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VGC News

No. 103 Summer 2001



http://www.vintagegliderclub.org.uk

DIARY DATES IN 2001

Location & Date	Contact
9-17 June	Black Forest, Blumberg, Germany Contact Heinz Nierholz. Tel/Fax: 0049 7703 681 neirholz@gmx.de
7-15 July	Oldies but Goldies, Jami, Finland, Contact Risto Pykala, rpykala@edu.lahti.fi
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 aeroklb.zbraslavice@worldonline.cz, vgcir2001.zabl@quick.cz, www.zbraslavice.vztlak.cz VGC Annual General Meeting will be held on 7 August at 7pm.
15 to 26 August.	at the Chauvigny Club, Holiday Rally JP Bénard Tel/Fax 03 22 26 85 12
Late August (3rd or 4th week)	50th Anniversary Oxford GC contact: David Weekes email David.Weekes@booker-tate.co.uk
Saturday 5th October	VGC Annual Dinner, Dunstable, contact Laurie Woodage, see page 4

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

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VGC News

No. 103 Summer 2001

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http://www.vintagegliderclub.org.uk

Vintage Gliding is Fun Gliding

CHAIRMAN'S REPORT

Easter holiday provided just the opportunity we needed to get away from a wet and dreary UK. Sitting side by side the wind rushing through our hair and the sun beating down, we had been going for some hours. An unmistakable shadow suddenly passed overhead causing us to turn. Swinging the Morgan off the motorway we raced up the nearest track leading to the airfield, arriving at the launch point just in time to see the T21 glide silently and majestically onto Spanish soil. Our newest Spanish members, Encarnita and Carlos leapt out of the cockpit and recognising us by the "English" car invited us to fly with them on the nearby Somosierra mountain. The T21 had been acquired from the UK just two years ago and transported to Spain where with help from VGC member John Smoker it had been overhauled and given a British CofA. John subsequently then helped them to learn to fly it and we were to be amongst the first to fly the glider since its overhaul. After the wonderful surprise of meeting up so unexpectedly we left Somosierra to visit the gliding site at Ocana and finally the Mediteranean town of Mojacar where we found only microlights flying. Before returning home we were invited by 'SENASA', the State Society for Aeronautical Education, to visit the gliding site at Monflorite near Huesca, just south of the Pyrenees. This is a famous Spanish gliding site and one ideally suited to our vintage theme having many permanent facilities for both families and gliding. Back home, our Secretary Mike Powell has decided to have a rest and pursue wider aviation interests whilst Graham Ferrier, having served as Editor for some years has decided he would like to pass on the practical aspects of editing the Newsletter to someone else. Graham has said that he will continue to provide help to anyone taking on the job to ensure that the quality of the Newsletter is maintained. In the short term we are fortunate in having a volunteer who's name will appear in the next Newsletter (however if there are any other persons interested please let myself or Graham know). I am sure members would like to thank both Mike and Graham for their contribution to the running of the Club and to wish them well for the future.

At the recent committee meeting held at the West London Aero Club we welcomed Peter Chamberlain of Outward Bound Trust (Haddenham) who has taken on the mantle of Secretary and Peter Underwood, VGC Member and Senior BGA Inspector, who has attended the first BGA Technical Committee meeting on our behalf. Peter is ably assisted by

Peter Harmer who also volunteered to assist with technical matters. The willingness of members to find time to assist with the running of the Club is a sure sign of the importance members attach to our very existence. Indeed the current enthusiasm shown for vintage gliding augurs well for the future of our movement.

David Shrimpton, Chairman

PRESIDENT'S CORNER

The winter has passed and also the horrific Spring. I wish all our members good luck and good flying in super weather, for 2001.

As reported in our last VGC News, No 102, the old German Gliding Movement of between 1930/45, had over 18,000 gliders built for it. They almost all came to their end in 1945 and afterwards.

Our VGC has attempted to bring back just a very few of them as momentos of the past. The aim was achieved in Britain and, we are glad to say, there are ample signs of it being brought back in Europe. A new Reiher 3, a new Musterle as well as two Kranich 2s and, we hope by now, a new Habicht have flown in Germany. We still can look forward to seeing a new Minimoa 36 in Holland, which has almost become Bob Persyn's life's work, and a restored original Mü 13D in Denmark. Still scheduled to reappear in Germany are another Minimoa 36 and 2 Hü. 28-2s while soon to be finished at Dunstable is the Minimoa, BGA 1639, after a lengthy restoration by Peter Underwood.

Our members are still accomplishing far more than we could have expected of them when the VGC first started in 1973. The Czechs, and we believe the Poles, are restoring their postwar wooden gliders, and Polish gliders in the former East Germany are being sent to Poland for magnificent restorations. The Austrians and the Poles have not yet appeared in force at our International Rallies but we have this to look forward to. There is no sign yet of the might of Polish prewar gliding but we have informed our members at Gliwice as to where drawing plans of the Orlik, Komar, Salamandra and Wrona can be found. (They are in the Belgrade Air Museum on Belgrade's Airport.)

I wish to thank Graham and Joyce Ferrier for their great work on our VGC News, which has constantly improved. They now feel after many years of work, that they would like a well earned rest... They certainly deserve it.

I hope to see many members in the almost certain good weather of Zwickau and Zbraslavice. *Chris Wills.*

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Club News

A PRESTIGIOUS AWARD FOR OUR PRESIDENT CHRIS WILLS

Chris has been awarded the Pirat Gehriger Diploma for services to gliding by the International Gliding Movement. The Diploma, created by the FAI in 2000 is in memory of Pirat Gehriger, the first President of the International Gliding Commission (IGC) and then the Commission Internationale de Vol à Voile (CIVV) and it may be awarded annually for eminent services to international gliding. This is the first time it has been awarded and Max Bachman of Switzerland was also honoured.

Below follows a copy of the recommendation text submitted by Max Bacon based upon which Chris was awarded the diploma.

Award of the Pirat Gehringer Diploma to Chris Wills

Within the international gliding movement, the Vintage Gliding Club is now well recognised as the main guardian of our history, collecting and retaining glider plans and other documents, also restoring vintage gliders so they can be flown by pilots, many of whom were not born when the gliders were built.

The Vintage Gliding Club was the first oldtimer club to be formed with a truly international structure and membership. Christopher Wills, the son of World Champion Philip Wills, was the initiator of the Club's formation in 1973 and has remained its very popular President throughout. His talents and dedication have been the essential factor in making the Vintage Glider Club such a success. Chris is an accomplished musician, he is able to speak five languages *(Chris says "perhaps four" Ed)* and has a warm personality. These attributes have enabled him to encourage and motivate gliding enthusiasts the world over, to join him in the work of discovering and saving long lost and missing information. He has collected and archived an enormous number of documents and photographs and is always prepared to share his collection and knowledge with fellow enthusiasts Worldwide.

Without Chris Wills' hard work and leadership over more than a quarter of a century, our glider history would undoubtedly not have been properly documented and many classic gliders would not now be flying. He has worked tirelessly without seeking the limelight and so is probably little known amongst contest pilots.

Nevertheless, he has contributed enormously to our sport and it is accordingly strongly recommended he be awarded the Pirat Gehringer Diploma by the Federation Aeronautique Internationale.

Changes to the Executive Committee

The present committee has been unchanged for several years but in February Michael Powell reluctantly resigned his post as Secretary having served the Vintage Glider Club in this role for several years. He will continue to support the club in many ways including writing restoration articles for VGC News, the inspection and certification of vintage gliders, advice and guidance on restoration projects, developing links with the Air Training Corps and not least of all, completeing his current K6CR project. We thank Michael for his hard work for the VGC and welcome Peter Chamberlain who has agreed to undertake the role of Secretary at short notice.

From the Editor

I shall not be standing for re-election at the AGM and so this will be the last VGC News I will put together after carrying out this task since issue number 87 in Spring 1996. The reason is that having had surgery on both eyes in the past two years I am reluctant to spend too much time staring at the computer screen and anyway, I am 75, and feel I have done the best I can in the job and it is time someone younger brought some fresh ideas along. A computer-wise volunteer is wanted to take up the onerous and challenging task of producing what has evolved into an interesting magazine thanks mainly to some very good contributors. The ability to read French, German and Italian would be an advantage as there is correspondence and magazines in these languages; the new Editor, when appointed, will be able to call on me for help if needed.

I would like to thank all those who have helped to make the task easier and at the same time educational, especially Chris Wills who is a mine of information about gliding and seemingly has photographs of every conceivable glider and pilot since the 1920s; he is also very knowledgeable about a host of other subjects. Although not a member, Roger Booth has helped enormously by bringing his professional experience to bear on the News and his suggestions have always been helpful. I still hope to attend a few rallies, have rides in two-seaters if offered and will read the VGC News avidly.

Graham Ferrier

Treasurer's Report

This is a relatively quiet time since members renewing have by now paid their subscriptions. It is however very nice to see the continued and somewhat increased fresh interest from new members.

I must ask you all to ensure that the form you return to me with your subscription is written absolutely clearly and where payment is by credit card the card number must be clear and accurate. Only one wrong or mistaken figure causes not only me but also our Bankers much extra and unnecessary work. All subscriptions should be sent to me and whilst our Membership Secretary does not refuse any sent to him it only means he has to forward them to me, thus increasing work and expense, so please in future *all subscriptions to me*.

Enclosed with this magazine are the accounts for the year 2000 which I hope you will all find satisfactory and for which we are once more greatly indebted to Mike Stringer for the trouble he takes on our behalf in checking and preparing them each year. *Austen Wood Hon. Treas.*

(Austen has had a note from a young lady who says she has had a lot of trouble with her Tax returns; ps "Shall I leave the Country?", pps "I think I am losing my marbles", ppps Re Tax, have you any drawings of the Colditz Cock Glider?" *(Oh Dear the troubles some people do have. Ed)*

Important Dates

The Annual General Meeting of the VGC will be held during the 29th VGC International Rally at Zbraslavice on Tuesday 7th August at 7PM. The Nomination form and Agenda are included with this issue.

From the Membership Secretary.

To those members who received the last magazine on which the address carrier showed their subscription membership expiry date as December 2001, where in fact in some cases it should have shown December 2000. This was caused by our printer with a computor error. I pass an apology to say that this will not happen again and thank everybody who responded to my letter pointing out the error on their address carrier front and have now renewed their subscriptions. Any unpaid renewals outstanding not made by the time this magazine is posted will delay magazines sent to those members which further adds to the cost of postage.

I still need more names and contacts of local group leaders of vintage glider groups in some areas, this is useful to newer members for me to pass to them, to enable these people to contact and join these groups for benefit of themselves and for the groups to expand. Please send me your useful information quickly as possible.

The question of family membership (all living at the same address) is to be raised at the AGM in August and if the change is approved it will enable all family members to have the benefits at a cheaper cost.

Due to the Foot and Mouth epidemic, cross country flying has been banned in the UK since February to prevent any risk of spreading it further. At the time of writing this in late April, most of us are lucky enough to be flying locally at our home Clubs and, although some are closed down, their members have been visiting other Clubs. Some good flying days are here in the Spring already, vintage gliders are taking full advantage by flying locally, so pass the word around, ***Vintage Gliding is Fun Gliding.***

We can only hope this disease will soon pass with friendly farmers back in business and that members will again meet at the rallies planned this year.

Geoff Moore

Congratulations to Ron Davidson (membership number 6.) We read in S&G that he has recently broken the UK out and return records with a flight of over 750kms during his winter in Australia. He was, though, flying his LS8.

Lost

At Tibbenham during our 28th International Rally, a Czech Republic Flag and an American Flag went missing. The Czech flag may have been removed after our Czech visit when it was put out to make the Czechs feel more at home. Both flags were used to add colour to the proceedings. If anyone has these flags, would they please let us know that they are safe, or better still, give them back as they were expensive to obtain. C.Wills, Wings, The Street, Ewelme, Oxon OX10 6HQ, England. Tel:-01491-830245.

We have received the following note from Keith Green at Lasham:

A programme has just been started to supply **FlightMap software** to gliding clubs under preferential terms. The first clubs to join are:- Cotswold Gliding Club, Lasham Gliding Society, Norfolk Gliding Club, Scottish Gliding Centre.

If you feel that your club would benefit from a members' copy of FlightMap then let me know at david@flightmap.co.uk or at the postal address on the web site. The only requirement being that it is available to all members, say on a PC in the clubhouse.

Keith Green



Brian Middleton flying "Gertie," his Slingsby Sky to celebrate her 50th birthday at Dunstable. Photo Geoff Moore.

50th Birthday celebrated

Sunday 15th April brought an excellent Northerly wind soaring day to Dunstable Downs, home of the London Gliding Club. Bryan Middleton had been giving all the right signs and praying for many weeks, including brewing a five gallon barrel of home made beer as a further offering after many gloomy days of rain and high winds, to celebrate the 50th Birthday of Gertie his Slingsby Sky BGA 698. *(Cross-country flying was banned due to the Foot and Mouth epidemic but local soaring was allowed. Ed)*

Bryan didn't need to ask for help to rig the glider as many willing helpers were eager to see the red and cream coloured glider take to the air and hopefully sample the free beer as had been advertised on notice boards in the Clubhouse.

What a wonderful sight to see the Sky soaring over the Downs for four hours taking it to 2000ft at times. After landing Bryan was seen to be beaming with delight amongst the many photographers and well wishers around the glider and he said it was still a beautiful and gracious glider to fly and he was looking forward to many more hours flying her.

The barrel of home- made beer was soon tapped and a special birthday cake cut for the enjoyment of all and the celebrations went on for many hours into the evening.

Thank you Bryan for the generous hospitality enjoyed by all and may we again see Gertie in the air many more times. *VGC News exclusive by Geoff Moore.*

VGC Sales

Please note that there will be no service from the VGC Sales office from 10 July to 19 August as the entire staff (i.e. Colin and Alice Anson) will be travelling to Zwickau and Zbraslavice. It is said that a change is as good as a rest but they will probably be as busy as ever.

Bargain Books.' Slingsby Sailplanes' by Martin Simons and 'German Air Attache' by Peter Riedel are now unobtainable elsewhere but can still be purchased from VGC Sales at the remarkable prices of £25.00 and £13.00 respectively plus postage for either book of £1.00 for the UK, £2.00 for Europe and £3.00 for the rest of the world.

Copy Date for the next issue is 5th October 2001 (and see also page 9)

The Vintage Glider Club Annual Dinner

Location: The London Gliding Club
Date: Saturday 6th October 2001
Time: 7:30 for 8:00
Cost: £15 per head
Speaker: To be announced

Notes: For your comfort and safety, a limit of 65 places has been set. This number will not be exceeded, so book early to avoid disappointment. Wine is not included in the price of the meal so please bring your own if required. Please advise if vegetarian meal required.

For overnight accommodation contact the LGC office on 01582 663419.

All bookings for the Dinner should be made with Laurie Woodage, or by post to:
Laurie Woodage (VGC)
21 Hammond Close, Stevenage
Hertforshire SG1 3JQ
Tel: 07788 478361 (mobile)
E-mail: L.P.Woodage@herts.ac.uk

Cheques should be made payable to the Vintage Glider Club.

Les Infos du Constructeur

If you are interested in light aircraft as well as gliders and you can read French it might be worthwhile subscribing to this Belgian bi-monthly journal. With the Feb/March issue they have started printing construction plans for a vintage light aircraft using the original Imperial units and also metric. The cost per year is 1000 Belgian Francs for posting within Europe. Please contact the Editor, Daniel Baijot, rue de Moinil 4, 5363 Emptinne, Belgium. Tel/Fax 083 61 24 09.

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Welcome to the following new members: we hope to see you at our rallies soon.

2032	Dr Noel Kerr	UK
2033	Richard Thirkill	UK
2034	Steven Trusler	UK
2035	Patrick Lowden	UK
2036	Michael Stevens	UK
2037	Brian Waters	UK
2038	Shane Guy	UK
2039	Christian Mueller	Germany
2040	Jim Hill	UK
2041	Dipl Ing Frank Neuport	Germany
2042	Christopher Manley	USA
2043	Mark Richards	UK
2044	Ian Champness	UK
2045	Steven Hardy	UK
2046	John Salvin	UK
2047	Robert Brimfield	UK
2048	Dave Hill	UK
2049	John Cross	UK
2050	Edmund Wood	UK
2051	Manfred Schwaemmle	Germany
2052	Andreas Belke	Germany
2053	Balga Gottfried	Austria
2054	Craig Hobson	UK
2055	Peter Storey	UK
2056	Anthony Hoskins	UK
2057	Paul Cannish	UK
2058	James Mace	UK
2059	Hanks Bayer	Germany
2060	Dr George Woodman	UK
2061	Steve Codd	UK
2062	Bob Kent	UK

MEET THE COMMITTEE AND SOME WELL-KNOWN MEMBERS



Graham Ferrier, Editor VGC News

What do you like about the VGC? Not only do I like vintage gliders in all their different shapes and colours but also the club members are, with very few exceptions, so friendly and easy to get on with- and such varied characters. Where else could I have come to know two German doctors- only one being a medical man, a Swiss train driver, an Italian entrepreneur, an American with an English Masters degree, an English model builder who played the Grieg Piano Concerto at the age of 17 with the Birmingham S.O., a French 747 captain, a Jewish Commando and so many others who have enriched my life even though I have not met some of them face to face.

What is your favourite glider? Although I started gliding in the real vintage way with ground slides in a Kirby Cadet I don't have much vintage experience (apart from the usual progression to Tutor, Grunau Baby then the Olympia with occasional flights in T21, Prefect, Cambridge Pons, Castel 25S & 301 etc. I think the revelation of the wonderful flying qualities of the Olympia over the others must make it the vintage glider I remember most fondly.

What other interests do you have? Apart from the family, (half of them living in France) music must be my biggest interest and maybe when I hand over the Editorship I will be able to spend more time playing the piano.

What kind of flying experience do you have? I only amassed about 35 hours in the first part of my gliding life which stopped in 1951 when I moved to another job. When I joined the VGC in 1985 and started attending the rallies I met the Harbinger syndicate and had several rides with them, then when I retired I joined the Bristol club and went solo after two check flights in a K13, after a lay-off of 33 years. Then the Ka8 and Grob 102 but most of my flying was in an ASK 19 which I enjoyed but I was much too timid to go far so my total is only about 250 hours. I got the Silver badge in 1991 when I was 65 which went totally un-noticed at the club.

When was your first glider flight? April 1948 at Lulsgate which is now Bristol International but still has the same unreliable weather. I got my C certificate on the wonderful Mynd in April 1949.



Jan Scott, USA representative on the International Council.

What do you like about the VGC? I enjoy meeting other members at the rallies. It is a wonderful opportunity to associate with people of similar interests from different parts of the world. I also enjoy the opportunities to fly at interesting sites in other countries.

Also, through the VGC members, I have been able to contact suppliers of parts and services in UK and elsewhere.

What is your favorite glider? Looking back I believe that it would be the Schweizer 2-32. Being rather long legged, I like big airplanes. I owned a Minimoa for 18 years, and it gave me a lot of pride in ownership, but while it was lovely to look at, I did not enjoy its cramped cockpit or sluggish handling. I presently own a Slingsby Capstan, the only one in the US, which I resurrected from decades of neglect in 1998.

What other interests do you have? Aviation history, our cows, my magnificent de Havilland Tiger Moth.

Where do you usually fly? Right in my back yard. We have a 3000 ft. grass strip on our farm.

The runway is less than 100 feet from our house.

What is your flying experience? Around 20,000 hours. 25 years as airline pilot, 52 years in gliders.
When was your first flight? December 28, 1948 in a SG-38 off a frozen lake in Norway.



Didier Fulchiron, French representative on the International Council (written in English by Didier).

What do you like about the VGC ?
It's clearly a group of enthousiasts, all of them a bit foolish about their machines as I think I am too. This provides a wonderful friendship during meetings, and an involvement much larger than it could be in any "rationnal" activity. Why do we love our gliders ? Probably because they are ours, but also because they are still airworthy only because of our work, as individuals, and as association; and we are pleased to share the result of our work, as well as tips and advices, with other enthousiasts.

What is your favorite glider ?
Difficult to choose... My two oldtimers – the Nord 1300 F-CRGN I sold three years ago, and the Rhönlerche BGA4116 that I have now – are for sure machines I appreciate! Generally speaking, I prefer gliders which are light to fly; in my association, I flew several hundred hours K13, as instructor, and my preferred fiberglass is a Standard Libelle. That does not mean I don't fly others...

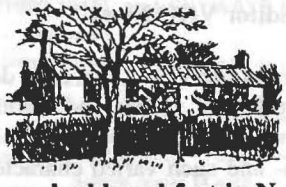
What other interests you have ?
I am PPL, and part owner of a Jodel D119, on which we made a complete overhaul ten years ago. Flying in Grenoble, I have the qualification to land on mountain strips, which is a great pleasure, requiring both accuracy and strictness. I also go on flying models, but only in a dilettantish way. I like working wood, and a Ka8 on which I repaired a broken wing including the main spar should fly again this year.
Of course, I need to have a professionnal activity, which has nothing to do with aeronautics... but is time consuming too!

Where do you usually fly ?
I fly from Grenoble-Le-Versoud airfield, where I am member of two associations (gliding and motorplane) and where my Jodel is based too. It's just two kilometers and half from home. The field is located in a rather deep valley, even large enough, north-east from Grenoble town, and we often tow up to thousand meters or more above the field to start. The field is controlled, and rather crowdy, with also ultra-lights and helicopters, which prevents from organizing any rally, even on a national basis. Anyway, the area is wonderful for flying, and with no restricted area around. Along the year, I fly seldom the Ka4 which is mainly a "tool" for the hollidays or events outside Grenoble.

What kind of flying experience do you have ?
A bit more than 2000 hours gliding, around 800 of them as instructor. I flew a significant number of types, even if I don't look especially for new ones. I began soaring near Paris, which is a very flat area, but moved to Grenoble in 1981 and began then flying mountains.
As motorplane pilot, I have some 1200 hours on light aircrafts, mainly Morane, Robin and Jodel. Part of it is flown as tug pilot for my association.

When was your first flight ?
It was in 1974, one year before I began flying myself : a friend, with whom I flew models, proposed a glider flight with him (some of the VGC members know him : Guy Hamon). It was not an exceptionnal flight, except it was the first, and was the beginning of my flying activity in Coulommiers.

B & B close to Norfolk Broads.
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Derek Piggott, Gliding Instructor Extraordinary.

What do you like about the VGC? I like old gliders and the enthusiastic members of the club.

What is your favorite glider? No favorites – they are all interesting to fly- some more than others.

What other interests do you have? Aeromodelling (but I haven't done any for a number of years now.

Where do you usually fly? Lasham Gliding Centre.

What kind of experience do you have? Ex CFI at Lasham 1953-'62 and 1968-89. *(A silly question to ask of this most experienced pilot. He has shown me his career highlights and it is an amazing list. Ed)*

When was your first flight? First flight ever was at Eastbourne in a rotary engined Avro 504. First glider flight was in a Hotspur at Shobdon. First sporting glider a T21b Sedburgh at Detling about 1951.



Firmin Henrard, the Belgian member of the International Council.

What do you like about the VGC? J'aime dans le VGC tous ces amateurs d'une même passion qui est aussi la mienne; Je l'apprécie d'autant plus que le VGC fait tout pour garder et développer l'amour des planeurs anciens et y arrive remarquablement.

Les rallyes internationaux sont des occasions de passer les vacances les plus agréables. J'espère y attirer plus de nos membres. Je suis heureux que le VGC soit constitué de gens très motivés qui continueront le mouvement des planeurs anciens; aider à conserver ce précieux patrimoine et le sauver. Pour moi la plus grande satisfaction en ce sens et l'aboutissement est de voir des jeunes se mettre restaurer des planeurs anciens.

What is your favourite glider?
C'est un planeur que je ne possède malheureusement pas quoique j'ai acheté presque 40 planeurs.
Il s'agit du Moswey 4; apprécié avant tout pour ses qualités de vol. J' ai eu la chance de voler sur de nombreux modèles différents mais le Moswey 4 est pour moi le meilleur de tous les planeurs bois et toile.

What other interests do vou have? Continuer à développer mon club de planeurs anciens en Belgique avec tous nos membres. Garder une bonne santé pour encore voler longtemps.

Un rêve irréalisable; piloter une fois un avion de la seconde guerre mondiale de 2000CV, peut être un Spitfire?

Where do you usually fly? Parfois à Namur mais surtout à Saint Hubert dans les belles Ardennes belges. C'est là qu'est situé le centre national de vol à voile. La région est très belle à survoler; l'aérologie est bonne et c'est je crois le dernier endroit en Belgique où il n'y a pas de limitation de l'espace aérien. Malgré les taxes élevées, je crois que c' est le meilleur terrain actuellement dans notre petit pays avec Keiheuvel.

What experience do you have? Plus ou moins (+/-) 1050 heures en planeur sur +/-120 modèles differents, +/- 250 heures d'ultra léger motorisé (ultralight).
+/- 200 heures d'avion mais je n' ai plus de licence depuis longtemps; c'est trop cher et trop compliqué avec notre administration de l'aéronautique Belge.

My first flight? En 1969, lorsque mon Père a commencé à voler. Depuis lors, j'ai toujours été extrêmement passionné par l' aviation. Je n'ai réellement appris à piloter qu'en 1976 sur Jodel 120; ce n'est qu'en 1979 que j'ai commencé le vol à voile. Quatre mois plus tard, j'avais déjà mon premier planeur ancien que j 'ai restauré tout de suite. En Juin 1980 j'ai été lâché solo et ai pu voler sur ce planeur (un BB2.)

Un autre intérêt que je pratique toute l'année; c'est la restauration de planeurs bois et toile. Il y a toujours un planeur en cours de remise à neuf dans mes ateliers. Je voudrais maintenant motoriser un Rhönlerche avec un moteur Stamo à la place avant.

We are very familiar with the Upward Bound Trust which aims to give youngsters flying instruction at very reasonable rates but we have now heard from Terence Henderson of the Faulkes Flying Foundation *which has very similar aims.*

Started in January 2000, the Faulkes Flying Foundation Ltd is a registered charity established to provide youngsters with an introduction to the world of flight and aviation, either as a recreational activity or as a future career prospect. Financial backing for the venture is being provided by Dr.Martin Faulkes, a wealthy businessman who is committed to helping young people in Britain and believes strongly in the role which flight training can play.

Initially established at Dunstable, the first year of operation involved some 300 flights with youngsters from schools and the Scouts, using an LET Super Blanik glider. Initial 'taster day' flights introduce the youngster to the flying scene through an initial safety/airfield briefing followed by a 20 minute flight in a glider or motor glider during which the youngster is shown the effects of controls.

A follow-on 1 week residential course is then available involving youngsters in some 30 aviation orientated activities including glider flights, a motor glider cross country navigation exercise, model aeroplane build project, visits to museums for study projects, talks on theory of flight etc. The courses are intensive, very enjoyable and tailored to the age of the youngster which is typically anything from 12 years upwards. The residential courses also qualify for the Duke of Edinburgh Residential section of the Gold Award.

