The Vintage Glider Club of Great Britain

NEWS LETTER

July 1974

THE LONG MYND SPRING RALLY 25 - 27 May 1974

The Midland Gliding Club's Committee, Chairman and Chief Instructor extended their warmest hospitality to us. The winch driver even gave up his holiday to launch us. All our pilots were given 2-seater site checks with the minimum delay.

Those present were:

KITE 1	BGA 394	Ted Hull/Martin Simons (from Australia)
SKY	BGA 685	Alec Taylor/Bill Cook/Brian Coombes
KITE 2	BGA 327	Chris Wilson/Terry Wright
WEIHE	BGA 448	Francis Russell/Graham Smith/Angus Munro/ Valerie Munro
PETREL	BGA 418	Ron Davidson
PETREL		Mike Russell
OLYMPIA (Jacobs Ladder)	BGA 513	Peter Walker/Margaret Dickens
MINIMOA	BGA 1639	Chris Wills/Francis Russell

Odd bods included Trevor Harrison, Imperial College, Clive Berry, Coventry Gliding Club, John and Frances Furlong. Mike Garnett visited with his wife and son. He had almost finished restoring his Scud 3 (1935 built) and it may by now have been flown. Paul Williams also came: he is gathering material for a book on Horten tailless sailplanes. He is also considering restoring the Swedish built Kranich 1, which is owned by the Midland Aviation Preservation Society. This machine was formerly owned by Godfrey Harwood of the Civil Service G.C. and was for at least two years used by the Westcott Rocket Propulsion Establishment G.C. as their only dual training sailplane.

A light north wind persisted for the first two days. This became light westerly during Monday. Winch launching was towards the north. In spite of winch launching with a retrieving winch cable attached to the end of the winch launch cable, very good launch heights were obtained, thanks to the skill of the winch driver. From these launch heights (approx 1,000 ft.), thermals were nearly always caught from the northerly facing slopes on the east side of the Mynd.

Sunday, 26th, was the most beautiful day. During the morning, cumuli formed over the Long Mynd itself. Excellent local soaring was enjoyed by all. Lift was not good however over the low ground away from the Mynd, and all pilots thought it inadvisable to try the task, an Out and Return to Shobden.

Mike Russell arrived with his Petrel on Saturday night, fresh from its C. of A. On its second flight (the first having been a quick test flight the day before) on Sunday it remained airborne soaring, mostly with the other Petrel, for over five hours. It is believed that this is the first time the two Petrels have been together since they were built in 1938/39. Only three were built and one crashed in 1939. Mike Russell is also to be congratulated on the magnificence of his trailer, which he built in three hard driving weeks: he had built the other Petrel trailer too, many years ago.

Angus Munro flew the Weihe for over five hours. This gained him his Silver C leg, increased his solo hours by 25% and more than doubled his time on the Weihe.

Monday's hillsoaring in a light west wind under an overcast sky brought relief to those who wanted still more hours in the air.

On Sunday evening Louis Rotter showed a film of Hungarian gliding during 1940/41. Among the sailplane types in the film were Rhönadler, Meise, Futar and Karakan. A major moment of interest in the film was the launch by bungey of Louis' father's sailplane NEMERE. This large sailplane is remembered for having flown a Hungarian goal and Distance flight record of 203 miles from the Berlin Olympiad to the Kiel Olympiad in 1936, on an unsuitable day. The start time was 12.26 p.m., it was the machine's first cross country flight and the longest distance flown in Germany during the war. The NEMERE was burnt by the Russian Army in 1945. More interesting films were shown by Ted Hull.

Our Club's Marquee was displayed in all its magnificence for the first time: now we are trying to get 'Vintage Glider Club' painted along each side at roof level, and Club badges on each section of the roof. Any suggestions much appreciated.

Our thanks to the Midland Gliding Club for treating us so splendidly and we hope they will allow us to come back again.

REFLECTIONS FROM THE WASSERKUPPE MEETING (Chris Wills)

'Aha, ZEPPELIN' cried an old man among the crowd, raising both hands in protestation, as an enormous white Minimoa trailer threaded its way ponderously over the cobble stones, through the narrow streets, flanked by the high roofed ancient houses of a small German town: for to-day the old ones were coming back to the Wasserkuppe.

