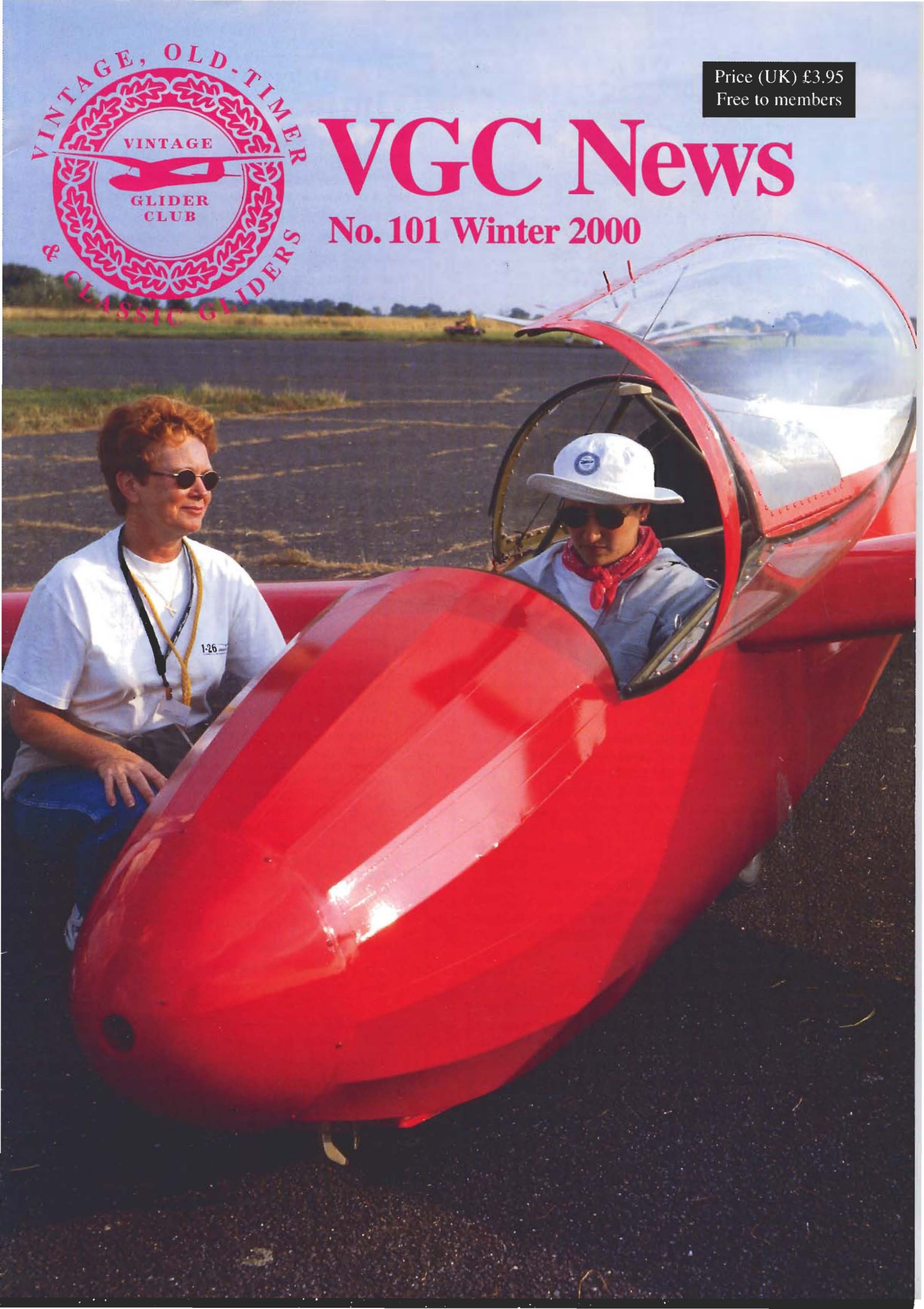


Price (UK) £3.95
Free to members

VGC News

No. 101 Winter 2000

http://www.vintagegliderclub.org.uk

DIARY DATES IN 2001

Location & Date	Contact
5-7 May Haddenham	11th Kirby Kite Rally & 60th Anniversary of No 1 Glider Training School contact: Peter Chamberlain Tel 01525 378901 email peter.chamberlain@nationawideisp.net
26 May	VGC National & Slingsby Rally contact: Phil Lazenby 0113 2842132
3 June	Sutton Bank email lazenby@btinternet.com
16-17 June Booker Airfield	Whispering Wardrobes Rally contact: Graham Saw 01628 776173 email Graham@servotech.swinternet.co.uk
23-30 June	Camphill Vintage & Classic Glider Rally Ian_Dunkley@pgen.net
6-8 July	PFA Rally Cranfield
22-29 July	Rendezvous Meeting contact: Joerg Ziller 089 95928229 Aeroclub Zwickau email Joerg.Ziller@t-online.de
31 July - 9 August	29th VGC International contact: Aeroklub Zbraslavice Tel +420 327 92 12 86 Zbraslavice, Czech Republic. Fax +420 602 95 44 78 Email info@zbraslavice.vztlak.cz
Late August (3rd or 4th week)	50th Anniversary Oxford GC contact: David Weekes email David.Weekes@booker-tate.co.uk
Sept ??	Elliotts of Newbury Rally contact: Ray Whittaker Lasham Tel 01252 614684

Advertising rates are
£35 per 1/4 page for commercial adverts
and £25 per 1/4 page for others

NOTICE TO ALL MEMBERS:
The Rally Secretary is Graham Saw. Please forward details of any vintage glider rallies you may be planning to: G. Saw, 16 Prince Andrew Close, Maidenhead, Berks SL6 8QH. Tel: +44 (0)1628 776173

We welcome contributions and photos but we cannot be held responsible for the loss of unsolicited material. To help ensure their return, material should be clearly identified and accompanied by a stamped, addressed envelope. The statements and opinions expressed in each and every issue of the Vintage Gliding Club News are not necessarily the considered views of the Officers of the Club. The views expressed by the Editor, contributors, letter writers and advertisers are their own and do not necessarily reflect the views of the Club. The VGC accepts no responsibilty for the results of following contributors' advice, nor does it necessarily endorse the services or products offered by advertisers.

Objectives of the Vintage Glider Club

To promote the international preservation, restoration and flying of historical and vintage gliders; to collect, preserve and publish information about the above; to locate and preserve documents and artifacts connected with gliding; to co-operate and negotiate with government bodies and other interested organisations to ensure that members' best interests are protected; and generally to do all such acts as may be conducive to the objectives of the Vintage Glider Club being met.

Officers of the Vintage Glider Club

President: Chris Wills, Wings, The Street, Ewelme, Nr Wallingford, Oxon OX10 6HQ, UK

Vice President: Willie Schwarzenbach, 52 Rte de Cossonay, 1008 Prilly, Switzerland

Vice President: Hans Dijkstra, Melis Blecklaan 61 4634 VX Woensdrecht, Netherlands

International Council

Chairman: David Shrimpton, Fairfields, Fosse Road, Oakhill, Somerset BA3 5HU, UK. Tel 01225 472253 or 01749 841084

Secretary: Nel Dijkstra, Melis Blecklaan 61, 4634 VX Woensdrecht, Netherlands. E-mail knvvlpda@ xs4all.nl

Firmin Henrard, Rue Porcheresse, B-5361 Mohiville Hamois, **Belgium.** Tel/Fax Belgium 083/612194. henrard@belgacom.net

Dr Jörg Ziller, Preziosostr 19, D-181927 Muenchen, **Germany.** Joerg.Ziller@t-online.de

Didier Fulchiron, 333 rue Louis Blanc, 38420 Le Versoud, **France.** didier_fulchiron@mail.schneider.fr

Lazlo Meszaros, Erkel utca, H-1092 Budapest, **Hungary.** typosen@westel1900.net

Jan Scott, 12582 Lutheran Church Road, Lovettsville, VA 20180, **USA.** E-mail flycow@aol.com

Antonio Carlo Zorzoli, via G. Marconi 118, 41026 Pavullo nel Frigano, Modena. **Italy**

Joseph Ott, Panska dolina 2, Nitra, **Slovakia** (for **Slovakia & Czech Republic**). potk.josef@post.cz

Committee

David Shrimpton – Chairman. Tel 01225 472253 or 01749 841084 margarethjames@cs.com

Mike Powell – Secretary. Tel 01493 752232 Fax 01493 750965 ecc.con@which.net

Austen Wood – Treasurer. Tel 0161 487 4522. buckwood@tesco.net

Graham Saw – Rally Secretary. Tel 01628 776173 Graham@servotech.swinternet.co.uk

Colin Anson – Sales Officer. Tel 01923 241924

Graham Ferrier – Editor. Tel 0117 9490509 Graham@ferrier73.freeserve.co.uk

Jan Förster – Technical Officer. Pepplehoven 27, 6225GX Maastricht, Netherlands. Tel Netherlands (0031) 43-3634069

Geoff Moore – Membership Secretary. Tel/Fax 01442 873258. Arewa, Shootersway Lane, Berkhamsted, Herts, HP4 3NP, UK geoffmoore@cwcom.net

VGC News

No. 101 Winter 2000

Contents

Chairman's report 1
President's corner 2
Club News 2
Rally reports 8
Future Rallies 18
Features
Early days of gliding in Britain 20
Early days of gliding in New Zealand 25
Early days of gliding in Belgium 27
Restoration (scarf joints) 27
A museum visit 29
A Model Forum 30
Some gliders from the former East Germany 33

International News
Australian 35
British 35
Czech 36
French 36
German 37
Japan 39
New Zealand 39
Swiss 39
USA 39

Book Review, A Pilot's Summer. 40
Alienti Italiani 40
Obituary, Harold Holdsworth. 41
Information please 41
Rally entry lists
IVSM2000 42
28th International 42
Letters 43
Classified ads 43
3-view drawings ..... 14, 32 & 34
Insert: Audited accounts of the VGC for 1999

http://www.vintagegliderclub.org.uk

CHAIRMAN'S REPORT

Where to now, the VGC?

This year saw the Club re-establish its membership at around 800 after a period when numbers had fallen to a level that threatened both our financial position and possibly our very existence. The resurgence of interest may have been due to the opening up of the Club to classic gliders or just a bout of enthusiasm on behalf of members past and present. Incidentally, are you aware of any members of groups who share a classic or vintage glider but do not belong to the Club? Maybe it is worth asking them why? Do they understand the benefits to be gained from membership? In any event we are now once more financially viable (to quote our Treasurer) and given that our numbers remain stable, will remain so unless we encounter unforeseen expenditure in the future.

As a club we exist to promote the preservation, restoration and flying of our vintage gliders and it will be obvious to anyone who attends our rallies that we are successful in achieving this aim. So, we must ask ourselves whether we need to promote ourselves further and whether a larger club would provide greater benefits. If we do, what can we do to attract more members? One view I heard recently was that vintage gliding is cheap and therefore attractive, particularly to youngsters. But is this true? A lot of the younger generation in my area are actually buying the most expensive hang gliders and paragliders they can afford and throwing themselves off local hillsides to get their 'kicks'. Even so, by comparison, rebuilding vintage gliders can be a very time consuming, arduous and expensive pastime, affordable only when compared with the price you can be asked to pay for a modern glass glider. Admittedly, you do hear of people being lucky in finding a true vintage glider at a knockdown price, even a few hundred pounds, however the cost (and effort) of rebuilding a glider to a standard such as is seen at our rallies can be very prohibitive to any but the wealthy. So is cost the real issue or is vintage gliding simply not adventurous enough for today's youth?

No, I believe the Vintage Glider Club and vintage gliding for that matter appeals not to those who consider it 'cool' to throw themselves off hillsides with the minimum of paraphernalia (and who incidentally don't have to queue or pay launch fees for the privilege), but to those who like to belong to a group of likeminded individuals whether they be builders, restorers, flyers or modellers.

These groups include families who simply enjoy the company of others, the travel, the friendships both at home

and abroad and also the opportunity to visit foreign parts. Many people join the VGC, particularly at rallies, and then fail for one reason or another to renew
their subscription the following year. There follows immense effort on behalf of the Club to identify and try to persuade these people to re-join including the mailing of a free copy of VGC News. This is not always enough to persuade people to rejoin and so we lose another member whom we need to replace. This is typical of any walk in life, we have all been transients in some activity or other at some time.

The VGC has, I believe a very good infrastructure and our continued success depends not just on increasing numbers but in strengthening our ties, particularly abroad. However, speaking to many pilots and owners of vintage gliders I am assured that as long as there is an organization for them to turn to for help, advice and friendship which can also represent them professionally, particularly to the Authorities both in the UK and Europe, then they will remain within the Club and support its aims.

David Shrimpton

Copy date for next issue is 12 January 2001 (see page 26)

PRESIDENT'S CORNER

We have come through the year 2000, having had an excellent International Rally which can only have done our Club good. In the year 2001, we are returning to Zbraslavice in Bohemia, where there is the likelihood of good weather. On the way there, we shall be pausing for our Rendez-Vous 2001 meeting at Zwickau, a club in the former East Germany. This will be a new experience for us and I think that everything will be done to make it a happy one.

During the years since 1973, our members have performed miracles of restorations which have surpassed all my expectations. At that time, we could not imagine that we would one day see a Horten 4a, albeit a non flying one, and a Reiher 3. In Britain, we have not only brought back our best sailplanes but we have kept and flown them safely. Therefore our members could not have done better to preserve these aircraft for future generations of glider pilots to experience. How we can ever find new owners, as good as you have been, to take them on into the new century, I can not imagine, but there must be some of them out there.

I wish you a Merry Christmas, good luck and happy flying during 2001.

Chris Wills

Club News

The VGC Annual Dinner and Prize-giving

This year's event took place at Lasham on Saturday 9th September with about 55 members enjoying a good evening. The Chairman, David Shrimpton welcomed everyone and went on to announce a new Trophy to be presented annually to the person who, in the view of the committee, had made a significant contribution to the VGC. It will be known as the Syd Davies Trophy in memory of a superlative instructor who encouraged learners with great humour. His widow Mrs Eileen Davies made a short speech then presented the award to Colin and Alice Anson who have worked so hard over the years representing the club at rallies and raising money by means of VGC Sales.

The Guest Speaker was David Ince who flew Hurricanes, Mustangs and Typhoons during WWII and later became one of the heads of the GEC Avionics group. He holds a Gold C with three Diamonds, is a past CFI of the Midlands GC and one time aerobatic champion.

The VGC Prizes for 2000.

The following VGC Restoration prizes were awarded by the VGC Sub committee and presented by Chris Wills:

International Rally Best Restoration Prize: Klaus Schickling, for his T.21b. BGA 3195.

VGC Restoration Prize: Jochen Kruse for his Condor 4, previously owned by the late Mike Birch and still retaining its BGA number 2292.

VGC Restoration Prize: Aero Club Neuchatel, Switzerland, for their Ka-7 HB-653.*

VGC Restoration Prize: Suwashi Glider kyoukai, Japan for their Hagiwara H22 B-3, JA 0187, Momonga (Flying Squirrel)

VGC Restoration Prize: Suwashi Glider kyoukai, Japan, for their Hagiwara H-23 C-2, JA 2064.

President Chris Wills also awarded his personal prizes to:

Bob Gaines for his Mü 13 D-3 seen at IVSM2000, Elmira, New York.

Graham McLean for his Elfe PM-3

(*This glider landed out in a lake 25 years ago and languished for 17 years afterwards but with an eight year restoration it is now in excellent condition.)

VOLO A VELA®

Subscribe to this glossy magazine which appears six times a year and usually includes an article on vintage gliding and other topics particularly interesting to mountain fliers. Annual subscription 90,000 lire (46 Euros) Write to Centro Studi Volo a Velo Alpino, Aeroporto Paolo Contri, Calcinate del Pesce, 21100 Varese, Italia.

Welcome to these new members. We hope to meet you all soon at our Rallies

1954	Paul Bourgard	Belgium	1971	Lewis W Hull	USA	1988	Florian-Justus Gross	Germany
1955	Garath Le Sueur	UK	1972	Justus Taylor	USA	1989	Rainer Dickau	Germany
1956	Walter Hoekstra	Netherlands	1973	Joe Feather	USA	1990	Stefan Krahn	Germany
1957	Brian Griffin	UK	1974	John Selman	Ireland	1991	Karen Fioler	UK
1958	John Smoker	UK	1975	Chris Williams	UK	1992	Kevyn May	UK
1959	Gernot Schwete	UK	1976	Darren Raffan	UK	1993	Bernard Duvanel	Switzerland
1960	Keith Ashford	UK	1977	Victoria Grayson	UK	1994	John Bodkin	UK
1961	Brian Wise	UK	1978	Mike Menear	UK	1995	Christopher Weston	UK
1962	Derek Stacey	Ireland	1979	Dr Mario Cantello	Italy	1996	Malcom Kerley	UK
1963	Peter Jennings	UK	1980	Alan Middleton	UK	1997	Annie Ewer	UK
1964	Eric Barnacle	UK	1981	Juhani Huskonen	Finland	1998	Douglas Fronius	USA
1965	Thorsten Fridlizins	Sweden	1982	Hinse Osinga	Netherlands	1999	Philip Hayward	UK
1966	Timothy Linee	UK	1983	Erich Hocker	Germany	2000	Ulf Ewert	Germany
1967	Brian O'Neill	Ireland	1984	Fredrick Kämper	Germany	2001	Michael Staples	UK
1968	Bud Brown	USA	1985	Steffen Neubauer	Germany	2002	Mathias Dubbick	Germany
1969	Neil Pfeiffer	USA	1986	Alan Goodfellow	UK	2003	Richard Aylesbury	UK
1970	Jim & Simine Short	USA	1987	Bengt Ljung	Sweden	2004	Peter Branigan	UK

FROM THE EDITOR

VGC News. Just a reminder that the VGC News is published three times a year in March, July and December with all material being required in the Editor's hands two months before.

New technology. Although the VGC may be thought from its title to be a backwards looking organisation we cannot escape the new technology which is all around us now in the clever things mobile telephones and computers can do. This is a member's magazine so we give a "thank you" to all our contributors and a bigger "thank you" to those who send their contributions by disc or, even better, by e-mail. These new inventions make the Editor's job so much easier but at the same time they can raise difficulties. The widespread use of advanced word processor software such as Word or WordPro allows a writer to compose his article and plan it out complete with pictures just as it will appear in the magazine. However, these submissions are very difficult to edit or add to without corrupting either the text or the pictures and sometimes the Printer has to "tweak" the pictures when they are embedded in an article. So may I ask all contributors to send me the pictures or to scan the pictures if they wish and to add them separately at the end of the article. By all means indicate where the pictures are to appear by saying "Picture No 1 here" and a caption, then carry on with the text. All scans should be done at 200 to 300 dpi to ensure good reproduction.

Glider Aerobatics

Congratulations to our Rally Secretary, Graham Saw who has just won the Intermediate Class Aerobatic Comp for the third time flying, as before, his Lunak.

Model Gliders

From this issue **Vincenzo Pedrielli** is going to organise a regular page or two on scale model matters as they apply to vintage gliders. He has a wide circle of modeller friends around the world and so should be able to give us very interesting articles and pictures. He starts in this issue on page 30

From **Colin Cousins** we have had the suggestion that the VGC should make available to modellers a documentation pack of 20 or 30 photos of each of a number of types of vintage glider showing cockpit details, markings, colour schemes, 8 point general views, etc. Pictures of a couple of his own scale models are on page 30 Does any other modeller see this need and has anyone opinions as to which/whose glider we should start with? Letters to the Editor, please.

Video of 28th VGC International Rally

A full colour video of this excellent rally is now available. The video runs for 45 minutes and is a high quality professionally produced record of the most successful rally in the club's history. With over 70 gliders including about 50 different types at Tibenham Airfield, a WWII American bomber base, this video is a historic record of probably the largest gathering of vintage gliders ever held. Sequences include the opening ceremony featuring Wing Cdr Ken Wallis OBE, aerobatics by Graham Saw in the Lunak, close-ups of many special vintage gliders, plenty of ground-to-air and air-to-air shots, interviews and glider descriptions.

This unique video keeps the pace and interest going from start to finish and is accompanied by a spoken commentary and music composed for the occasion. It is essential viewing for anyone with even a remote interest in gliding; pilots, crew, glass or wood, young and old. A superb Christmas present.

Available from VGC Sales at £12.75 (VGC members) £15.00 (non-members) plus £1.00 p&p. UK, £2.00 for Europe amd £3.00 for elsewhere.

Some web sites: www.dsvu.dk/dask/index.html the site of the Danish Vintage Gliding Club in English.
www.acz.de the site of the Aeroklub Zwickau

Erratum; We are sorry that we omitted in the last issue to acknowledge Johann Schreiner as the photographer of the cover picture. The Ed has written to him to apologise.

From the Treasurer

Subscriptions fall due on January 1st for those who have not already paid them. Despite increased postal and printing charges and due largely to your response to my request to pay promptly I am pleased to say the amount to pay for 2001 will be the same as at present and having been fixed several years ago represents excellent value. The new red Membership cards for 2001 will be sent out to those who have renewed their subscriptions with this issue. Why not tell your friends that Vintage gliding is something they just cannot afford to miss. Vintage gliding is enjoyable and cost effective. Vintage gliding has more to offer. Vintage gliding is International. Membership subscriptions are UK £17 per annum, Europe £19 per annum, Rest of World £21 per annum. Joining fee payable once only £5. Please send cheques or International Money Orders to the Treasurer and made payable to VGC.

Austen Wood.

From the Membership Secretary

Another year has passed together with our very successful International Rally atTibenham. Although the weather in UK has generally produced poor flying conditions at other rallies during the year, it did show a remarkable improvement during the week to allow good flights for all participants and visitors. Many thanks must go to members of the Norfolk Gliding Club for their great work in running the Rally in that beautiful part of the countryside, to re-establish it right back on the map as a place to remember for gliding. It was great to meet so many of you again and make new friends.

But our quest still goes on to increase membership of the VGC; let your friends know what vintage gliding is about, what fun flying is, and what great social events we hold. Discovering an old glider laying idle for some time, it is worthwhile seeking out the owner and making an offer to buy it; such unused gliders can often be obtained very cheaply. What fun and delight the new owner will have.

To create greater interest and knowledge, a small group could be formed to rebuild such gliders and if they include an Inspector among them so much the better. Some groups may own a number of vintage machines between them, so they work on each other's machines in turn, thus increasing the speed of completion of repair or rebuild etc., This is perhaps a good way forward for newer people to learn about the constructon of old gliders and to maintain them for the future. More of these groups should therefore be formed in areas, ie at Clubs and workshops for the benefit of old gliders, so takeup the challenge. I encourage the formation of new groups and would like to compile a list of existing groups for the benefit of its members to contact and join. Will group leaders send me the details of their addresses, telephone numbers to contact and the location of the workshop and name. In whatever country you may have a group, please write to advise me of your name of group, details will be published in the magazine for others to see. Happy New Year and Good Flying.

Geoff Moore

Popular Flying Association

As we went to press David Shrimpton learnt that he had been issued authority to carry out Bi-annual Renewal Check Flights on behalf of the Popular Flying Association as an Assistant Coach for the South West Region.

A Vintage Record broken

From Sailplane & Gliding of October/November 2000 and Volo a Vela No261 we learn that a 70 year old record has been broken. Since its design in 1929 the largest sporting glider ever flown was Kronfeld's Austria which had a span of 98ft 10ins but this has now been beaten by the Eta (the symbol for Efficiency) which first flew in August 2000 in Germany. Its span is a colossal 30.9m or 101.38 ft with an aspect ratio of 51; because of its large span the induced drag is very low and it is expected that circling will be virtually unnecessary!
Also in this S&G there was a 4 page spread on the K6 series and two pages of pictures of vintage gliders at Tibenham and Elmira. Thanks Helen.

31st VGC International in 2003

Yes, I know that is a long way off but during a recent vist to Spain, David Shrimpton discovered that there was a revival of interest in oldtimer and vintage gliders, with the possibility of a major Spanish club hosting an International Rally in 2003. David assures us that he will keep in touch with these Spanish members and advise us of any further developments.



Mrs Eileen Davies, centre, presenting the Syd Davies Trophy to Alice and Colin Anson. Photo Inge Newton.



David Shrimpton, left, presenting the engraved goblet to Dick Stratton at Tibenham. Photo Ted Hull.

CLUB NEWS

Meet Your Committee

Chairman David Shrimpton

photo opposite

What do you like about the VGC? I like being involved in a successful organisation. The VGC is meeting its declared objectives in promoting the international preservation, restoration and flying of historical and vintage gliders whilst at the same time providing fun, help to individuals or groups and creating International friendships.

What is your favourite glider? As an ex-ATC cadet (Christchurch 1958) the Slingsby T21 and T31 remain favourites. However having had the opportunity to fly many other vintage types, mainly during VGC rallies, it is difficult to select one particular glider. Probably more for sentimental reasons (having worked at Slingsby's during the 60's), I have acquired and rebuilt a Slingsby T45 Swallow. This is a small glider which is easy to rig, semi-aerobatic and great fun to fly as well as being a well known classic. This particular glider (XT 653) also has a history being one of three donated to the Air Cadets by the McRobert Trust.

What other interests do you have? Margaret and I own a Pietenpol Aircamper 1929 design open cockpit aeroplane and a Scheibe SF28A Tandem Falke. We also enjoy the world travel which both our careers provide and, of course, the VGC International Rallies which create an opportunity to visit many parts of Europe. In keeping with the vintage theme we own a Morgan two seat open sports car which we drive to Southern Spain each year.

Where do you usually fly? We generally fly from Keevil (RAF Bannerdown) or Yeovilton (HMS Heron) but we would also like to keep a vintage glider permanently based in Spain to fly during holidays with guaranteed good weather.

What kind of flying experience do you have? About 1000 hours in approximately 100 types of aircraft and gliders ranging from the Tiger Moth, Tipsy Nipper and modern American lightplanes, to weightshift microlights and gliders both vintage and modern.

When was your first flight? My first flight was in a De Havilland Dragon Rapide when I was about seven years old and my first solo flight in a glider was with the Air Training Corps in 1958 in a Slingsby Cadet Mk III (T31). I subsequently gained my private pilot licence in the early 60's flying Tiger Moths at Shaftesbury in Dorset and Sherburn-in-Elmut.

ROBERT FLEMING INSURANCE BROKERS (UK) LIMITED
Staple Hall, Stone House Court, London EC3A 7AX. Telephone 0171 621 1263

OFFICIAL VINTAGE GLIDER CLUB INSURANCE SCHEME

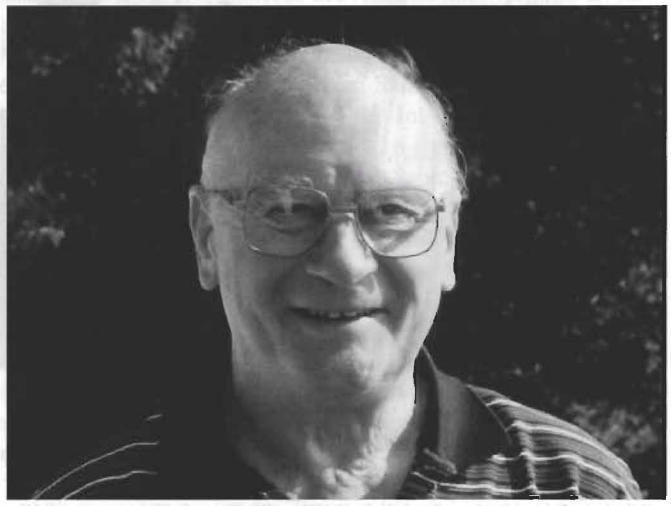
Various types of coverages are available for Vintage Glider Club Members.

For competitive premiums matched with experience and reliability, please contact:

Graham Roberts, David Bacon or Neil Drogman
on
Direct Line – 0171 621 8276
Fax – 0171 623 6175



Chairman David Shrimpton



Hon Treasurer Austen Wood

What do you like about the Vintage Glider club.. The variety of interests and people and the generally relaxed atmosphere

Your favourite glider.. The Harbinger, of course, but I have owned shares in many excellent gliders such as the Skylark 4, Olympia, Pilatus B4 and "Gracias" the Kite 1 which was at one time owned by Amy Johnson.

What other interests do you have.. Family, caravaning and travel.

When was your first flight... My first gliding was carried out in 1942/3 at Woodford doing ground slides in a Cadet while in the ATC. This was followed by flying training at Cambridge in Tiger Moths, then into the Glider Pilot Regiment to fly Hotspurs and a few flights in Horsas.

Technical Officer Jan Forster

What do you like about the Vintage Gliding Club? In our business life we have to achieve, we are always busy, no time, but in my private life I don't like to achieve or rush. So I like gliding but not competition. I like the company of people, the chat. The construction and techniques of gliders is very interesting, simple, complex, clever, beautiful, awful, the lovely smell of wood, dope, and glue, the discussions about the construction. I like sunny meeting days, some flying, some sitting down on the grass to chat about gliding, family etc. Do some works on the gliders and the best part of the day—sitting in the bar afterwards.



Jan Forster

What is your favourite glider? The T31b, why? because I like the storm in the back seat and the company in the front seat. Twenty five years ago, travelling in the UK, driving up a small country road, in front of me a glider on a winch launch. I saw the silhouette, open cockpit, two people in it. And I wished to myself, when I have a glider it will be a glider like that one. Good second is the Goevier, sitting side by side, never mind who is in the other seat, as long as she is beautiful!

What other interests do you have? Human beings, travelling/walking around the UK. Planes especially the Spitfire. Does anyone own a dual seat Spitfire and would like to invite me for a try-out?

When was your first flight? In 1965 and have been a VGC member since 1985. I am a Dutch as well as a BGA Inspector with 2500 launches on nearly 90 different types because I like to fly different gliders.

ADDENDA

In VGC NEWS 100 on Page 18 concerning the fate of the D.28B Windspiel, Bernd Ewald quotes that it met its end being taken to America aboard a freighter in a very rough sea. Georg Brütting, in his book "die beruhmtesten Segelflugzeuge" on Page 52 also states this.

However, in VGC News No 83 on Page 21, there is an American report that the D.28B did not meet its end until 1949. Dr Klemperer, by now an American citizen, had managed to obtain its temporary release from the military at the Wright Patterson Air Base (where many other, German, Italian and Japanese aircraft had been examined and flight tested, for study by members of the Southern California Soaring Assn.