For youngsters who wish to take their involvement with the Foundation further, follow on one-to-one days are arranged where youngsters spend a number of discrete days flying with an instructor to complete the requirements of the Duke of Edinburgh skill award applied to aviation.

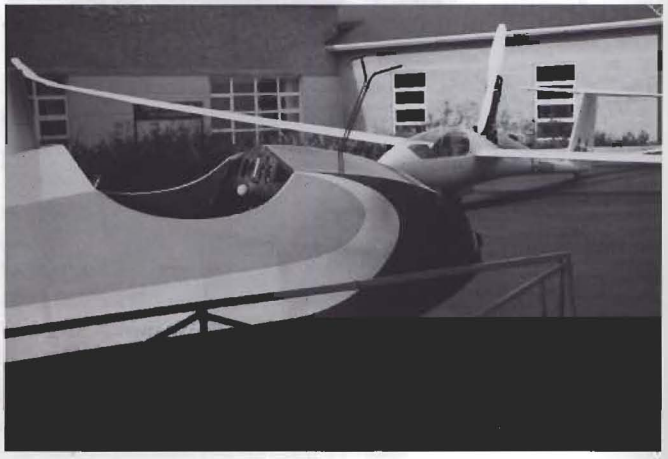
Director of Operations Mike Woollard comments...." Youngsters today have to make very early educational decisions about subjects they wish to study at school and science based subjects and mathematics sometimes hold little appeal. Our work with youngsters can help them identify early on, if aviation is for them, either as a career as a pilot, an engineer or in one of the multitude of other aviation careers available. In such cases science and mathematics suddenly become subjects with an exciting application with a direct importance to their future career aspirations."

Such has been the success of the first year of operation that the Foundation has now expanded to a second base at Lasham with another full time instructor and a new glider, a DG 505 Orion, on order. The Dunstable base has also expanded its fleet with the acquisition of a new Rotax Falke Motor Glider capable of self launching to 4000 ft in 5 minutes with a 20 minute engine off glide return to base. A second DG 505 2 seat glider is also on order for delivery to Dunstable in May 2001. A further Rotax Falke is also being considered for the Lasham base.

A lottery application is in the system seeking to obtain funds to match those already pledged to finance the first 5 years of operation. If successful this grant will enable the Foundation to expand to 7 sites around the country including N.Ireland, Wales, Scotland as well as England with a fleet of 13 aircraft and 7 full time instructors backed up by volunteers. Most important of all the Foundation aims to provide bursaries to pay 80% of the flying costs of 60% of the youngsters it flies so the scheme really becomes available to youngsters from all walks of life country-wide. To help with this goal, corporate sponsorship is also being actively sought and not surprisingly a number of the major airlines are showing considerable interest to support their future crew resourcing programmes.

Further details about the Faulkes Flying Foundation is available from their web site at http://www.fffoundation.co.uk or E-mail aeromikew@aol.com

(Sponsorship of the Upward Bound Trust and the Falkes Flying Foundation is always welcome. Ed)



The Derby & Lancs GC's T21 replendant in her yellow, white and blue colour sheme amidst all the "drab" glass machines. Photo Ian Dunkley

The VGC at the British Gliding Association's Annual Conference

On display at the BGA Conference this year were the lastest expensive sailplanes, self launching and otherwise, from DG and Schemp Hirth, together with the Camphill Vintage Glider Group's T21. Its bright colours, and its position directly opposite the entrance, ensured it was seen and it certainly attracted a lot of interest. The fact that it cost, if you ignore the labour involved, no more than 5% of the price of any of the other gliders on display, was the message we were putting across. ***"Fly vintage or classic, save money and have more fun".***

The VGC shared a small stand in the Exhibition Hall with Camphill, publicising the "Camphill Rally" with vintage videos running and copies of VGC News on display. The VGC gained some new members from the event, not as many as we had hoped for, but the main aim was publicity and this was well achieved. VGC members who attended were pleased to see us "showing the VGC flag", but apart from owners of classic gliders, the general reaction was of polite interest, and then off to look at some instruments costing more than our gliders.

The most important finding from attending the conference was that many owners of classic gliders either did not know of the VGC, or thought that Ka 6s, Darts, SHKs and other late wood gliders were not eligible. This confirmed my view that the VGC, and more importantly its members, must work much harder to get our message and enthusiasm across. Every owner of a classic glider must be made aware that they are missing a lot of fun by not joining the VGC, attending our rallies etc. Owners of the older glass gliders similarly must be persuaded to join, and the lucky owner of the latest glass self launcher sold at least a share in a "real" glider.

Additional benefits of attending the conference were meeting members of the BGA Executive, that incidently now includes at least two VGC members, and discussing with the Chairman how the "fun" could be put back into gliding. Let's hope next year we can put on a bigger display with more vintage and classic gliders on display, certainly the BGA would welcome us back.

Finally I would like to hear from our overseas members of any publicity they have achieved by taking our gliders into the lion's den, perhaps we should have a display at National Competitions, let's have some ideas.

Ian Dunkley

A New Future for the Wasserkuppe

"The mountain of the Glider Pilots" has become, in one perspective, richer. (There is still a future here for Airsports, Youth and Nature). After 50 years of military ownership the 'Kuppe is on its way to becoming an attractive youth training centre. The traditional building complex of the former Reichsegelflugschule with houses named after Grönhoff, Ursinus, Stamer, Lilienthal and King, which after the war were used as accommodation initially by the American and latterly by the German military, have been altered and can be used again by airsport orientated youth. Part of it has already been open since the Ist September 2000. The offer of "The Flying Classroom" has already brought countless school classes and youth groups to the Wasserkuppe.

Many suggestions for other possibilities have been discussed. These have included a cure and rehabilitation centre as well as a Rhön-Disneyland! 3.2 million DM have been invested in converting the previous barracks. Much money has already been spent but the Land of Hesse has given a first sum of 100,000 DM and there have been countless donations by firms all over Germany for such things as sanitation, materials, furniture, lights etc. to a total value of 70,000 DM. Next year 220 beds and a modern seminar and day rooms with space for 200 people will be at our disposal. The Ursinus Haus will still be used by the German Weather Service. A part of the Grönhoff Haus will be devoted to the Hesse Administration of the Biospherical Reservation. A further part of the building will be used by the German Gliding Museum. The chance for youths to sample both paragliding and hang gliding is unique. There will be no better way for young people to be introduced to aviation. The cost of board and lodging at the new centre will be 33 DM. Those who are interested in staying there should contact: Harold Schäfer, Manager. Tel: (0) 6658 919001. Further information is on WWW. Wasserkuppe.de.

MUD, MUD, GLORIOUS MUD.....

The Haddenham Rally that never was....

The link between hippopotomi and vintage gliders appears rather tenuous but, as the rally weekend drew nearer, the west end of the Aylesbury Thame airfield remained obstinately more suitable for the former. The long range weather forecast also pointed to a likelihood of easterly winds which would mean operating from the wet west end. An added problem was that, at the time of cancellation, the Upward Bound gliders and staff had not operated on the field since last October; it was a sad decision because it also cancelled the gathering of the Army Glider Pilots in their 60th anniversary year

By the weekend of the proposed rally, and after many inspections of the state of the airfield, it was decided that some limited flying must be attempted on the Sunday, despite the fresh Northeasterly wind and this was repeated on the Bank holiday Monday. Some significant rutting did occur but was limited due to the low key operation and the mostly dry weather of the preceding week.

Not a vintage glider in view, not even the syndicate T21. but we did manage to put a vintage pilot (Vernon Jennings in a K8) into a sky full of fair weather cumulus and thermals.

John Hunter

Future Rallies

From a French source, we have been asked to especially remember to entertain the children, who are brought by their parents for their annual holidays. Swimming Baths can usually help with this, but there was no hope for such a thing in cold Norfolk last year. Depending on the tug aircraft, longer aero tow ropes are needed to bring our gliders out of the slip streams of powerful engines and huge Russian Propeller Blades!! Also, some of our gliders need slightly faster towing speeds, but others need slower speeds. A Kranich 2 and Lunak etc need faster speeds, for example, or they become almost uncontrollable on tow.

29th International Rally We are sure that by now great preparations are being made at Zwickau and Zbraslavice for our Rendez-vous and the 29th VGC International Rally. Jörg Ziller would be glad of notification if you wish to attend at Zwickau and the revised contact addresses for the main rally are given in this issue under Diary Dates.

The "family" rally at Chauvigny, France will be organised by JP Bénard and G. Lathus from 15 to 26 August. The airfield offers a campsite and a mobile home equipped with cooking facilities and there are new showers and toilets. "Bring your wives and children- even the mother-in-law if you wish" it says in the Lettre d'Information of Dédale. The touristic region has plenty to occupy the whole family with gîtes and B&Bs nearby for those who want them. You can register with JP Bénard on Tel/Fax 03 22 26 85 12.

In an effort to ensure the next issue goes out to members in early December please submit all material to Chris Wills by the 5th October. He will then pass it on to the new Editor when appointed. Please enclose a stamped, addressed envelope for the return of any photos, disks etc.

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Die Ka2b entstammt einer Entwicklungsreihe des Konstrukteurs Rudolf Kaiser. Zunächst entwarf er die Ka2, es folgten die Ka2b, die Ka7 und schließlich die ASK13.

Das Segelflugzeug

Gemeinsam haben alle Flugzeuge das Profil. Es ist eine Mischung aus dem Gö 535 und dem Gö 549.Wobei das resultierende Profil am ehesten dem Gö 533 mit 15% Dicke entspricht.

Hergestellt wurden die Flugzeuge im wesentlichen bei Alexander Schleicher Flugzeugbau in Poppenhausen in der Rhön, wobei auch Lizenzen zum Nachbau verkauft wurden.

Einige Daten zur Ka2 und Ka2b.

Die Spannweite der Ka2 beträgt 15m, sie wurde von 1953 bis 1955 in 38 Exemplaren gebaut. Sie ist in reiner Holzbauweise erstellt und hatte bei 87 km/h eine Gleitzahl von 24.

Als Weiterentwicklung brachte man 1955 die Ka2b, auch „Rhönschwalbe" genannt, auf den Markt. Wesentlicher Unterschied zum Vorgängermodell waren die auf 16m erweiterte Spannweite sowie Änderungen der Schränkung und Pfeilung der Flügel.

Ebenfalls in reiner Holzbauweise ausgeführt brachte die Ka2b damals bei einer Geschwindigkeit von 80 km/h eine Gleitzahl von 26. Bis 1957 wurden 75 Exemplare der Ka2b gebaut.

Beide Flugzeuge, die Ka2 sowie die Ka2b hatten nach oben und unten ausfahrende Schempp Hirth- Bremsklappen.

Aus der Ka2b resultierten später die Ka7 und letztendlich zum Abschluss der Gemischtbauweise bei Schleicher die ASK 13.

Größter Unterschied zu den Ka2-Typen war bei diesen Mustern die Ausführung in Gemischtbauweise, was bedeutet, dass



◀ Das Cockpit...

Auf geht's im F-Schlepp...



Der Traum ist wahr, der erste Start nach der Restaurierung kann erfolgen.

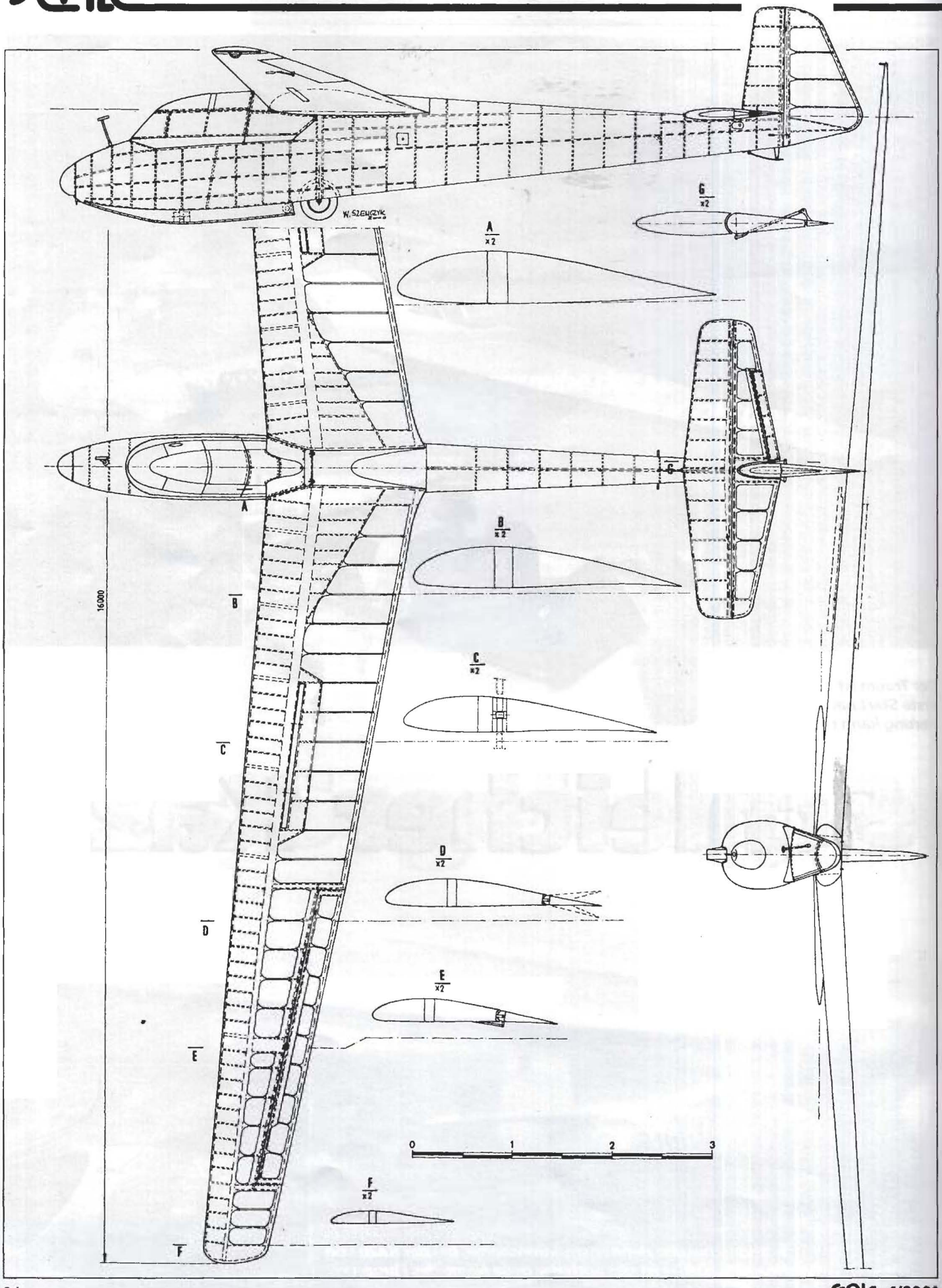
▲ Ka2b wie neu...

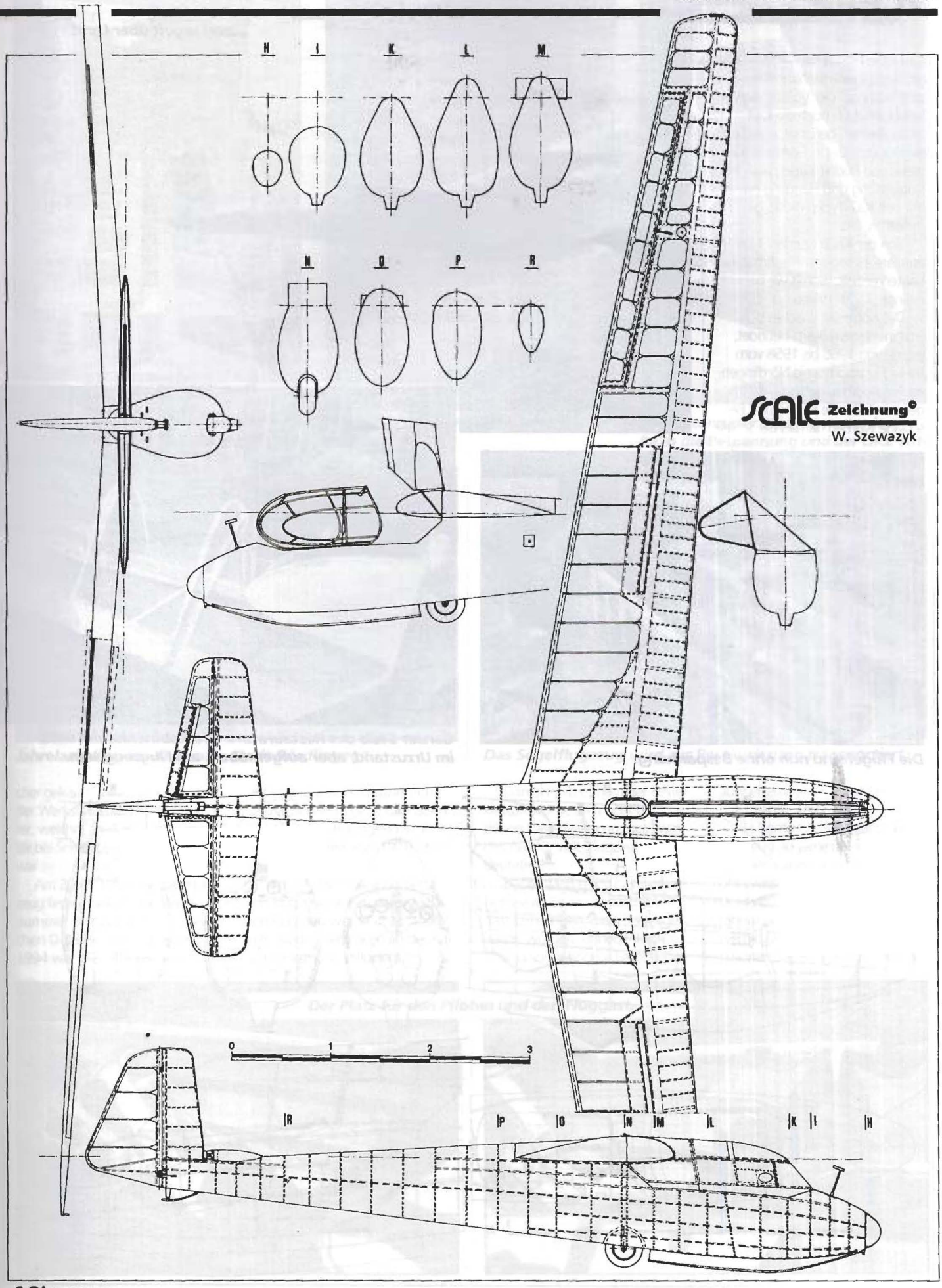
◀ Blick in auf die beiden Instrumenten-Bretter.

g Schleicher Ka2b



▶ Rhönschwalbe der Konstruktionsname, bei der Ka2b von Wolfgang Schäffler ist das auch der neue Name des Flugzeugs.


W. SZELIGZYK
A
x2
G
x2
B
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C
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x2
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16000
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...und segelt über Land.

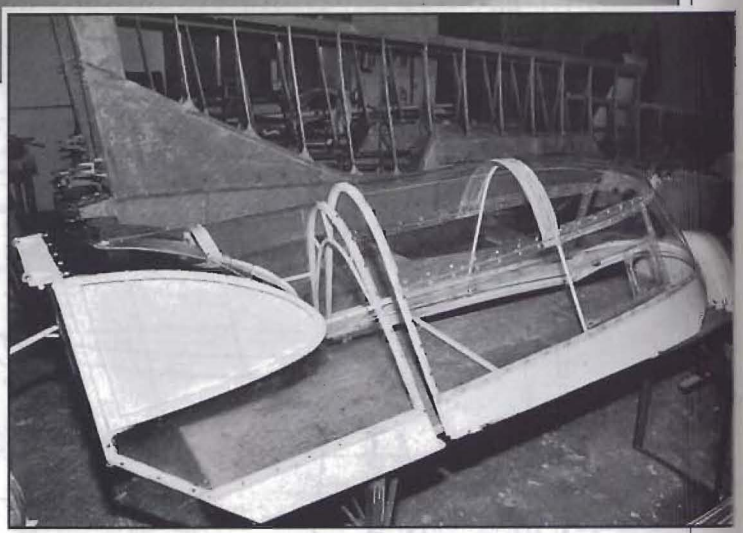
der Rumpf eine Stahlrohrkonstruktion war. Der Vollständigkeit halber sei auch noch die Ka4 „Rhönlerche" genannt, ebenfalls ein Doppelsitzer in Gemischtbauweise von Rudolf Kaiser, aber in Flugleistung und Handling hat sie mit den Ka2-Typen nichts gemeinsam.

Von der Ka2b wurden 3 Exemplare als sogenannte Amateurbauten erstellt, womit wir bei meiner „Lady" wären.

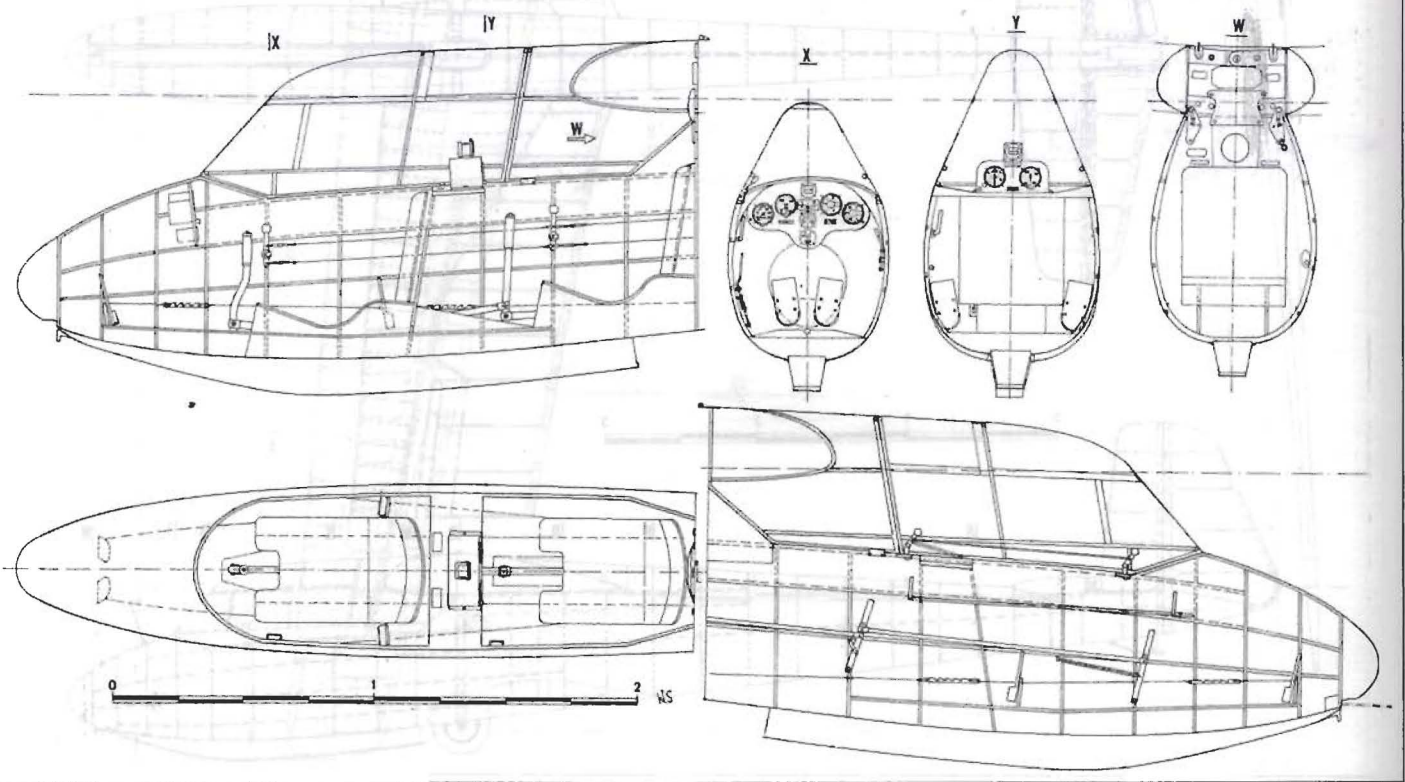
Das Flugzeug, welches sich jetzt in meinem Besitz befindet, wurde von 1956 bis 1958 vom Rieser Flugsportverein Nördlingen als Amateurbau gebaut. Alle tragenden Teile wie Holme und Beschläge wurden damals bei Schlei-

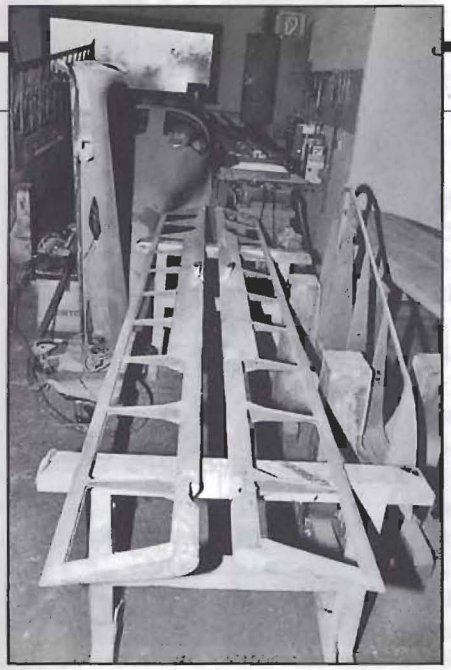


Die Flügel sind nun ohne Bespannung.



Ganzer Stolz des Restaurators: Die Kabinenhaube wird im Urzustand, aber aufgemöbelt, am Flugzeug sein.





Die Querruder werden überholt.



Das vom Lack befreite Höhenleitwerk.



Das Seitenruder. Nachdem von der Ka2b die Bespannung und der Lack entfernt waren, stellte sich ein bemerkenswert guter Zustand der Teile heraus.



Jahrelang flog die Ka2b als „Stadt Nördlingen".



Das Segelflugzeug wird zur Restaurierung transportiert.

cher gekauft. Verantwortlich war der Werkstattleiter Fritz Lämmerer, welcher als Flugzeugbaumeister bei Schempp-Hirth beschäftigt war.

Am 20.04.1958 war das Flugzeug fertig, bekam die Werknummer 3 sowie das Kennzeichen D-1379. Von 1958 bis 1994 war die „Rhönschwalbe" in Nördlingen im Flugbetrieb und absolvierte bis dahin 8844 Starts und Landungen mit einer Gesamtflugzeit von 1976 Stunden.

Am 27.08.1994 absolvierte das Flugzeug seinen vorerst letzten Flug und wurde unter anderem wegen Bedenken an der Kaseinverleimung stillgelegt.

