VINTAGE, OLD-TIMER & CLASSIC GLIDERS

VINTAGE GLIDER CLUB

VGC News

No. 107 Winter 2002



Mu13 returns.

International News.

30th International Rally.

Reiher, technical article.

Mike Russell - Gliding Art.

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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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

***Front cover:* Colditz Cock.**
Photo: www.whiteplanes.com the white planes picture co.

***Back cover:* assembly of participants, 30th International Rally at Osnabruck**
Photo: Osnabruker Verien fur Luftfahrt e. V.

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Diary Dates for 2003

4 - 11 January
The VGA (Vintage Gliders Australia) Rally
at "Stonefield" and is hosted by the Barossa Valley Gliding Club. David Howse.
DHdfly@aol.com

1st weekend May
Kite Rally
Haddenham, Thame , OXON. Contact Peter Chamberlain for further details.

24th – 31st May
VGC National Rally Sutton Bank
contact: The Secretary, Yorkshire Gliding Club, Sutton Bank, Thirsk, North Yorkshire Y07 2EY phone 01845 597237 e-mail enquiry@ygc.co.uk (website www.ygc.co.uk)

12th – 15th June
Spatzen Preffen (Spatz Rally)
Flugplatz Mengen, Nr Ravensburg, GERMANY. Contact Gerhard Tischler 0049 751 142 81

21st. 22nd. June
Longest Day weekend
The East Sussex Gliding Club are inviting owners of Vintage gliders to our airfield for the Longest Day weekend. Winch & aerotow are available. Breakfasts in the morning and a barbecue party on Saturday night. If VGC members could contact me at david@davidwilliams.flyer.co.uk for booking in and more details.

27th April - 4th May
May Rally.
Venue : St Remy des Alpilles, FRANCE. Contact : Didier Pataille. The Dedale AGM will take place during the rally around 1st May

15th - 30th June
Rassemblement du Causse Méjean
FRANCE. (numbers limited). Contact : Jean Paul Bénard
For more information on the above French Rallies, VGC members can contact didier.fulchiron@mail.schneider

21- 28th June
Annual Camphill Rally
This year the rally is to have a 1960's theme. Derby & Lancs Club GC, Camphill, Great Hucklow, Buxton SK17 8RQ,England. Contact Tel:-0128 871270 or (dlgc a gliding.u-net .com)

July 18th-21st
Finland July 2003 VGC Rendezvous
to be held at Oripää Finland, located 60 kms NE from the city of TURKU . Contact :-Risto Rykala, Finnish Sport Aviation Institute, Rayskalantie 311,Fin 12820 Rayskala,Finland. Reach him by email at:- (ris.pykala a urheiluilmailuopisto.fi) or Tel: +358 – 40-825 5255. For more information :- (http://www.padasjoenlentokerho.fi)

22nd-31st JULY
VGC's 31st International Rally, Finland
Jamijarvi, Finland. Contact:-Risto Rykala, Finnish Sport Aviation Institute, Rayskalantie 311, Fin 12820 Rayskala, Finland. Reach him at (risto.pkala a urheiluilmailuopisto.fi) or Tel:- +358 40 825 5255. More information :- (http ://www.padas joenlentokerho.fi).

23rd - 31st August
Slingsby Rally
Sutton Bank. Contact: The Secretary, Yorkshire Gliding Club, Sutton Bank, Thirsk, North Yorkshire Y07 2EY phone 01845 597237 e-mail enquiry@ygc.co.uk (website www.ygc.co.uk)

August 23-24
'Oldtimer' glider gathering.
Vauville Gliding Glub (20 km from Cherbourg in France) (see separate report). Contact: olivier.le.ber@libertysurf.fr

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Chairmans Report

Winter weather protection, new comittee members

It was encouraging for us to receive so many visitors from abroad at the Annual Dinner, including the Vice President from Holland. It was also nice to hear recognition given to the VGC during the dinner speeches, particularly because VGC awards are considered important in motivating and recruiting members and also in showing existing and future sponsors that member clubs are internationally recognised.