So the Windspiel and a Mü 13D were put into a railroad freight car together with some lamp stands, which had not been secured. These rolled about and rendered both aircraft to smithereens (corn flakes!!). When they were removed from the railroad car, there was enough left for both aircraft to be photographed and identified from the photos. After the studies, it seems that the remains of both aircraft were returned to the USAF. It all seems to have happened in 1949. The former report agrees that it met its end while in American custody, and this would have satisfied a film script writer (e.g. "The English Patient") but we try to keep to accurate details about when one of our beloved gliders has been destroyed.

According to Peter Riedel,the D.30 Cirrus was also in America, and in spite of remonstrations from Dr Klemperer, it was destroyed after flight testing on orders from an American officer. Peter said that it had been bulldozed under ground. Hans Zacher said that this was not true and that it had been removed from its trailer by displaced persons in 1945 and thrown into a quarry in Germany. We wonder if Peter had mistaken its fate with that of the D-28B and that Hans Zacher is right ? Vic Saudek sent the report of the fate of the Windspiel to C.Wills. Werner Spilger arrived in the USA from Germany in the late 1950s. He had done the flight testing of the Windspiel and kindly donated transparencies of all its drawings, etc to Vic Saudek who sent them on to the NSM. Hermann Stiglmeier of the Southern Californian Soaring Assn kept the control column fitting which worked both ailerons and fin. He now lives in Hawaii at 3311 Uwila Place, Koloa, Kauia, Hawaii, 96756 USA. Vic Saudek has no information concerning the D-30 Cirrus in the USA. Hermann may still have the fitting in question.



If you have put a lot of time, effort and money into a vintage glider, you will want to safeguard your investment. We can help you by providing a reliable and competitive insurance policy together with a friendly and efficient service.

Phone, fax or write to:
Stephen Hill

hill aviation insurance services ltd

Phone: 01765-690777 Fax: 01765-690544
Unit 1A, Sycamore Business Park, Copt Hewick,
Ripon, North Yorkshire HG4 5DF

Brief report on the AGM held at Tibenham 3 August 2000

After a brief introduction by the Chairman the minutes of the 1999AGM were approved as were the changes to Rules 9d and 16b. Rule 9d now asks for notification of voting instructions to be sent to the Secretary, not the Chairman, and Rule 16b now states that membership lapses after January 31st unless the subsciption has been paid. The Chairman's report indicated that membership was increasing but there were fears that new regulations which may be introduced may cause us difficulties. The International Committee had agreed that the Rally in 2001 will be at Zbraslavice with the Rendez-vous somewhere in Germany; for 2002 we are going to Achmer/Osnabrück and for 2003 there is a suggestion that the Rally may be held in Finland.

The Treasurer reported that we are in a healthy financial position but that subscriptions only just covered the cost of VGC News with VGC Sales, donations, and bank interest giving us the surplus.

Michael Powell and Ian Dunkley were re-elected by a show of hands.

Max Bacon suggested that we should adopt a higher profile with the BGA in order to protect ourselves in future. Technical Officer Jan Forster would like to compile a list of all Inspectors from all countries so that he can give advice to anyone requiring it. Ian Dunkley suggested that members could do much more to publicise and encourage vintage gliding at their own clubs concentrating on the good value of vintage gliding and if we did not then membership will go down; see Ian's article on this subject in S & G. (Aug-Sept 2000) The Editor, Graham Ferrier, asked for more articles and photos for VGC News and thanked Chris Wills and all the other past and future contributors.

Gliding History Calender 2001

Published by Eqip of Germany
Similar format to the much admired 2000 Calender
£18 incl p&p from VGC Sales
22 Elm Avenue
Watford
Herts WD1 4BE

Bref compte rendu de l'Assemblée générale annuelle qui s'est tenue à Tibenham le 3 August 2000

Après une brève introduction par le Président du Comité, le procès-verbal de l'AGM de 1999 a été approuvé ainsi que les modifications apportées aux règlements 9d et 16b. Le règlement 9d édicte que dorénavant la notification des instructions de vote sera envoyée au Secrétaire et non pas au Président du Comité; par ailleurs le règlement 16b dispose qu'à l'avenir la qualité de membre adhérent du Club cessera après le 31 janvier en cas de non versement de la cotisation.

Dans son rapport, le Président du Comité a indiqué que le nombre d'adhérents avait augmenté tout en mentionnant que l'introduction possible de nouveaux règlements pourrait entraîner des difficultés.

Le Comité International a convenu que le rassemblement de 2001 aurait lieu à Zbraslavice avec un rendez-vous en un lieu non défini en Allemagne. Pour 2002, le lieu retenu est Achmer/Osnabrück; pour 2003, il a été suggéré que le rassemblement puisse avoir lieu en Finlande.

Le Trésorier a rapporté une situation financière satisfaisante tout en indiquant que les souscriptions ne couvraient guère que le coût de la revue VGC News; le surplus étant constitué des ventes VGC, des dons et des intérêts bancaires.

Michael Powell et Ian Dunkley ont été réélus à mains levées.

Max Bacon a suggéré que nous adoptions un profil plus haut à l'égard du BGA afin de nous protéger pour l'avenir. Jan Forster, Officier Technique, voudrait dresser une liste des Inspecteurs de tous les pays afin de pouvoir conseiller toute personne intéressée. Ian Dunkley a émis le souhait que les membres puissent faire davantage pour faire connaître et encourager le vol dans les planeurs anciens de leurs propres clubs et ce, en mettant en avant le bon rapport qualité/prix que représente de tels vols. A défaut le nombre d'adhérents diminuera – voir l'article de Ian Dunkley sur ce sujet dans 'Sailplane & Gliding' de Aug-Sept 2000.

Graham Ferrier, Rédacteur en chef, a sollicité l'envoi de davantage d'articles et de photos pour le VGC News, il a en outre remercié Chris Wills et tous les contributeurs passés et à venir. *Translated by Joyce Ferrier*

Hauptversammlung des VGC – Tibenham, am 3.August 2000.

Nach einer kurzen Einleitung des Vorsitzenden wurde das Protokoll der Hauptversammlung 1999 angenommen, sowie auch die Anderungen an den Regeln 9d und 16b der Vereinsordnung. Nach Regel 9d sollen nun Wahlstimmen an den Sekretär und nicht den Vorsitzenden eingesand werden, und Regel 16b bestimmt jetzt dass eine Mitgliedschaft ab 31.Januar verfällt wenn der Beitrag nicht bis dann bezahlt worden ist. Der Bericht des Vorsitzenden deutete an dass die Mitgliedschaft zunimmt, er aber besorgt ist, dass uns durch mögliche neue Vorschriften Schwierigkeiten entstehen könnten. Das Internationale Komittee stimmt damit zu dass das Internationale VGC Rallye im Iahre 2001 in Zbraslavice stattfindet, mit einem Rendez-Vous in Deutschland, dass wir uns im Jahre 2002 in Achmer/ Osnabrück treffen, und es wurde vorgeschlagen dass im Jahre 2003 das Treffen in Finnland stattfinden soll.

Der Schatzmeister berichtete dass sich unsere Finanzen in einem gesunden Zustand befinden, aber dass die Mitgliedschaftsbeiträge nur knapp die Kosten der VGC News decken, und dass unsere Zahlungsfähigkeit durch die Einnahmen von VGC Sales, Bankzinsen und Spenden gesichert wird.

Michael Powell und Ian Dunkley wurden einstimmig wiedergewählt.

Max Bacon schlug vor dass wir bei der BGA mehr prominent vertreten sein müssen, um unsere Zukunft zu sichern. Jan Forster, der Technical Officer, will eine Liste von Prüfern in allen Ländern zusammenstellen, damit er Mitgliedern darüber Auskunft geben kann. Ian Dunkley erklärte, dass wir viel mehr dazu beitragen müssen, bei unseren Klubs den Oldtimer Segelflug zu unterstützen und für die Idee zu werben, indem wir auf den grossen Wert für geringe Auslagen hinweisen, den das Oldtimer-Segelfliegen bietet, wenn unsere Mitgliedschaft sich nicht vermindern soll – siehe Ian's Artikel über dieses Thema in 'Sailplane & Gliding' (Aug-Sept 2000).

Der Redakteur, Graham Ferrier, bat um mehr Artikel und Bilder für VGC News, und drückte seinen Dank gegenüber Chris Wills und allen anderen bisherigen und zukünftigen Beitragenden aus. *Translated by Colin Anson.*

Rally Reports

PFA Rally Cranfield 23/24/25 June

It was extremely encouraging to meet many past and new members and friends at the Popular Flying Association Rally at Cranfield including visitors from Italy, Germany, Sweden, Ireland, USA and the UK. The PFA Rally attracts thousands of people each year to an event that is similar to the Oskosh rally in America showing everything of aviation interest from WW2 aircraft such as the DC3 Dakotas and Mustang, old timers, home builds, light aircraft and gliders. Our stand was very popular with pilots, vintage glider enthusiasts and modellers keeping us on our toes with their questions and information. We owe Laurie Woodage special thanks for bringing along his original 1932 Scud 2 which proved to be a great attraction to all, especially photographers and to some pilots who claimed to have flown it in its past years. Our stand was right next to the British Gliding Association's where they showed off a modern Discus glider and between us, we upheld gliding interests to a wide public of motivated people. Many thanks to Peter Chamberlain, Laurie Woodage, Mike Powell, Ted Hull and Peter Parker for their valued support and time given to making this a great success for the VGC. We will, for sure, be there again next year with further ideas.

Geoff Moore

IVSM 2000. 1 TO 9 JULY 2000, ELMIRA, NY, USA

Some of the entrants from the Southern States of the USA had taken 4 days to get to Elmira, especially the heavy Hummingbird that had been towed up from Moriarty, New Mexico, by George Applebay at a speed not exceeding 50 mph because of a not over stable trailer. This makes some of our journeys to get to Rallies in Europe seem small. The Australians had come 16,000 miles with the "Golden Eagle", which had a donated container ride from an Australian port to a port on the Western Coast of the USA. The problem of them obtaining a tow car was solved by Jeff Byard kindly lending them his old truck in order to tow the Golden Eagle to Moriarty, then to Elmira, then to Oshkosh and then back to LA. Long Beach Harbour to Elmira was a 2,600 mile tow!

The Golden Eagle surprised us with its excellence and reminded one of a Spalinger S.15 or 16. Its wings were high performance for its time, although they were strutted. The fuselage with its cockpit instrumentation also reminded one of a contemporary high performance glider. When one remembers that it was designed by a 20 year old instructor, Geoff Richardson, in 1934, it was an astonishing achievement. The great problem was that there was absolutely no information to help him in Australia. After WW-2, Richardson was able to improve the Golden Eagle further. The glider flew first in 1937 and compared very well with a new Grunau Baby that had just arrived from Germany. Its claimed max. L/D of 1:18 is certainly a modest claim.

The Franklin PS-2 may well be the World's oldest airworthy sailplane. Its owner Jack Wyman showed that it could thermal soar very well. It was designed in 1930!! For that time, it was a good glider. Unfortunately, Jack had to tow it home early as his crew ie his father, became ill. We hope that he has recovered by now.

The NSM's Schweizer SGU 1-7, flown by W. Cannon was the oldest Schweizer sailplane entered. (1937). We believe that it also flew well.

Walter Cannon's magnificent Schweizer SGS 1-21 of 1947 was also a Belle of the Ball.

A glider which was conspicious by its absence was the Polish Orlik. This was the last prewar designed Polish Sailplane that has survived airworthy. It seems that it has been sold to Dale Busque who will keep it in his static collection of ultra historic sailplanes, which include's the Zanonia, H.28-2, Baby Bowlus etc etc. The Orlik was thought to be too precious to fly.



The 1943 Mü 13 D-13 owned by Bob Gaines at IVSM2000 which has received a Chris Wills' Restoration Prize. Photo Chris Wills.

Bob Gaines' Mü 13D-3 has just come through a considerable restoration and looks very fine in more or less the colours of the time when it was new. It had been "liberated" in 1945 and was taken to Canada from Hamburg as war booty secured externally to the superstructure of a Canadian destroyer. After this adventure, we believe that it needed quite an extensive rebuild in Canada. It is now owned by airline pilot and President of the VSA Bob Gaines, who has restored it again. Besides the Mü, Bob has also a Rhönbussard, which he found hanging up in an Argentinian Café. The landlord did not know what he had. Bob is well on with restoring this one, and we hope that a flight in C.Wills's Rhönbussard at Tibenham, has encouraged him to get on with it.

A Weihe, Swedish built in 1950, and now registered N130KB. This was one of 24 Weihes built by the AB Flygindustri (AFI). 17 were delivered to the Flygvapnet (Royal Airforce) in 1943. Another was kept by the AFI but went into the Flygvapnet's inventory in 1945. The firm became Kokums Flygindustri in 1945. One more Weihe SE-SHU was built in 1950 for the American Paul MacCready to fly in the Orebro Swedish World Championships in which he came second. SHU is at present airworthy at Lasham owned by Keith Green. The Weihe which won two World Championships, SE SCN, is also believed to be somewhere in America. We have not proved N130KB's Swedish registration, but no doubt someone can. It is now owned by the Norwegian-American Lars Johannesen, who worked for what seemed to be 24 hours a day for weeks in order to get it to the IVSM. In the cockpit, it is like a time capsule, with all Swedish label plates still in place. It has also its original undercarriage and canopy. It seemed to be in splendid condition.

Of the other American machines, we were very impressed with the final Schweizer single seaters which clearly gave the first fibre glass invasion quite a run for their money. An oppor-

tunity was kindly given me to fly the 1954 Schweizer SGS 1-23D. Paul Schweizer had flown one of these in the 1954 World Championships at Camphill and Nick Goodhart had tried to buy one, but importing it into England at that time was stopped by the authorities. I liked the 1-23D very much.

The weather. Whereas the weather at the IVSM 5 years ago, had not been good, this time it was, with only one rainy day. Small cross country tasks were set.

On almost all the evenings, there were barbecues and picnics, each one surpassing the other for excellence. There was one at the Curtiss museum, then there was the Schweizer picnic at the Schweizer Plant. This was on the 4th of July Independence Day, and the fireworks over Elmira, were the finest I have ever seen. It is impossible to forget the Al Uster Steak cook-out. He sure as hell knows how to produce tender steaks.

One thing about arriving at such an event without a sailplane is the chance to meet very famous gliding people of the past. This time, Betsy Woodward, Larry Edgar and Ray Parker were there but Rudi Opitz gave it a miss, unfortunately. Larry still holds the two seater World's height record of 44,255 ft (gain of height 34,426ft) in a Pratt Read. This was flown in the Sierra wave. He also had a Pratt Read disintegrate around him in the severe turbulance and decended by parachute with part of the cockpit still clinging to his feet!! Then, there was Arthur Hardinge, who built the Chilton Olympia "Yellow Witch" in terribly primitive working conditions in a corrugated iron roofed shack with the sun beating down, in the Australian Out Back etc etc. The "Yellow Witch" still exists airworthy in the hands of Keith Nolan, who has flown a 500 kms triangle in it. This is the finest flight ever flown in an Olympia so far as we know. Later, in about 1949/50, he took the "Yellow Witch" to New Zealand to try to encourage Gliding in that country. He had such a hard time there, that the sadly missed New Zealander, Fred Dunn, said that Arthur retired back to Australia as a broken man... and died shortly afterwards. Clearly this did not happen. Arthur emigrated to Canada to help design super high performance combat aircraft and he still lives there with his wife.

Another American I met was R.A.Sparling. He said that Dick Johnson had taken him in the back seat of a Schweizer 2-8 on a USA National 2 seater distance record flight of 309.678 miles. Dick waited for days until there was a strong enough wind with the right conditions. I asked whether Dick had flown fast. "Oh no", was the answer, "he was just trying to stay up". i.e. he had been blown 309 miles!!

Then, there were Paul and Ginny Schweizer who were always happy, kind and hospitable. Paul is much involved with the National Soaring Museum and wishes to start exchanges, temporary or otherwise, with other Gliding Museums. As far as we know, there are very few museums just for gliders and gliding. These are in the USA, Sweden, Germany and Australia, but we are not sure whether the Gliding museum in Austria is set up yet. Paul instigated a meeting in the NSM with representatives of Museums. Klaus Heyn, representing the German Gliding museum on the Wasserkuppe, said that his museum was only interested in collecting German material. CW said that nothing was yet organized in Britain, but there were possibilities for a gliding museum in the near future, if only it would be a storage space, for gliders without homes or for winter storage. He stressed that gliders should be got out of it at any time that owners needed them. It was of course the hope that all gliders in this facility should be kept airworthy and even flown from there. Paul said that the NSM had originally only 17 gliders. Now, it has 70!! so that these museums, when originally set up, should be far larger than thought necessary at the time. This, of course, has for years been the great problem for the German Gliding Museum (ie the finding of more space to exhibit more acquisitions, especially as more gliders have become available from the former East Germany. The NSM is a very nice Gliding Museum with a permanent staff of 7 people and a reference department for literature and drawing plans etc. Down below is a new recently enlarged hangar for derigged gliders, for which there is no exhibition space in the main museum. Here, it was possible to see and touch the RJ-5 and R.6, the sacred World Record ships of the 1950s!! There are plans to enlarge the NSM to include these other gliders.

The IVSM was very well run and the impression was that old glider owners in America are really keen and enthusiastic and it is a great shame that we can not see more of them more often in Europe. As it is, the next IVSM is planned for 5 years time and it was felt by some that this was not soon enough.

Chris Wills

For the 39 gliders entered see page 42



Paul Schweizer at the microphone at Elmira. Photo Geoff Moore.



Malcolm Wilton-Jones being fitted into the cockpit of the Momonga by Mr Honda. Photo William Hunter

RENDEZ VOUS 2000

This was held at the Kent Gliding Club at Challock from the 22nd – 27th of July. We were immediately impressed by their good Rally organization and the magnificence of the site, which the club owns and the Chief Instructor and Manager were very hospitable.

The Weather. This was not sympathetic and gave us only one day's flying during the week. This is what we have experienced during our week long midsummer National Rallies during the last two years and so it was not unusual. This was made up for by the excitement of meeting our members as they came in from abroard and the looking forward to our 28th VGC International Rally, which was to take place at Tibenham during the next week. As some gliders were never rigged because of the weather, it is rather hard to give a complete Entry List. We beg to be informed if someone has been left out and ask them to accept our apologies in advance.

Elfe HB-1199 Lilly Grundbacher Switzerland.
Weihe D-3654. Gerd Hermjacob. Germany.
Condor 4 D-6043. Harald Kaemper.. Germany.
Weihe D-8856 Oswald Dickau. Germany.
Grunau Baby 2A PH-801 Peter Deege. Netherlands.
KA-4 PH-354. Bert Strijks. Netherlands.
Grasshopper. Kent G.C. GB.
KA-4 BGA 4116 Didier Fulchiron. France.
Fauvette Br 905 BGA 2768 Ted Hull. GB
T31 "Blue Brick" BGA 1376 David Bramwell. GB.
Mg 19A Steinadler BGA 2903 Chris Wills GB.

As far as can be remembered, Wednesday 26th July was our only flying day. Some entrants then moved off to set up camp at Tibenham to be in good time for our International Rally. Dave Bramwell's motor van towing vehicle gave trouble and he was kindly assisted to get to Tibenham by the Achmer Team. We thank the Kent Club very much for having us and Graham Saw for organizing the locations of the Rendez Vous and International Rallies and we wish to particularly thank Julie and Alan Garside (Secretary and CFI respectively), John Bodkin, Martin Cooper, BrianTansley and Mike Miller for all they did to help us make our stay enjoyable.

Chris Wills

9TH KIRBY KITE RALLY – HADDENHAM 26TH TO 28TH AUGUST 2000

A wet Saturday did not deter Peter, Peggy and David Underwood from arriving and settting up camp. Sunday and Monday produced convection but also some showers, but not enough to discourage our vistors, primarily from Booker and Dunstable, who were all seen in the air and some found the thermalling good. A small group invaded a local hostelery on the Sunday evening and generated some hilarity. Neil Scully and Richard Moyse paid a flying visit on Monday in a bright yellow Piper Cub. John Tournier, sans Sky , enjoyed driving the small tractor

The VGC aircraft included

Scud III	BGA 283	E. Hull
L.-Spatz	BGA 2276	V. Jennings
T.31	BGA 1376	C. Anson & D. Bramwell
Ka.2b	BGA 4336	M.Wilton Jones
Hütter 17a	BGA 490	N. Newton
Kite 1	BGA 400	P. Underwood

The Upward Bound Trust aircraft (Ka-8, Ka-13,T21b) also took part.

John Hunter

The 28th VGC International Rally (Vintage Glide 2000) held on the airfield of Tibenham, home of the Norfolk Gliding Club, from 28th July to 6th August 2000.

We sincerely thank Coleman's Mustard, Calor Gas, Skylaunch Winches and Scheibe for sponsoring the event, and the Norfolk Club's team led by Roy Woodhouse for their superb organization. His team were always there, wearing their yellow Coleman's Mustard Teeshirts, to quickly look after all our needs. They said afterwards that it had been hard work but that they had enjoyed it so much ... and when could we come back? Our own Mike Powell accomplished miracles and even produced his own Rallye to tow us. It was a time when everyone wanted to excel themselves and the spirit was tremendous. An example of this was when an Austrian member arrived with a Spatz unexpectedly and there was no national flag for him. Undismayed, Tony Maufe went home and sewed one up for him over night, and it was perfect in every way. Another example was that the Norfolk Club's members had built a new Bar specially for us. It was finished only days before the beginning of the Rally. Then there was the vast Marquee complete with chandeliers, the massed toilet facilities and the little Honda light vehicles for towing the gliders off the landing areas and the two magnificent Slylaunch winches which, in the evenings were placed before the crowd for all to admire. It was hard to imagine that the Norfolk Club had never run such a large rally as this before but with guidance from Mike Powell and Geoff Moore they had thought everything out and got it right. We should not forget Rachel who, with a small number of helpers and her extended family and in spite of modest facilities, managed to feed hundreds of people at least 3 times a day and was able to organize the Pig and Beef Roasts. The magnitude of her achievement is almost impossible to believe.

The list of entrants is on page 42

Tibenham was a wartime airfield for the 445th Bombardment Group of the 8th US Airforce, under Captain James Stewart. As the Group flew Liberators, the airfield had to be very large. Ex members of the Group keep coming back to see the airfield of their youth and their stay there during the war is commemorated on a marble slab surrounded by flowers. There is also a Bus Shelter at Old Buckenham facing the village Green. Its entire inside wall is a painting depicting a game of cricket on the Village Green with Liberators roaring overhead. The painting is kept in good condition as a reminder of that time.

Saturday 29th July.

At 10.am the Rally was officially opened by Wing Cdr. Ken Wallis of autogyro fame, and the ceremonial ringing of the VGC's French Swiss Cow Bell by C.Wills before other dignatories, who included many members of the BGA's Committee. This was followed by a Briefing and a fine Display of Aerobatics by Graham Saw in his Czech Lunak complete with smoke from the wing tips. After this there was a Reception for the dignatories and senior members of each National Team when there was a Buffet meal and wine. During this, there was a Presentation of an engraved Goblet to Dick Stratton (photo on page 4), the retiring BGA Chief Glider Inspector, for his many years of most sympathetic service to our club members to help maintain our gliders in airworthy condition. He did this in such a way as to make us the envy of the World 's glider owners, who said "if the British can fly these gliders safely, then we must be allowed to also".

Wing Cdr.Wallace demonstrated one of his autogyros in flight. It went from being almost stationary to horizontal tra-



Mr Honda in front of the Hagiwara H22 B-3 Momonga (Flying Squirrel). Photo Alan Self.



Jochen "Cassius" Ewald, left, talking to Carlo Zorzoli in front of his CAT 20. Photo Alan Self.

jectory in seconds and disappeared to the West at great speed. We knew that his aircraft had been used in James Bond films but now we had seen one in action close up.

After the Official Opening and Reception, we were entertained by a Drum and Bugle Band from the Norwich Air Cadets, which played on the march. Some of these girls and boys stayed on to help during the week and were a credit to their Unit and to their Country. All of them were given flights in our gliders during the week. During the afternoon, there was a Parade of old Cars and Motorcycles. The weather improved during the day but there were storms expected in the evening. Pressure was continuously increasing which augured well for the next days' weather. The Ka-2, SG.38 (Geoff Moore)and Elfe (Lilly Grundbacher), all landed out. There were many thermal flights of approximately 2 hours. The Task set was an Out & Return to Rattlesdon. Both Brian Middleton in his Sky and Lilly Grundbacher in her Elfe tried to get to Rattlesdon. The best height achieved above Tibenham was by an M.200, flown by Thomas, who found difficulty landing as the direction of the Landing T was changed rather often.

Sunday 30th July. The weather should be better than on the previous day, with the fog soon lifting and there would be less chance of evening storms. The weather would improve at noon. Tasks for the day were either the flying over and identifying of airfields, and accurate discriptions of them would have to be given to the task setter who knew them all well, or the longest duration flight of the day.

The Italian team, i.e. Carlo-Antonio Zorzoli, arrived with the CAT 20. Three of these were built in 1939 and were used for aerobatics. It seemed to be an almost exact copy of the 1934 designed Austrian Hütter H.17A. Malcom Wilton-Jones and Ray Whittaker visited three airfields by air, Priory Farm, Watcham and Old Buckenham, but Ron Davidson won, in his SB-5, by flying over 6 airfields, one of them being the Pultham Airship Station. Also arriving on this day were the legendary Swiss oldtime sailplane builder Rudi Saegesser with René Comte. Rudi had rebuilt the sensational Elfe PM-3 during 1952/3 and Rene Comte had made several great cross country flights with it in Europe and in the USA. They had come to see their old sailplane and rejoiced that it had returned to Europe. That evening, there was a Celebratory Dinner organized for them by the Elfe PM-3's new owner Graham McLean, in a Suffolk Inn.

During the evening, there was a model aircraft flying display. Once again, we were treated to seeing masterpieces of aeromodellers' art. Most were radio controlled and among them, were turbojet powered deltas that flew at great speed with a tremendous whining noise. We had the impression that some of these models would have cost as much as some vintage gliders to buy.

Monday 31st July. The weather would probably be good for local flying all day. Cross Country flying would be possible but attention should be paid to over-development which could stop lift.

Task would be flights over Cities and Towns and also Best Height above Tibenham Airfield. The plight of the Japanese was evident. In Japan, no Insurance is needed for gliders, pilots or passengers. As they would have to have insurance to fly in Europe, an unsuccessful attempt was made to insure their gliders through British Insurance Companies. Another attempt to insure their gliders through contact with Japanese Insurance Companies was delayed owing to the Insurance Companies being on holiday until Tuesday. Therefore, the earliest that they could expect to start flying would be on Wednesday. It was a long way for them to have brought their gliders in containers, not to be able to fly because of bureaucracy.

On Monday, there was one outlanding by Didier Pataille in his M.200. Best heights over the airfield were by Gerd Hermjacob in his Weihe, 1,350 metres, but a Grunau Baby had reached 1,400 m. The Dutch Phoenix T flown by Hans Disma had reached over 5,000 ft. .

The Swiss Ka-7, flown by Bernard Duvanel was given a prize for having reached 1,420 metres. On Monday was the International Evening and every nation excelled itself with their National Food and drink. For the first time, we were able to experience Japanese Sake wine and much else. Everybody was so hungry and thirsty that everything disappeared rather quickly but the British food lasted longest. There was even a small representation from Ireland and this was very welcome.



Peter Smart, left, and Richard Crossley with a few of the flying scale models at Tibenham.

Tuesday 1st August Weather briefing. The weak cold front had gone through but was dying and there would be strong lift low down and this would improve. Brian Middleton flew longest with 2 hours 40 mins in his Sky. Willem den Baars landed out in his T.21b 18 kms away to the South. On this day, there was a landing accident to Willi Schwarzenbach's Spalinger S.18. (Willi was not the pilot.) Its pilot got into a panic due to another glider being landed at the same time, which he had not seen until the last minute. He started a side slip and left its recovery too late with the glider accelerating nose down. The result was that the glider hit the ground still going sideways, at speed. The skid broke off, and the S.18 bounced between 5 and 10 metres into the air. Unfortunately, apart from the skid, there was some damage to the underside of the fuselage. After the rally Willi obtained a new skid from Willi Fahrni in Switzerland and managed to repair his beloved S.18 in three weeks of hard work at home. As Willi had no glider available for the last days of the Rally, he was very glad to be able to fly a Japanese Hagiwara, Ted Hull's Scud 3, the M.200 with Didier Pataille, and the legendary Rhönbussard of C.Wills. This will be the last VGC Rally that Willi will ever take part in, as he feels that, nearing 75 years of age, it is time for him to give up flying. He has taken part in all our Rallies and, as he came to our first International Rally when the VGC

was born, he is one of our founder members. He was one of the first to answer our call to battle. What we shall do without him is unthinkable, but we are sure that he will remain with us in spirit. Dear Willi, thank you for everything and this includes our Ceremonial Cow Bell, without which, none of our Rallies is complete.

At 1900 hours, there was a superb flying demonstration of scale indoor models, both gliders and powered, by NGC member Peter Smart and helper Richard Crossley. These were not the usual microfilm covered indoor models in that they were built larger, some with Co 2 powered engines and others with rubber power. They were built extremely lightly mostly of plastic foam. As there was almost no wind outside the marquee, the models were flown outside amid a crowd of people which had its disadvantages. One of the models, a four engined Lancaster, was slightly damaged due to coming in to contact with a member of the crowd while landing. The sight of the little Ettrich Taube at great height, flying over the club house was unforgettable. Peter Smart usually caught his aircraft while they were landing. The longest duration in our full sized gliders on Tuesday was 2 hours 40 mins by Brian Middleton in his Sky.

Wednesday 2nd August Task was the most times to Diss and back. We were told to use the whole airfield for landing and not to thermal over the winch, as this had held up launches. Turns should be made to the left over and around the airfield, and after release from aerotows.

Weather. A Low over Northern Ireland was coming towards us at 10 knots and it was strongly suggested that we should not fly too far from the airfield. Such was the weather that greeted the first flying day for the poor Japanese. We had been very kindly invited to the City Hall in Norwich for a Reception by the Chairman of the Norfolk District Council, who would show us round his City Hall etc. On this day, there was some flying by the Danish 2G two-seater primary. So far as we know, two of them were built in 1949 to try to introduce a safer method of training, than the previous solo method. There are instruments for both pilots who sit in tandem. The aircraft is only cleared for winch launching but it can be soared in thermals. We feel that if it could be aerotowed, it would be a very soarable aircraft. Its longest duration flight in Denmark is one hour.