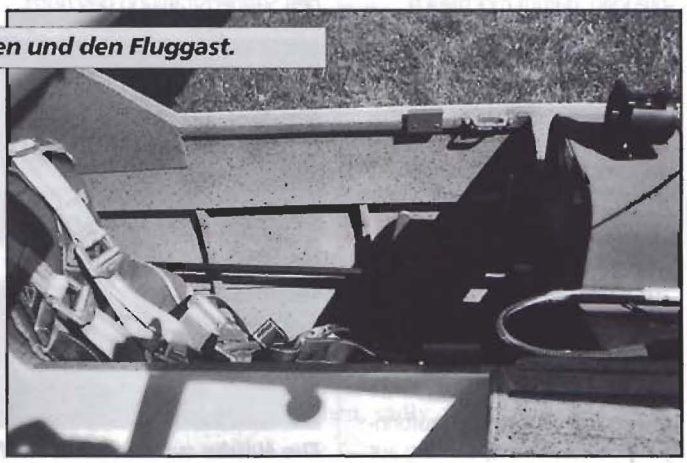
Damals gab es häufiger Festigkeitsprobleme an feucht gewordenen Kaseinverleimungen, was das Aus für viele Flugzeuge bedeutete.

Heute weiß man, das dies unnötig war. Es wurde festgestellt, dass Leimungen, die trocken gehalten wurden, unbedenklich sind, ja sogar höhere Festigkeiten aufweisen als der heute gebräuchliche Aerodux.

Bis Sommer 1998 stand das Flugzeug abgemeldet in irgendwelchen Hallen und fristete einer ungewissen Zukunft entgegen. Durch Zufall habe ich davon erfahren und hatte die Idee zum Erwerb bzw. der Restaurierung des schönen Segelflugzeugs. Die Vor-

Der Platz für den Piloten und den Fluggast.

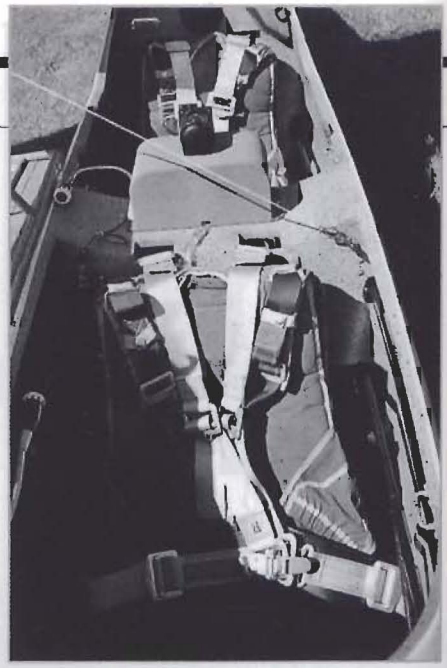






▲ ***Die Sonne scheint durch das Seitenleitwerk, diesen schönen Effekt gibt es eben nur bei stoffbespannten Flugzeugen.***





aussetzungen waren durch die Zurverfügungstellung der Werkstatt meines Luftsportvereines und meiner Ausbildung als Werkstattleiter nicht die schlechtesten. Zumal ich vor Jahren schon ein Grunau-Baby IIb restaurierte und somit meinen Horizont erweitert und das Flugzeug vor dem Verbrennen gerettet habe.

Nachdem ich meine Frau von dem Vorhaben überzeugt hatte, galt es nur noch den Besitzer zu überreden, mir das Flugzeug zu verkaufen. Die Aussicht, ihre Ka2b wieder am Himmel zu sehen, veranlassten die Verantwortlichen des Nördlinger Vereines, mir das Flugzeug zu verkaufen.

So war es dann soweit, dass ich im Oktober 1998 um etwas Geld ärmer, aber dafür um viel Arbeit reicher war. Von November 1998 bis Oktober 1999 stand ich nun fast täglich in unserer Vereinswerkstatt und arbeitete an der Grundüberholung der Ka2b. Den kompletten Ablauf zu schildern würde wohl den Rahmen sprengen, darum möchte ich mich auf einige wesentliche Details beschränken.

Nachdem alle Teile komplett abgehäutet und entlackt waren, stellte sich wie erhofft ein tadelloser Zustand der Verleimungen heraus. Sämtliche Steuerungsteile wurden ausgebaut, teilweise erneuert und lackiert. In diesem Zusammenhang habe ich in das Flugzeug eine Flettner-Trimmung eingebaut, die Teile konnten problemlos bei der Firma Schleicher bezogen werden. Nach der Innenkonservierung und Aufbringung der neuen Bespannung aus Diolen konnte an den Wiederaufbau gedacht werden. Eine neue Eschenkufe sowie neue Instrumentenbretter waren obligatorisch. Die Kabinenhaube wurde neu verglast, worüber ich besonders stolz bin, handelt es sich doch um die Originalhaube, mit der nur noch wenige Ka2b fliegen. Die meisten Besitzer haben auf geblasene Mekaplex-Hauben umgerüstet.

Durch sein geringes Gewicht machte es mir das Diolen möglich, das gesamte Flugzeug, also auch Rumpf und Torsionsnasen zu bespannen ohne das Gewicht zu erhöhen. Der Vorteil ist, dass keine Rissbildung mehr in der obersten Schicht des Sperrholzes und Decklack zustande kommen.

Die Lackierung gestaltete sich sehr zeitaufwändig. Ich habe sämtliche Holzteile, also auch Rippen, Aufleimer und Querruderstege abgeklebt und in Hellelfenbein RAL 1015 gespritzt. Die bespannten Felder sind transparent gehalten und mittels UV-Schutzlack gegen Sonnenstrahlung geschützt.

Das Kennzeichen bzw. der Schriftzug „Rhönschwalbe" an der Rumpfspitze sind im Schriftstil „Victorian" in Schwarz RAL 9005 ausgeführt. Der Schriftzug „Rhönschwalbe" hat eine Buchstabenhöhe von 50 mm, das Kennzeichen am Rumpf eine Höhe von 300 mm sowie unterm Flügel eine Höhe von 500 mm.

Fertige Schriftzüge auch in Modellgröße gibt es bei der Firma Wichelhaus Typografik in 42670 Solingen Tel.: 0212/332001.

Die Verkleidung der Eschenkufe ist aus schwarzem Kunstleder. Die Kappe an der Rumpfspitze ist aus Aluminium getrieben, Hellelfenbein lackiert und mit Messingschrauben am ersten Spant befestigt.

Das Innere des Cockpits ist mit grauem Cockpitlack der Firma Rolladen -Schneider lackiert und in Schwarz gesprenkelt.

Die Steuergestänge sind ebenfalls schwarz, die Steuerknüppel verchromt.

Die Seitenruderpedale sind aus eichegebeiztem Naturholz auf der Trittfläche mit Quarzsand beschichtet. Sitze und hinteres Nackenpolster sind aus weinrotem Kunstleder.

Nachdem die Grund-Überholung nach einjähriger Arbeit im Oktober 1999 mit der umfangreichen Nachprüfung des Flugzeuges ihr Ende fand, stand somit der Wiederinbetriebnahme am 30.10.1999 nichts mehr im Wege.

An dieser Stelle möchte ich mich bei meinem Verein bzw. meinen Mithelfern an diesem Projekt herzlich bedanken. Ohne die Räumlichkeiten und die Mithilfe meiner Kameraden wäre diese Grundüberholung in diesem Zeitrahmen nicht möglich gewesen.

Ich habe mittlerweile mehrere Flüge mit meiner „neuen alten Lady" absolviert und bereue meinen Entschluss von damals in keinster Weise.

Es ist erstaunlich, wie schön und ausgewogen solche alten Dinger fliegen können, und das schönste daran ist, ich muss nicht mehr allein in die Luft zu gehen.

Wie viele Flugzeuge dieser Typenreihe heute noch fliegen und somit zugelassen sind, entzieht sich leider meiner Kenntnis, aber man kann sie mit Sicherheit an den Fingern abzählen.

Zum Schluss möchte ich sagen, dass es mich sehr freuen würde, wenn der eine oder andere Modellflieger meine Ka2b nachbauen würde. Natürlich stehe ich in einem solchen Falle mit sämtlichen Informationen zur Verfügung.

Wolfgang Schäffler



Die Haube wird in zwei Hälften geöffnet.

Schleicher's Ka2b, Rudolf Kaiser's Ka2 design leading to Ka7 and culminating in ASK 13.
Translated by Colin Anson from Wolfgang Schäffler's article in the German "Scale" magazine with permission of the Editor, Peter Hartwig.

The wing section common to all these gliders is a mixture of Gö535 and Gö549, closest to a Gö533 of 15% thickness. Most of them were made by Alexander Schleicher at Poppenhausen, who also sold licences to other glider builders.

38 pure-wood Ka 2 gliders of 15m span were built between 1953 and 1955, with best glide ratio of 24/1 at 47 kts. Its Ka 2b development named "Rhönschwalbe" (Rhönswallow") had a span of 16 m, and improvements both of wash-out and forward-sweep of the wing. Ka 2b was also entirely made of wood and improved the best glide ratio to 26 at 43 knots. 75 were built. Both Ka 2 and K 2b have top and bottom surface Schempp-Hirth brake paddles, and the series continued with the mixed-material designs Ka 4 and ASK 13 with steel tube fuselage frames. For the sake of completeness the Ka 4 "Rhönlerche" ("Rhön Lark") should be mentioned, also being a mixed-material 2-seater designed by Rudolf Kaiser, but whose perfomance or handling did not compare with that of the Ka 2 types.

Of three "amateur-construction" Ka 2bs, one was built between 1956 and 1958 by the Rieser Flying Club at Nördlingen under the supervision of Schempp-Hirth's aircraft engineer Fritz Lammerer. It now belongs to Wolfgang Schäffler. All structural parts such as spars and root fittings were supplied by Schleicher. It was finished on 20.04.58 with Works No. 3 and Registration D-1379. The "Rhönschwalbe" completed 8844 launches and 1976 hours by August 1994, when it was declared unserviceable under suspicion of glue failure. Many gliders were taken out of service at that time due to Kaseine joints having been exposed to moisture. We know now that this was unnecessary as such glue joints, if kept dry, are not only satisfactory, but maybe even stronger than Aerodux.

In 1998 I had an opportunity of buying the de-registered glider in order to restore this lovely machine, having the facilities of my club workshop at my disposal, of which I was in charge. The prospect of seeing the glider once more in the air persuaded the management of the Nördlingen club to agree to the sale. From November 1998 to October 1999 I worked practically every day on a complete overhaul of the Ka2b. Without going into too much detail, when the airframe had been stripped of paint and fabric it turned out that all glue joints were in perfect condition, as I had hoped. All control elements were dismantled, partly renewed and re-painted. I took the opportunity of fitting a Flettner trim tab, the parts being available from Schleicher without any problem. After applying protective finish to the inside of the fuselage and re-fabricing with Diolen, only new instrument panels and a new ash skid were required. I was particularly proud of re-glazing the original canopy, rare, now that most machines have a blown canopy.

The light-weight Diolen allowed me to fabric the whole airframe, including fuselage and D-boxes, without weight increase, thus preventing cracks forming in the plywood skin or paint finish. The painting took up a lot of time, with all wooden parts, including ribs, stiffeners and aileron staves being masked and sprayed light ivory RAL 1015. Fabric panels remain translucent, protected with anti-UV lacquer. The registration, and the name "Rhönschwalbe" on the front fuselage, use the font "Vctorian" in black RAL 9005. The name uses 5Omm high letters, those of the Registration measure 300mm high on the fuselage and 500 mm high under the wing. Complete name script, in model sizes, can be obtained from Fa. Wichelhaus Typographik of 42670 Solingen, Germany, phone (0044) 212 33 20 01. The skid fairing is of leather-grained plastic, and the fuselage nose is formed from aluminium, sprayed light ivory and fitted to the front frame with brass screws. The cockpit interior is finished in grey with black speckles, control rods are black and the control column chrome plated. Oak stained rudder pedals have a layer of quartz sand on their tread surface. Seat and headrests are of wine-red leather grained plastic.

In October 1999 the aircraft passed its final inspection after a year's work, which would not have been possible without the facilities of my club and the generous help of my fellow members. I have since enjoyed a number of flights in my "new old lady" and am delighted by the pleasant and well-harmonised flying behaviour of this old design – and that I can now enjoy flying it in company! There cannot be many of these old types still airworthy and flying, and I should be delighted if modellers would like build a model of my Ka2b. I would be happy to give them any help or information needed.

Captions to illustrations: (page numbers of original article)
p.22, bottom, The front cockpit
p.23, top left, A dream comes true, ready for the first launch after restoration.
p.23, top right (upper), Ka 2b as new.
p.23, top right (left), View of the two instrument panels.
p.23, bottom, Type name "Rhönswalbe" is also the name of Wolfgang Schäffler's glider.
p.28, top, ...and it soars over the landscape.
p.28, bottom left, the wings stripped of fabric
p 28, bottom right, The restorer's pride and joy, the original-but refurbished canopy.
p.29, top left to right, Ailerons being overhauled, Tailplane and Elevator stripped of paint, The stripped Rudder found to be in remakably good condition.
p.29, centre, L to R, Its name used to be "Stadt Nördlingen", On its way to the restoration workshop.
p.29, bottom, Space for pilot and passenger.
p.30, top, The sun shines through the Rudder. Only in a fabric covered surface will you get this lovely effect.
p.30, bottom, The canopy opens in two halves.

EARLY DAYS IN CANADA
by Terry Beasley

I am indebted for much of the following history to an article that appeared in the Soaring Association of Canada Year Book, 1948 – 1949, written by the late B.S. Shenstone, under the same title that I have chosen. I have also included information that first appeared in an article I wrote for the Montreal Soaring Council's 50th anniversary issue of their magazine 'Downwind.'

In a country as vast as Canada it is not surprising that the early pioneers of gliding carried out their activities independently of each other and this has made it extremely difficult to compile any sort of complete and accurate history. The various clubs that exist today have all made some effort to trace their own history, but where early activities did not lead to a club that survives today then, sadly, this history has been lost.

The earliest record, unfortunately without any references, dates back to 1907. In that year a Mr. L.J. Lesh flew two Chanute type hang gliders in Dominion Park, Montreal, towed by a boy on horseback. Later, in the same year, he did something much more exciting. He stood his glider on a pier opposite Pointe aux Trembles on the St. Lawrence River with a towing cable attached to a motorboat. He ran along the pier, towed by the boat, and managed to get airborne before he got to the end of the pier. He flew an incredible seven miles downstream behind the boat. Unfortunately the motorboat driver mistook a signal and turned and stopped. Mr. Lesh was forced to alight on the water, without injury but destroying the glider. This story seems to confirm that Montreal is the birthplace of gliding in Canada.

The next reference I have found brings us to 1912, but no data is available. The September 1964 issue of the Montreal Soaring Council's magazine included a photograph showing a biplane glider being operated in Montreal's Lafontaine Park in 1912. No reference is given as to where the photograph was found, who the pilot was, or what type of glider it was. Unfortunately at that time I was working in the U.S.A. and was not able to follow it up. No one now knows who submitted the article.

By 1925 the Montreal Gliding Club already existed; they are known to have operated a primary in Montreal West. The club was dissolved when they could not pay a repair bill to Canadian Vickers'! By the end of the thirties there are reports of the Webster Gliding Club, a gliding section of the McGill University Light Aeroplane Club, the Maisonneuve Gliding Company, and the Club Planeur Laurentian.

The late Charles Wingfield gave some interesting history to me after I wrote to him having learned, (from an article in 'Sailplane and Gliding'), that he was a student at McGill in the thirties. In 1991 he still had his diaries and logbooks from those days and was able to tell us that in 1935 the last day of flying for that year was on December 15 when 14 members made a total of 54 flights in the club's Dagling. Mr. Wingfield also told me an interesting story about how the McGill Club acquired a Slingsby Falcon glider. It appears that as an advertising stunt the MacDonald Tobacco Company offered to provide an aeroplane, free, to the McGill University Light Aeroplane Club if they collected an astronomical number of cigarette cards, a mere million or so. This number was so great that MacDonalds probably considered the task so formidable that no one would even try it. They did not understand the motivation of gliding enthusiasts who could see, at last, the prospect of a decent glider! A vast number of cards was collected, but by this time the Light Aeroplane Club had folded and the McGill Gliding Club declared themselves the legal successors. It appears that the Tobacco Company accepted this and agreed to buy them a glider. Evidently there was much debate on what glider to buy, but the sober heads among them realised that they were all too inexperienced to get something too exotic so they settled on a Slingsby Falcon. It is certain that this glider survived the war years and was flown in the immediate postwar years. Unfortunately I have not been able to find out what happened to it.

Suffice to say of gliding in other parts of Canada that there is recorded history of activity in Three Rivers, Sherbrooke, Ottawa, Toronto, Brandon, Medicine Hat, Saskatoon, Lethbridge, Calgary, and various locations in British Columbia. Some of the early activity in British Columbia is described in a book, 'Trying Their Wings,' by Lloyd M. Bungey, published in 1989 and still available from the Vancouver Soaring Association.

Most of the published material on Canadian glider designs is devoted to the work of Mr. W. Czerwinski but there is one other design that is worth mentioning. This was a 40 ft sailplane built by a John Branlmayr of Saskatoon in 1939. It was, for the day, quite a modern looking glider with an elegant slightly gulled, tapered wing.

The Soaring Association of Canada Year Book, 1948 – 1949, includes a list of known gliders in Canada at that time. It was acknowledged then that the list may not have been accurate and some of the gliders may not have been active. The list is too long to repeat in full but some data may be of interest. Listed are eleven primaries of various types, one Kirby Kite, six Grunaus, three TG-3, one H-17, one Robin, six Schweizer 1-19, two Brieglieb BG-6, ten Kirby Kadet, one Mü-13, one EoN Olympia, four Pratt Read, one Schweizer 2-22, one Sparrow, one Wren, and six L-K. The Loudon and Harbinger are listed, but at that time I do not believe that the Loudon was complete and the Harbinger, although definitely already under construction, was not completed until many years later. *(It flew about 100 hours and was then given to the wonderful aircraft Museum at Ottowa where the Editor saw it in the storage area in 1997)*

Of the six Grunaus at least three* were post-war booty from Germany, as was the Mü-13D-3. The Soaring Association of Canada's magazine 'Free Flight' recently published a two part article by the late Barrie Jeffrey called 'Grunau Baby Days' which shows how important these Grunaus were to Canadian gliding in the immediate post-war years. *(Four of the Grunau Babys belonged to the Danish Air Army and were "liberated" by British Forces in Denmark in 1945 as they carried WL (Wehrmacht Luft) markings from mid 1943. CW.)* I believe that at least one Grunau still exists but it is not believed to be airworthy. The Mü-13 certainly is a survivor, now owned by Bob Gaines of Atlanta, the President of the VSA; I saw it at the Elmira International Vintage Sailplane Meet in July 2000 where it was awarded a well deserved Chris Wills' Restoration Prize. Since its McGill days it has, I believe, seen several rebuilds. It is now in really excellent condition.

**(At least 4 of the Grunau Babys belonging to the Danish Air Army were "liberated" by British Forces in Denmark in 1945 as they carried Wehrmacht Luft markings. CW)*

When Gliding was their Sport

The first sole female glider group was established 1930 in Mainz/Germany

Martha Mendel, their 23 year old gymnastics teacher and 15 students of the gymnastics seminar at the "Frauenarbeitsschule Mainz" set up the "Damensegelfluggruppe Mainz - Wiesbaden" in October 1930 as a division of the MVL "Mitterheinischer Verein für Luftfahrt", one of the two flying clubs in Mainz at that time. This was the first sole female glider club in gliding history.

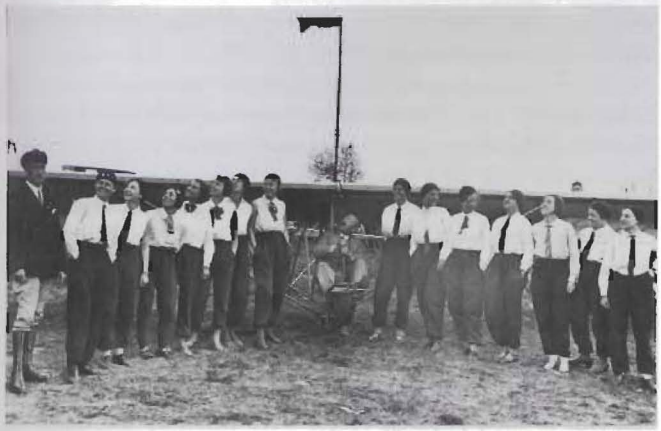
With Alois Herke as the master (and the only man) in their workshop, the young ladies began to repair a damaged primary glider "Schleicher Anfänger".

Already in January 1931 the first ground slides and short hops began on the old prewar airfield, "Grosser Sand" in Mainz-Gonsenheim, where Anthony Fokker got his pilot's licence (Nr 88) on 16.5.1911 and flew as a pilot and instructor at Jacob Goedecker's aircraft works and flying school.

However, for bungee cord launches, a glider site on a hill was preferable.The ladies group therefore moved to the Platte, a steep hill on the outskirts of Wiesbaden once a permanent

glider hangar was erected there. This hangar was originally built in 1912 by the former "Verein für Flugwesen Mainz" on the airfield "Grosser Sand." After the war it was confiscated by the French and finally returned to the club in 1930.

One of the 3 clubrooms in the hangar was assigned to the ladies group. With great enthusiasm and effort the ladies renovated and decorated their room. On 17.5.1931 the hangar was officially inaugurated and 4 training gliders were baptized. Besides Mr. Dominicus, the chairman of the DLV, the German Aeronautical Association in Berlin, Otto Dyckerhoff, chairman of the former "Verein für Flugwesen Mainz" and honary chairman of the MVL, the mayors of Mainz and Wiesbaden also "Rhönvater" Oskar Ursinus attended the ceremonies and posed on a primary glider with the lady pilots.

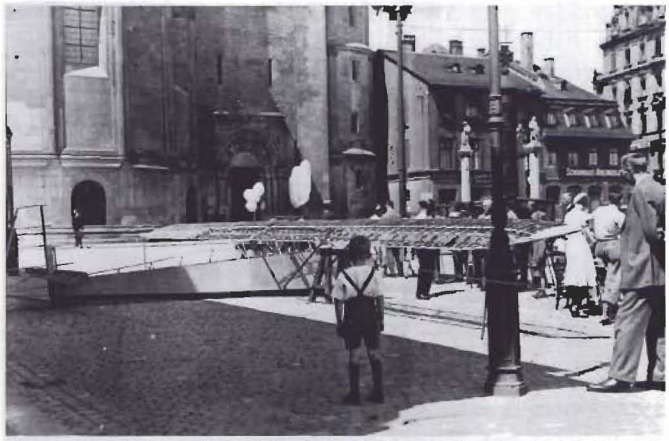


After the inauguration of their hangar on 17-5-31 Oscar Ursinus on the Primary surrounded by the girls of the Mainz Club. Photo from Manfred Penning.

Then there was a setback. With the end of the term of the gymnastics seminar, the group fell apart as the successful young teachers were employed in various cities in the state of Hesse. One lady of the group, Emma Kraft was transferred to Worms and started a female glider group there.

Only 4 ladies of the original ladies glider group remained. Besides Martha Mendel who had obtained the A badge in the Spring and the B during the Autum school holidays at Hirzenhain, these were Hanna Hamann, Hanna Roth and most probably Grit Bihlmayer. The girls joined up with their male colleagues and flew and repaired gliders together for the second half of 1931.

However, they could not forget the glorious times of their own all-female group. During the long winter evenings with a lot of repair work, Martha Mendel came up with plans and new ideas for a revival. Shortly after Easter 1932, the ladies glider group was re-established with 18 girls, mainly from the new gymnastics seminar. Martha Mendel was able to fly the C badge on the Wasserkuppe during the Easter holidays, and thereby inspired the new lady pilots tremendously.
Besides the primary training on the Platte, it was decided to build a glider of their own. For 40 Reichsmark they obtained the construction plans from Fieseler Flugzeugbau Kassel for a "Kassel 20". During the Whitsun school holidays they started to build this advanced glider (Gliding ratio 1 : 20). In only 44 days the young ladies, with the help and supervision of Alois Herke, finished their task. On the 10th of July 1932 the still uncovered plane was presented to the public on Liebfrauenplatz besides the cathedral in the city of Mainz.



The Kassel 20 exhibited in front of the Mainz Cathedral before being covered. Photo from Manfred Penning.

While working on the "Kassel 20", the idea was born to participate in the annual Rhön contest.
Martha Mendel,who in the meantime had finished a course on aerotow by the RhönRositten Gesellschaft at the airfield Mainz-Wiesbaden (the former race course Erbenheim) held by Fritz Stamer and Peter Riedel during May 1932, was nominated to fly during the contest. The other ladies of the group would form the crew. Only 3 days after the exhibition in Mainz and and a lot of hard work to finish their plane, 16 girls departed on July 13th, 1932 in an old truck and the newly built trailer with the now covered "Kassel 20" to their destination Wasserkuppe. Prior to this they had named their new glider "Boy". After a journey of 9½ hours they were greeted by the male pilots and participants on the Wasserkuppe "half unbelieving and half enthusiastic".



The Kassel 20 surrounded by club members at the 1932 Rhön contest. Photo from Manfred Penning.

The first participation of a sole female group was a sensation and drew intensive press coverage in Germany. Martha Mendel flew the "Kassel 20" in the contest, which became known as the 13. Rhön. She flew 4 times during the contest. This was not enough to win any prizes, however she was given a plate of honour by the newspaper Frankfurter Nachrichten.

On 22.7.1932 a picture was taken of of the most famous glider pilots of that time together with Martha Mendel. In the afternoon of that day, the young ladies witnessed the disintegration of Robert Kronfeld's "Austria" in the air and one day later Günter Groenhoff's fatal accident. Lotte Eberts, who



The Kassel 20 in flight at the 13th Rhön contest in 1932. Photo from Manfred Penning.

seems to be the only surviving lady participant of the group can still remember how she, together with Erich Plath, a member of the technical commision were searching for Groenhoff on Plath's motorcycle and how shocked and bitterly disappointed they were when they finally learned of Groenhoff's fate.

Martha Mendel was transferred to Giessen in 1934 and continued to fly gliders throughout her life. She achived the female duration world record for ladies with ll h 28min on the 11.4.1935. This record was previously held by Hanna Reitsch. After the war, she and Hanna Reitsch became close friends. The ladies glider group continued to exist till the end of the war. Hanna Hamann, a founding member, became the head of the group in 1934 and was succeded by Lotte Schell after her marriage in 1936. *Manfred Penning, Oldtimer Segefflug Club Mainz e.V.*

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French History. The second birth of French Gliding.
Some of us may have wondered when some of the French gliders which have attended our Rallies were first built. This article, which took a long time to produce, has the intention of throwing light on this extraordinary period of French gliding history.

After the German invasion and complete collapse of French gliding in 1940, it was agreed between the Armistice Commision and the German Occupation authorities, that gliding should be allowed for French civilians, as the only form of civil aviation in France. (This was rather more than that which was allowed for British civilians for whom gliding was banned from Easter 1940 until Easter 1946 and most of their gliders were impressed by the Military).

