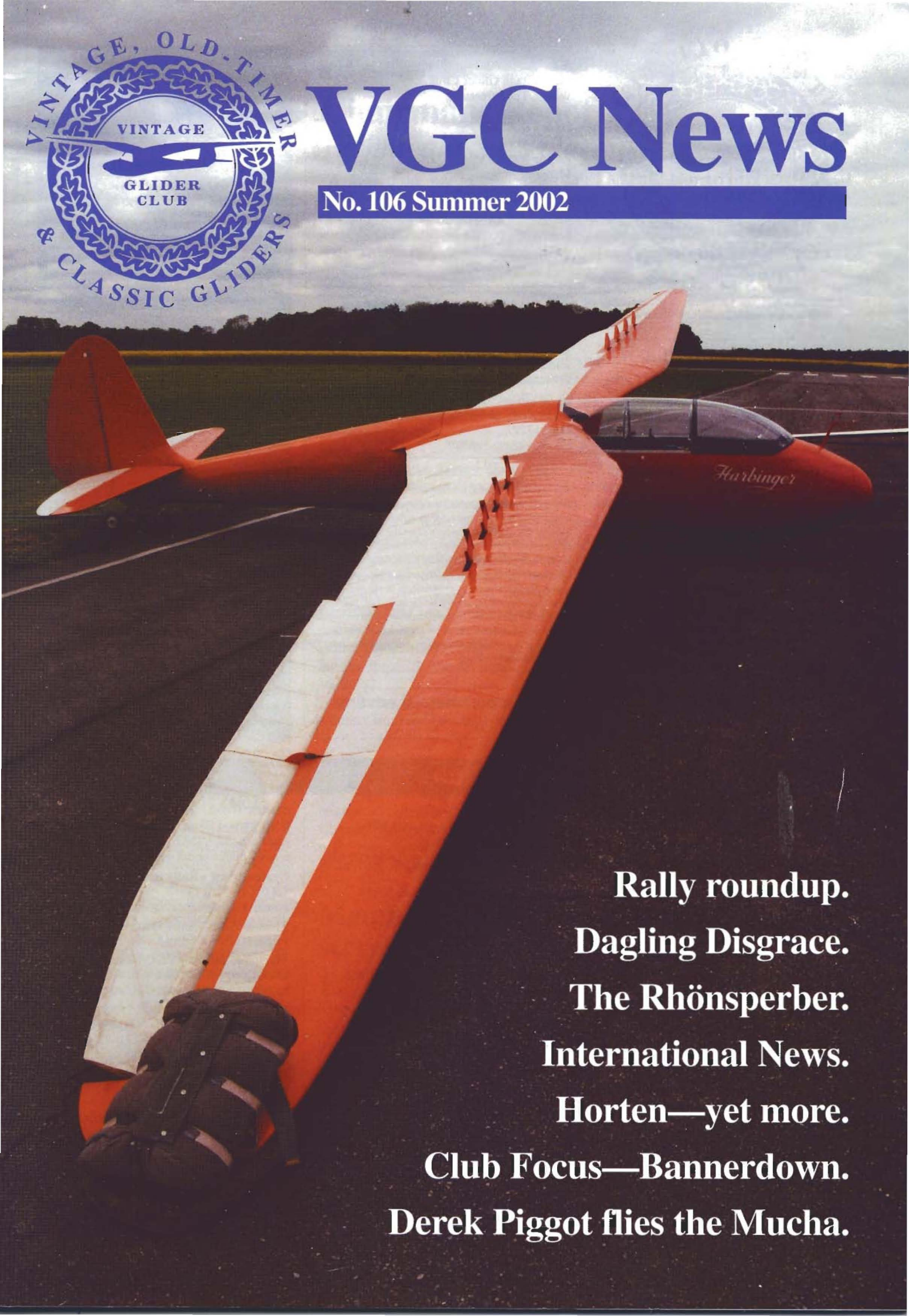


VGC News

No. 106 Summer 2002

Rally roundup.

Dagling Disgrace.

The Rhönsperber.

International News.

Horten—yet more.

Club Focus—Bannerdown.

Derek Piggot flies the Mucha.

http://www.vintagegliderclub.org.uk

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.

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The Vintage Glider Club
Wings, The Street
Ewelme
Oxon OX10 6HQ

Editor
Margaret James
Fairfields, Fosse Road
Oakhill
Somerset BA3 5HU
Tel: 01749 841084
e-mail: margarethjames@aol.com
and vgcnews@aol.com

Front cover: ***The Harbinger, seen here in 1994 at Lasham was brought to this years International Rally at Achmer by Susie and Jed Edyvean from Booker.***
Photo: David Tarbutt

Back cover: ***"Ah, the nostalgia of wood!" (Craftsmen at Slingsby's repairing an Air Cadet T21)***
Photo: Vickers Aviation

The views expressed, and the contents of all material, in this magazine are the opinion of the author and may not necessarily reflect those of the Vintage Glider Club Committee or the Vintage Glider Club membership. No responsibility is accepted by the Vintage Glider Club Committee or its Membership, for any safety related (or any other) technical advice, transmitted in the magazine or any document issued by, or on behalf of, the Vintage Glider Club. No responsibility is accepted by the Vintage Glider Club or its Membership, for any adverts placed in the magazine by individuals or commercial entities.

Diary Dates for 2002/2003

24th August-1st September
Slingsby Rally
Sutton Bank.
Tel: 01845 597237

Saturday 26th October
2002 VGC Annual Dinner
The Annual Dinner will be at 'The Aviator' Hotel at Sywell, Northampton.
Price and other deatails still in progress but please contact Peter Chamberlain to book your places.
By post: 32 Fynne Drive, Linslade, Leighton Buzzard, Beds. LU7 7YQ
e-mail:
Peter.Chamberlain3@btinternet.com
Tel: 01525 378901

2003
22-31 July
31st VGC International Rally,
Jämi
Finland
Location: EFJM,
61 46.710N 22 42.970E
www.padasjoenlentokerho.fi
Rendez-vous at Oripää airfield.
Location: EFOP,
60 52 34N 22 44 53E
www.turunlentokerho.com

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

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

Officers of the Vintage Glider Club

President: Chris Wills, Wings, The Street, Ewelme, Nr Wallingford, Oxon 0X10 6HQ, UK

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

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

International Council

Chairman: David Shrimpton, Fairfields, Fosse Road, Oakhill, Somerset BA3 5HU, UK. Tel 01749 841084
e-mail: margarethjames@ aol.com
and vgcnews@aol.com

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

Germany
Dr Harald Kamper, Bismarckstr 78, D-32049 Herford, Germany,
Tel: 0541 126936, Fax: 0541 126901

Belgium
Firmin Henrard, Rue Porcheresse, B-5361 Mohiville Hamois, Belgium.
Tel/Fax Belgium 083/612194
e-mail: henrard.f@belgacon.net

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

Hungary
Lazlo Meszaros, Erkel utca, H-1092 Budapest, Hungary.
e-mail: typosen@westel1900.net or matomex@e34.kbernet.hu

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

Italy
Antonio Carlo Zorzoli, via G. Marconi 118, 41026 Pavullo nel Frigano, Modena, Italy.
email: zorzaal@tin.it

Slovakia & Czech Republic
Joseph Ott, Panska dolina 2, Nitra, Slovakia, SK94901. e-mail: potk.josef@post.cz

Committee

David Shrimpton - Chairman.
Tel 01749 841084.
e-mail: margarethjames@aol.com
and vgcnews@aol.com

Austen Wood - Treasurer.
6 Buckwood Close, Hazel Grove, Stockport, Cheshire. SK7 4NG Tel: 0161 487 4522.
e-mail: buckwood@tesco.net

Graham Saw - Rally Secretary.
Tel 01628 776173.
e-mail: Graham@servotech.swinternet.co.uk

Yvonne Watts - Sales Officer. e-mail: ywatts@ntlworld.com

Margaret James – VGC News Editor
Tel/Fax: 01749 841084.
e-mail: margarethjames@aol.com
and vgcnews@aol.com

Peter Underwood – BGA Technical Representative Tel: 0125 221495.
e-mail: peter_underwood2000@yahoo.co.uk

Jan Förster - Technical Officer.
Pepplehoven 27, 6225GX Maastricht, Netherlands.
Tel Netherlands (0031) 43-3634069.
e-mail: jftandemtutor@hetnet.nl

Geoff Moore - Membership Secretary.
Tel/Fax 01442 873258. Arewa, Shootersway Lane, Berkhamsted, Herts, HP4 3NP, UK.
e-mail: geoffmoore@madasafish.com

Ian Dunkley - Member without portfolio.
e-mail: ian_dunkley @pgen.net

VGC News
No. 106 Summer 2002

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CLUB NEWS

Chairmans Report

Technical issues clarified

A huge thank you to Osnabruker Verien fur Luftfahrt e.V. and Luftsportverein Lingen e.V. for hosting our 30th International Rally and rendezvous. Particular mention to Harald Kamper, ChristopheTalle and their hard working teams for organising these events and for keeping all the participants both flying whenever possible and entertained. This year's rally saw several new restorations and replicas which we hope to cover in the rally report in the next issue of VGC News. As usual we were greeted by many local dignitaries, also present was the President of the German Aero Club, Gerhard Allerdissen who brought a beautifully restored Weihe. Our next International Rally will be at Jami, Finland and the following year the event will be held at Gliwice in Poland.

The British Gliding Association has announced it's position on BGA registered gliders owned and operated abroad (see Technical News). The announcement reflects well on the VGC which has many foreign owners of British Vintage types. Our thanks to the BGA Technical Staff for clarifying this issue. Welcome also is Peter Underwood's election at the Annual General Meeting to the Executive Committee. Peter attends the BGA Technical Committee meetings on our behalf. At the end of the year our long serving Treasurer, Austen Wood will be standing down and Geoff Moore will be handling the Treasurer's responsibilities. We thank Austen for having served the VGC well over the past years and hope he will continue to support the VGC and join us at future rallies. Another step forward has been the re-write of our Technical Articles by member Vince Cockett from the Channel Islands. Vince is a keen modeller who has undertaken this task in order that the articles can be published regularly in VGC News. Finally, thanks to the efforts of Peter Chamberlain our Secretary, the VGC has been welcomed into the British Aircraft Preservation Council by it's Chairman John Berkeley. The Council felt that it was about time that the gliding community was represented on the council and he looks forward to our participation. The Council includes in its membership most aviation museums and collections in the UK including the Imperial War Museum, Duxford and the Manchester Museum of Science & Industry.

I look forward to seeing many of you at the Annual Dinner at Sywell where the prize winners from the International Rally will be announced.

David Shrimpton, Chairman

Presidents corner

At last we in Britain are having a slightly better year without the constraints of Foot & Mouth disease. All that we need this year is better weather but this did not happen in the spring.

Our members have continued to work on their vintage glider projects, still hoping that their day(s) will arrive. We have the great hope that in Germany we shall see a new Reiher, and numbers of Polish gliders for the first time. We hope also to see Lilly Grundbacher's H.28-2, as we have not seen it for many years. It is the smallest airworthy high perforance sailplane in the world. We salute the organisors of our two imminent German Rallies and we know that they are doing their best' as all our International Rally organisors have done in the past. We thank them, for they are the crème de la crème of our movement. We have seen on our television weather forecast maps, that Germany and France have been having much warmer weather than we have been having over Britain, which has had to put up with its usual Atlantic Climate. Long may the good weather over the continent continue. We in Britain are so much looking forward to it

Membership secretary chatline

It gives me great pleasure to report that since the beginning of this year we have recruited a large number of new members to date by end of May the number is 58 and would like to welcome those new members to the VGC. Included in your welcome pack is an order form from VGC Sales where you may purchase goodies, 'T' shirts, sweat shirts, beanie hats, badges, glider aviation books and glider videos and for others the same at very reasonable prices from the new Sales Officier, Yyonne Watts who can always be contacted by email or letter. Details can be found in this addition of VGC News. All members can check out their details on the VGC website *www.vintagegliderclub.org.uk* by entering an exclusive password which is passed back once registered or obtainable through the membership secretary. Any alterations to details corrected by you will be automatically forwarded so as your new details will then be changed on the website from each month.

This year being the thirtieth year from its foundation in 1972, membership has steadily increased and now has reached 900, if every member recruited a new member by spreading the word we could reach 1000 by the end of this year, which probably then would make us one of the biggest gliding clubs in the world. Our expertise on wooden gliders is well known as well as types of other constructions, we have inspectors through out the world communicating, coming closer together, we are represented on the British Gliding Association Technical Committee for all these gliders.

The VGC has the knowledge not to be lost, new members are part of this Clubs

life line to pass on the building skills and knowledge and further enjoying the spirit of vintage and classic gliders something quite different from the modern glider.

By now all members who have paid their subscriptions will have received current membership cards which in future will be forwarded immediately from when payment is received, not from the printer as was the case previously. If you prefer to pay by standing order through your bank contact the treasurer to set it up which involves less work and expense for us all. Payment by members from other countries will find it easier to pay direct to their own vgc secretary who can be found on the reverse side of the mailing address label for the magazine.

Have a nice flying season, keep sending those pictures in with news for publication.

Geoff Moore

The British Aviation Preservation Council.

Earlier this year the Vintage Glider Club Committee agreed that it would be in our interest to apply for membership of the British Aviation Preservation Council. The B.A.P.C. was formed in 1967 as a national body to 'promote, support and advance the preservation of aviation heritage in the UK'. As such it has as its members most of the aviation museums and collections in the UK. (From the Imperial War Museum at Duxford and the Manchester Museum of Science & Industry to small collections such as the Bassingbourn Tower museum). Following written application for provisional membership at the beginning of the year I, as Secretary, attended one of the Council's quarterly meetings to give a formal presentation to those attending. The meeting was held on May 18th courtesy of the Rolls-Royce Heritage Trust at the Rolls-Royce Customer Training Centre in Derby in the English Midlands. As this was also the Council's AGM a good turnout was assured. Following my presentation in which I talked about the history of the Vintage Glider Club and the large wealth of knowledge among its membership and of course the historic aircraft we hold in our care, the Vintage Glider Club was welcomed into the British Aviation Preservation Council by none other than its Chairman John Berkeley. He remarked on the fact that it was about time the gliding community was represented on the Council and he looked forward to our participation. From comments during the meeting I can assure Vintage Glider Club members that our membership was very well accepted.

Most of the meeting's time was taken up with discussion regarding events to commemorate next years Centenary of

Technical News

Airworthiness and Inspectors

Recently changes have taken place the way the BGA issues and renews BGC Certificates of Airworthiness (CofA) for gliders and appoints inspectors.

For a glider or self-sustainer sailplane to qualify for BGA CofA it must

Be a BGA approved type and either be owned by a UK National with a UK address (if the address is not in the UK, the owner may be on short-term overseas contract, member of BFPO, a BGA special project or affiliated overseas gliding club).

Or owned by other than a UK National if the glider is a British vintage type that the BGA is assuming some responsibility for continued airworthiness and that cannot gain local type approval. It is the responsibility of the owner to establish if a BGC CofA is acceptable for operation of the glider outside the UK.

If not a BGA approved type

Application should be made to the BGA's Technical Officer via the Chief Technical Officer (CTO) where any previous certification will be assessed and accepted (in the case of full JAR 22 certification) or an assessment will be made. The assessment may involve a review of the type record, and engineering evaluation and some form of flight testing. Any expenses incurred during the assessment are the responsibility of the applicant. The UK nationality conditions as above apply.

To apply for a new BGA CofA you will need the following documents

For a new glider:

Certificate of Airworthiness for Export
Certificate of Non Registration
Factory weighing report
CofA report (BGA 267) and CofA fee

For a used glider

CofA for Export or current domestic CofA from exporting country or BGA Airworthiness Report (BGA268)
Certificate of De-registration or details of De-registration
Re-weigh on import
CofA report (BGA267) and CofA fee

To apply for a new or renew a BGA CofA the certification must

Be on a BGA (267) form (either on NCR pad or self generated)

Be signed by a current BGA inspector with the correct rating for the type of glider (GL for all gliders and sailplanes, SS for self–sustainer sailplanes)

A current BGA inspector must complete all certifications on gliders with a BGA CofA. Failure to observe this could invalidate the CofA. The CofA will be issued or renewed for 12 months from the date of the 267 certification. You may ask to see an inspector's Authorisation Certificate to satisfy yourself that he/she is current and has the correct ratings.

To appoint a BGA inspector

An application form (BGA 221) must be completed

An interview with the CTO will normally be required

To appoint an inspector outside the UK, the BGA can accept a current equivalent qualification (such as LBA Glider Inspector) as an exemption for the interview, provided the privileges of this qualification meet or exceed the BGA requirement.

Note: BGA inspectors within Europe, except those in former Yugoslavian countries covered by the BGA top-up insurance.

Glider re-weighing

The Technical Committee requires that all BGA gliders be reweighed at least every 8 years. Notwithstanding this, the glider must be reweighed if it has been recovered or repainted, major repairs have been carried out or it is believed that the weight schedule is inaccurate and does not reflect the actual condition of the glider, and weighed on first BGA registration.

BGA Glider Registration

If you sell or purchase a glider, please inform the BGA as soon as possible of the change of owner. This is very important as you could miss out on any important airworthiness information that could affect your safety. The BGA doesn't charge for this. Please don't wait for the next CofA.

BGA 30 Day tickets and CofA extensions

30 day tickets are issued on completion of the CofA inspection and allow time for the BGA 267 to be sent to the BGA for processing. The 30 day ticket should be issued at the same time as the BGA 267 is signed. Only one 30 day ticket may be issued. If for some exceptional reason a second ticket is needed, due to a delay in processing the paperwork for example, this can only be issued with the express permission of the CTO. Failure to obtain this permission will invalidate the CofA and the inspector's privileges will be suspended pending a Technical Committee decision. CofA extensions can only be granted with written permission of the CTO. A copy of the written permission is on file at the BGA office. The extensions are normally for a maximum of 30 days to allow for unforeseen circumstances. A BGA inspector must be satisfied that the glider is in an airworthy condition for the extension.

STOP PRESS!!!!

2002 VGC Annual Dinner

The Annual Dinner will be at
'The Aviator' Hotel at Sywell, Northampton
on
Saturday 26th October.

Price and other details still in progress
but please contact Peter Chamberlain to book your places.

By post: 32 Fynne Drive, Linslade, Leighton Buzzard, Beds, LU7 7YQ
Email: Peter.Chamberlain3@btinternet.com
Tel: 01525 378901

Powered Flight, hardly a subject for our first meeting! But we should be aware of the increased publicity all forms of flying will receive next year and perhaps think about the ways in which we can benefit. '*Flypast*' magazine have, for instance, offered free publicity to Council members for Centenary events. They will also be running a series of articles about aviation preservation throughout next year in which the readership will be asked 'What should we be collecting now?' Surely a chance for our point of view to be given in a very widely read magazine.

During breaks from the Meeting I had the chance to meet Council members from all over the country and spread the word about vintage gliding. Copies of the Vintage Glider Club News were also handed out along with our information leaflet.

I feel the main benefits of our membership will be the expertise of the Council members and the useful information and help they can give us. From purely technical matters regarding preservation, storage and maintenance to concerns over legal, insurance and fund-raising issues. This help will benefit the whole of the Vintage Glider Club, not just UK members, in preserving and flying vintage gliders.

Peter Chamberlain

Performance courses for Vintage Gliders and their owners?

Chris Wills has read that in 1963, there was an international contest at Leszno (?) and 55 Mucha Standards were entered to be flown by every competitor. On the last day, the 17th of JULY, no less than 26 Mucha Standards flew more than 500 kms and a National Distance Record was set up for Italy. One can only imagine that the retrieving went on for the next week !!! It is quite clear that some of our faster, and perhaps, not so fast, vintage gliders might be able to manage such performances depending on thermal conditions and, who knows, we might even be able to turn some triangles. It is only a question of training. It is also possible to do this in mid France. All this could be just a despairing dream by someone who knows that he, and others of the first generation of VGC glider owners, do not have much more time to do things. Altitude Flying is also possible in Wales and Scotland, besides Grunau, but it could depend on buying oxygen equipment. Should anyone have ideas on Performance Courses, could they please write or telephone C.Wills at "Wings", The Street, Ewelme, Oxon OX10 6HQ, England. Or Tel: (0)1491-839245.

The PFA Rally at Cranfield on the 22-23rd June.

There was a substantial VGC exhibit consisting of Peter Underwood's KITE 1 BGA 400 and a super photo-

TREASURER'S NOTICE

TO
ALL U.K. MEMBERS
And Other
MEMBERS HAVING A U.K. BANK ACCOUNT

AS FROM THE 1st of JANUARY 2003 (or sooner if you wish) I AM ASKING THAT ALL MEMBERS AS ABOVE ARRANGE TO GIVE INSTRUCTIONS TO THEIR BANK TO PAY FUTURE VGC SUBSCRIPTIONS BY MEANS OF A STANDING ORDER.

Reasons: This is the safest and most secure method of payment with the minimum of effort for us all once you have instructed your Bank. It will save time and money too. Credit Card payment may seem easy but it is far less secure, costs the VGC. approximately 5% of your subscription and makes me considerably more work. It is also far more likely to give rise to an error (again making me more work) than a Bankers Order. Cheques can be even more at risk. So will you all please get a form from your Bank now, complete and return it to them. You will need the following information :

Make your standing order in favour of
the VINTAGE GLIDER CLUB
Account No. 69852901. Bank Sort Code 01.07.08
At National Westminster Bank plc.,
1, London Road South,
Poynton,
Stockport, Cheshire SK12 INF.