Once again, winter is upon us and concerns for the wellbeing of some of our gliders grows. Surely even the humblest of our machines deserves protection from the winter weather with at least a good weatherproof trailer. All too often we hear of gliders slowly deteriorating in inadequate trailers. Will some enlightened clubs offer to house some of our member's gliders inside during the winter? One only has to see the effort required to bring back to flying condition a poorly stored vintage glider to understand that more needs to be done to save them. Latest pictures of the Short Nimbus show it rotting away due to the shear negligence of the present custodians. Sooner or later such an important piece of gliding history will be beyond reclamation. On a more positive note, many of the visiting trailers at this year's International Rally were a noticeable improvement over previous years, probably as a necessity due to the tremendous distances we all cover between rallies each the year.

At home we continue to strengthen our organisation with two new co-opted members on the committee; Bryan Middleton (Slingsby Sky) and Ray Poynter (Robinson R22 sic?). We have not been successful in finding a new Treasurer so Austen Wood has been 'pressed' into extending his services for the time being. We really do need someone with the right sort of background and experience to fill this post. Being on the committee requires commitment but it can also be very rewarding and satisfying so if you have the ability and want to become part of the 'VGC team' please offer your services now.

Finally, as we approach the festive season, may I wish you all a very Happy Christmas and a prosperous New Year.

David Shrimpton, Chairman

Presidents corner

We have now for the first time over 1000 paid-up members. We are glad that so many people have found us worth joining.

The VGC has existed for 30 years and the teams working for the Committee have done an absolutely outstanding job without financial payment. Our reward has been seeing the system work and the pleasure that we hope we have given others. Now, some of the Committee members have become elderly and are asking that young people should take their places. Young people who have as much integrity that they have had. If wishing to help, please get in touch with the Chairman or any member of the committee. Likewise, we have about 18 old gliders lying in store (*note: the committee members aren't lying in store! –Ed*). We would ask their owners whether they have plans for them. If not, could they please offer them for sale to the best owners. Young people often have their hearts in the right places concerning old gliders but they may not have money or workshops. Therefore, we beg their owners to help our young members to obtain them. Old gliders lying idle in their trailers etc will only deteriorate. We can not allow this to happen. Please find new owners for them before it is too late. *CW*

Membership secretary chatline

May I wish you all a Merry Christmas and a Happy New Year with lots of flying in 2003 and of course, putting those old gliders back into flying condition.

Your VGC 2003 subscription is due from 1st January and should be forwarded to me as Membership Secretary. You will find with the enclosed magazine a new membership card together with subscription reminder. Your remittance should be forwarded together with renewal/application form found on the reverse side of the address carrier. Your membership will not be valid until payment is received. All subscriptions should be made before 28th February after which date no further magazines will be sent.

Check on the front of your address carrier of this magazine as regards your current membership year expiry date at 31st December.

Have a good flying season and hope to meet you at some of the coming rallies.

Geoff Moore.

VGC Annual Dinner

The Vintage Glider Club's Annual Dinner was held on Saturday 26th October at 'The Aviator Hotel' on Sywell Aerodrome near Northampton. The dinner was well attended and we were delighted to have with us visitors from both Germany and Holland including vice president Hans Dikstra. The occasion was marked by very strong winds

which caused concern for our visitors flying into Heathrow from Germany when their Jumbo Jet had to 'go round'. In the event some of Sywell's hangars were damaged by the strong winds and everyone driving home the next morning left with some trepidation, particularly those due to catch cross channel ferries. The dinner followed the usual format with prizes being awarded by our President. In accepting the award for the Kranich III of the Oldtimer Segelfug Club Mainz member Wilfred Moeller made a very welcome address (*repeated below*) to us which indicated the importance of the VGC to other clubs both at home and abroad.

"Mr President, Mr Chairman, Ladies & Gentlemen, Dear friends,
With Great pleasure we have noticed the decision by the vintage Glider Club to nominate our Kranich III for a restoration prize in 2002.

All members of the Oldtimer Segelfug Club Mainz are very pleased and honoured to receive this prestigious prize.

To their great regret, Andreas Krause-Mirus and Manfred Penning, the President and Vice President of our club were unable to attend this ceremony. Both send their warmest regards and greetings.

However the attendance of four delegates of the OSCM, Uschi, Peter, Egon and myself shows our gratitude for the nomination and our interest in the VGC.

For a rather new club in the vintage glider scene, such an award is important for the motivation of our existing club members and the recruiting of new members.