The Sport in France was to be part of general aviation training for youth under the organization of Les Sports Aeriens, which was subordinated to the Ministry of Education. Eric Nessler, France's great pioneer glider pilot, International Gold C No 4 gained in 1938, became Inspector General of French Gliding and gliders. In 1940, it was agreed by the German Authorities and the French Armistice Commission that 106 airfields should be neutralized for gliding and a further six could be used with prior permission from the Military. It seems that some of the Centres were in the Occupied Zone of France. What gliders were still there to equip these gliding centres? During the 1940 invasion, the first two Emouchets and an Avia 41P were taken from Pont Saint Vincent by the Germans and 15 new Delanne 60 Intermediate sailplanes, new and still in their packing cases, were taken by the Germans from Beynes, near Paris. Luckily the first prototype of the Delanne 60 was hidden and was not found. It was brought out of hiding in 1945 and was flown for four years. Remaining, were about 150 gliders to equip 106 gliding sites, which was not very efficient. It was therefore decided to concentrate the gliders at a few main centres. Then, a great number of designers were brought in to design new types, which were built and flown during 1941 and 1942 each usually with two prototypes. This governmental support for gliding led to a great outburst of enthusiasm and 1941 became the best year for French gliding until that time. 1942 was still better for hours flown and badges won, until gliding was banned because of the war situation, on 5th December 1942. Such was the enthusiasm for gliding that 1941 has been referred to as the Second Birth of French Gliding. Cross-country flying, altitude and duration flights were allowed but not contest flying.

Launching was by means of Charcoal Gas Powered Winches, known as Gazogenes, which were not the last word for reliability, and by Sandow (bungee). As there was an acute shortage of petrol, horses were sometimes used for ground transport of the gliders.

There were four Gliding Centres and equipment was brought to these. They were:

La Banne d'Ordanche. This was the French Wasserkuppe, but was 1000 ft higher than the latter. It was closed after 1942 as it was too high for good weather!! This centre had the following machines:- Castel C 30, a 1936 glider in the same class as the Grunau Baby 2. The C.30 was in 1941, in large scale production as the C 301 "Ailette". (Little wing?)
The Avia XV-A, a primary training glider which was designed in 1932.

Avia 32E. An intermediate training sailplane which was designed in 1931. Avia 40P. A high performance sailplane designed at Avia in 1935. It was still being built during the war.

Avia 41P. The last surviving example of a high performance sailplane, which was based on Kronfeld's Wien, and built in 1932.

La Montagne Noire:- Avia 15A, Avia 40P, Castel C 24, which was a tandem two seater which flew first in 1936. Spalinger S.18, we believe that about 5 of these were bought from Switzerland to reinforce the French performance glider fleet.

Saint Auban sur Durance. Avia 11A 1932 Primary, Avia 15A, Avia 32E and Avia 40P.

Djebel Diss in North Africa. Avia 15A and Avia 40P.

La Banne was first to start operations in the Spring of '41. In July it received two new Castel 30S.



Castel C.301a which is basically the C30 of 1936 but was mass produced during 1940/41. 3 are still airworthy and this one belongs to Maurice Renard. Photo from Chris Wills.

La Montagne Noire started operations on the 16th April 1941. Barracks were put up near the wooden hangar and personalities were there such as Eric Nessler, Maxime Lamort, Valette, etc. The first pupils were from Youth Camps and also military pilots for whom the current situation did not allow powered flying and were thus compelled to take leave, but who the State wished to keep trained. For the month of March, record activity was noted:- 956 flying hours by 36 course participants, with 107 hours being flown on one day, March 31st. Four Silver C s (Brevet Ds) were completed by Marcelle Choisnet, de Lasageas, Delhoume and Monville. Flights of 12 hours 21 minutes and 8 hours 52 minutes rounded off the occasion.

On the 9th July was the first flight of the S0-P1. For the Ministry of the Armies, the problem of flying training was insoluble as conditions allowed no fuel, no materiels etc and therefore they turned towards gliding and asked the S.N.C.A.S.O. designers to design a single seated training glider. It was called P 1. ie Planeur-single seat.

At Chateauroux, the S.N.C.A.S.O. put its engineers to work on a high performance sailplane. As the aircraft had no military value, there were no restrictions and the young Lucien Servanty was put in charge of its design. He had recently designed the formidable Bloch 157 which, fully armed, was capable of over 700 kph. The sailplane was entirely of metal, had a 16 metre span with an aspect ratio also of 16, max. L/D of 27/1. It had the first moulded plexiglass canopy in France. Its gull wings gave it an excess of lateral stability and its penetration was not good enough for a machine of its class as its performance deteriorated rapidly above 95 kph. In the same workshop in 1945, Servanty was designing a wooden sailplane with a calculated Max.L/D of 37.5/1 called Liberté but it was never finished.

There were grave accidents, one on the 26th June when Remy Martinaud, during a training flight in the AVIA 40P No 92 at La Montagne Noire broke his leg, but the slowness of his rescue meant that he had to have a double amputation of his left leg. After a lengthy convalescence, he was able to start gliding again. In August 1941 at La Banne, Fernand Enjalbert was in collision with another pupil and he was killed. Taking part on the same course was the 20 year old Charles Atger who obtained his "B" Certificate. He later flew an AIR 100 from the 2nd to the 4th April 1952 for a single seat World Duration Record of 56 hours 15 minutes. (Charles Atger is still flying as is the AIR 100, we believe and his record still stands as duration records are no more allowed.)

For Glider maintenance, the factory at Pont Rouge at Castelnaudary was bought and transformed, under the direction of Morignot, to work on the wood, fabric and rigging of gliders. Production of the 2 seater C.24S, which had been ordered in 1939, was confirmed by Vichy to be built as the C.242. A production line of 10 was set up. Some new faces appeared, those of Guy de Lasageas and Charles Fauvel. The plans of the Emouchet, designed by Mangeot and the tandem two seater Emouchet, the Eider, were optimized. This little two- seater was capable of holding its own against the C 242 and C.800 of the time and became the DACAL. 9 of them were built and gave great service after the war in North Africa, where it was almost impossible to obtain C.800s and C 25S two seaters.

While the S.N.C.A.S.O. was being financed by the Armée de l'Air, Louis Breguet, on order from the Admiral Laborde, put his designer Ricard to work on a single seat and/or two seater water sailplane for the French Navy (Aero Navale). He had been inspired by the hydroglider that Ernst Jachtmann had had built in the Berlin Lufthansa workshop during the year before. (The Jacht 71 was given to the Norwegians as they had plenty of water. It had similar wings and tailplane to those of a Rhönsperber. After going to Norway, we don't know what happened to it. We suppose that it was used and broken by the Quisling Hirdens Flygkorps of 1942-1945 which, according to Jan Scott, broke everything. They were the Norwegian N.S.F.K.) Because of the invasion of the Free Zone of France, (on the 9th November 1942), it was not possible to build this glider and later in 1945 it was abandoned.

A single seat sailplane, the C.810, which was designed to compliment the C.800 Epervier (Sparrow Hawk), was built, financed by military credits. It was destroyed by Allied bombardment in 1942, without having been ordered by the Armée de l'Air, which was too interested in powered flying training and were quite unable to see that the Germans were producing a great wealth of embryo power pilots using gliders. The C.810 appeared shortly after the war with dihedralled tailplane and was known as the C.811. In September Les Sports Aeriens established a programme to modernize the glider fleet. Its aims were triple. 1/ to train pilots, 2/ to maintain aeronautical workshops and 3/ to give work to the designers.

The programme saw the birth of the C.301S, and C.242, which were timid modernizations of sailplanes already in existence. Also, two prototypes each were built of the Caudron C.800, Castel C 25S, Castel C 31S, Castel C 3010 as well as about 7 SA 103 Emouchets. Also there were the SO P-1, 2 PM 200s, 2 Guerchais Roche 70s, 2 Guerchais Roche 105s, and 1 Guerchais Roche 107. 10 Castel C.242s were built from December 1941 and 10 more were built in 1945. One CM Jalon research 2-seater sailplane was built in 1942 but another was built later as the first one was taken to Germany in 1943. 2 Castel C 810s were built but one of them was destroyed by Allied air attack in 1942. The second was taken to Germany in 1943, where it was named "Colibri". In quantity production during 1941/42 were: Avia 151, Avia 40P, Castel 301, and Castel 31. Of these, the Castel 301s were in full production, 265 having been built from 1940 and 63 of the

Castel C.31Ps were built in 1941. All building and flying was officially terminated on the 5th December 1942, because of the war situation and Les Sports Aeriens had to concentrate on aeromodelling.

La Montagne Noire statistics for 4 Courses from the 16th April until the 15th December 1941. 75 pupils totalled 2,237 hours from 2,606 launches. 224 "B" and "C" Certificates were realized and 6 SILVER C s" were completed. These were the greatest totals achieved in France during one year of flying up to that date. The gliders flown were: C.242, Avia XVA, Avia 32E, Spalinger S.18, C.30S and C.301.

On the 11th December 1941 the first prototype Castel 242 was ready. This had an improved wing over that of the Castel 24 of 1936. The new wing resembled in plan form that of a Kranich 2 but it was strutted and was not gulled. The type became the stuff of French legend. To see Claude Visse demonstrating how to fly one is extremely funny. The 242 broke many French records during and after the war. The fuselage and tail surfaces of one can be seen in the Musée de l'Air de l'Espace at Le Bourget.

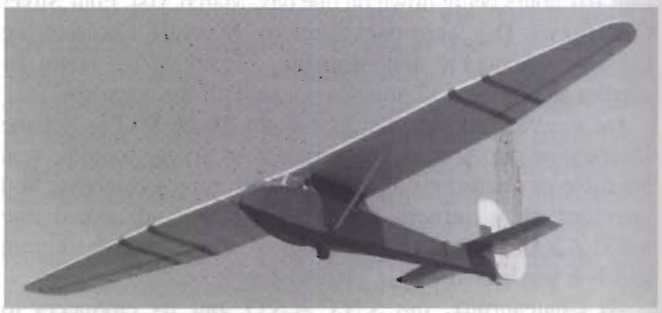
During 1942 the economy of the country plunged into an abyss and the war seemed to be going on forever. Nevertheless, the programme launched in 1941 began to bear fruit. There was the arrival of the Caudron C 800, the C.810 and also the PM 200 of which two were built. It was inspired by, but not a copy of, the Goevier. At Riom, two remarkable new machines were revealed, the Guerchais Roches. The engineer Guerchais, who had been designing gliders since Combegasse, was constrained to bring out his 1938 design, the GR-70. This was a gull winged single seater of 17m span and a max. L/D of 27/1. Also exhibited in the Casino of Riom was the GR 105 side by side piloted two seater of such purity of line as to seem to render the C.800 antique. They caught the attention paticularly of Eric Nessler who, after flying the GR 105, thought it remarkable and better than any other glider, either single or 2 seater that he had ever flown. It had a calculated max. L/D of 29/1 when flown two seated and over 30/1 when flown solo. For the first time, France had two gliders which were spacious enough to accomodate pilots with parachutes, and of a strength at least equal to that of the German gliders.



The AIR 102 was conceived pre-war, designed during the war and produced post-war in 1946. Photo from Chris Wills.

The Air 100. At Toulouse, three engineers of the Groupe de l'Air: Clamamus, Delivée and Lescure were finishing a dossier started just before the outbreak of war. It was named "Pur Sang" *(Pure blood. CW)* established around the number 18; an 18 metre span, an Aspect Ratio of 18 and 18 square metres wing area. It was also inspired by the best German designs of the time. It had a moulded canopy and its original name Air Pur Sang became Pur Air-100 and afterwards Air 100. The inevitable Raymond Jarlaud, who was living in Toulouse, came to lend his help and started to recalculate the Dossier. The Air 100 was not built until 1947. Other orders:- The Service des Sports asked Max Holste to build two examples of his MH-20P. This was a remarkable twin boomed high performance sailplane, built entirely of sheet steel and magnesium. Its wingspan was 17.5 metres. Fauvel was asked to produce one example of his AV-17 flying wing. This was a much refined version of his AV 3. About 60 Avia 152 Primaries were ordered from Wassmer, a furniture firm, which also built propellers. The occupation of the Free Zone retarded their production.

In 1939, the Club Olympique of Billancourt wished to again have a summer course in the Southern Alps, as they had done during the previous year. Part of their glider fleet was cut off there by the invasion. These were H.17A, Avia 40P,and a 2-seater Castel C 24S. As they could not be taken home they were, after the 3rd September, used by the local glider pilots. They were supported by 3 Avia XV-A, 2 C.30S, an Avia 40P and a Spalinger S.18 on loan from La Montagne Noire with several pupils from a course. The C.24S was the second two seater in France available for training. With this machine with fragile wings, two interesting flights were made. Launches were achieved by a very capricious Gazogene Winch. The Chef du Centre was always Froton. The instructors were Pierre Decroo, Arsenal's test pilot from 1938-1940, and Veyssiere and Gaudry, detached from La Montagne Noire as Chief Pilot. The glider park at Saint Auban at that time was :- The Avia 40P No. 92, still in bits after Martinaud's accident, the Avia 151 No.70, the Spalinger S.18, the Habicht, an Avia 32E No.5, a C.30S, a Castel 31 Aigrette (Egret), the SO-P-1, the prototype PM 200, the prototype of the Emouchet and the 2nd prototype C.800.



The SA 104 Emouchet was first conceived at Pont Saint Vincent in 1938 by M. Mangeot, the CFI. Its wings are based on those of the Polish Salamandra. Many 104s were built after the war but only 3 are now airworthy. This one belongs to F.L Henry. Photo from Chris Wills.

Principal Gliding Dates in 1942

18th June, Eric Nessler's World Duration Record of 38 hours 21 minutes over the slope of La Montagne Noire in the Spalinger S.18 from the 18th to the 20th June. The previous record of 36 hours 25 minutes had been flown by Kurt Schmidt in 1933 over the Rossitten sand dunes in a Grunau Baby 2. In 1943, the Duration Record was again broken by Ernst Jachtmann in a JS Weihe again near Rossiten with almost 56 hours. The International organization of gliding (ISTUS) was in 1945 transferred from Professor Dr. Walter Georgii at Darmstadt to the FAI in Paris who decided not to recognise International Gliding Records flown during the war.

Nevertheless, Nessler's record was a great morale booster at that time as it showed that the spirit of the French was not irretrievably broken. In October 1942, there were two records at Saint Auban. On the 11th Gaudry, accompanied by his pupil Foucaud, climbed to 3,600 metres (ie a gain of height of 3,060 metres) above Les Penitants on board a C.24. The flight lasted 8 hours. During the same week, in the same machine, with the same pupil, Decroo flew for 11 hours 29 minutes. These were two new National Records. Decroo disappeared immediately afterwards, possibly to join the Resistance. (F.A.F.L?).
8th November 1942. The British and Americans land in North Africa and to counter the invasion threat to the Mediterranaen Coast, the Germans found it necessary to invade the Free Zone of France on the next day.

At first, the operation was not very aggressive, but after the Rallying of the A.O.F. on the 21st the Wehrmacht received orders to open fire.

On the 5th December 1942 all gliding had to stop in France. On the 23rd December 1942 François Ragot's Avia 40P (ex BGA 680) was finished by Roche Aviation. The question is.. was it finished for the Germans?



Eric Nessler, the great French pre-war pilot. (Gold C No 4). He was made Inspector General of French Gliding in 1941/42. Photo from Chris Wills.

French Gliders removed from France during 1943 and were in Werhmacht Luft service in 1944.
14 Avia 40 Ps, 1 C.800, 1 C.810 Colibri, 2 Castel C.25S, 1 Castel C.30, 1 CM Jalon, 1 Guerchais Roche 105, 1 Guerchais Roche 70, 1 CM Jalon. The WL also had 1 Polish Salamandra and 1 Polish Wrona as well as a Czech Tulak.
The number of Avia 40Ps dropped to 9 after June 1944. We wonder if BGA 680 was one of the 9 that survived ? The WL's foreign gliders did not get flown much as the WL had a very tight training programme using SG.38s, Grunau Babies and Kranich 2s at the time.

In 1945, the French went to Germany and removed 378 German gliders for use in their clubs and centres. The Reiher V.2 and a Rhönadler were burnt where they found them. The former was at Strasburg and the latter was at Hirtzenhain.
French gliders being built in 1941. Avia 151. Avia 40 P, Castel C.301 (315 were finally built) Castel 3010 (at least 5 were built.) It had the fuselage of a C.301 and the wings of a C.31. Castel C 31 (63 were built). Production continued in 1945 as the C.310 P.

Gliders which were designed and flown as prototypes in 1941 and 1942. Emouchet. As many as possibly 9 prototypes were built in 1941 and 1942. The first two were built at Pont Saint Vincent in 1938 using the wings and tail surfaces of a crashed Polish Salamandra. The redesign was by Albert Mangeot, the Chief at Pont Saint Vincent at that time. The first two were taken to Germany in 1940 but attempts were made to put it into production during 1941/2. This was prevented by it being too similar to the C.301 that was already in mass production. A great number, perhaps more than 280, Emouchets were built after 1945.

Caudron C.800. 2 Prototypes built. 430 were built after 1945 as it became France's standard training 2-seater. **Caudron C.810.** 2 prototypes were built. 1 was destroyed by Allied bombardment in 1942. The other was taken to Germany in 1943. After the war, it appeared again, with dihedralled tailplane, as the Caudron C.811. It was to be a follow on from the C.800. It was not built after the war as it was too similar to the C.310. Castel C25S. 106 were built after the war.

Castel-Maboussin Jalon. This was a research 2-seater sailplane of very impressive and elegant design. Its sinking speed at 100 kph was 1 metre/ sec. The first was taken to Germany in 1943 but another was built in 1945. CW saw it at La Ferté Alais in approx. 1960, in bad condition and stored. F.L. Henry saw it there also and had plans to fly it on some "circuits" (triangles).

Guerchais Roche 70, Guerchais Roche 105, and **Guerchais Roche 106.** Despite their excellence, they were not built again after 1945. Only one of the latter was built and it was hidden during the war. It was in the class of a Grunau Baby. Although it was very strong, a French pilot broke up the GR 70 in 1946.

The PM 200 (PM =Planeurs Midi.) 2 prototypes were finished of this glider, which was a 2-seater inspired by the Goevier but not a copy. They were both loved for aerobatics and survived the war by 20 years.

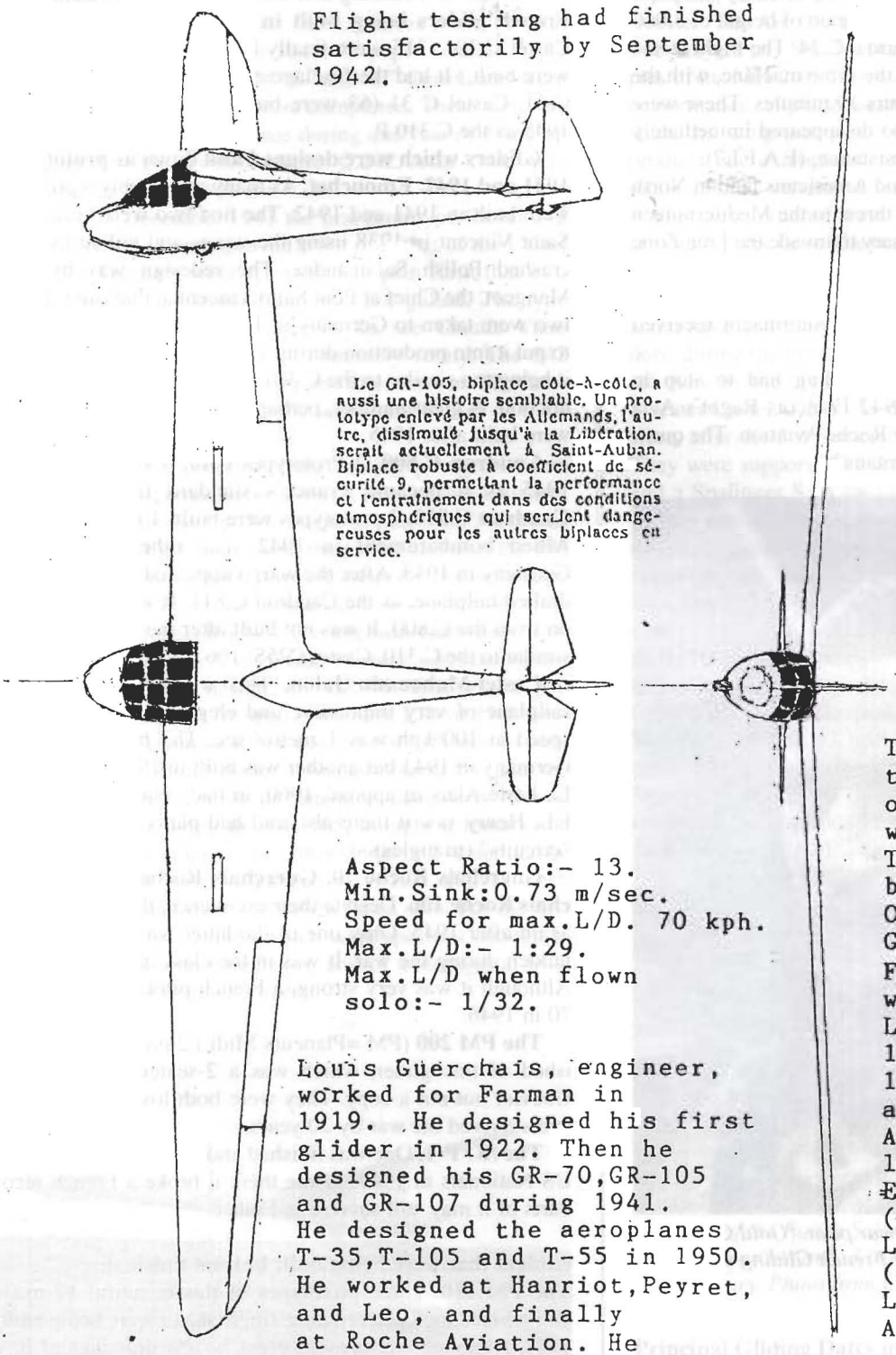
The SO P-1. One was finished and flew at the first postwar US Nationals in 1947. While there it broke a French record. Parts of it may still survive in France.

Gliders that were being built but not finished.
The PM 110. Three prototypes of this beautiful 17 m.span gull winged high performance single seater were being built in 1942. Although we have no good 3-view drawings of it, we think that it bears a resemblance to the FVA 11 Eifel. The 3 PM 110s were never finished. **The MH-20P.** This was a beautiful high performance twin boomed single seater built mostly of sheet steel and magnesium. It went down beneath the rubble of a massive Allied aerial bombardment of the Paris Region in 1944 and it was not built again after 1945. It was never flown.

Fauvel AV-17. This flying wing of great elegance was finished after 1945. It broke, through no fault of its pilot or of the design because it had been badly built.

It was very strong having been stressed to a coefficient of 9. It was a side by side seated 2-seater that could be flown on performance and training flights in weather in which other 2 seaters in service in Fance could not be flown safely.

Flight testing had finished satisfactorily by September 1942.



Le GR-105, biplace côte-à-côte, a aussi une histoire semblable. Un prototype enlevé par les Allemands, l'autre, dissimulé jusqu'à la Libération, serait actuellement à Saint-Auban. Biplace robuste à coefficient de sécurité 9, permettant la performance et l'entraînement dans des conditions atmosphériques qui seraient dangereuses pour les autres biplaces en service.

Allongement	13
Longueur totale	6m96
Surface	25 m²
Hauteur totale	1m70
Charge alaire maximum...	18 kg.
Finesse aile seule.....	32
Finesse planeur complet..	29
Vitesse verticale de descente sur la trajectoire..	0m73
Vitesse à la meilleure utilisation	70 km.-h
Vitesse minimum sur la trajectoire....	46 km.-h
Vitesse de sécurité de descente en piqué.....175	km.-h
Coefficient de sécurité....	9

Les qualités du GR-105 ont été reconnues par nos pilotes les plus experts. D'après Eric Nessler, ce serait l'appareil qui descendrait le moins vite; d'ailleurs, il l'avait choisi pour l'équiper en monoplace et tenter d'enlever, avec lui, le record de durée aux Allemands.

Nous donnerons ultérieurement les caractéristiques d'une autre production du même constructeur: le monoplace d'entraînement GR-107 qui est une autre belle machine.

Les essais de cet appareil sont terminés, avec conclusion satisfaisante depuis septembre 1942. Je n'ajoute aucun commentaire...

Voici ses caractéristiques:

Poids total à vide.....	265 kg.
Poids total en charge....	445 kg.
Envergure	18 m.
Largeur de l'aile à l'emplanture	1m90

Aspect Ratio:- 13.
Min.Sink:0.73 m/sec.
Speed for max.L/D. 70 kph.
Max.L/D:- 1:29.
Max.L/D when flown solo:- 1/32.

Louis Guerchais, engineer, worked for Farman in 1919. He designed his first glider in 1922. Then he designed his GR-70,GR-105 and GR-107 during 1941. He designed the aeroplanes T-35,T-105 and T-55 in 1950. He worked at Hanriot,Peyret, and Leo, and finally at Roche Aviation. He died in 1978.

This was a two seater training sailplane of 18 m.wingspan with a max.L/D of 1:29. Two prototypes were built.
One was taken by the Germans from Clermont Ferrand in 1943 and was on the Wehrmacht Luft's strength in 1944.The second GR 105 was dispersed and hidden at Saint Auban until the liberation.
Empty weight :-265 kgs (583 lbs).
Loaded weight :-445 kgs (979 lbs).
Length:-6.96m.
A/R:- 13.

Planeur biplace d'entrainement G.R.-105.

Eric Nessler, father of French Gliding and Inspector General of French gliders from 1941, once said that of all the gliders that he had ever flown, both single and two seaters, the GR 105 was the best. It was of such excellence as to render the C-800 only worthy of a museum for antiquities !!! However, after the war, none of the three Guerchais Roche gliders were built again. It was felt at the time that the GR 105 might be capable of breaking records, especially the World's duration record.

FEATURES

Was there any Gliding in France during 1943 and until July 1944?

1944. It is mentioned that the course at Saint Auban between the 1st January and 31st of March, consisted of 52 pupils who flew 1,558 hours. On the 31st March, 17 gliders flew 125 hours. The C.242 No 9 flew by far the longest duration. On the 29th April, Mlle Marcelle Choisnet flew the Avia 40P No. 104 for 12 hours 21 minutes to take back her womens' National Duration Record. On the 9th June 1944, Marcelle Choisney flew the Avia 40P No. 15, 139.246 kms to Champaubert La Bataille for the French National Free Distance Record. If she did this flight on that date (ie 3 days after the Allied Invasion of Normandy) we think she was very brave. The date is quite definitely mentioned but we wonder if some of the previous flying could not have occurred in 1945?

It seems that Gliding Operations could continue in French North Africa. At La Montagne Noire, Raymond Jarlaud secretly managed to finish designing the Eider, the 2-seat Emouchet. Its "cover" was that it was a sailing boat which was going to be tried out on the Lac Saint Fereole, which is below La Montagne Noire's slope. 9 were built in North Africa after the war as the DACAL. They gave excellent service for many years in French North Africa. There is a photograph of an Emouchet flying over La Montagne Noire's La Montagne slope in 1943. **Sailplanes that had been designed during 1941/2 but were not built until after 1945.**

CM 7. Only two were built through lack of finance in 1947. During the next 5 years they broke all the National 2-seater records as well as two World Duration records.

The Air 100/102. They were first built in 1946. About 31 were built. There was no external difference between the two versions of this very fine Jarlaud designed single seater sailplane but the 102 had pushrod operated controls and was therefore slightly heavier.