The Wasserkuppe was first revealed to us far off as a great mountain wreathed in cloud with the evening sun reflected off the American raydomes on the summit, as if from the helmets of ancient Nordic gods. For so it was that no less than six entries came from Britain, by very devious routes, to give battle with the sailplanes of history in the air over the Holy Mountain of gliding.

Doc Slater arrived in the darkness of the second evening. He had found his way up there, without any assistance, after an arduous journey by air, train and bus, as he had done so often in the days before the war.

The arrival of Rodi Morgan late in the evening: his motorcaravan an oasis of light surrounded by darkness and a fog in which one could see hardly 10 feet. Behind could be seen the shadowy form of the Grunau on its trailer. He had come single-handed via Boulogne, a marathon of a journey.

The first day's flying, a duration task with spot landing one mile back from the slope, or otherwise disqualification, was completely ended by a terrific thunderstorm and torrential rain which must have echoed 1938. The sight from the air, just before this, of gliders landing in all directions, positions and attitudes on the west slope and behind it, was unforgettable. I then had to go and join them with the Minimoa.

The arrival of the Tutor via Hamburg (one could hardly suggest that the journeys of the British contingent had been co-ordinated!) struck terror into the heart of an experienced German towpilot. As a boy he had flown the ME 163 Komet in combat and when he saw what he had on the end of his tow line ... The Tutor was referred to as the English Dragon or the English secret weapon V.X. Even more of an impression was made when it was learnt that its trailer had been built from the fuselage of a heavy bomber (Avro Lincoln).

The tireless efforts of German retrievers who brought back both Grunau and Tutor from many outlandings, away from the official landing area, both on and off the Wasserkuppe, will never be forgotten: nor will the words of a German, perfectly pronounced in English 'Indestructable, Imperturbable' as Rodi peered through the window of the motorcaravan after coming back from his second outlanding of the day.

An evening's entertainment was arranged by the Swiss with cheese, cowbells and National music to enhance the atmosphere. Dr. Slater contributed to the evening with an impeccable rendering on his whistle.

TRULY THE RHÖNGEIST IS STILL ALIVE!

RESULTS OF THE WASSERKUPPE VINTAGE GLIDER MEETING

Pilot	Country	Type	Reg. No.	Day 1	2	3	4	TOTAL	PLACE
Jost Frey	Switzerland	Weihe 50	HB 530	40	74	127	39	280	1
Gunter Frey Uwe Nordmann	Germany	Meise "	D 0042 "	40	35	131	12 39	255	2
Werner Tschorn Wolfgang Tschorn	Germany	Weihe 50 "	D 7080 "	25	62 68	123	29 29	245	3
Waldemar Schmitt	Germany	Meise	D 4732	10	72	192	38	239	4
*Edward Hull *Martin Simons	Gt. Britain	Kite 1 "	BGA 394 "	10	14 50	138	40 40	238	5
*Willi Schwarzenbach	Switzerland	S.18	HB 411		64	129	39	232	6
Eugen Aeberli	Switzerland	H.28	HB 223		80	82	40	202	7
Erwin Lehmann Alois Derendinger	Switzerland	Moswey 3 "	HB 373 "	20	76	23	40	159	8
*Kurt Kümmel	Germany	Minimoa	D 1163	5	27	121		153	9
Georg Fliss Erich Fuchs	Switzerland	Spyr 5A "	HB 509 "	40	50 66	21	20	147	10
*Graham Saw Rowan Beach	Gt. Britain	Rhönbussard "	BGA 337 "		75	24	38	137	11
*Willi Bischof	Switzerland	Moswey 3	HB 374		70	13	40	123	12
Alfred Gulz	Switzerland	Spyr 4	HB 336	20	78	13		111	13
*Chris Wills *Francis Russell	Gt. Britain	Minimoa "	BGA 1639 "		60		40 39	100	14
Eric Lindemann	Switzerland	Grunau B.2	HB 120	10	41	24	20	95	15
Christoph Feusi	Switzerland	S.18	HB 347		26	8	23	57	16
Peter Egger	Switzerland	Meise	HB 388		41			41	17
*Rodi Morgan	Gt. Britain	Grunau B.2B	BGA 578		11		28	39	18
*Michael Hodgson	Gt. Britain	Tutor	BGA 442			3	28	31	19
*John Coxon	Gt. Britain	Minimoa	BGA 1738						

*VG Club member

TASKS

Day 1 3 June 1974 Duration with spot landing. Weather - wind west light to moderate. Task terminated by thunderstorm.

