is enjoyed by people of all ages and abilities. The sport of soaring is a unique and challenging one, and it is one that is constantly evolving. In this article, we will explore the history of soaring and the different types of sailplanes that are used today.

Soaring is a sport that has been around for a long time. It is a sport that is enjoyed by people of all ages and abilities. The sport of soaring is a unique and challenging one, and it is one that is constantly evolving. In this article, we will explore the history of soaring and the different types of sailplanes that are used today.

Soaring is a sport that has been around for a long time. It is a sport that is enjoyed by people of all ages and abilities. The sport of soaring is a unique and challenging one, and it is one that is constantly evolving. In this article, we will explore the history of soaring and the different types of sailplanes that are used today.

Soaring is a sport that has been around for a long time. It is a sport that is enjoyed by people of all ages and abilities. The sport of soaring is a unique and challenging one, and it is one that is constantly evolving. In this article, we will explore the history of soaring and the different types of sailplanes that are used today.

Soaring is a sport that has been around for a long time. It is a sport that is enjoyed by people of all ages and abilities. The sport of soaring is a unique and challenging one, and it is one that is constantly evolving. In this article, we will explore the history of soaring and the different types of sailplanes that are used today.

Soaring is a sport that has been around for a long time. It is a sport that is enjoyed by people of all ages and abilities. The sport of soaring is a unique and challenging one, and it is one that is constantly evolving. In this article, we will explore the history of soaring and the different types of sailplanes that are used today.

Soaring is a sport that has been around for a long time. It is a sport that is enjoyed by people of all ages and abilities. The sport of soaring is a unique and challenging one, and it is one that is constantly evolving. In this article, we will explore the history of soaring and the different types of sailplanes that are used today.

Soaring is a sport that has been around for a long time. It is a sport that is enjoyed by people of all ages and abilities. The sport of soaring is a unique and challenging one, and it is one that is constantly evolving. In this article, we will explore the history of soaring and the different types of sailplanes that are used today.

Soaring is a sport that has been around for a long time. It is a sport that is enjoyed by people of all ages and abilities. The sport of soaring is a unique and challenging one, and it is one that is constantly evolving. In this article, we will explore the history of soaring and the different types of sailplanes that are used today.

Soaring is a sport that has been around for a long time. It is a sport that is enjoyed by people of all ages and abilities. The sport of soaring is a unique and challenging one, and it is one that is constantly evolving. In this article, we will explore the history of soaring and the different types of sailplanes that are used today.

Soaring is a sport that has been around for a long time. It is a sport that is enjoyed by people of all ages and abilities. The sport of soaring is a unique and challenging one, and it is one that is constantly evolving. In this article, we will explore the history of soaring and the different types of sailplanes that are used today.

Soaring is a sport that has been around for a long time. It is a sport that is enjoyed by people of all ages and abilities. The sport of soaring is a unique and challenging one, and it is one that is constantly evolving. In this article, we will explore the history of soaring and the different types of sailplanes that are used today.

Soaring is a sport that has been around for a long time. It is a sport that is enjoyed by people of all ages and abilities. The sport of soaring is a unique and challenging one, and it is one that is constantly evolving. In this article, we will explore the history of soaring and the different types of sailplanes that are used today.

Soaring is a sport that has been around for a long time. It is a sport that is enjoyed by people of all ages and abilities. The sport of soaring is a unique and challenging one, and it is one that is constantly evolving. In this article, we will explore the history of soaring and the different types of sailplanes that are used today.

Soaring is a sport that has been around for a long time. It is a sport that is enjoyed by people of all ages and abilities. The sport of soaring is a unique and challenging one, and it is one that is constantly evolving. In this article, we will explore the history of soaring and the different types of sailplanes that are used today.



The Corvus II of Matthew Vermeir is launched by the tugboat method. The Corvus was a German side by side two-seater that first flew in 1908.



the 1930s, and the 1940s. The 1950s and 1960s saw the development of the modern sailplane, and the 1970s and 1980s saw the development of the modern motor glider.



This strange looking glider is the Papam Louis Clement of 1922. The model was designed and built by Vincent Beaumont and I suspect it flies better than the original did. Both the original and the model have frames constructed largely of metal.

Retroplane 2011

Retroplane is an annual gathering of scale soaring enthusiasts in Europe, held at a different slope soaring location each year. Participation is limited to 50 pilots, and gliders flown must be scale models of prototype originally built no later than 1960. Retroplane is not a competition.

The focus behind Retroplane is Vincent Beaumont who resides in Béziers, France. Vincent is himself a skilled and prolific designer and builder of scale sailplanes. His work is site oriented to scale soaring; it will work in a vast and can be found at www.retroplane.net/index.htm.

Retroplane 2011 was held during July at Yverville in Normandy. Pilots attending came from Germany, Switzerland, Belgium, Austria, Ireland, the Czech Republic and of course France, and brought with them around a hundred superb scale gliders. The vast majority of these appear to have been scratch built and in many cases designed by their owners. Many famous designs of the pre-composite era were represented but there were also numerous obscure and in some cases bizarre types. I think there would be only two people who

could identify every one of them accurately.

Like most large gatherings of modelers, Retroplane is a social event as well as a flying event. Many pilots brought their families with them and quite a few people added to the occasion by observing in the style of the numerous families and friends.

One innovation worth describing is the use of bungee launching, not the familiar bungee used for launching thermal gliders, but a method based on the process once its common use for launching full-size gliders. This method uses a long elastic rope, which is laid out in a V shape. At the point of the V the rope is attached to a hook under the nose of the glider. The glider is restrained while its men hold each leg of the V and run down the slope. When the tension is sufficient the glider is released and is catapulted off the tail end, hopefully, into the slope lift. The small size equipment is basically the same except that only one man is needed on each side. The model is restrained by holding the tail between finger and thumb until the launch voice is heard.

It is reported that this method is much easier and safer than a conventional hand

To me the Mooney looks as if it should have been designed in the nineteen thirties or earlier but in fact the basic design goes back to 1933. Jean-Marc Perrin built this splendid example of the Mooney 4, a good near development of the original Felix design.



launch. The forelegs of a full-size glider, no matter how sleek, has to be big enough to contain a full-size pilot. This means that it is unlikely to be narrower than 600mm. Even in 1/10th scale it can be difficult to get a fair gap on a foreleg of this size and at quarter or third scale it is even harder, so making a good clean side panel launch from a breezy hilltop is not easy. Unfortunately not every slope soaring site has an area suitable for the bungee method of launching, but I am sure many do. You can find a more comprehensive report on *Beezplane 2011*, complete with hundreds of beautiful pictures and some videos, at www.airplane-club.net/airplane2011/report.htm.

Beezplane 2012 will be held in Austria at Spitzberg, which is about 50km East of Vienna, on the 10th and 20th of July. I am sure Vincent and his colleagues would be delighted to have someone from Australia participating. If you want to go, now would be a good time to start planning, but remember that there is a strict limit of only participants. Registration opens in February.

Vincent Bouvion generously supplied the several superb pictures from *Beezplane 2011* that you can see on these pages.



The 1903 Flyer (WFF) biplane

glider was built in Switzerland in 1903.

I don't know much about it but it certainly makes an attractive model.

Neither the model nor full-size has a motor. Frédéric Mair built the model.



The Gannet, a German design of 1921, is so surprising what Stevenson's

Reckard is in steam locomotives. It was not the first sailplane,

but it originated the style that was to be followed

by most designs for a very long time afterwards.

Jean-Paul Gannet built the model. The original can

be seen in the Deutsches Museum in Munich.