Much of the information for the above article has come from the books "Histoire de Vol a Voile Français" by Reginald and Anne Jouhaud and "Planeurs Avions" by Christian Castello.

The above article was written to shed some light on the period of French Gliding during 1941/2. It must have been a hard time but it will be seen that the glider pilots were not dormant and they laid the foundation for the tremendous French gliding movement after 1945, which was the envy of the world. The magnitude of what they achieved cannot be underestimated. There may be some inaccuracies but we have done our best.

We may see the following types at our Rallies.:- Avia 151 1933, Avia 40P 1935, C.301 basically 1936, Emouchet basically 1938, C.800, C.25S, C 310 and C 3010 1942, Nord 1300 (Grunau Baby 2b) 1946, 266 built; Nord 2000 (Meise)1947 104 built; Air 100/102 1947 31 built; Breguet 900 1948 8 built; VMA 200 Milan (Weihe) 1949 32 built, Arsenal 4-111 2 built; Castel C 311p 45 built in 1950, CM-8-13 (aerobatic) 1 built in 1949, CM-8-15 1 built in 1949.

From this, it is well evident that the French still have in existance a very good cross section of their vintage gliders from 1933-1950. Of course, we must mention the Avia 41P of 1932 on exhibition at the Musée Régional de l'Air at Angers-Marcé; perhaps 5 were built. This last 41P, the type in which Nessler did his great pre-1940 flights, is on static display and will not be allowed to fly. It is too precious.

This article may form the basis of a VGC Descriptive Article when it will be accompanied by many 3-view drawings of the gliders mentioned.

Chris Wills.

Throughout the world the membership of most gliding clubs appears to be in decline and in the last issue we published several letters on the subject of the future of the VGC; Dr Harold Kämper has sent us this thought-provoking article discussing the rapid changes taking place in sporting organisations and the need for a fresh outlook in dealing with the problems. This lecture was given in May 2000 and later appeared in Luftsport; it was translated for us from the original German by Colin Anson who also obtained permission to reprint it from the Editor of Luftsport. Thanks Colin.

Ed

CURRENT DEVELOPMENTS IN THE FIELD OF SPORTS – CHALLENGES FOR SPORTING ORGANISATIONS AND THEIR CONSEQUENCES.

When considering changes in training methods and the way in which knowledge and experience are passed on in sporting organisations, we have to acknowledge that often the chain of passing-on experience from the older to the younger generation no longer works. Would you try to teach children or adolescents about in-line skating or skateboarding, explain to them how to cope with a climbing wall, or what tactics in streetball or beach-volleyball would get the best results, or which hip-hop choreography would most appeal to spectators?

But it is not only the chain of passing on information that has changed, but also the ways in which infomation is conveyed and absorbed. Children and young people are nowadays used to obtaining infomation independently, and from diverse sources such as friends and acquaintances, from periodicals, television or the internet. Learning takes open, experimental forms, more in the manner of projects.

As a sporting organisation you should critically ask yourself whether you have adequately taken these changes into account in the way in which your type of sport, which no doubt has complex characteristics, is taught. You really must, if you want to attract more young people in the future. From now on we shall have to learn ourselves, in parallel with the children and young people. In older people this pre-supposes a readiness to acknowledge their existing knowledge and experience, and the changed learning strategies of younger people.

Changes in different sports.

The field of different kinds ot sports has in recent years become ever more manifold and diverse. There are winners and losers. There has been incalculable loss in the popularity of traditional foms of sports such as "apparatus gymnastics", light athletics, handball, table tennis and lately also lawn tennis. The winners include, inter alia, fitness and health programmes, stamina sports, basketball, golf, in-line skating and lately also, once more, football. Whether sporting aviation shows a reduction in membership in some sectors of membership growth, I don't know. In consequence ot the gains or losses experienced in particular sports, considerable efforts were made to modernise them. Sometimes the modernisation is designed to make the sport more attractive for television, sometimes it is new products which come on the market and are enthusiastically taken up. I should like to cite in-line skating as an example. It should be appreciated that it was not the Geman Rollerskating Association which generated a mass movement, but the sports equipment industry. In 1999, as also in the preceding year, more than 2 million in-line skates were sold, and there are said to be more than 10 million in-line skaters.

The Geman Rollerskating Association was in this regard totally oblivious of this development. It continues to promote competitive-style racing on rollerskates with four wheels each. Those 10-million-plus in-line skaters literally skated past this association. Very probably, the rollerskating association will be overtaken by the same fate experienced by a good many choral societies which cherish the heritage of traditional song of times past, and have thereby distanced themselves from the ability, or even the desire, to contribute to or influence future musical development.

The question arises whether sporting aviation may be overtaken by the same fate unless all possibilities of modernisation both in respect of equipment and presentation are fully mobilised. No doubt sporting aviation or its individual forms will never achieve the mass appeal of a trendy sporting fashion. Its particular character makes that neither possible nor desirable. Even so, you should self-critically examine which modernisation opportunities may apply to the various branches of aviation sports.

Last year I had an opportunity to give a talk on the occasion of the world sculling championships. During the preparation of this talk, I noticed certain parallels. By single-mindedly concentrating on the fastest possible straight-line rowing, organised competitively, this type of sport has been completely overtaken by other sports such as canoeing, kajak, surfing etc. One way of overcoming this crisis is to design new rowing boats, which are easily transportable, quick to rig, easy to manoeuvre and can be used in many ways and without problems. Such boats are indeed being developed at the present time.

In the skies, too, I notice enomous increases in the numbers of para-gliders, parachutists and ultra-lights. In connection with some of this kind of flying equipment, a contemporary image of flying as an adventure has succeeded in establishing itself in people's minds. While you can see a paraglider in the background of advertisements for some modern products, I cannot recall any well known product which is associated in its advertising with a glider. And this brings me to another point concerning changes.

A new conception of sports.

In parallel to the modernisation of many kinds of sports, there has also been a change in the concept of sport in many people's attitudes. This is often centred on sports equipment which is coupled with music, clothing and particular attitudes. Many people conceive of sporting activities as a visible statement of their lifestyle. This is, for instance, very apparent in the case of in-line skaters, as also street ball and beach-volleyball players. For them, volleyball is not merely a kind of sport, but as much an expression of their personal aspirations and orientations. A sport may by all means be strenuous, but still should not lose a certain lightness of touch and an element of fun. Rallies arranged by volleyball players, for instance, are not just straightforward competitions, but exciting events. Snow-boarders, too, characterise their competitions as "events". And after all, this sport which still displays a daredevil air of rebelliousness, has nevertheless succeeded in being accepted as an Olympic sport. And it has been predicted that traditional volleyball may be superceded at the Olympic Games by beach-volleyball.

It is a striking fact that the new types of sport often seem particularly to attract women. 70% of the members of fitness studios are women. Obviously, they feel more at home there than in many clubs in which men dominate.

So you should self-critically examine also your own particular sport, and discover whether you have succeeded in connecting, for instance, gliding with a contemporary lifestyle concept. How modern and attractive does gliding appear to young people and, especially, to women?

The future of gliding will, inter alia, very greatly depend on the success in enthusing as many women as possible for this type of sport.

You may object that especially the new types of sport are predominantly practised by those who want to try something new, if possible without involving any great effort, only in order, some months later, again to change to something else which does not involve any effort. Such people are called "opportunistic sports-hoppers" and there are indeed such people, but they do not represent the large majority of participants in sports.

Or perhaps you might object that the training for and practice of gliding involves considerable efforts and a highly responsible attitude, which quite consciously distances itself from the new, fashionable types of sport. If this is your attitude towards the new kinds of sports, you should examine your prejudices.

If you observe children skateboarding, you will have to admit that they practice certain tricks over and over again for hours. Spills and abrasions are accepted as a matter of course. And the skaters most highly respected in their group are not those who master all the tricks with the greatest ease and speed, but those who have earned their expertise by the most intensive effort. Many an instructor or teacher would be happy if the children in his charge were as dedicated. It follows that our society does not exclusively consist of egotists who merely consume, without wishing to make an effort. It seems that, to commit oneself to something and to do it really well, is a highly satisfying experience. This fact ought to be the **great opportunity for the sport of gliding. It is not a question of making everything as easy as possible, but to provide an opportunity for an intensive but also exciting commitment.**

New shapes of organisation

So, what does a contemporary commitment of people look like? To discover this, let us look at another organisation in which people enthusiastically engage in a commitment. The question is: why should Greenpeace be so popular with young people?

There may be three fundamental reasons:

- Because of a total identification with the aims of the organisation;
- because it offers the option of a specific commitment, limited in time and to a particular project;
- Because its activities are professionally led.

This example proves that people are certainly prepared to commit themselves. But often they do this in other ways than those offered by organised sports. You should review your own organisation to see whether these three criteria are being met. The first need is quite obviously to *awake yearnings and establish identifications*. **I am reminded of the tale of The Little Prince by St. Exupery where you can read: "If you want to build a ship, don't recruit men to procure the wood, place orders and assign tasks, but teach them the yearning for the wide-open, limitless sea'. You should ask yourself whether you always succeed in awakening this**

yearning for the great freedom of flight, or whether you give too great a priority to the problems, efforts and technical demands connected with sporting aviation, and so forget to awaken that great yearning in people's hearts. We should also ask ourselves whether we always succeed in making the point that a specific, time-limited and project-orientated commitment is possible in sporting aviation. In view of altered time structures, many people can only commit themselves to specific, predictable time spans. This is not a matter of disinterest, but of changed living conditions.

In sporting aviation, too, you will have to work out contemporary forms of Cooperation and of how a responsible position is perceived. As yet, there are no ready answers. Many sporting organisations are faced by the same problem. A judgement will have to be made as to how professionally your club and sporting association should be run. No doubt it is beyond question that you cannot do without voluntary work. But in the long run, the structure of an organisation will not be capable of being maintained by volunteers alone.

Volunteers or professionals?

In almost all sporting organisations the personnel structure has become a central problem. We should examine, which jobs can still be done on a voluntary basis, and what should be the character, and also the time limitations, of such honorary offices. Up to now, we seem to have totally neglected to "nurse" the honorary office holders. The work they do is often taken for granted. Perhaps we have forgotten how simply to say "Thank You" sometimes. Beyond merely promoting good feelings, many clubs and associations are considering bonus schemes and special incentives, like e.g: purchasing privileges with certain shops or traders. They could offer special price reductions to honorary office holders. The businesses would gain by having the volunteers spread their reputation and increase their custom.

In addition to the voluntary tasks, there will have to be professional work, as our day-to-day business is characterised by many specialised, economic and legal requirements which can no longer be adequately dealt with by voluntary work. The employment of professionals will have to be financed, for example, by increased membership fees and boosting income, but also through self-critical analysis of established priorities in expenditure. Those who make more demands on the clubs's facilities wi!l have to pay higher membership fees than other members. Members who commit themselves to voluntary work for the club should pay lower fees than those who merely take advantage of it.

The future of sports clubs

To the best of my knowledge, sporting aviation is mostly practised in relatively small clubs with an average of 50 members. This would fulfil one essential precondition for the viability of an organisation. Every volunteer organisation nowadays faces the decision either to aim at a constant expansion of membership, or to specialise, with the need unequivocally to define its aims and tasks. In your kind of sport you have control of a monopoly which no-one is likely to encroach upon within the foreseeable future. You will not be so much concerned with aiming at growth, but rather with presenting a "Special Offer" of the highest possible quality. Apart from competence and expertise in your field, you need also to have a clear idea of a club philosophy. You should regard yourself as a source of civil initiative to promote sporting aviation, for your own species of aviation sport, based on principles of – free-will – equality – democracy -non-profit operation – autonomous organisation – a learning organisation. Free-will means that your organisation is a voluntary community of people who want to practise a sport together. Equality suggests that your clubs will be open to all interested persons to become members with equal rights. You should, however, ask yourselves how open your clubs really are and how easy, or perhaps difficult, it is for outsiders to obtain access to your clubs?

The democratic principle declares that in your clubs all matters are decided on the basis of full membership participation. By non-profit operation is meant that you will maintain independence from state and market forces through the efforts and commitment of your members. By the principle of autonomous organisation is meant that each club is maintained principally by the committed participation of its members, in which connection we should review contemporary forms of commitment. The requirement of self-organisation does not exclude professional support of voluntary activities.

The claim to be a learning organisation means that each club should maintain modern, open and adaptable structures to enable it to respond to the challenges posed by society. Your clubs should, by all means, make efforts to gain new members-but not at any price. Instead, all members should be aware of what your club stands for, and what is its underlying "philosophy". Those who only want to exploit sport for their own satisfaction would be better catered for in other types of organisation, rather than in clubs.

Prof Dr. Christian Wopp. Researcher in Future Developments at the University of Osnabrück.

PLANNED PRODUCTION OF GLIDERS IN WARTIME GERMANY

In addition to the article on German wartime glider production, (if our members have recovered from it??) CW feels that he ought to give details of Planned Future Production of sailplanes within the territory of the German Reich, from July 1944 until March 1946. This also includes production in Bohemia and Slovakia. (ie Kranich 2s etc_).

Planned Production of Sailplanes until March 1946.

SG 38. The total delivered by 30th June 44 was 8,745, from 1st July 1944 9 more were delivered during that month, bringing the final total of SG 38s delivered to 8,754. No more SG.38s were delivered, but many more were built by NSFK Groupes and, of course, there was the SG 38 production for 1938-1940 to add to the total.

The above figures are from the Flugzeug Programm 530 from 13.7.44.

Many more were built by groups during the war. Therefore it is not impossible to imagine that over 10,000 SG 38s were built.

Grunau Baby 2B-2. Up to 30th Nov. 1944, 4,104 had been delivered. By Nov. 1944, 3,664 had been delivered. By end March 1946, it was planned to bring the total up to 4,104 +813 which is 4,917. Production was continued at 100, then tailing off to 50 a month until end March 1946 according to Flugzeug Programm 675 of 15. 12. 44.

Many more were built by groups.

This is incredible but the Red Army did not occupy the Grunau Baby 2B building firms of Schneider and Petera until mid April 1945. There were other firms building them as well

and many were built by groups. It should be mentioned that firms might have tried to keep their labour forces occupied for as long as possible in 1945 to prevent them from being called up in to the Volksturm (Home Guard).

We ask for forgiveness if any of this is wrong, but it has all needed very much research and, as yet the story may be incomplete. We have tried our best.

RLM 108-70 Olympia Meise. Up to the 1st of July 1944, 594 had been delivered, a further 210 were ordered to be delivered from 1st July 1944 until 3rd March 1946. (10 were to be delivered each month).This would have brought the Grand Total of Olympia Meises to be delivered by March 1946 to: 804. (Flugzeug Programm 585, of 30.9.44.)

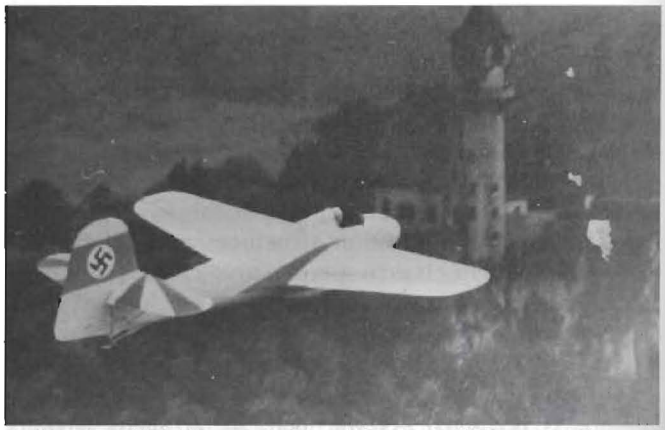
Aachen, near Schmetz at Herzogenrath, was attacked by the Americans during the first week of October and surrendered after a grim battle on the 21st October '44. It is clear that no Meises could have been built by Schmetz at Herzogenrath during October 1944, or earlier. Peter Selinger writes that Schmetz built 601 Meises up to 31.8. 44. As Schleicher built 25 Meises from 1939-1941, the total of 626 Meises built might be correct, but that there would have been 804 of them, had the war gone on to March 1946.

RLM 108-63 JS Weihe. Up to the 1st JULY 1944, 344 had been delivered. 17 more were to be delivered to end July 1944 and 10 more were to be delivered by end August 1944. This brings the Grand Total of JS Weihes delived to 371? This further 27 Weihes delivered must have concluded the order for Weihes. As the Jacobs Schweyer firm at Mannheim was heavily bombed, we wonder whether the final 27 Weihes were delivered? According to the planned delivery, in Flugzeug Programm 585 of 30.9.44, it is indicated that 330 Weihes had been delivered by 30. 6. 44, this may have been the total number of JS Weihes built, and that the 27 Weihes planned for July 1944(17 to be built) and August 1944(10 to be built), were never delivered due to the Flugzeugbau Jacobs Schweyer being bombed? **RLM 108-53 E DFS Habicht.** *13.6 metre wingspan.* Up to 30 Nov 1944, 49 had been delivered according to the Flugzeug Programm 642 of the 18.12. 44. By the end of March 1946, 112 more were to have been built, finally at the rate of 10 per month from April 1945. It is likely from the Flugzeug Programm 642 of the 15.12.44, that production terminated at the end of Nov.44, as it was not to have been started again until end March 1945. 4 more were to have been built during April 1945, but we imagine that this was unlikely due to Schempp-Hirth factory being captured by the US Army.



An 8m span Stummel Habicht at Nabern in 1943. Photo from Chris Wills.

RLM 108-53 F Stummel Habicht. *8 metre wing span.* By 30 Nov 1944, 8 had been delivered. 30 more could have been built by the end of March 1945. This would mean a total actually built of 38 8m Habichts. 165 had been scheduled to be built by end of March 1946.



A Stummel Habicht, probably of 6m span, flying near the Teck. Photo from Chris Wills.

RLM 108-53G Stummel Habicht. *6 m wing span.* By 30 Nov 1944, 9 had been delivered. 44 more were scheduled to be built from Dec 44 to March 45. This would have equalled 9 + 44= 53 total 6m span Habichts but it was planned to build a total of 184 by end of March 1946; the war did not go on long enough for the 184 to be built.

RLM108-30 Kranich 2B-2. Up to 30.11.44, 1,312 Kranich 2B-2s had been delivered. 240 more were to be delivered by 31st March 1946, according to the Flugzeug Programm 675 of 15.12 44. Thus, the Grand Total of Kranich 2b-2s delivered would have been 1,408 by end March 1946. This would have been Mraz's production. We cannot understand how Mraz Nitra could have gone on building Kranich 2b-2s until 30th Nov. 1944, as the great battle for Hungary started in October 1944 and went on for almost 6 months, finishing in March 1945 and Nitra is only 100 kms from Budapest. Perhaps Jiri Havelka, who was Mraz Nitra's 24 year old production manager, could help us, as he is still living in Slovakia? He would know when Mraz's Kranich 2b-2 production stopped.

35 Kranich 2B-1s were built during 1943-1944 in Sweden. In Poland, up to 1952, 52 Zuraws (Kranich 2b-2s with landing wheels) were built, 19 Kranich 2b-2s were built in Yugoslavia and 50 more were built in Spain during the 1950s. Then there was the German 1936-1940 Kranich 2B-1 production. So the Grand Total of Kranich 2s built must be over 1,500 aircraft. The totals of gliders delivered by certain dates are accurate as P. Selinger has also given us these totals, as numbers of the types actually received by the RLM. It is not known whether the planned future deliveries were achieved, especially as Mraz Nitra was delivering 29 Kranich 2s a Month. Each one was taken to the station on a small open lorry and they were then taken to Mraz Chotzen in Bohemia by train for final checking. We would very much like to see the earlier Flugzeug Plans for 1941/2 and 3 as it is clear that earlier orders for the Mü 13D-3, which originated in 1943, are not indicated on the later July 44 Flugzeug Plans as the aircraft (73 of them) were already delivered and there was no order for any more in 1944. There is also an indication in 1941 for orders, besides the one of Mü 13D-3s, for **Mü 17s** from the Flugtechnischefertingungs Gemeinschaft Prag (FFG Prag) as well as for **Condor 3s.** P. Selinger has no evidence that these deliveries ever took place. The source for this is: C-Amts-Monatsmeldung fur Oktober 1941. Programm 19/2 from 1. 6. 41. (Monthly report for Oct.41). This mentions the 108-62 Strolch. (We do not know what a "Strolch" is but 108-62 has been previously referred to as a Grunau Baby 2A. 10 were to

be built by the Schwarzwald Flugzeugbau.
108-72 Mü 17. 59 were to be built in 1943 by the FFG Prag.
108-63 Mü 13. Does this refer to the Mü 13D-3 of which 72 were to be built in 1943? If it does refer to the D-2s, it is the first information that we have ever received on the production of the earlier version. However, the 72 ordered is very similar to the number of Mü 13D-3s built in 1943.
108-65 Condor 3. The Schleicher Flugzeugbau Poppenhausen (SFP ?) was to build 71 of them.
108- 61 Gövier SHG (Schempp Hirth Göppingen ?) was to build 102 of them at the rate of 81 per Month? *(We don't believe this. CW)* There is much other information on this 1941 document.

By the latest count, gliders built in German territory from 1930-1945 comes to: 1930-31:- 955, 1932-1940 1,896, 1940-1945 15,165 Probably a conservative total is:- 18,016 gliders of all types except troop carrying gliders, and without the Mü 17s, Condor 3s etc mentioned above.

We realize that some gliders are not mentioned in the mid 1944 Flugzeug Programms and that Mü 13D-2s and D-3s as well as Mü 17s are conspicuous by their absence among them. It is known that Mü 13D-3s replaced the Mü 13D-2s in production at the Schwarzwald Flugzeugbau at Donaueschingen in 1943. We can only suggest that the 73 Mü 13D-3s were ordered, designed, built and delivered before the mid 1944 Flugzeug Programms came into existence. The mid 1944 Flugzeug Programms were drawn up with an eye towards gliders which would furnish the NSFK with training aircraft for special courses to produce fighter pilots to fly the turbo-jet powered HE 162 Volksjaegers (Peoples' fighter). For this end, the NSFK is reported as having achieved 3.5 million launches and finished the training of 15,000 glider pilots in 1944 alone!!! Only selected boys from among them would have flown the HE 162s. *(Information is from the book "Junge Adler" ("Young Eagles") by Georg Cordts, who was one of them. It is doubtful whether any of these boys got on to the HE 162 due to the very bad winter weather of 1944/45. CW) (Note:- Reichsluftfahrt Ministerium had codes -8 for aeroplanes and -108 for gliders. Thus RLM 108-49 was the Grunau Baby, 108-30 was the Kranich and 108-60 was the Reiher. CW)* Mathematical addenda to the Flugzeug Programms for Kranich 2B-2 production. In a Flugzeug Programm it tells us that 1,139 were to be delivered by Mraz by 30-11-'43.

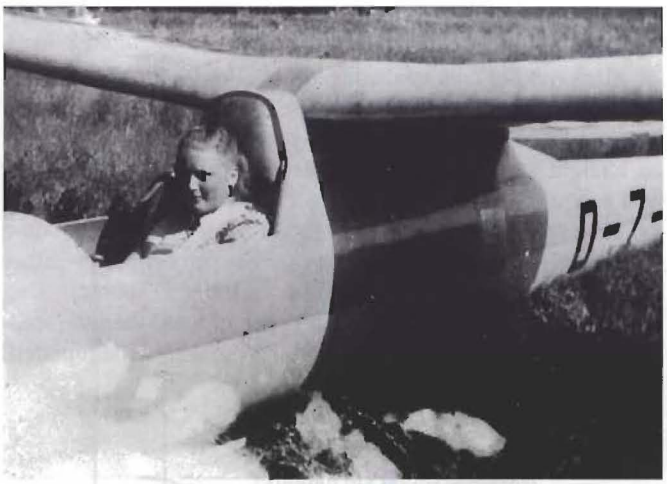
In the FZP 526 we have 1,231 to be delivered by 30-6-'44 In FZP 585 it states 1,231 were to be delivered by Mraz by 30-11-'44.

If Mraz were building 29 2B-2s a month and not 15 as scheduled in the FZP, producton in 3 months would have been 87 up to the end of September '44 which was when the Red Army started to arrive in Hungary which is only 100kms away from Mraz. In CW's opinion the Red Army could have arrived at Nitra at the same time and so this would have been the time when Kranich 2B-2 production ceased at Mraz, Nitra never to be restarted. This would have been the time also when the large Kranich 2B-2 assembly hangar was destroyed by the Russians. *(We don't know why, CW)* It is possible to work out this sort of information from the Flugzeug Programms for SG 38, Grunau Baby, Olympia Meise, Weihe, and Habichts should anyone wish to have it.

(Chris Wills)



What appears to be an all female gliding course at Jena in 1944. Photo from Chris Wills.



Girls were flying such advanced gliders as this Condor III at Jena in 1944. Photo from Chris Wills.

New production figures for SG38s have just come from Mike Gurney who obtained them from the newsletter of the Czech Plachtarsky OK Oldtimer Club.

Quoting from the article Schulgleiter SG 38 by Jiri Lenik, who has recently rebuilt one:

Alexander Schleidher Flugzeugbau, Poppenhausen/Rhön,	500	1938-1942
Ratjens/Naumburg	1,300	1941—1943
Kärtner (Carinthian) Oberlercher, Ostmark, (Austria)	2,684	30-4-41—30-4-44
Pander en Zon, den Haag, Netherlands	3.381	30-4-41— 30-5-44
Petera Flubzeugbau Vrchlabi (Hohenelbe)	1,380	30-4-41—31-3-43
Total	9,245	

BENDING AND FORMING OF PLY AND SOLID MEMBERS

by Michael Powell.

The repair of vintage gliders inevitably involves the requirement to bend or form ply or solid members particularly in the case of repairs to wings and tailplanes. Pursuading wood to go where it really does not wish to is not difficult if a few simple procedures are followed.

As in many aspects of dealing with vintage aircraft, patience is not only a virtue but a sheer necessity. Cue cautionary tale.

How not to do it!

The lower forward longeron on a T21b takes up a double curve as it approaches the nose where it follows an increasingly tight radius. Having cut the scarfs during the repair to my T21 the 1" x 1" spruce member was immersed in hot water (details of this procedure later) so that it could be bent to shape. This was eventually accomplished only to reveal that the scarfs had been cut on the wrong side (or the member had been bent the wrong way!). Back into the hot water, first to straighten it, then again to bend it the other (correct?) way only to find when offering it up that I had been right the first time. Whole process repeated but this time in pulling the member round the last bit of the curve the long suffering timber had had enough and cracked.

Lesson – think about what you intend to do, check it, then check it again and, finally, check again. I still have that piece of spruce to remind me how stupid I can be.

Bending ply.

Let's take a look at a typical leading edge, or d-box, repair requiring the cutting out and replacement of a section of ply. Since we are concerned here with how to bend materials rather than how to make complex repairs let us assume that the damage is contained between two ribs.