In return for your doing this I shall be happy to accept a flexible payment date any day between the 1st of December and the 31st of January annually and which best suits yourself. Remember your own Bank will give you the necessary form and it should be completed and returned to them. Once this is done you will have no more ANNUAL VGC FORMS to complete but do let the Membership Secretary know if your address or details change. One final thing, please ensure your name and VGC number identify your payment to the VGC Bank. The latter is always on your magazine address carrier label as well as your membership card.

I intend to suggest to the Committee that members paying as aforesaid will automatically receive a membership card in December but this of course will not be valid until we receive payment. If for some reason you cannot make a Bankers Order in our favour and therefore need to send a cheque I will accept it in an envelope with just name and number on it. I do not require a form. It is up to UK members to make this a success and if as I hope it will be, it is my intention to consider what can be done for our overseas members by way of electronic payment.

We may be the Vintage Glider Club but there is no reason why our accounting should be vintage too. I shall be pleased to answer any queries you may have.

Austen Wood, VGC Treasurer

VGC stand and exhibits during the PFA Rally, Cranfield, June 2002. Happy to Help! And talk, and talk ..... Laurie Woodage, Geoff Moore, David Underwood and Peter Underwood.
Photo: Peter Chamberlain



graphic exhibition set up in a tent by Geoff Moore, who at the same time persuaded many people to become VGC members. We were pleased to welcome many members of the Vintage Gliding Group of Ireland as well as glider pilots from Germany and Iceland etc. Our exhibits caused interest to many general aviators and were a meeting point for glider pilots from far and wide. We thank Geoff Moore, Laurie Woodage, Peter Underwood and his son, David Underwood plus many others for setting up our exhibits.

Meet some Vintage Glider Club members

Ian Patching

one of our Australian members.



What do you like about the Vintage Glider Club
Reading the news about what members are doing in other countries in regard to vintage gliders and marvelling at the efforts some people put into their projects.

What is your favourite Glider
A hard question to answer. My ES-52B Long Wing Kookaburra is a lot of fun. It has reasonable performance and is a two seater so I can take the family. There is no doubt that the modern gliders are superb in their performance and handling and can't wait for my clubs Duo-Discus to come in October 02. But the glider I enjoy the most is the ES-65 PLATYPUS which I once had a share and for performance and handling for a 2 seater you can't find better.

What other interests do you have
Away from gliding my interest is with my family, Ruth, my partner, is a wonderful person who supports all of my other interests including model scale gliders, I mean, I cant afford the real thing so a model is the next best thing.

What has been your most memorable glider flight
Too many to note. I remember my first flight very well, Solo at 16, Badge flying, and more recently fun flying, But surfing up the face of a front for Gold height was pretty special.

When was your first glider flight
I was three and a half years old. My brother and I were strapped into the back of a Short Wing Kookaburra and introduced to Dads passion.

Where do you usually fly
With the Victorian Motorless Flight Group at Bacchus Marsh, Victoria.

What do you like about International Rallies
Sorry, never been to one personally. Would really like to one day.

How do you see the future of the Club
Interesting. I think International members, particularly as far away as we are, need to be catered for in a different way. Costs will be a factor in members dropping out.

Claude Visse,

VGC member no. 557, who flies from Tallard, sends us in his profile.



When was your first glider flight?
It was in 1950 when I was a young student at Reims, in a Castel-25s, on a winch launch but the beginning of my flying was in 1952 at Rochefort-sur-mer.

What kind of flying experience do you have?
I have nearly 2,380 hours gliding resulting in FAI gold with 2 diamonds and 1,100 hours on light airplanes. I am also a gliding and motorplane instructor.

What has been your most memorable glider flight?
My most memorable day has been on 27th January 1956, by waves situation



Above: the Breguet-900 F-CABY owned by Claude Visse.

at Saint-Auban, with a first flight in a 'Fauvel AV-36' to 7000 meters of altitude and a second flight in a 'Breguet-900' to 7300 meters of altitude... with oxygen of course....! An other memorable glider flight was on 11th June 1957, during the first "Huit Jours d'Angers", in a 'Fauvel Av-36' from Angers to Saint-Cirq-Lapopie (near Cahors) with a distance of 380 kilometres.

What is your favourite glider?
It's very difficult to choose! I have flown nearly 80 different types. At present my favoutote glider is my Breguet-900/ F-CABY..... but I have appreciated the Nord-200, Weihe, Minimoa, Kranich-II, Spal-18, Petrel, Lunak, Blanik, KA-6e and many others!

Where do you usually fly?
I generally fly from Gap-Tallard airfield (near the South Alps mountains)... but I like to fly during the Rassemblements Nationaux or Balades, organised by Dedale from different places in France.

What other interests do you have?
Walking, norse-skiing, ornithology, photography, drawing, reading, research concerning the history of gliding.
(want a job? – Ed)

What do you like about the Vintage Glider Club?
I like the determination in promoting the preservation of vintage gliders... I like the knowledge about the history of gliding and also for the good diffusion about soaring events and for the technical files. (I admire the excellent quality of VGC News....)

What do you like about International Rallies?
I enjoy to be seeing many old gliders and meeting their owners and pilots – I'm very happy to discover new countries and to fly by different aerology ... and I like very much to take part in the international evening party!..

In future publications of VGC News we would very much like you to give brief details of yourself together with a photo with perhaps your glider and return to VGC Editor as early as possible
If you do not wish to contribute, you are not obliged to. Thank you.

Margaret James VGC Editor
Fairfields, Fosse Road, Oakhill, Somerset, BA3 5HU UK
Email: margarethjames@aol.com

OBITUARIES

In the middle of June 2002, we learnt with horror of the death of Beryl Stephenson, so soon after that of Geoffrey. So much Love and Devotion, So much suffering and sadness, we can not imagine. One could not live without the other. Maybe they are happy, now that perhaps they are together. Darkness and despair has fallen over us. The Sun has gone out. Another person from the most colourful past has gone: Without them, and people like them, British Gliding will become a desolate wilderness. Beryl and Steve were inseparable. All we can do is to try to look after their gliders and to guard their memories. . We send our deepest sympathies to Carr and Peter, to her relatives and friends and to the London Gliding Club. A photograph of the family appeared on Page 6 of our last VGC News No 105. *CW.* ■

UK. MEMBERS

Please do it now.

What?

Complete your Bankers Order for 2003 subscription

NEW MEMBERS

Welcome to the following new members

2144	Peter Skov Christensen	Denmark
2145	Richard Smith	UK
2146	Uke Kieburg	Germany
2147	Edgar Kaus	Germany
2148	Nigel Williams	UK
2149	Humphrey Yorks	UK
2150	Richard Earn-Fretwell	UK
2151	Dr Mike Wollard	UK
2152	Burkhard Wittje	Germany
2153	Markus Kurz	Germany
2154	Norbet Zimmermann	Germany
2155	Krzsztof Kubica	Poland
2156	L.de Bruin	Netherlands
2157	Kurt Grosse	UK
2158	Roman Kielpikowski	Poland
2159	Guy Englebert	Belgium
2160	Eric Norris	USA
2161	Alan Towse	UK
2162	Steven Simpson	UK
2163	John Louch	UK
2164	Gerry Wild	USA
2165	David Gibbs	UK
2166	Brian Garston	UK
2167	Michael King	UK
2168	Peter Davis	UK
2169	Mike Vaisey	UK
2170	Dagobert Peters	Germany
2171	Eric Littledike	UK
2172	Simon Stanley	UK
2173	Alexander Hurrie	Germany
2174	Olaf Nippert	Germany
2175	Tudor Williams	UK
2176	Jill Povall	UK
2177	Joseph Leber	UK

AUSTRALIA

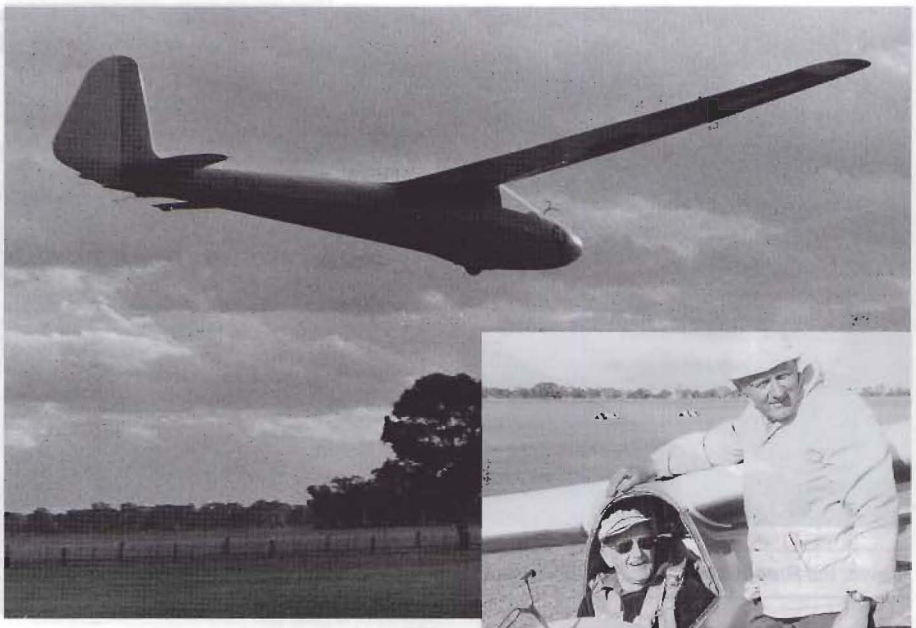
During the week 5th –12th January 2002, a successful Vintage glider Rally was held at Stonefield South Australia. About 40 people attended as well as 12 vintage gliders, among other aircraft. The marvellous hosts, belonging to the Barossa Valley GC put in so much hard work that the members at the Rally felt that they should return for the 2003 Rally.

The few members of the club bent over backwards to make participants feel welcome and comfortable. The gliders, the weather, the operation both on and off the field and, most importantly, the people who attended, meant that the event added up to the goals set by the VGA.

For those, who do not know, the Barossa Valley lies behind the Adelaide Hills, where the real Australia starts. The Valley is known for vine growing and, of course the making of wines, at homesteads mostly lived in by emigrant Germans.

Pre-Rally.

Kevin Barnes came to the 2001 Vintage Glider Rally, which was held at Bacchus Marsh and put in a bid for Stonehouse to conduct the 2002 Rally. He led a small but dedicated team at the BVGC who believed that a Rally could unite a small club with very low membership and begin a process that would give the club a much needed boost. Their successful bid led to a number of comments from VGA members, with some not all that positive. One member said that the facilities at Stonefield had done more to put women off the sport of gliding than any other site in Australia. E-mails throughout the year informed the VGA of ther rebuilding that had been taking place including full renovations to the ablutions block, bunkhouse and clubrooms. All members pitched in to help with the



Top: "Yellow Witch" the Chiltern Olympia in which Keith Nolan flew a 500k triangle.
Photo via: Chris Wills

Above: seated in "Yellow Witch" is Ken Davies who helped build it during 1946 - 1948. Current owner Keith Nolan stands alongside. (photo taken 20 years ago)
Photo via: Chris Wills

Gliders entered to fly were

Glider	Reg	Owner
GOLDEN EAGLE	GFC	ALAN PATCHING
Ka-2b	GHO	JOHN ASHFORD
Ka-4	IKK	VGA DAVID HOWSE
Ka-6E	GGV	PAUL CLIFT
CHILTON OLYMPIA "YELLOW WITCH"	GFW	KEITH and EDNA NOLAN and JED TERRY
The " Yellow Witch " is the only Olympia ever to have flown a 500 kms triangle		
ES 49 Mk.1	GHN	EMIULIS PRELGAUSKAS and NOEL MATHEWS
ES-52 Mk.4	GRX	IAN PATCHING
ES-60 PROTOTYPE	GQG	CHRIS McDONNEL
ES-60	GDU	PHILLIP BEALE
ES 60 B	GG0	TED BOWDEN and JOHN INGRAM
ES 60 B	GYS	JOHN VINEY
ES 60 B	GTJ	EMILIS PRELGAUSKAS
Static Display		
EP-1 SPRUCE GOOSE		ROGER CHAPMAN
Visiting aircraft		
Motorfalke	FKW	Simon Hackett
RF-4	XOS	Owner unknown
JABIRU		Adelaide Soaring Club
Stemme S.10		Noel and Ben Roediger
Light Wing		Murray Bridge GC
LS-3 Top		Peter Goodale
ASH 25M		Bernard Ecky

Trophies

CONCOURS D'ELEGANCE

"GOLDEN EAGLE" VH-GFC ALAN PATCHING.

Awarded for the outstanding condition of the airframe and attention to detail in keeping this glider airworthy. Having been designed and built in 1936 in Australia, this is Australia's oldest airworthy sailplane.

SCHNEIDER TROPHY

ES 60 "BOOMERANG" VH-GQG CRISTOPHER McDONNELL

BEST SINGLE SEATER KA 6E VH-GGV PAUL CLIFT

BEST TWO SEATER KA-2B VH-GHO JOHN ASHFORD

"FEATHERS" ECOURAGEMENT AWARD.

LEIGH BUNTING for the continued restoration of his GRUNAU BABY 2.

Contest results

SINGLE SEATERS

1st	EMILIS PRELGAUSKAS	ES 60B	GTJ	2947 points
2nd	PAUL CLIFT	Ka-6E	GGV	2797 points
3rd	PHILLIP BEALE	ES 60	GDU	2750 points
4th	JOHN VINEY	ES 60B	GYS	2,700 points
5th	ALAN PATCHING	"GOLDEN EAGLE"	GFC	2,500 points
6th	GED TERRY	"YELLOW WITCH"	GFW	2,300 points

TWO SEATERS.

1st TEAM	KOOKABURRA	GRX	2,609 points
2nd TEAM	KOOKABURRA	GHN	1,004 points
3rd	Ka-4	IKK	850 points
4th	Ka-2B	GHO	800 points

work and the spirit in the club was at a high level. Walls were removed, relocated and restored. Tiles were laid on floors. Junk load after junk load was deposited at the tip. Access for disabled was installed and the whole place received a much needed coat of paint.

The club was justifiably proud of their efforts when we arrived, and we were just as impressed with the effort put in on our behalf. All this rubbed off on to all members of the BVGC who made us feel welcome over the entire week. We had the feeling that a team of people was allocated to each task, be it operations, winching, launch point and briefing, feeding the participants with three meals and, more importantly, keeping the drinks cold to the cleaning of the showers, each day. Taking a closer look however saw a different story with many people doubled up with jobs. They carried out their tasks quietly and efficiently always with a smile and with the minimum of fuss.

As in the past, inspite of the club urgently asking us, the VGA had no idea how many people would be attending. 8 gliders were confirmed as entered but, in the event, the final number was twelve. Those attending were just about every member of the BVGC.

(A transcript of the daily events is available from VGC News on request – Ed).

BRITAIN.

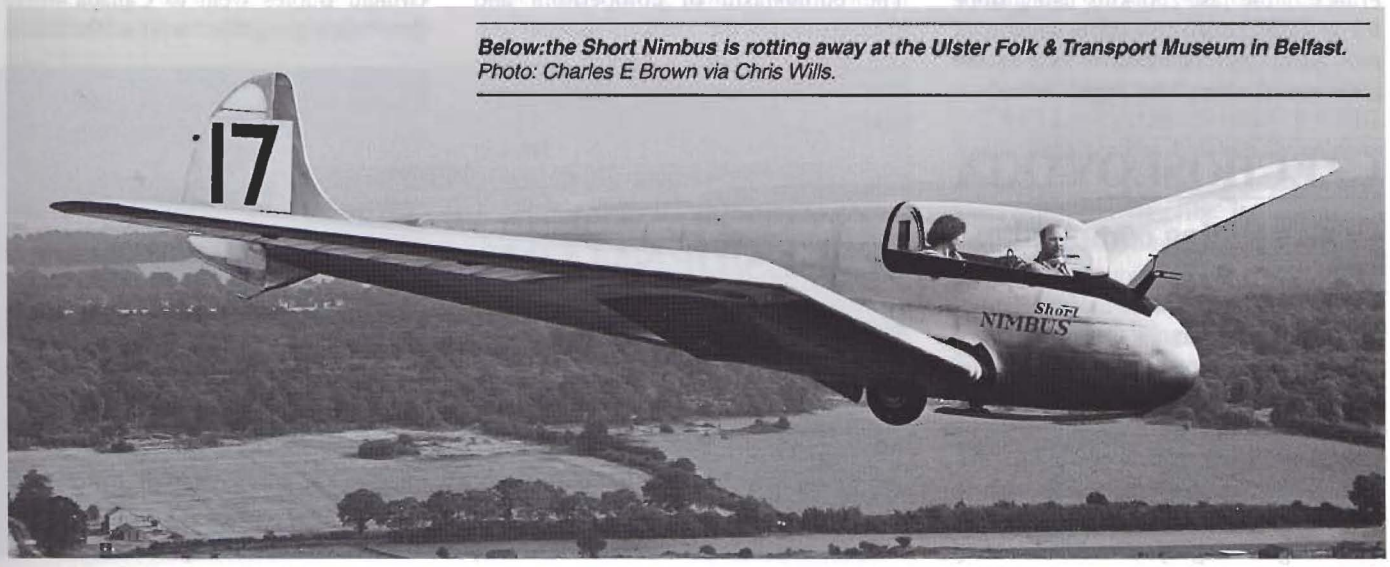
Is this the end of the Short NIMBUS ? This 1947 built gull winged sailplane was many years ago imported into England from Ireland and was made airworthy during one very cold winter's working tn the Private Owners's Workshop at the London Gliding Club at Dunstable, by the sadly missed late Peter Fletcher. It was then successfully flown for many years and it was evident that it had for that time a very high performance. It was sold to the Cornish Gliding Club at Perrenporth. It became eventually for sale again and was advertised in our VGC News. It was bought by the RUSSAVIA COLLECTION which, despairing of ever selling it again in Britain, sold it for no small sum to the Ulster Folk & Transport Museum in Belfast. It has been stored by the Museum for many years under a lean to canvas shelter which was open on three sides to the weather. A member of the ULSTER CLUB offered to restore it in his own workshop. This was not allowed as it was said that he might keep the aircraft afterwards. Recently, one wing without fabric was moved into a heated workshop at the Museum. This wing became so badly warped that it is doubted whether it can ever be repaired to an airworthy condition. Perhaps it could still be restored as a static exhibit?

KEITH SLEIGH, who imports and sells gliders, has imported a second LUNAK into the country and may sell it to a large syndicate of (8?) members at the Buckminster Gliding Club which operates from Saltby.

This type was mass produced in 1950 –51 in Czechoslovakia to help train Mig 15 pilots. Then, 65 were built by he firm of Letov. It was fully aerobatic and had a VNE of 400 kph. We understand that the BGA Technical Committee has reduced this VNE to 200 kph, which is fast enough for it to undertake most aerobatics when executed by trained aerobatic pilots. Not long after they were new, the Czechs burnt most of the Lunaks, per-



Above right and below: Graham Saw aerobating his Lunak at Lasham's 50th anniversary flying display in 1990. Keith Sleigh has imported the second Lunak into the UK.
Photos: David Tarbutt



Below:the Short Nimbus is rotting away at the Ulster Folk & Transport Museum in Belfast.
Photo: Charles E Brown via Chris Wills.

haps because a newer aerobatic glider was coming along. The firm of Letov then built Mig 15s. We believe that only about 10 Lunaks escaped the massacre.

BRIAN SPRECKLEY, former World Gliding Champion, has bought from its owner at the Peterborough and Spalding



Above: Hans Nietlispach. The SKY HB-561 formerly owned by him has been bought by Brian Speckley.
Photo: Theoldi Hermgartner via Chris Wills

Club, the former Hans Nietlispach SKY HB-561 and will fly it from his European Gliding Centre at Le Blanc in mid France. On the 6th July 1955,the legendary Swiss pilot Hans Nietlispach flew this Sky 536.2 kms from Bern to Beziers in France for his 500 diamond. On the 8th April 1957, Hans flew in the back seat of the Kranich 2 HB-477 410 kmas from Bern to Cavaillon in France... the last 250 kms using slope lift up against cliffs in terrible weather of rain, snow and cloud..... one of the most remarkable glider flights ever.

CZECHOSLOVAKIA

Orlik's gliding competition.

The VT-16 Orlik (young eagle) and VT-116 Orlik II were most used gliders at sixtees years in Czechoslovakia. There were produced about 300 pieces of all versions. Except normal versions VT-16 and 116, they were assembled some special specimen, mostly prototypes. M-15 and M-25 with shorter wing span to 15 m, M-18 and M-28 were prototypes with longer wing span to 18 m. Next variation were two produced piecies of version M-35, which had fifteen meters long wing with Wortmann's profile and combinated flaps. At this times, VT was often used military name for gliders. VT is abbreviation from czech word "vetron" (glider). M was the mark originated from the name of Orlik's designer Ing. Matejcek. VT-16 and VT-116 are wholewooded gliders with wing span 16 m, wing ratio 20 with profile NACA 643818. The differencies are at shapes of fuselage, rudder, wing tips and performances, when VT-16 has gliding ratio 1:32 and VT-116 1:33, both at 74 km/h. After thirty years of sailing their life span was canceled by czechoslovak CAA solution not depended on real technical state of them. Since 1989, after political changes, there have been possibility of officialy canceled historic gliders to take to ressurection. So after 12 years more then thirthy Orliks were overhauled.

Aeroclub Hronov and POTK (Old Timer Glider Club) arranged two annuals of historic glider competition, known as "Devil's wheel". This year's annual was for monotype Orlik only, of all their modification and with some changes at rules, wich were united to FAI standarts.