Day 2 4 June 1974 Out and Return Race: Wasserkuppe - Kreuzberg - Wasserkuppe. 29 Kms. Weather - wind west, very light. 3/8 cumulus during morning. Good lift. Cumulus disintegrated during afternoon, poor lift except over Wasserkuppe.

Day 3 5 June 1974 Goal Race: Wasserkuppe - Schweinfurt 58.5 Kms. Weather - 4/8 cumulus during morning over Wasserkuppe. Dry thermals on course. Better lift during latter part of course. During afternoon, disintegration of cumuli over Wasserkuppe and further deterioration of lift. Wind started to blow up course (from south).

Day 4 8 June 1974 Duration flight with spot landing. Each flight should last 30 min. More or less duration was penalized. 1 pt per minute plus 10 pts for spot landing. Thus maximum score was 40 points. Weather - wind light to moderate from west with 8/8 cloud.

The International Vintage Glider Rally seems to have gone off well in spite of bad weather. All the six entries from Britain returned home in one piece. The tasks set were good tasks in the prevailing weather.

SKYLARK 3B CANOPY FOR SALE. Earlier model, narrow type. Write to Godfrey or Rika Harwood c/o Lasham, where it can be seen.

THE MÜNSTER OLDTIMER GLIDING CLUB

Members of this Club once again extended their overwhelming hospitality to our members. PAUL SERRIES and his family, from this Club, will be coming to England at the end of August to visit Lasham, Dunstable and Husbands Bosworth. He will be bringing a caravan. It is hoped that all our members will do their best for him and for his family.

The MÜNSTER CLUB under the direction of Max Müller has restored a MINIMOA that was in France. They have also just restored a RHÖNBUSSARD which, although on display at the Wasserkuppe and Backnang, has not yet got a C. of A. KURT KÜMMEL is at present restoring a 1943 OLYMPIA MEISE to original condition. He needs drawings for an original Olympia Meise canopy. If he can not make one, perhaps he could obtain an old one from a Nord 2000 (a French Meise) in France.

It is hoped that a 1933 RHÖNADLER will be brought back to Germany from South America, by the firm of Schleichers, who originally built it. The machine would then be restored to flying condition by MAX MÜLLER. Only three 1933 Rhönadlers have been discovered by us. This last one would become an airworthy example of what was one of the world's most popular (in Germany, it was the most popular between 1933 and 1937) cross-country sailplanes.

The four sailplanes we have named, all airworthy, will make the Münster Club a Mecca for all those who love old gliders.

THE MINIMOA in the Göppingen Collection

This is the Minimoa which the author saw airworthy at Salzburg Maxglan Airport in 1962. Its registration is OE-0230. Perhaps there is another Minimoa in the Salzburg Museum?

THE HORTEN 33 near the Wasserkuppe

This is a tandem seated motor glider which was built in 1956. Information on its fuselage reveals that it was the second prototype. The machine is no longer airworthy and is not in good condition. Yaw control (rudder) is by moving the elevon tips. These are separate from the main elevons which seem to work as ailerons and elevator as one would expect. How nearly this machine resembles a 1938 Horten 3 one does not know. The 1938 machine used wingtip spoilers for yaw and braking. There was a two-seater, a single seater powered version and a single seater prone piloted version of this, but there never was a two-seater powered version. The Horten 33 V.2 is being kept for the Wasserkuppe Museum.

THE BACKNANG OLDTIMER MEETING

Saturday 15 June to Monday 17 June

Backnang is a small town near Stuttgart. The Meeting was held at its gliding club. This is called Volkleshofen and is on a grass strip on a hill top. The hill, complete with castle (Lichtenberg), falls away to a plain which extends to the River Neckar and beyond. The airfield is amidst beautiful, wooded hills and is, we were assured, in better thermal country than the Wasserkuppe.

The Meeting was organised by 18 year old Michael Schlotterbeck, who gave a commentary to the public throughout the day over loud speakers. He is at present in the process of restoring a Grunau 2B to original stain and varnish ply and clear fabric.