Mark out the area of damaged ply about 3mm short of the two ribs and as far back towards the main spar as is necessary. Cut out the damaged ply carefully and making the cut edges as straight as possible using a steel straight edge. Now that you can see inside you can take the ply back flush to the edge of the ribs (using the Black and Decker Power File or a sanding block) and glue-in strengthening backers to the other edges if necessary using Aerodux two-part glue.

Once the glue securing the backers has cured then the standard 12:1 scarf may be formed around the area to be repaired. See Fig 1.

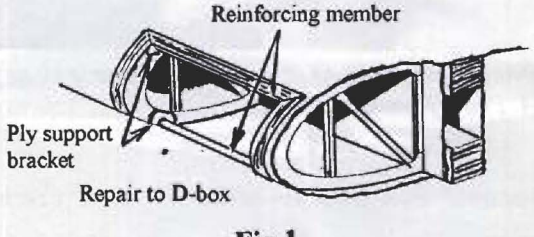


Fig 1

Before cutting a piece of ply for the repair examine the ply that has been removed to determine the number of plys and the direction of the grain. The new ply should have the same number of plys and must be of the same thickness. Having noted the direction of the grain mark this on the wing near the repair so that the new ply will lie in the same direction.

Now measure the size of the prepared opening allowing approx 3mm extra all round and remembering to measure to the **outer** edges of the scarf (don't laugh, it happens!) and mark up the new ply remembering the required grain direction. Cut out the ply and offer it up to the prepared opening in the wing to check for size. By carefully rolling the ply around the leading edge (without having to bend it) and keeping it in contact all the way round you can check quite accurately. Now prepare the scarfs on the two rib edges of the new ply reducing the excess 3mm as necessary to make a good fit but leave the two back edges until later.

Before proceeding further check the prepared new section of ply by rolling it round the leading edge as before and checking that the scarfs match well and that the result is a smooth surface between the old and new ply. Remember that when the glue is added the joint will be a little thicker. Draw a reference line either side of the repair and on the new ply to assist alignment.

Now to the bending bit. There are several ways of bending the new ply to take up the shape of the leading edge and we will consider two of them.

Ply bending method 1

The wing itself is a useful former and the new ply may be formed to shape by bending it around a section of the wing to one side of the repair. If the wing has a tapered section then it is generally best to use a section outboard (i.e. with a tighter radius) of the repair but as close to it as possible. This will subsequently produce a tighter fit requiring less holding down of the repair. Continue the reference line drawn earlier to assist alignment of the ply to be formed.

Prepare the new piece of ply for bending by immersing it in 'boiling' water until it becomes pliable. This will take around 10 – 15 minutes or so for 2.5mm ply and the water does not have to be kept on the boil so long as it is near that temperature. If, as is the case with a larger repair, only a relatively small section of the new ply requires to be bent to the radius of the leading edge then it may not be necessary to immerse the whole of the sheet and the section that requires treatment may be held under the water by weights or a heavy bar..

When the ply is sufficiently pliable to be bent around the curve of the leading edge then it may be held in place to dry by aligning the reference marks and then stapling it to the wing starting at the underside rear edge and then pulling it round to be fixed at the top rear edge. Use strips of 1mm ply to prevent the staples from damaging the new ply. See Fig 2a.

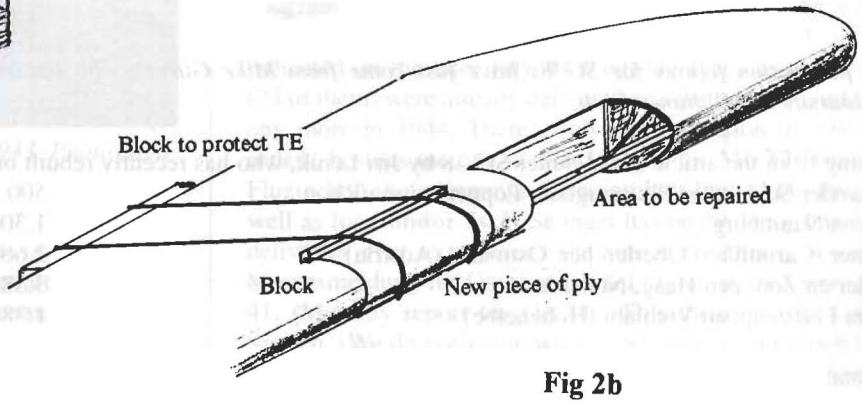


Fig 2b

Ply bending method 2

An alternative way of holding the ply in place while it dries is to pull it round with rope, or straps wrapped around the wing and tensioned with blocks. Make sure that the trailing edge is protected so that the rope or straps do not cause damage. See Fig 2b.

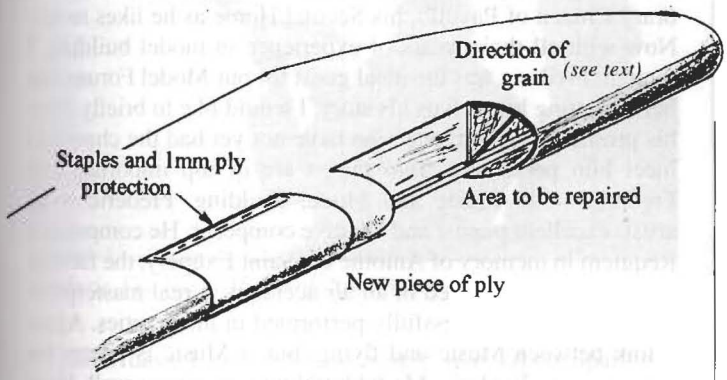


Fig 2a

When the ply is fully dried it can be checked for fit. The drying process may take several hours but can be speeded up by using 300/500watt halogen lamps placed 200/300mm from the surface of the ply. Keep a careful check on the surface temperature during this process and if you leave the work area for any reason turn the lamps off. Alternatively make sure you have paid your insurance premium.

Make any minor adjustments that may be necessary and then prepare the two rear scarfs as outlined before. When you are satisfied that you have a good fit all round mark reference points on the new ply and the edge of the repair to assist in aligning the new ply correctly when glued. See fig 3. Now

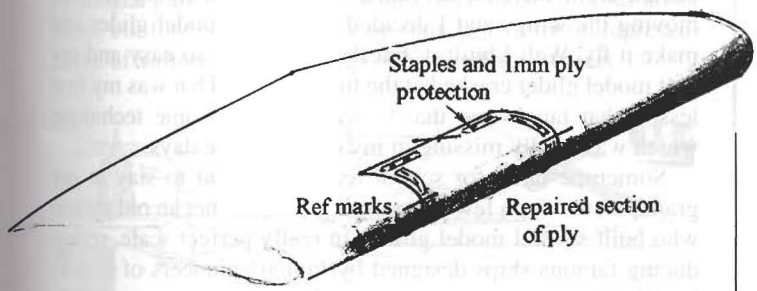


Fig 3

apply the glue and staple down using protective strips of 1mm ply (see fig 3a), starting at the leading edge and working back above and below checking for correct alignment as you go.

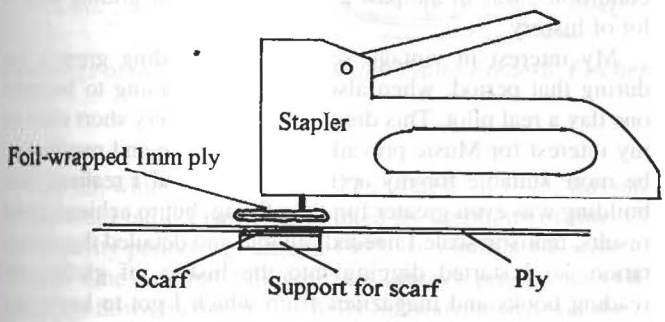


Fig 3a

If you need to form a bend with a very sharp radius then an alternative is to use a steel bar or tube (or even a broom handle) secured at both ends. The ply is prepared as before and then pulled around the bar/tube with rope, bungee cords or straps and blocks as shown in Fig 4.

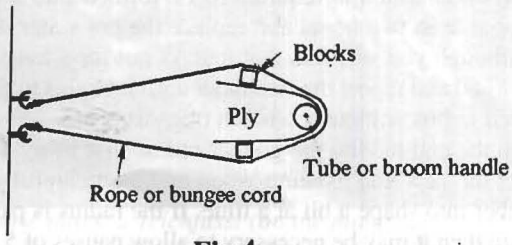


Fig 4

Bending solid members.

Solid members e.g. longerons are generally made of spruce and this hardwood does not bend easily. However, to quote Baldrick from the TV series Blackadder, "I have a cunning plan!"

Commercial woodworkers use steam to soften hardwood prior to forming but this useful technique is denied the average vintage glider repairer. I do remember boiling a kettle to produce steam for bending balsa-wood in my modeling days but we need something more substantial for bending a piece of 1" x 1" or more spruce.

To your ever expanding collection of tools add a length of 100mm diameter plastic drainage pipe and a few metres of 100mm thick mineral-wool insulation. Fibreglass insulation is just as good but leaves you feeling extremely itchy afterwards. Lastly a bung of some kind to plug one end of the drainage pipe. I found an old plastic tub that had contained putty was the right size.

Assemble as shown in Fig 5 and your spruce bending device is ready to go.

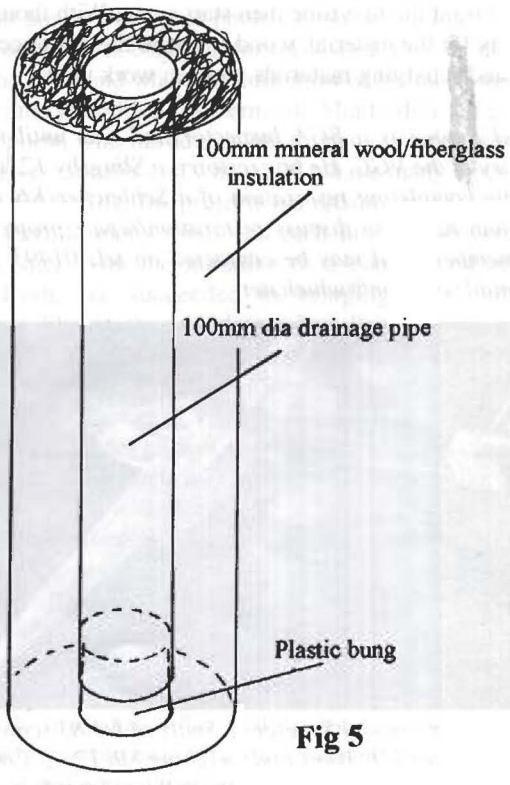


Fig 5

Cut the piece to length with a small allowance for final adjustment and if scarfs are required then cut them using the 15:1 rule. Check carefully which way the member is required to bend and mark it with arrows so that there will be no mistake. (See opening remarks).

Fill the drainage pipe with boiling water and immerse the length of wood which is required to be formed into a bend. Leave for at least two hours and replace the hot water if necessary although you will find that it stays hot for a long time. Test the wood and repeat the treatment until it begins to follow the desired radius without too much of a struggle.

Clamp the end having the greater radius first using blocks to protect the new and existing wood and then carefully pull the member into shape a bit at a time. If the radius is particularly sharp then it may be necessary to allow pauses of 5 or 10 minutes to allow the wood to get used to the idea. It is helpful to apply a constant bending force to the member as shown in Fig 6 so that the wood is pulled round the curve gradually 'in its own time'.

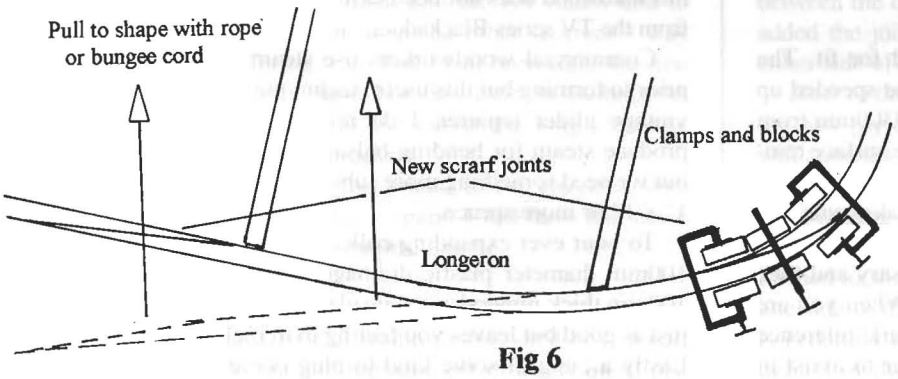
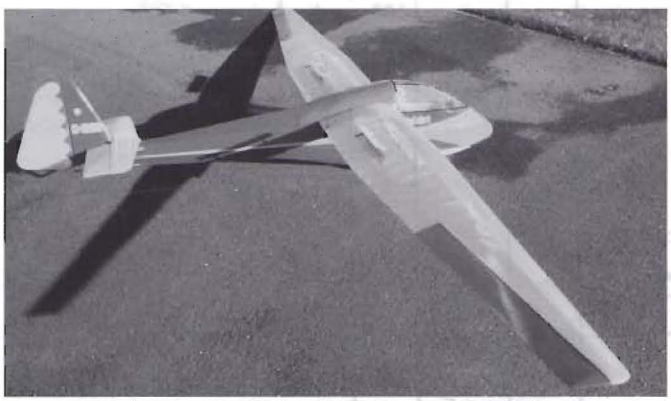


Fig 6

When the member has taken up the required shape then it must be left until completely dry which may take one or two days in the case of a large piece. Halogen lamps may be used to speed the process as outlined earlier.

Take time to prepare and mark out accurately, be patient and if it isn't right the first time then start again. With thought and sympathy for the material, wood is one of the most accommodating and satisfying materials you can work with.

Michael Powell is a BGA Inspector and was until recently Secretary of the VGC. He has restored a Slingsby T21b and is currently completing restoration of a Schleicher K6cr. He is more than happy to discuss restoration/repair projects with VGC members and may be contacted on tel: 01493 752232 and e-mail: ecc.con@which.net



Peter Saunders' model Scheibe L. Spatz of 1/3.83 scale giving a span of 12ft 10ins and weighing 8lb 12 oz. Compare it with the original on page 35. Photo Peter Saunders.

MODEL FORUM

If John Watkins transmitted the virus of Vintage Model Building to me, Frederic Fischer, a Swiss, helped me in discovering Pavullo, Italy, not geographically, as I knew where it was located, but historically for what Pavullo represents for the history of gliding.

As a matter of fact Frederic Fischer is considered an Honorary Citizen of Pavullo, his Second Home as he likes to say. Now with all those years of experience in model building, I thought Frederic was the ideal guest for our Model Forum, but before letting him tell us his story, I would like to briefly draw his profile for the anyone who have not yet had the chance to meet him personally. Two things are of top importance in Frederic's life: Music and Model Building. Frederic is an artist: excellent pianist and creative composer. He composed a Requiem in memory of Antoine De Saint Exupery, the famous French writer who died in an air accident. A real masterpiece which has been successfully performed in many cities. Again a link between Music and flying, but if Music is poetry for Frederic, Model building is poetry as well. He is in fact not only building with his hands but with his heart. Well Frederic, you can tell us your story now, translated by *Vincenzo Pedrielli.*

"I had an interest in flying since my young age and I built my first model of the Jet plane X15 from a plastic kit when I was 8 years old.

One day I was in my parents' home, near the airfield of Birrdfeld and by chance I saw a glider, a Spalinger S18 out-landing in a field nearby. What an extraordinary event coming from the sky as a huge bird. I was gazing at that beautiful ship with rapture. I think that day was the beginning of my great interest for flying. I started from then on to watch the big birds flying without moving the wings and I decided to build a model glider and make it fly. Well I built it, but flying was not so easy and my first model glider crashed at the first attempt. That was my first lesson that taught me that to fly you need some technique which was totally missing in my case in those days.

Sometime later, for school reasons, I went to stay at my grandparents' for a few years during which I met an old person who built several model gliders in really perfect scale, reproducing famous ships designed by famous pioneers of motorless flight.

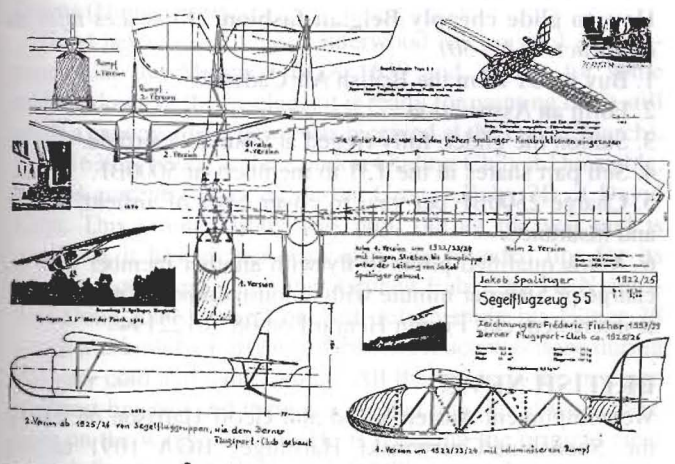
In the 70s I was teaching Music at the Gimnasium and together with some friends, also keen on model building, in Trogen I founded a model Association called Albatros, which in the following years spread over Switzerland and became IG Albatross, still very active also today. Incidentally, Trogen, because of its nice location and good atmospheric conditions, was in the past a famous place for gliding with a lot of history.

My interest in vintage scale model building grew a lot during that period, when also I started dreaming to become one day a real pilot. This dream lasted for a very short time as my interest for Music prevailed, which at the end resulted to be more suitable for my aptitude. At the end I realised that building was even greater fun than flying, but to achieve good results, realistic scale I needed reliable and detailed documentation, so I started digging into the history of gliding by reading books and magazines from which I got to know the names of the persons who made flying a reality. Some of them were still around so I could not help contacting them and developing good personal relationships.



Frederic Fischer with Jakob Spalinger

Those days I got to know people like Jakob Spalinger, Clara Hirth, Hermann Schreibes, Adriano Mantelli and some others. I also met Chris Wills, who was already one of the most expert persons in the history of gliding. With Jakob Spalinger I had a real good relationship and I had the chance to meet him several times. With him I could have answered most of my questions and especially we did not only talk about gliders. Jakob Spalinger loved music as well and he knew the music of Mozart, Beethoven, Chopin, Schubert. Once, I made a concert in his honour in Hergiswil, the small town where he lived. He was an excellent designer and he was inspired by the flight of birds in his projects. His father was a Professor of Ornithology. One of his most successful projects, the S15 K was named with the name of a bird "Milan", which in English means Kite. I built some scale models reproducing Spalinger gliders, actually I would have liked to build all of them, but finally I had to pick up only few of them, representative of various steps of his prolific designer's career.



Drawings of the Spalinger S 5 model. Photo Frederic Fischer

The S5, which was built in 1922 and flew till 1925, was one of the first I built. I particularly liked its simplicity of line. Of his maturity period, say around 1935-40, I built a 1/6 scale of S18 II. One original full size was always present at VGC meetings flown by our friend Willy Schwarzenbach and she is the most graceful sailplane built by Spalinger. The elegant gull wings with the tips slightly upward, the slow flying really gives the impression of a big bird.



Frederic plays.... Teichfuss! (on the piano can be seen the "Petit Prince" of St Exupery engraved by Klaus Heyn and presented to Frederic.) Photo from Frederic Fischer.

Besides Spalinger, one other sailplane designer who attracted me specially and influenced my model building activity, was the Italian-Swiss Luigi Teichfuss of whom I read for the first time on the German magazine Flugsport 1942. I was so impressed about the nice machines he designed in Italy between 1920-1945 that immediately I decided to learn more and travel to Italy for further investigation. So I drove to Milan and visited the Museum Leonardo da Vinci, but nobody there knew anything about Teichfuss, so they addressed me to the Politecnico as they had a special division where many gliders had been designed and built, but also there Luigi Teichfuss was unknown. I did not want to give up, so I decided to go to Pavullo, where he was reported to have spent most part of his life. I remember that we stayed at the old "Albergo Vandelli" where at the beginning nobody knew Luigi Teichfuss, till I met certain Colonel Marini who claimed to have flown Sparviero and Turbine, so finally somebody who knew him.

That was the starting point as afterward I met many other persons who knew a lot about Teichfuss and who were addressing me again to other persons who knew always more about him. I went to the marvellous gliding site and found in the Club house a fantastic photo album with a lot of pictures and information about Teichfuss. I visited also his old house where he lived and where he built most of his machines. I met and became good friend of Fernando Manfredini, Luigi Teichfuss' nephew, who introduced me to many persons who knew Teichfuss personally and who could tell me many other stories about him, his life, his projects his dreams etc. Since then, I visited Pavullo many times and each time I discovered new things. Later, with the initiative of a good friend of mine, Hugo Roth, we succeeded in bringing to Pavullo old sailplanes like in the old days when Pavullo was the first gliding school in Italy. In 1994 together with other friends we organised the first International Vintage Glider Meeting bringing to Pavullo a dozen of Vintage gliders together with over 25 vintage scale model gliders, some of them reproducing Teichfuss best designs such as Condor, Allievo Pavullo, Balilla, Turbine, Orione and Borea. None of the gliders made by Teichfuss survived WWII, but at least some accurate scale models could commemorate Luigi Teichfuss in the same sky where the original ships flew over 50 years before. Now every time I look back from my first visit to Pavullo, exactly 13 years ago, I realise that many things happened since then, including the new gliding school. I wonder if my great interest for Teichfuss had influenced the local people, who apparently had forgotten one of the most valuable pioneer of motorless flight and woke them up to the old gliding activity.

About Luigi Teichfuss I could possibly write a book, and who knows that sooner or later I will do it, but for sure I tried to walk in his footsteps by building in scale most of his projects, some of them in a very small scale, but still looking like the original ones. I recently built some of them in 1/50 scale and still they look great to me and they can fly as well, but my masterpiece is the "Supergrifo", the most original and unique of Teichfuss creation which I built in 1/5 scale, radio controlled.



Frederic's 1/5 scale Teichfuss Supergriffo in flight. Photo from Frederic Fischer

I have not yet had time to bring my Supergrifo to Pavullo, but in my next visit I really look forward to put her in the air and let her fly in her native sky. So, in conclusion, my reference teachers for my model building activity of many years were Jakob Spalinger and Luigi Teichfuss, but I like and I am interested in any old machines, in particular recently I discovered some very interesting Russian gliders and, despite there are not many documents available about them, I am trying hard by interpreting some old pictures to reconstruct these machines.

At present I am working on Pelikan II which is an interesting Australian double seater. The model is now almost finished and ready to be covered with fabric, but at the same time I have two other projects going on, a GT1, a Russian double seater designed by Kaganovic, and a Slingsby Gull II which are both at the fuselage stage. In principle I am very attracted by "strange birds" and try to avoid the models which are often available in kit form. Before closing my article, I forgot to mention that in my home in Trogen I created my own small vintage glider museum where I display many old, antique and vintage models together with drawings and pictures. Should anybody visit Trogen, please make sure to visit my little museum. I am sure you will find something of your interest and .... the entrance is free.

Frederic Fischer



Johann Kiekans shares a flight in the M200 with the owner Didier Pataille at Tibenham in 2000. Photo Thorsten Fridlizius.

International News

ARGENTINE NEWS

We have received more News which has been kindly sent to us by the Italian Aimar Mattano, who lives at Varese.

He was returning from a three month trip to South America as he does not like European winters. (Nor do we!). "In Argentina, I went to visit Waldemar Sturm in his house and carpentry shop, which is not far from Buenos Aires. Waldemar is now 73 years old and he is in good health. He is from German parents but was born in Argentina. He was a flight instructor and won a National Contest in 1953 but, because of health reasons, he had to give up flying. He was the main builder of the Horten XV1 "Colibri" and he gave it its first test flight."

In his carpentry shop, he showed me the "Condor Andino", the standard class sailplane that was designed by Reimar Horten in 1959 to compete in the World Comps in the Standard Class. The glider is almost ready and lacks only a canopy, rubbing down and painting. It has been in that condition for almost 20 years! He gave me some photographs of it for you. I asked Waldemar whether he had the plans for the Horten IV C . You told me that he might have them. He said that he did not have these plans but he does have a complete set of plans to build a Horten X "Piernifero" of 10 metre span. He has no other plans. I am sending you a 3-view of the HORTEN X "Piernifero" dated November 1954.

Waldemar Sturm's Mail address is: C Coreo 133, 1625 Escobar Pcia Bs As, Argentina." Aimar Mattano, Italy.
Aimar has sent CW already a later 3-view drawing of the "Condor Andino." It has a tailplane as had other sailplanes designed by Reimar in Argentina.

BELGIAN NEWS

How to glide cheaply Belgian fashion. *(From Les infos du constructeur No 50)*

1. Buy a T31 from the British Air Cadets.
2. Form an Association.
3. Station the glider, fully rigged at a suitable airfield.
4. Sell part shares in the T31 to members at 5000BF.
5. Charge 2500BF per year to cover costs of airfield, hangar and insurance.
6. Allow qualified pilots to fly with another member with no charge or 5BF per minute with a non-member as passenger.

If interested, call Firmin Henrard on 083/6122194

BRITISH NEWS

We compliment Austen Wood and Geoff Harrison on selling the Shenstone/Czerwinski Harbinger BGA 1091 to Jed Edyvan and Sue Mooring. We can not think of better owners for it. It will be being kept at the Wycombe Air Park, Booker and has added to the already substantial fleet of Vintage Gliders there.

The Foot and Mouth Epidemic

Glider pilots were eagerly awaiting the arrival of March and the new Spring, many having worked on their vintage gliders for the whole winter. What arrived in March, as well as more bad weather and floods which had been with us for the entire winter, caused many vintage club members to go back in to their homes, and not to come out again for at least another

month. The Foot and Mouth Epidemic in sheep and cattle, and widespread flooding, have caused restrictions on all gliding in Britain and economic hardship for the clubs and the misery for the farmers. The BGA has agreed to help the farmers (and their animals) to survive by banning all cross-country flying, which could lead to out-landings. This ban is still in place at the time of writing (end of April) and it is not known how long it will last but there a some signs that the epidemic is on the wane with a few counties being declared free of the disease. For the record and for the benefit(?) of our members overseas, there have been over 2 million animals slaughtered with over 200,000 still to be killed or disposed of. The disease affects farms in England and Wales in a line from the north east to Devon in the south west of England with only sporadic outbreaks either side of this line.

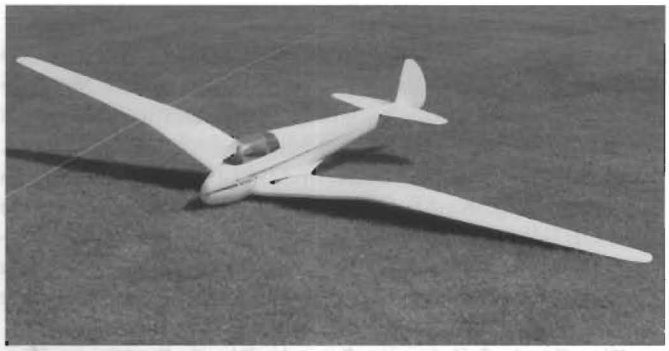
Laurie Woodage and Lt Cdr Murray Hayes have donated their Grunau Baby 2B, BGA2433, built in the British Navy Dockyard and NSFK (the wings), to the VGC for any suitably qualified pilot to fly. Margaret James and David Shrimpton own and are looking after the aircraft at the RAF Bannerdown Club at Keevil. We cannot thank Laurie and Murray enough for their kind gesture. The reason for this gift is that Laurie already has the Scud 2, BGA 231 and the Scud 3, BGA 283 to look after, and Murray Hayes wishes to retire from gliding. The amount of work that Laurie has had to do on the NSFK-built wings of the Grunau Baby during the last two years has been prodigious. It should be mentioned that the Scud 2, BGA 231 received its first BGA C of A in August 1935 and the Scud 3, BGA 283 received its first BGA C of A in Decenber 1936. This means that they are Britain's oldest airworthy gliders. However, in America, there is the 1933 Franklin PS-2 which, owned and flown by Jack Wyman, is still older.