During the Rally at Tibenham the 2G had 89 winch launches and its longest duration flight was 38 minutes, when pilot Morten Utzon reached 900 metres height and was extremely happy afterwards.

At midday, there was a meeting of the International Rally Committee. It was confirmed that our 29th VGC International Rally in the year 2001 should take place at Zbraslavice in the Czech Republic. Jörg Ziller would look into the possibility of the International Rendez Vous 2001 Rally taking place somewhere in Germany, not too far, we hope, from the Czech Frontier or perhaps in the Czech Republic? *(See Future Rallies on page 18 Ed)* The 30th International VGC Rally in the year 2002 would be held at Achmer/Osnabrück. This was confirmed by Harald Kämper. The Finnish team suggested that, for 2003, the VGC 31st International Rally might be held in their country at Jämi Järvi, the National Gliding Centre and that cheap transportation costs should be investigated.

At 6.30 pm, we were introduced to the ancient Norfolk Game of "Dwyle Flunking". Chris Wills, who had been trying to show old gliding films in the Bar, suddenly found himself on his own. He went outside and saw what seemed to him to be a good attempt to evoke the supernatural, which may still be only just beneath the surface in Norfolk. In this ritual a team would link hands and run around in a circle making a fearsome noise. Someone in the centre would remove a mop from a chamber pot, which was filled with the dregs of old beer etc, and slosh it in the face of one of the opposing team, who would then go into the centre to repeat the exercise. This primitive game went on for a long time and many people got very wet. After this, there followed the Norfolk Evening and sing along hosted by Keith Skipper. Some of us could not understand much of the dialect but the songs were interesting. They ended with the song "The Farmer's Boy", which has been adopted as the Norfolk Anthem.



Dwyle Flunking game which made a lot of people very wet at Tibenham. Photo Ted Hull.



Graham Saw's Petrel with Ken Wallis's engine assembly which powered it for ten test flights in 1947. The engine was originally a Junkers Jumo starter motor. Photo Graham Saw.

Thursday 3rd August For most people, this was a non flying day, as there were very active overgrown cumuli which often deluged the countryside with torrential rain and hail. Expeditions were made to see the historic aircraft collection at Duxford and the American exhibition caused special interest with its Schweizer TG-3 wooden winged two place ship. Another expedition was made to the Steam Museum at Bressingham. In the late afternoon, a Czech Morava, a twin engined light aeroplane arrived at Tibenham, just managing to dodge the storms. It was flown by our Czech member Emil Sliva. With him was Lubomir Hodan and three other passengers and luggage. They had arrived to give us more information about



Bernd Ewald with arm out-stretched holding the camera while Klaus Schickling flies his T21 which received the VGC Grand Restoration Prize.



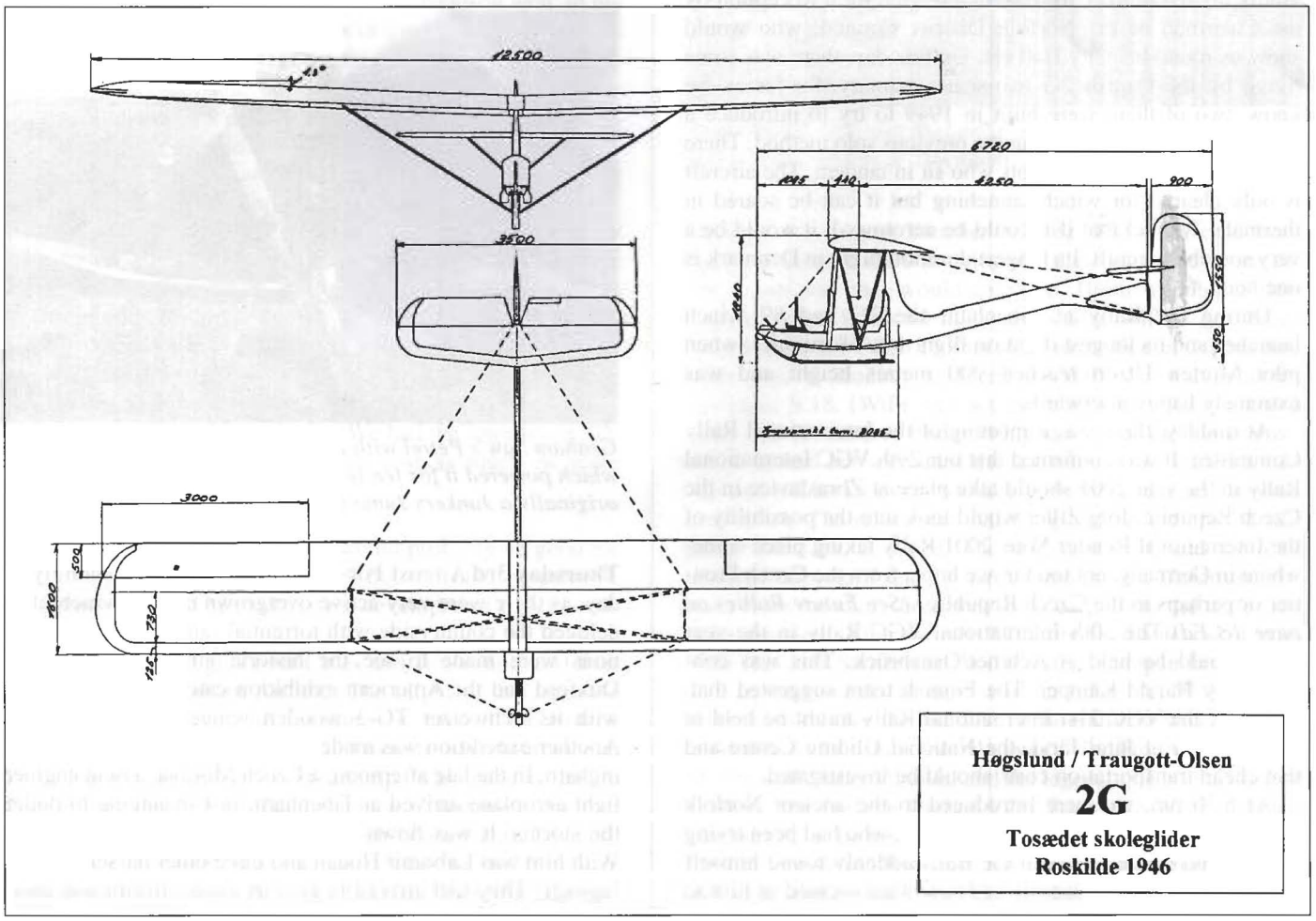
The two gas powered Skylaunch winches which, in the hands of Norfolk club members, gave such excellent launches during our International Rally.



Rhönbussard BGA 337 and Rhönsperber BGA 260 at Tibenham. They were together at the 1938 and '39 British National Contests at Dunstable which the Rhönsperber won both times. The Rhönbussard has just had its first flight after a major rebuild. Photo Chris Wills.



One of the stars of the Rally, the Danish 2G Primary which made 89 flights during the week.



our 29th VGC International Rally at Zbraslavice. They were made very welcome and Emil & Ludomir were able to have a 2 hour flight on Friday in C.Wills's Mg19A. We were more than glad to have our Czech friends with us with their Morava light twin.

Friday 4th August There would be an air display at Lowestoft and parachuting at Swanton Morely. A High Pressure System was coming in which would give us better weather for the rest of our visit; maybe the Dwyle Flanking had worked... or something. Norfolk was going to honour us with its best weather of the year!! During the evening, there would a hog and beef roast, and aTrad Jazz band and a dance floor had been organized in the marquee. Several of the gliders landed out on this day including Bill Tonkyn (Kite 2), Andrew Jarvis (Fauvette) and Brian Middleton (Sky) for his 3rd outlanding during the week. It is often said (not by us), that vintage glider pilots lack the spirit to try tasks. However, no-one can say now that we don't try. We just need better weather. The Task had been the same as on the previous day ie flying over masts. Ron Davidson flew his SB-5 165 kms and reached 4,500 ft in a sea breeze front. There were many other good flights and Thomas van de Ven landed his Ka-2b near Norwich. 28 masts had been flown over in 7 flights! That evening, there was a buffet meal and we sat together for the last time at tables before the club house. As the dying Norfolk sun sank in the West, we believe and hope that everyone had enjoyed themselves. During the evening, the Finns made presentations of their beautifully mounted Aeroclub Pennants to the Norfolk Club and the VGC. On behalf of the VGC Chris Wills thanked them for coming for the first time to one of our Rallies.

The Japanese had come to honour our 2000 years AD. What that meant in their calender we do not know. Their insurance problem and the weather allowed them to fly for only 2 days – and then they permitted some of us to fly their gliders! They brought so much of interest to our Rally and it was almost certainly the first time that any Japanese gliders had represented Japan abroard. When thanking them for coming and inviting them to come again because they had made such a good impression, Mr Honda sadly said that they still had to get home with their gliders and he gave the impression that it would be some time before they had recovered from this mammoth adventure.

Otto Grau had had to cancel his entry and, therefore also his £250 a week caravan, due to his daughter's severe illness at home. Although told in time, the caravan company refused to allow him to cancel the hire of the caravan and return his advance payment. There was a collection among pilots, crews and organizers and the money was sent to him. He was very moved to receive the money but he has since returned it asking for it to be put into the VGC's funds. We believe and hope that his daughter has got a little better. We thank Otto from our hearts. *(See the letter from Otto's daughter on page 43. Ed)*

We thought that the Rally was going to finish on Saturday, but this was not so. The Rally organization said that we were going on for another day and that they did not even know where our ceremonial Bell was! The task for Saturday 5th August was for us to fly over the greatest number of railway stations, and maximum height. David Cornelius flew the Skylark 2, that Martin Simons had modified, for over 5 hours.

At Sunday morning's briefing, the Bell was brought on to the platform, carried by our mustard coloured organizers. It was rung accompanied by Auld Lang Syne with everyone standing up, linking their arms and singing. It was a fine and very moving finale to our Rally. Many people thought that this was one of the best International Rallies that we had ever held. It was noticed that many of our best British vintage gliders were not present for various reasons. We feel that their owners would have enjoyed themselves. We thank our members who came from abroad in spite of the cost of the Channel crossing and the French said that everything, right across the board, was three times as expensive as in their country. (This could be due to the strength of the £ against the Euro? CW) The Finns had brought a glider to our Rally for the first time and their sea journey cost must have been horrific. Due to the call of our Vintage Glider Movement, they all came. We thank them and hope that they will manage to come in future and we particularly thank the members of the Norfolk Club who gave up their time, including Martin Aldridge, Norman Clowes, Gwen and John Edwards, and the ATC cadets.

Chris Wills

(It has been impossible to accurately list all the gliders which were actually at Tibenham but we believe that there were 14 Nations represented, 75 gliders of 51 different types, 895 launches including 195 on Friday. Ed)

B & B close to Norfolk Broads.

THE HOLLIES

Delightful spacious 18th century cottage in peaceful Broadland village within walking distance of the River Bure and Broads. Close to Gt Yarmouth and Norwich. 35 mins to Norfolk Gliding Club.



Best cooked breakfast in Norfolk !
£18.00 per person double rm. £20.00 single.
Tel: 01493 750625 Fax: 01493 750965

SKYWAYS
THE JOURNAL OF THE AIRPLANE 1920-1940
Leo Opdycke, *Editor*

W·W·1 Aero
THE JOURNAL OF THE EARLY AEROPLANE
Kenn Rust, *Editor*

W.W.1 AERO (1900-1919), and SKYWAYS (1920-1940):

our two Journals, which contain:

- information on current projects
- news of museums and airshows
- technical drawings, data
- photographs
- scale modelling material
- news of current publications of all kinds
- historical research
- workshop notes
- information on paint and color
- aeroplanes, engines, parts for sale
- PLUS: your wants and disposals
- PLUS more...

Sample copies $4 each.

Published by: WORLD WAR 1 *Aeroplanes*, INC.
15 Crescent Road, Poughkeepsie, NY 12601, USA (914) 473-3679

"GO EAST OLD MAN"

By Ian Dunkley

S & G readers with an unusually retentive memory may remember the comment made by Piotro Liqwinski that as I had gone to Finland by motor bike I must be "young at heart", not any more I ain't. Polish roads are, I am convinced, designed to test Japanese motor cycle suspension, British dentistry, and geriatric backsides to the limit. In fact the best that can be said for Polish roads is that they rate only one position below Ireland, mainly due to the fact that Ireland being smaller has shorter roads.

The purpose of this road test was to attend the "2nd Polish International Vintage Gliding Rally", International because one glider had come from the Czech Republic, plus of course a motor bike from Japan with two riders from Britain. The venue was Gliwice, which incidently is just as hard to pronounce correctly as "Puchacz". Fortunately political changes have ensured that English is now the preferred second language, those now in middle age who had chosen Russian now feeling as sick as the proverbial pig.

To be fair I knew little of Poland, and less of Poles, although a fellow club member who did said "They are great for getting you out of trouble, that you would not be in if you didn't know them". That I could not comment on.

Gliwice is in Silesia which prior to World War 2 was in Germany and a major industrial area and continued to be so after the war and until the fall of communism. Since then economic reality has set in such that the aerotow patter after takeoff in one direction includes, "If the rope broke now I would crash into a disused coal mine, chemical works, railway yard" (delete as appropriate). This should not be taken to imply that the Gliwice area is all rubble as there is a lot of farming in the flat country, landings for the use of, and an area of lakes, ideal for swimming trips on non flying days. Now before you start thinking of "rain" I should point out that two days were lost because it was too hot, over 40 degrees C.

Poland, both pre- and post-war produced an astonishing range of gliders, not all of which went into full scale production. Those that did were produced in quite large quantities which were not all exported, which lead to a problem, where to put them? The state run gliding clubs were an obvious solution, thus creating a problem for them, what to do with the previous range of gliders filling their hangars. Simple, the aviation authority anticipated this, so they declared them un-airworthy and then burnt them.

Now before you all start jumping up and down many saying how scandalous, is that much worse than the dis-interest that most UK clubs show, with gliders rotting in old trailers or gathering dust unflown in the back of hangars? On the plus side, if there is one, it may have increased the value of old Polish gliders as the shortage may create a demand that does not exist here, and "No, Chris Wills, I am not advocating burning gliders in Britain".

Which brings us to the Polish Vintage Glider Club, based at Gliwice operating 20 or so vintage or classic gliders, three of which are privately owned and all in excellent or good condition due to the skill of the resident glider mechanic at the state run Gliwice Flying Club. The club, which has four sections, gliding, power, parachuting, and modelling, employs 15 people, has over 30 gliders and 80 gliding members of which only some 35 are active. As Gliwice is in a development area young members get subsidised training, up to 80%, which lowers the average age considerably and makes them all better looking.

If all that seems promising I can add that the club has plans to sell their old gliders to club members at low cost thus ensuring their survival. However all the grass is not green as airworthiness authorities are still posing a problem, refusing to allow gliders over 25 years old to be winch launched, or some perfectly airworthy wooden gliders to fly at all. Some Polish gliders are now being imported back, Zbigniew Jezierski, the power house behind the Polish VGC recently purchased a Foka 5 from the UK, and no flying examples of the Jaskolka exist in Poland.



Ian Dunkley surrounded by Polish vintage enthusiasts at Gliwice. Photo Antoni Witwicki.

Whilst the UK does not have a gliding museum, or aviation museum with a sensible collection of gliders, Poland does, as do Germany, Finland, France, Hungary, the USA and many others, a situation which I would like to address at some time. In Poland's case, the Polish Aviation collection is housed in a small series of buildings well hidden, and poorly signed, off a dual carriage way on the outskirts of Cracov. Outside there are a series of rusting and deteriorating jets and inside there are some 40 aircraft, including a flying wing which was hanging from the roof. The poor state of the museum indicated a lack of resources but then at least they have a glider collection, which is more than we do.

The vintage rally was more of a competition than a rally, although I suppose the usual gathering is just a rally without a competition. This leads to both advantages and disadvantages, on the plus side it shows glass pilots what "old" gliders" can do, if flown properly, on the downside a lot of flying time is lost with gliders sitting on the grid and wasting good flying weather but which may not be suitable yet for the task. This led to Pat and I finishing unofficially second on one day when I "borrowed" a Bocian sitting idle and took a launch on a good "British" day which was thought "unstopupable"

Lauching, apart from the view of a negative industrial revolution, is an interesting experience. I have flown on short ropes before, in Hungary, but Poland appeared to be having a rope economy drive. Add to this a tug, which looks like the offspring of an An2, ie big, described by the locals as a "machine for converting aviation fuel into noise" and you get a pretty impressive view of metal over the nose. Forget all that business of seeing the inside of the tug in turns or pointing at the outer wing. Also out, is not trying to fly back into lateral position; with a Polish rope you have no choice, where the tug goes you go, and that includes very tight thermalling turns. The reason is the low power of the tugs, without thermalling, tows would be so long that prostate problems may entail pulling off tow.

Whilst there I was able to fly as "instructor" in the back of a private Bocian on two cross countries, Polish regulations requiring that only instructors can occupy the rear seat. This

proved of great interest at seeing how a glass trained pilot adapted to wood over the two flights. Dolphining a Bocian for example results in change of attitude, and not much more, whilst 70 knot tight turns in weak thermals brought about a change in altitude which was not as intended. Similarly going hell for leather on course through the blue, rather than "following the energy" provides good, if unwelcome, practice in field selection. The latter giving me the opportunity of demonstrating good old British scratching on more than one occasion.

On the second flight on a more difficult day the previous lessons proved worthwhile and we finished second, and that was after having to divert the last part of our final glide to go round a turning point that we had thought had been dropped. It did however give me the opportunity of seeing a pit head winding gear from the view that an American "round the pylon" flyer would appreciate.

By now Pat was expressing an interest in seeing the Tatra Mountains so Gliwice was left, see earlier remarks about Polish roads, and which revealed a new example of Polish humour, road signs. They are the best possible reason for buying a road based GPS that I can think of. The effectiveness of their method of signposting meant that we never got to the Tatra Mountains, and ended up at Zar, which should have one of those little sqiggles over the "Z" which means it is pronounced "Schah" I think, and which is the site of the Polish Mountain Gliding School, and which took a bit of explaining to Pat I can tell you.



The disused rail track for hauling gliders back up the slope at Zar, Poland. Photo Ian Dunkley.

Now I have flown from the bottom of hills, I have flown from the top of hills, but never from one half way up, take off downhill, land uphill. It was however in beautiful surroundings, lakes and hills and providing good walking, including one up a unique piece of gliding history, a gliding railway. Until some eight years ago bungeeing took place from the top of the hill, landing in the field below to be towed by winch up to the cable railway and thence back to the top. Originally landing could also take place on the top but a pump storage reservoir soon put paid to that stupidity. Glass gliders and lack of interest, too much effort, led to the railway being abandoned to the trees and the hill top to the para and hang gliders who knew a good thing when they saw it. Surely something like that should be preserved, all the bits are still there.

Zar is a site well worth visiting and one I am sure which has a lot of possibilities with or without the railway, I certainly intend a return visit with an aircraft, vintage of course.

Ian Dunkley

KIRIGAMINE – VINTAGE PRIMARY GLIDER MEET. *By Vincenzo Pedrielli from notes by Hiroshi Seo and Kayoto Gotoh*

After the VGC meeting in Tibenham, in September there was another interesting Vintage meeting in Japan, totally different from the VGC one, not only for the number of the ships participating in the event, but mainly for the type of ships which took the air in that meeting. Yes, in that meeting there were only Vintage Primary Gliders, bungee launched from the airfield of Kirigamine, one of the oldest flying sites in Japan which we could compare with the Wasserkuppe in Germany. Kirigamine in Japanese means "tip of mountain covered by fog" and the fog showed up as usual after the heavy rain which went on the whole night till early morning.

Kirigamine is located in the Nagano Prefecture, at an altitude of 5,414ft. above sea level, 150Km west-north-west of Tokyo. The meeting was organized by Turn Point (the annual gliding publication), and three gliding groups, which happened to own Primaries, took part. How many? Just three, but believe it or not enough to have an exciting and successful meeting. Actually how many primary gliders in flying condition could we gather together in the whole of Europe? Probably not many more. On the contrary, the people attending the event were over one hundred, from veteran pilots to young students and, of course, many observers.

Every year the Suwa-shi Glider Association of Kirigamine organises a memorial flying day to commemorate the start of gliding on that site in the 1933 and they fly with a primary ship called Kirigamine Hato K14, designed by Joji Shiraishi who is one of the earliest glider builders in Japan. Hato in Japanese means Pigeon and this type of primary glider was also produced for other Clubs under different names and by different builders. K14 was the name given to that primary by the Japanese Imperial Navy for training their young student pilots. Wing span was 10.04m., length 5.7m., the airfoil used is Gö 532. The empty weight of the original ship was 85.6kg .

The 9th of September this year, was the first time that other groups, coming from other parts of Japan, joined Kirigamine Suwa-shi Glider association bringing their own primary gliders. One group joined from Osaka with a primary glider called Monbusho type 1, (Monbusho in Japanese means Ministry of Education) rebuilt six year ago from the original drawings by the students of Fuse Technical High School* for the celebration of the new Kansai International Airport. In 1940** the Ministry of Education decided to introduce a flying program in the Junior High School by using, on National bases, a primary glider designed by Yoshio Yamazaki and named "Monbusho type one", as the name in fact of the sponsor. Many Aircraft companies took part in this program producing this glider in different factories. To name some of them: Fukuda Light Plane, Toyo Kinzoku Mokko, Ito Aircraft, Nihon Kogata, and Mizuno.

This primary glider had a wing span of 10.31m., a length of 5.53m., a height of 2.36m. and an empty weight of just 84kg. The airfoil was a Go532.

The other group, which joined the Kirigamine Vintage Primary Glider meet, was a group coming from the Island of Kyushu, a long way from Kirigamine, with the Asahi Komadori, a primary glider originally produced by Kenichi Maeda in 1940 after he came back from mainland China and which he named at first "Maeda 105".

Maeda 105 was sponsored by the Ministry of Post and Telecommunications and it was at the beginning made with

bamboo and paper, but later it was refined and improved by the engineers of the Aviation Bureau.

Asahi Shimbun*** selected this primary glider to promote the national aviation activity in Japan and renamed it Asahi Komadori (Komadori in Japanese means Robin). Many units were produced for that purpose at Maeda Koken factory, where later on many famous and successful sailplanes were also produced. Asahi Komadori had a wing span of 10.5m., a length of 6m., a height of 2.1m and an empty weight of 95kg. The wing can be folded in four parts. Very practical for retrieving with a small, simple cart.
(By the way there is an idea to bring this Primary to Pavullo (Italy) next year for the L.Teichfuss meeting.)

So, three groups from different parts of Japan gathered together at Kirigamine glider field, on September 9th, 2000, with three historic machines: the Kirigamine Hato K14, Monbusho type I and Asahi Komadori. As mentioned before the weather was not the best: heavy rain 'till early morning and then thick fog which covered the top of the hill 'till about noon when it faded away leaving a cloudy sky with a moderate breeze. Good enough for flying and actually about sixty bungee launches were made with great excitement of all the people present. Some senior pilots repeated the experience of their junior high school days as well as young students tried the excitement of this primitive way of flying. Well, in one single expression: it was a very successful meeting. A fantastic experience to repeat and, who knows, maybe some other primary gliders may join next time.

Vincenzo Pedrielli

*The Fuse Technical High School had the first sailplane registered in Japan after WWII with the number JA2002. This glider was named Taka Shichi, which means "Hawk number seven" and it was the Japanese version of the Grunau Baby II.
**1940 was a very important year in Japan as in that year the National glider distance competition was taking place from Mount Fuji and seven pilots participated in that event, all seven flying DFS Meise, of which six were built in Japan and one in Germany.
*** Asahi Shimbun was in the early 40s, the most important newspaper company in Japan which promoted the initiative to raise funds among the readers for high school students in Japan with primary gliders of the type Asahi Komadori and promote motorless flight among new generations.



Laurie Woodage's Scud 2 at the PFA Rally. Photo Geoff Moore.

Future Rallies

British National Rally
The British National Rally will be combined with the Slingsby Week at the Yorkshire GC at Sutton Bank from 26th May to 6th June 2001. Entry forms will be included in the next issue but if you can't wait contact Phil Lazenby on 01132 842134 or email him on lazenby@btinternet.com

Rendez-Vous 2001
We have received the following preliminary details for next year's Rendez-Vous from Jürg Ziller and the Aeroclub Zwickau :
Dates 22 to 29 July 2001.
Location: Zwickau which is in the triangle formed by the following Autobahns, A9 Nüremberg-Berlin, A72 Hof-Chemnitz, and A4 Erfut, Gera -Chemnitz.
Zwickau is near the Erzgebirge but it is not known whether vintage gliders could go that far.
Typical costs at September 2000 (and it is hoped for the Rally) are Winch launch 6DM, Aerotow 6DM per minute.
Accomodation at the airfield 15DM per night, Camping with Camper van 3DM, with Tent 1DM plus 3DM service fee per day and person. Hangar for glider trailer 5DM.
Further details can be seen on their website www.acz.de

29th VGC International Rally at Zbraslavice in the Czech Republic. 31 July to 11 August 2001.
The grass airfield dates from before WW2 and is located 75km SE of Prague outside of the TMA Praha-Ruzynë and 20 km from the nearest air traffic route. By car it is accessible from highway D1 exit 56, direction Kutná-Hora.
(49^0 48' 56" N 15^0 12' 12" E 2.2 km 080 Zbraslavice. Elev 483 m/1585 ft, AFIS Zbraslavice Info 122.6 MHz)
The club has the following gliders which may be hired: L-13 Blanik, L23 Super Blanik, L-33 Solo, VSO-10 Gradient, LF-107 Lunák, VSM-40 Démant, Glasflügel 304 C2.
During WW-2, this airfield became a maintenance field for the German training airfield of Pardubitz. Training aeroplanes which needed maintenance, rather than big repairs, would fly over to Sbraslawitz (as it was then called) where there would be a mobile workshop, fuel bowser and hangar required for the initial glider training of the pupils destined for the power training airfield of A/B 32 at Pardubitz, now Pardubice. In the woods can be still found accomodation for the German wartime personel of the airfield and concrete bunkers, etc. In 1945, the airfield became full of different types of German aeroplanes, including Stukas, during the chaos of the last war days. On the airfield was a Wehrmacht Luft glider training operation with SG.38s, Grunau Babies and Kranich 2s and so it will not be the first time that some of our glider types have been there. Near the airfield is Zbraslavice village, which contains shops and restaurants etc. The area is very colourful and the varied countryside, with small hills, produces excellent thermals. Johan and Ingrid Kiekens of Belgium have spent several holidays there and highly recommend the whole set-up.

Note. We strongly urge members to buy Czech Motorway tickets before they go on the motorways.





Two pictures taken by Hiroshi Seo at Kirigamine, the top one showing all three Primaries entered in the meeting waiting at the launch point and the bottom one shows the restraining rope dangling from the back of the keel after a launch.

Features

The concluding part of Chris Wills's **History of the early days of British Gliding.**

THE NEW BGA. The Special General Meeting convened to revise the constitution of the BGA, was announced in the February 1935 issue of "The Sailplane". In future, the Association's affairs would be under the control of the gliding clubs, and this would meet the requirements of the Air Ministry, and the question of the best method of distributing the Government's subsidy could now be discussed with the Ministry. The new Chairman of the BGA was Professor Brunt of the Imperial College GC. Being an engineer, scientist and aeronatical designer, it was felt that he was in the best position to impress the Air Ministry on the question of gliding and its subsidy. Eric Gordon England retired to become a director of the BAC, (the British Aeroplane Co) with Robert Kronfeld. They were at the time busily installing engines on the BAC-7 two-seater, which would now become a single seated powered glider, first called the "Planette" and then the "Drone". In a Drone, the Master of Semphill flew to Berlin and back, meeting there Peter Riedel, who was engaged in putting an engine on his Condor 1 "La Falda" . This aircraft could very easily have its engine removed whereas, that of the "Drone" could not.

The BGA National Contest of 1935 again took place on Sutton Bank during the last week of August. Prizes would be awarded for Distance, Height, Duration and Out & Returns.

20 machines were entered and Kit Nicholson and Philip Cooper now jointly owned a Rhönbussard. Philip Wills entered with his new Hjordis, which had been designed for him by his school friend Mungo Buxton (who had introduced him to gliding) and which had been built by Slingsby Sailplanes. The Hjordis, named after a Nordic heroine, was a very revolutionary design, where lateral stability depended on the pendulum effect of the circular cross sectioned fuselage, hanging below the wing, which had upper surface anhedral. It meant that the whole wing, except for the narrow neck which carried the fuselage, was working for max. efficiency. The narrow neck could break, should the fuselage be twisted on it during a ground loop, and it was doubtful whether the human frame could be comfortably fitted into a circular cross sectioned fuselage. There was not enough room for a joy stick, so this was replaced by a wheel. Holes were made in the canopy surround for the pilot's shoulders. The wing profile was very undercambered, as was that of the Scud 2, but its higher wing loading was supposed to give it speed. Mungo was very, very clever, and the Hjordis worked well (more or less). 134 hours were flown during the contest. Neilan won the distance prize with 54 1/2 miles in a Kirby Kite. Wakefield Trophy. Nicholson in Rhönbussard 48 miles to Catfoss Airfield
Height - P.A. Wills - 5,400 ft in Hjordis.
De Havilland Cup. 2nd Nicholson, Rhönbussard 4,800 ft.
Out & Return. W.E. Filmer, 11 miles to Wellburn aerodrome in a Grunau Baby.

The contest had been marked by light breezes and hot weather. All cross country flights were made to the East, to the sea and South. It was in 1935, that the new clubhouse and hangar, designed by Kit Nicholson were built, after the previous hangars had been blown down by a winter gale.

1936. This time the National Contest was held at Camphill, home of the Derby & Lancs club, which was further South than Sutton Bank and further West, which meant possibly a Westerly Airstream from the Sea.

Dates for the contest were August 29th – September 6th. 26 gliders were entered including a nacelled Dagling! One of them was the Rhönadler with new owners. Another was the Rhönsperber, BGA 260, which is restored and still airworthy at the LGC Dunstable now.