It also shows our existing and future sponsors that the OSCM and its activities are internationally recognised.

Most of you have probably read the story on our Kranich III, D-7002 in the VGC News 105 in Spring of this year. We have flown this beautiful soaring plane for 56 hours in this year with an average flying time of ¼ hour per flight.

The next International Kranich Meeting is scheduled from June 21st-29th at the Helmet Reichmann Soaring Centre in Marpingen/Saarland next year where we hope to see some of you as participants or visitors too.

Ladies &gentlemen, again we are very grateful to the VGC for the restoration prize and would like to show this by giving a picture of our Kranich III for the VGC and some Kranich wine" – Wilfred Moeller.

The following were this year's prize winners;

RODI MORGAN PLATE
for best performance at National Rally 2002
Bert Strijks -Glider Ka4

BEST RESTORATION TROPHY
at International Rally 2002
Achmer Group
Glider Kranich 2. D-6048

BEST ACHIEVEMENT TROPHY
at International Rally 2002
OCS Wasserkuppe Group
Glider Reiher 3. D-7033

SYD DAVIES AWARD
for outstanding services to the VGC. 2002 International Rally
Achmer Group

RESTORATION PRIZES
Alexandre Wirth
Grunau Baby 3. D-8880

Ben Schenk, Aviodom Museum
Olympia. PH-176

Robin Wilgoss & Duncan Reed
Jaskolka. BGA-2512

Oldtimer Segelfug Club Mainz
Kranich 3. D-7002

For those who missed this year's dinner for whatever reason we look forward to seeing you next year when once again we hope to find a venue with opportunities to both fly and visit places of interest. If however you wish to organise the dinner or have somewhere in mind that will accommodate us (minimum 80 persons) then please contact; The Secretary, Peter Chamberlain, 32 Fynne Drive, Linslade, Leighton Buzzard, Beds. LU7 7YQ, UK

David Shrimpton, Chairman

Glider pilot friend,

The Vauville gliding club (20 km from Cherbourg in France) organize an old-timer glider gathering during the August 23-24 2003 week-end. The object of the gathering is to celebrate the 80 years old of the Vauville's airfield (LFAU), one of the first airfield dedicate to gliding in Europe.
Our goals are :
- to celebrate the event,
- to meet among glider pilot,
- to promote gliding to the public

That's why we contact the Vintage Glider Club in order to invite your members with gliders "ready to fly" or not.

We want to think big with minimum 30 gliders on airfield. About our position as regards accommodation (pilot and glider), we can have "big top" to park and shelter gliders and differents hotels (B&B, ...) for pilots, and others big top for mealtimes.

For this gathering we are expecting between 3,000 and 5,000 visitors by day during the week-end.

The Vauville's airfield is not big, so it's not possible to do an air meeting, that's why we'll proceed like this :
- During the week (before 23-24/08): pilots will be able to fly if the weather is OK (thermal or dynamic ascendency), by tow or winch.
- During the week-end: old-timer glider static exhibition for visitors.

In our project we are trying to get a grant for paying pilots expenses.

These are a few words about our gathering in 2003, if you are interested, then please e-mail me for more details.

Have some good flying !!!!

Olivier LE BER
Vauville Glider Instructor

Errata

From VGC NEWS NO 106 .

CW would like to point out that on Page 28, concerning the Rhoensperber in Britain. "At the 1938 National Contests at Dunstable, Philip Wills and his Minimoa proved to hard to beat". This was not true. Kit Nicholson won the 1938 National Contest with his Rhoensperber.

On Page 36, "An expert German aircraft woodworker was found near Oerlinghausen , who built METAL tips on to it". It should read "who built wooden wing tips on to it" . It still has these built on wooden tips today. Lower down, Peter Hanickel was assisted by Christian Biepenberg, in the Flugwerft at Oberschleissheim.

