

## A brief history of Tartu Aviation Club

The year of birth of Tartu Aviation Club can be considered to be 1963, when the club started independent activities. On November 13, the club was registered as an ALMAVÜ Amateur Air Sports Club of the USSR. Until then, ALMAVÜ operated as a branch of Tallinn Aviation Club. Of course, there were sailing activities in Tartu even before World War II, but the data known about the aviation activities at that time still need to be specified. During the first years of the club's operation, they flew near Tartu, then moved to Ridal Airport near Võru. At the beginning, the club was commanded by Ambre, then the former Soviet military pilot Pyotor Bogomolov was appointed the leader of the club. The first gliders of the club were KAI-11, HLK-1 and two-seater training gliders KAI-12 "Primorjets" (development of the Czech glider LF-109 "Pionyr" in the USSR), which was blown up with a winch "Hercules-3" of Czechoslovak origin.

In a few years, the first two-seater sailplanes of Czechoslovak origin LET L-13 "Blanik" of continuing Czechoslovak origin were also received. The initial training took place with gliders A1.

Speaking of sporty gliding, initially thermal flights were flown only in the vicinity of the airport, the routes were not flown yet because there was no tugboat needed to return to the airport from the square. Flying on a route on a glider was still a relatively new thing in Estonia at that time, but the flying club Arenes was constantly. New members were admitted each year, new courses were organized, and nearly 10 future gliders completed the initial glider training program each fall. This is thanks to the former flight enthusiasts Harald Porro, Rein Porro and Kustas Kõiv. 1968 In the autumn, the club already had 2 gliders KAI-12 "Primorjets", three gliders L-13 "Blanik", two motor winches and also received the first motor plane Jak-12.

In 1968, the club's subordination changed, and the relatively independent club with Estonian subordination became the ALMAVÜ Tartu Technology and Air Sports Club, the management of which was coordinated more and more from Moscow. It also gave a feel to the work of the club. Russian began to become the working language. More and more people started to regulate (read: restrict) flying, more and more bans came into force. At the same time, the acquisition of the necessary means of transport, equipment and new aircraft can be considered positive. In 1969, the flying club already had 5 gliders L-13 "Blanik", 2 gliders KAI-12 "Primorjets" and 3 competition gliders A-11 manufactured in Antonov factory.

There was considerable progress in the work of the club (flight instructors were paid by Riigi Riigi), already shorter routes were flown on gliders. Until then, only a few precision landing competitions had taken place at Ridal Airport. On August 17, the first real Competitions of the flying club took place on sailplanes. Unfortunately, the competition results remained modest, due to bad weather and the competitors' limited competition experience. However, by that time V.