This aircraft had been imported by Joan Meaken from Germany, after she had flown Ernst Udet's Rhönsperber. She liked his Rhönsperber so much that she ordered another one, to be just like Udet's machine. It arrived in England in late 1935 but, as she could not pay for it, a syndicate of Kit Nicholson, Phil Cooper, Jack Dewsbury, and Phil Gardiner was formed to buy it and it had its first flights in Britain, at Dunstable on the 26th January 1936. B.E.A Vigers and R.G. Robertson were the new owners of the Rhönadler, which had now small upper surface wing spoilers to assist landings.
Wakefield Trophy – P.A.Wills-Hjordis – 104 miles.
Distance Prize of £2.00 Philip Wills-Bradwell Edge to Lincoln
Special Prize of £2.00 John Furlong-Cambridge 2 for his flight from Bradwell to Sheffield

De Havilland Cup P.A.Wills Hjordis. 5.600 ft Dunstable, July 26th 1936 Excluding a magic hour on the first Saturday evening, soaring was only possible on 3 days and one day only was suitable for cross country flying.

There were now 38 gliding clubs in England, Wales, Scotland and Northern Ireland.

In 1937 the National Contest again took place at Camphill but, for the first time, competition points were awarded. Contest's dates were August 28th to September 5th. Also, it was bravely decided to send a British Team with 5 British designed gliders, to the Wasserkuppe International Contest, which ran from 4th until the 17th July. This Contest has since been recognised as the first World Gliding Championships as teams from Poland, Czechoslovakia, Switzerland, Austria, Britain and Germany took part. British entry consisted of the Hjordis to be flown by its owner P.A.Wills, 3 King Kites and a Falcon 3 two-seater.

The King Kite was a shot in the dark. It was designed by Peter Shaw (no relation to Major Shaw) a Mechanical Engineering Honours Graduate from Cambridge with John Sproule as his Chief Draughtsman, in a small hut at Slingsby Sailplanes during 1935. Mungo Buxton, who was then carving out a career for himself in the RAF, put his head round the door and said that they should try to use the NACA 230 series wing profiles which had just come out in the USA. This was the fastest profile in the world which they hoped would slow up with flaps. However, as it stalled from the leading edge first, there was a risk. The King Kites spinning characteristics were sharp depending on its cockpit load and the aircraft was basically tail heavy. Willy Watt's first bungee launch from the Wasserkuppe became a spin and the glider was demolished. A 2nd King Kite was damaged by an intentional ground loop to avoid some trees, when flown by John Neilan. Although Slingsby said that it could not be repaired during the contest, the German workshop staff simply stretched its fuselage to the length of its rudder and elevator cables and joined it up in a night and 2 days' work. Willy Watt had recovered enough after 3 days, to fly another King Kite almost always in cloud to Cheb (German Eger) in Czecoslovakia -179 kms. He thus became the highest placed British pilot. An International two-seater duration record of 9hours 20 mins was flown by Murray and Fox in the Falcon 3 on Monday 12th July. Watt came 12th, Wills was 14th, Murray was 16th out of 22 competitors and 6

others who shared their aircraft. Professor Brunt had been Team Captain.

The weather had been good on the first day for distance flying when Hanna Reitsch, (Reiher V.1), Mynarski, Poland (PWS 101) and Dittmar flew 351 kms to Hamburg ("Sao Paulo"-Fafnir 2). Apart from this, Hofman (Moazagotl) flew 300 kms on the 13th July and Baranowski, Poland (Orlik) managed 302 kms to Potsdam on the 16th July. The longest distance flown by a British pilot was 132 kms to Bayreuth by P.A.Wills. The British team returned, if not covered with glory, at least with much more experience!

By 1937, there had only been gliding in Britain for 7 years and now they had entered the World Championships with 4 Nationally designed gliders. During the 1937 National Contest at Camphill, P.A.Wills came first with Hjordis 477 points, 2nd was Nicholson in the Rhönsperber with 408 points, 3rd was K.Lingford's Kite with 278 1/2 points.

Open Championship PA Wills

Open Team Prize – John Simpson and K.Lingford -Kite 1.

Club Team Prize – J.P. Dewsbury, K Nicholson and Cooper, Rhönsperber.

Aggregate Duration Prize. -Rhönbussard- Swale, Robertson and Shepard. 20 hours 35 mins.

Altitude Prize- Scud 2, P. B. N Davis, Scud 2, 5,100 ft.

Distance prize- J.Dewsbury- Rhönsperber 85 miles to Flamborough Head.

Manio Cup for the best Goal Flight – P.A.Wills – Hjordis to North Coates Aerodrome – 75 miles.

Wakefield Cup For longest distance flight over the past year- 95 miles, Dunstable to Dover on August 15th by P.A.Wills in Hjordis.

During the 1937 National Contest, a Condor II was entered by the elderly Eustace Thomas. This would have been the best high performance sailplane in Britain during the late 1930s. There was also the visit by air of the two-seater Minimoa, flown solo by Eva Schmidt who came from Grunau, as did Hanna Reitsch. She was towed by Wolf Hirth in a Klemm 25 which was damaged landing at Camphill, but was repaired in the Club's workshop. A more powerful Klemm 32B with a Bramo SH14a 135/160 HP engine was successfully landed at Camphill by Hanna Reitsch. The weather during the meeting had not been good and so, the arrival of the Germans added colour and interest. An unsuccessful attempt was probably made to sell the Minimoa 2 seater to the British. Visibility from the back seat was not good.

During early 1938, P.A.Wills received his new Minimoa from Germany. He was able to try it out on cross countries during April when the country was experiencing a sustained period of unstable Spring easterly winds.

On 10th April, John Fox thought that he would fly the Rhönadler 32 from Huish to his home at Wellington in Somerset. He went over his home and landed 90 miles away.

P.A. Wills was aerotowed from Heston to try to soar to Huish 50 miles away. He landed just short of his goal. The N.E.wind went on blowing.

On the 17th April, Easter Sunday, P.A.Wills drew a line on his map from Ratcliffe near Leicester to Start Point in Devon. He had to land near Bath after 110 miles. Nicholson, who started 1 hour before him, landed the Rhönsperber at Bigbury on Sea after 119 miles. He landed it on the sand at low tide because the fields were so small that it was doubtful whether the Rhönsperber, with its then ultra small wing spoilers could be got into one. The Rhönsperber had to be quickly removed from the incoming tide. On the 18th April, Easter Monday, it was Dewsbury's turn to fly the Sperber after its return from Bigbury on Sea. P.A.Wills flew the Minimoa from Huish to Plymouth 118 miles away after having had a desperate scrape to clear the Moors. On this day, John Fox flew the Rhönadler 144 miles. By so doing, she (*the Rhönadler*) had got back her 1934 distance record of 98 miles. On the 30th April, Philip Wills flew his Minimoa from an aerotowed launch at Heston to Plymouth, 300 kms away and so the poor Rhönadler held her record for only 11 days. On May the 5th, she started by aerotow from Duxford, on what looked like a hopeless day. The pilot was John Fox. After reaching a dark



John S. Fox in the Rhönadler 32 at Dunstable in 1938. Photo from Chris Wills.

smudge of a cloud she climbed to 4,200 ft and after proceeding beyond Cambridge, almost to the Wash without losing hardly any height, she found herself over the sea, near Holkham Bay and Fox decided to land there. He was not sure of the exact spot where Collins had landed in 1934, but"the Adler remembered and took me to a few hundred yards of its previous landing." That historic 1934 flight of 98 miles was made after a desperate 1/2 hour's struggle inside the bowl at Dunstable. Fox's was done after a comfortable aerotow to 1,800 ft from Duxford. He was welcomed like an old friend at Holkham by fishermen there who were delightful. They gave him, as usual, an enormous and most welcome meal with more later for the two who came with the trailer. It was too good a spot to leave and so, at 9 pm, they all put out to sea. The sunset was a magnificent one turning sky and water to brazen copper. The remains of a noble fishing boat marked the spot where Collins had landed. That beautiful place in the golden twilight seemed to bring back many pleasant memories!! " Fox's flight in the Rhönadler on that day was 75 miles.

On Sunday June 5th, P.A.Wills in his Minimoa set up a new British height record of 10,080 ft The previous record was that by Mungo Buxton in a Scud 2 when he climbed in cloud to 8,323 ft on Sept. 4th 1934 over Sutton Bank. Wills started at 3 pm and entered cloud at 5.10 pm. at 4,900 ft. He had a little electric driven Turn & Slip indicator. The flight statrted and finished at the London gliding club. This flight completed P.A.Wills's Gold C which was the first in Britain and No 3 in the world behind Heini Dittmar's No.1 and Hermann Zitter's No.2 and Eugen Wagner who was pre No.1. Eric Nessler of France was No.4. They were lucky as, after the 1938 Rhön Contest, there were many more.

The 1938 National Gliding Contest was held at Dunstable July 9th – July 17th. In the open contest, there were 28 competitors. Winning machine was the Rhönsperber flown by Nicholson and Dewsbury with 464 pts.
2nd was the King Kite flown by P.M. Watt. 459 1/2 pts.
3rd was the Rhönadler flown by Fox and Davis 413 pts.
4th was the Minimoa flown by P.A. Wills. 332 1/2 pts.
5th was the Rhönbussard flown by R and I. Pasold 200 1/2 pts.
6th was the Rhönbussard BGA 337, flown by R.P. Cooper and Joan Meaken (later Price) 176 pts.
7th was the Hütter H.17a flown by F.T. Gardiner and J.T.M. Parker 153½ pts.
8th was the Grey Kite 1 flown by Donald Greig, J.C. Dent and G.H. Stephenson 151½ pts.

It will be noticed how close the points are. The high placing of the H.17a was due to an incredible distance flight by Fred Gardiner. Willy Watt managed a very good cross wind flight at high speed in the King Kite which he had really found out how to fly.

On Wednesday the 13th July the best cross countries were flown by:
Joan Price, Rhönbussard 64 miles.
Ingo Pasold, Rhönbussard – Ipswich -74 miles (goal)
J.S. Fox, Rhönadler – 95 miles.
Nicholson, Rhönsperber – 88 miles to Lympne (goal)
F. Gardiner, H.17a – 73 miles.
P.M. Watt-King, Kite- 72 miles
P.A. Wills, Minimoa – 76 miles to near Faversham in Kent. Lympne was his goal.
etc etc etc!



John Sproule and W. B. Murray during their International Two seater duration record- breaking 22 hours 13mins on 9th and 10th July 1938 at Dunstable. Photo from Chris Wills. This was the last International Record set in the UK.

On Saturday the 9th of July, Flt Lt William Murray and John Sproule broke the two seater World's Duration Record flying a Falcon 3 over the Dunstable slope. The flight started at 4 am and carried on through the day, while a Grunau Baby pilot tried to lower sandwiches to them unsuccessfully. During the next night, cars lit up the windsocks while others indicated the edge of the slope with their lights. Other men communicated by morse or loud speaker that they shouldn't land until 2.30 am if they wanted to break the previous record held by the Germans. Mrs Turvey kept the club house lit up for them and prepared their food for after they had landed. Finally John Sproule achieved a beautiful landing in the middle of the field during the night. The flight's duration was over 22 hours and this was the first and last International gliding record flown over Britain. The final Sunday again was a contest day with Willy Watt flying the King Kite 91 miles to his goal at Ramsgate. So, the contest ended on a high note.

There was one flight made during 1938 which should be mentioned as it was never recorded because Jack Dewsbury did not like writing things down. He was bungeed in the Rhönsperber from the Bristol club's site at Roundway Down inWiltshire and set course to the East. Later, becoming lost, he found himself over what is now London Airport, Heathrow. He kept on to the East over the centre of London, to land far out in Essex. We don't know when this event happened or even how far it was! Ah happy times!!

1939 April 3rd. The Channel Crossing. Unable to get an aerotow from Heston, near their homes, Greig and Stephenson had to drive across the outskirts of London to Dunstable with their Blue Gull. Here, at 14.55 hrs, Stephenson had a poor winch launch to 300 ft. Such was the day, that the sun and the hill lift gave him a tremendous thermal which took him to 4,000 ft. He then set course to cross the Thames East of London, after a little hesitation, thinking of how Donald Greig would be able to follow him with his trailer. An excellent thermal persuaded him to go on and, first Canterbury, and then, Hawkinge were reached, and so he remained hopeful, if only just. He arrived at the Channel coast with only 1000 ft. Then, without warning, he hit a new thermal. The thermal gave him 10 ft /sec lift, and there, far away he could see France, beyond the glittering sea. The lift increased to 20 ft/sec and at 4,500 ft, he entered cloud. At 6,000 ft, he came ourt of cloud and found that he was already some way out to sea. Although, hitherto 8,000 ft had been thought enough for crossing the Channel, he decided to set course for France as there was a cloud in mid channel. This cloud gave him no lift and there was only Sink over the water, with France still 15 miles away. A last, the French coast was crossed with 2,000 ft left. He looked for a field large enough for an aerotowed retrieve, but there weren't any. He landed at 17.35 hours, having averaged 48 mph for 127 miles. This was a great step forward for British Gliding as at last the channel had been conquered and beyond lay the unlimited distance of Europe.



Donald Greig in the cockpit of the Grey Kite 1 with Geoffrey Stephenson at the British Nationals in 1938. Photo from Chris Wills.



http://www.vintagegliderclub.org.uk

President: Chris Wills, United Kingdom
Vice President: Hans Dijkstra, Netherlands
Vice President: Willy Schwarzenbach, Switzerland

- The Club arose from the wish of the vintage glider owners at the very successful first International Vintage Glider Rally at Husbands Bosworth in 1973 to encourage the preservation of worthy gliders of the past, particularly by the ownership and active flying of these machines.
- Individual membership is available to those who wish to support the activities of the club, and all members are very welcome at Rallies.
- Rallies are organised in conjunction with local groups several times each year, and International Rallies are held annually in sequence.
- A magazine is issued to members, and there are technical articles about gliders of historic interest. Readers are always invited to contribute articles of interest to publish.
- The club endeavours to keep subscriptions as low as possible. Donations towards the running costs of the club are always gratefully received.

MEMBERSHIP APPLICATION/RENEWAL FORM (block capitals or typewritten please)

I wish to apply/renew for membership of the Vintage Glider Club, subject to the rules of the club and enclose remittance for:

Initial Membership fee	☐	5.00	(payable only once on joining)
Annual subscription	☐	17.00	(Great Britain)
Annual subscription	☐	19.00	(Europe)
Annual subscription	☐	21.00	(Rest of the world to cover airmail postage)
Donation	☐	_____	
	Total	_____	

Cheques should be made payable to the VINTAGE GLIDER CLUB. **Overseas members are requested to pay by Eurocheque or in sterling drawn on a British Bank or by Mastercard/Visa/Delta Credit Card or alternatively contact the local secretary named on reverse.**
PLEASE USE BLOCK CAPITALS OR TYPE PLEASE)

Date _____ Membership No: _____ (for renewals only)

Family Name _____ First Name _____ Title (Mr, Dr etc. _____

Address _____

_____ Post/Zip Code _____ Country _____

Telephone number _____ email _____

Gliding, soaring or model club _____

Gliding Qualifications _____

Hours _____ Instructor? ☐ Inspector? ☐ Tug Pilot? ☐ Modeller?

How did you hear of the VGC? _____

Note:
The club records are on computer file. So that we keep within the British Law (Data Protection Act 1984) please sign opposite:

I have no objection to (a) my VGC membership record being held on a computer file and (b) being made available: to other members via the internet

Signed _____

Please tick box for payment by CREDIT CARD VISA ☐ DELTA ☐ EUROCARD MasterCard ☐

Card Number ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐ Expiry Date .....

Name of Issuing Bank .....

Cardholder's Name and Initials (as on the card) .....

Signature ..... Date .....

The club would be pleased to have fuller details of your glider(s) on a separate sheet, enclosed with this form

For owner members (block capitals or typewritten please) Membership is individual, not by syndicate.

Member name and number _____

Manufacturer (e.g. Slingsby) _____

Type/Model (e.g. T.21b Sedbergh)

Year built _____

Registration number (e.g. BGA3610) _____

Other numbers/letters _____

Cons. No / Wrk. Nr. _____

Colour scheme _____

Location where normally flown or kept _____

Names of other owner(s) _____

Airworthy ☐ Under Repair ☐ Refurbishing ☐ Stored ☐

The club would be pleased to have fuller details of your glider(s) on a separate sheet, enclosed with this form.

Please send this form with your remittance to:
The Treasurer, Vintage Glider Club, 6 Buckwood Close, Hazel Grove, Stockport SK7 4NG.
Tel: 0161 487 4522

MEMBERSHIP SECRETARIES

Australia, Ian Patching, 11 Sunnyside Crescent, Wattle Green, Victoria 3096
Belgium, Firmin Henrard, Rue de Porcheresse 11, 5361, Mohiville-Hamois. henrardf@belgacom.net
Canada, Terry Beasley, PO Box 169, 940 Lalonde Road, L'Orignal, Ontario, KOB 1KO. trbmsc@c2112.com
Denmark, Niels-Ebbe Gjørup, Seglen 69, DK-8800 Viborg, Denmark
Finland, Risto Pykälä, Ristkarinkatu H A 13, 15170 Lahti. rpykala@edu.lahti.fi
France, Didier Fulchiron, 333 Rue Louis Blanc, 38420 Le Versoud. didier_fulchiron@mail.schneider.fr
Germany, Jörg Ziller, Preziosastr.19, D-81927, München. Kto: 42856937, BLZ 603 501 30, Deutsches VGC Konto (Bitte zahlen Sie Ihnren jahrlichen Beitrag, von **57 DM** auf das VGC Konto) Joerg.Ziller@t-online.de
Hungary, Lászlò Mészáros, Erkel utca 4, H-1092, Budapest. typozen@westel900.net
Ireland, John Finnan, Talavera, Emily Square, Athy, Co Kildare. j.finnan@epa.ie
Italy, Vincenzo Pedrielli, Via Tintoretto 7, 20033 Desio (MI). Tel 0362 630293. vpedrielli@murata.it
Japan, Hiroshi Yoneda, 97-6 Tsuruta-machi, Utsunomiya,Tochigi 320. hirosi-y@mxg.mesh.ne.jp
Netherlands, Nell Dijkstra-Adriaansen, Melis Bleklaan 61, 4634 XV Woensdrecht. Fax 0031 1646 15887. knvvlpda@xs4all.nl Bank account ABN-AMRO 466746318
Norway, Petter Lindberg, Edvard Munchs GT 10, 1511 Moss. Tel 69271080
Poland, Piotv Liqwinski, 93 038 Looz, ul Sannockd, 39m20. pikolo@krokus.com.pl
Slovakia & Czech Republic, Josepf Ott, Panska dolina 2, Nitra. potk.josef@post.cz
South Africa, Nigel Rotherham, PO Box 13407, Northmead, 1511, RSA. nigel@keepsmiling.co.za
Spain, Jose Garcia Colomo, Dr Zamenhof 41, 1r,3a 08800 Vilanova, i la Geltru, Barcelona. Tel 93 815 92 98. jgarci21@pie.xtec.es
Sweden, Rolf Algotson, Aneboda. 360 30 Lammhult. Tel 0472 26 20 26. Fax 0472 26 21 08
Switzerland, Willi Schwarzenbach, Rte de Cossonay 52, CH-1008, Prilly. Tel (021) 6241725
UK, Geoff Moore, Arewa, Shootersway Lane, Berkhamsted, Herts, HP4 3NP. geoffmoore@cwcom.net
USA, Jan Scott, 12582 Lutheran Church Rd, Lovettsville, VA 20180. Flycow@aol.com
Zimbabwe, Mike O'Donnell, 23 Montgomery Drive, Winston Park, Natal, Republic of South Africa. mikeodon@hotmail.com

Please Use CURRENT ORDER FORM for current range, prices, postage!

No req £

Adhesive badges @ £0.50 each.
Blue motif on silver 75 mm dia.
Front glued for sticking inside windscreen
'Vintage Glider Club' .....

Back glued for sticking on glider etc.
'Vintage Glider Club' .....
PVC sticker as above, 'Vintage Glider Club'
back glued for trailers etc.
9" (230mm) dia @ £2.50 each.....
15" (380mm) dia @ £4.50 each.....

Cloth badges @ £1.50 each.
Blue motif on silver-grey. 70 mm dia.....
Metal lapel badges @ £1.50 each.
Silver-coloured motif on blue
enamel. 16 mm dia.....

Brooches @ £2.00 each .....
Keyring/Bottle Opener with VGC crest
@ 2.00 each .....

Large Postcards
four different colour prints from original paintings by H.K. Harwood of historical and vintage glider scenes,
@ £0.20 each, or £0.60 per set of 4.....
Beanie Hats light blue printed
VGC crest navy blue @ £4.50 Med: 56 cm..
Miniature wind socks 20 cms long
Orange or red & white striped
@ £1.30 (larger sizes on request) .....
Silk Scarves, cream 25" (635mm) square
with VGC crest in two corners
@ £7.90 incl p&p
Tee-shirts, white, with central blue motif 165 mm dia.

Childs's Age 3–4	£4.50.....	
S	£5.50.....	
L	£5.50.....	
XL	£5.50.....	
XXL	£6.50.....	

Crew-necked sweat shirts, with 165 mm motif central on chest **"Birch" grey** with navy blue motif or **"Bright Royal"** blue with white motif.

	Birch	Royal
103 cm chest L £15.50..		
118 cm chest XL £15.50..		
126 cm chest XXL £16.50..		

Sub-total

Sub-total b/f

Embroidered Sweatshirts with 70mm VGC Motif on left breast
grey, embroidered with navy blue VGC crest
navy blue, embroidered with light blue VGC crest

	No req Grey	No req Navy	£
97/101 cm chest M £17.50..			
107/112 cm chest L £17.50..			
117/122 cm chest XL £17.50..			
127/132 cm chest XXL £19.50..			

Replica transfers of the original SLINGSBY Emblem £2.50 each
Quantity.....

Ties @ £5.00 each. VGC motif woven in coloured tie.
Wine (marron, rotbraun).....
Grey (gris, grau).....
White Ceramic Mugs with VGC emblem
@ £6.00 _ £1.00 p&p
(Limited Number!) Ideal Christmas Present!

Books by Martin Simons:
"Sailplanes by Schweizer" inc p&p
within UK £42.45, Europe £42.95.
Rest of the World £44.95 .....
"Slingsby Sailplanes" inc p&p
within UK £42.45
Europe £42.95 Rest of the World £44.95 .....
"German Air Attaché" – the Peter Riedel story – inc p&p within UK £22.45
Europe £22.95 Rest of the World £24.95 .....

Also:
"Take Up Slack" – an anecdotal history of the London Gliding Club 1930–2000 by Edward Hull
UK £11.50. Abroad £14.00. Both inc p&p ....
"Alan Self's list of international glider names"
UK £3.00. Abroad £3.50. Both inc p&p ....
"Silent Invader" by Alexander Morrison.
A glider pilot's experiences from D-Day to Arnhem & POW camps. UK £22 Europe £23
Rest of the World £25 inc p&p .....
"Glider Pilot's Manual" by Ken Stewart
UK £20.00 Europe £21.00
Rest of the World £23.00 inc p&p ....
"Handbook of Glider Aerobatics' by P. Mallinson & M Woollard. UK £22.50
Europe £23 Rest of the World £25 inc p&p ..

Sub total.....

carried forward to next page

For postage and payment details see next page

We can now offer copies of the following videos

"Oldtimer Club Wasserkuppe", SG 38 flying, 1991. 32 mins. German
"Plane Sailing" Philip Wills, 1937, 17 mins. English
"Whispering Wings" & "Cloud Cuckoo" (Cartoon) 2hrs 55mins. English Historic pictures with commentary
Pathê News, Itford 1922 – "Wings for Pauline" – misc Vintage & "Sutton Bank 1994" 1hr 14 mins English.
"Vol-á-Voile" 1hr 39 mins French.
"8th International VGC Rally at Sutton Bank 1980", from Jan Scott's amateur film. 1hr 30 mins English.
"Wolf Hirth Remembers" Commentary by Chris Wills 2hrs. 1930s, English.
"Aufwindjäger", Swiss mountain flying, 17 mins 1947, German.

and from "Green Dragon Graphics"...

"Vintage Scene 1972-92". Clips and stills from 32 glider meetings, 2hrs 50 mins English.
"Dunstable, 1957-92", clips and stills, 2hrs 50 mins, English.
"In the Air", Gliding, Ballooning and Vintage aircraft. 1hr 30 min, English.

all at £12.00 plus postage, UK £1.00 Europe £2.00, Overseas £3.00. Be warned that the quality can be poor, especially the older ones transferred from film and the running times are approximate – but they are nostalgic!

The Vintage Glider Club – Descriptive Articles

	£
"Schoolglider" SG-38 – 5 sides. £1.25	
Manuel "Wren" Series – 2 sides. £0.50	
Goevier – 8 sides £2.00	
Kranich – 10 sides. £2.50	
Bowlus Baby Albatross – 4 sides. £1.00	
Weihe – 7 sides. £1.75	
Mü-13 – 6 sides. £1.50	
Spalinger – 4 sides. £1.00	
Rhönbussard – 6 sides. £1.50	
Olympia – 6 sides. £1.50	
Grunau Baby – 5 sides. £1.25	
FVA Rheinland – 7 sides. £1.75	
Slingsby Cadet – 3 sides. £0.75	
DFS Reiher – 5 sides. £1.25	
Avia 40P – 5 sides. £1.25	
Rhönsperber – 5 sides. £1.25	
Harbinger – 6 sides. £1.50	
Slingsby Gull I – 6 sides. £1.50	
Minimoa – 12 sides. £3.00	
King Kite – 8 sides. £2.00	
Schweizer TG-2 – 6 sides. £1.50	
Elfe-I – 4 sides. £1.00	
Soviet Record Breakers – 7 sides. £1.75	
The Soviet A9 sailplane – 11 sides. £2.75	
Oberlerchner Mg 19 – 6 sides. £1.50	
Kadet/Cadet/Tandem Tutor (1986) – 6 sides. £1.50	
Also: To help with **Restoration Work plus Kaurite Glue** – 4 sides. £1.00	
Ageing of Wood Adhesives – 4 sides. £1.00	
Colours and Markings of German Gliders 1922–45 – 7 sides. £1.75	

	£
Sub-total b/f	
What's Washout? Watch Out! – 6 sides. £1.50	
Storing Vintage Gliders during the Winter. Free.	
Scud Sailplanes 7 sides. £1.75	
Mü – 17 3 sides. £0.75	
The Mü – 15 4 sides. £1.00	
Sub-Total	
Sub total b/fwd from previous page	

Please add:

postage and packing – VGC Goods

(foreign rates in brackets):

Each sweat shirt £1.75p (£3.00)
Each T-shirt, or beanie hat £1.00 (£1.50)
Small quantity badges or other small items 50p (£1.00) _____

postage and packing – Descriptive Articles

First article	30p	(60p)
each additional article	10p	(30p) _____

TOTAL _____

Cheques should be payable to 'Vintage Glider Club' in sterling, drawn on a British bank, or Eurocheques payable in sterling. (No cash) **or if paying by card, please use the form on page i. Conditions of sale apply.**

I enclose the sum of _____

Name _____

Address _____

Please send to:
VGC Sales, 22 Elm Avenue, Watford WD1 4BE. Tel 01923 24 19 24



P.M. (Willy) Wattt taking part in the 1939 British Nationals at Camphill in the Slingsby Petrel now owned by Ron Davidson. Photo from Chris Wills.



Jack Dewsbury attaching the winch cable to the Rhönsperber, the eventual winner of the 1938 British Nationals at Dunstable. Kit Nicholson is in the cockpit and Siebert Humphries is holding the canopy. Photo from Chris Wills.

June 3rd. The First British Wave Flight- Noel McClean. 11,000 ft. in a Grunau Baby 2 on the 26th of June 1939. For some time, the wave cloud in the lee of the Pennines, at Hartside, had been noticed in an East Wind, which is known as the Helm Wind. News had already filtered through that German pilots were getting to great heights in these conditions. McMclean, of the Newcastle Club, was launched from the foot of Hartside ridge at 12.40 pm into a 25 mph N.E. wind. For a few moments, it was pleasant flying but, at 1,000 ft, conditions became really rough so that the aircraft at times was out of control with gusts blowing it on to its wing tips. He was glad that he wore a parachute. Suddenly, the turmoil died away, and then began the most remarkable period of his flight. He was apparently in smooth air, but the instruments before him were performing evolutions, which were for a time difficult to believe. The variometer was indicating lift off its scale (of 20 ft/sec). His altimeter needlewas going round almost at the speed of the second hand of a watch. He thought that he was going upwards at about 40 ft/sec. The slopes of Cross Fell slid away below him, as also did the bar of the lower cumulus. He remained over the original launching point, rising all the time in the smooth air, and he was wondering what would happen next. At 9,000 ft, the lift suddenly petered out. He should have been level with the lenticular cloud, which had been lying further out over the valley, but which had now disappeared in the extremely dry air conditions. Between 9,000 and 9,500 ft, it was a struggle. But then the lift suddenly returned and again the green ball of the variometer shot off its scale. This continued to 11,100 ft, at which height, he cruised gently around for about 20 minutes. Through openings in the clouds, he could see the coast of North Wales in the South and the hills of Scotland in the North and, far away to the east, through another gap in the clouds, the gleam of the North Sea. He was extremely cold and he discovered that the ink on the barograph needle had frozen. Had he not been carrying a second baragraph, which continued to function, there would not have been any official record of the flight.

The next problem was how to get down through the Helm Wave. He tried diving the machine at a steep angle with little success. There were moments during successive dives, when the instruments continued to register a rise. He tried a spin but failed to hold the machine in this condition. Lastly, he tried a series of steep side slips, which proved effective. By moving East over the tops of the Penines, he got out of the main lift at 8,000 ft. He had been in the air for 2 hours, during which the wind strength had increased to 40 mph.

The most anxious moments were those immediately after the landing, as it required a strong crew to hold the machine down, before it could be got in to the shelter of a wall. The flight was the result of much previous scientific work, in which several club members, and especially Mr Gordon Manley, cooperated.