ERROR? Page 27 re:-Rhoensperber D-6-25. Ernst Schmutterer writes that 'The Sperber' '16' wasn't D-6-25, it was D-6-254, which was flown by Steinig in the National Rhoen Contest of 1937. My list was mainly written down from information found in Peter Riedel's book 'Uber Sonnigen Weiten' " C.Wills say that as there was no room on the fuselage side for a further figure, it would have to have been repainted. ■

AUSTRALIA

Vintage Times, Issue 91, July/August/September 2002, the Newsletter of Vintage gliders Australia is currently being edited by Ian and Tighe Patching, of 11 Sunnyside Crescent, Wattle Glen, 3096, Victoria, Australia. Tel No.03 9483510. E-Mail :irkpatc a melbrc.org,au. It starts with the following:- "What an amazing few months! New (old) gliders coming back into service and new members joining our ranks. This edition has stories from all round our vast land including the successful return to operations for an EP-2 "Super Goose" and a couple of Cherokee 2s. With the winter months upon us, maintenance has been a high priority and Bacchus Marsh locals have been busy. Sometime ago, it was mentioned that we need new members to carry on the task of keeping old gliders active. This has been happening not just at Bacchus Marsh but all round the country also. Plans and preparations for the next Vintage Rally are progressing well and Kevin Sedgman has been keeping me informed about further developments at Stonefield." This Rally takes place early in the New Year, or at least after Christmas. An attempt is being made to persuade David Goldmith to take on editorship of Vintage Times. David and his wife Jennie have been living abroad as David is a commercial pilot for Cathay. David has just accepted a new contract to fly 747s. Should that base him in Australia, and it well might, he will be able to do the job. He has edited many magazines in the past. 8 new members have recently joined the VGA. Among them are Judy and Ingo Renner, with a short wing Kookaburra 2-seater, registered VH-GZB. Ingo has been four times World Champion. With Judy flying the Kooka and Ingo as ballast, we are wondering what the Kooka will do? Work is proceeding on Foka 4, EP-2, Grunau 4 and Bocian at Bacchus Marsh during the Queen's birthday weekend which was cold weather. In the Australian Gliding Museum in Ferntee Gully, woodworking courses are available. There were recently 7 people taking part, the youngest being about 60 years old.

They turn up every Friday to work on the museum's gliders. They are currently working on a T.31 and the ES 50 club two seater.

There is also a mention of a Huetter H.17a and rumour has it that it escaped from East Germany. How it got to be in Australia is not known but the truth may soon come out. There is a Grunau Baby 2 VH-GHM for sale at Waikerie, South Australia. Built by the Adelaide Soaring Club, it is said to be in good condition. A Ka-7 and a Grunau Baby 4 are also for sale at Balaclava and Corowa respectively. *CW*

BRITAIN

2002 started with bad spring weather and the summer was also not so good, except for the weather at the Camphill Rally. We had put our hopes in the rallies in Germany having good weather. This unfortunately did not happen and the weather in Britain actually became good during that period. However, the British entry of over 20 gliders in the International Rally at Achmer was most encouraging. Many new contacts were made, especially among the Poles. The British Pieces de Resistance at the International Rally were certainly the JASKOLKA, restored by our group at Wycombe Air Park, and the SKY of Bryan Middleton, (London GC), which had been recovered by Peter Underwood. The British contribution for the International evening was terrific. We did think that the restoration scene in Britain this year was not brilliant until a great fleet of just postwar British gliders suddenly came over the horizon from the Kent Club. Here were T.21b, Prefect, Skylark 3, 2 EoN Olympias, Swallow etc. We had not even heard that they were being restored. Then, there was a flash of sunlight from amid the leaden clouds of despair. The Dunstable "MINIMOA" was reported again to be in Peter Underwood's workshop. This only happens about once in every 5 years, and so it is quite an event when it happens. This time it is to have its new canopy made for it. After this, it will only need painting.... and then UP, UP and AWAY! we hope. Apart from this, let us remember the sunnier side of Dunstable. Peter Underwood is supposed to be totally engaged with the reconstruction of his Nacelled Dagling (Zoegling?). and we are sure that this is really true. And that "his chickens will come home to roost" one day soon. Now, we have heard that the Scud 2 is also in his workshop having some fuselage bulkheads repaired etc after a heavy landing (not by its present owner Laurie Woodage). We need more people like Peter Underwood and his family.

We are sad that Keith Nurcombe is selling his famous TUTOR which he has taken on so many outstanding cross country flights from Husbands Bosworth. None of us knew what a Tutor would do until he started showing us. Wales, the Isle of Wight etc etc have all trembled beneath its wings. We began to wonder whether there was any part of the country that it had not visited! However, he has now restored an EoN OLYMPIA. Perhaps, he will continue to astound us with his flights in this machine? Let us hope that his TUTOR will continue to have a glorious career.