ERRATUM. On Page 29 of the last VGC News No.102, the title under the photograph of Arthur Hardinge should read "Chilton" Olympia and not "Chiltern" Olympia. Unfortunately, there is this variation of spelling in England in the area of the Chiltern Hills and, it seems, in the area of the Berkshire Downs (Hungerford).

Good news is that Peter Underwood has finished all components of the Minimoa BGA 1639 and, except for some rubbing down of the fuselage, it is ready for painting but it still needs a canopy. (This news was received at the end of March). BGA 1639 is based at the London Gliding Club at Dunstable. Peter is currently working on the Grunau Baby 2B of David Kahn. This Grunau Baby was built during the war and is special as it has greater wingspan and rounded tips for its tailplane compared with other Grunau Baby 2bs. At Nympsfield Doug Jones is well on with refurbishing his Hütter 28 which was built by Earl Duffin, but not much was done during this very cold and damp winter. All the work on the fuselage is almost finished and there is a smaller amount of work to be done on the wings and tail. He is retaining the original clear varnish finish as we shall see later this year when it is flying again.

We have heard that the Short Nimbus is stored derigged outside the Belfast Museum for Arts and Crafts. It is covered by a tarpaulin but there are pools of water around it. A large amount of money would be needed to restore it even for static exhibition in the Museum. Are there any members who would like the challenge of restoring this glider? It was sold to the museum some years ago, by Mike Russell.

News from Chris Tonks in North Wales is that he has decided to restore the SZD 8ter Jaskolka BGA 941? which was severely damaged by fire in its trailer. He has about 70



A model of the Short Nimbus by Glyn Fontenau. What a pity if the full size one is allowed to deteriate. Photo Glyn Fontenau.

drawings to repair its fuselage but none for its wings for which he is trying to obtain plans. Work on the fuselage will start when he has devised a suitable jig that will enable him to re-align all the frames between cockpit and its rear end. He hopes to have the frames completed and the fuselage back in one piece before the end of this year. He also has two Grunau Baby 2Bs. One was WL registered from June 1943 as LN+ST but had been built or bought before that for the Danish Air Army. As it was WL *(Wehrmacht Luft, Armed Services Gliding Club)* registered, it was carried off by British soldiers, together with 76 other German gliders in 1945 from Denmark.* When it first came to Britain, it was flown by the Empire Test Pilots School at Cranfield. Chris Tonks has also found the Tutor BGA 791. Although he originally thought of restoring it for static display, he has decided that very little more work on it would be needed to make it airworthy, such was the high standard of Slingsby's workmanship.

*3 or 4 Danish Army Air Grunau Baby 2Bs went to Canada where they were flown by the Canadian Gliding movement. They had also been post 1943 WL registered and were among the 76 WL registered sailplanes carried off from Denmark by British Forces in 1945.



Vernon Jenning's L. Spatz at Haddenham at one of our Kirby Kite Rallies. Photo Graham Ferrier.

CZECH REPUBLIC NEWS

The Firm of Aeron at Brno has let it be known that it has restored no less than 88 old gliders. Among these were 14 Austrian gliders of which 6 were made airworthy.These were Grunau Baby 2b OE-0271 from Michelsdorf; Ka-8 OE-0672, from Helios Viden; Ka-8B OE-0637; Mg 19A OE-0485 from Klosterneuburg; Ka-8B OE-5492 from Wiener Neustadt; Ka 6CR OE-0486 from Helios Viden. One sailplane for Switzerland, Moswey 4 HB-520 from Affoltern. One glider from Germany, Ka-6CR D-5192 from Oldenburg. 1 Polish sailplane SZD 19 Zefir 2A registered OO-ZGY, for Germany?

The Czech Sailplanes:- Spartak, Blanik Prototype, Krajanek OK-8233, Sohaj OK-8853 have been restored for static exhibition in the Air Museum at Kbely (near Prague). The Racek 3, "Mrkev", Praha 1 and Lunak have been restored for static exhibition at the National Technical Museum in Prague. The Austrian Sailplanes have been restored for static exhibition in the Austrian sailplane collection/ Museum at Hundesheim: Mg 19 OE- 0197; Doppelraab OE-0236; Grunau Baby 3 OE-0236; Emouchet (French) OE-0215; Bergfalke OE-0307; Bergfalke 2 OE-0238; SG 38 OE-O107; Hütter H 17 OE-0050; A-Spatz OE-0387.

The Czech Sailplanes that have been made airworthy are:- 2 Pionyrs, 7 Lunak (As one of these is registered OM-8409 it is Slovakian and owned by Martin), 2 Kmotrs, 10 Sohaj, 31 Orliks and 1 Demant. This brings the total to 53 sailplanes. All registrations can be supplied by CW if necessary.

We wonder how many of this great fleet will be entered at the VGC's 29th International Rally at Zbraslavice and/or Zwickau. We hope that all of them will be there, together with the RANA nacelled SG.38, the sole airworthy Czech representative of the time before the war.



Rolf Algotson at Tibenham last year photographed by Ole Vidar Homleid of Norway

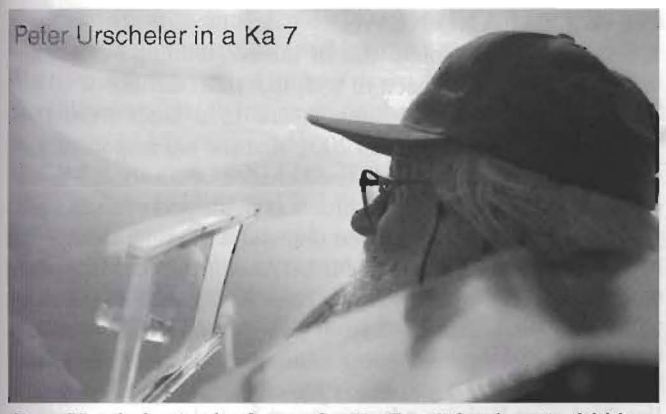
FRENCH NEWS

ACTIVITÉ 2000

Voici le décompte de l'activité des planeurs des membres de Dédale qui ont bien voulu faire remonter l'information. Ce chiffre a été communiqué à la FFVV.

Planeur	Immatriculation	Propriétaire	Heures de vol 2000
Air-100	F-CBHD	Breguet Historique Club	15 h 25
A-60 Fauconnet	F-CCVF	Esnault / Plu	29 h
Breguet 900	F-CABY	Claude Visse	16 h 30
Breguet 901	F-CCCL	Valantin	1 h 50
Breguet 904	F-CCFN	GPPA	3 h 20
Breguet 905	F-AZNV	Pierre Charodie	11 h 52
Carmam M-200	F-CDDU	Marat / AVVLGC	40 h 36
Carmam M-200	F-CDDD	Roudy	10 h 10
Castel C-301 S	F-CRJM	Aspac	2 h 49
Caudron C-800	F-CAFO		1 h50
Caudron C-800	F-CAPF	Monnier/Soudit/Ginestet	18 h 40
Fauvel AV-361	F-CRQX		2 h 15
Nord 1300	HB-748	Les Ailes du passé, simples	1 h 00
Nord 1300	F-CRNR	Naudé / Valantin	0 h 50
SA-104 Emouchet	F-CRRN	Auburtin	1 h 55
Scheibe Bergfalke 11/55		Molveau / Potard	14 h 55
Scheibe Zugvögel IIIb	F-CCPT	GPPA	14 h 45
Schleicher Ka-7	HB-768	Les Ailes du passé, simples	10 h
Schleicher Ka-6	HB-870	Les Ailes du passé, simples	18
Schleicher Ka-6	F-CDRH	Roudy	3 h 30
Siren Edelweiss	F-CDAK	Roudy	12 h 55
VMA-200 Milan	F-CBGP	Jacques Boulanger	32 h 25
Wa-22A Super-Javelot	F-CHRE	Yves Soudit	14 h 30

The total is approximately 283 hours for 23 gliders. It must be said that the year 2000 was "catastrophic" but better than 1999 when so few members sent in their flying figures that Dédale did not send a total to the FFVV! *We are glad to see that the Milan (Weihe) flew the second longest duration of the year. (CW)*



Peter Urscheler in the front of a Ka 7 at Tibenham in 2000. Back seat pilot must have been Ole Vidar Homleid

GERMAN NEWS

Errata from VGC News No. 102.

C.Wills regrets some mistakes, especially as he was one of the editors.

In the production lists of German gliders built by various firms, which was kindly contributed to by Karl-Otto Eisele (not Fisele, as mentioned in the text), he wrote that he did not know whether the total for 1931 included the clubs and gliders of the Sturmvogel organization, which comprised the Luftsportverbande der Arbeiter (ie Air Sport Groups of Workers). One has the impression that these were communist groups? This organization had 190 clubs/Groupes which had 210 gliders, and all this was long before the Nazis came to power. We send Karl-Otto sincere apologies for not having included all that he had written and for spelling his name wrongly. Concerning the information of Schleicher production; this came from Schleichers, via the OSC Wasserkuppe's booklet. It should not include the 100 Rhönsperbers. These were built by Schweyer of Mannheim. The rest of some of the figures came from Peter Selinger.

It must be mentioned that there were other figures for some of these gliders which were built by individuals, clubs, groups and other firms. For example, in the Eqip Gliding History Calender for 2001, it mentions that, in September 1934, the Trommer Flugzeugbau was also offering Rhönbussards for sale at 1450 RM. + 20 RM for packing and delivery. "The Rhönbussard was also offered under licence to other manufacturers". Whether these totals were included among Schleicher's total of 220 Rhonbussards built is not known by CW. Concerning Horten sailplanes being built prewar, the statement that they were being built in 7 different workshops before the war, is wrong. It was right for 1945. There is a slight misprint for the number of JS Weihes built by the Jacobs Scheyer Flugzeugbau. The JS Weihe production should be on the line below but we think that our readers will have spotted this.

"An old but large hangar on Fratikurt airport"... should read "Frankfurt am Main Airport".

We must again mention that the information concerning German gliders built during the period 1930 – 1945 is incomplete, but is aimed at giving our readers some idea of the numbers that there were.

On page 27 there is a photo of Mathias Vöst working on his new Minimoa 36 at Lansberg. This last location should read "Landsberg am Lech". We have heard that Mathias was in hospital. We sincerely hope that he has recovered and that he is again able to work on his Minimoa.

The "Christening" of the DFS Reiher 3 D-7033 took place on the Wasserkuppe, before the Fitting Out Hall of the former Reichssegelflugschule on Sunday 29th April 2001, at 11.30 hours. The Oldtimer Sailplane Club Wasserkuppe's team under Josef Kurz took about 5,000 hours in three years to build the Reiher 3 RLM 108-60.

It was achieved firstly by Siegfried Lorenz, who managed to complete a set of drawings, in several years of work, to allow the Reiher 3 to be built. Stressing was carried out by Bernhard Hinz of the Oskar Ursinus Vereinigung. The project's inspector was Hans-Joachim Och. Financial support came also from the European Union as it was to be a Historical, Cultural souvenir of the Biospherical Reservation Rhön, with the support of LEADER 2. Everybody who has assisted in realizing the project is to be warmly thanked. Hans Jacobs designed this most beautiful wooden sailplane, which was flown in the Rhön Contests of 1937, '38 and '39 by Hanna Reitsch, Wolfgang Späte, Erwin Kraft and others, with great success. The occasion started at 11.0 clock with a concert on the airfield by the Poppenhausen Musical Association "Cacilia". The "Christening" took place at 11.30 am. At 1200 hours, lunch was served to guests and members of the Association. In the afternoon, coffee and waffles were served. The OSC's sailplanes were on view and a video film of the OSC's history was shown in the hangar. At 1700 hours, there was a happy get-together. (CW thought that this is one of the VGC's greatest achievements that our members should have brought back a Reiher). Because of its complexity, magnificence and cost, only 8 were built, but none of them survived 1945. On Saturday 5th May 2001 the Weihe, D-3654, which was built in 1952, and is now owned by Gerd Hermjacob and based at Gutersloh, was declared a Mobile Example of Technical Culture ie. a Cultural Monument and, as such, it has been included in the List of Cultural Monuments of the town of Oerlinghausen. This is the second sailplane in Germany that has been accorded this honour, the first being the Minimoa D-8064 at Aventoft.



DFS Reiher III, D-7033, which was built by the OSC Wasserkuppe and had its first flight in 2000. From a New Year Card

The Certificate was handed over in the presence of Gerd Allerdissen, President of the German Aero Club, and Frau Isolde Wordehoff, Vice President of the German Aero Club. The occasion was organized by Gisela Dreskornfeld, Dr Gerd Hermjacob, Englebert Westerwalbesloh, and Armin Tenbusch, Chairman of the Gutersloh Flying Association. Gisela Dreskornfeld is a member of the Oldtimer Club Munster, which took part in our first International Rally at Husbands Bosworth in 1973. The Munster Oldtimer Club now owns and flies a Goevier 2, which was built after the war.



The Zugvogel IIIA of Peter Williams and Dr Frank Dobbs at Tibenham 2000. From Ole Vidar Homleid.

Achmer News. After 7 years of work rebuilding the Kranich 2 which flew for the first time during the first week of November 2000, (see VGC News 102) the new task is to basically overhaul their Kranich 3 which is expected to be completed to fly during 2001. Then, all their vintage gliders should be airworthy and in good condition. Their vintage gliders include Grunau Baby 3, Lo 100, Meise, Condor 4, JS Weihe (Swedish built), and Kranich 2. The Projekt Reiher 3 has for a long time been the dream of Stefan Krahn, who has tried for years to collect drawing plans and information on this beautiful 1938 German sailplane. Money was collected from the sale of a second partly built Lo 100 to the Lingen Gliding Club. The Project has been delayed by the Kranich 2 rebuild. A large part in the rebuilds has been taken by Hermann Hackmann, one of the older craftsmen. After completion of the Kranich 2, he has started on the Reiher and had by Christmas 2000 already completed all its many wing ribs and the spar booms, after the drawing plans had been bought from Siegfried Lorenz. Thus, by now, its wing main spars must be finished. Since that time, the Achmer group was able to acquire the fuselage jig from the OSC Wasserkuppe, which the O.S.C. had built for their own Reiher 3. In October 2000, the firm of Götz, by Lake Constance was asked to build the Reiher's main fittings. All glider pilots interested in old gliders and history, are asked to contribute with encouragement, financial and otherwise, towards the realization of Stefan's dream.

The Fire at the Göppingen Collection on the 19th January, as reported on page 2 of VGC News No.102, was caused by 4 young arsonists, who are now being held by the police. 12 aircraft were completely destroyed including the Minimoa Ser.No. 100. The fire brigade was already fighting another blaze nearby at a barn, which had been ignited by the same arsonists. When they arrived at the Göppingen Betzgenriet Hangar, the fire had already taken hold, as old aircraft are very inflammable. This was a sad end for the long collecting career of 77 year old Fritz Ulmer. He had owned it together with his friend Rolf Ehmann who had the luck to remove his self designed biplane, the Grasmucke (Grass Midge) to take part in an event on the day before. They had planned a small museum around the 10 by 20 metre hangar, but this had been stopped by environmental protestors. Rolf Ehmann intends to build another small hangar on the site and thus, the little airfield will continue to exist as a "Sonderlandplatz" (special landing field)..

NEW ZEALAND NEWS

Lucy Wills, the absolute star of the NZ Gliding Film "Lucy learns to Glide," has been ill with that most terrible of all diseases, Cancer. We have now heard in a letter from Dick Georgeson, dated 6th March 2001, that she has responded well to Chemotherapy and has a good chance of survival. She was only 23 years old when the film was made and everyone who has seen that film, has prayed that she will come though. All VGC members wish her well. *(Although the film was made many years ago it has recently been incorporated into a new video, together with footage of flying in the N.Z. mountains where it was produced hoping to interest people in gliding and to stop the fall in the numbers participating. It can be bought from the BGA at only £5 inc p&p. Ed)*

Dick Georgeson, who held 9 World gliding records, has reported that his Weihe, ex BGA 433 (ZK-GAE), which had formerly been Philip Wills's Weihe (G-ALKG), has now had the three parts of its fuselage joined up "but not quite as Hans Jacobs designed it" and it is now to be used as a static Museum exhibit. Except for some fittings, there is nothing else left of this famous Weihe.

Snow Fenn says: "The item forwarded here, is from my close friend Harry Richards of Christchurch New Zealand, who recently bought a valuable old **Slingsby Eagle** which had been lying in a hangar at Thames at the base of the Coromandell Peninsular for some 20 years and which he decided to buy.

I had a small hand in the purchase, because living in the South Island, Harry had no way of evaluating the machine prior to purchase, without making a special trip north, but I knew James Lobet a qualified French aviation engineer at Waihi Beach not far from Thanes (The designer of the light home-built called a Ganagobie), and when I asked James if he would undertake a check of GCG, he was only too willing to assist us, and gave an extremely good evaluation, even including projected costs of materials to recover and repaint the machine. Not long afterwards, Harry made a very fine trailer for the Eagle, and set off with his father-in-law to pick it up, and fortunately the whole trip was without incident some 700 miles including crossing Cook Strait between the two islands. The longest job was actually firmly securing the Eagle in the trailer which took some 6 hours to accomplish, but which was eminently successful.

Despite being presently engaged in a commercial pilot's course, Harry Richards has made considerable progress with the work as he outlines below, suffice it to say, that it was in remarkably good condition considering the years of lying stored and if Dick Georgeson gets his Eagle back in the air also, it will be an outstanding achievement, for Vintage Gliding here and who knows it just might kick start Vintage flying again. I would certainly like to think so!" *Snow Fenn.*

From Harry Richards:
Eagle History,
Slingsby Sailplanes Ltd, Kirbymoorside, York UK.
Type: T-42B Eagle III
Serial No etc:
Serial No: 1091 Reg: ZK-GBG
First Flew: 10/07/57 Two test flights equaling 15 mins at Wombleton, Yorkshire, UK. Packed for shipment to NZ and arrived early Oct 1957. First flight in NZ 06/10/57, one test flight of 45 mins at Taieri airfield near Dunedin.
Last flew 14/06/87 at Hobsonville airfield off the winch.
The Eagle's early flying was mainly around the Dunedin/

Queenstown area until Jan 1976 when the glider was sold north and flew in the Thames/Matamata area until about Nov 1984 when it was rested for two years. It then moved to Hobsonville and began flying again on the 01/01/87, flying off the winch until 14/06/87.

Total flight time is: 813 hrs 28 mins for 1383 launches. 30 years between first and last flight and 14 years since it has flown and she is 44 years old.

Currently she is being prepared for airworthiness and she is back on the NZ register. The wings have been proof loaded to +5g. and accepted. The rear fuse has new fabric as has the rudder & elevator. New skid suspension rubber doughnuts (originals had perished) have been manufactured and installed as has a new single leaf (replacing the original twin leaf) tail skid spring. Instruments have been calibrated and certified. Upholstery is away being done. Fuse has been rubbed down and paint is being sought. The colour scheme will remain Blue fuse & White wings, Stab and Elevator but the fuse will be painted similar to the original Eagle split scheme.

Is the Slingsby transfer logo available as a repro in the UK? *(Yes, from VGC Sales. Ed)*

There were 2 Eagles imported GBG & GBD,- BD being the more famous locally (Christchurch) being owned at one time by Dick Georgeson, -BG was brought complete, ready to fly, from Slingsby whereas -BD was a Slingsby kit that needed the fuse to be assembled and built. -BG has trained many aspiring sailplane pilots, it amazes me how many gliding people have had something to do with her.

POLISH NEWS

Information from Frank Lemke, who for professional reasons spent two weeks at Bilelko Biala. While there, he visited the Aero club at Zar. In the hangars he found an SZD-12 "Mucha 100" and an SZD-22 "Mucha Standard". Both sailplanes will next year be made airworthy again. The Polish glider pilots very kindly invited him to come and fly them. Frank-Dieter Lemke hopes that he can find time to take up their offer.

Omission in the last VGC News (Number 102) on Page 15 concerning Glider Production in the Ex-DDR. From Frank-Dieter Lemke. "I had sent this information to my Danish friend Owe Hillersborg. He did not dream that we would publish it, with no source mentioned." Frank-Dieter goes on to give the source. Under Frank-Dieter's direction Johannes-Höntsch from Schönhagen and Rudi Schnurrbusch from Meissen, a former Lommatsch worker, had prepared this document. Frank-Dieter believes that with every technical and historical document, there should always be a source attached to it, so that new information, more details, corrections can be added to it. *(CW adds...Of course he is right, and he sends his apologies.)*

In case anyone wishes to contact Frank-Dieter, his address is:- Luftfahrtpublizistik, Frankfurter Allee 94A, 10247 Berlin. Tel: 030-229 10 77.

SPANISH NEWS

The concept of the Oldtimer glider, which in VGC's terms means one that still flies, is not a popular one in Spanish glider circles, as most people here feel that 'for basic safety reasons' such gliders are best left hanging from the ceilings of museums. However, there are a few of us glider pilots who do not share this opinion. And the proof of this are the three Spanish members of the VGC – it may not seem many, but we hope it is only the beginning.

In June of last year (2000), accompanied by her husband, Encarnita Novillo, the newest Spanish member of the VGC, attended the SG-38 fliegen Week organized by the OSC at Wasserkuppe. Encarnita and her husband Carlos are two very dynamic elements in promoting interest in (powered-?)gliding in central Spain, and are currently organizing a large Spanish group's attendance at the next SG-38 get-together in September 2001. Such enthusiasm is not so surprising when one recalls that, together with the Grunau Baby, the Kranich II and the Weihe, the SG-38 was the training craft for Spanish glider-pilots until the end of the 1950s, as they were the only gliders to be found at official training centres for many, many years. We sincerely hope that this initiative will encourage interest in the Spanish Vintage Glider movement, by drawing in new fans and raising attendance at future rallies.

As for restoring and getting classic gliders back into flying condition, one noteworthy recent acquisition has been that of a Slingby T-21 from Great Britain, bought by Encarnita and Carlos. After being grounded for 20 years, the Slingsby is once again flying as part of the Loreto Glider Club, at its Santo Tomé del Puerto airfield, to the north of Madrid.

We are also happy to report the complete restoration and flight of a 1967 Slingby Swallow (N° 1488) by Srs. Juan Doval and Emilio Iglesias, both members of the recently formed Ourense Glider Club.

At my own Igualada-Ódena Gliding Club, near Barcelona, one member, Mr Navacerrada, has begun restoration work on a 1959 L-Spatz (N° 674).

Personally, I continue maintaining the Club's 4 SZD-30 Pirats, and of course flying the 1957 Bergfalke II-55 s/n 245. Plans for the future, however, are likely to be delayed, I am afraid, given a recent 300% increase in obligatory insurance costs.

J. Ignacio Garcia Colomo, Translated by John Style

USA NEWS

Bob Gaines, President of the VSA, has been stripping down to the bare wood his recently bought Slingsby Kite 1, formerly BGA 394. He intends, we believe, to restore it to varnished wood and clear doped fabric as it probably would have been originally in 1939.

Because of this, progress on his previously well advanced Rhönbussard (from the Argentine) has slowed down.

Book Reviews

Old timer-Segelflugzeuge: Fliegende Raritäten aus der Pionierzeit des Segelflugs (Oldtimer Sailplanes: Flying rarities from the Pioneer Time of Gliding: by Jochen Ewald, Rainer Niedrée and Peter Selinger. The book has been printed by the Aviatic Verlag GmbH, Kolpingring 4, 82041Oberhasching, Germany. It is available from VGC Sales, see their price list for details.

This book describes some of the last existing examples of these gliders, either restored or recently built again that are still flying. It is in German, but it is felt that the excellent colour photographs, table of dimensions and performance figures and excellent 3-view drawings of the very glider that is being described, should make this a book for everyone who

is interested in old gliders. Almost every chapter has a picture of the cockpit interior which will be of interest to modellers. It is a large, (28cm x 20cm), hard backed book and is beautifully presented and is priced at DM 58, sFr 52,50 or öS 423. The ISBN is 3-925505-58-X.

An intimate portrait is described of an individual sailplane or glider that still exists airworthy, and some of them are the last examples of types in the World! Among the 44 sailplane types that are featured is a Spalinger S.25h. There is only one left in the World, of this, the last sailplane built and designed by Jakob Spalinger, and it is in Brazil! A Swiss emigrant built it there together with other Swiss sailplanes including 2 diminutive Elfes! The S.25h is indeed so rare, that it was necessary to look to Brazil to find one. Also shown are the last airworthy AVIA 40P and the last airworthy original Mü 13D which are owned in France by François Ragot near Saint Auban. Gliders from the prewar and postwar eras are shown but when originals did not still exist, replicas which were built to the original drawings have been featured. Among these latter are the magnificent "Musterle" which was built by Klaus Heyn and the Göppingen 1 "Wolf" of Otto Grau. Both of these have been built in their original forms and have their original finishes, as also has the Dutch Grunau 9 "Schaedelspalter" (Skull Splitter) which was one of 36 built by Fokker in 1946/7. The originals were built in Germany in 1933, and so, what classes a glider as a replica? In this class are the Hungarian Vöcsök and Cimboro which were built rather recently by the unforgettable Lajos Schmidt. There is the magnificent Polish Orlik 2 in the USA. This is the last airworthy Polish prewar sailplane anywhere in the world. That one is another true rarity. Gliders from 11 countries are shown. The book has been produced by three experts who have great knowledge. We thank them all, for such a book can only do our movement good. *(*Unfortunately, the little H 17a has been given a wheel, as had its Göppingen 5 version.*

Chris Wills.)

Sailplanes Volume 1, 1920-1945. by Martin Simons. A review copy of this magnificent new book arrived just as we were going to press with this issue and too late for the considered review that it deserves. We understand that it is available with either German or English text. Suffice to say that this is an all-new book which traces the history of gliders from the earliest days and is definitely not a revised version of Martin's earlier book "Vintage Sailplanes." It is a massive book of 256 pages, is 20cm X 25cm and weighs over 1½Kg! The 120 three-view drawings are all computer generated from works drawings where available and are coloured to show the different materials used. Many of the pictures have never been in print before and everyone interested in the history and the evolution of gliders will relish this book. A review by Chris Wills will appear in our next issue but if you can't wait until then get your copy now from VGC Sales, they are selling well.

The Horten Brothers and their All-wing aircraft, by David Myhra. It is published by: Schiffer Publishing Ltd, 4880 Lower Valley Road, Atglen, PA 10310, USA. Tel: (610) 593 – 1777. Fax: (610) 593-2002. It can be obtained through the Beaumonts Aviation Bookshop in the UK. Tel: 0207-272 3630.