At the beginning of May the competitors from nine czech aeroclubs came to Hronov (airfield Velke Porici, LKVP) with thirteen Orliks. The age of competitors was from 20 till 72. Two VT-16 stood at dandelion covered grass runway with one M-25 and M-35, the rest was folded by VT-116. The weather don't wish so good to competition. Strong wind for the whole week don't make possible to cope the competition tracks by Orliks, at this times not so much performed gliders. In spite of that, two disciplines were pointed. The winner was Emil Sliva from home aeroclub Hronov. The enthusiasm of competitors and arrangers gives the certainty that the second annual of Orlik's gliding competition will be organized at Hronov next year.

Josef Mezera
potk.josef@post.cz

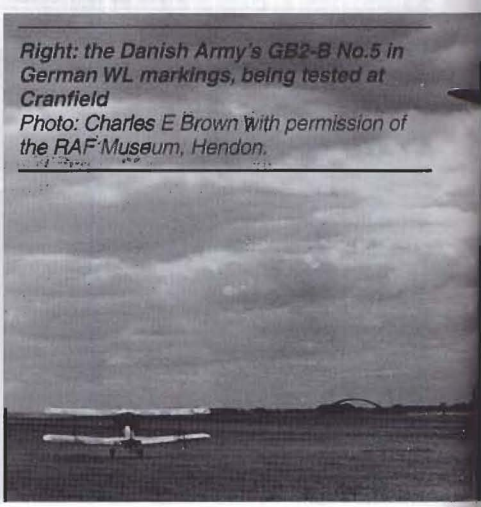
WALES/DENMARK

Restoration News?

In 1945, British Forces entered Denmark and took 76 Wehrnacht Luft registered gliders. Wehrmacht Luft or WL was the armed Forces Gliding Organization that had been set up in 1939 in Germany.

These were 28 Grunau Babies, 4 Meises, 6 Kranich 2s, 35 SG 38s, 1 Rhoensperber, and 2 Mu 13ds.

Among the 28 Grunau Babies were six that had belonged to the Danish Air Army. In 1941, the Air Army had bought 2 Grunau Babies from Germany and had then built four more themselves. In 1943, because of the deteriorating war situation for Germany, the Germans decided to stop all Danish gliding and some Danish gliders were inducted in to the Wehrmacht Luft. They received post June 1943 WL colours, markings and registrations. Because members of the Danish Army sometimes had broad shoulders, the cockpit surrounds of their Grunau Babies had to have their rears cut away to let shoulders through. Thus, their Grunau Babies could be recognised by this. British Forces entering Denmark in 1945 did not know this and destroyed, or took back to Germany for their Rest Centres, all WL registered gliders that they could find. Many of the Grunau Babies were taken to Britain and either repaired by Slingsby Sailplanes or put into service by military or state run gliding organizations, such as the Empire Test Pilots' School at Cranfield. The Cranfield Grunau Baby, WL registered LN+ST, later became part of RUSSAVIA in a damaged state, but still had its German markings less swastika. It was like a time capsule from wartime German gliding. Chris Tonks in North Wales took on its restoration to flying condition. By the shoulder outlets in its cockpit surround, it was recognised by our Danish member Niels-Ebbe Gjorup as being once the property of the Danish Air Army as the 5th that they owned. Niels-Ebbe has visited Chris in North Wales and it has been decided that it should become a Welsh/Danish Restoration. Some of the other Danish Air Army Grunau Babies went to Canada where they helped, together with a Mu 13D-3



Right: the Danish Army's GB2-B No.5 in German WL markings, being tested at Cranfield
Photo: Charles E Brown with permission of the RAF Museum, Hendon.

(now owned by Bob Gaines in the USA), to set Canadian gliding on its feet after the war. About 70 D-3 s were built from 1943, but we don't know how many original Mu 13D s were built from 1938. May be at least 100 were built, and now only three of them remain.

There is also an original short fuselaged Mu 13D being restored in Denmark. It is one of three of these original Mu 13D s, of which very many were built, existing in the world. (another is owned airworthy by Francois Ragot at Saint Auban in France and another is a static exhibit in the German Gliding Museum on the Wasserkuppe. It formerly belonged to our late member Ernst Walther). In 1945, this aircraft had the 1st January 1939 until 25th June 1943 WL registration WL-X1-217 and was flown by the WL from Lundtofte in 1944. It must have been securely hidden in 1945 as the British did not find it. It became OY-MUX and flew records in post war Danish Gliding as it was one of the very few high performance sailplanes in the country. Of all our vintage gliders, this one has had the most extraordinary history. It was sold when new in 1939 to Lithuania where it had the Lithuanian registration LY-KEVA. It came first in the First Championships of the Baltic Sea. Then, the Red Army arrived and gave it Soviet markings (a Hammer and Sickle !) Then the German Army captured Lithuania and the Mu was carried back to Germany as "RUSSIAN BOOTY AIRCRAFT". Perhaps this was the only way to get it back to Germany? It was taken over by the WL and broken. It was repaired and sent to amuse the WL in Denmark. If only gliders could speak, it would have an incredible story to tell. That it survived at all is a miracle. Its restoration has been going on for many years by a very competent Danish repair team. One can only imagine that its wings are having to be built again. We have heard that its repair team has had to work temporarily in order to earn a living? A photograph taken during mid 2001 showed OY-MUX's wing main spar with all nose ribs glued to it. This indicates a very considerable rebuild of the wing.

However, we are sure that one day, we shall be able to admire OY-MUX again, as such a glider must have a Guardian Angel.

The Danes have finished the restoration of their Huetter H.17a and, by the time this is in print, it will have been christened and we hope flown.

FRANCE

Recently, we reported some French Gliding History. There was information on the French Mini Reiher, the Guerchais Roche GR 70. This sailplane was designed in 1938 and two examples were finished and flown during 1941/2. In 1943, one was taken to Germany with other French sailplanes, and did not survive the war. The other was hidden in France and was flown again after the war. It was full of promise and very strong. It unfortunately crashed in 1947, due to its cotton fabric coming off one wing. The aircraft went at once into a spin and the pilot was killed through parachuting from the aircraft too low. The cotton fabric had become rotten due to over exposure to the sun's ultra violet rays.

Roche Aviation had finished two other Guerchais designs, a single seater (GR 107) and a side by side two seater (GR 105). None of the three were built again after the war. The GR 70 had a 17 metre wingspan and a max, L/D of 1:28.

A letter from September 1942 mentions that the GR70, Castel C 31P, 63 of which were being built (it was post war well known as the C.310P) and the PM 110, were being flight tested by the German Armistice Commission, prior to their distribution to the Gliding clubs and Centres. We know very little about the PM 110 except that 3 were being built and that it was an ultra high performance gull winged sailplane, perhaps similar to the FVA 11 "EIFEL" ?



NEWS FROM THE GPPA, MUSEE REGIONAL DE l'AIR,
Bulletin No 74-April 2002.

DURING the season of 2001, no less than 13,000 people visited the museum. This was because it was new. There had been no publicity for the Museum. The Museum Regional had been set up in ultra modern buildings on the new Aeroport d'Angers when their old home, the historic airfield of Angers Avrille, the ancient home of the Aeroclub d'ouest, had been required by the Angers Council for development. Therefore, the state was obliged to found a new airfield for it, and all the other organizations on the airfield of Avrille, near the village of Marce. This new airfield is now the Airport for Angers. This year, the GPPA (Groupement pour la Preservation du Patrimoine Aeronautique d'Anjou) is to try some publicity directed towards people who would not otherwise have visited the museum and, during January this publicity has already shown signs of good results. The Museum is expecting no less than 15,000 people to arrive before its gates during 2002 and all efforts will be made to use this opportunity to the advantage of the museum.

Concerning the Museum's restoration work, Spars for the wings of the new AVIA 152a No.301, F-CRAL are ready and the wings should soon take shape. The AVIA 152a was an improved AVIA 151, nacelled primary glider. It first flew during the war and was declared to be the best school glider in Europe. Because of its large size and wing area, it should have a good soaring capability.

CASTEL C 25S No.141 F-CRBI. Louis Lamisse has finished its painting towards the beginning of March. Only one word can describe it.... Magnificent!! The machine should fly during this summer.

FAUVEL AV.22 No.1, F-CCGK. 2-seater flying wing. The pins for the bases of the control columns have arrived and the glider can now be put together. By the time this VGC News has come out, it may well have had its first flight.

WA 22 No.117, F-CDCS. Work has proceeded on the exterior of the wings.

As soon as possible, the machine will be returned to flying condition.

MS 505 (Storch with Jacobs engine) No.149 F-BIPJ. "Robert Benion". The major overhaul has started again thanks to Jean-Pierre Lambin. This is the collection's vintage towplane.

The other gliders Breguet 901 F-CCCP "Jean Cayla" (its designer);

Breguet 904 F-CCFN;WEIHE "Paul Genest" (he made it airworthy) F-CRMX; FOKA F-AZK22A; AIR 102 F-CAGQ and ZUGVOGEL F-CCPT. For reason of insurance costs and GSAC Controles, all of these may not be reactivated this summer. There are other gliders displayed in the museum, such as the FOUGA CM-8-13 aerobatic sailplane from 1949 and the CASTEL C.301. We presume that these are not to be flown? The latter sailplane is a slightly modified C 30 from 1936. It was mass produced during the war and was one of the very few gliders to be available to clubs and centres during 1941/42. It is therefore of great historic importance. Another is owned airworthy by ASPAC at Paray le Monial and Maurice Renard owns another one. Its performance may be similar to that of a Grunau Baby. It was built in great quantity during wartime, as was the British Slingsby CADET.

The 25th of February saw the election of CHRISTIAN RAVEL to the Presidency of the French Federation for Collection Aircraft.

On the 29th March, CHRISTIAN RAVEL was elevated to the grade of CHEVALIER DE LA LEGION D'HONNEUR. All VGC members send their congratulations !!!

GERMANY

The ME 163B Replica,which was built by Josef Kurz of the Oldtimer Club Wasserkuppe, which in our last issue was reported as on static display beneath the wing of the Concorde, in the Concorde Hall at the Musee de l'Air et de l'Espace at Le Bourget, now belongs to the Messerschmitt Stiftung as is therefore not for sale, The Stiftung already has two ME 109s an ME 108 and is expecting to take delivery of a new ME 262 which has been built with four others recently in the USA. The first of these should be being air tested when this is in print. Josef built the ME 163B, because when he was 16 years old he was part of a Fighter Pilots' Course with a Special Purpose (ie. To fly the ME 163B in combat). The war ended before he could get that far, and so he decided to build one recently to find out what it was like to fly. A small team from the OSC have finished building the replica Vampyr in April well in time for the Old Pilots' Weekend which took place in early May on the Wasserkuppe this year, when it was then officially handed over the the German Gliding Museum on the Wasserkuppe. Frau GISELA RUTH, who was working with Schempp Hirth before, and during, the war and kept flying gliders until she was 80 years old, has been awarded a Golden Daedelus Medal by the German Aero Club for 30 years service to the youth of the Luftsporverein Sued Tondern at Aventoft. She made sure that they were looked after and fed, at the club. and many young people and their parents are grateful to her. She said that she was not worthy of such an honour and would not have accepted the invitation to the meeting, had she known that she was going to be awarded such a medal. She is so modest but everyone thought that she thoroughly deserved such an honour. While working at Schempp Hirth, she specialized in photography and took some coloured photos of gliding operations during the early summer of 1939 at the Hornberg These are unique as coloured photography was then very rare. The magazine Flugzeug Classic of April 2002 has recently published some of them with text written by Peter Selinger. The result is super.

All our members who were at Aventoft would have seen Gisela Ruth, who is the wife of Frits Ruth, who also worked at Schempp Hirth during that time. Frits has been helping with the collection of Gliding Historical photos and we thank them both for their magnificent contributions..

On the 23rd of March, Jochen Kruse flew his 3rd CONDOR 1V first after a 10 year rebuild by him, with Polish, Norwegian, Hungarian and, last but not least, British help. The first flights took place at Leszno in Poland and each was short because of the cold weather without thermals. Peter Underwood had the first flight and Jochen had the second.

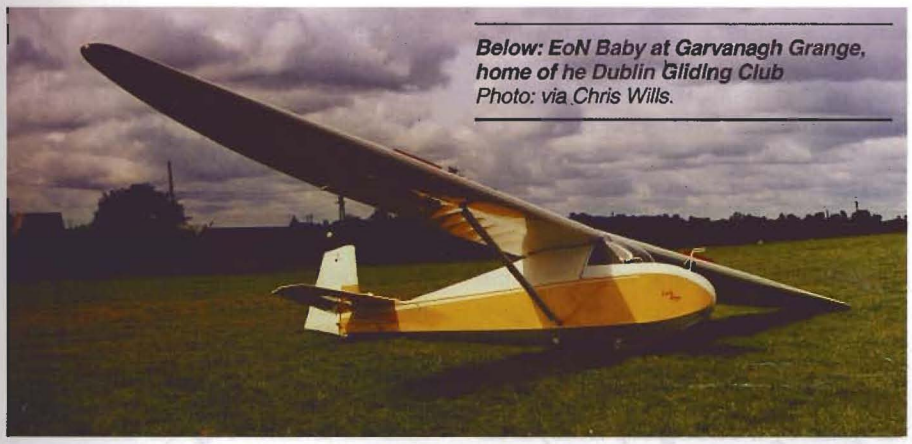
This, his 3rd Condor 1V, 3 has the form of a Schleicher built version with a fuselage similar top that of a Ka-2. His second Condor 1V has a fuselage similar in form to Condors built before and during the war by Schleicher, and Schmetz after the war. It may have been the second prototype which was built by Heini Dittmar himself, to be flown by Kamil Hassan solo, representing Egypt, in the 1952 Spanish World Championships. It was bought from the late, sadly missed, Mike Birch. His first Condor 1V, a Schleicher built postwar version, was spun in by two instructors, each thinking that the other was flying it.* He has advertised it for repair in our last VGC News. In June, Jochen went back to Leszno to fly his 3rd Condor 1V to get the feel of it as, on March the 23rd, there was no opportunity for this. *In some clubs in Britain, we have heard that two instructors are not allowed to fly together, in case this should happen.

IRELAND.

Chris Wills was able to visit this group on their airfield of GOWRAS GRANGE near Dublin on Sunday the 4th of March and was given a great welcome. Although the airflow over the area is generally damper than over much of England, there are sometimes thermals to over 4,000 ft and the sea breeze usually stays back until late in the days. The group has at its disposal 2 MUCHA 100s, 1 EoN BABY, 1 KITE 2, which has not been made airworthy for a long time due

Below: one of the Dublin GC's 2 Mucha 100s, at Bellarena in Northern Ireland during our VGC Rally in 1995.
Photo: Chris Wills





Below: EoN Baby at Garvanagh Grange, home of he Dublin Gliding Club
Photo: via Chris Wills.

to its owners fearing its spinning characteristics. There is also a T.31. However, their prize exhibit was a beautifully restored T.21 b, EI-157 owned by Ciaran Sinclair. Please forgive us if this has been spelled wrongly, but some of us have not yet managed to master Irish spelling. I was very glad to see Saemus Cashin, from County Tipperary. There is a magnificent gliding area with slopes nearby at Kilkenny. Available is a towplane and a Pilatus and Saemus's EoN OLYMPIA. Pilots, who have been passed out by their Chief Instructor, would be allowed to fly there in the paradise of beautiful unspoilt Ireland. All that is needed is good weather. We imagine that the newly restored T.21b at Gowras Grange will have been flown by now?

(What about an International Rally there sometime? – Ed)

JAPAN

Nostalgic Wing - Hagiwara H-23C

Photos & Text : Yasuhiro YAMA

Around noon of 31 March, 2002, towed by Piper J-3 Cub, a strange two-seater trainer appeared over Japan Soaring Center - Sekiyado, Chiba prefecture, Japan. This steel pipe and cloth structured glider with struts was the Japanese designed and manufactured Hagiwara H-23C whose prototype made first flight 41 years ago. This JA2059 was registered in July, 1964 and since then, it has been used by university soaring club or glider club in Hokkaido, Northern part of Japan. Of the 30 H-23C ever produced, 15 were registered but only 4 are in airworthy condition.

The Keihin Soaring Club in Sekiyado planned a event to fly this nostalgic H-23C in last April. That was the reason why JA2059 stayed in Ohtone Airfield and was aero-towed to Sekiyado. Mr. Isao Horikawa, who designed this glider came over from Toyokoro Town, Hokkaido to see his 'daughter' after a long time.

I controlled H-23C after 30 years and felt the length of time with the noise around the canopy, slow cruising speed and straight seat position compared to modern gliders. As the thermals on the day was so weak and small, the modern glider cannot be centering the core, but H-23C could do it and she gained the altitude.

Specifications of H-23C	
Span:	14.00m
Length:	7.53m
Aspect Rati:	11.5
Empty Weight:	260kg
Max Weight:	400kg
MaxL/D:	22.6(83.8km/h)
MinSink:	0.92m/s(70.0km/h)



Top: H-23c during aero-tow
Above: H-23c during final approach
Right: H-23c rests its wings, showing off its beautiful red and white colour scheme
Inset right: Mr Isao Horikawa is 83 years old and got 3 diamond badges in 1996. He designed the H-22, H-23 and H-32

THE NETHERLANDS.

At our National Rally, we were very glad to have Bert Strijks with us, who we discovered was temporary editor of "Spandraad", the journal of the Vintage Glider Club of the Netherlands. Here is a summary of an article by Neelco Osinga from the latest edition.

"Our" OLYMPIA. This concerns the Fokker Olympia of the late, sadly missed Simon Maas. "AEROPARC" Bankrupt. This was opened last year in a big hangar at the closed airfield Ypenburg (The Hague). It was nearly a fairy tale.... A museum with restoration workshops, a restaurant and all you could possibly wish for. In spite of a Million Euro Grant, the operation went bankrupt and the 'just' airworthy Olympia PH-176 of our late member Simon Maas, which was in the museum, was sold to a quartet of glider pilots and the Hoogeveen Museum. After the bankruptcy, it turned out that the 4 glider pilots were bought out by the trustee and the Olympia was sold to a merchant who had no affinity with aviation at all. He wanted to sell the Olympia suspecting that the basic amount of the cost would be paid by the AVIADROME at Schiphol. Possibly topped up by the Gliding Section of the Royal Netherlands Aero Club and a contribution from a few private persons. Neelco has just telephoned with the electrifying news "I've just bought that Olympia !".

Now we have heard that the Luftsport Verein Sudtondern at Aventoft has found another Fokker built OLYMPIA in very bad condition and they have presented this to the Dutch Vintage Glider Club, who have in turn passed it on passed it on to Bob PERSYN in case he would like another project after finishing his MINIMOA 36"! Membership, both old and young, is increasing in the Dutch Vintage Glider Club. Some of them would like to become members of the VGC in Britain but it is too expensive due still to the high value of the £ against the EURO.

News of the Minimoa 36.

This project has been worked on for years by a small group led by BOB PERSYN. In fact it was beginning to be known as his life's work. We congratulate him and his comrades for their steadfastness for staying with the project. We have now heard that the wings are being assembled and that they hope to finish the whole machine sometime during 2003. We salute them as it is without doubt one of the greatest projects ever undertaken by the VGC. It is a wonderful thing that no sooner than have two MINIMOAS gone to Japan and the German Gliding Museum, than two more new ones are being built for us. These will have the less dihedral of the 1936 version and this means slightly less lateral stability, which is too much with the later MINIMOAS. We believe that the Minimoa 36 at Landsberg am Lech is only slightly behind the Dutch one!

In December 1945, Fokker received its first post-war order for a total of 72 gliders for ther Royal Netherlands' Aeronautical Society. This was a most important order because it provided work for welders and carpenters and also for the Drawing Office as most of the drawings had to be redrawn to comply with factory standards. During the war Dutch Aviation activities had of course come to a halt. After the capitulation of Germany, there were, with the exception of personnel from England and Australia, neither pilots or aircraft available to revive





Above: the new Minimoa 36 which Bob Persyn and his group are constructing in Holland.
Photo: via Chris Wills
Left: Bert Strijks (standing) at our National Rally at Tibbenham
Photo: Chris Wills

KLM, and Dutch military aviation. Gliding was the ideal means of recruiting and selecting personnel. 6 GOEVIER 2 s, 6 OLYMPIAS and 36 ESG nacelled primaries were under construction at Fokkers for the Royal Netherlands Aeronautical Society. ESG stands for Einheits Schulgleiter, which means Universal School Glider. We don't quite know what "Universal" means but photographs reveal that it looks like a nacelled GRUNAU 9 Skull splitter! (Schaedelspalter). One of these was restored and flying in the Netherlands recently. We believe that another is being made airworthy in Belgium. Of the Fokker Olympias, one, if not two, are to be brought back. Of the Goevier 2s, one was flying as an open touring glider until comparatively recently in Zimbabwe. It had a badly damaged wing during a landing and is now to be returned to Holland to be repaired and statically exhibited, by the AVIADROME at Schiphol. Another Fokker Goevier 2 was sold some years ago to owners in Holland by VGC member 002, Ken Crack, who did so much to start the VGC in 1973. We could not discover any news about this Fokker GOEVIER 2 but, when it left England, it would not have been impossible to make it airworthy.

NEW ZEALAND

Alas, it has been found that the JS WEIHE ZK-GAE, BGA 433, G-ALKG's wings, tailplane and rudder are in such small pieces that rebuilding them will probably not be possible financially. The best chance would be to try to obtain these "WEIHE" components from abroad. The T.42 "EAGLE" that is being restored to, we hope, airworthy condition, is not ZK-GBD, Dick Georgeson's "EAGLE", which has gone-for-ever, but is the second of two "EAGLES" that went to NZ.

POLAND

The new firm which has just been founded to repair and restore old gliders at Jesow (Grunau is working in the old Edmund Schneider factory which once saw the production of hundreds of Grunau, Babies and, among other sailplanes, the mighty Moazagotl.