On July 1st P.A.Wills broke this height record again by flying his Minimoa to 14,170 ft in a cumulo nimbus cloud taking off and landing at Dunstable. "One way and another I could not get to the club before 1.30 pm by which time the beautiful cumulus which had been sailing over my bent head in London had given way to a rather featureless sky. So I had lunch and rigged with the aid of the Royal Meteorological Society, which had arrived during their annual outing which this year had been arranged at Dunstable. Finally, it was 3.30 pm before I left the ground." At that time a Front could be seen approaching at right angles to the prevailing W.N.W. wind. In the front were Cumulo Nimbi going to quite respectable heights. For a time, he had to struggle over the slope which became even harder when the sun became obscured by Cirrus. However this cleared, and he was able to work up to 3,500 ft over Dunstable and then to set off for the big stuff. A wall of cloud lay ahead.... and he had to batter through an area of down current in to the gloom, enhanced by contrast with the brilliant sunshine he had left. Underneath a large and extra black patch, he struck lift. He circled up into the concave bell which is formed by the rapid up current in the otherwise flat base of a cumulus. 2,200 ft/min climb "which would make even a Hurricane feel respectable". Speed oscillated between 45 and 50 mph. He would straighten out momentarily to lose speed. The altimeter showed 15,000 ft. During the descent, icicles broke causing the ASI to indicate 30 mph but the Minimoa felt alright. He experienced bad pain between his eyes which might have been due to the descent. It could not be cured. He would try to get back to Dunstable having located himself 15 miles away. Luton Airfield appeared 1 mile away when he was down to 1,500 ft. He thought that he would never make Dunstable when he noticed smoke from a small fire which indicated wind from the N.E. So, the front, having lifted him on high, had now changed the wind direction to blow him home! He only just made it, clearing the top of the hill by 50 ft to circle the club house before landing. The greatest rate of ascent had been 25 ft/sec. The first barograph could not be used as the needle went off the top of the chart just before the

end of the climb. National Gliding Contest at Camphill July 8th – 16th 1939.

There were 19 entries in the Open Contest and 9 entries in the Inter Club Team Contest.

This year's contest was held in particularly difficult weather, and the increased standard of pilotage, as compared with previous years, had no chance of showing up as it should have done, except in the case of a few experts. Total points earned were 2,797, as against 3,312 in 1938 and 2,924 in 1937. Here are the results :

1 Rhönsperber C.Nicholson 595 pts.
2 Minimoa , P.A.Wills 573.7 pts.
3 Gull 1 Donald Greig 329 pts.
4 Kite 1 Cambridge Club. 327.4 pts.
5 Petrel Slingsby Sailplanes. 292 pts.
6 Rhönbussard London Club 129 pts.
7 Rhönbussard Joan Price. 117.5 pts.
8 Minimoa P.Brown. 110 pts.
9 Gull 1 Derby & Lancs Club 62 pts.
10 Viking 1 John Furlong. 49 pts.
11 Grunau Baby, Derby & Lancs Club 39.3 pts.
etc. etc.

The best flight of the meeting was by Kit Nicholson in the Rhönperber, BGA 260. This was a distance of 162 miles to Southend on Sea for which he received the Volk Trophy, but this should probably have been the Wakefield trophy for the best distance. R.C.G, Slazenger made the best height – 7,200 ft.

The contest was marred by two fatal accidents when Frank Charles was killed in his prototype Petrel when he turned away with the winch cable still on. It was not cut and he was pulled straight in to the ground. The second was when W.E. Godson spun in his Manuel Kestrel. He had spent the whole morning adjusting his aileron cables to give more Down movement than Up movement. (Where was the BGA's Technical Committee ?)

Bill Manuel had designed his Wrens and Kestrels with no wing tip washout, saying that if a pilot was going to spin, he should not be flying! Thus a Kestrel would have spun easily, without its ailerons being given more Down Movement, The Kestrel came out of its spin, but then went in to another one, the other way, before hitting the ground. He was killed instantaneously, as was Frank Charles who was a famous Speedway motorcyclist. He had asked Slingsby to build him a gull winged Rhönadler. As the Rhönadler was the child of the Fafnir, the Petrel was-even more the child of the Fafnir.

The Petrel accident resulted in John Furlong and Ottley Motors designing the first back release cable release, which saved countless lives. A surprise was that the King Kites were not entered and Willy Watt was flying the 2nd Petrel (the one now owned by Ron Davidson) instead of his King Kite. It was like going from the fastest glider in the world, to one of the slowest! It is not known why the King Kites were not entered. The other dampening of spirits, was caused by the tense diplomatic situation which led to the outbreak of war with Germany, soon after the contest. 1939 saw the arrival of two British designed high performance side by side seated two seaters. These were the Gull 2 and Viking 2. They were in a class of their own for performance. (ie better than any others in the world) but were expensive to buy. Philip Wills and Roy Scott, the designer of the Viking 2, test flew the aircraft from bungee launches at Dunstable. Philip said to Roy "if you come here next weekend, we could try for a two seater cross country record. They could not because war had broken out by then. The Viking 2 was demolished during an aerobatic manoeuvre by the young Wilkinson during the war. The Gull 2 lasted until 1957 when it was badly damaged by a groundloop on take off at Lasham. It had previously broken the 100 km National Speed record, when it was flown by Brenig James, one of its then owners. 1939 saw increased interest on the part of the ATC (Air cCdets) to fly gliders. At Easter 1940, they held a course at Dunstable and the prewar glider pilots found they could take part. It was a glorious soaring day with the wind on the hill, when the gliders flew for the last time before 1946. After this time, gliding became illegal for civilians until Easter 1946.

Most of the gliders were impressed by the Military in 1940, and some of them later fell into the hands of the ATC Air Cadet units. It has to be said that some of them did not know what to do with them through their inexperience. However, some units were led by prewar glider pilots such as John Furlong, and they were careful not to break the gliders. From 1930 until 1940, the BGA had registered about 300 gliders, but all of them would not have been existant in 1940 through breakages etc. The best German gliders in service in 1939 were: 1 Condor 2, 2 Minimoas, 1 Rhönsperber, 4 Rhönbussards, 1 Rhönadler 32. The best British gliders in service by 1940 were: Kite 1, Gull 1, Petrel, Viking 1, King Kite and the Gull 2 and Viking 2 were just ready for service by outbreak of war. 816 German pilots had Silver C s, 159 Poles, 50 British, 29 French, 19 Swiss and only 17 Americans. Those first 10 years had been a heroic time for British Gliding. Those who now take for granted the Gliding Sites, the Club Houses and the hangars, should remember that these were often created before 1940, when there were not many British Glider pilots compared with the number now. Then, they were heroes.

What happened to some of the gliders is not sometimes known. The Condor 2 was struck off RAF Charge at Slingsby Sailplanes through glue failure in 1947. One of the Minimoas went to America in 1940 where it is still stored by the airline pilot Joe Jackson in New York. Philip Wills's Minimoa was sold (not by him) to Iceland in 1950. The Rhönadler 32 was burned in 1946 on an inspector's suggestion after it had been broken in flight by a Sri Lankan Cambridge University student. It was supposed to have been stored badly during the war. The accident happened during the first post war legal gliding meeting during Easter '46 at Rearsby. A King Kite was broken up by an RAF pilot in a cu-nim over the Mynd in 1946. A 2nd King Kite was struck off Charge by the RAF through glue failure at Detling in 1953.

Of the pilots, Willy Watt was killed during the first week of the war. He was an RAF blind flying expert, no doubt after his blind flying of a King Kite during the 1937 Wasserkuppe International Contest. It is said that he was making a blind take off on a beam in the dark. However, neither the King Kite, or anything else, would have saved him if the beam was directed through a hangar. This is not definitely known as everything is still secret concerning the matter. Noel McClean was killed during the Prinz Eugen, Gneisenau, Scharnhorst's Channel dash for home at the end of 1941. The young Wilkinson was killed over Arnhem in 1944.

During the first ten years of British Gliding the membership was relatively small and everyone knew everyone else, but what they accomplished was tremendous. The war snuffed out the movement, but the glider pilots still dreamed of their sport which they could not indulge in again until Easter of 1946.

Chris Wills

NEW ZEALAND'S GLIDING HISTORY.

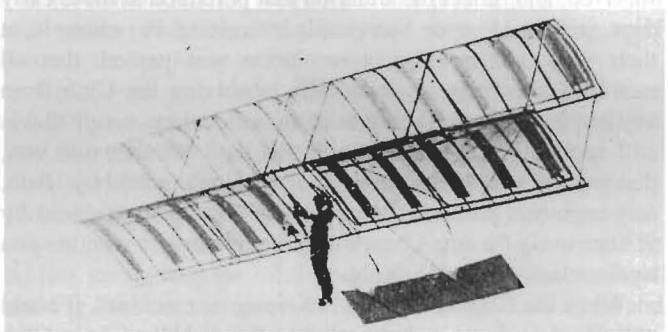
by Snow Fenn

New Zealand has always been regarded as being an air-minded country, and one can say with certainty, that for a land so far removed from Europe and aviation developments, we were nevertheless, making attempts to fly here quite soon after our counterparts in other countries, both with gliders and powered machines. Our gliding movement currently has twenty eight clubs affiliated to the New Zealand Gliding Association, and one commercial gliding venture, but sadly, the gliding fraternity in this country has yet to learn the value of the less competitive and relaxed style of flying a Vintage movement could bring and the thinking in this land is more towards preserving our vintage sailplanes in a museum than flying them.

Among the earliest to fly an experimental glider in New Zealand, were the Barnard Brothers who made a flight of sorts, on Brown's Island in Auckland, on June 10th 1909. In this case, the Barnards followed the idea of the Wright Bros. in using a glider as a stepping stone to powered flight, rather than to develop soaring flight as such. The biplane machine was obviously rather lightly built, and only the span and height dimensions are given as 40ft. and 6ft respectively, while control appears to have been similar to that of Otto Lillienthal, ie. by using the pilot's body weight for balance. Launching was achieved by means of hauling the machine up the 70ft. hill on a special wheeled dolly, but the method of launching off the summit is unclear, but apparently a satisfactory short flight was made, and might have been better had the wind been lighter. At the opposite end of our land in the South Island of New Zealand, enthusiasts of the Dunedin Aero Club made a canard glider, a certain Mr.Oscar A. Wood being the pilot, but due to the high wind and unsatisfactory ground conditions, the machine overturned, fortunately without pilot injury. This flight was reported in a flying magazine dated October 16th 1914. Now we return to the city of Christchurch again, because here, a famous personality of the early days of aviation enters the scene in the person of George Bolt who, up to February 1911, had been notable in the flying of model aircraft, indeed he even received a mention in the Flight magazine of November 23rd 1912, in which they observed, "that he had become famous for his gliding experiments, which will long be remembered in New Zealand." It was however, the news of the accomplishments of another famous New Zealand aviator, Vivian Walsh, who made the first sustained and controlled flight in a Howard-Wright biplane, which determined George Bolt to design and build an aeroplane of his own design. But with very limited money, he could not afford an engine, and so like the Barnard Bros he used a glider launched from the city's Cashmere Hills to master the problems of stability and control etc. Of the glider he later wrote, "My first full-size glider was similar to the Chanute design, an open-framed biplane with fixed tailplane and vertical stabilisers, but without any movable control surfaces, and I used the same body stabilisation employed by Otto Lillienthal". Its span was slightly greater than that of the 22 ft. Chanute machine at 27 ft. and he commented that it was slightly too large for lateral management.

The development of Gliding in New Zealand was no different from other countries in that pockets of interest were created in many places in both North and South Islands, and my research has brought to light the formation of small clubs, some in areas of very small population, where it would hardly be thought either possible or viable, but the photographic evidence leaves no doubt of this! For example, small towns such as Dannevirke actually saw the building of gliders in a local factory under the name New Zealand Aviation Co, and the even smaller rural township of Cheviot in north Canterbury, also had a small band of enthusiasts who built their own glider of biplane configuration, which was probably built from imported plans, but no details are known about it. Mr. Greg Elliot who now resides in Oxford North Canterbury, was one of the six who formed the Cheviot Flying club on the 10th of February 1938 and told me that the glider they built was eventually taken to a Mr Mc Laren's farm near the local cemetery! Greg was the first to attempt a flight, with absolutely no prior experience, and the Bungee launch took him rapidly to about 15ft, at which point it stalled and landed heavily demolishing the undercarriage. After repair, the next attempt was made from a Mr. Cooper's farm near Spotswood, because he had flown Avro 504 K's and was obviously sympathetic to the group, but this flight also ended disasterously.

New Zealand, unlike the United Kingdom, North America, South America or Japan, was not privileged to receive a visit from any German gliding enthusiasts to provide us with the benefit of their knowledge and experience, but nonetheless, there is ample evidence, that their influence was most decidedly felt here! Without doubt, it came in large measure through the influence of the very well known and popular American publication the National Geographic Magazine, which in its July 1928 issue, published the now famous article



George Bolt flying his biplane hang-glider.

and nostalgic photographs by Howard Siepen entitled "On The Wings Of The Wind", and sub titled "In Motorless Planes, Pilots Ride in Flying-Fox Fashion, Cruising on Upward Air Streams and Lifted by the suction of Moving Clouds "

My recent research, has located a Major L. Williams of Waikanae (just north of Wellington, our capital city) who has explained to me, that it was indeed that National Geographic article, which induced a small group of enthusiasts in the Capital, to call a meeting in 1931 in the Wellington town hall, for the express purpose of forming a Gliding club. Those involved lost no time in raising the funds to purchase a Zögling glider from Australia at what sounds like an amazingly low price of 85 pounds but which was actually a great deal of money in those depressed years. However the new club lost no time in beginning their activities at Rongotai on a site close to the main runway of what is now Wellington Airport. Up to the time Major Williams left Wellington, all the club had managed to do, was to use Wellington's proverbial winds of those days, to hold the glider level on its ailerons, a standard training procedure used world wide at the time.

Of current New Zealand Gliding Clubs, only the Auckland G.C. was formed prior to 1931 and it began through associa-

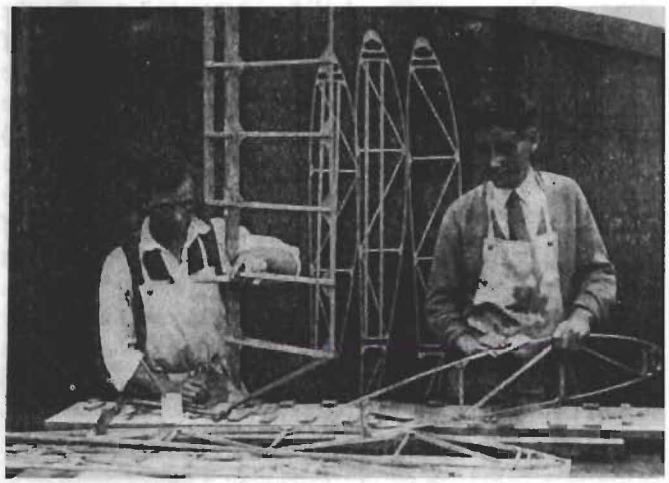
tion with Auckland Model Airplane Club formed on November 1st 1928 but they soon separated. I think it is possible that one of the causes of the incompatibility may have been that in those days all models were free flight, which would have meant launching them from the upwind side of the field to randomly drift downwind, whereas the reverse would have been the case for the gliders launching into wind, thus creating a totally unsafe and unsatisfactory situation for both clubs!

This club like others, also received the assistance of George Bolt, because in the course of business, he visited the USA in 1934, and called on the WACO company where he bought 3 of their primary gliders, and used the favourable financial circumstances to bring them back with him to New Zealand, and two of these machines provided the basis for the Auckland Gliding Club up until 1941, when because of the war all gliding was suspended for the duration. Here again, proof of the Auckland G.C.'s activities has been captured on 16mm movie film taken by one of their modeling members, Mr. H. Reynolds who later took up cine work as a profession, and left some extraordinarily excellent coverage of both the WACO gliders in use and some of the Auckland members. One unusual aspect of the AGC's operations shown in the film, is their innovative system of instruction, which for the ground slide period of training, used car towing and a rearward facing loud speaker and PA system to instruct the pupil. One can imagine some choice comments being made over it in the case of wayward trainees! Details of the AGC's rules and fees have survived, and reflect the situation that pertained in those early days, and therefore are historically interesting, For example, at their very first meeting, a resolution was passed, that all members must sign an indemnity, absolving the Club from any responsibility in the event of an accident etc, a rule that is still applied in all clubs even to this day! Another rule was, that anyone who wished to fly, had to be on the field by 10am, and engineers and handling personel were to be present by 9.30am to rig the A/c. Costs were set according to whether you were a class A, B or C rating.

When the Gliding Club had to repair its machines, it could not afford to do so and appealed to the Auckland Aero Club for a grant of 10 Pounds, but the Aero Club was losing members to the Gliding Club, due to the cost of power flying, and thus had financial problems of its own, and so declined the request.

Hawke's Bay Gliding Club shown as being formed in 1957, really had much earlier beginnings in the 1930's also, when again Zogling plans were imported and a glider built by the club, who also used a less sophisticated variation of Auckland's instructional system in that a rearward facing chair on the back of an old chassis was used to vocally call the instructions to the pupil, (real Sergeant Major stuff)! Later also, a Zogling Primary was modified and fitted with a wide track 2 wheeled undercart, and to take either two pupils at a time to speed up experience, or perhaps more likely, to carry an instructor and pupil to achieve the same purpose so it may have been one of the earliest examples of dual training, certainly in this country!

It is interesting to note, that in the 1930's, the Hawke's Bay Club had close associations with Germany, and many letters and photographs from them were published in Oskar Ursinus's notable magazine of the day, Flug Sport.
The foundations of Gliding in Canterbury, like that of Hawke's Bay, also precede the date shown for the formation of the present Canterbury G.C. of 1947, and again, ample proof of this exists in newspaper articles and photographs. Mr Jack Campbell of Christchurch was a founder member of the 1932 club, and again like many other clubs, was involved in building a Zogling from German plans. He recalls, that he thoroughly enjoyed the early flights, and was only peeved by the over-cautiousness of other club members, who would not permit him to be launched from a higher point on the Cashmere Hills in order to achieve a longer flight time with consequent build-up of air experience. Incidentally, at age 85 he is still building his own light aircraft!



Jack Campbell on the right helping to build the Zögling "Taroa" with Mr Anderson

At this point in time I know of no other clubs in New Zealand formed in the 1930's, the majority dating from the post war period, which is well outside the initial formative years of gliding here, but as a matter of interest, the earliest in this category are, Canterbury in 1947, Wanganui – Manawatu, Tauranga and South Canterbury in1954, and North Otago in 1956.

To bring to a conclusion this coverage of the early days of gliding in New Zealand, it should be realised, that while there is no Vintage movement here as such, the fact that there are still a considerable number of Schleicher Ka 7's and Ka 13's and Ka 6CRs and E's, and a number of other early makes still being flown, some Vintage flying is in effect taking place, and as things become even more financially difficult, it may well be that these old machines will just HAVE to soldier on, especially in club use.

S.J.C FENN

For information on Auckland G.C. I am indebted to Mr Peter Layne of The New Zealand Aviation Historical Society & Sir Bolt for permission to publish the photos of his father flying in Christchurch.

Copy Date. In an effort to ensure that the next News gets out to all members in Mid March and to minimise the time the Editor is kept at his phone and computer, any material submitted after 12 January may be held over to the next issue, at the Editor's discretion. Please enclose a stamped, addressed envelope for the return of any photos, discs, etc.

EARLY DAYS OF GLIDING IN BELGIUM

We have received the following account from Firmin Henrard:

We haven't any precise books or documents about the beginnings of gliding in Belgium. There has been a lot of effort to safeguard the sport of gliding because the enthusiasts had little means and were not helped as the French and Germans were.

The most outstanding fact was that the longest gliding flight in the world of 10 hours 19 seconds was made in 1925 at Vauville by Major Massaux in a "Vivette" glider which is still in the Musée de l'Air in Brusselles.

Also, in 1923 at the time of the International gliding meeting at Vauville, Victor Simonet won three prizes, one for height at 293 m, another for travelling 5 1/2 km and a third prize for 4 hr 22 min duration, all in a Belgian glider built by the firm of Poncelet which still builds propellors today.

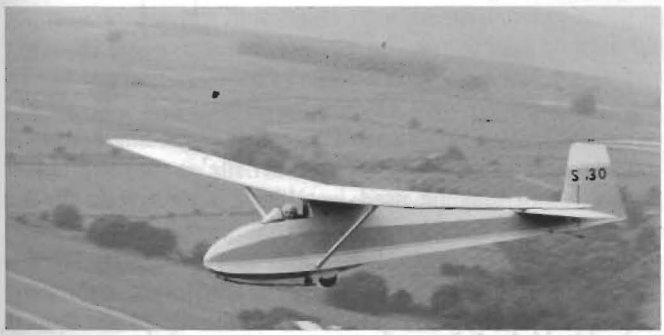
In 1923 a meeting of motorgliders took place in Brussels, the society SABCA still exists. It was a time when Belgium was highly placed. In July/August 1925 our fellow countrymen found themselves again at Vauville with the best specialists of the time.

On 26 July 1925 the pilots Damblon, Simonet and Massaux, all three in Belgian gliders, took off respectively at 9.55, 10.20 and 10.47 am. They had to stay aloft all day. Unfortunately, after 7 hours flying in a high wind Simonet was killed, the victim of a control system failure. Damlon in a Glymes glider, also the victim of control failure returned to the field without too much trouble at 8pm in the evening after a flight of 10 hours 19 minutes (a world record) while Massaux continued his flight until 9.7pm. At this meeting Massaux carried off three prizes 3 duration prizes out of six, the first by his record flight and two others of 2 hours 3 mins and 4 hours 29 mins.

In the motor glider category Wouters and Van Optal won with 1050 km covered in 10 hours 57mins. Van Optal a;so made a flight of 280 km in 4 legs in 5 hours 22 mins and, with 3500 metres altitude, he also won a prize.

Glider flying was carried on after that until the '40-45 war and the return to flying after the war was very hard and only with gliders taken as "spoils of war" from Germany, of which some are still flying today.

I went to see the Hébronval hill, only the very old remember it. The woods had grown and slope soaring was no longer possible. A Kassel 12 flew there, a Zögling and I know also a Professor. I will see if I can give you more information later.



Chris Hughes showed his usual skill in getting back above the edge at Camphill to land safely during the only flyable period of the Vintage & Classic Week.

Photo Tony Dickinson.

GLIDER REPAIRS AND USEFUL TOOLS AND METHODS

(The Black and Decker Power-file.)

When the broken Slingsby T21b (VGC News No99) arrived on its open trailer the first task was to build a waterproof 'hangar' to protect the glider and provide a covered and reasonably comfortable place to work. This was done quite easily by constructing a roof of corrugated pvc sheets between the side of the house and the garage and closing this in at the front with 8 x 4 sheets of chip-board scrounged from a builders skip.

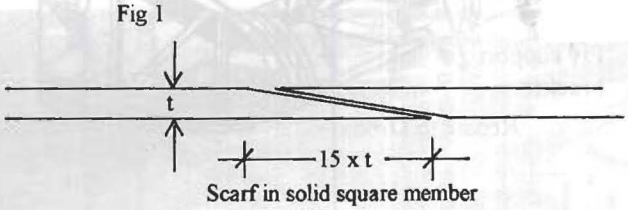
Now for the tricky bit – the repairs. Never having tackled a job like this before my collection of tools was pretty well typical of the average handyman and included usefully large hammers, a couple of saws with the teeth taken off by nails, a burnt-out electric drill, a collection of strange shaped tools for doing things to motor car engines that are only used once in a lifetime and a fine collection of blunt chisels (nails again!).

The BGA textbook on repairing gliders is called the Standard Repairs to Gliders. Don't even think about doing anything until you have a copy and have read it. This valuable guide to getting it right explains early on that, from now on, you will be spending a lot of time making scarf joints and it tells you how to do this. However, the book was written some time before the explosion in new hand-held power tools which has revolutionized the working techniques applied to wood and similar materials. There are two ways of making scarf joints – the hard way and the way I will explain.

Let me tell you about scarf joints (just in-case you have mislaid your copy of the Standard Repairs!) and then I will tell you about the Black and Decker Power-file.

A scarf joint is a joint between two pieces of wood or ply formed at an angle so that the glued surfaces extend over a relatively long length. The idea is that the glued joint should be no less strong than the solid wood. The sketches below (Fig 1 and Fig 2) show examples of a scarfed joint in solid wood and ply respectively. In solid members the ratio of the length of the scarf to the thickness of the member is 15:1 and in ply the ratio is 12:1

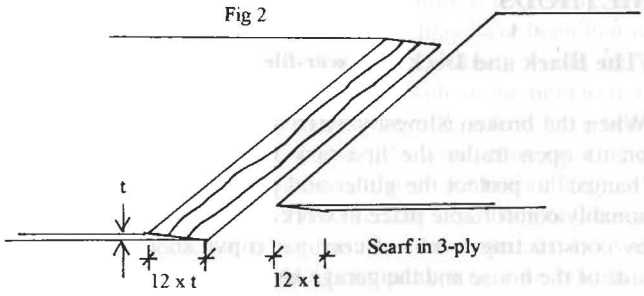
Fig 1



Scarf in solid square member

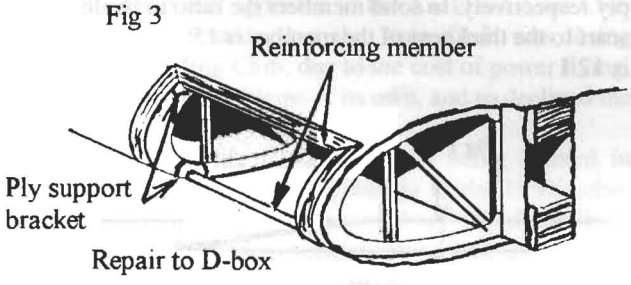
In most cases a scarfed repair is the simplest and neatest way of carrying out the repair work and, if carefully done, will be almost invisible when completed and painted.

Fig 3 below shows a typical scarfed repair to the leading edge of a ply wing – the D-box. First let me quote from the relevant page of The Standard Repairs.



"The basic rules for scarfing are as follows: The panel and the insert to go in must be scarfed accurately to an angle of 12:1 (Fig 2). The scarf must be supported over at least three-quarters of its width but preferably over its whole width. This is necessary to allow the brads, tacks or staples to hold the scarf closed while the glue sets (Fig 4). Failure to ensure this will result in poor gluing. Reinforcing backers must be glued in if necessary to provide this support. It is, of course, possible in some cases to fit temporary backers to scarfs which can be removed after the glue has set and this is quite acceptable practice. It means that the joint must be accessible from both sides and care must be taken to ensure that the temporary backers are absolutely rigid otherwise they will not do their job.

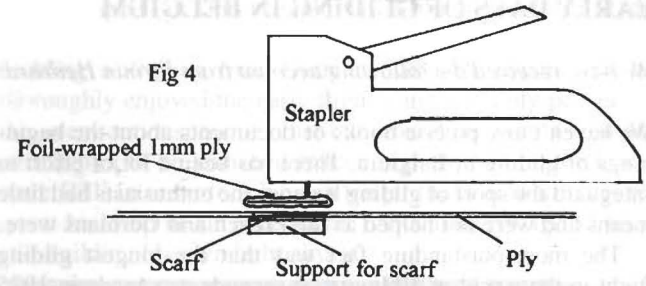
When cutting away (damaged) ply for the replacement of a panel, do not cut right back to the frame or ribs without thought. First cut away enough (damaged) ply to enable you to measure the width of the frames, ribs etc. and then you will



know if you need to fit reinforcing members to give you support over the three-quarters width of the scarf. If you need to fit these members it is much easier to fit them on the side of the frame or rib that you can (now) see, rather than have to fit them round at the back.

The support for the scarf must run right up to the edge of the inner feather edge otherwise it is almost impossible to cut a good scarf and it is equally difficult to ensure proper closing of the (glued) joint. Make plenty of trial fits of the patch and do not glue it in until you are satisfied with the fit".

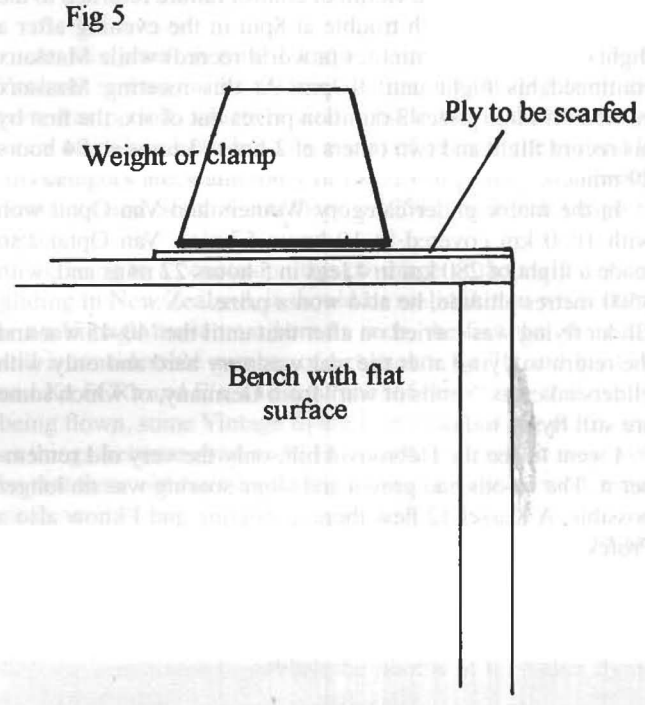
Forming a good scarf in ply is made much easier by the layered construction of the material which provides a guide



for accurate preparation. Secure the ply to a flat surface so that the edge to be scarfed is aligned with the front face of the surface using a block and clamps or a heavy weight. See Fig 5 below.

Draw a line marking the width of the scarf (remember the ratio 12:1) with a pencil or pen. If the ply is 1.5mm thick then the width of the scarf must be 18mm – no less!

Now, the Black and Decker Power-file. This hand-held power tool comprises a motor driven sanding belt only 13mm



wide and carried on an extension rather like a finger approximately 120mm long. The title 'power-file' is very appropriate and the tool may be used just like a 13mm wide file but without the need for any effort on your part. It is, for instance, possible to make square holes in almost any material simply by pointing the tip of the power-file at the surface of the material and applying gentle pressure until the file passes through and then opening out the hole to the desired size. The tool is supplied with a second extension which is angled and this is particularly useful for removing the remains of ply and glue from solid sections which are to be repaired.



Take the Black and Decker Power-file with the flat extension fitted and gently run it along the edge of the ply at an angle approximately that of the required scarf. After one or two passes you will see the first layers of ply appear and the trick from now on is to run the Power-file up and down the ply revealing evenly spread layers of ply adjusting the angle as necessary to achieve this. It is probably a good idea to practice on a few bits of spare ply first. DO NOT PRESS TOO HARD. See photo below.



Working on the part of the airframe to be repaired is done in a similar manner. First mark the width of the scarf all round the area to be repaired and then use the Power-file as before to reveal the layers of ply evenly spread across the width of the scarf. Corners may be finished with the Power-file or with a piece of sandpaper tightly wrapped around a small length of plastic rod or wooden dowel – 10/15mm dia is about right.