More brightness at Dunstable are the continued efforts of Laurie Woodage and Ted Hull to keep their 1935 SCUD 3s at instant readiness. The first is painted blue and the other red. On Saturday 21st September, Ted flew his Scud 3 115 kms out & return to Bicester and then back to Dunstable. Cloudbase was at 3,900ft until he got there, when it suddenly lost 900ft over Bicester. Then there appeared nothing but a blue space covering the homeward course and Ted was worried about the possibility of having to land out. However, after some "scratching" over Leighton Buzzard, the successful return to Dunstable became possible. Also, the young owner of a T.21b at Dunstable has shown great initiative in getting two Silver C legs with it (height and distance). This is a first indication that the young are coming forward to carry the Standard of our movement for-



Right: Bryan Middleton took his Slingsby Sky to Achmer.
Photo: Geoff Moore

ward into the new century. There is certainly much opportunity for them to show us what they can do out there. In Cornwall there is no movement on a Meise. At Nympsfield there is Earl Duffin's H.28-3 lying dormant. In the Midlands there is a WEIHE. At the Boulton & Paul Museum, there is a GOEVIER 2 from 1943. At Henlow, there is a SPALINGER S.21h two seater, and a KRANICH 1. At Coventry, there is a replica KING KITE. At Milton Keynes, there is a new H.28-2 which just needs its ailerons, fabric and painting. At Dunstable, there is somewhere another WEIHE, the KITE 1 prototype and GRUNAU BABIES and a KRANICH 3 which is for sale. At Halton, both GULL 1 and VIKING 1 are for sale.

If anyone knows of any plans for the future of the above gliders, we would glad to hear them. Otherwise, it is good to know that there is still work for us out there, with 17 gliders awaiting rescue! *CW*

FINLAND

Jami Jarvi 22-31. July 2003. **31st VGC International Rally.**

This is the cradle of Finnish Gliding which was founded by Hanna Reitsch and party in 1935 and was destined to be the location for the first Olympic Gliding Contest in 1940 (for which the Olympia-Meise had been designed, to be flown by every competitor). WW-2 prevented this. 11 hour thermal days, unlimited visibility, 5-7m/sec thermals; two runways - 30 metres difference in height, with a Gasthaus between them!!! Cheaper than in Sweden! Chris Wills was once in Leningrad St Petersburg in August. The weather was so hot with endless cloudless blue days. You don't have to go South to find good weather. It is planned to hold our Rendez Vous Rally at Oripaa airfield.

Useful web pages can be found on www.turunlentokerho.com and www.padasjoenlentokerho.fi

HOW TO GET THERE. The exotic Via Baltika (the Baltic Highway)is worth considering. It runs all the way to St Petersburg and petrol costs Euros 7 per litre. It is said to be a good road. The following gliders can be hired at Jami.
3 K-8 s, 2 Ka-7 s, and 1 Ka-2.
Ferry connections are
Stockholm-Turku, Stockholm-Helsinki;
Tallinn- Helsinki; Rostock- Helsinki;
Travemunde-Helsinki;
Gdansk-Helsinki.
Shipping Companies are;
Finnlines *www.ferrycenter.fi.*
Silya Line... *www.siljaline.fi* .
Seawind. *www.seawind.fi* .
Viking Line *www.vikingline.fi*... Tallink. *www.tallink.fi.*
E-mails to write down are :-
www.padasjoenlento. Kerho.fi/vgc2003
Hannu (a) Padasjvenlento Kerno. I.
Nappari (a)padasjoen lento.Kerno.fi.
Oripaa Airfield (Rendez Vous 2003)
club homepage
www.turunlentkerho.com

MEANWHILE.... Alternative Promotions at "Connemara", Old Banwell Road, Locking, Somerset BS24 8BT. Tel: 01934 824138, have always served us well in the past.