The firm will offer low labour costs and expert Polish Craftsmanship. There is even talk of the firm building a new 1938 SALAMANDRA Polish training glider (designed by Waclaw Czerwinski). The Site of Jesow is to hold a Rally to commemorate 75 years of gliding. Flying is now mostly carried out from the Jelena Gora airfield Jelenia Gora is the local town, where Hanna Reitsch was born.

Jelenia Gora's old name was Hirschberg (Stag Mountain.) The former hill site of Jesow (Grunau) is now not often used although it is very suitable for bungee launches in most directions. The German hangar which was brought there from Frankfurt am Maine in 1923 is still there but needs some maintenance after so many years. The site is known for a big wave which is set off by the Giant Mountains (Riesengebirge) up wind. Wave is so common that the site is known as the "Diamond Mine". The airfield Jelena Gora used to be called as Hartau. The German rear- guard burnt the gliders in the hangar in 1945, and these included a Horten 4a.

The gliders in the hangars on the hill was left intact by the Red Army but Czechs removed some of them to Rana with the permission of a Russian Officer. One of them was a Rheinland. Wolf Hirth managed the site until he returned to Schwabia in 1935 and it became known as the Reichssegelflugschule Grunau.

Height Records from Grunau:

2-seater Height above launch:

Erwin Ziller and Quadfasel

Kranich 2:- 3,304 m. Date: 18. 9. 37.

Height above start height:

solo: Erwin Ziller: 6,838 m, Kranich 2. Date 21.11.38.

2- seater: Brzuska and Parzecwiski: 8,162 m. Zuraw 2 (Kranich 2). Date 1.12.50.

PROGRAMME FOR JESOW (Grunau) Rallies :-60th Anniversary of Gliding at Jelenia Gora (Hartau) airfield, 20th – 21st September 2002. Contact in England:- Stan Kohanovski, Tel:- 01623 648891 home. E-mail:-stanislaw.kochanowski a ntlworld.com. Contact in Poland :-Jankowski Leshek e-mail tony111apoczta.onet.pl.

2003 80th Anniversary of the JESOW (Grunau) Gliding Site. Contacts as above.

2003.Grunau Baby Meeting. This being organised by the Germans. It is usually held over Whitsun. Contact:- Christian Kroll, Konzendorfer Strasse 2, 52355 Dueren, Germany. Tel:- (0)2421 65949.

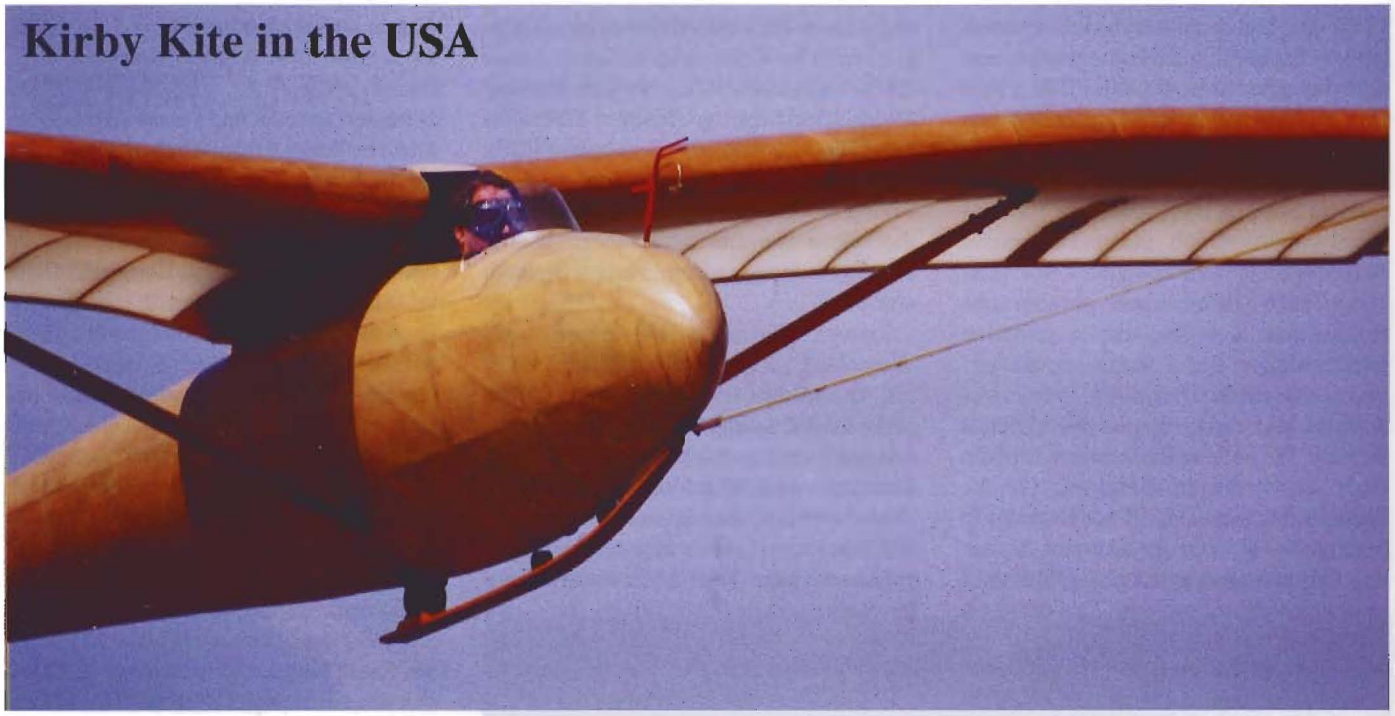
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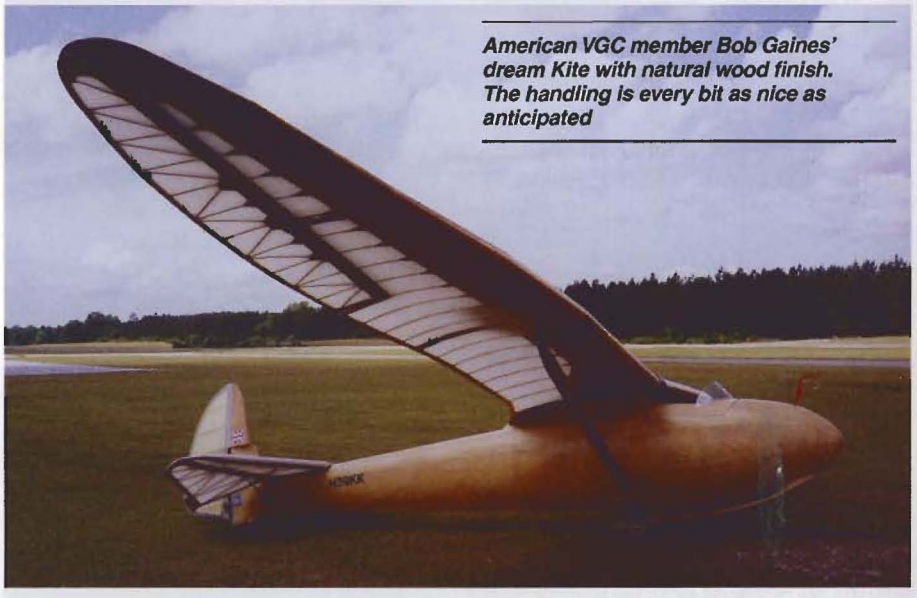
THE NATIONAL SOARING MUSEUM on HARRIS HILL at ELMIRA, NEW YORK STATE, welcomed many eminent people in the Gliding World at its Grand RE-OPENING and NEW EXHIBITS DEDICATION RECEPTION on Friday evening, May 17th 2002. 5.30 PM to 7:30 PM. This Dedication Reception marked the opening of the new exhibits and galleries made possible by the 1998-2001 Soaring Heritage Campaign. Opening remarks and Ribbon cutting by dignitaries took place at 5.30 PM. A Reception followed. Wine tasting stations and hors d'oeuvres were provided throughout the evening. ■



Right: Jesow (ex Grunau) as it is now. The ex Edmund Schneider Glider Factory is at the upper LHS of the village.
Photo: via Chris Wills

Kirby Kite in the USA





American VGC member Bob Gaines' dream Kite with natural wood finish. The handling is every bit as nice as anticipated

The Kite story began just over two years ago. It was May 2000, when BGA 394 arrived in Charleston, South Carolina, from Southampton, England.

Our friendly FAA assigned special "N" number N39KK. The old livery was yellow and white with clear fabric. The wooden enclosed trailer was given to a friend with a Grunau Baby and we went on search for a replacement. One was found in Germany fitted to a Ka-4 so another trip to Charleston from Atlanta and the trailer problem was solved.

All of the cotton fabric was stripped from the wood on the fuselage and cleaned with gallons of paint remover and lacquer thinner. I am sure we fried a few more brain cells due to the fumes. Then we began the process of masking and hiding the old repairs, stains and minor imperfections. My dream Kite was to have a natural wood finish as it came from the factory in 1939. The dream required more hours in reality than planned but I would not give into painting over this beauty. We used a technique of applying a water based model paint by splatter, brush and misting with airbrush over the various spots in an effort to hide or reduce the more unsightly areas. Most of the fuselage did not require any special effort to allow the natural grain the show through as desired. The final finish was several coats of a water based satin polyurethane. Sanding was necessary between each coat. It looks fine but is not authentic and required more effort that other finishes, so I can't recommend water based exterior polyurethane. In my opinion, a spar varnish or clear dope would have been better way to go.

Some of the wood inside the cockpit was replaced. We made a new seat back and bottom as well as instrument panel. Cables were inspected and replaced as needed and the fuselage was done.

The wings and tail feathers were much easier. We removed the old cloth over the D section and sanded and filled the leading edges. Then we sanded and brushed spar varnish inside everywhere. Again, we inspected and replaced cables as needed then new polyester fabric with a few drops of yellow/brown in the dope and the wings were ready.

The Kite is all casein glue so I gave a lot of attention to this fact and found no glue failures. None. This sailplane had good care through the years and Slingsby did a proper job in building it so many years ago.

It was two years later and we flew it for the first time in Manning, South Carolina.

The handling is every bit as nice as anticipated.

Bob Gaines.

Can anyone help?

I am a french aeromodeller, interested in vintage gliders. I've just finished the construction of a 1/4 scale Minimoa (I'll soon send a picture of it to you). I now intend to build a nice old sailplane, the 1935 Penrose Pegasus as I've found a well detailed 1/12th scale plan. I'd like to know if some pictures of it exist ? the project is to build it at 1/1:2 scale... wingspan: 5 meters !!! Next project is also to build a M200 Carmam Morelli, a

real one is based next to my door and is owned by Didier Pataille, French secretary of Dedale.

Thanks for a little help. With kind regards

Marc Hecquet
36 rue de Mons
80090 AMIENS (FRANCE)

Oly 2b BGA509

As you have now put the rumours in print, I might as well give you the facts:

EoN Olympia 2b BGA 509 (formerly Olympia 1, constructors No 11 built 1947, registered G-ALLA) is being refurbished at Hus. Bos. by me under the guidance of Lou Glover (Lou the Glue).

Acquired two years ago from a moribund syndicate at the Vale of Neath, the glider was in rather poor condition. After being completely stripped and dried out, it has undergone a thorough inspection and re-furbishment before being re-covered in Diatex. Apart from a broken seat bearer, a sternpost suffering from wet-rot, and a badly delaminated section of ply behind the pylon, there was little seriously wrong with it other than several decades of general neglect. The opportunity was taken to replace some untidy repairs, fit a belly hook, a new instrument panel, a new skid and rubbers, and a half-wave aerial in the fin. It is being finished in a red and yellow sunburst and, all being well, will fly in August 2002. A Libelle trailer with a rusted base has been converted into a nice new roadworthy home with a brand new undercarriage in anticipation of future expeditions.

Rebuilt and recovered under the guidance of the late Ken Blake in 1970, this glider was badly broken at some time in the past. The fuselage has been repaired in many places, and one wing is not original (second series). The log book was new in 1970.

The glider (originally green) appears in various film clips (now on video) at Camphill and elsewhere (Wales?) in red with white registration, probably in the 50's or 60's. If anyone has any information about its history and whereabouts prior to 1970, I would be very pleased to hear from them

Regards
Keith Nurcombe

PS The de-laminated section was confined to plywood prominently stencilled "DTD 742 Feb 1942". DTD 742 (1940) was a spec. for urea glued plywood "for low-stressed aircraft parts". Whether the fuselage behind the wing pylon was classed as "low-stressed" is unlikely. Lou Glover has never seen any of this ply before, and I would probably not have discovered it if I had not stripped the fabric. It was probably a one-off, but it would be advisable for Olympia owners to watch out for this material. The stencil was clearly visible inside the barograph compartment.





EoN Olympia 2b BGA 509 being re-furbished at Hus. Bos. should have flown by the time you read this.

Minimoa moves on

Hereby I have to inform you that this weekend I have sold my beloved Minimoa. After a long consideration I came to the conclusion that a new owner should have the right to enjoy her beauty. The happy new owners are a syndicate in the Wolf Hirth Fliegergruppe at Hahnweide airfield, only a few miles away from where she came from almost 65 years ago.

One of the new owners, the Holighaus family still use the Minimoa symbol in their business; Schempp-Hirth Flugzeugbau where still the best sailplanes in the world are being manufactured.

They are not about retiring her, but plan to keep flying this most beautiful sailplane in the world. She will be sitting, or rather hanging, next to a Gö-4 twoseater.

I am sure she is in good hands and although I know I have disappointed a few friends I feel that this Minimoa has found the right home after such a long time being out of the country.

Look forward to see you at one of the meetings this year, where I will bring another bird which was born almost at the same place where the Minimoa was brought to life.

Hans Disma

From Jozef Ott, Panska dolina 2, 949 01 Nitra, Slovak Republic - 9th June 2002

Dear Mr Chairman,

As I can't take part in the 30th IVGR in Germany, I'd like to greet you and Margaret and please, will you give my greetings also to the VGC management and to all Rally participants as well. I'd be very happy if we could meet at such a nice event once again in Nitra.

At the same time I'd like to ask you to publicise a change in the name of the representative of the Slovak and Czech Republics in VGC.

In our POKT we have elected as the representative for the next period:

Josef Mezera
Nalepky 2233
44001 Louny – Czech Republic
e-mail; potk.josef@post.cz

Thank you for your understanding, we are greeting you once again and looking forward to our next meeting –

Jozef & Anna

Technical handbook

The latest is great once again. You can feel quite proud of the improvement of the VGC magazine. Always good and now even better.

I read with interest, the proposed Technical Handbook for repairing wooden sailplanes.

You may know that we are nearing the end of the translation of the German book by Hans Jacobs, Werkstatt Praxis. Simine Short is the head of this impor-

tant job. The book will be sold through the Vintage Sailplane Association. The sale price has not been determined.

Also, there is an interesting book by Robert Mikesh. He was the curator of the National Air and Space Museum (Smithsonian) in Washington. Restoring Museum Aircraft is the title. While not directed toward sailplanes, it does have a lot of useful and interesting information. *Regards, Bob Gaines, USA*

Oly 2B CAF- Information required.

I'm looking for information about my recently purchased Olympia 2B and was wondering if you could publish this letter to help.

Glider details are as follows: EON Olympia 2B, BGA 1382, 'CAF', EON/1/131, built 1959.

I've got various scrappy details as to it's whereabouts since then, but no details or especially photos etc. The history as far as I know:

- 1959 – 1967 as RAFGSA 254, Cheviots GC, Acklington;
- 1967-1974? As BGA 1382, Currock Hill, Northumbria GC. Owners: J.Little and partners (and from 1971: J.Macbeth) Comp No 475;
- 1974 – 1982? Perranporth, Cornish GC. Owner: B.Davey (no relation!), St Austell;
- 1982 – Shalbourne GC – written off in accident;
- 1993 – Rebuilt by Mike King and flown at Dartmoor GC until Sept 2000.

I'd appreciate any information, however small, to help trace previous owners, logbooks, photos from any stage of it's life! I've written to Northumbria and Shalbourne clubs and have received a small amount of information but there are obviously huge gaps to be filled in! Is there a RAFGSA archive or contact? – after 3000 launches with the GSA, there must be a lot of people out there who've flown her!

I'd also like information from anyone about trailers for Olys – I have a seemingly cavernous trailer but have a job getting everything in – fuselage dolly's and tailplane fittings info especially welcome. I'll obviously pay for any photocopying, photo development and postage costs. Many thanks for your help in this matter.

Contact: *Andy Davey, c/o 89 Rue de Vierzon, F-41400 Montrichard, France. Tel: (33) 254 329 684*
(Address after end of October: c/o Sternwartenweg 18, D-24105 Kiel, Germany)

Grunau Baby 2b colours?

In remembrance of the men of the British Glider Pilots Regiment of WW2, my Kite 1, BGA400 flies in the colours and markings it carried in 1941 when serving with No. 1 Glider Training School. It has long been my wish to remember the German military glider pilots in a similar way. To this end I am restoring a Grunau Baby 2b which I hope to finish in colours and markings appropriate to a German military glider pilot training unit. My problem is I do not know what these should be. A very interesting website www. ww2.dk/air/transport/ergs.1html (try yahoo) indicates that Erganzungsruppe (S)1 flew GB2s. I have a photograph of a Kranich serving with (S)1, but nothing on a GB with that unit. I wonder if any of our readers can help with the colours and markings of an (S)1 Grunau Baby? Also, DFS 230s flying with (S)1 carried an emblem; this was a shield with script and two birds within it. It would be nice to fly this emblem again on the Grunau, has anyone details of this emblem so that it could be reproduced? *Regards Peter U.*

Pilcher Hawk BAPC No 57, Eric Littledike

The Pilcher 'Hawk', which I am currently restoring, was originally commissioned by the London Science Museum in 1930. It was built by Martin and Millar, engineers of Norton Park, Edinburgh costing £100.00. This Edinburgh firm was probably contracted because of the easy access to the original 'Hawk' then on display in the machinery Hall of the Royal Scottish Museum, as a permanent gift of the Royal Aeronautical Society.

The finished reproduction was delivered to the Science Museum on 24th December 1930 weighing 52lbs and was on view until the 1990's when it was considered to be too dilapidated to remain on display. In 1998 it was passed on to members of the Chiltern Gliding Club who sewed new fabric covers for the wings. In October 2001 I purchased the glider from one of the Chiltern Gliding Club's members and have since been engaged in its restoration.
Morgans Field
Sharpthorne
Near East Grinstead
WestSussex

Happy memories

There are three items in the Spring edition of our magazine which gave me more than usual pleasure and happy memories.



Oly 2b CAF had 3000 launches when owned by the RAFGSA, does anybody remember flying her?



VGC member Geof Kitching, now in Canada, worked on metal fittings for the GAL Hotspur, above.
Photo: C. Wills collection.

First was a feature article on the GAL Hotspur. As a youth I was employed in the experimental section of general Aircraft Ltd. At Feltham Air park at Feltham, Middlesex and worked on metal fittings for the early prototype. We also had the half scale Hamilcar in the main hangar and my meagre skills were also called in to work on that too, occasionally. The Hotspur was towed by a Hawker biplane in silver finish (was it an Osprey? I well remember the pre-war Hawkers flying at Hendon but can't now recall that particular type) but it finally left us, together with the half scale Hamilcar.

My second pleasure came from reading of the Slingsby Prefect on which type I did my first solo at Dunstable. The 616 Gliding School was located at Henlow, Bedfordshire near where I lived at Hitchin and it was there that I had the pleasure of serving as a Civilian Instructor but I can't remember a Prefect among our fleet of T31s.

Finally, among your classified adverts I saw mention of Norman Neils Bergfalke III. I had the pleasure of flying with Norman in this machine at the Brackley Gliding Club when I was a member there before moving to North America. My best wishes go to him if he should read this.

As to myself, I no longer fly gliders but do have a great time travelling with, and flying my part 103 ultralight whilst my Fisher 303 floatplane sits in a hangar down by Mud Bay on the Pacific coast waiting it's turn on the beautiful lakes and rivers we have here in among the coast mountains.

My thanks for the excellent magazine and the re-kindling of many happy memories.

Geof Kitching
PO 47 Harrison Mills
BC VOM 1LO
Canada

Dear Editor,

May I (in haste) respond to your feature "Centenary Years 2002-3"?

I enjoyed reading Mr Nurcombe's views and I am sure there is room in the UK (I cannot speak for other countries) for such an initiative. Many VGC members will have had their first experience of gliding, and powered flying, through the Air Cadets'scheme which is much diminished compared with my own membership in the 1950's. But do we not already have the basis for a revival theough the Faulkes Flying Foundation? This charitable trust was started only two years ago and has now expanded to five operational bases, Dunstable, Lasham, Cambridge, Nympsfield and Rufforth where 'cadets' can enjoy air experience flights together with all the other activities mentioned in Mr Nurcombe's letter e.g. outings to Old warden, Duxford etc. practical demonstrations of structures, simple aerodynamics (course students build a model and prizes are awarded for longest flight), meteorology and navigation. (It is planned to take a few promising youngsters as co-pilot at Regional Championships this summer and this will enhance knowledge of both these skills). The FFF even has 3 gliders "with little engines" to quote Mr Nurcombe's article; we have found a need to offer predictable duration flights to our youngsters and Rotax Falkes provide an opportunity to fly on most days and avoid disappointment at a crucial time when you have a keen young cadet whose patience, and availability, are limited.