It is always better, and saves ply in the long run, to prepare the new ply insert a little larger than the prepared opening in the panel being repaired. The ply insert may then be tried for fit and carefully reduced to make a good even fit – remember that the glue will take up some space – so that when it is finished and glued there is no lip around the edges.

Before applying glue draw a guide line around the opening slightly larger than the repair to act as a guide in centring the new ply. Before the repair is glued it is essential to have ready enough lengths of 1mm scrap ply cut into widths just a little more than the width of the scarf. These should then be wrapped in cling-film (or silver-foil) and cut to the appropriate lengths to go all round the repair. (The cling-film/silver-foil stops the ply from becoming glued to the repair). After applying the adhesive to both sides of the scarf place the strips of wrapped ply over the scarf and use a hand-held staple-gun to close the joint starting at the center of one side and holding the insert in place so that all sides line up with the guide marks. Staples should be no more than 10mm apart and closer if necessary.

Quartz halogen lamps may be used to speed the curing time of the Aerodux glue. The lamp(s) will need to be quite close but not too close! A 500W lamp may be placed between 250-350mm from the surface. Make frequent checks of the surface temperature during the first 10 minutes and arrange the lamp(s) to give an evenly distributed output. The Aerodux leaflet will give details of curing times for various temperatures but I have found that curing times of 15-20 minutes are easily achievable using this method.

Forming scarf joints is only one simple application of the Power-file and you will soon find many others. Different belts may be purchased for metal-working.

Further information from Michael Powell who has no connection with B & D except as a satisfied user. Tel: 01493 752232 Fax: 01493 750965 E-mail: ecc.con@which.net

LA MUSÉE RÉGIONAL DE L'AIR D'ANGERS-MARCÉ

During a recent holiday in France Joyce and I made a short detour (well, 200 kms) to visit this new museum and to try to answer Chris Wills's question in the last News "What is a muséographie?

The Groupement de Préservation du Patrimoine Aéronautique (GPPA) was formed in 1981 and was based at the original airfield of Anger-Avrillé and the first aeroplane to be restored was Réné Gasnier's 1908 biplane. Many other light aeroplanes and gliders followed and in 1984 they held the first rally of vintage gliders; the VGC also held a rendez-vous there in 1988.

Angers-Avrillé airfield, which dates from 1908, was gradually being surrounded by houses of the expanding city of Angers so the City Council decided to open a new aerodrome 25 kms east of Angers at Marcé on the road to Le Mans and Paris. The City paid for a spacious new museum adjacent to the terminal building, and in the same style of architecture, with each roof section in the form of a wing section, and the museum opened in the autumn of 1998.



A view of some of the gliders at Angers-Marcé taken from one of the galleries.

The exhibition space is 2520 sq m, with 390 sq m for the various workshops (woodwork, covering/painting, metalwork, stores etc) and there is another 148sq m holding the

remaining stock awaiting restoration. Upstairs is the office and archives holding more than 5000 photos, including some on glass plates, lots of documents, and the working drawings of all their aircraft collection and many more.

The collection consists at present of 42 light aircraft and 59 gliders either in flying order, being restored or awaiting restoration, some 30 being on show at any one time. With typical gallic flair the exhibits are arranged in two concentric segments of a circle, the smaller one holding the gliders, with aircraft under restoration, including a DH Puss Moth and AT6 Harvard, tucked away in the corners of the building.

Aircraft, and in particular gliders, are awkward things to arrange for exhibition but this display manages to give a decent amount of space to each aircraft without too much overhanging of wings reminiscent of "hangar packing". 20,000 people were able to appreciate the display in the first year alone. All the work is done by the members of the GPPA ie volunteers, with the help of two youngsters on work experience.

When we arrived and were first looking around and getting our bearings, we could hear the sound of a light aircraft starting up and then taking off. When it landed we found that the pilot was Christian Ravel, the President of GPPA, wearing a VGC sweatshirt, who had been flying some local TV people around the area in the latest restoration, a Boisavia Mercurey. He welcomed us warmly and we were privileged to be given a tour of the workshops meeting some GPPA members whom we had previously met at VGC Rallies and who assured us that they had about 100 years work ahead of them! During our visit to the archives Christian said that they would copy any of their drawings if required. The gliders on display during our visit included an Avia 41P, Castel 301S, Emouchet, the Castel CM8-13 which was at our rally at Oberschleisheim, Fauvel AV36, a Chanute biplane, Siren C-30 Edelwiess and, of course, the superb Weihe. We were grateful that Christian Ravel spent some time with us despite several other groups of people claiming his attention and we wish the new museum every sucess in the future.

So, we were very impressed with this delightful, modern museum which contains so much to see and examine closely, both gliders and light aircraft, most of it "Homegrown" produce and even found out that "Muséographie" is the practice of arranging, organising and managing museums (Le Robert & Collins dictionary) In English it is museology.

Graham Ferrier



The 1/4 scale model of the Golden Eagle built by Colin Collyor under the wing of the real thing. Photo Vincenzo Pedrielli.

VINTAGE SCALE MODEL BUILDING

by Vincenzo Pedrielli

When I started taking an interest in Scale Vintage Model building, I thought there was a big gap between model builders and vintage glider pilots. Nowadays I realise that I was totally wrong for a number of reasons, the main one being that both model builders and glider pilots love flying and, of course, most of the pilots started their flying activity as model builders. Another reason is that a model builder, by definition, is a handyman who can find good solutions for many technical problems, as is often required to restore or simply repair an old sailplane. I started building small rubber powered planes and then I bought my first two-stroke engine. To reduce noise I moved into electric powered motor gliders and finally I ended up in enjoying the true silent flight and building only sailplanes and flying them with a RC. Among the different classes of gliders, what attracted mostly my attention were the vintage sailplanes built between 1920 and 1960. I was committed in this way to build scale historic gliders with all possible details.

To achieve that you do not need just to be a handyman, but you need very detailed historic documentation and even better you need to study the original ship. How often have we ended up by asking ourselves: "What was the cockpit like? What type of instruments was she equipped with?" The original sailplane flying in some Vintage Meeting, or displayed in a museum can answer that and many other questions. You just need to trace her. Who can help? The Vintage Glider Club, which counts today more than 800 members of which about 60% own one or more vintage gliders, with more than 600 gliders on their database, and it may be possible to see and photograph them. That was at first a good reason for me to join VGC, but today I have more reasons because I have got so many friends around the world thanks to it, and that makes the real value of being a member of the largest world wide Vintage Club which touches the five continents. From the VGC News, released three times a year, we can read and learn about what is happening on the other side of the world, say in Australia. Japan, USA etc. We can get information about new discoveries, new restorations, the next vintage rally and any other interesting information related to this fascinating world including rare pictures and three view drawings.

Good stuff for a scale model builder, good source of information for a vintage scale project, but just speaking about Scale Model Builders what do we know about them in other parts of the world? We know that almost everywhere there are persons like us, who like to build scale models, reproducing the most famous and successful local sailplanes and fly them in some special place where the conditions are the most suitable for thermal soaring or for ridge flying. Thanks to my frequent business travels, I have met some of them and we started exchanging information and that contributed a lot to extending my knowledge about scratch model building. By scratch building I mean to decide on a project and then start collecting all possible information and documentation, producing a scale drawing and then building our scale model. When can we expect finish it? Difficult to say, but let's estimate an average of one year. What is also amazing in scratch model building is the number of ways to achieve the same results. Let's for instance consider how to build a fuselage of a scale vintage glider. In the end the fuselage should look exactly as

the original one, only in smaller scale. I am sure that somebody else is using a different technique and again ending up with the same result, but what I think is very important for all of us, is to know how many ways may lead to the same result and then to select and decide to use the most suitable one for our project.

And this is the point I want to make. You may learn many methods and techniques, not only through your personal experience, but through the experience of other people of other countries, but how to get in touch with these people, how to exchange information with them? The answer to this question could be: "Why not use the VGC News as means of communication among all model builders subscribed to the Vintage Glider Club around the world? To invite them to write to VGC and tell us about their building technique and flying experience. Communication is very easy today and with the Internet pictures or documents can be sent anywhere in the world so we can consider all model builders in the world as our next-door neighbour. So to encourage this idea among all Model Builders, I would like to give some examples of interesting scale models which I have seen during my travels. In Camperdown, Australia, I met many skilled model builders including Martin Simons, who besides being a glider pilot and a famous writer, is also an excellent model builder. There, I saw for the first time the Golden Eagle in quarter scale, built and flown by Colin Collyor. One of the most famous Australian gliders designed and built in 1938 by H.G.Richardson. There are other historic and interesting Australian gliders as described by Edwin Shackleton in VGC News No 99.

Well let's see if the Australians will accept our invitation to join our Vintage Scale Model Forum. Another country, of which we do not know much, is Japan. What we know for sure is that they produce excellent Radio Controls, but what do we know about their gliding history? Not much, as most of the books and magazines are written in Kanji but have you ever heard about Mita-3, Hagiwara-22, Yamazaki, just to name a few? Again, these could be very interesting subjects for a vintage scale project. During my business travelling, I met some very skilled model builders who became good friends of mine and with whom I maintain regular contact. They build beautiful vintage scale sailplanes, some of them totally unknown by me till I met them. These friends, I am sure, will be very eager to exchange information and I believe we could learn a lot of interesting things. If they join our Vintage Scale Model Forum, they may help us in learning all about their interesting story, building technique and where they go to fly including how they land into bamboo bushes. But we can still learn so many things in Europe. There are many active groups almost every where but what is missing is a connection between them. The idea is to invite a vintage model group of one country and ask them to tell us all about their activities. A real journey around the world exploring the marvellous world of vintage model building.

To start with let us invite the vintage model builders from England. I know by personal experience that they can tell us all what we like to learn through the Vintage Scale Model Forum and they can pave the way for the next comers, maybe from outside Europe. Now the most important is to start and I am pretty sure that we will all have fun.



A Schwiezer SGS 2-12 (TG-3) model built from scratch to 1/4 scale by Colin Cousins from his own drawings. Photo Colin Cousins.



Colin Cousin's 1/4 scale Reiher II built to Cliff Charlesworth's drawings. It is just dropping the take-off dolly at the start of an aerotow. Photo Colin Cousins.



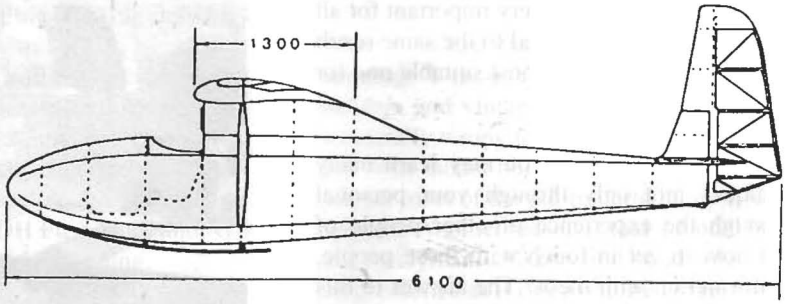
Simon Pearce's scratch built 1/4 scale Mü 13 being carried by Rear Admiral Nick Goodhart who flew the original in the 1950 and '51 British Nationals at Camphill. Photo Simon Pearce.



The Lis (Fox) which Ian Dunkley saw in Poland. It has Mucha Standard wings and a steel tube fuselage. This is the only one still flying and is a "beaut" according to Ian Dunkley.

Japanese sailplane "KYUTEI 7" 1935. designed (we think) by the late Dr Sato, Father of Japanese gliding.

Span: 13.4m. Length: 6.1m. Wing area: 13.5 sq.m. A/R.13.1

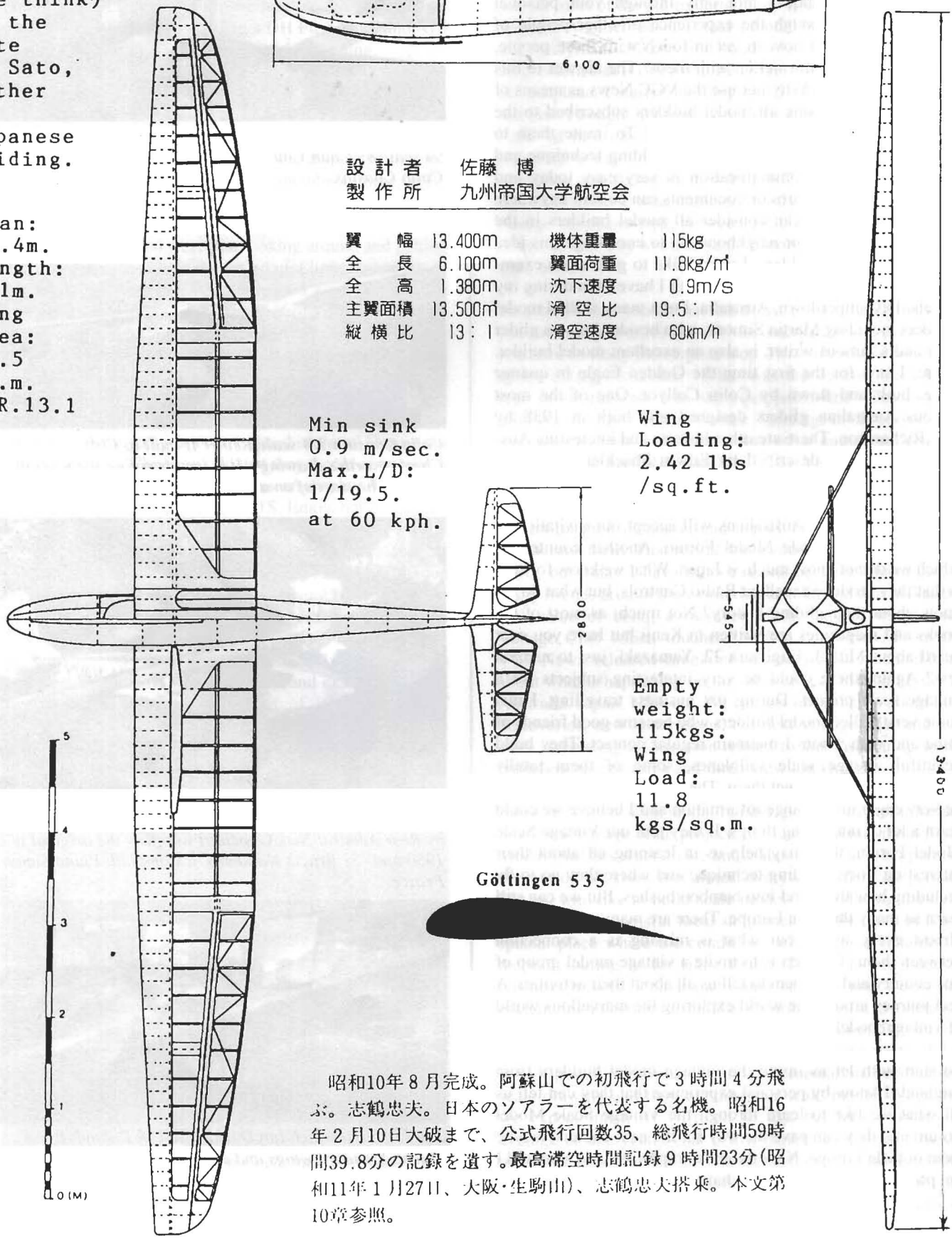


設計者	佐藤　博
製作所	九州帝国大学航空会

翼　幅	13.400m	機体重量	115kg
全　長	6.100m	翼面荷重	11.8kg/㎡
全　高	1.380m	沈下速度	0.9m/s
主翼面積	13.500㎡	滑空比	19.5：1
縦横比	13：1	滑空速度	60km/h

Min sink 0.9 m/sec. Max.L/D: 1/19.5. at 60 kph.

Wing Loading: 2.42 lbs /sq.ft.



Empty weight: 115kgs. Wing Load: 11.8 kgs/sq.m.

Göttingen 535

昭和10年8月完成。阿蘇山での初飛行で3時間4分飛ぶ。志鶴忠夫。日本のソアラーを代表する名機。昭和16年2月10日大破まで、公式飛行回数35、総飛行時間59時間39.8分の記録を遺す。最高滞空時間記録9時間23分(昭和11年1月27日、大阪・生駒山)、志鶴忠夫搭乗。本文第10章参照。

EX DDR GLIDERS

We are very grateful to Ove Hillersburg from Denmark who attended the rally at Pirna and has sent these descriptions of some gliders, maybe not well known in the west, from the ex-DDR, which were flown or shown in this event during the weekend of 25-27 August 2000.

IS-4/II Jastrzab, DM-4000 (DDR-4000).
In the former DDR there have only been 2 Jastrzabs, DM-4000 had the construction number 20 and was delivered to "Armeesportverein, ASK-Cottbus" (Army Sport Club, Flying Club Cottbus), with a Registration date of 24.08.1956. It was cancelled from the register 17.05.1977 and it is now exhibited at a museum in Cottbus.
The other IS-4/II Jastrzab, DM-4001 (ex. DDR-4001) with the construction number 21 was delivered to GST also called "Gesellschaft für Sport und Technik" (State society for Sport and Technics). DM-4001 was registered on 24.08.1956 and again cancelled from the register 29.07.1969.

The Jastrzab was constructed in Poland from 1949-1953 by SZD in various factories. The first prototype was built in 1949, the second in 1950 and they were test flown until the end of 1951 then the first ten of a total of 37 were ordered.

Baby II B's built in DDR.
Lom Baby II B-DDR, D-1627 (ex. DM-1621) was built by VEB Apparatebau Lommatzsch, Lommatzsch/Sachsen and got the construction number 00621. Registered 15.05.1957. It was cancelled from the register 09.07.1970 but later restored. The date of first flight after restoration was 09.04.1993. D-1627 is owned by Fliegerclub Leipzig/Taucha e.V.

Baby II B-DDR, D-1530 was built in 1952 by NAGEMA or Lommatzsch for FDJ (Frei Deutsche Jugend, the state youth organisation). The plane was later transferred to GST and cancelled from the register in 1960 or 1961. Later it has been restored and is now owned by A.C. "Hans Grade" e.V., Bad Frankenhausen/Udersleben.

Egon Ehrhart won 31 May 1997 a prize by flying 130 km from Frankenhausen over Kyffhaüser Gebirge to Wasserkuppe in over 2000 m height – a rather cold trip in a glider with open canopy

All together 396 Baby II B-DDR were built by NAGEMA, Lommatzsch and Gotha.
In Spring 2000 27 Grunau Baby II B, 2 Baby II B-DDR and 17 Grunau Baby III still were airworthy in Germany

SG 38
SG 38, D-7738 (DDR-registration: 269) In DDR the Primaries only had a number, no DDR-.... This Primary was built by Gotha in 1953 and went into service 28.10.1953 near Berlin at flugplatz Bronkow, Bezirk Cottbus (now called Brandenburg). First owner was GST. In 19.07.1967 it was cancelled from the register.

Because of the glue used, the lifetime was 15 years. It was then stored on flugplatz Bronkow and later flugplatz Nardt for several years, until members of A.C.Hoyerswerda e.V. with great help from workshop leader Herbert Hansel in 1992-1994 restored the plane. On 05.08.1994 Heinz Mehlhose flew from flugplatz Nardt in the Primary for the first time in many years. Today it is only used as a vintage glider on vintage rallies.
All together 431 SG 38 were built:- NAGEMA: 67, Gotha: 331, homebuilt: 24, rebuild from wartime production: 3, unknown: 5. In Germany there are today 11 airworthy Primaries, 3 of them were built in the DDR.

Lom Libelle. All versions
In 1957 two prototypes were built, named Lom-55 Libelle, DDR-2501 and DDR-2502, followed by two preproduction aircrafts, the first named Lom-55/1 Libelle, DDR(DM)-2503, and the other one named Lom-57 Libelle, DDR(DM)-2504, both were built in 1958.

From 1959 untill 1962 there were produced 12 Lom-57 Libelle, 11 Lom.57/1 Libelle, 6 Lom-58 Libelle Std., 61 Lom-58/1 Libelle Std., 22 Lom-58/II Libelle Laminar. In 1963-5 Lom-61 Favorit were built.

Lom-58/II Libelle Laminar, DM-2660, construction number 0660, was built in 1961 by VEB Flugzeugwerft Dresden, Betriebsteil Lommatzsch, DDR and registered on 25.10.1961. The glider was delivered to GST and was the last one to be flown from Flugplatz Neuhausen. It was cancelled from the register 30.05.1974. To day it is loaned to a museum by the owner: Segelflugverein Neuhausen e.V.

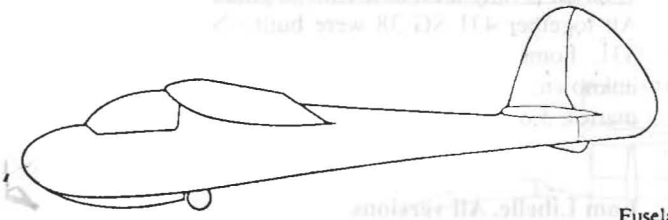
Another Lom-58/II Libelle Laminar DM(DDR)-2653 is preserved at Aeroclub-Museum Finsterwalde.
The Lom-58/II Libelle Laminar is in fact a Lom-58/1 Libelle Std with thin alu-cover, glued to the plywood-cover in order to obtain a better surface.

Lom-Meise
In the DDR 155 Meise were built. One Olympia Meise, DDR-2015 was built in 1944 by Fa. Schmitz, Herzogenrath. After the war it was rebuilt and registered 06.07.1955, cancelled from the register 27.07.1960.
Two Meise were homebuilt by Aeroclub-Wismut. 148 Lommatzsch Meise were built by VEB Lommatzsch Apparatebau Lommatzsch. Only 4 Lom-59 Lo-Meise were built. DM-2223, werk nr. 004, is one of those 4. It was registered 20.10.1961 and cancelled again from the register 27.02.1979. To day it belongs to a museum.

In DDR the Primaries for some reason only were registered with numbers from 101 to 551. The gliders were in the period from 1952 - 1956 registered DDR-1001 and so on. In 1956 all gliders were re-registered to DM-1001 etc. In 1981 all gliders again were re-registered to DDR-xxxx. In 1990 once again all gliders were re-registered now to D-xxxx.

After the foundation of DDR in 1949, there was no civil flying activity, but from April 1950, under the supervision of the FDJ (Freie Deutsche Jugend), glider flying was possible with a few trainer SG-38 Schulgleiter, one Zögling, a few training Baby II B and one Olympia Meise. These, and a few more gliders, which were acquired during the following years, were operated until 1953 without registration, as there was no civil aviation register. In 1955 the Soviet occupying forces authorized the DDR to perform civil aviation activities, and civil registration started.
Many of the registration marks were used more than once. When first an aircraft was cancelled from the register, the registration mark was free to be used again on another aircraft

Ove B Hillersburg



This is an aerobatic single-seater with an ultimate load factor of 12.2. All aerobatic manoeuvres are permitted, and terminal velocity dives may be made without using airbrakes. Production machines were made in 1952 and 1953.

Planeur pour toutes les manœuvres acrobatiques, construit en bois. Vol en piqué avec vitesse finale sans freins permis. Cet avion fut construit en série, en 1952 et 1953.

Fuselage

Max. width	0,62 m
Max. height (at cockpit)	1,30 m
Overall length	6,25 m
Max. cross section	0,54 m²

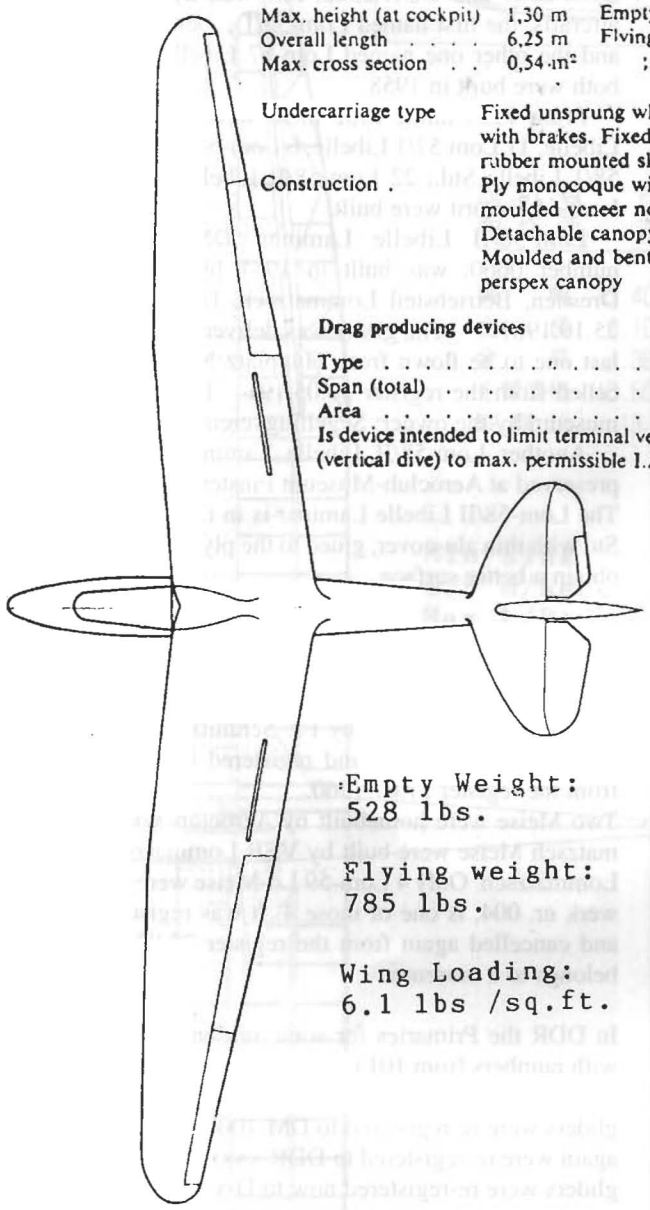
Undercarriage type	Fixed unsprung wheel with brakes. Fixed rubber mounted skid
Construction	Ply monocoque with moulded veneer nose. Detachable canopy. Moulded and bent perspex canopy

Drag producing devices

Type	Schempp-Hirth airbrakes
Span (total)	2 × 1,12 m
Area	2 × 0,335 m²
Is device intended to limit terminal velocity (vertical dive) to max. permissible I.A.S.	No

Fuselage (with fin and rudder, less instruments and equipment)	100 kg
Tailplane and elevator	10 kg
Empty weight (including any fixed ballast)	240 kg
Flying weight	357 kg
; loading	29,7 kg/m²

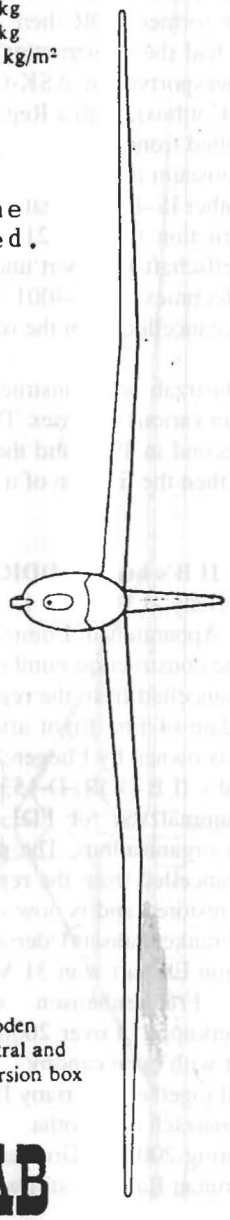
From the drawings, it would seem that this sailplane can not be derigged.



Empty Weight: 528 lbs.

Flying weight: 785 lbs.

Wing Loading: 6.1 lbs /sq.ft.



Wings

Span (b)	12 m
Area (s)	12 m²
Aspect ratio (b^2/s)	12
Wing root chord (C_r)	1,385 m
Wing tip chord (C_t)	0,50 m
Mean chord ($C = s/b$)	1,00 m
Wing section, root	NACA 2418
Wing section, mid	NACA 2412
Wing section, tip	NACA 0012
Dihedral	1°
¼ chord sweep	—3,2°
Taper ratio (C_t/C_r)	0,363
Construction	Single spar wooden cantilever. Central and leading edge torsion box

IS-4 JASTRZAB

Design standards

Airworthiness requirements to which aircraft has been built	Polish Preliminary Draft
Certificate of airworthiness	Ful aerobatic

Straight flight performance

Measured at flying weight of . . . . . 320 kg

No flap or brake	V km/h	v sink m/s
Min. sink condition	70	1,04
Max. L/D condition	87	1,21
	105	1,65
	122	2,23
	140	3,04

Stalling speed	67 km/h
Max. L/D	20,2

Type designation	IS-4 Jastrzab
Country of design	Poland
Designer	J. Niespal
Date of first flight of prototype	21 December, 1949

Limiting flight conditions

Placard airspeed smooth conditions	450 km/h
Placard airspeed gusty conditions	230 km/h
Aero-towing speed	200 km/h
Winch launching speed	150 km/h
Cloud flying permitted?	Yes
Permitted aerobatic manoeuvres	Fully aerobatic
Spinning permitted?	Normal and inverted
Foremost and aftmost c.g. positions for which compliance with regulations has been shown or is intended (% m.a.c.)	27–36

International news

AUSTRALIAN NEWS

from Vintage Times Issue 84, July/August/September 2000.

There have been efforts to convert the one piece wing of the ES 59 Arrow, into a two piece configuration. Reasons for conversion are the lack of protection on a long open trailer and that Queensland Transport would register such a trailer on a special permit for use on week days only. The approved modification to two piece wing configuration has been organised by Bob Wyatt and Paul Wetherspoon and two Arrows are already modified.

Another Kookaburra restored (and another Hütter is on the way too) by Ray ASH.

The short winged Kookaburra, VH-GLM, was successfully test flown recently. It had been lying neglected in the back of a hangar for years, with its owners being unable to do a 40 years' inspection. John and Ray offered to do the work for an equal share in its ownership. Numerous minor repairs were made to the structure, all metal fittings were removed, painted and replaced and the aircraft was re-covered with Ceconite fabric. The aircraft had gained weight over the years and so all unecessary items were removed and the final weighing revealed that about 10 kgs had been saved. The first test flight lasted 1 1/2 hours and reached 4,500 ft!!