This is a lavish book which describes the careers of Reimar and Walter Horten. There are very many black and white photographs showing all the Horten types and the personalities involved. It is, above all, a most incredible story about what two boys could do in the Germany of that time. One gets the impression that they and their brother Wolfram, were very likeable lads, who would all pull together when the situation required them to. Their parents gave them full support as did many others. They had to beg and borrow money for materials. Their father, a great mountain climber, lent them money and said that if that was still not enough, he would sell the house, which was too big anyway, The word had got round that the two boys were onto something that was of great importance to aviation and for Germany. Wood and transport and, at one time, two Hirth engines, as well as transparent plastic materials were donated free of charge. This included the transparent plastic for a Hols der Teufel and a Horten 5. The first two Hortens were built at home with the wings let through a wall over the dining room table. They attracted the attention of many important people in German aviation, including General Wever, the heavy bomber enthusiast, who was later killed, and Hermann Göring, but not Alexander Lippisch, who was also designing flying wings and who, the brothers felt, did not like their competition. The book does fall a little short on technical details and the 3-view drawings of all the Horten sailplanes and aeroplanes, at the end of the book, are not very good. Similarly, the English applied to aeronautical practice is bad.

The titles under some of the photos are not accurate but it is an in depth study of the characters of Walter and Reimar rather than a technical book, so that one feels that one knows them, from an early age. Whether all the stories are true is not known. Reimar and Walter started by building models and found that the flying wings flew best. From then on, they started building full size flying wings and the first two, with their parents' support, were built at home. There is Reimar's great excitement after landing his Horten 1 "Black Moth" on the Wasserkuppe during the 1934 Rhön Contest. The aircraft was slightly damaged by a rock and he could not move the one piece glider by himself. However, members of the Hitler Youth enthusiastically picked it up and carried it to a hangar so that it could be repaired. Reimar experienced what it was like to be alone with an aircraft without help and especially with an aircraft that could not be derigged. He resolved to fit an engine to his next flying wing. He also experienced the brown shirted SA Fuhrer of the Hitler Youth, who was so pompous and rude that Reimar later tried to get employment in America. The German government would not allow him to emigrate, as he was too valuable with his flying wings. As no-one wanted the Ho 1, although he offered it to Lippisch for the price of an aerotow to Darmstadt, Reimar and his two brothers took the metal fittings off it and burnt it before the hangar on the Wasserkuppe, even after having won a considerable sum of money for it, as a technical prize. Whether much of their wartime work was of use to the German war effort is doubtful. During 1943 performance tests against the most efficient aircraft in the world, Darmstadt's D-30 Cirrus, revealed that the Ho IV A was inferior. The Aspect Ratio of the Cirrus was 31 and that of the Ho 1VA was 21. Believing that a sailplane's high performance depended on a high A/R, Reimar resolved to design a flying wing with the same A/R as the Cirrus hoping to prove that it had a 15% better performance than the Cirrus, with its proven max. L/D of 37.5/1. Therefore, two examples of the 24 metre wingspan Horten VI were built during a time when the war situation was desperate for Germany. If the tests revealed the hoped for superiority over the Cirrus, it would be clear that only flying wings should be designed in future. In the spring of 1945, the

Horten 1VA and the Ho VI were compared in the air. The war situation did not allow the use of the Cirrus. Tests revealed that the Horten VI was superior to the Ho IVA by the same margin as the Ho IVA had been over the best conventional sailplanes of the time, in 1941 (except for the Cirrus), ie. the Weihe, Condor 3 and Reiher 3. With the American front only 12 miles away, the two Hortens were being compared in flight at early dawn, to avoid enemy attention. With the Horten VIs max. L/D in theory of 44/1, Reimar hoped that the superiority of the flying wing over conventional aircraft was proved and that, at least after the war, there would be a considerable market for flying wings. Reimar and Walter, unknown to the RLM, had 7 workshops in 1944 all working on different projects and in one of them, the 9 ton twin jet fighter, the Ho IX, was taking shape, which they hoped would influence the outcome of the war. The German authorities, and especially Hermann Göring, were very excited by this and orders were placed for it, although its welded tube centre section and wooden wings were similar to the structures of Horten sailplanes. During their interrogation, after the end of the war, Ken Wilkinson was appalled by their lack of technical training and their non-use of wind tunnels. (the Göttingen wind tunnels were booked up for years ahead at that time.) If Reimar had been working in England, he would have to have been allowed to carry on his own work in a firm. He had never worked in any firm except his own in Germany. When he was offered to Northrop in America, Jack Northrop was heard to exclaim. "What, that sailplane designer" as American aircraft structures were predominately metal.The book gives ample space to his work for a Goverment sponsored aircraft industry in Argentina and to his building of flying wing sailplanes there. The great excitement was when two of the single seaters were entered in the World Championships in 1952 in Spain. This was not a success due to the pilots breaking their aircraft. The nose wheel of the second one hit a rock while landing on the penultimate day and the first one was damaged during the practice period. Reimar was also asked to design a delta out of wood, for the Argentinian Airforce. However, Government requirements kept changing. It had to be a two seater, and then it had to be built out of metal. The Kurt Tank designed Pulqui 2 had been a failure and the metal department needed to have work. Finally, great political instability in Argentina during the 1950s, stopped the powered delta from flying. It had already flown as a glider. So both Reimar and Lippisch had arrived at the delta configuration ahead of the rest of the world. Sadly, after designing what he hoped would be smaller and more practical flying wings for the Argentinian gliding movement, he designed some sailplanes with tail surfaces, as well as the Pucara ground attack aeroplane, which was later encountered by the British during the Falklands campagn..

What Reimar and Walter could have done, if years of peace had prevailed after 1940! Scheidhauer exclaimed after his first test flight in the new Horten 1V A at Königsberg Neuhausen in East Prussia in 1941 "if only there could be a Rhön Contest this year, I would win it with one of these". As it was, they managed to build a great number of flying wings in a short time, in spite of difficulties. Since 1945, we have been waiting for someone to continue their work. At the moment, only Peep Lauk in Estonia is trying to do something using Horten principles. Let us hope that this book, and developments at the DTM in Berlin, will inspire further efforts. We strongly recommend the purchase of this book in spite of its great price.

The Platypus Papers: Fifty years of powerless pilotage. by Michael Bird

£19.95 plus £3.50 P&P (UK/Eire) from Hikoki, 18 Newport Road, Aldershot, Surrey, GU12 4BP.

It is one thing to be able to enjoy a sport to the utmost but to be able to transmit its experiences via the written word and explore all its facets is an ability one can only envy. In his 'Tail Feathers column in Sailplane & Gliding, Mike Bird has covered it all over the past forty years and in 'The Platypus Papers' the cream of the articles have been gathered together with extracts from no less than 108 of them.

Here is a volume one can open at random and find a fascinating account of some aspect of gliding that one may have taken for granted for years and years and suddenly, one is aware of a different viewpoint presented with humour, logic and unremitting eye for detail. The subjects covered range from pure nostalgic recollections of the trials of being an *ab initlo* pilot, through the excitements and disappointments of competition flying, to the heady achievements of 1000 km flights over the White Mountain ridges of Nevada. Here one can learn from Plat's experiences of syndicates, (and of syndicate wives!), crashery, insurance, home building gliders, gliding costs, weather and its forecasting, disastrous retrieves, two seater flying, flying in the States, New Zealand, Australia and Spain and even the downside of radio communications.

Competition pilots come under the beady eye of Platypus with descriptions ranging from 'lager louts' to 'genius' and his analysis of glider development over the years has always followed his dictum 'There is no substitute for span'.

This is a book to read and treasure whether you are a dyed in the wool vintage addict, a dedicated follower of plastic or somewhere in between, perhaps. *Ted Hull.*

Obituaries

Anne Burns who has died aged 85 was an eminent aeronatical scientist and Champion Glider Pilot. She flew her gliders from Lasham and was a Principle Scientific Officer at Farnborough. In 1954 two DH Comets broke up over the Mediteranian at over 25,000ft. She was the only woman in a team of 20 investigating the cause of the accidents and would spend hours unpressurised at 40,000ft waiting for a cabin window to blow out. She received the Queens Commendation in 1955 for valuable services. She was born Anne Pellew on Nov 23 1915, the daughter of Major Fleetwood Pellew, whose father was a naval hero in the Napoleonic wars. At the age of 12 she had her first flight, in a Gypsy Moth, from Woodley Aerodrome. She later went up to St Hugh's College, Oxford, where she took a First in Engineering Science. As an undergraduate she had a noisy sports car in which she would carreer around Oxford until the Proctors impounded it. She directed some of her prodigious energy to sport and won a Hockey Blue and a Squash Half Blue. Following research work under Prof Richard Southwell in the University's engineering laboratory she joined the RAE in 1940. There she gained her pilot's licence in a Tiger Moth and met her future husband, Denis. She was involved in Flight Test programmes of many RAF and FAA aeroplanes. As a member of the RAE's structural department Anne was concerned with the measurement of

structural loads in flight and the effect of such loads on the fatigue life of aircraft. For some years she was involved with investigation of atmospheric turbulence in relation to aircraft structures, pilot performance and flying procedures. She played a leading role in the testing of the English Electric Canberra-Britain's first jet bomber.

Her contribution to reports on turbulence were of great significence. She became an expert on clear air turbulence, the rare natural phenomenon sometimes encountered by airliners- "a brick wall in the sky". Her interest in this area led her to buy a French RF-4 motorglider. She and her husband Denis used to fly over to the Pennines and the Welsh mountains looking for "brick Walls". She explained "My husband is both a scientist and a glider pilot and we have no children so he does not worry"

In 1955, after only a year's gliding she flew from Lasham 134 miles to Market Drayton in Shropshire breaking the British National Women's Distance Record. With typical modesty she ascribed her win to "beginner's luck". In 1957 she became the first woman to glide across the Channel. She was constantly bettering her own records, and in South Africa in 1961 she and Denis broke 5 World Records and 12 British National Records. At the age of 50 as the holder of multiple records she was awarded the FAI's Lilienthal Medal and in 1967 she received the Founder's Medal of the Air League. Her other gliding awards included the Jean Lennox Bird Trophy in 1959, the Brabazon Cup in 1961 and 1963, and the O.P. Jones Cup in 1966 which recognised her as the National Gliding Champion of Great Britian. In 1962 Denis and Anne Burns were jointly awarded the Royal Aero Club's Britannia Trophy for their gliding achievements which were described at the time as the most "dazzling display in any field of Aviation since the beginning of flying"

Anne's distinctions as an aeronautical scientist were no less impressive. She won another Queen's Commendation for valuable services in the air in 1961, the Royal Aeronatical Society's R.P. Alston Medal (1958) and the Whitney Straight Award in 1968.

In 1977 she had a collision with a bird in cloud near Andover. Her Nimbus went into "free-fall". As she bailed out she became entangled with her parachute and ended in the branches of a tree. After this she decided that her flying days were over. Her husband, Denis Owens Burns, whom she married in 1947 died in 1990. We will remember her as being quiet and modest and always approachable. She was extremely likable and pleasant to talk to at all times. The British Gliding Movement will miss her and Denis very much.

Chris Wills

Karl Vey died on 4th Febrary 2001 after a long illness having celebrated his 80th birthday on the 6th January. He gave his life, from his earliest days, to aviation and especially to gliding and the Wasserkuppe. During WW2 he had been a Ju88 crew member. He was also involved in Communal Politics and had been in his village's Church Committee in his home town of Neu Isenburg, for many years. His idealism and his weekness for collecting things made him well known far beyond the frontiers of Hesse. He could bring to life the past with documents and films. He came to the London Gliding Club to do just that for the VGC during its early years. He collected the history of gliding, Zeppelins and the history of town of Neu Isenburg, as well as that of his own family. He became the Archivist for Hesse Aviation. That, today there is a German Gliding Museum on the Wasserkuppe and a Zeppelin Museum in Zeppelinheim is largely due to his initiative. During his life he received many honours, here we only mention two. In 1985 he received the Paul Tissandier Diploma from the FAI for his tireless work in the area of Aviation History. In 1997 he received a "Letter of Honour" from the Land of Hesse for his work connected with Communal Politics. Karl Vey belongs to the 13 Founder members of the Old Timer Club, Wasserkuppe and was there at the "Christening" on 10th April 1982. On his 65th birthday on 6th Jan 1986 he was honoured by being elected Honorary Member of the OSC. At his funeral on 8th February the Escort was made up of Erika and Josef Kurz, Otto Bellinger, Gerhard Forneberg, Hans Deutsch and Karl-Heinz Kellerman from the OSC, Wasserkuppe. They accompanied him to his last resting place. The Hesse Aero Club on the Wasserkuppe was represented by Horst Keiner, Werner Mattern, Rudi Buvian, Rudi Dollinger and Willi Pfeiffer. He is sadly missed and the VGC sends its deepest sympathies.

Chris Wills

Dick Moore

Arther Grundy writes to say that the North Wales GC mourn the passing of their Founder President, Dick Moore who was the promoter and supporter of organised gliding in North Wales where his equipment and field were used to fly vintage Grunaus, Bocians, Skylarks and other gliders. His mild and generous nature will be missed by all who were fortunate to know him.

Alan Yates (1913-2001) Cranfield University and Imperial College, London.

Before World War II, Alan Yates lectured at Imperial College on hydraulics and was secretary to the Imperial College Gliding Club in 1939, having soloed in a Dagling primary in 1938. When war broke out, he was moved to the Ministry of Aircraft Production, and kept the ICGC alive by indulging in extensive correspondence with members. I met him at Boscombe Down in 1945 where, hearing that the Ministry was about to send me to IC, he said "Jolly good place – its got a Gliding Club!" After the war, he flew firstly at Cranfield, doing his Silver distance in 1948. He went on to become Principle of Bath Technical College (now the University of Bath.) Alan chaired the BGA Technical Committee from 1979 – 1984 and was an OSTIV Board Member. At the London GC in the 1960s and '70s, his was an independent approach to gliding. Once, having landed out near Stoke on Trent during a flight to spot a canal lock that interested him, he caught buses and trains back to Dunstable before driving to retrieve the glider by himself. He decided to stop gliding in his 70s after 50 years in the sport. His children Graham, Martin and Dylis, are glider pilots. Alan will be remembered for his sound judgement and for being a most courteous, civilized and engaging friend.

Frank Irving. From Sailplane and Gliding April/May 2001 with the kind permission of Helen Evans, the Editor.

Gwilym Griffiths. It is with great sadness that I report the death in February of friend and club member Gwilym Griffiths. Gwilym, a long term member of the Dartmoor Gliding Society, spent the best part of his working life as a designer for British Aerospace. He had a great knowledge of aeronautical design theory. mostly concerned with supersonic flight in composite materials. Despite his hi-tech background, he could never be persuaded to depart from his Oly 2B, which he kept

as original as possible and flew whenever the weather allowed. This unassuming, affable man will be missed by us all at Dartmoor. Mark Arnold. *(From Sailplane and Gliding April/May 2001 with kind permission of Helen Evans, the Editor.)*

Mrs Anne Morrow Lindbergh, the widow of Charles Lindbergh, who died in February was the first woman to qualify for the American Glider Pilot Licence and get her Silver C when she and her husband took up gliding for a short while in 1930. The foreman at the Ryan Aircraft Company who built the "Spirit of St Louis" was Hawley Bowlus who is remembered for his series of pod and boom sailplanes. Before the epic transatlantic flight Lindbergh had achieved the unenviable record in the USA, and probably elsewhere, of being the first person to have to jump by parachute from doomed aircraft four times. (We learned the above facts from "Lindbergh" by A. Scott Berg, Macmillan 1998. Ed.)

Raul Blacksten adds
Anne Lindbergh went thru the Bowlus System of Glider Instruction, at his school at San Diego's Lindbergh Field. She became the first woman glider pilot in the US to receive her licence and to get her Silver C. A San Diego glider club openly welcoming women was later named after her, Anne Lindbergh Flyers GC, but it had no other connection with her. I think she is one of the first 9 US glider licenses (but I am not certain), of which Bowlus trained 7 (and was the 8th). I think the other one was Ralph Barnaby, on the East Coast.

In a way, that G.C. still exists. The Anne Lindbergh G.C. (1930), the Jack Barstow G.C. (1929-30), and the Pacific Beach Flyers G.C. (1929-30) all joined together in the mid-30s to form the Associated Glider Clubs of Southern California (AGCSC), which is still in existence, considered to be the oldest G.C. in the US.

Although Bowlus reported that Lindbergh ordered a Bowlus Albatross glider, there is no record that it was ever delivered and I do not think that the Lindberghs did any gliding after this. Besides, Bowlus went bankrupt in 1931!
William L. van Dusen, in San Diego, was the official record

Letters

LETTER FROM D.E. WILLIAMS, CFI, East Sussex Gliding Club.
"For the last eight years, I have had the pleasure of owning and flying a SLINGSBY EAGLE 3 Cn. 1116. This year I will be bringing her in to the workshop for a complete refit. During this time, I will be researching the histories of the remaining Eagles.

Preliminary enquiries to date have brought to light five other aircraft left, including one in New Zealand. An aircraft that I am particularly interested in is the T.55 Regal Eagle Cn 1117. Only one was constructed. By coincidence, it was the next Eagle to be constructed after mine. I have been told that the only structural part of the T.55 left is the centre section. Apparently it was last seen at Moreton in Marsh and hopefully it is in the back of a hangar somewhere. If any VGC member has any details, photos, or even the original log book, I would very much like to study them. Also I would be interested in any remaining Eagles that are flying, being restored or airworthy.

On the subject of my aircraft's refurbishment, is it possible for you to send me a list of the available drawings that the VGC might hold for the Slingsby Eagle 3. Yours faithfully. D.E. Williams. VGC No 1912. 96 Framfield Road, Uckfield, E.Sussex, TN22 5AT. *CW. says that the VGC Centre at Lasham has some Eagle drawings. Please contact :-Ian Smith, Glenvale, 20 King's Mede, Horndean, Hants PO8 ITN. Tel :- 02392 592839. or Laurie Woodage, Tel 07788 478361, for copies of the Microfiche, if available.*

Our Chairman David Shrimpton has received this letter from Theo Rack at the Wasserkuppe Museum.
Dear David,
You and all the other members of the International Council of the VGC herewith receive our cordial and sincere thanks for the offer to became a member of our foundation. As Jörg *(Ziller)* told us, you all together intended with this formal step a public sign for a closer connection to and cooperation with soaring museums and our museum as well within the common efforts savmg the history and remains of soaring and sailplane development. As CEO of the Foundation "Stiftung Deutsches Segelflugmuseum und Modellflug" at the Wasserkuppe I deeply enjoy telling you, that the entire board of our foundation welcome very much your initiative for an International Cooperation in our common aims. Dr. Jörg Ziller we have to thank for his role to knit the connection and to forward your resolution to us.

It seems to be in the air, that the centers of soaring history, spread worldwide, should come together more, than the individual and often rather coincidentally contacts spent in past, because we ourselves have been working for a stronger international wire between us all for a while. The problem, we haven't solved up to now, is to establish such a legal environment around our foundation that we would be able formally to go into closer connections with other organisations. In Germany a foundation is a strong supervised association of public law, with a board of people in public order and to be proved by officials of state finance departments. This limits our freedom in arranging official connections and cooperations. So we cannot say frankly and freely: "YES", in spite off we would like very much to it. Before we would be allowed to do this, we have to look for and finally set those conditions, then giving us a chance to go in such a well desired connection. So, please accept our apologies for not giving a quick agreement.

Anyway we hope, that soon there are those conditions around us, that we would be able to arrange a date for a meeting here at the Wasserkuppe, probably and latest during your travel to the next years Rendezvous and Rallye in Germany and in Czechia. We appreciate very much your efforts for a stronger band between us. Thank you.
Best regards, yours sincerely

Theo Rack
CEO Stiftung Deutsches Segelflugmuseum mit Modellflug

P.S. By the way, I have to inform you, that some of the members of the board of directors had changed this Autumn: Mr. Günter Brinkmann has passed away, Mr. Erhard Schubring couldn't continue his work due to other obligations. Now we have Mr. Ernst Schwarz and Mr. Josef Kurz in our board.

Classified adverts

Small advertisements are free to members and are charged at the joining rate for non members. Send your adverts to The Vintage Gliding Club, address below.

The Lasham T31 BGA 3229 is reluctantly up for sale together with its aluminium trailer. It has a C of A and is in very good condition. Reason for sale is we can't afford to keep it here. Contact Ian Smith Tel 01705 592839.

Slingsby Eagle AXJ. Historic glider, flown by HRH the Duke of Edinburgh and was holder of the longest closed circuit task for its type. Excellent condition, re-covered in 1990, New C of A, Flies beautifully, Oxygen, Instruments, Parachutes, Trailer. £3500 or near offer. Contact Roger Coote, Tel 01273 515373. View at Parham.

Kranich 2B-2 BGA 1147. 1943 built but with a more recently constructed closed wooden trailer. It has been kept dry, the trailer having been sheltered, but it still requires 2-300 hours work. Offers to :-Mike Russell,The Old School, 80 Holt Road, Field Dalling, Norfolk NR 25 7LE. England. tel;- 01238 830518.

Olympia Meise BGA 449. 1943 Schmetz built, and trailer. This aircraft has been stored in its trailer for many years at the Cornish Gliding Club, Perrenporth. It was the only Meise that was allowed into BGA hands, before it went to owners at the Newcastle Club, when it was worked on again. It was flown there by Arthur Burningham and Andrew Coulson, who owned it. It was sold from there to Frank Foster, who replaced his Rhönbussard BGA 337, with it. It was after this owned by a London GC syndicate, who eventually sold it to Pip Phillips in Cornwall. He can be contacted at "Boswens",Wheal Kitty, St Agnes, Cornwall TR5 0RH. Tel:- 01872 552480 or 01726 842798. It should be seen before purchase.

BAC VII, This is a recently built replica of a famous 1931 type. Its wings and tailplane are from a 1935 BAC DRONE which was the motorized version of the BAC VII. The fuselage and undercarriage etc were built by Michael Maufe from an original set of Blue Prints. The glider first flew in 1991. Offers of above £4,000 (to include a custom built, closed metal trailer, to Mike Maufe Tel:- 01943 608910 or Tony Maufe. 872737.

Slingsby SKY "Kinderscout 2" BGA 686. It is in pretty well its original condition in a trailer that keeps it so. The allowable max. cockpit load is 250 lbs. To be sold with C of A until August 2001. Colours are white and red. Price £4,000 or near offer. It can be seen at the Yorkshire Gliding Club on Sutton Bank. Contact Chris on Tel:- 01845 527949 (evenings).

Scott Viking 1 BGA 416. It has been kept airworthy and watched over by Lou Glover of Gliderwork, Coventry Gliding Club, Husbands Bosworth, Nr.Lutterworth, Leics , LE17 6JJ. Tel:- 01858 880521 .This is an original 1938 sailplane.

Olympia 2B Works No EON/O/131 built in 1967. Aluminium trailer (which requires some work), parachute and Pye Bantom radio. Finished in White with Blue trim and Olympic torch motif. New C of A on sale. Sensible offers please, I am selling it on behalf of the widow of Gwillym Griffiths. Contact Mike King Tel 01752 690217, or mobile 07810 517916 for full details.

Brieglib BG12-16. 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 Brieglib in Europe. Homebuilt in Belgium from imported plans and parts. First flight in 1977, stored for 10 years. Fuselage, controls and instruments refurbished/overhauled in 1997. Very nice condition, hardly flown (80 starts, 75 hours). Very good performer, equals club class glass gliders of the early seventies, 34-36/1 at 90km/hr, min sink 0.68 m/sec, 145km.h= -2m/sec sink. Technical doc and article by Jochen Ewald can be sent on request. Test flying possible at Amougles, Belgium (EBAM). Belgian C of A and registered. Metal enclosed trailer, new wing covers, 150,000 BEF, £2,400, 25,000FF 3,750 EURO, $3,500, 7,500DM. J.Hanssens, Bodegemstraat 168, 1700 Dilbeek, Belgium. Tel (32) 2 569 77 93.

Olympia 2b, serial number 0/132, BGA 1173. First reg 1959, good vision with Dart Canopy, plenty of cushions for comfortable, laid-back flying. Fitted with ASI, B17 Compass, Cook Mk1 Electric vario, slip ball, timepiece. OK Baragraph, Trailing edges strengthened, wings and rudder re-covered with 102 Ceconite, paint finished Blue and Yellow, owned by same syndicate since Spring 1982. Fitted composite trailer, waterproof and rodent proof, newly painted exterior, good tyres and spare wheel and tyre. Rigging aids, toolkit, lifting jack, removeable jockey wheel. Glider reweighed this year, new C of A with purchase. Price £1950. Tel Alan (01440) 702456 or Tony (01787) 278670.

Wanted

2 Serviceable Parachutes for a vintage two seater. Paul Davie Tel 0208 959 7144 (Evenings) or paul.davie@buhlergroup.com

Don't throw away your old gliding calenders, give them to VGC Sales to sell at the International Rallies where they are very popular. See address on VGC Sales leaflet.

Scheibe Bergfalke II/55, parts wanted ! Looking for all spare parts: canopy, wing, rudder, anything from a Bergfalke II/55 (even a project for sale). I am the co-owner ot the only Bergfalke II/55 flying in France (1955 vintage), with no spare part at all! So, if you are an European flyer, please help! Jean Molveau, Tél./Fax (home): (+33) 1 30 25 43 75, E-mail: molveau@airpress.fr

A small restoration group has been started in **West Sussex** at Shoreham Airport. Very early days but we have a Grunau Baby III, Ka4 Rhonlerche and a T38 to get our teeth into. Anyone in the area who would like to get involved please give us a call for more details. Bob Kent, Sailplane Preservation Group, 44 Shadwells Rd, Lancing, West Sussex BN15 9EW. 01903 533835. email: restoration@soaring.org.uk.

Front cover: The Booker Vintage Group's Prefect on a winch launch at Tønde, Denmark in 1999. Photo Vincenzo Pedrielli.

Back cover: Johannes Lyng (Chairman of the Danish VGC) and Chris Wills in/on? the Danish 2G Primary at Tibenham in 2000. Photo Ole Vidar Homleid from Norway.

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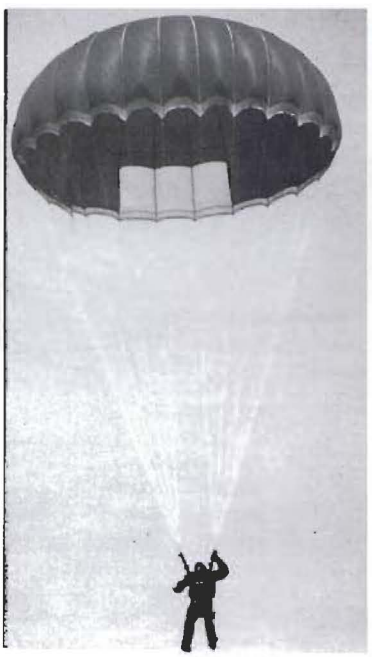
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