To date the foundation has flown over 2500 students and many come back for more. We are primarily finance by the Dill Faulkes Educational Trust but have received donations from the Guild of Air Pilots and Navigators as well as a British Airways charity "High Flight". In recent months we have also been given the loan of a further Falke motor glider and this is being refurbished and re-engined, to add to our fleet of DG505s and a Blanik. The instructors are all volunteers and this has led to a remarkable level of enthusiasm and commitment often from persons like myself, who wish to offer today's youngsters the opportunities we took for granted thirty or forty years ago. There is no charge for the flying but it is considerably subsidised by the foundation; our experience has shown that something offered for nothing tends to be perceived as that, however by making a charge we can guarantee that cadets turn up on the day and wish to gain maximum return for their pocket money.

Should any VGC members be interested in learning more about the Foundation, details can be found on our website www.fffoundation.co.uk. We are always interested in fresh ideas and offers of assistance.

May I comment on two other items in your delightful magazine? I note your reference to Slingsby Tandem Tutor WE992 and it being re-allocated to No. 616 Gliding School in 1965. The location of 616 reported as unknown, could it have been RAF Halton? I flew my first solos there in 1959 as a CCF member of my school in Bedford and I seem to remember it was 616. Whilst I cannot clearly recall the number of the squadron, I do clearly recall meeting one of the instructors there, Bill North, some 40 years later when I started a second career with a privately owned airline in Bournemouth. That same year I was assisting John Edgely with the "Optimist" prototype at Lasham when an interested spectator asked about my background. He too had been a student at the Halton gliding school and we both fondly remembered the C.O. Sqd Ldr Topsfield, known to all as 'Toppy'. It was the example and enthusisasm passed on to me by people like 'Toppy' which finds me now nearing the end of a fascinating career in aviation which has included nearly 5000 supersonic hours as well as countless other experiences that have totally coloured my life and family, and given me the determination to ensure others receive the same opportunities.

You also make several mentions of Ken Wilkinson at Farnborough just after WW". Is that the same (late) K.S.Wilkinson whio came to British Airways (then BEA) via Rolls Royce as Engineering and later Managing Director? I only met him occasionally and remember a rather shy and slightly austere man but held in great regard by all.

Yours sincerely
Terence Henderson
6th June 2002 ■



This article is the first in an occasional series of 'Vintage Friendly' Gliding Clubs, many of which have a fascinating history. The following text has been extracted from Bannerdown's own website and is where your Chairman and Editor are members. VGCNews will be pleased to accept similar articles for publication about member's home clubs.

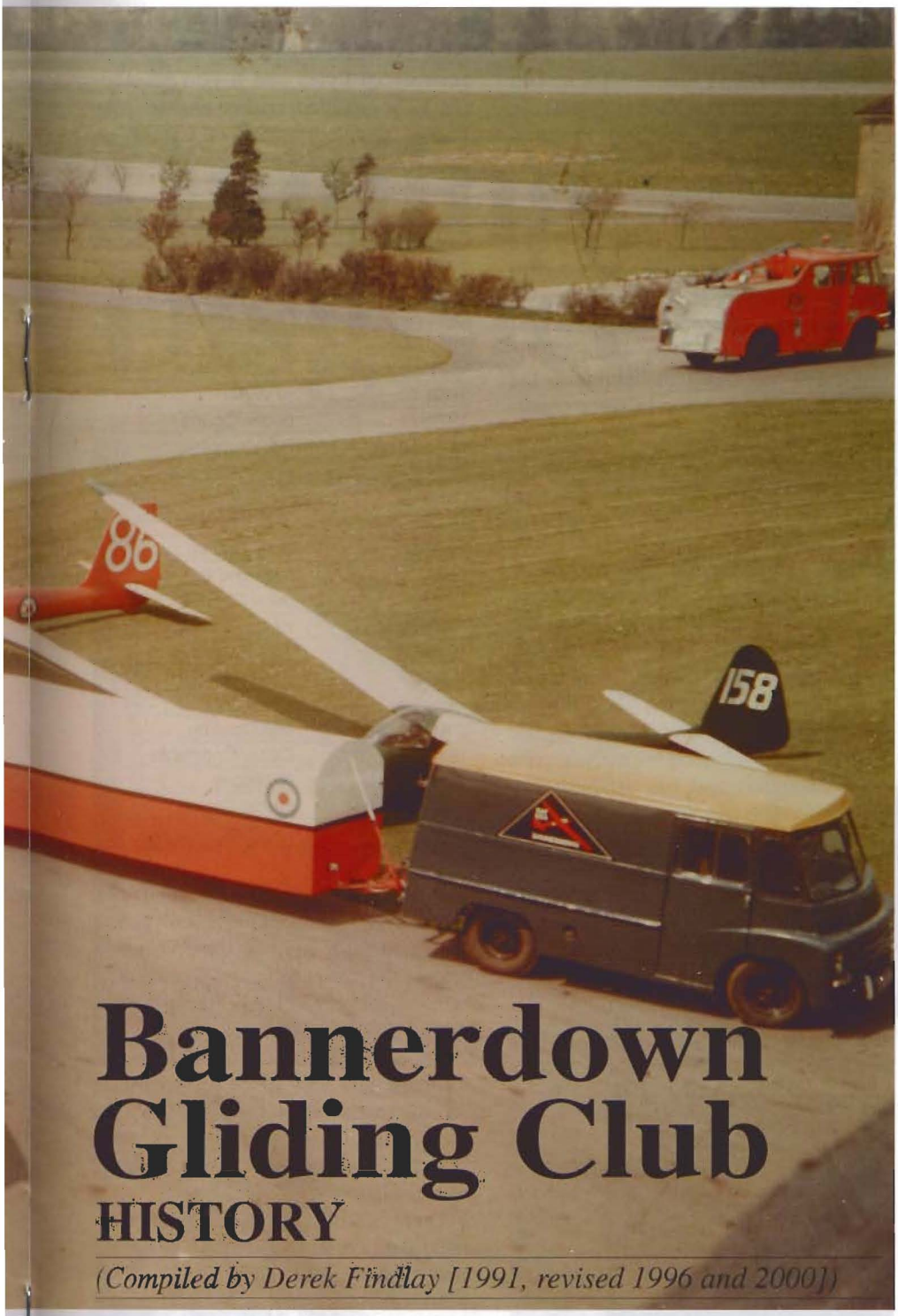
Following an inaugural meeting held on 25th January 1960, the Gliding Club was formally established at RAF Colerne, which was at that time operating Hastings transport aircraft. The Club took its name from the ridge of Bannerdown, which extends from that airfield towards the city of Bath.

John Prince was Chief Flying Instructor (CFI) and was joined, amongst others, by civilians Gordon Mealing and Phil Hutchings from the Bristol and Gloucestershire Club, formerly Bristol Gliding Club before its move from Lulsgate to Nympsfield in 1956.

The first gliders were a Slingsby T31 and Cadet MK1, but necessary repairs meant it was August before they flew. An EON Baby, Tutor and Olympia 2b followed and were soon joined by a Slingsby T21B that arrived in February 1961. This latter aircraft became known as "the Barge" and is still flying with the Club some thirty-nine years later, following a period at RAF Cosford.

The new Club rapidly attracted members, 90 in spring 1961 when Kath Fielding (Gildæ) became the first lady member to solo. In August of that year Allan Yates attempted Gold distance to Yarmouth, falling short by just 30 miles!

Launching at first was by autotow using an ex-WD Humber but many



Bannerdown Gliding Club

HISTORY

(Compiled by Derek Findlay [1991, revised 1996 and 2000])

changes were run [quote] "... the Austin 7 was broken-up and a motorcycle substituted for retrieves; until this caught fire and was replaced by a Morris Minor, later a Rover and Ford V8 were put into use.

In November 1961 slim Kath had her first flight in the EON Baby "packed out with cushions and pockets filled with spanners". The following year another try at 300 Km by Ed Meddings, then CFI, in the Oly 2b, ended near Barnsley after 8 hours. That autumn the Club was allocated the only existing Olympia 403 (No.90) a year after Derek Piggott won the National Aerobatics Competition in it. Hardly had it been rigged when Max Bacon flew it to North Denes, the Club's first gold distance, and Bill Longley was only 40 Km short on the following day after an overnight retrieve. Within weeks Ed Meddings had reached Yarmouth in the 403.

Winch launches were introduced in 1963 and a trailer winch proved useful for visits to ridge sites for 5 hour attempts at Huish and the Club's present home at Keevil. Later Tug Wilson initiated soaring the nearby ridge at Bath race-course.

Harry Daniels was a very active member during the early years. He built a reverse pulley winching system mounted on the old Humber chassis, making it possible to launch a glider every 3 minutes under ideal conditions. He also gave the Club two cups to be awarded annually for best progress on the ground and in the air, and for the best flight of the year.

In 1963 a mobile flight office came into use, at which time launches cost 2s 6d. and membership numbered almost 200!

A Grunau arrived from Germany in 1964 intended as a replacement for the EON Baby, but repairs were not complete until the following year. 1965 was a good soaring year, in August 1000 launches and 1000 Km cross-country were recorded. The young George Lee completed all three Silver legs in one 5.5 hour flight, in fitting style for a future World Champion. In that year the Oly 403 was sold though the latter did not remain for long. Harry Daniels bought one of the early Blaniks in 1966 in which Tug Wilson and Harry reduced the two-seat World record around 300 Km to 5.5 hours.

In February 1968 the Club took delivery of a new Bocian which combined instruction with good soaring performance. A photograph taken in 1968 during Pete Dawson's leadership shows how well equipped the Club was both in gliders and ground support. An Oly 419 (No 86) was then lead glider, a Jaguar was occasionally used for autotows.

It was during the late 70s that the club's fleet started to make the transition to glass fibre gliders, with the acquisition of a Cirrus, then an ASW19. By the end of the 80s the club operated mainly glass fibre, but with a K13 maintaining a good training balance.

1991 proved a difficult year with the arrival of the Bristol University Air Squadron and the announcements of Hullavington's closure. Following a number of red herrings as to our future location, the Club finally moved to RAF Keevil in October 1992 where it took over the premises vacated earlier by the Bath and Wilts Club.

Assorted equipment at Bannerdown circa 1961.

The drastic changes in accommodation and facilities, combined with dreadful weather during our first three months, finally gave way to a period of recovery. A combination of self-help and financial assistance from the RAF greatly improved accommodation in the three Nissen huts and Clubhouse, which were all electrically rewired. The larger Nis-

sen was fitted with new doors and an extensive concrete apron laid in front of them. A large portakabin, donated by RAF Lyneham, was erected adjacent to the existing buildings. In 1994 the one remaining war-time hanger was completely reclad and, though not for our sole use, has become the main housing for gliders, trailers and powered aircraft.

Soon after our arrival at Keevil, RAF Lyneham adopted the Club and provided some welcome enthusiasm in the form of senior committee members, notably Wing Commander David Walker, Chairman until he was posted in 1994. This parenting results in the minor name change to Bannerdown Gliding Club (RAFGSA, Lyneham Regional).

2002 sees the club with a K21, K13, Janus, Discus and LS8. A K18 (R32) was acquired from Fulmar club at Kinloss to replace K8 (R44) in February. The club also operates a T21 (the barge), which earns its keep most summer days flying our Air Experience visitors.

A sizable vintage fleet is operated at Keevil, mostly privately owned, and during the summer months, a significant representation of the Slingsby fleet can be seen at some point in the air. The vintage contingent currently comprises a T21 Sedburgh, T45 Swallow, T30 Prefect, T8 Tutor, T31 Tandem Tutor, T43 Skylark 3, T38 Grasshopper (3 off!), a Grunau Baby and an Eon Primary. Under restoration is a Standard Mucha St, a further T21, Ka4 and a Swallow.

The club enjoys a superb location, with few airspace restrictions. There is a small ridge 3 miles to the south, which works well in brisk north-westerleys, although not for the faint hearted in vintage craft! The Salisbury Plain to the South and the Welsh mountains to the West also provide wave in some conditions, in fact, during the Vintage Glider Club week in May 2000, we had wave to over ten thousand feet!

All VGC members are welcome.

Recalling some former Club members and their subsequent achievements:
In addition to George Lee, Terry Joint took over from Andy Gough at Bicester for a number of years before taking Derek Piggott's place at Lasham. Tug Wilson, who finished flying with Cathay Pacific in 1989, has maintained his early interest in motor-gliders and has established a gliding business in southern France. John Prince is still in the service as a helicopter pilot. Ed Meddings recently retired from commercial flying and is now checked-out as a qualified cricket umpire. Max Bacon is with Marshall of Cambridge. Roy Gaunt went on to become a regional examiner for the BGA. ■

Chief Flying Instructors of Bannerdown	
1960	John Prince
1961-63	Ed Meddings
1963-64	Mike Laing
1965-66	Tug Wilson
1967-68	Peter Dawson
1968-70	Al Wiffin
1970-71	Bruce Coutts
1972-73	Roy Gaunt
1974-75	Ed Edwards
1976-77	Roger Crouch
1977	Jock Wishart
1978-83	Tony Clarke
1983-85	Pat Rowney
1985-86	John Charlett-Green
1986-88	Keith Earnden:
1988-89	Tom Eagles
1989-92	Keith Earnden
1992-93	Chris Terry
1993-95	Mel Dawson
1995	Oscar Constable
1995-2001	Al Stacey
2001-Present	Richie Arnall

Miscellany

The Pilcher Memorial - CW

IN VGC NEWS No.105, Page 26, we can not let pass by that the classic column in the background, above the nose cone of the "VIKING 1" and the wing of the "SCUD 3", is the very spot where our great aviation pioneer PERCY PILCHER fell to earth in 1899 on just such a wet day, when the tail bracing string snapped of his "HAWK" hang glider. He died later from his injuries in nearby Stanford Hall. In the field also was his powered triplane, which he intended to fly later in the day. Had he managed to fly this aircraft, he would have predated the Wright Brothers' first powered flight by four years! We only know that during the previous week, he had broken the crankshaft of its engine, trying to increase its power. This engine has never been found. He was the first to admit that his friend Otto Lilienthal was before him. The occasion of the photograph was a Vintage Glider Rally which was held there in 1999, complete with brass band and a religious ceremony, to remember Percy Pilcher. *(See also letter from Eric Littledike in this issue – Ed)*



Right: column at point of impact of Percy's crash in 1899. Photo shows the Commemoration service held in 1999.
Below: Percy Picher's powered triplane.
Below right: the 'Hawk'. A line from near Percy's feet to the tailplane snapped which resulted in the tail surfaces swinging up and over like an axe, onto Percy, which injured him fatally.
Photos: C.Wills





Thank you very much for publishing my feature about the Elfe M in VGC News 105. Could you also tell many greetings and thanks to Chris Wills for the translation?

There is a little mistake with the technical data on page 23 below. There are two Alberts, but the first one is Albert Markwalder, responsible for calculations and detailed design (see at the beginning of the text). If you could publish a correction of this error in the next issue of the VGC News for avoiding troubles, I would be very glad. Thank you very much! My best wishes. Hans Gysi. ■

A Dagling Disgrace

by Peter Underwood





Above: nacelle, as received.
Left: breaking down the nacelle.
See how easy it falls apart.
all photos by Peter Underwood

How long should it take to restore a glider? I think most of us would allow a period of years; Five or even ten years would be quite acceptable. But wouldn't you agree that twenty years is a little excessive; particularly when you consider that the restoration is not yet complete? Well, that is the period that I've been working on the Dagling and, perhaps if I admit publically to my disgraceful performance, I may be shamed into getting the job finished.

The Hawkridge Nacelled Dagling had been saved from extinction by Mike Russell (one of several irreplaceable gliders saved by Mike). He held it in safe storage until he generously handed the glider over to me on the understanding that I would restore it back to flying condition. Prior to Mikes intervention the glider had been sadly neglected and maltreated. Being casein glued, after such neglect, virtually all the glued joints had failed, or were on the point of failure. The first task was therefore to make dimensioned drawings and sketches of all the components and details to aid the subsequent restoration. It was clear from the start that many components would have to be built new from scratch. But the objective was always to build in as much of the original timber and parts as possible; we wanted to make a restoration, not a replica.

The Dagling was built by Hawkridge in Dunstable, and first registered in 1947.The mainplanes however carried numerous Slingsby inspection stamps and were, no doubt, Slingsby built at an earlier date. I suspect that Hawkridge had inherited these wings and built them onto their own design "A" frame nacelle and empennage. The basic design goes back to the Lippisch Zogling of the 1920s, and remained basically unchanged through the 20s, 30s and early 40s, I personally prefer Lippisch's elegant method of supporting the empennage on four steel tubes extending from the "A" frame, rather than the later "wooden gate" employed by some. Our Dagling is the last British survivor employing the four tubes.

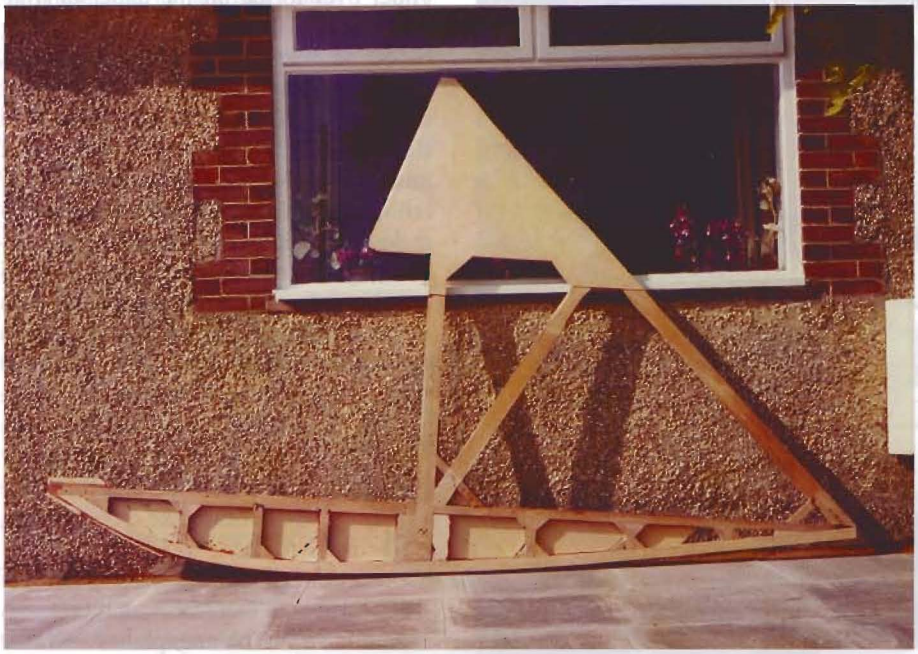
I wanted to restore the Dagling with sufficient structural strength to meet the requirements of the British Civil Aircraft

Requirements (BCAR) Section E- Gliders.(1960). Among other requirements, BCAR calls for ultimate load factors of +6,0 & -2,75 (Although not strictly correct, I will use the term "g" rather than "load factor", since to most of you "g" means something). On looking at the mainspars, I decided in my wisdom, that they would not meet the + 6,0 requirement. These spars are merely planks of spruce 92mm. by 12,5mm. set on edge so, since I was going to make new spars, I built in additional reinforcement in the area of maximum bending moment, that is where the lift and landing wires are attached. Subsequently I carried out a stress analysis of the wings and found that the spars as Mr. Lippisch had designed them were quite adequate! So much for my intuitive design sense! I also made some modifications to the bracing wires/mainspar attachments, these did prove justified.

I need to digress here. One often reads in the aeronautical press that some aircraft or other is stressed to this +g and that –g. This information is usually meaningless because we are not told whether those figures refer to the "proof" or the "ultimate" stressing case. The proof case requires that after the specified proof loads have been applied to the structure and then removed; the structure shall be essentially undamaged and still fully serviceable. In the ultimate case, the structure must not actually fail before the ultimate loads are reached Ultimate loads are usually 50% greater than the proof loads. So if someone starts boasting about the plus and minus g loads to which their aircraft is stressed, just ask them whether they are referring to the proof or ultimate case; that usually shuts them up!

Back to the Dagling, and another mistake I made. The skid is attached directly to the keel, there is no springing between the two.I thought, in the interests of safety and my back, that it would be a good idea to provide some form of shock absorbtion. I therefore reduced the depth of the keel by about 45mm. at its deepest point with the intention of fitting some springy material between the keel and skid. Unfortunately. the skid is about 3 meters long, and I could not devise a method of providing springing, locating the skid laterally and maintaining the appearance of the original. I therefore abandoned the idea and had to rebuild the keel to its original shape So you see, I have not been idle, even if my work has not progressed the project! For flying, I shall probably fit a pair of pneumatics wheels. This will not look pretty, but was a method used on some Daglings; the wheels can be removed when not required.

BCAR lays down requirements concerning pitching accelerations imposed by upward and downward loads applied by the tailplane. These loads are transmitted to the rest of the airframe by those four tubes which carry the empennage. Upward tailplane loads place the two upper tubes in compression and the lower tubes in tension. Downward loads reverse this situation. It is the former case that is critical. Long, thin walled tubes of high length/diameter ratio like these, when subjected to compression loads fail, initially, by their "instability", not by material failure. Try applying end loads to a drinking straw and you will soon get the idea. With the Dagling addition offset loads are applied by the method of attachment of the lower tube to the upper, so the situation is aggravated. I needed to investigate the strength of those upper tubes. Fortunately, I have a





Above: 'A' Frame under restoration with reduced depth keel, later put back to original depth
Left: restored nacelle frame with David and Paul Underwood. Paul is now 19 years old and 6ft tall!

Below: tailplane and elevator as received, held up by David Underwood



lovely book entitled "Design Requirements For Aeroplanes For the Royal Airforce, AP 970.1935" This contains all sorts of wonderful formula to help you design aeroplanes. One of these concerns tubes subjected to end loads. Applying this formula to the Dagling, I found that the original mild steel upper tubes would fail: I needed to increase their diameter by 6mm. and improved the material specification to SAE 3140. This I have done, and although not critical, I have used SAE 3140 for the lower tubes also. The original tubes were corroded beyond use, so I had to make up new tubes anyway.