There was once an A-2 Nordic Class model sailplane contest which was held in Finland. This was long before the time of radio control. Max. points were given for flights of 25 minutes or over. Each competitor was allowed to submit the times of his longest duration three flights. Their average times of their three flights would count for the contest. It was mid summer and so the contest directorate decided that the contest should be held at midnight, in case too many maximum times would be flown. Even at midnight, several competitors achieved 25 minute averages per flight and so the contest had to be decided by a fly-off between the leading competitors. There we are, there were thermals. perhaps not strong ones, even in the middle of the night!!!

FRANCE

The Director of the Musee de l'Air et de l'Espace National, General Alban, came to Angers Marce on Saturday the 7th September at 11.00 hrs to award Christian Ravel, as Director of the Musee de l'Air Regional at Angers, the Decoration of CHEVALIER DE LA LEGION D'HONNEUR. Unfortunately, a representative of the VGC could not be present due to pressure of VGC work in Britain. We send our apologies.

Christian has founded the above museum which has restored often to airworthy condition, countless aeroplanes and gliders. Recently, the Museum has had to be transferred from the airfield Avrille to a new airfield, which has become Angers Aeroport, at Marce. As befits the modern new Aeroport, the new museum is also ultra modern. Christian, who is a professional airline pilot has had to work very hard, with other museum personal, to transfer the museum from Avrille to Marce. His achievement has been rewarded.

A new Gliding Museum at LA MONTAGNE NOIRE? This Gliding Centre in the South of France was inaugurated in mid 1941 by Jean Borotra the Minister for Education and Sport, where Eric Nessler took him for his first flight in a glider (an elderly Castel 24 two seater from 1936). Jean Borotra had been the World Tennis Champion during the 1920 s and 1930 s and took part as a soldier in both World wars. He later completely fell out with the Vichy Government and was arrested by the Gestapo at Biarritz while trying to escape from France to join the free French in North Africa. He was then sent to a concentration camp, and then to a fortress, on the instigation of the King of Sweden who had been one of his tennis partners, where there were others of the ex French Government. Even here, he organised a table tennis tournament.

He was known in Britain for his tennis, as the Galloping Basque. During 1942, Professor Dr Walther Georgii had been invited to France to inspect the new French Gliding Centres and clubs. Whereas he was not enthusiastic about Saint Auban, he felt that La Montagne Noire had everything going for it.

GERMANY.

During every year when we attend our International Rallies, we learn about a mass of exciting developments concerning Vintage Gliders and their restorations in other countries.

Germany now has a vintage glider owner (shares in a Minimoa and a Weihe,) as President of its Aero Club. This is Gerhard Allerdissen. This means that the sun has come out for our movement in Germany. His ability to organize is legendary, as we discovered during our International Rally at Aventoft. The only drawback now is that he has to spend so much time organizing the proceedings of the German Aero Club that he does not have much time to spend at our Rallies. Nevertheless, he does manage to get to them and we are glad to see him.

HUTTER H.28- 2 s.

We have heard from Werner Kuluza of Warburg that his H.28-2 is well advanced and should have its first flight in 2003. Photographs bear witness to the excellence of his construction.

Things have gone a little better for

Gunther Brodersen, we are glad to say, and it seems that he could continue building his H.28-2 with a view to flying it. He is working at home in Hamburg, and his project is well advanced.

Project HORTEN 1VA.

This has advanced to such a stage that the aircraft could be built in several firms and would be ready in two years. It now depends on whether financial sponsors can be found to pay for its construction. Professor Dipl.Ing Bernd Ewald is to be congratulated on taking the project this far.

Heinz Rudiger has asked us to imagine that it is still possible to find a glider in a barn on a trailer in Germany, exactly as it was when it was hidden there in 1945! This has actually happened. The time capsule is an OLYMPIA MEISE. We wonder if it is camouflaged? Where the aircraft is, is unknown to us. This actually happened in Britain when, a relatively short time ago, a Hutter H.17A was found in a barn by Dave Almey who had outlanded by a farm. It had been in the barn since before 1940! Dave Almey has this aircraft now and intends to restore it one day as he has components of other H.17a s.

The second **PROJEKT REIHER 111** has already been described when it was seen at Achmer during our International Rally. It is also well advanced but we have asked not to imagine that it could be ready before the end of 2004. The club at ACHMER could not manage to finish their KRANICH 3 before our International Rally there. They had already enough to do with the organization of the rally. However, when last seen, it's wings were being painted silver with a glasslike finish, which is as soft as velvet to the touch. The aircraft is having a General Overhaul.