Among the machines flying at the Meeting were the Hutter 28 with Eugen Aeberli from Switzerland and the Minimoa from Dunstable with Francis Russell and Chris Wills. There was also an SG 38 with nacelle which was beautifully restored to mahogany stain and varnished ply nacelle and clear fabric flying surfaces, a JS Weihe (presumably 1943) which had its nose and center section much modified. This was the Weihe used by Karl Bauer for his World Height Record flight of 9,665 m. on 20 June 1959 in a thunderstorm. Others were Geier 1 (1955), a Libelle, a small wooden machine which was NOT designed and built in East Germany, Kranich 3, Condor 4, a Doppelraab, 2 Grunau 2Bs, the Minimoa from Münster, a Meise, 2 Lg 100s and last, but not least, the PR 2 Rhönbaby. Not flying were the Rhönbussard from Munster, at last somewhat dryer than it was at the Wasserkuppe, a Hütter H.17B and a Specht 2-seater.

During a tremendous gliding club party on the Friday night, an excited call was received from Kurt Kümmel to say that he would appear overhead in the Minimoa at 1600 hours next day: Max Müller who had rebuilt the machine after its long stay in France was not told. And so it was that after its bad accident on the Wasserkuppe, the Minimoa had been repaired in three days and three nights by a superhuman effort on the part of Kurt Kümmel and the workshop at Münster.

The weather for 10 days prior to the Backnang Meeting was extremely bad. During this time we received the most overwhelming hospitality from the Schlotterbeck family and Herr Steinle, who as a member of the Old Eagle Association (veteran power pilots) had done a great deal for gliding and power flying in Germany. He took us to see the Daimler Benz Museum, Glassfugel firm and The Teck, a former gliding site.

The weather on the Saturday started brilliantly with thermals everywhere. These soon came together into isolated thunderstorms. On Sunday the weather was very good with cloudbase during the morning at 2,000 m above the site, though this lowered slightly during the afternoon. Unfortunately we had to return to England on Monday, but they had a fine day without quite so much lift as on Sunday. Throughout each day, Peter Riedel constantly made towed flights (behind a car) in his Rhönbaby, over which he had no small amount of control: he always released the tow cable before landing.

We shall for ever remember Backnang as a happy gliding club: their members controlling the crowds and cooking sausages over open barbecues in the heat of the day. No tasks were set because of the number of accidents at the Wasserkuppe Meeting.

MORE GENERAL NEWS

ARY CEELEN, the Editor of the Dutch magazine PLANEUR, who was with us at the Wasserkuppe, will be visiting England (London) at the end of August with his wife. We shall be very glad to see them both.

MU 13D in Denmark. A few months before the Wasserkuppe Meeting a letter was sent from here to the Danish National Gliding Center trying to invite this machine, should it still exist. No reply was received and so even greater was the surprise and excitement when a lady arrived on the Wasserkuppe to announce that she was the machine's owner, and would have brought it but for last minute C. of A. snags (wing fabric and so on). The lady was none other than Signe Skaf Möller who represented Denmark in the first International Gliding Championship held for women in Poland last year. She had earlier gained a 500 Km. Diamond for flying a Ka 8 from Denmark to Germany.

MINIMOA in Switzerland. The previous owner of this machine has died and the new owner has been given the go ahead by the authorities to get it flying as soon as possible. It will then be the fourth airworthy Minimoa in Europe, with another in the United States. While on the Wasserkuppe, Eugen Aeberli showed us an interesting folm of a Swiss contest in either 1940 or 1941. During this contest a Minimoa was very badly damaged. Its rescue was filmed. This is the Minimoa at present being rebuilt. It was originally built in Switzerland with cold glue (Kaltleim), an old pre-war carpenters' glue, as far as can be found out. According to Eugen Aeberli this is a very good glue and his H.28 was made with it as well.

VINTAGE GLIDER MEETING in Switzerland next year. The venue has not yet been established but will probably be near GSTAAD. The large Swiss entry at the Wasserkuppe, 9 gliders including the oldest Grunau probably in the world, is evidence of the keenness of the Vintage Movement in Switzerland.

1942 WEIHE in New Zealand, formerly G-ALKG, now ZK-GAE. A message has been received which suggests that the repair of this machine has started.