One might expect, when considering the design of wings and, in the case of the Dagling, their lift and landing wires, that the positive lift case of +6g is more demanding than the –2,75g case, and generally this is so. An exception is the front pair of landing wires; these are set at such a shallow angle that they become the highest loaded of any of the bracing wires under any condition. When calculating these loads, I was at a disadvantage since I did not have a set of lift/drag curves that covered the negative stall, most curves only cover the positive lift and stall situation. I therefore had to make some assumptions, I am not even sure what the wing section is, I believe it is Gottingen 326. I wonder if any of you readers (that is if anyone is still reading this) has a set of curves or data for the Lippisch Zogling wing section and whether they could kindly let me have a copy.

As built the Dagling had only a nose mounted bungee launch hook. I did consider putting in an aerotow hook but abandoned the idea, mainly because of the difficulty of finding tugs slow enough these days, and the almost inevitable possibility of overspending. So I settled for a winch hook, not mounted at the nose like on the SG 38, but set about 75cms. aft of the nose in order to obtain reasonable launches. I shall retain the bungee hook and fit a removable cover to prevent any fouling with the winch cable. Winch speed will be low, but the increased strength built into the wings will give a little extra peace of mind.



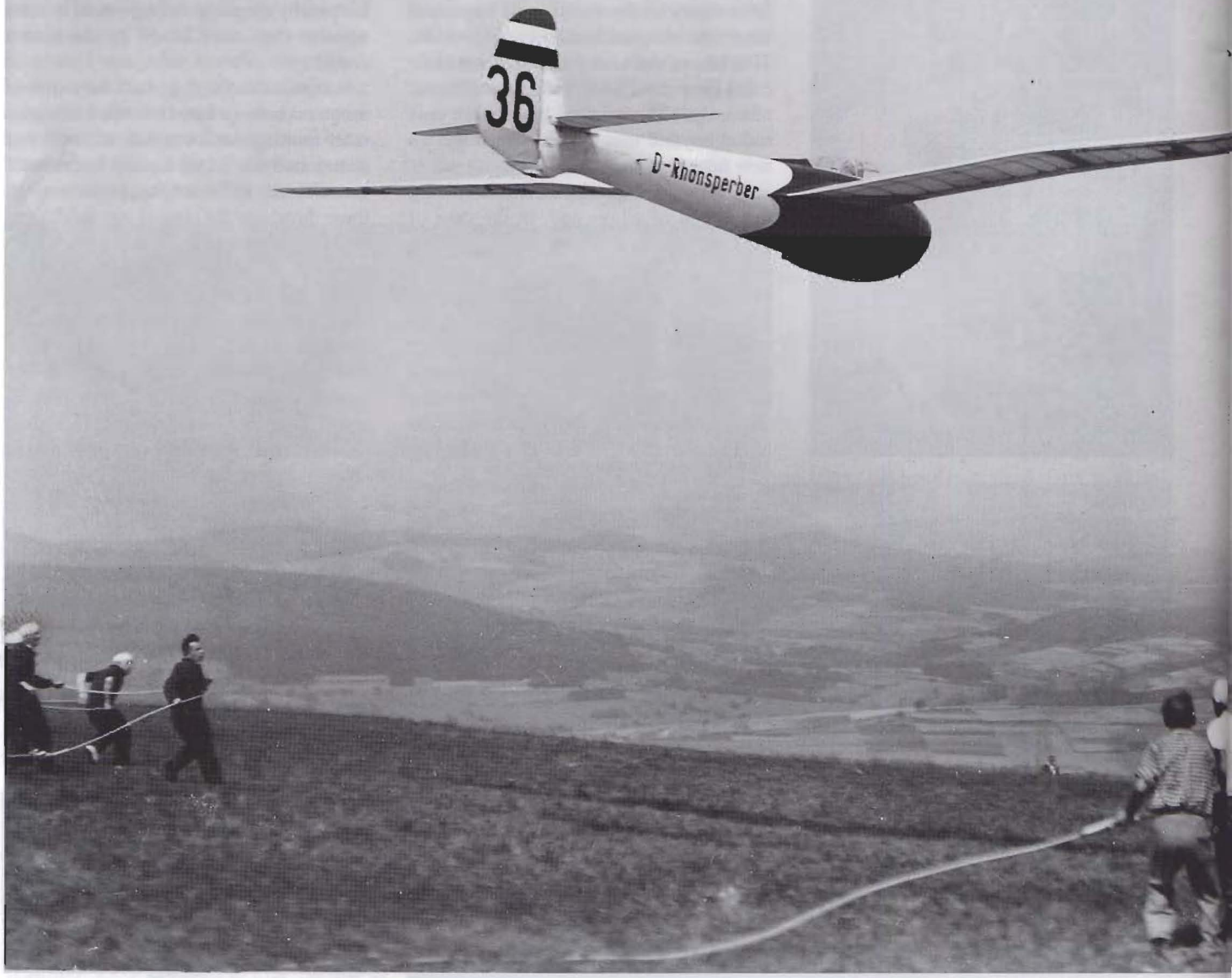


Left: right-hand mainplane as received
Below: new wings

Some of you may feel that the modifications which I have outlined above should not have been made; that I should restore the Dagling to its original condition. If the glider was to grace a museum, I would agree. But I want the Dagling to fly, and to fly safely. Skids without springing of some sort are not safe. I want it to gain sufficient height on the winch to make the launch worthwhile and pleasant. With a nose mounted winch hook, one has to pull like mad on the stick and still gain little height. Moving the winch hook rearwards "feels" much better, stick loads are lower and launches are higher; so too are the wing loads, the increased height only comes from increased lift, another reason for increasing wing strength.

I have to admit that my progress has been a disgrace, but I think that the Dagling will fly in 2003. There, I've said it now, so I shall have to do it. I must give some thought to external finish. The external plywood will, of course, be in traditional natural wood, varnished. But what about the fabric? I saw some flying model gliders the other day, one of them looked particularly smart, it was covered in a translucent material – blue it was. Yes translucent blue would be nice. Don't you agree? ■

The Rhönsperber



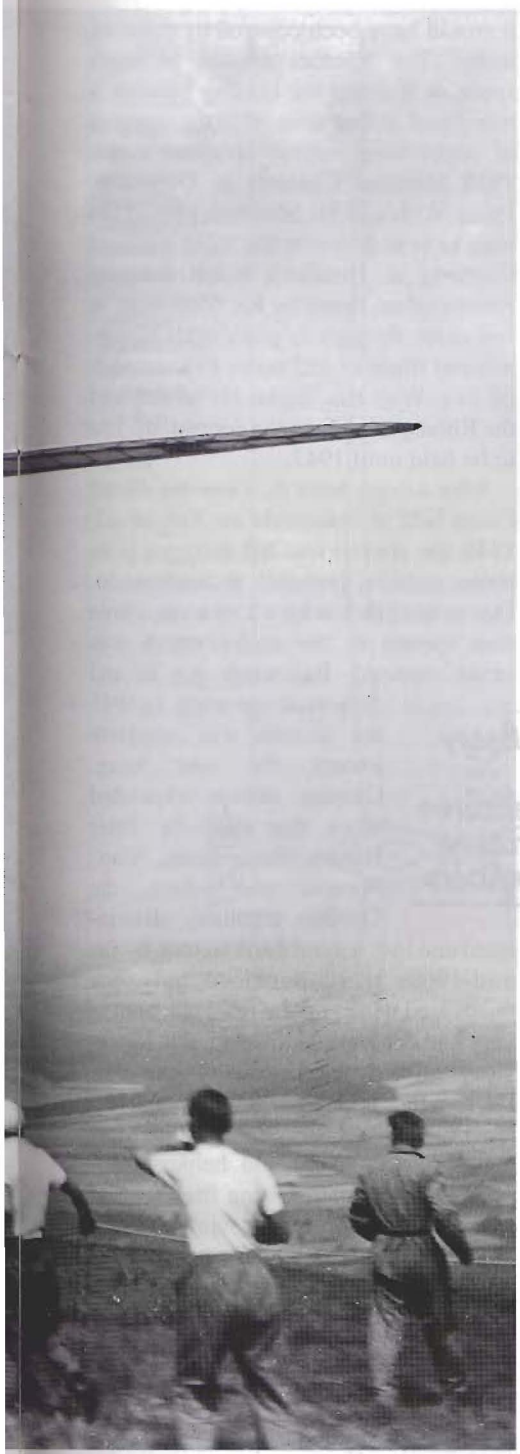
Early History

No sailplane has ever entered the arena of the gliding world in such a blaze of glory, and ever retired so quickly as the Rhönsperber. For in 1938, only three years after its triumphant debut, only one Rhönsperber took part in the Rhön Contest. This could partly have been due to the weather prevailing during the previous two Rhön contests which had favoured the lightly wing loaded Mü sailplanes. But the rapid progress of sailplane design at that time had something to do with it as well. However, the gliding world remembers the Rhönsperber for its initial success.

During the 1935 Rhön contest, when the aircraft was new, it was flown 474 km Into Czechoslovakia by Ludwig Hoffmann (his aircraft was marked D-Rhönsperber) Then, without a pause for rest, Hoffmann set off in the other direction to Arlon In Belgium, 320 km, away. His 474 km flight was a world record. But later during the week, this record was eclipsed by four pilots reaching Brno In Czechoslovakia 504 km away. One of these pilots was Hans Heinemann, who flew the Rhönsperber, D-Nobel 11. One of the four gliders, a Condor, broke up during the aerotow retrieve and its pilot, Rudolf Oeltzschner, was killed. His three colleagues asked that the new record should be awarded to him.

He arrived so low over Cologne that he could not see the airfield.

In the space of just one week, the Rhönsperber had thus participated in establishing two successive world distance records. On 21st August 1935, Erwin Kraft, who was to win the 1939 Rhön Contest in a Reiher 3 and later lost his life as a fighter pilot defending East Prussia in 1944, achieved





Above: The prototype Rhönsperber. Flown by Ludwig Hoffman jn the 1935 Rhön contest.

Right: D-6-25 in flight in 1937?
Photos: C.Wills Collection

a world goal record distance by flying a Rhönsperber 330 km from Hornberg to Cologne. He arrived so low over Cologne that he could not see the airfield. After several agonising minutes in weak lift, he saw an aeroplane climbing and aimed for the spot from where he thought the plane had come from. He saw the airfield which he managed to reach with virtually no height left at all.

During the Jungfraujoch International Contest in September 1935, Ludwig Hoffmann won the distance prize with a Rhönsperber. During the first Goal flight contest in July 1936, which involved achieving the circuit Darmstadt-Nuremberg-Munich-Stuttgart-Darmstadt, Rhönsperbers flown by Karl Baur and Hans Osann took 2nd and 3rd places.

On 19th August 1936, Heini Dittmar carried out the world's first sailplane flight over the Alps in a Rhönsperber, flying from Bavaria to Italy. On 22nd May 1937, Paul Steinig set up a new world height record of 5760 metres in the wave over Grunau (town) with a glider of the same type. The Rhönsperber was not only appreciated for its good performance, but was much used for air displays and aerobatics. Ernst Udet flew his own personal Rhönsperber, registered as D-Kommandant, during the 1936 Berlin Olympic trials and later took it to the Jungfraujoch International Contest where he captained the German team. At that time, Rhönsperbers, and many other types of gliders and aeroplanes, carried the Olympic intersecting circles on their noses.

Flight over New York

During 1936, two special Rhönsperbers were prepared under the direction of Hans Jacobs. The Sperber Junior was designed to fit Hanna Reitsch "like a glove". Hanna was not very large, but even she felt cramped in Its narrow cockpit. Certainly, no one else could fit into it. Sitting in the cockpit, she said, made her feel "as if the wings grew from my shoulders", and that she felt as one with the aircraft. The other specially prepared Sperber was the Sperber Senior which was flown in the 1936 Rhön Contest by Ludwig Hoffmann. As already mentioned, the weather, which was still and hot, favoured the MU 13. The Sperber Senior was later taken to America where Peter Riedel flew it over the centre of New York before landing on an island airfield in the Hudson River. His photographs of the skyscrapers of Manhattan below the gull wing are remarkable. Peter found the aircraft fine to fly but heard that there was something theoretically wrong with the choice of wing sections. It was sent back to Germany and never heard of again.

Meanwhile, Hanna Reitsch, who had flown the Sperber Junior into 5th place in the 1936 Rhön Contest, brought the aircraft to the ISTUS International Meeting at Salzburg in March 1937. She accomplished a remarkable trans-Alpine flight to Italy, reaching 13,000 ft. Almost overcome by cold, she flew on, marvelling at the splendour of the Alps. She passed the Gross Glockner, after which

she had no more. Her route was finally barred by rain and she was forced to land on a football pitch next to military barracks In a small village. At the last moment, she saw trees surrounding the field obstructing her approach and she resigned herself to trying to steer the fuselage between two trees, leaving the wings behind. But a miracle happened: a sudden updraught lifted the aircraft just before arriving at the trees. The Sperber Junior grazed their tops and landed harmlessly in the field. Hanna was so cold that she could neither speak nor move. Italian soldiers helped her out and carried the Sperber Junior on their shoulders in triumph to their barracks.

Hanna was so cold that she could neither speak nor move.

It should be noted that the Sperbers Junior and the Senior, although their wings were similar in planform to those of the standard Rhönsperber, were quite different aircraft in other respects. This can be seen from their drawings and statistics.

The Rhönsperber in Britain

In 1935, Joan Price, who had received her training in gliding at the hands of Wolf Hirth during the early thirties, was again in Germany, employed by the Sir Allan Cobham Air Circus. She had been aerobatting and carrying out demonstration flights in a Rhönbussard. As a special honour, Ernst Udet allowed her to fly his Rhönsperber. She was so impressed that she ordered one on the spot, that would have to be just like Ernst Udet's. However, when the machine arrived in England in late 1935, she found that she could not pay for it and set about looking for a syndicate. The Rhönsperber's first owners therefore were Kit Nicholson, Philip Cooper and Jack Dewsbury. The aircraft was first flown in Britain by Kit Nicholson on 3rd January 1936. Its colours were a dark blue nose and the line of the nose was carried partly on to the leading edge of the wing. The rest of the wing, rear fuselage, fin rudder and tailplane were an off white (or even light grey). At that time, the aircraft did not have clear fabric, or so we believe. A maroon cheat line followed the curve of the dark blue on the fuselage and wing leading edge. This colour scheme was altered in 1937 to a cream nose, a warm grey rear fuselage, and a maintained maroon cheat line. The clear varnish probably altered these colours so that, without it, the rear fuselage would have been blue. At that time, the aircraft had transparent doped and varnished fabric.

The Rhönsperber took part in the British National Contest of 1936 at Bradwell Edge (Camphill), but the weather was so bad that it was only possible to stay up on three days. No cross country flights could be made and most of the prizes were won by Philip Wills in his Hjordis. The 1937 National Contests were also held at Bradwell Edge, this time, in much better weather conditions. Philip Wills, in the Hjordis, was only just able to hold off Nicholson in the Rhönsperber, their points being 477 to 408. Both of them finished far ahead of the other entries. In 1938, the Rhönsperber competed for the British Distance Record with Philip Wills' new Minimoa, and the Rhönadler flown by Fox. With a 119 mile flight from Huish to Bigbury-on-Sea in the spring easterly wind. the Rhönsperber actually held the record for a few days. Nicholson landed on the strip of sand between Bigbury-on-Sea and Brough Island. This area was much larger than any of the fields on the mainland or the Island, at low tide. At high tide, it would have been covered by 6 feet of water! The Sperber needed as much space as It could for landing because it was fitted at that time with the smallest of upper wing surface spoilers. At the 1938 National Contests at Dunstable, Philip Wills and his Minimoa proved too hard to beat. It was at the 1939 National Contests at Bradwell Edge that the Rhönsperber, flown by Kit Nicholson, at last came through to glory with a magnificent flight of 162 miles to Southend-on-Sea. With this flight, Nicholson and the Rhönsperber won the contest, the last to be held until 1947.

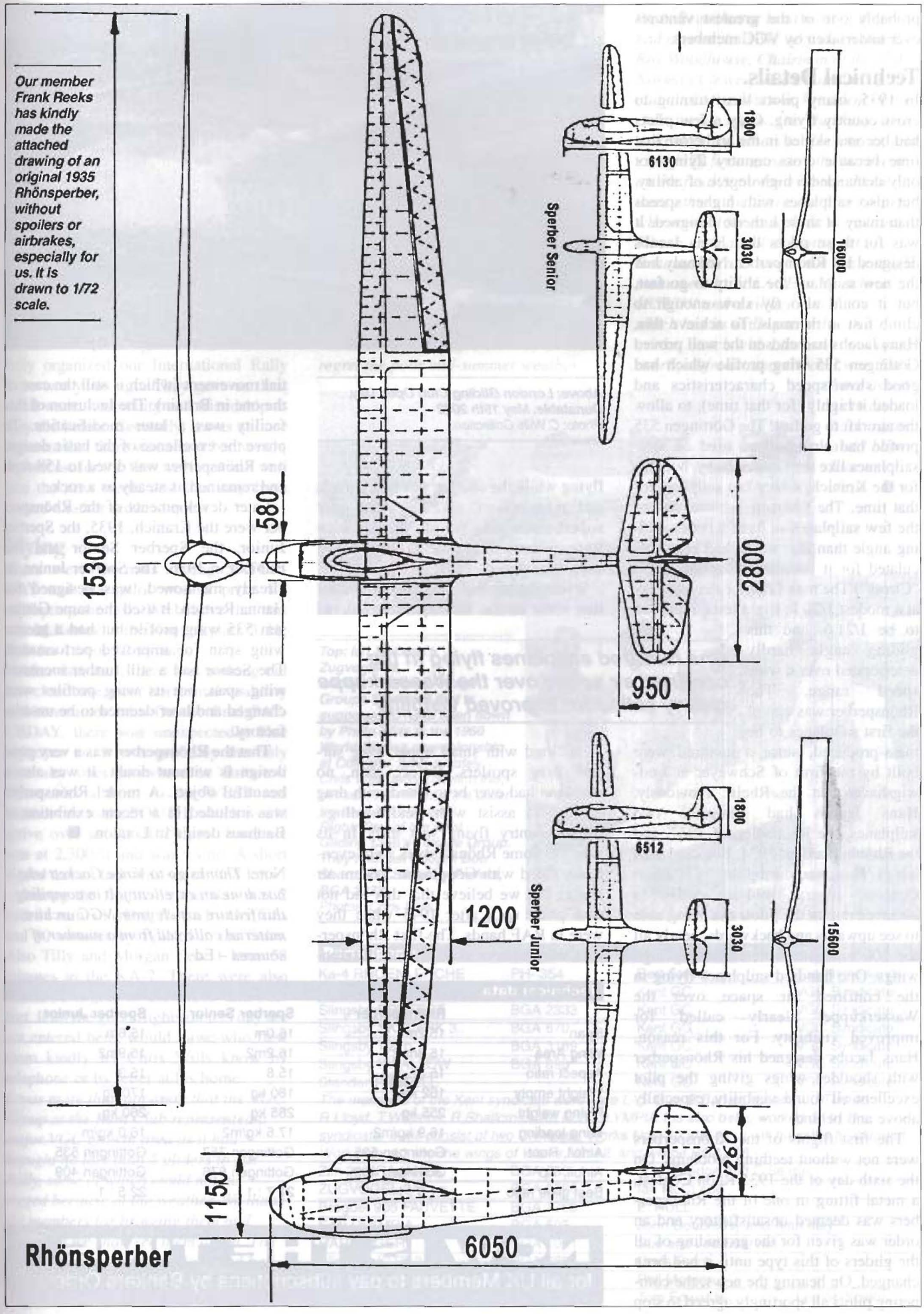
This is probably one of the greatest ventures ever undertaken by VGC members.

After having been flown at the Easter Camp held at Dunstable on 30th March 1940, the aircraft was left derigged in its trailer outside, probably at Netheravon. Due to an apparent knock by a car, a hole was opened in the trailer which was never repaired. Rainwater got in and destroyed one wing. In 1945 the aircraft was complete except for one wing. Despite efforts expended since that time by Peter Davies, Peter Ross, "Pop" Pinager and others, the Sperber gradually deteriorated and lost several parts so that, by the mid-1960s there remained only one uncovered wing and the fuselage, both in very bad condition. However, due to previous efforts, the booms of one new main wing spar had been completed. Having obtained the remains, Rodi Morgan, Fred Stickland and helpers managed to renew the existing fuselage and wing and to build a new wing and rudder. They used a Rhönbussard tailplane for the resuscitated Rhönsperber. This is



Rhönsperber at the VGC Rally, Lasham 1994.
Photo David Tarbutt.

Our member Frank Reeks has kindly made the attached drawing of an original 1935 Rhönsperber, without spoilers or airbrakes, especially for us. It is drawn to 1/72 scale.



probably one of the greatest ventures ever undertaken by VGC members.

Technical Details.