John Flemming recently acquired Ron Meare's H.17B, VH-HNR, which is basically new, although it was completed in 1990. It had had only a few aerotowed launches for a total of 3 hours flying before Ron became too ill to fly it. John made a few alterations around the cockpit to allow them to fly it as Ron was small in stature. So far, Winter has allowed only a few launches to 1,000ft followed by circuits, but they have high hopes of thermalling it in the summer. He has also started to restore another H.17 that he had stored in a trailer for many years. It had been donated to him by Gunther Bartasek, who was moving house and did not want the Hütter any longer. Ray had no plans to restore it until John got his Hütter, and so it has been decided to finish it. Its history is not certain, but it is believed to have been brought back to Sydney from Tasmania by Michael Derek many years ago. He offered it to an Airworthiness Course in the hope that it would be returned to him complete, but it did not work out that way. The Course Instructor decided to build a completely new wing and set about dismantling the original wing. The course members actually succeeded in building a complete set of ribs plus new spars, but they did not get further than that. The owner did not know how to complete the project and so it passed through several hands since. During this episode, some of the metal fittings were lost but the rudder, fuselage and tailplane are very nearly finished. Ray will be starting to build the wings within the next month or so. John is anxious for me to complete the aircraft in time for the Bacchus Marsh Rally (at Christmas? CW) but it is more likely to be finished next year perhaps? The history of this aircraft is being searched for. It is believed that it may have been finished by Norman Hyde in 1946 and that one of these may possibly have gone to Tasmania. Oddly enough, it has the same modified torque tube with push rod elevator control that Don Wylies' Hütter had, and so is it the other half of the pair of Hütters built in W.A. in 1949, which were called "Sweet Wings" and "Fleet Wings"? It would be a rare coincidence if they have both ended on the same airfield after all these years.

At the Gudgegong Club there are the following old gliders among the glass ships. 1 Primary, a Kingfisher, a short wing Kookaburra, a Ka-8B and 3 Hütters! Can any other club boast of having 3 H.17 s among its fleet. One Hutter is the author's, the other belongs to Ray Ash while the 3rd is ready to fly, except that its owner is a little reluctant to try. Maybe he will be more enthusiastic when the other two Hütters are flying regularly.

(Note: C.Wills thinks that the H.17 b VH-HNR, seen in a photograph, is actually an H.17 A. Could the other Hütters also be H.17a s ?).

Vintage Gliders Australia announces that the 2001 Vintage Glider Rally will be at Bacchus Marsh Airfield, Victoria, from the 6th – 13th January 2001. There will be hangarage for 35 gliders, modern clubhouse facilities with clean amenities and bunkhouse. Meals will be catered for at reasonable prices. Aerotow and winch (to be confirmed) launching will be available. It is close to Melbourne, Geelong and Ballarat. Lots of family sight seeing and activities possible. Contact is: the Chief Organiser, Ian Patching, 11 Sunnyside Crescent, Wattle Glen, Victoria 3096, Australia. tel: 61 03 9438 3510. E-Mail: irtpatc@melbpc.org.au.

BRITISH NEWS

From Mike Beach we hear that the Gull 1 is doing a lot of flying and has an original Collins variometer fitted which Mike has opened up and restored to full working order. His wonderfully restored Kirby Cadet built for the ATC in 1943 and kept in the Trenchard Museum at RAF Halton is brought out for ceremonial events but still flies occasionally.

Unfortunately, the weather for our National Rallies has not been good this year... until August and our International Rally. Our first two British National Rallies this year at Haddenham, Thame and Keevil were not a success because of the weather. The Kirby Kite Rally at Haddenham was "rained off" because the airfield was waterlogged and the British National Rally at RAF Bannerdown was also abandoned due to the very poor weather.

The "Whispering Wardrobe" Rally at Wycombe Air Park did have one flying day and Petrel BGA 651, H.17a BGA 490, and Olympia BGA 1947, Derek Staff, did have some thermal flying. In the RAF Bannerdown G.C.'s hangar at Keevil could be seen the following vintage gliders: Slingsby Tutor BGA 804 (BAA). Slingsby T.21b BGA 960 (BGP), Slingsby Skylark 2 BGA 899 (BEA) and the Slingsby Grasshopper X 240. This RAF gliding club, which is one of our Chairman's "homes" has some orientation towards vintage gliders.

There have been no catastrophic crashes and this is how it should be. A great number of our best gliders are for sale because their owners have had some of them for at least a quarter of a century, and have looked after and flown them. They have done brilliantly well but now they feel that a younger generation should take them on into the new century.

Projects under way are the Minimoa BGA 1639 at the London Club. This is being worked on by Peter Underwood, who is finding no real problems due partly to the excellent original 1938 Schempp Hirth workmanship and that somehow, during its long storage, the Minimoa has been kept dry. Wings and tailplane are re-covered with fabric and the fuselage work is well underway. The canopy does not now exist but its owners may be going to sort something out. Laurie Woodage has been working on his Scud 2 (BGA 231)

which he has bought from Mike Beach after it had been slightly damaged due to a heavy landing after an abandoned winch launch, but we understand that in mid June, the repair was almost finished. Laurie also has a 1935 Scud 3 (once a motor glider) BGA 283 and a Grunau Baby 2b, BGA 2433 which was RN and NSFK built. Laurie Woodage's restoration and repair work is excellent and gives us all encouragement.

At Wycombe Air Park, work has been proceeding to restore the Kite 2, BGA 751, which previously belonged to David Richardson. Its new owner is Robin Willgoss who has done much work to both wings and the fuselage is now being worked on.

At Nympsfield Doug Jones is working on the Hü 28 that Earl Duffin built and is hoping to fly it at some of our rallies next year.

At the Vintage Centre Lasham Robin Hood has been working on the Hawkridge-built 1949 Grunau Baby 2B, BGA 615. The Group has also saved and beautifully restored an Olympia 463. On Sunday the 10th September, which was the day after our Annual Dinner and Prize Giving at Lasham, the Lasham Vintage Group swung in to action. They had planned an Elliotts of Newbury Rally long before we decided to hold our End of Season Event..., on the same date.. at the same place! The weather on the 10th September turned out to be much better than expected and the Lasham Vintage Centre's gliders flew. It was strange to observe that the take-offs were to the west and that was the direction in which Richard Moyse flew his Cadet BGA 731, 35 kms. Keith Green's Weihe BGA 1093, SE-SHU was also staying up flown by him and Mark Wills.

Derek Phillips and helper(s) in the Manchester area are repairing the nose of a T.21b which has had a crash.

. Around the country, there are more Grunau Babies and EoN Olympias being restored.

The NORD 2000 (Meise) of Barry Smith is to be based at Angers-Marcé, so that he can have the benefit of the superior French soaring conditons. The 2000 has been for some time in French military markings.

CZECH REPUBLIC NEWS

The 7th Czech Republic's National Oldtimer Glider Meeting at Tabor, between 15th-23rd July 2000. Contact was Tomas Mezera.

Gliders present were:

Type	Registration	Construction date	Number built
SG.38 with nacelle (named "Erwin" after Erwin Primavesi, who was the first pilot to fly at Rana). This was the oldest glider as it was designed in 1938.			
Krajanek	OK-8565	1946/7	250
Sohaj 1		1947-1949	101
Sohaj 2		1949-1951	126
Sohaj 3		1955	141
2 Lunaks		1950/51	65
1 Pionyr		1952-1955.	250
1 Kmotr		1951/1952.	40
Orlik 1		1960/1965.	81
Orlik 2			220
2 Dements		1957	4?

Other gliders of the above types do exist in the Czech Military Museum at Kbely (Prague).



The Czech Oldtimer Club's National Rally at Tabor. Among the gliders are the Nacelled SG38 "Erwin", Krajanek OK-8565, Lunak, Orlik, Demant, Pionyr, Sohaj, and Kmotr. Photo Ian Dunkley

FRENCH NEWS

Restoration News from the GPPA at Angers-Marcé, according to Bulletin No 67, July 2000, is that restoration of the AVIA 152A No. 301's fuselage is very advanced. The fuselage is now being assembled.

Castel 5 No.141, F-CRBI. Work on this has been delayed due to a display, but it was started again in mid June. One begins to think that it might fly at the end of the year 2000 or during the beginning of the year 2001.

Duruble RD-02 Edelweiss No.01 F-PKVF. The fuselage has been stripped down and its metal fittings passed. Work on the first wing started on the 14th April.

Fauvel AV 22 F-AZKA. Daniel Clement and Francois Blondeau have started its general overhaul. Certain dismantlings were far from being simple but reassembly is now taking place.

Foka No.177 F-AZKA. The repair of the fuselage has been taken on by Pierre Plane. The fuselage is being prepared for painting after filling and rubbing down.

Zugvogel 3B No.1054, F-CCPT. This was rigged after its overhaul on the 13th April, 2000. Last adjustments were made on May the 10th. It passed its inspection but bad weather prevented its test flying. Pierre Plane was able to test fly it at last on the 26th June from an aerotow. It met his complete satisfaction. A few days later, Louis Lamisse was successfully able to have some winch launches in it.

9 aeroplanes are being currently worked on.

The following gliders in the collection are airworthy, but due to the cost of insuring them and the GASC Inspections, they have not been reactivated this year.

They are: BREGUET 904 No 13, F-CCCP "Jean Cayla"; BREGUET 904 No.4 F-CCFN; WEIHE No.3, F-CRMX "Paul Genest"; and the AIR 102 No.26. F-CAGQ.

The Rescuing of Two Nord 2000s (Meises), by Gerard Bougerolles. "During the general Assembly of the French Gliding Federation, Claude Lariviere agreed to let us have a Nord 2000 and that a second would go to Bopapa (Jean-Paul Benard) who we had asked to ensure its restoration. The Nords arrived in good shape and, in our minds, we could imagine them already flying.We wish to thank Claude Laviviere, and Regis and his wife, for the warm reception which was in the best spirit of gliding."

We have heard that the Nord 2000 of Firmin Henrard in Belgium, has been sold to someone in France.

It seems that a Breguet 904 ex-F-CCFX, has been captured by a Dutch team which has superbly restored it. It now has the registration PH-106.

The vintage glider fleet at Fayence has been joined by a very rare Dutch Sagitta 2. It is based there but we don't know if it will stay there.

The 16th National Dédale Rally took place at Fayence from the 1st May 2000. The weather allowed 52 flights for a total of more than 35 hours,by 11 machines, of which 6 were from the Breguet Historique Club and 5 were visitors. Gliders taking part were the: Ka-4 of Bert Strijks (from Holland), the Spalinger S.18 of François Ragot, an AIR 100, a Fauvel AV 361, an Emouchet, a C.800, 2 Breguet 904 s, a Castel C.25S, a Nord 1300 and a Breguet 901. The AIR 100 was the one flown by Charles Atger during his World record duration flight of 56 hours 15 minutes!

Letter of the 23rd of August from Guy Uriot, President of the AVIA Historique Club and Vice President of the Breguet Historique Club at Fayence. "I have read that the Quarantine for animals has been lifted in England. You can now bring your dogs to France. Don't wait until the Opening of our Museum (at Fayence), which is in good shape. We have at present a potential of 29 old gliders and 23, of which 9 are airworthy, are already with us. This year, I have had some good gliding. There was one flight of 10 1/4 hours of 806 kms, to Davos in Switzerland, and some kms were covered over Austria. It is another world... this modern gliding."

GERMAN NEWS

We have had some news of the Reiher 3 which we now understand has been allowed to do one low tow at a maximum height of 1/2 m on 21 October. The build has taken over 5000 hours of which Josef Kurz did 3000.

The OSC Oldtimer Club Wasserkuppe has had to tranfer itself from the Workshop in Remerz to the Rustungshalle (fitting out hall, with instruments etc) of the former Reichssegelflugschule Wasserkuppe, because the landlord of their Remerz workshop wanted to make some alterations. Therefore all hands were put to work in transferring equipment, from 9am every Saturday morning, up on to the Wasserkuppe.

We have heard that Seppl Kurz has been building a replica of the small Siebel 202 Hummel (Bumblebee) aeroplane which, with a 50 hp Zundapp engine, flew some international records for its class in 1938/1939. (It was flown then by the Siebel Chief Test Pilot, Flugkapitan Ziese, who after 1945, test flew the DFS 346 rocket plane over Russia, when the entire Siebel firm was moved to near Moscow.)

Josef Kurz has already built a Klemm 25, a DFS Habicht, an Udet Flamingo, an ME 163B and now a Reiher 3, not to speak of restoring an ES 49, a Grunau Baby, a Rhönbussard and SG 38 s.etc. During the ILA (InternationaleLuftfahrt Aufstellung) International Airtravel Exhibition in Berlin, during the first weekend of June, crowds of over 50,000 people saw him demonstrate his red ME 163B from aerotows on each day. Because the aircraft has no power unit, fuel, armour and weapons etc, it may be half the weight of the original, but it looks the same when in the air. The LBA had stopped him from flying it, but, at last, they must have relented after three years. The weather was very hot on every day of the ILA. Jochen Kruse also had his Condor 4 there as a non flying exhibit and found the event very tiring. During a previous weekend at Brandenburg, Jochen experienced a cloudbase of 3,200 m. flying an ASK 21. He said that, if someone could have been found to help him rig his Condor 4, a 500 km flight would have been possible with it.



The Condor IV that received a VGC Restoration Prize. It is owned by Jochen Kruse who is in the back seat with Wolfgang Seiler in the front. The Condor was previously owned by Mike Birch. Photo Jochen Kruse.

Concerning the relica Hannover Vampyr, Jochen has moved it back to the Wasserkuppe German Gliding Museum. No-one has been found to continue its building after Otto Ernst Hatje died at Utersen. Previously, our much missed Norwegian member Bjarne Reier died through a heart attack while building the new Vampyr .The original Vampur is on static exhibition in the German Museum in Munich, but the Wasserkuppe Museum feels that it must also have an example of this famous 1921 glider, which did so much to pioneer the way forward for glider design.

Also at the ILA were an Mg 19A and an SG.38. The OSC Wasserkuppe's members, when not working on the Reiher, worked on a new SG.38, which they had almost finished. As the OSC already has two SG.38 s, they let Jochen Kruse have the third. Jochen has now finished it at Utersen and hopes that it will be flown during the winter. At the time of writing it was ready for inspection.

A new Minimoa 36 is being built in Germany at Landsberg am Lech. Mathias Vöst has taken over the project from Gerhard Bergmann who unfortunately had a stroke after he had started it. Gerhard had already restored a Grunau Baby 3 and a Spanish built Kranich 2B-2. We believe that he still is keeping the Kranich 2. Mathias Vöst is having the Minimoa's metal fittings built by Dornier. (Late news is that Mathias, a master cabinet maker, is in hospital and cannot write. We wish him a speedy recovery)

We heard in Elmira from Klaus Heyn that now three new Reihers are being built to fly in Germany. One is almost finished. A second is being built at Achmer but we do not know where the third is being built.

Klaus Heyn has said that the Wasserkuppe German Gliding Museum's Rheinland can not be flown again due to delamination of one of its main wing spars at the gull dihedral change. It was sold to the Museum from England on the condition that it should be kept airworthy and flown. The Museum also has the OSC's Habicht, which also will not be flown again. Its aerobatic displays at air shows will be missed.



The Reiher replica which has just been completed at the Wasserkuppe and has now done its first low hop.

News from Achmer. By the time this is printed, the Kranich 2 will be out of the workshop at Harald's home, and construction of the Reiher 3's wings will start. Hermann Hackmann has already finished all the Reiher's wing ribs as well as the laminations for the wing Main Spars.
He has done most of the work rebuilding the Kranich 2, which is to be named after him. We believe that it has been finished in transparent doped fabric and varnished wood. The Achmer Club's most famous members before the war were Bödekker and Zander who flew a Kranich 2 for over 50 hours in the hill lift over the Rossitten sand dunes during the winter of 1938/9 in severe weather thus breaking the World 2-seater duration record that had been held by Murray and Sproule which had been flown in a Falcon 3 over Dunstable Downs during the 1938 British National Contest. Their record was over 22 hours.

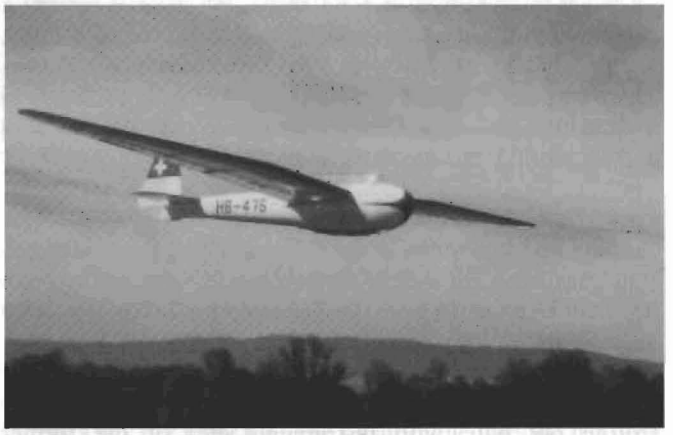
A German /Swiss Vintage Glider Meeting.
Heinz Nierholz had again invited us to take part in this International Meeting from the 10-17th June at Blumberg. Besides the two gliders entered from Germany, there were 10 more from Switzerland.

Some of the participants were in the air even on the Arrival Day to take advantage of good thermals over the nearby Wutachschlucht for their site familiarization flights. Even during this long Whitsun weekend the cloudbase was at 1800-2,300 metres. Thermal strengths were from 3-4 m/sec. and over 40 hours were flown from 37 launches. There were winch launches available or aerotows from Piper PA-18s or Morane. In the evening, huge thunderstorm clouds could be seen, luckily most avoiding Blumberg, but cellars in Singen and Donaueschingen were flooded. As most of the participants were camping, the atmosphere in the evenings was really good. On the following days, even although some of the participants had to leave, flights were made to the Schachsee (lake) in the Black Forest, through the Danube valley to Leipertingen and to Lake Constance. Only on Wednesday, due to the early appearance of thunderstorms, was flying not possible. On this day, therefore there was the opportunity to make the trully impressive journey on the legendary Sauschwanslebahn steam train. On Friday evening, the last participants made their way home. At this point, we must give heartfelt thanks to Heinz Nierholz and his comrades who made it possible for us to fly 70 hours from 50 launches! ie average flight time of 1 hour 24 mins and average total per glider of 5 hours 50 mins.

Entries
Spalinger S.19 HB-225 Fips Rothenbühler, Amlikon
Moswey 2 HB-309 Ruedi Barth, Olten
Moswey 3 HB-374 Oldtimer Club Schänis. (OCS)
Karpf Baby 2 HB-494 OCS
Ka-6 CR. HB-703 OCS
Kranich 2B-1 HB-475 Hugo and Werner Roth. Amlikon
L-Spatz 55 HB-737 Willi and Jürg Walti
Elfe HB-1199 Lilly Grundbacher
Spalinger S.18 HB-510 Stephen Barth
Ka 6BR HB-625 Richard Schneider, Schmerlat.
Weihe D-7080 Werner Tschorn Cologne.
Ka 6CR D-1551 Uwe Morgenstern Aidlingen.
The spirit of the whole meeting was excellent and rivalled that of our Pavullo Meetings.



A line up of vintage gliders at the German/ Swiss meeting at Bellechasse. Photo Kurt Stapfer.



The Kranich III of Werner and Hugo Roth at Bellechasse. Photo Kurt Stapfer.



A Lom Baby II at Pirna showing the distinctive wing shape. Photo Ove Hillersburg

JAPANESE NEWS

Mr Honda gave us the impression that a Japanese Vintage Glider Club had been formed but, due to the expense of bringing gliders to Europe, they would not often be able to take part in our International Rallies.

He told us that Wolf Hirth had only brought ONE Minimoa to Japan in 1936. The Germans have often written that two of the prototypes went to Japan and another to Roumania. So, perhaps the 3rd prototype Minimoa remained in Germany?

NEW ZEALAND

Dick Georgeson has received the remains of his WEIHE (ZK-GAE, BGA 433, G-ALKG) from New Plymouth, at Christchurch. The remains consist of a fuselage in three parts, without fin and rudder, and nothing else.

He is trying to arrange the restoration of the fuselage only, and C.Wills has sent him photocopied drawings and microfilm. This is of course the JS Weihe that was organised to England , with two other Weihes, by Philip Wills in July 1945. It has held many records in NZ and Britain. Of the two other Weihes, BGA 448 is in the hands of Derek Phillips, awaiting restoration , and the other is with Bob Gaines in Marietta, Georgia, USA. This one might not need too much restoration to make it airworthy.

Dick Georgeson, who once held 9 World gliding records, is also having his old Slingsby Eagle ZK-GBD, restored. In this aircraft on 11th Jan.1958, Jon Hamilton and C.Wills broke 4 records during one flight. There would have been a 5th record but, as the turning point was not declared beforehand, only photographed, it was not recognised. These records may still stand. The Eagle had been flown 218 miles in 3 hours 52 mins. in waves.(max. height was 25,000 ft. Of the 218 miles, only 112 miles were recognised).

We have heard that Lucy Wills, who starred in the film "Wind-borne" is seriously ill and we send our ardent wishes for her recovery.

SWISS NEWS

Letter from Willi Schwarzenbach at Prilly. Dated 20th Sept. 2000.

Dear CW. "The VGC Restoration Prize 2000 for the Ka 7, HB-234, has safely arrived here and I have forwarded it together with my Congratulations to the restoration team of the club "Neuchâtelois d'Aviation". They will certainly be proud to receive this nice Prize!

I sent it to Jacques Béguin, Rue du Château 13A, CH-2034 Peseux. Jacques is also named "Picoche" and he was also the leading element in the restoration of the Grunau Baby HB-234, which has taken part in some of our Rallies."

"Immediately after return to Switzerland, I started the repair to the Keel (of Willi's Spalinger) but it turned out to be a bit more difficult than initially expected. It took me three weeks of hard work to have the S.18 airworthy again. Fortunately Willi Fahrni had a new skid available. It fitted perfectly after adjustment.

In early September, the Swiss OSV planned bungee launches from Mont Suchet (1500 AMSL) but the weather was not right and we had to cancel the exercise. From 8-10 September, the OSV met at Bellechasse airfield. 30 gliders were present and among them were Jörg Ziller's Meise and Didier Fulchiron's Ka-4. You remember the latter bought it some years ago. He restored it and flies it in France under a BGA C of A. It was an excellent meeting. The first day was for bungee launch training, and the two following days were for aerotowing. The weather was fine but the air was incredibly stable. My S.18 was just ready in time and took part in the event. After a test flight, I gave it to Pierre-Alain to give him the chance of improving his skill after his bad landing in England. He managed a correct side slip and a perfect landing. Last Monday, I took HB-411 into good thermals for 5 hours around my home area Montricher. As the season comes to an end, this might be my last long duration flight in the marvellous Spalinger S.18. As you already know, I will soon be in a few weeks time, 75 years old and I have decided then to leave the active gliding scene. The S.18 is to go to a young vintage minded pilot at Bellechasse, who seems keen to look after it and to fly it.... hopefully also at Rallies.

Now I have to write something about the Swiss Gliding Story for VGC News as it was promised to Graham Ferrier at the Tibenham Rally. But, how does one put 100 years of history onto one A-4 size sheet of paper ? Wishing you all the best we remain truly, Geraldine and Willi".

(Willi, have a long, happy retirement and I am glad you are going to write about the early days of gliding in Switzerland but don't restrict yourself to one sheet. Ed)

USA NEWS

Lee Cowie tells us that the Fourth Annual Vintage Association Midwest Regatta was hosted by the Wabash Valley Soaring Association from 17 to 25 June giving members on route for the IVSM 2000 at Elmira a chance to tune up themselves and their gliders before continuing the journey. As it was, the event featured the homebuilt gliders of the sixties that were not seen at Elmira. On poor weather days the hangar was the centre of activity with Bud Brown starting the covering of his Schweizer 1-26 and Howard Petri finishing the sunburst paint scheme on his Dutch built Sagitta which he hopes will be flying by the Autumn event.

Simine Short has written saying that the Grunau Baby 2B she and her husband Jim own is at last restored and painted as it once was, in Germany. It seems that it could have been a combination of 2 Grunau Babies because one wing was from the Schwarzwald Flugzeugbau at Donaueschingen, while the other is from the Flugzeugbau Petera at Hohenelbe.



Jim and Simine Short's Grunau Baby takes to the air after a long restoration. Photo Jim Short.

Book Review

Pilot's Summer, a Central Flying School Diary, by Frank D. Tredrey ISBN 1 902914 12 0

There are really two aspects to this book written in alternate chapters. The first aspect is the diary of a young Flying Officer undergoing intensive flying training in the Spring of 1935 to become an Instructor and the other contains delightful word pictures of a byegone middle England with horse-drawn ploughs, crowded steam trains and good meals at 3 shillings (15p), as well as life in the Officers' Mess, but it is the flying part of the book that we are concerned with here.

By the Spring of 1935 the RAF flying training was highly organised and according to the author "probably the best in the world". That it had reached this standard was due largely to the methods adopted in the earliest days of the CFS where all the flying instructors were trained and examined to the same standardised syllabus based on Smith Barry's work from 1917 when he was C.O. of the Flying School at Gosport. It is hard to believe now but in the early days of flying training the instructors had hardly any understanding of the basics of flying and most of the training was based on keeping out of trouble in the air. It was the genius of Smith Barry and others which changed this to fully understanding the mechanics of flight and to explore the extremes of the full flight envelope whilst under full control, thus building confidence in one's flying.

Frank Tredrey was an experienced RAF pilot of more than 1000 hours who was seconded from his flying boat squadron to the CFS at RAF Wittering for instructor training. He had joined the RAF at the age of 16 as a Halton Apprentice, afterwards being posted as Engine Fitter. While serving in Egypt he was selected for pilot training and flew in Egypt and Iraq. After a spell on seaplanes he began to wonder whether his flying was as good as it could be and whether bad habits had begun to creep in. From April to July 1935 he was at CFS as part of the 45th intake which included commisioned and non comissioned officers, he finally passed out of the School with the highest marks. He retired from the RAF in 1953 on hearing that he wa about to be promoted to Air Commodore as he realised that that post would effectively mean the end of his flying career.

Initially he found it difficult to learn the standard "patter" and to synchronise the words with his actions on the controls and the reaction of the plane, but he overcame these problems and enjoyed the mastery of the aeroplane. His earlier engine fitter's training did not excuse him from the workshop experience including work on both airframe and engines that they all had to do. Throughout the book one is conscious of the seriousness of the training with frequent repetitions of each exercise until the student had mastered it but, at the same time, a carefree, 'all's well with the world' feeling prevails. Maybe because of the relatively older age of the students there is no mention of wild Mess parties, instead Tredrey recounts walking to the local pub for a "swift half".

If it is possible for an author's wonderfully benign character to shine through the printed page without trying then it does here in this book. The diary of three months in 1935 are recounted with such gentleness and lack of guile that he appears to be the quintessential English gentleman without a care in the world except how to master the patter and to pass the CFI's exam at the end of the course. The fact that by the end of WW2 he had become Deputy Director of Flying Training and was responsible for revising the original instructors' notes showed how well he had absorbed the training.

This is a reprint of a book which, although written in 1935, was not published until 1939 and then only 1500 copies were printed. At the age of 11 Peter Hearne was given this book and it changed the course of his life convincing him to follow a career in aviation which he did very successfully holding a series of very senior posts and being elected President of the R.AeS. and also a Vice President of the BGA with a Diamond badge and over 4000 hours gliding and power experience. Peter Hearne collaborated with Frank Tredrey's daughter to revise this second edition by adding two important appendices on the history of the CFS and the training aircraft in use at that time which included the last two Avro 504Ns, a 1913 design but which was an ideal trainer for the biplane era. By adding background material these appendices put the book into historical perspective for the present day reader who may not have had the benefit of RAF training. There are very good coloured three view drawings to 1/72 scale and also technical descriptions of the main training aircraft used at this time *ie* the Avro 504N, Avro Tutor, Hawker Hart and Armstrong Whitworth Atlas.

Your reviewer was not, unlike Peter Herne, one of the few lucky enough to read the first editions but he is glad of the opportunity to read and reflect on this delightful book.

After Frank Tredrey's death a copy of Peter Hearne's appreciation of this book in Tredrey's own handwriting was found in his effects. What better thanks can one get than that. Buy this book it is excellent.

Graham Ferrier

(Pilot's Summer is available from TLL, Unit 9, Old Boundary Way, Ormskirk, Lancs, L39 2YW, UK. at £15.50 incl P&P (£17.50 for overseas purchasers) Please make cheques payable to Tiger & Tyger.

Alianti Italiani (Italian Gliders)

This is a technical and historical description of all Italian gliders from 1923 to 2000, by Vittorio Pajno. It can be obtained from P.Maccione, via d'S. d'Acquisto No2, 21100 Varese, Italy. Tel/Fax 0332 232387 for the price of £19.50 which includes post and packing.

This is a large "soft back" book which describes Italian sailplanes with beautiful 3-view drawings of 1/50, 1/60 and 1/66 scale. Unfortunately, these drawings do not indicate, in most cases, the internal structures. Opposite these 3-view drawings is a page of statistics and data including numbers built and when they were built. We have been unable to discover this information from any other reference book on Italian gliders. The book is in Italian but it can be understood, with some difficulty, by English speaking people.

The book is in two parts, the first deals with historical events and is amply illustrated with black and white photos. The second has the 3-view drawings and the statistics. Vittorio Pajno is clearly an expert on the subject. The book concludes with the author's own sailplanes, the Tipo V1 of 1987, the Tipo V1/2 of 1992 and the V3 of 1993. These are the latest "state of the art" glass fibre 15m span sailplanes. One of each of the V1 and V1/2 were built, the V1/2 being developed from the V1 and has just obtained its C of A. We feel that the book is definitely worth having. It is produced by the Macchione Editore 2000.

Chris Wills

Obituary

Harold Holdsworth.

From Nigel Hine Ponsford to CW 28.9.2000.

"It is my sad duty to inform you of the death of Harold Holdsworth on 24th September. Harold, who was 92 years young, had been admitted to hospital in Bradford a week earlier having suffered a stroke. He died peacefully in his sleep and is survived by his daughter Mary.

Anne and I had been visiting Harold every 4 weeks or so since 1975 and had last seen him 3 days before his stroke. Although frail, he was still talking about gliding and his days at Sutton Bank with great enthusiasm. A lovely man, he was always modest about his early contribution to the early UK Gliding Movement and, with his passing, an important link with those days has gone.

From Mike Maufe.