RHÖNBUSSARD at Doncaster. The last C. of A. examination revealed that the machine is still in excellent condition. A fine new trailer has been made for it. Peter Young has made some cross-countries in it but still has not quite achieved Silver C Distance.

KRANICH 2 at St. Athan. This machine has been located on the RAF airfield, which houses a large number of wartime German, Italian and Japanese aircraft which are being restored by the RAF. It is too much to expect that they will also restore the Kranich. This machine is thought to have been the aircraft of Peter Wolf, a wartime Luftwaffe pilot who has been farming in Wales. The machine was grounded several years ago for glue failure, but was later apparently seen flying over Cardiff. This is the fifth Kranich we know about in Britain. Only one of these which was built in Sweden in 1943 is airworthy and should be flying soon at Lashan.

ZANONIA in the USA. Dean McMillian, our American member who has just painstakingly restored a Baby Bowlus (1938), has just bought the No. 1 pre-war high performance American sailplane which is still airworthy, the 1937 Ross-Stephens Zanonia. Harland Ross will also be remembered as having designed the much later World Distance Record breaking RJ 5.

OUR BEST WISHES GO TO THE AMERICANS WHO ARE TO HOLD THEIR
FIRST OLD GLIDER MEETING AT HARRIS HILL DURING AUGUST

GOEVIER at Husbands Bosworth. This machine has been repaired over the last few years and was successfully test flown in February. It is now finished and continues to fly very well. This is the oldest Goevier flying in the country, if not in the world, having been built in 1943 in Germany. The earlier Goevier has a 3 ft. longer fuselage than those built after 1951. The Husbands Bosworth Goevier is probably original in form, except for an aerodynamically balanced rudder.

THE NEWS LETTER EDITOR would welcome articles, letters and descriptions of vintage gliders from members, including their own up-to-date news.

We regret the mistake in the last issue of Sailplane & Gliding about the FALCON 1 (RRG Falke). This machine was almost certainly not built at Slingsbys but in Germany either during 1927 or shortly afterwards. The Slingsby Falcon 1 was built under licence in 1931 and was the first machine produced by the firm. The mistake in S. & G. may have been our fault, and we offer our apologies.

COMPETITION ENTERPRISE: Devon & Somerset G.C. - North Hill near Honiton

22 - 29 June 1974: THE DREADED T.21 DOES IT AGAIN - 1st in LEAGUE II

Whilst the scoring may have said that Justin Wills was the overall winner in League 1, the true winner was the British Bad Weather - three contest days out of eight!

Day 1, Saturday, 22 June, needed something to get things started on a flat day with too late development. The task: gain of height with land back at the airfield. The Husbands Bosworth T.21 with pilots Guy Gothard and Bill May, made 4050 ft. from 2,000 ft. to win the day in League II.

Sunday and Monday were flat and Tuesday locally very overcast with the continued easterly wind. All credit to the organisers to set at midday a ridge soaring 70 Km triangle from Usk along the Black Mountains, and the admirable efforts of the Usk Club, on a non-operational day for them, in getting the sheep cleared from the field and ready to guide in the sudden onslaught of twenty trailers and crews. Here also a big word of thanks to our 'Petrel' Mike Russell, who called us down from 35,000 ft. overhead in his 737 to give us greetings and provide an exact 'bird's eye' view of the cloud cover from North Hill over to Wales. This enabled the North Hill tug to take off into cloud knowing that it was clear over Usk - you never know where your friends are. It was another victory day for the Vintage Club with Tony Smallwood in the Gull 1 rounding the second turning point to win the day in League II, with the T.21 also gaining useful points.

The next and last flyable day was Saturday, 29 June. The task 'Free Distance' in a broad band to the east with the change round of the wind. This was again won by Tony Smallwood in the Gull 1 with 55 Km, followed by the T.21 with 40 Km. The performance of the 'hot ships' in League 1 was astounding for the type of day with Justin Wills (Std. Libelle) and Tony Maitland (Diamant) both just clearing 300 Km.

Well, that was the end; the T.21 won League II with 176 points, with Tony Smallwood second with 125 points. The figures may seem low, but should be seen in relation to the very simple - and effective - system of points per km scoring (with B.G.A. handicap scale adjustment).