In 1935, many pilots were turning to cross country flying. Only a few pilots had become skilled in the art before that time because cross country flying not only demanded a high degree of ability, but also sailplanes with higher speeds than many of those hitherto designed. It was for those pilots that Hans Jacobs designed his Rhönsperber. Not only had the new sailplane the ability to go fast, but it could also fly slow enough to climb fast in thermals. To achieve this, Hans Jacobs had chosen the well proved Göttingen 535 wing profile which had good slow speed characteristics and loaded it highly (for that time), to allow the aircraft to go fast. The Göttingen 535 profile had already been used on slow sailplanes like the Grunau Baby, but also for the Kranich, a very fast sailplane for that time. The Rhönsperber was one of the few sailplanes to have a better gliding angle than that which had been calculated for it (another being the Do30 "Cirrus") The max L/D as calculated lay at a modest 1/20 In flight tests, it proved to be 1/21.6, and this gliding angle hardly deteriorated over a wide speed range. The Rhönsperber was one of the first sailplanes to be mass-produced, since a hundred were built by the firm of Schweyer at Ludwigshaven, on the Rheln. Previously, Hans Jacobs had designed two sailplanes, the Rhönadler, of 1932, and the Rhönbussard, of 1934. Both had high wings. However, during the 1934 Rhön Contest, several mid-air collisions occurred due to the pilots not being able to see upwards and backwards, nearly all the 100 machines entered having high wings. One hundred sailplanes flying in the confined air space over the Wasserkuppe ,clearly called for improved visibility. For this reason, Hans Jacobs designed his Rhönsperber with shoulder wings giving the pilot excellent all round visibility, especially above and behind.

The first flights of the Rhönsperbers were not without teething problems. On the sixth day of the 1935 Rhön Contest, a metal fitting in one of the Rhönsperbers was deemed unsatisfactory and an order was given for the grounding of all the gliders of this type until it had been changed. On hearing the news, the competing pilots all sportingly agreed to stop flying while the change was being made and even offered to help. After near superhuman efforts, all of the nine Rhönsperbers were able to fly the next day.



Above: London Gliding Club Open Day, Dunstable. May 19th 2002
Photo: C.Wills Collection

It was during that same Rhön Contest that some of the Rhönsperbers entered were fitted with small upper wing surface drag spoilers. Before then, no sailplane had ever been fitted with drag devices to assist with field landIngs. Cross country flying was truly In its infancy. Some Rhönsperbers were eventually fitted with Göppingen System air brakes but we believe that this did not take place until after 1945 when they were in RAF hands. The first Rhönsperbers were also without aileron differential movement (which is still the case of the one in Britain). The Inclusion of this facility was a later modification. To prove the excellence of the basic design, one Rhönsperber was dived to 158 mph and remained as steady as a rock.

One hundred sailplanes flying in the confined air space over the Wasserkuppe clearly called for improved visibility

Later developments of the Rhönsperber were the Kranich, 1935, the Sperber Junior, the Sperber Senior and the Habicht in 1936. The Sperber Junior, as already mentioned, was designed for Hanna Reitsch. It used the same Göttingen 535 wing profile but had a greater wing span for improved performance. The Senior had a still further increased wing span, but its wing profiles were changed and later deemed to be unsatisfactory.

That the Rhönsperber was a very good design is without doubt. It was also a beautiful object. A model Rhönsperber was included in a recent exhibition of Bauhaus design in London. ■

Note: *Thanks go to Vince Cockett who has done an excellent job in compiling this feature article from VGC archive material collected from a number of sources* – Ed

Technical data

	Rhönsperber	Sperber Senior	Sperber Junior
Span	15.2m	16.0m	15.6m
Wing Area	15.3m 2	16.2m2	15.9m2
Aspect ratio	15.3	15.8	15.3
Weight empty	162 kg	180 kg	170 kg
Flying weight	255 kg	285 kg	260 kg
Wing loading	16,9 kg/m2	17.6 kg/m2	16.0 kg/m
Airfoil, Root	Gottingen 535	Gottingen 757	Gottingen 535
Airfoil, Tip	Gottingen 409	Gottingen 676	Gottingen 409
Best glide ratio	21.6 : 1	21.7 : 1	22 5 : 1

NOW IS THE TIME
for all UK Members to pay subscriptions by Bankers Order.

British National VGC Rally
Norfolk Gliding Club, Tibenham
1st – 8th June 2002



Firstly, there was the joy of seeing all our old friends again who so successfully organized our International Rally there two years ago. They gave us their usual warm hospitality and friendship as they did before. Secondly, it was at once apparent that there was a very bad weather forecast for the first weekend and well into the next week, and this may have caused a rather reduced entry.

Flying

There were thermals during SATURDAY and one pilot won a prize for attempting the task. We believe that this was M.Kerley in the Kent Skylark 3. He flew for 1 hour 12 minutes.

After this start, there was nothing but low cloudbase, poor horizontal visibility and sometimes rain. On the final SATURDAY, there was unexpectedly blue sky over us. It was probably the only blue sky over anywhere in Britain ! There was a front to the WEST and another one to the SOUTH, which would arrive over us. At 10.20 am cloudbase was at 2,300 ft and was rising. A short closed circuit task was set of 76.8 kms.

Among the flights on this day was 2 hours 1 min. in a Dart flown by Griffiths and 50 minutes by Pollard in the Salto. Also Tilly and Morgan flew 1 hour 53 minutes in the KA-7. There were also sustained flights in the T.21b and Prefect. If all the good flights on this day are not entered here, would those who flew them kindly let Chris Wills know by telephone or by letter at his home.

It was more than apparent that the VGC Group at the Kent Club represented a major VGC growth area as it had brought no less than 5 gliders to our Rally, some of which could not be rigged because of the weather. We thank the members for bringing them and hope that we shall see them again. The Kent Club flies from Challock and has good air space overhead but is height restricted to the West, as it is a channel crossing area. We thank all our members for coming and we very much regret the poor mid-summer weather.

We believe that at least most of them had a good time. We very much thank Roy Woodhouse, Chairman of the club, Norman Clowes, Vice Chairman of the club and Mike Watson, President of the club, for having us. Our thanks go also to Rachel and others for feeding us, and especially for organizing the barbecue on the final Saturday evening. There were others, including the time keeper, who worked for us without complaint, Tibenham is a still unspoilt part of Britain, where a local town has a single monument to "PEACE at Balaclava 1851"!!! and a village bus shelter which has its walls painted with a cricket match with Liberators swooping overhead.from a more recent war. They have asked us to come back again and I hope that we shall. ■





Top: Ian McLeod's Zugvogel 3a.
Above: The Kent Vintage Groups Skylark 3 that is supposed to have been flown by Philip Wills in the 1960 World Gliding championship at Cologne. *(Unfortunately, Chris Wills cannot confirm this, perhaps the entries in the glider log book are suspect?)*
Right: Part of the Kent Gliding Club's Vintage Group. They had just bought Bob Sharman's Slingsby Prefect, BGA 2333.
Photos: Chris Wills.

Participants

Ka-4 RHOENLERCHE	PH- 354	Bert Strijks	The Netherlands
EoN OLYMPIA 2b.	BGA 2168	Kent GC	VGC Syndicate
Slingsby PREFECT	BGA 2333	Kent GC	VGC Syndicate
Slingsby SKYLARK 3..	BGA 870	Kent GC	VGC Syndicate
Slingsby T.21b	BGA 3189	Kent GC	VGC Syndicate
Slingsby SWALLOW	BGA 890	Kent GC.	VGC Syndicate
Standard LIBELLE		Kent GC	VGC Syndicate

The members of the Kent syndicate were / are L- S.Guy, S.Barker,M.Kerley, J.Turner, R.Lloyd. T.Williams. R.Shallcross. An EoN OLYMPIA 1 is also being worked on by the syndicate. It will consist of two Olympias, Works Nos. 10 and 12. It will have the fuselage of Works No. 10 and the wings of Works No. 12, and will be BGA 508.

Zlin 24 KRAJANEK	BGA 655	John Dredge and C.Searle	
ZUGVOGEL 3A.	BGA 2560	Ian McCLeod	
Breguet 905 FAUVETTE	BGA 2768	E. HULL	
EoN OLYMPIA.	BGA 505	John Doubleday and Alan May	
HARBINGER	BGA 1091	Sue and Jed Edervan	
Slingsby KITE 2	BGA 589	Chris Raine	
KA-7	BGA 1622	Phil Morgan	
KA- 8	BGA 4686	Tom Edwards.	Lee on Solent

12th Kirby Kite Meet, Haddenham

by Peter Chamberlain

At long last the Upward Bound Trust was able to hold another Kirby Kite Meet after two years of cancellations. Very wet winters leading to flooding of the airfield as well as last years Foot and Mouth Disease have all combined to stop what is usually the Vintage Glider Club's first rally of the year. A new drainage ditch across one corner of the airfield (jokingly likened to a canal due to its size) has definitely helped this year.

Although the weather wasn't at its best over the May Day Bank Holiday weekend a fair amount of flying was had, despite the cold North-Easterly wind. The strong breeze stopped most of the older gliders from launching but the Booker Ka2 and the 'Blue Brick' T.31 gave it their all and thermalled on several occasions. The Ka8 from Lee-on-Solent had a good many flights on one of its first Vintage Glider Club rallies. Most of the members who did turn up took the opportunity to renew friendships and organise their attendance at the rest of this years meetings. Our President, Chris Wills, also showed some of his collection of photos which fascinated many of those present.

Not a bad start to the years proceedings, perhaps boding well for other UK rallies this year. *(Please also see following full report from Chris Wills below – Ed)* ■

Below:
Colin Anson describing the finer points of flying the 'Blue Brick' to Nick Newton.
Photo: Peter Chamberlain





Left: Martin Wilton-Jones flying Ka 2b BGA 4336. *Photo : Matt Robain*

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Upward Bound Trust.

Haddenham Airfield, Thame

By Chris Wills

This traditionally has become our first Rally of the season to remember the birth of the Glider Pilots' Regiment, which was formed, using Kite 1s, on this airfield in 1941. Therefore this Rally is also known as the Kirby Kite Rally. Unfortunately, for various reasons none of the still existing Kite 1s in Britain could be present this year. For the last two years, this Rally has had to be abandoned, or postponed, owing to the airfield flooding. In fact the flooding was so bad that the Upward Bound Trust's gliding operation would have had to finally stop forever, if there had been another such terrible year. At last the situation has been saved by the owners of the land, whose Business Park's new buildings' basements on the edge of the airfield, were also flooding. They have had a three foot wide drainage ditch dug in the ground along one side of the airfield which, coupled to the airfield's wartime drains, has solved the problem. The ditch has become at times a fast flowing river.

On Saturday, there was cold unstable air from the East. During the Rally, only winch launches were used as usual but these were very good and pilots often got away from them. On the first day Sat. 4th May, Ted Hull got his Scud 3 up to 3,600 ft which was about cloudbase. He flew for 55 minutes and we found it hard to believe that the Scud 3 was a 1935 sailplane. Ted was kept warm by his clothes and the sailplane's Olympia type enclosed bubble canopy. Malcolm Wilton-Jones had two flights on Saturday of 2 hours and over an hour in the Ka-2b. Chris Raine had two flights of 28 and 32 minutes in his Kite 2. On Sunday, the Ka-2b flew for 1 1/2 hours. Brent Sigley from the Shennington Club was with him. The initial thermal of his second flight became 6-8 knots up to cloudbase!!! Because of the strong wind on Sunday, the H.17a was not rigged.

A cold front passed over during the night and the Monday Bank Holiday gave us 10/10ths overclouding and cold weather. The Rally was run by members of the Upward Bound Trust, which was formed after the war by Brigadier Chatterton to give the children of the wartime glider pilots cheap gliding training, overwhelmed us with their hospitality and we thank them all. Traditionally winch launches are free but nearly everyone left donations, which usually come to more money than what they would have got, had they charged their usual launch fees. On Monday, there seemed little hope of the weather clearing and by 2 o'clock, everyone started to pack up to go home. However, as luck would not have had it, the weather became much warmer and sun started to come through during the afternoon. There were then indications of thermic activity but it was too late as almost everyone had left. ■

Gliders present

Scud 3	BGA 684	Ted Hull.
(its first prototype of two built, flew as a motorglider in 1935		
Kite 2. 1947	BGA 589.	Chris Raine.
Ka-2b	BGA 4336 (D-6173),	Malcolm Wilton-Jones.
Huetter H.17a. 1954	BGA	Nick Newton.
This one was built from 1938 to 1946. Its prototype flew first in 1934. Roy Scott started its building before the war. Don Campbell finished it after the war.		
T.31 Blue Brick.	BGA 1736.	David Bramwell.
There was also a Ka-8 which had been brought from Lee on Solent.		

Flying the Mucha

By Derek Piggot
Reproduced by kind permission of Gliding and Motorgliding International



Above: Mucha Standard at the 30th International VGC Rally, Achmer, Germany. *Photo: Martin Simons*

Derek Writes about the Mucha Standard, a Polish glider which he flew in the late 1950s to test the stalling and spinning characteristics. He isn't surprised it was a world beater.

The Polish Mucha Standard was specially designed for the 1958 World Championships held in Leszno and was flown into first place by Adam Witek from Poland. I've always admired the Polish pilots and am reminded of their achievements in the war. We had a very active Polish group at Lasham when I first went there, many of whom were Battle of Britain pilots with the RAF.

Some time after this, a demonstrator arrived in England but was sent back as the stalling characteristics were not entirely satisfactory in terms of BCAR section E and the BGA requirements. At this time the BGA were not accepting gliders if they had a sharp wing drop at the stall. It was returned to England some months later and it was at this point that I became involved.

I was asked to do the stalling and spinning tests with the C of G in the extended aft position. This is the C of G 1% of the mean chord aft of the normal aft limit and is for test purposes a small margin to allow for minor errors in loading when the glider is flown at the minimum placard cockpit load. As the minimum load for this particular aircraft was well under 100lbs, this meant an alarming weight of ballast strapped on to the top of the fuselage just ahead of the tailplane to reach this C of G position with my weight, 155lbs, plus a parachute. As all this testing had been done before on the first Mucha, I was happy to go straight ahead to the extended aft position after only one or two familiarisation flights to check for any adverse effects of using the ailerons in various positions during the spin and with the airbrakes open and closed.

I loved the crisp handling

It was a very good soaring day with a high cloudbase and easy to use, strong thermals. I loved the crisp handling of the Mucha, better I think than any other glider being produced at this time. The low circling speed made it a superb climber so I was able to re-climb quickly for further spins after the first few. It still dropped a wing at the stall but otherwise behaved impeccably. Even after the mandatory left and right five turn spins it always stopped within about half a turn.

After several more spins, as it always seemed to want to drop one wing, I decided to try a straight stall with the rudder held central and just keeping the stick hard back with no aileron deflection. When this is done on some types of glider, including the Schweitzer 2-32, Slingsby Eagle, Bocian and Puchacz, they will usually start to autorotate and spin and then unstall themselves and spiral out after two or three turns. (Did you know you can spin without misusing the rudder?) This time the spin was much steeper and the rotation faster than before. After about three turns I applied the full opposite rudder and then started the steady progressive movement forward on the stick. Nothing changed and the glider continued to rotate very rapidly in the steep nose down attitude. After a further few turns, by which time I had the stick right forward, I was about to reach to try opening the airbrakes in the hope that they might help the recovery when, without warning, the spin stopped. As I was already thinking about leaving by parachute, this was quite a relief!

As I was already thinking about leaving by parachute, this was quite a relief!

My first thought was whether I had miscalculated the tail ballast and inadvertently gone right off the aft limit. I rechecked my figures and could not find any error so feeling very embarrassed about the whole episode, I gave them to Frank Irving to check, but to my relief he found my calculations were correct. Since then I have always re-weighed the glider and had someone else to check my calculations for and tail ballast needed for tests.

As we didn't want to risk another similar incident and we had no other types of glider with minimum cockpit load of less than about 120lbs, we decided to re-test it with less ballast to simulate the extended aft position for a cockpit load of 120lbs. After all, as long as we had 120lbs on the placard we reasoned

nobody would question the difference, or know that in Poland much lighter pilots could be flying without the need for extra weight in the cockpit.

Nothing would induce it to misbehave.

So off I went again with the reduced tail ballast. Again I was able to re-climb after each spin, but nothing would induce it to misbehave as it had before. I landed and happily submitted my report to the BGA.

After that I had many happy flights in the Mucha when the Polish Air Force Association Gliding Club bought one and flew it from Lasham. At the time I considered it the best handling 15 metre glider I had flown. It had Frise ailerons making them very light and responsive and all the controls seemed beautifully harmonised. No wonder it was a World beater in 1958. Since this interesting experience with spinning, I have learned that even though an aircraft has been well tested it can still have the possibility of having a mode of spin which was not met during the tests. Everything can depend on the exact way in which the spin is entered and a slightly unusual entry may result in a different mode of spin becoming established.

Testing the Mucha is the only occasion with a glider that I have experienced any problem with a spin recovery, but manufacturers sometimes cannot afford repeated high tows to explore the spinning extensively so it may still be possible for gliders to get into other modes of spin not met during the testing.

I am reminded of a powered trainer for the RAF which, after all the testing by the manufacturers and the authorities, went into service and about a year later developed a spin from which no recovery was possible. Luckily the crew were able to bale out and explain what had happened. Later tests and research showed that a further mode of spin could occur and anti–spin strakes had to be fitted to ensure a normal recovery.

During tests, the standard spin recovery is always used and one of the reasons not to use non-standard spin recoveries is the risk that by doing so a different mode of spin may occur. Except for test purposes I would add that perhaps it is unwise to make prolonged spins. If you are like me and love spinning (and aerobatics) think twice about making more than two or three turns before taking recovery action. After all it may well be that even the makers only make a few mandatory five turn spins in each direction as the final tests of a new glider.

- Standard method of spin recovery
- Perhaps I should mention that the standard method of spin recovery
- for gliders (and most powered aircraft) used for test flying

is as follows :-

- (Throttle closed on powered aircraft) FULL opposite rudder and then with the ailerons central.
- Stick progressively forward until the spin stops.
- Centralise the rudder and ease out of the dive.

Note :

Many gliders stop spinning immediately the full rudder is applied. However, it is important not to keep the stick back or a further spin in the other direction can occur as the glider stalls again. On many others the rudder may appear to have no effect and the recovery does not occur until the stick is moved far enough forward. For these reasons we do not wait for the spin to stop after applying the full opposite rudder, but make the steady, progressive movement forward until the spin stops, rather than make a certain amount of movement forward. It can also be important to realise that the control forces needed to apply the full opposite rudder, and sometimes to move forward on the stick, may be much higher than normal during a spin. On some types both controls can overbalance, resulting in a higher push to move them for the recovery. ■

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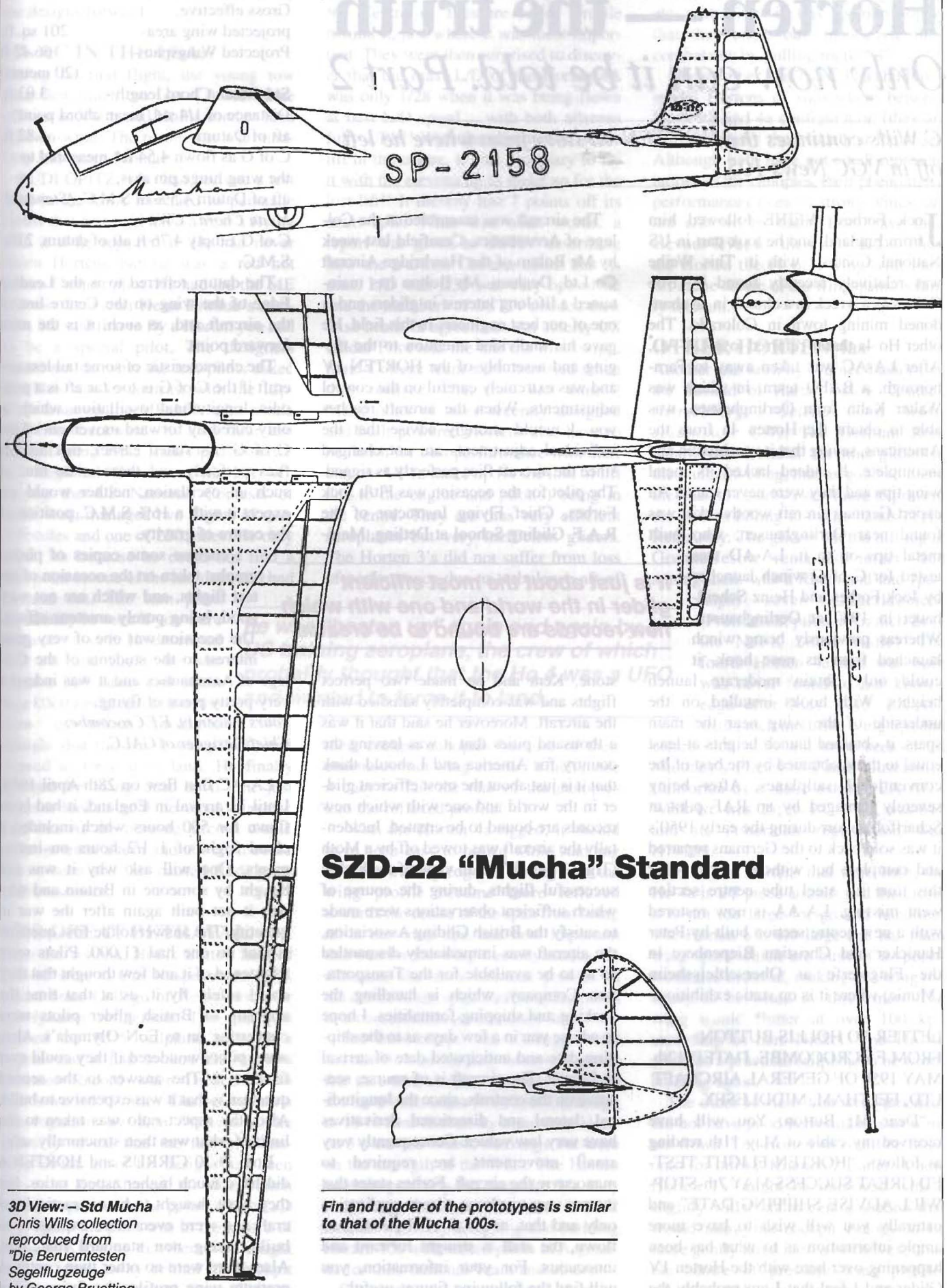
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Copy date for the next issue is 5th October 2002.