I first met Harold when I joined the Yorkshire Gliding Club in 1937 when he was their resident Ground Engineer. His interest in gliding had begun in 1930 when the Bradford Club was founded with a Cloudcraft Dickson Primary (one of many copies of the German Zögling). Harold had been to the local Technical College and optimistically decided to design and build his own glider he called the H1 which he completed in one year. Meanwhile, he started to learn to fly with ground hops in the Dickson on Baildon Moor. Unfortunately the H1, after a few brief flights of up to 25 seconds of "erratic steering", stalls and drifted landings finally came to grief when it dived into the ground. Harold's harness broke, he "burst open" the cockpit and ended up on some rocks.

Harold then made the H2 from the remains of the H1 but had no more success with this. Flying backwards it crashed out of control and he scrapped it for firewood. When the club made a brief expedition to Malham Harold was attempting to fly the Dickson in a strong wind when he was thrown upwards, with a loose waist belt and knocked himself out on the wing, before recovering sufficiently to get his feet back on the rudder pedals in time to make a normal landing. Harold got his "B" certificate in 1933 and broke the club record with a flight of 1min 40 seconds near a thunderstorm. A few days later he stalled badly breaking his arm, nose and teeth. Meanwhile Harold was working hard to build a Hols der Teufel in his uncle's workshop which was normally used to make coffins, these had to be located up in the roof to clear space to work on the glider.

At Easter 1934 Harold pedal cycled all the way to Dunstable and back when he tried to get his "C" certificate but was beaten by the weather. He managed it later in the Hols on his first visit to Sutton Bank. At this time the Great Depression was at its worst and Harold, out of work, went to help Rex Stedman build his self-designed 50ft wingspan two-seater which he was making in his house.

The Yorkshire G.C. was formed in 1934 on Sutton Bank, near Thirsk, from an amalgamation of the Bradford, Leeds, Harrowgate and Ilkley clubs and Harold was asked to be their resident Ground Engineer. At that time the clubhouse, kitchen and bar had unlined walls and no ceiling and water had to be fetched from a trough halfway down the Bank by Harold on his motorbike and the Post had to be collected from Thirsk. Later, when Harold had a Morgan threewheeler, its flaming exhaust could be seen from a long way off when he went up the Bank. *(For those who have never been there the road has a 25% slope and a hairpin bend. Ed).* He was known locally as "I'm on t'top"- a very weird person with a strange job. He was very aware of his humble origins, particularly when more wealthy members started to join the club, who were, in his words "far more conscious of their social position and not given to conversing with the ground engineer". When he left the club in 1939 for a better paid job he joined Chilton Aircraft. He had by then become a licensed ground engineer with certificate number 6 and had flown in the following types of glider: Dickson Primary, Reynard, Hols der Teufel, Falcon 1, Kadett, Grunau Baby, Kirby Kite, Stedman, BAC VII and had been cleared to carry passengers in the Falcon III. He was a very skilled woodworker and cable splicer who competently repaired the frequent crashery whihc occurred in those days. After the war he joined a firm of shopfitters in Bradford and never returned to gliding, although he did once have a flight in a T21 with Tony Maufe during which he chattered nonstop. He had a prodigious memory and in his retirement made many "pen friends" with whom he corresponded regularly on gliding matters and I have about 160 A4 size, handwritten pages of notes from him. He was made a Life Member of the Yorkshire Gliding Club in 1994. My memory of him will always be as a likeable and helpful little man in dungarees with a jacket on top and a flat cap which he put on back-to-front for flying.

Chris Wills adds: Harold built, while working at Chilton Aircraft, the fuselage for the first British Olympia, in a converted hen house. It had been started during the War when everyone in Britain was supposed to be on War work. He had to leave the firm after the Christmas Day 1945 crash of the illegally imported Fieseler Storch, which resulted in the death of the pilot and the firm's Managing Director. The Olympia project was taken over by Elliotts of Newbury and they finally built 150 of them. Harold was widely known in New Zealand and the USA through his letters in which he recorded his crystal clear memory. He worked before and during the war in most primitive conditions on very little pay. We shall all miss him very much. I, like Mike Maufe, have kept all his letters. His loss is very great to us. We send all our sympathy to his daughter Mary Anne and to his many freinds.

Information Please

In the last issue we printed a picture of a model of a biplane glider and asked if anyone knew what it was. I might have realised that one of our ever-knowledgeable members would know the answer and, sure enough, Willi Schwarzenbach rang from Switzerland with the information that it was an early Spalinger design from 1928 called the S-10 Zurivogel. It was a two-seater especially for instruction with dual controls and a wheel. It had an all-up weight of 350kg and one was used for 5 or 6 years giving launches from a car tow. The model was built and flown by Dave Pullinger. Thanks Willi. *(Willi was followed by several others all giving the same information – including further details of the model builder. Thanks to you all Ed)*

ENTRY LIST TO IVSM 2000. FROM PAGE 9

		Type.	Year
Rolf Algotson	Sweden.	Phoebus B	1968.
George Applebay	Moriarty NM.	Humming Bird	1953.
Robert Armstrong	Rawlings MD.	Schweizer SGU 1-19	1946.
Bruce Barrett	Pasadena MD	Schleicher Ka-6CR	1959.
Dennis Barton.	Gainsville.GA.	EoN Olympia	1947.
Bill Batesole	Ludlow VT.	Schweizer SGS 1-26.	1956.
Jeff Byard	Artascadero CA	Schweizer TG-2	1941.
Walter Cannon	Palo Alto CA.	Schweizer SGS 1-21.	1947.
Dean Carswell	Midlothian TX.	Slingsby T.21b	1951.
Bill Cloughley	Severner Park MD	Schleicher Ka-4	1956.
Seth Coulter.	Address unknown	Schweizer SGS 1-23H	1955.
Lee Cowie.	Jonesburg MO	Slingsby T.31B	1952.
Robert Gaines,	Marietta TX,	Mu 13D-3	1943.
Dean Gradwell	Jacksonville OR	Schleicher Ka-6E.	1965.
Robert Graves	Park Forest IL.	MG 23SL	1963.
Jack Hilton.	Alexandria VA	Pratt Read LNE-1	1943.
Donald Hobel.	N.Tonawanda NY.	Schweizer SGS 1-23B	1952.
Lewis Hull.	Southampton PA	Schweizer SGS 2-22	1946.
Lars Johannesen.	Newcastle DE	Swedish JS Weihe	1945
John Kalinowski	Wilmington DE	LK-10A	1943.
J.C.Kellett	Winchester VA	Open class Cirrus	1968.
Stephen Lindenbaum.	Marietta GA.	Austria SH-1	1961.
M & H Soaring.	Elmira NY.	Bergfalke 2.	1952.
Tim Mara	Jamestown NY.	Skylark 4	1962.
Peter McClean	Worthington MA	Schweizer SGS 1-23H.	1955.
NSM flown by Walter Canon.	Elmira.	Schweizer SGU 1-7	1937.
David Ochsner	Clinton Twp.MI	Schleicher KA6 BR	1958.
Alan Patching & Co.	Australia	Golden Eagle	1936.
Neal Pfeiffer	Wichita KS	Schleicher KA-6BR	1958.
Marita Rea	Suffolk VA.	Schweizer SGS 1-26B	1956.
Richard Sawyer,	Canada	Skylark 3D	1959.
Leopold Schober.	Canada	Breguet 905S Fauvette	1958.
Jan Scott	Lovettsville VA.	Slingsby T.49B Capstan	1968.
James Short	Lockport IL	SH Discus	1988.
Justus Taylor.	North Pownal VT	Schweizer SGS 1-23D	1954.
Herrie ten Cate.	Canada	LK-10A	1943.
Albert Uster.	Potomac MD	Moswey 3	1943.
Jack Wyman	Manchester MI	Franklin PS-2	1933.
Total 38.			

ENTRY LIST FOR 28TH VGC INTERNATIONAL RALLY FROM PAGE 10

GERMANY.			36. Mg 19A STEINADLER	BGA 2903	C.Wills
1. WEIHE 50	D-0084	Gerhard Allerdissen	37. KITE 1	BGA 400	Peter Underwood.
2. MINIMOA.	D-8064	Adalbert Schulz	38. KITE 1	BGA 310	Tony Maufe
3.GRUNAU BABY 3	D-6004.	Gerhard Hasenbank.	39. BAC-7	BGA 2878	M.Maufe (not flown).
4. CONDOR 4.	D-6043.	Dr Harald Kämper.	40. SCUD 3	BGA 684	Ted Hull
5. CONDOR 4	BGA 2292.	Jochen Kruse.	41. GRUNAU BABY 2B	BGA 2433	Laurie Woodage.
6. T.21b	BGA 3195.	Klaus Schickling.	42. GULL 3	BGA 3825	Peter Philpot
7. WEIHE	D-8866	Oswald Dickau.	43. GULL 4.	BGA 565	Eric Arthur
8. L-SPATZ	D-4308	Erhard Pfrommer.	44. KRAJANEK	BGA 655	John Dredge.
9. WEIHE	D-3654	Dr Gerd Hermjacob	45. KA-2B	BGA 6172	Malcom Wilton-Jones.
DENMARK			46. LUNAK	BGA 4286	Graham Saw
10. 2G	OY-AVX	Johannes Lyng	47. PETREL	BGA 650	Graham Saw
11. GRUNAU BABY 2B	OY-AXO	Ove. B. Hillersborg	48. NORD N.2000	BGA 2840	Barry Smith.
THE NETHERLANDS.			49. EoN OLYMPIA	BKS	Norman Woodward.
12. GRUNAU BABY 2A	PH-801.	Peter Deege	50 KITE 2.	BGA 663	Bill Tonkyn.
13. T21B	PH-1045	Willem den Baars.	51. KITE 2	BGA 689	Peter Warren.
14. KA-3	D-1655	Edwin Drieszen.	52. HUTTER H.17A	BGA 490	Nick Newton.
15. PHOENIX T	PH-949	Hans Disma	53. HUTTER H.17A	BGA 1934	John Lee.
16. T31.	BGA 3181	Jan Forster.	54. MU 13D-3	BGA 2267	Geoff Moore.
17. KRANICH 2B-2	PH-103	Neelco Osinga.	55. SG 38 EoN ETON	BGA 3214.	Geoff Moore
18. T.21B	BGA 3225	Bob van Aalst.	56. SKY	BGA 4670	John Tournier.
19. Ka2b	D-9163.	Thomas van De Ven.	57. SKY	BGA 698	Brian Middleton.
20. GOEVIER 3.	PH-207	Jan Vermeer.	58. MOSWEY 3	BGA 2474	Max Bacon
21. Ka-4	PH-354	Bert Strijks.	59. ELFE PM 3	BGA 4723	Graham McLean
SWITZERLAND			60. HARBINGER	BGA 1091	Austen Wood
22. SPALINGER S.18-3	HB-411.	Willi Schwarzenbach.	61. OLYMPIA 463	BGA 1394	Derek Phillips
23. ELFE S4a	HB-1199	Lilli Grundbacher.	62. T.21b	BGA 2351	Mike Powell
24. Ka-7	HB- 653	Jacques Beguin.	63. SWALLOW	BGA 3823	Ray Whittaker
AUSTRIA			641. SKYLARK 2	BGA 724	David Cornelius.
25. L-SPATZ	OE-0362	Franz Havlicek	65. T.31	BGA 3272	Neil Scully.
ITALY			66. M.200	BGA EQX	R. Pettifer
26. CAT 20	I-ZAGO	Carlo Zorzoli	67. FAUVETTE. Br.905	BGA 2195	Andrew Jarvis
JAPAN			68. GEIER 1.	BGA 2557	Alastair Raffan.
27. HAGIWARA H-22 B-3 JA0187 "Momonga"(=Flying Squirrel).			69. SKYLARK 4.	BGA 1104	Robin Worters.
28. HAGIWARA H-23 C-2 JA2064. Both owned by Suwashi Glider kyukai, and are the first Japanese gliders we have seen at one of our rallies.			70. L-SPATZ	BGA 2276	Vernon Jennings
FINLAND			71. T31(Blue Brick)	BGA 1376	Colin Anson.
29. Ka-2b	OH-171	Kari-Pekka Jarvinen.	72 SB-5B	BGA 2690	Ron Davidson.
FRANCE.			73. PREFECT	BGA 2333	Bob Sharman.
30. KA-4	BGA 4116	Didier Fulchiron	74. Ka6CR	HPQ	Martin Ewer
31. M.200	F-CDHC	Didier Pataille	75. Ka2B	BGA 2147	P & J.Harmer
USA					
32. SCHWEIZER 1-26A N3856A		Linn Buell			
BRITAIN					
33. RHOENSPERBER	BGA 260	Francis Russell			
34. RHOENBUSSARD	BGA 337	C.Wills			
35. KRANICH 2B-1	BGA 964	C.Wills			

We wonder if the much greater number of gliders announced as entered beforehand (120) might have put some people off from joining us? *(But 75 is still a wonderful number. Chris Wills spent a very long time compiling this list single handed while flying and looking after his three gliders. We apologise if anyone has been missed out. Ed)*

Letters

From Michael Maufe
I recently paid a visit to the Manchester Airport Museum and Archives where I had a very warm welcome. They have a huge collection of documents, photos and relics covering the history of the airfield since it was opened in 1938, but would welcome more.

Many of these concern the years 1940-1942 when it was occupied by the RAF Central Landing Establishment, later the Airborne Forces Experimental Establishment. There are photos of civilian gliders impressed into the RAF and the demonstration flights during Churchill's visit of inspection in 1941 etc.

I thought, when I walked into the large room containing all these exhibits, that it had a familiar feeling and realised that it had been the Officers Mess when I had been there 60 years ago!

If any members of the VGC are interested in a visit they should contact the Museum Archivist, Mrs Patsy McClements, Tel 0161 489 3474 (Fax 5359)
Note: the Museum is within walking distance of Manchester Airport Railway Station.

From Silvia Schäfer, Edelmanns Weg 7, 71717 Beilstein, Germany. 26 August. (Translated by Inge Newton.)
Dear Inge and Nick (Newton)
Dear Friends in the VGC, Thank you very much for your good wishes and all your concern. The tumour was removed in a lengthy operation and the lesion on the skin successfully replaced by a donor bone graft. For the next three months I have to walk with crutches to let the bone heal. I was able to leave hospital on the 24 August and was transferred to a rehabilitation centre to restore function to the leg. There is a possiblity I might have to have chemotherapy, but this has not been decided yet. Altogether, I am feeling much better now.
We would like to thank you all very much for your efforts with regards to the caravan. We were very touched that there had been a collection in Tibenham to replace the costs we incurred. we were much more upset about the unfair reaction of Mr Greentrees (of Greentrees Caravans) than the actual financial loss.

We feel that all VGC members should benefit from this generous collection and we therefore decided to increase the sum to £250 and donate this to the VGC. We enclose 2 Eurocheques for banking with the VGC. Thank you all very much again. Silvia Schäfer mit Uli Grau, Otto und Martha Grau. *(Hon Treasurer Austen Wood has banked the cheques and sent our thanks and best wishes to Silvia. Ed)*

WANTED.

Badin Venturi 200 to use with Badin ASI 101 in Fauvel AV36 (Wassmer built in 1955) and also Rings for "V" cable. I would also like details of the airfield trolly. Has anyone fitted a wheel to an AV36 (not AV361) as I would like to take off from a sandy beach. Ian Dunkley email ian_dunkley@pgen.net"

For Sale

Small advertisements are free to members and are charged at the joining rate for non members (see centre pages). Send your adverts to Graham Ferrier, address below.

Light weight Winch Cable used during the International Rally at Tibenham only. 2x 1500 metres of 3.5mm cable. £??? Contact Michael Powell, VGC Hon Sec.

Briegleb BG 12-16 Unique American designed all-wooden classic glider, skilfully built, strong construction (+10G) of a high-performance single-seater from the sixties. Believed to be the only Briegleb in Europe. Homebuilt in Belgium from imported plans and parts. First flight 1977, stored for 10 years then fuselage, control and instruments refurbished/overhauled in 1977. Very nice condition, hardly flown (75starts, 50 hours!) Very good performer: equals glass-fiber club gliders from the early seventies. Glide ratio 34-36:1 at 90km/hr, min.sink 0,68m/sec, 145km/hr= 2m/sec. Tech doc and article from J.Ewald can be sent on request. Test-flying possible at Amougies, Belgium(EBAM). Belgian C of A and registered. Metal enclosed trailer, new wing covers. 200,000BEF, 3,200GBP, 33,000FF, 5,000EURO or 4,700USD. J.Hanssens, Bodegemstraat 168, 1700 Dilbeek, Belgium. Tel 32(code for Belgium) 2 569.77.93.

Olympia 463. Good home wanted for this under-used Oly 463 which is in good condition with servicable and dry metal trailer. Panel including XK10 and GPS 55. Nose and winch hooks, and all directives up to date, new fabric on wings and tail. C of A to October 2000. £2750 ONO. Tel Steve Thompson, 01403 891752.

Prototype Slingsby Dart 15m wooden spar, Audio Vario, Radio, Oxygen, C of G hook, Fuselage re-covered and repaint 1999, Alum Trailer. Offers. Can be seen at Seighford.
Geoff Oultram Tel 01619738418

EoN Olympia built in 1949, ready to fly and in very good condition. Fully reconditioned in late 1994 and only 17 hours flying since. Total hours flown circa 1500. Instruments include ASI (0 – 250 Km/h), Altimeter; two needles (0-5000m), Vario (+/- 5m/sec) Vario (+/- 30m/sec) compass, turn and bank indicator. No trailer available. 120,000BEF (circa 3,000 Euros) Located in Belgium at Theux-Verviers, (30 Kms east of Liege) Contact Paul Bourgard, Rue Houlteau 57, B 4655 Chaineux-Herve, Tel/Fax 32 87 44 52 44.

Berfalke III, 2 seat trainer with K13 performance. C of A. 2 axle trailer and fittings. £2000 for quick sale. Also available Barograph and Irvine parachute. Tel N.Neil 01280 702269

Various spares for Slingsby T31 including Tailplane and Elevator, Rudder and Fin, Ailerons and operating mechanism, various skids for T31, Tutor etc. Offers for all or parts. David Bramwell Tel 01908 263493.

Kirby Kite 2A "Percy". Excellent flying condition, 8 hours flown at VGC International Rally at Tibenham. Very good, dry vintage trailer. Must go to caring owner(s). £2500. Peter Warren, Tel 01785 602186

Ferranti Mk 6 Artificial Horizon, with Invertor. £275. Peter Warren Tel 01785 602186

The one and only Harbinger. As seen flying at Tibenham. An excellent and historic vintage two seater with enviable performance. Complete with instruments, good metal trailer and full history. £6950. Austen Tel 0161 487 4522 or Geoff 01709 369678.

OLY 463 BGA No 1389. With usual instruments plus Cook audio vario, robust trailer and parachute. Completely overhauled including the wing modifications. C of A until April 2001 £2500. Bob Gibson 01926 842077.

Slingsby Skylark 4 Very good condition with standard panel and radio. Good metal trailer and two-man rigging aids. £3500. Call Trevor Moss 01295 720744

BAC VII Designed in 1931 for auto-tow training. It was Britain's first two-seat glider, the first to be aero-towed and was flown cross-country by Eric Collins in 1933. This is a recently built replica of a famous type, its wings and tailplane being from a BAC Drone (the motorised version of the glider). The fuselage, undercarriage, etc were built by Mike Maufe from an original set of blue prints. This glider first flew in 1991; it soars well and has flown for nearly 40 hours. Offers above £4000 (to include a custom built closed metal trailer) to Mike Maufe Tel 01943 608910 or Tony Maufe on 01603 872737.

Olympia 2b, DPU, New C of A, re-covered with blue and white starburst on upper surfaces, full instruments, excellent condition, with aluminium trailer. House moves forces sale of this much loved glider. £2500 ONO Tel Alex or Christine on 01553636585.

DFS Meise BGA 449 with its home built trailer. Offers to Pip Phillips, Boswens, Wheal Kitty, St Agnes, Cornwall, TR5 ORH. Tel: 01872-552430 or 01726-842798. BGA 449 was the only German Meise,with five other German gliders, to be handed over to civilians, from the RAE Farnborough, in 1946. At that time, much work was done to it to make it airworthy. BGA 449 then went to the Newcastle Club, where more work was done to it. Among those who flew it there were Arthur Burningham and Andy Coulson. It was then sold to Frank Foster at the London Gliding Club. After Frank's untimely end, when his Vicount was rammed by an Italian jet fighter in clear air over Italy in 1959 (there were no survivors), it was sold to a syndicate at the London Club. Pip Phillips bought it from them and it went to the Cornish Club at Perenporth, where it still is. It will need some reglueing. BGA 449 was one of the 601 Meises built by Ferdinand Schmetz's firm at Herzogenrath, Aachen during wartime. It was built in 1943. Everybody used to say how well it flew.

Kranich 2B-2 BGA 1142, Mraz built in 1942. With wooden covered trailer. This aircraft was imported by the RAF from Germany for sale to civilians during the early 1960s. After flying from the Newcastle site on Carlton Moor, it was acquired by Mike Russell for his Russavia collection. It requires another 2 – 300 hours of work and fabric covereing. It has been stored in its trailer under shelter at Henham, near Bishops Stortford, and has been kept dry. Offers should be made to : Mike Russell,The Old School, 80 Holt Road, Field Dalling, NR25 7LE. Tel: 01328 830518.

Scott Viking 1 BGA 416. This received its first BGA Cof A. in June 1939. It is the last of the 4 Viking 1s built from 1938. It has been kept airworthy and watched over for years by Lou Glover, of "Gliderwork", Coventry Gliding Club, Husbands Bosworth Airfield, near Lutterworth, Leics,LE 17 6JJ Tel.:01858-880521.

Slingsby Type 13 Petrel 1938. BGA 418. Offers to Ron Davidson, The Patch, Poultney Lane, Kimcote, Lutterworth, Leics LE17 5RX. Tel:01455 553362. Reason for sale. As Ron is out of the country gliding in New Zealand and Australia during at least 6 months of the year, he has no time to look after it. BGA 418 is in its trailer on Husbands Bosworth airfield and news concerning it and Ron might be discovered from Lou Glover of "Gliderwork", at the above address and telephone number.

Jaskolka which was set on fire in its trailer, and the drawing plans for its repair, are to be disposed of. The most serious damage seems to be in the area of the main wing fittings in the fuselage. The wings are damaged at their half spans. Contact is : Chris Tonks, No 12 Brushwood Avenue, Clwyd CH6 5TY. Tel: 01352 762783. The type held 15 World records during the period 15th May 1954 to 16th May 1960.

The Lasham Slingsby T.31. BGA 3229 is reluctantly up for sale with Aluminium trailer, new C of A, very good condition. £3000. Ian Smith, see below.

Ka-4 Rhönlerche. Free to good home. Various parts including wings, fuselage, tailplanes rudders, struts etc. All the components are there to create a complete aircraft. Offers for these two gliders to: Ian Smith, see below.

Rare Book, British Gliders and Sailplanes 1922-1970 by Norman Ellion. As new condition, £40.00 +P&P Ian Smith "Glenvale", 20 Kingsmede, Hordean, Waterlooville, Hants. PO 8 1TN. Tel- 01705 592839.

Slingsby Swallow XT 653, historic glider in early RAF markings, semi aerobatic, seen at many VGC rallies. See below:-

Slingsby T31 in Air Cadet markings. Both gliders sold with new Cof A and in excellent condition, also many spares. Instruments; metric ASI, Altimeter (Winter), TM6 radio. Contact David Shrimpton Tel 0174

WANTED

Horsa Rudder Drawings Numbers 639100 to 639130 and numbers 639800 to 639845. All information welcome. Raymond van Loosbroek, Deken van der Cammenweg 19, 5384 LV Heesch, The Netherlands. Tel (0)412-451401

Slingsby T21, flyable or damaged, preferably with trailer. Phil Burton Tel 01986 895314

T21 ailerons, any other items for re-build project. Contact David Shrimpton Tel 01749 841084 or email margarethjames@cs.com. 9 841084 or e-mail margarethjames@cs.com

T21 ailerons, any other items for re-build project. Contact David Shrimpton, Tel 01749 841084 or e-mail margarethjames@cs.com

Front Cover. *Linn Buell briefing Sandra Gillmeister in the Schweizer 1-26 at Tibenham. Photo Alan Self*

Rear Cover. *Brian Middleton's Sky at Tibenham caught by Vincenzo Pedrielli in the M200 flown by Didier Pataille*

Published by: The Vintage Glider Club
Wings
The Street
Ewelme
Oxon OX10 6HQ
Tel: 01491 839245

Editor: Graham Ferrier
41 Oakdale Road
Downend
Bristol
BS16 6DS
Tel: 0117 9490 509
E-mail: graham@ferrier73.freeserve.co.uk

Disc conversion, text massage, page assembly, black and white halftone production, design and consultancy, by Roger Booth Associates, 46 Keymer Road, Hassocks, West Sussex BN6 8AR, UK.
Tel: +44 (0)1273 842244 Fax: +44 (0)1273 842246. E-mail RogerBooth@rogerbooth.co.uk



XK10 "CLUB" VARIOMETER
- Audio codes climb rate
- No Flask Required
- AVC on Down Tone
- Gust Filtering

£249



DEDICATED AVERAGER OPTION
- Battery Volts
- Three Averager Modes
- Thermal Total Average
- Speed to Fly
- Climb/Cruise Mode
- Auto Shut Down Overnight
- High Sink Rate Alert
- 0 – 5kts Wave Mode

£149



REPEATER METER OPTION
- 60mm Mounting
- No Mods Required
- Loom Included
- Metric Version 0–5m/sec

£89

XK10 "CLUB" VARIO SYSTEM

★ *Over 500 units in use in the UK alone*
★ *Metric export model available*

from Cair Aviation Ltd.

"You can bank on us"

Prices shown exclude VAT and carriage

♦ **New Instruments:** PZL Expanded Scale ASI's. 1.5 Turns 0-140kts £109, 1.75 Turns 0-200kts £119, PZL Zero Reset Varios, Flask and Ring, 80mm (Glider) £189, Extended Scale (Motor Glider) £189, 57mm (Glider) £219, PZL T.E. Unit £19.90, 12V Mini T/S £211, Sensitive Altimeters £149-£153, PZL Altimeter £89, Mini Accelerometer £159, IFR Pedestal Compass £49, CM24 Bullet Pedestal Compass £49, LC3 Panel Compass £47, PZL Panel Compass £47, Vertical Cord Compass £139, T/S Converter £18.00 ♦ **Surplus Tested Instruments:** Horizons with new Solid State Inverter, Ferranti Mk6 £319, Mk14 (Coloured Display) £349, 80mm Glider rote T/S £89, Mini Americon Glider rate T/S £249, Mini Accelerometers £89 ♦ **Radios:** ICOM A3E £266, A22E £290, Delcom 960 £219.90, Delcom 960 Panel Mount Version £247.90, Mobile mag mount aerial £25, Glider Battery Charger £19.90 ♦ **Parachutes:** SK94, Type Certified, C. of A. Rapid Opening, Low Descent Rate, Steerable, Comfortable, Lumbar Support, Bag, £509 ♦ **BGA Approved "Ottfur" Releases:** Original New "Ottfurs" £169, Latest "Ottfur" for modern gliders – Aerotow CW400 series £169, C of G CW300 series £199, Exchange with latest modifications £89, Spring Kits all series £5.00.

Colin Street, 1 Questen Mews, Copthorne Road, Crawley, West Sussex RH10 3PA. Tel +44 (0)1293 888185 Fax +44 (0)1293 881764
cair@aviationltd.eurobell.co.uk

"OTTFUR" B.G.A. APPROVED RELEASES

The original "Ottfur" release for vintage gliders incorporating the latest modifications
New £169. Exchange Service £89
The new "Ottfur" series for the modern glider
CW400 Aerotow Series £169
CW300 C of G series £199
All prices plus carriage and VAT

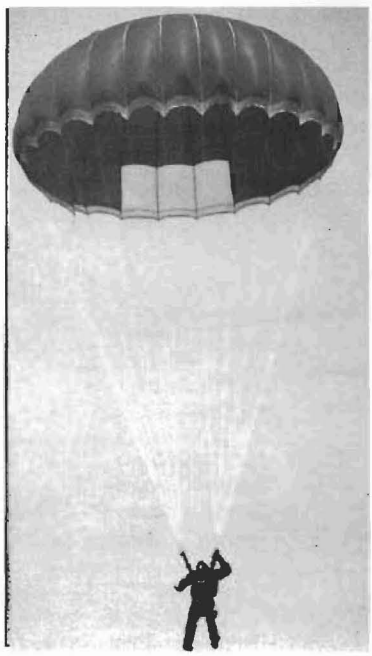
CAIR AVIATION LTD

SK94 EMERGENCY PARACHUTE

The SK94 emergency back parachute has been specifically designed for the needs of pilots of gliders, balloons and light aircraft. It provides rapid safe opening combined with a low descent rate coupled with an effective steering system. This latest state of the art soft backpack parachute designed by W. Budzinski, features a rapid opening two pin release 24 gore canopy. The principal parts of this low descent rate canopy are constructed in zero porosity American fabric. The steering system (patent applied for) provides easy and rapid response and is controlled by two hand ring grips. The pack has been designed for comfort on long flights, and has a hook free slim profile to allow a rapid and clean evacuation. An adjustable lumbar support is provided as standard.

Specifications

- Two Pin Release
- 24 Gore Canopy
- External Pilot Chute
- Three Point Harness
- American Zero Porosity Canopy Fabric
- 20 Year Life
- Jump Life subject to 'On Condition' Inspection by an approved packer
- Rate of Descent (ISA Conditions)
  @ 100 kgs = 4.4m/s @ 70kgs = 3.6m/s
- Parachute Horizontal Forward Speed = 4 kts



Specifications

- 360 degree steering turn rate = 12 seconds
- Minimum Safety Height with immediate opening:
  (a) with zero horizontal speed (ie Balloon) = 80 metres
  (b) with a horizontal flying speed of 70 kts = 70 metres
- Recommended maximum deployment speed = 150kts
- Pack Dimensions: Length 600mm, Width 400mm, Depth 85mm, Normal Tapering
- Weight 7.5kg Nominal
- Designed and Manufactured in Poland by Air Pol Ltd to comply with US Standard TSO 23c
- Type certified
- UK Design Registered
- Price including carrying bag **£509**

Agents-Europe

Anglo Polish Sailplanes Ltd
1 Burberry Close
New Malden
Surrey KT3 3AR
England

Tel 020 8942 7779
Mob 0402 636141

Agents-Europe

Cair Aviation
1 Questen Mews
Copthorne Road
Crawley, West Sussex
RH10 3PA
England
Tel +44 (0)1293 888185
Fax +44 (0)1293 881764