In spite of the weather, a very happy time was had by all - I don't know what time the party ended on Saturday night, but I left it still going strong at 2.30 a.m. We look forward next year to another 'Competition Enterprise', probably with only two classes 'General' and 'Vintage'.

League I:- 14 aircraft ranging from Kestrel 19 to Skylark 4 (Norman Cranfield)

League II:-	1st	T.21B	Gothard, May and Glover	
	2nd	Gull 1	T. Smallwood	(900)
		Olympia 1	J. Wesley (Jacobs Ladder)	(218)
		Skylark	Longstaff	(493)
		Ka 6E	S. Armstrong	(516)
		BGA 135	Thomas and Thompson	(531)

KEN CRACK IS BACK - as you'll see from the foregoing report: from the heat of Malaya he went immediately to the unwelcome wet of Competition Enterprise at North Hill. He also sports an attractive Pewter Pot bearing witness to his having got his P.P.L. out there in Malaysia - so now all we need is our own tug - any offers?

F O R S A L E

GOEVIER 3 Built during 1954. Price Dm 2,500 without instruments. No trailer. Reason for sale 0 the machine has not been needed for the last two years. The aircraft could without difficulty be made flyable again. New fabric on wings.

Write to Vliegclub Hoogeveen, Kees de Bussy, Diederingswall 11, Emmen 8700, Holland

GOEVIER 3 Built during 1952. Price £800. Last C. of A. is dated 28.2.73. To be sold with instruments. Reason for sale - it cannot be flown in Holland without mass balanced ailerons. The machine is in very good condition.

Write to: A. van Leevan, Laar 73, Nistelrode, Holland

QUARTER SHARE SKY

Based at Lasham. £350 o.n.o. Competition No. 213. Built by Slingsby Sailplanes 1951. Colour - tangerine and blue. Major C. of A. 1973. Current C. of A. to April 1975. Skylark canopy. Good lightweight trailer. Eligible for Vintage Club Rallies. Including instruments but no parachute or barograph.

Write to Brain Coombes, 45 Francis Street, Reading, Berks.
Works Tel. Number: Reading 695151 Ext 59

The 1943 Swedish Weihe that was for sale at Aston Down has now been sold to a Chief Instrucor of a club in the West of England. It is un erstood that TWO MORE SWEDISH WEIHES (one built during 1943 and the other in 1950) will shortly be for sale.

Write to Chris Wills, Hunterconbe End Farm, Nettlebed, Oxon

MANUEL WREN 1931 For sale without C. of A. No trailer. Price £750. Britain's oldest glider. Enquiries to:- Michael Jones, The Tiger Club, Redhill Aerodrome, Surrey. Tel: Nutfield Ridge 2212. The aircraft can be seen by appointment at Rochester airport.

KRANICH 2 WINGS are available for sale in Switzerland. They are in dry storage. The rest of the machine was destroyed for a television programme.

Write to Chris Wills, Hunterconbe End Farm, Nettlebed, Oxon

VINTAGE GLIDER CLUB AUTUMN RALLY

Arrangements are being made for our Autumn Rally to be held at Dunstable from Friday, 4th October to Monday, 7th October inclusive, subject to confirmation by the London Gliding Club.

If you need dormitory accommodation and/or meals, please let Frances know by mid-September. In addition to the usual winch and aero tow launching, we are trying to organise bungey launching, a film show - when we hope to have available a historic and hitherto unseen in England gliding film, and a special Saturday evening party. More news in the next News Letter.

FROM THE OFFICE

CAR BADGES, like the Club headed paper, are now available, price 60p. SUPPORT CLUB FUNDS.

MEMBERSHIP RENEWAL REMINDERS are included (sorry!) for those members who joined in June and July last year. Renewal is £1 per annum, but if you feel disposed to add anything to this, we shall be grateful. Membership is now 81 and this issue is being sent to a large number of gliding people, some of whom we hope will join us. If you know of anyone who might be interested, please let me have a note of their name and address so that a copy of the News Letter and a membership application form can be sent to them.

Issued by Chris Wills, Hunterconbe End Farm, Nettlebed, Oxon
Frances Furlong, Otford House, Otford, Nr. Sevenoaks, Kent
Ken (Malaya-toasted P.P.L.) Crack, 45 Church Crescent, Finchley, N3 1BL

19.7.74