Please submit material to Margaret James — VGC News Editor
Tel/Fax: 01749 841084.
e-mail: margarethjames@aol.com
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SZD-22 "Mucha" Standard

3D View: – Std Mucha
Chris Wills collection reproduced from "Die Beruemtesten Segelflugzeuge" by George Bruetting.

Fin and rudder of the prototypes is similar to that of the Mucha 100s.

Horten — the truth

Only now can it be told. Part 2

C. Wills continues the HORTEN 4a story from where he left off in VGC News 105.

Jock Forbes' WEIHE followed him from England, and he took part in US National Contests with it. This Weihe was relatively recently found by Bob Gaines as a wreck in a church in an abandoned mining town in Colorado. The other Ho 4a that is referred to is LA-AD. After LA-AC was taken away to Farnborough, a BAFO team, in which was Walter Kahn from Oerlinghausen, was able to obtain the Horten 4a from the Americans, saying that it was broken and incomplete. It indeed lacked its metal wing tips and they were never found. An expert German aircraft woodworker was found near Oerlinghausen, who built metal tips on to it. LA-AD was tested for C of G winch launches by Jock Forbes and Heinz Scheidhauer in 1947 at Oerlinghausen. Whereas previously being winch launched from its nose hook, it could only obtain moderate launch heights. With hooks installed on the underside of the wing near the main spars, it obtained launch heights at least equal to those obtained by the best of the conventional sailplanes. After being severely damaged by an RAF pilot at Scharffoldendorr during the early 1950's it was sold back to the Germans repaired and complete but without fabric. After this time it's steel tube centre section went missing. LA-AA is now restored with a new centre section built by Peter Hanicker and Christian Biepenberc in the Flugwerfe at Oberschleissheim (Munic) where it is on static exhibition.

LETTER TO HOLLIS BUTTON FROM F.F.CROCOMBE, DATED 12th MAY 1950 OF GENERAL AIRCRAFT LTD, FELTHAM, MIDDLESEX.

"Dear Mr Button, You will have received my cable of May 11th reading as follows. "HORTEN FLIGHT TESTED GREAT SUCCESS MAY 7th-STOP-WILL ADVISE SHIPPING DATE" and naturally you will wish to have more ample information as to what has been happening over here with the Horten 1V Glider and I feel that I am probably the best person to supply this information.

The aircraft was assembled at the College of Aeronautics, Cranfield last week by Mr Bolton of the Hawkridge Aircraft Co Ltd, Denham. Mr Bolton has maintained a lifelong interest in gliders and is one of our best engineers in this field. He gave his undivided attention to the rigging and assembly of the HORTEN 1V and was extremely careful on the control adjustments. When the aircraft reaches you, I would strongly advise that the individual adjustments are not changed since the aircraft flies perfectly as rigged. The pilot for the occasion was Flt/lt Jock Forbes, Chief Flying Instructor of the R.A.F. Gliding School at Detling, Maidstone, Kent and he made two perfect flights and was completely satisfied with the aircraft. Moreover he said that it was a thousand pities that it was leaving the country for America and I should think that it is just about the most efficient glider in the world and one with which new records are bound to be created. Incidentally the aircraft was towed off by a Moth (Tiger Moth -CW). In view of the highly successful flights, during the course of which sufficient observations were made to satisfy the British Gliding Association, the aircraft was immediately dismantled so as to be available for the Transportation Company, which is handling the packing and shipping formalities. I hope to advise you in a few days as to the shipping date and anticipated date of arrival in Detroit. The aircraft is of course, sensitive on the controls, since the longitudinal, lateral and directional derivatives have very low values. Consequently very small movements are required to manoeuvre the aircraft. Forbes states that it turns very nicely on aileron application only and that, at the C of G position as flown, the stall is straight forward and innocuous. For your information, you will find the following figures useful:-

it is just about the most efficient glider in the world and one with which new records are bound to be created

Weight Empty - 560 lbs.
Weight as flown - 720 lbs
Gross effective, projected wing area- 201 sq. ft.
Projected Wingspan - 66.42 ft (20 metres)
Std. Mean Chord length - 3.03 ft.
Distance of 1/4 std. mean chord point aft of Datum - 4.82 ft.
C of G as flown 4.54 ft* measured to the wing hinge pin axis.
aft of Datum 4.5% of S.M.C. *(Standard Mean Chord? CW).*
C of G Empty 4.76 ft aft of datum. 23% S.M.C.

The datum referred to is the Leading Edge of the wing on the Centre line of the aircraft and, as such, it is the most forward point.

The characteristic of some tail less aircraft if the C of G is too far aft is a periodic longitudinal oscillation which is only cured by forward movement of the C of G. As stated earlier, this aircraft flies perfectly and there is no hint of such an oscillation, neither would we expect it with a 16% S.M.C. position of the centre of gravity.

I enclose some copies of photographs, taken on the occasion of the test flights, and which are not very good, being purely amateur efforts. The occasion was one of very great interest to the students of the College of Aeronautics and it was indeed a very pretty piece of flying.

Yours sincerely, F.F.Crocombe.
Chief Designer of GALC.

LA-AC first flew on 28th April 1943. Until its arrival in England, it had been flown for 500 hours which included a cloud flight of 1 1/2 hours on instruments. One will ask why it was not bought by someone in Britain and why was it not built again after the war in quantity. The answer to the first question is that no one had £1,000. Pilots were frightened of it and few thought that they could safely fly it, as at that time the majority of British glider pilots were converting on to EoN Olympia's. Also, some pilots wondered if they could ever fit into it. The answer to the second question is that it was expensive to build. Also, the aspect ratio was taken to the limit of what was then structurally safe.

Both D-30 CIRRUS and HORTEN 6 did have much higher aspect ratios, but they were thought to be unpractical aircraft and were even more expensive to build, using non standard materials. Also, there were no other twin centre of pressure wing profiles for flying wings at that time. All would be possible now.

Then, there was no possibility of taking the designs forward.

LA-AC IN THE USA.

During its first flight, the young tow pilot flew much too fast. LA-AC came off tow at 300 ft and Hollis tried to land it down-wind. The result was a ground-loop and again damage.

RUDI OPITZ, who had become a test pilot in the USA managed to persuade Hollis that he could have a year's flying with it if he repaired it. He had never flown Hortens but he was a red hot Rhone Contest pilot. He had led the ME 163 test team after Heini Dittmar's accident. He said that to fly a Horten you had to be a special pilot. The designers would not do what the test pilots asked for. This was in contrast with the Lippisch team on the ME 163, who would lean over backwards to help their test pilots. During 1952, Rudi Opitz won two US Regional Contests with LA-AC. During the US National Contests of 1952, Rudi managed two flights of over 300 miles and one of 220 miles. He only came 7th because he could not find a turn point on one of the last days and had to land out. The turn point could only be seen if you were vertically over it. He described how on one flight, he was "beaten up" again and again by a US training aeroplane, the crew of which probably thought that the Ho 4 was a UFO and wanted to force it to land. He finally escaped by using dust devil lift, just when it looked as if he would have to land out. As the training aircraft would come in from astern and above, it could not be seen and this caused Rudi great embarrassment.

THE GREAT BETRAYAL.

After the contest, Hollis Button handed LA-AC over to Gus Raspet at the Mississipi State College of Aeronautics for aerodynamic refinement. They had just refined the RJ-5 sailplane to such a degree that it had broken the World's Distance Record when Dick Johnson had flown it 535 miles. During Reimar's interrogation by Ken Wilkinson, he failed to reveal that the faultless handling in the air of his designs had been due to a Bell-Shaped lift distribution over the span, with the point of best L/D was where the pilot was in the centre of the span. Knowing that there was a slight airflow break away behind the cockpit canopy, the Mississippi State College fared in the canopy to the Centre Section behind it, thereby annihilating the double Centre of Pressure reflex profile behind it, just where it was most important. They were then surprised to discover that the max. L/D of the Horten 4A was only 1/28 when it was being flown at best L/D speed.... with both ailerons fully UP!!!! With the elimination of the lift in the centre, it was necessary to fly it with the elevons up to make up for the lost lift!! It thereby lost 7 points off its max. L/D. What was even worse, a report was given to OSTIV describing how the wartime German claim that its max. L/D was 1/35 was very optimistic and the members of OSTIV nodded their wise heads in agreement. An elderly US Glider Pilot told me that the Mississippi State College team were horrified when they realised what they had done!!! Many other of more recently designed and built powered Hortens also have to be flown for best performance with their elevons UP to make up for the loss of lift due to the engine and pilot(s) being in the centre. They are thus very efficient aeroplanes but very inefficient gliders. The Horten 3's did not suffer from loss of performance due to turbulence aft of their cockpit canopies because of their enormous root wing chords, which made it easy to fair the rear of the canopies into the reflexed profile.

he was "beaten up" again and again by a US training aeroplane, the crew of which probably thought that the Ho 4 was a UFO and wanted to force it to land.

With the Horten 4a rigged, it should have been easy to notice while standing near the trailing edge of a wing how the wing profile became more reflexed towards the centre of the span from being nil at the wing tips, and how important this was for the wing's aerodynamics. To eliminate the most reflexed profiles in the centre of the span was bound to result in a considerable performance loss.

The Mississippi Sate College could not ask Reimar for help because Reimar felt that as a civilian aircraft, it should not have been taken from him. (although in 1944 four Horten 4a s and four Horten 3 s carried NSFK markings but were on the strength of the WL.). The Horten brothers probably felt that, like this, they could keep their hands on them. In 1952 Reimar was busy designing and building Horten 15s with seated pilots in Argentina for their national Team and others.

Concerning the prone piloted Hortens, at the end of the war German designers were preparing new flying wing fighters etc. with pilots in this position hoping that they could out- manoeuvre their combatants by pulling more "G".

Our member, Ian Tunstal has built two model Hortens of somewhere between Horten 3 and 4a configuration (they are sold as kits by the Modelbau Paradise). Although both have got small representations of the canopies, their phenomenal performances even in strong winds, are not effected by them. Both have their elevons level for their max. L/Ds. Thus, the Horten theory of a wing with max. lift in the centre of the wingspans, is fairly tolerant.

OTHER HORTEN 4as

Another was seen by Werner Tschorn on the airfield of Hartau below Grunau. *(Hirschberg / Jelena Gora below Jesow..now CW).* The German Rear Guard burnt it and all the other gliders in the hangar feeling, that as good soldiers, they had to destroy everything to prevent the gliders falling in to the hands of the Red Army. The gliders on the hill top at Grunau/Jesow remained intact, and among them was a Rheinland and (perhaps) seven Liegerkraniche (Prone front piloted Kranich 2s in the NSFK Sturm Halle). The fourth Horten 4a that was built was never found to our knowledge after May 1945. LA-AC, with much modified wing tips and centre section, is still to be seen in Ed Maloney's Planes of Fame Museum in California as a static exhibit. LA-AC's Werk Nr. was 25; its BGA No. was 647 and its American registration was N79289.

Of all the Hortens that were built, the Ho 4a is a 5 piece aircraft and therefore, it is not too large for ground handling. The Horten 6 is too large and has main wing spars which are built of a special laminated material, making one wing too heavy to be lifted by three men. The wing would flutter at over 100 kph according to herr Nickel. The Ho 4a could be a practical sailplane to be worth building again.

The other Hortens that were practical did not have good performances or were not flown. The Horten 4a could be fitted onto (or into) a Kranich 2 trailer. A new Horten 1V might be improved with a slightly wider chord centre section that would allow the cockpit canopy to be more gently fared in to a bi-convex, double centre of pressure wing profile, which would give maximum lift at the centre of the span to remain true to the

Horten theory for faultless characteristics i.e. a Bell Shaped Lift Distribution, as Reimar did with the Horten V1.

Pilots must check whether visibility upwards and behind is sufficient for themselves, as pilot shapes will differ. We remember how the young Hermann Strebel flew a Horten 1Va for over 11 hours on one day in thermals above the Wasserkuppe and then was still fresh enough to go out for the evening!!!!! There is no doubt that the kneeling prone pilotage position is comfortable. Another pilot who was flying a Meise over the Wasserkuppe on the same day had to be lifted out after flying for 7 hours.

We are glad that PEEP LAUK in ESTONIA is trying to take the Horten idea further. He is building his "CYGNUS-A" flying wing to Horten principles. To eliminate the embarrassment of a pilot destroying the lift in the centre of the wingspan, he is endeavouring to enclose the seated pilot within the central profile of the wing in Horten 3 style. He is using modern wing profiles and is hoping for a phenomenal max. L/D from a 15 metre span wing using a massive quantity of water ballast !! He alone in the world is trying to take the Horten idea forwards. We think that his "CYGNUS A" must be well advanced by now. We wish him all the luck in the world, for no one else is trying to take the Horten idea forwards yet.

There were more practical Horten designs after 1945, but they never were flown, and also their performances were less than that of the Ho 1VA. It was a most beautiful aircraft and building plans do exist for it.

On page 19 of VGC News No.104, the two American coloured photographs of LA-AC are of interest. The left hand photo clearly reveals the convex curved American modified Centre Section which completely eliminated the double centre of pressure original German reflex profile, where according to the Horten's bell shaped lift distribution, it was supposed to produce the most lift of the entire wing in the centre of the wingspan. Also, the two ailerons (elevons) can both just be seen to be "UP" to try to make up for the lost lift in the centre of the span. With elevons in this position, it might have been possible to get the Horten to even spin!

If anyone should be wishing to be involved with the creation of a new flying, Horten 1VA, would they please contact:-

Dipl.Ing. Bernd Ewald,
64372 Ober Ramstadt, OT Rohrbach,
Brunnenstrasse 20,Deutschland.
Tel:-(0)6154-51535.

THE PROTEST

It is reported that when Reimar Horten wanted to return to Germany in 1947after all hope of his employment in Britain had vanished, he tried to take the train to London Airport. As a change of trains was necessary, he asked an Englishman in his best English how to get there. The Englishman replied "just follow me, as I am going near there" The Englishman led him in to the middle of nowhere and, turning away, just laughed at Reimar. This anti-German fervour in Britain was caused by the anti German propaganda with which we were all indoctrinated but the following story told us by an old Swiss glider pilot who was there, passes all belief.

We remember how the young Hermann Strebel flew a Horten 1Va for over 11 hours on one day in thermals above the Wasserkuppe and then was still fresh enough to go out for the evening!

THE SCENE:

THE OPENING CEREMONY OF THE 1952 WORLD GLIDING CHAMPIONSHIPS at CUATRO VIENTOS NEAR MADRID.

The teams and gliders were all lined up before the International flags. The political scene of those days reveals that Germany had no friends internationally except perhaps Argentina. Their last friends in Europe had been Spain until 1945 and Italy until 1943. In Britain there was a Socialist Government led by Clement Atlee and Franco Spain did not like them as there had been an Atlee Brigade, on the republican side during the Civil War. We believe that Miguel Ara was flying 1939 DFS Weihe (EC-RZZ) which had been given to Franco by Hitler on the occasion of the former's birthday in 1943? *(This story needs substantiating - CW).* It was indeed a famous aircraft, which held many Spanish records. The Germans had only been allowed to fly again since the spring of the previous year and thus, they were still screwing instruments into their new gliders. Heini Dittmar was there, the 1937 first World Gliding Champion. As he had been working day and night to prepare the magnificent Condor 4, which Jochen Kruse now has, for the Egyptian Kamil Hassan to fly as a single seater in the solo class, he felt that he could not fly in the German team through not having practised. The Opening was performed by the Spanish Minister for Air. The British and German teams were close enough together for the British to observe the Spanish Minister as he was greeting the German Team, he decorously kissed Hanna Reitsch. Whereupon the British hauled down their flag in protest. The Opening Ceremony broke down in confusion and never really got started again. How the British could have mixed politics with a sporting occasion is hard to imagine and we can not believe that there was anyone in the team who would have done it. We did not know that there was a German film made of these championships, which the British won and so we have asked for a video copy. Perhaps we shall then discover something. We did not know that British Glider pilots took politics so seriously, as the RAF team from Germany, as evidenced from Andy Gough's photographs, had just welcomed Otto Skorzeny into their midst. Perhaps the British forces in Germany had broken through the wartime "hate the Germans" propaganda rather quicker than the British had in England, where someone had forgotten to tell the British that the war had ended seven years before? Or perhaps, at the opening ceremony, the British just wanted to draw attention to themselves with their new SKY sailplanes, Pye radios and Standard Vanguard tow cars which allowed a British victory in the Solo Class? ■

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FOR SALE

Dittel FSG40 720 Radio; Recently checked out by RD Aviation. £200.00. Geoff Moore 01442 873258

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SF26 for disposal. Could I please draw your attention to an SF26 that my gliding club has for disposal. Hardly a classic I know, but it will be destroyed at the end of June if not sold. If you could circulate this info I would be grateful, and someone may have a glider for a peppercorn sum. £100 should suffice. The glider is located at the Vale of Neath Gliding Club, South Wales. I can be contacted at JEvans7551@aol.com. John Evans, Club Secretary.

RHOENBUSSARD (built in 1937) BGA 337, with a modern metal closed Schofield Trailer, Kranich 2b-1, BGA 964, Swedish built in 1944 with a modern Schofield closed 4 wheeled trailer. for sale to good owners. The Rhoenbussard is part of British Gliding History. Reasonable offers will be considered by C.Wills, "Wings", The Street, Ewelme, Oxon OX10 6HQ. Tel:-(0)1491-839245. Both are airworthy and have had much work done on them. It is very much hoped that the RHOENBUSSARD will stay in Britain as it has been in the country since 1937 and is therefore part of Britain's gliding heritage.

OLYMPIA MEISE Schmetz built 1943. with trailer. BGA 449. It should be inspected before purchase. It was the only Meise to have been allowed into British gliding from Farnborough in 1946. It was WL registered LF+VO. Offers to Ruth Philips, Boswens, Wheal Kitty, St Agnes, Cornwall TR3 ORH.
Tel:- 01872 552430, or 01762 842798.



Tutor BGA 2288 (rebuilt from two - one of which was BGA 804 - by Fred Breeze in 1977) will probably be offered for sale after twelve years of sterling service during which time it accrued more than 2900km cross-country. It comes with a sound wooden trailer (Glass covered), dry and in excellent condition after 12 years of reasonably frequent use. Contact Keith Nurcombe on keith.LVA@fsbdial.co.uk

Breigleb BG-12/16 - For Sale or Trade. Homebuilt 50ft wingspan, single seat sailplane. 3000 ono. Contact J.Hanssens. Tel. (32) 2 569 77 93 (Belgium)

MG19 Steinadler, contact Mario Sells, Bauseweinalle 123, 80999 Munich. telephone (0049) + (0)89 812 0093

WANTED

Wings and tailplanes for two "**WEIHE**" sailplanes in England and NZ. We feel sure that somewhere in Germany, France, Spain, Yugoslavia, Sweden etc, there may be such components in hangar roofs, without homes? With these components, it might just be possible to get another "WEIHE" flying. If someone knows of unwanted Weihe components, would they please inform C.Wills at :- "Wings", The Street, Ewelme, Oxon OX10 6HQ, England. Tel:- (0)1491- 83924 .

INFORMATION IS NEEDED concerning a fantastic German, tandem seated, open cockpit, 22 metre wing span, gull winged two-seater sailplane, which had D-STURM on the sides of its fuselage The aircraft was entered in the 1933 Rhoen Contest but there is no mention that it actually took part in the contest as it is left out of later participants' lists. It was built and owed by someone called Brautigam . We don't know if he was related to the famous glider pilot Otto Brautigam,
The trailing edges of its wings were taken up by ailerons and flaps. A photocopied photo of this incredible aircraft *(shown above)* has been received by C.Wills, but he would like to learn more about D-STURM. It is possible that it did not survive the 1933 Rhon Contest or it may even have been forbidden to fly before the contest as it was not mentioned in FLUGSPORT at the time. Should anyone know, or have, anything more on this fantastic aircraft, would they please send the information to C.Wills, "Wings" The Street, Ewelme, Oxon OX10 6HQ, England. Tel:- (0)1491-839245. An A 4 3- view drawing of D-STURM would be most gratefully received. Since the above was written, two photos have been received from Frits Ruth. Flugsport information was also sent but no 3 – view drawing. It had a wingspan of 25 metres, With its flaps, airspeed could be reduced to 17 kph (10 mph !!!)

WANTED by WALLY KAHN. Details of John Sproule's life as Wally is trying to write a book on his life. Of particular interest is his time in Germany at the end of the war, which resulted in him obtaining two Kranich 2 s, one Meise and one Mu13d for the British Navy. (Was he sent to Germany to obtain these aircraft for the RN? – CW)

A CAUDRON C 800 to be exchanged for a T.21b. They are both two seaters of roughly the same performance but the C.800 has an enclosed canopy, as also have some T.21b s. Should someone like to negotiate for this exchange, would they please contact Christian Ravel, Musee Regional de l'Air, Aerodrome d'Angers, 49140 Marce, FRANCE. Tel:-0033 (France)241.330.410.-Fax:0241.958.287.

Wanted – Original NSFK tow hook and bungee hook for Grunau Baby IIB. Lee Cowie, 31757 Honey Locust Rd, Jonesburg, MO, 63351-9600, USA. Tel: 636-488-3113, Fax: 636-488-3196,
email: mototsport@socket.net

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Editor: Margaret James, Fairfields, Fosse Road, Oakhill, Somerset BA3 5HU Tel: 01749 841084 e-mail: margarethjames@aol.com
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