MUSTERLE.

This was 75% destroyed during an accident at our Rendez-Vous Rally in 2001. Klaus Heyn, its builder, was also badly hurt. We are glad to say that Klaus has almost completely recovered. He has decided to repair the Musterle for exhibition in the German Gliding Museum on the Wasserkuppe. We are glad that this story has a slightly happier ending. Nothing can make up for the trauma that they, and especially Renate, have been through.

MATHIAS VOEST is believed to be working in his spare time on the very large wings of his replica MINIMOA 36. All other components of the glider are ready for covering. The project is taking shape at Landsberg am Lech. It is not known when it will be completed. As Hans Disma's MINIMOA PH- 848 (BGA 1738) has now been bought by enthusiasts at the Schempp Hirth Flugzeugbau, who already own a Goevier 3, it will mean that there will be three airworthy Minimoas in Germany after the Landsberg example has been finished. More may follow!! PH-848 is now registered D-8180, but is otherwise painted as she was before. She was originally restored by Southdown Aero Services Lasham for John Coxon during the early 1970s. She has now returned home, to where she was built more than 60 years ago.

THE OLDTIMER CLUB at BAD TOELZ near Munich, has taken delivery of the former Mike Russell KRANICH 2, previously BGA 1147. This was one of three Kranich 2s brought into Britain by the RAF from Germany during the early 1960s for sale to British civilians. The RAF had been using them for instruction in Germany since 1945.

An inspection of the aircraft has revealed no areas of glue failure and that there should be no problem to making it airworthy quite quickly, but there is nevertheless considerable work to do on it. The Oldtimer Club is presently working on a replica UDET FLAMINGO, which will be fitted with a 165 hp Siemens radial engine, as had the original. Work on the Kranich 2 should start in mid summer 2003, after the Flamingo is finished. This will mean that there will be four airworthy Kranich 2s in Germany. One more is in Switzerland, one is in Holland and another is in England. This will mean that 7 Kranich 2s will be airworthy in Europe while one more is in Brazil. The type is by no means extinct.

The OLDTIMER SEGELFLUG-CLUB AT MAINZ, which has just restored a KRANICH 3 has decided that its next restoration will be a DOPPEL-RAAB, but a Ka-7 has just also been obtained. It has been decided that it will be named "MARTHA MENDEL" after the lady who started the first girls' gliding club at Mainz during the early 1930s.

"THE GRUNE POST".

In 1932, the Berlin Newspaper Grune Post put up some money for a simple to build useful glider for the German youth to build and fly. Alexander Lippisch, the Rhoen Rossitten Gesellschaft's designer on the Wasserkuppe, designed it in 1932. Basically, the drawings were on three large sheets of DIN A-3 size. Page 1 was ready in 1932. Page 2 was finished by February 1933. When a builder was ready to build the glider, the Newspaper would sponsor its building financially. The newspaper sold the drawings, and altogether 2,500 sets were sent out. At a guess, gliders were built from only 5% of these sets.

The last of these "Gruene Post" gliders probably was HB-131, record of which can be found on the list of Swiss registrations for the 1st of January 1948. It was based at the Segelfliegergruppe Fribourg. Another "Gruene Post" glider was certainly in Hungary. The first flight of the prototype took place in November 1932 and it was flown by Fritz Stamer, who was the RRG's Chief Gliding Instructor on the Wasserkuppe. The high point in the "Gruene Posts" career was in the mid 1930s but after that, it faded more and more in to the past, so that almost no records of it can be found.

After his test flights, Fritz Stamer reported that he was very content with the "Gruene Post's" flying characteristics, and Lippisch made preparations to produce Building Plans. Most people think that it is better to build again well known types of the past that do not now exist. However, Helmut Regenhardt has decided to build a replica of a type that is almost completely forgotten. In two years time, it should be ready to fly.

COULD A HORTEN 3 BE BUILT? This Horten, in spite of its size, had perfect handling on the ground and in the air and an excellent load carrying capability. In fact with increased load, it actually flew better and at least went faster. Some years ago, the National Air and Space Museum sent the components of four Horten sailplanes to the German Technical Museum for restoration to static exhibition standard. They then would send 3 of the Hortens back to the NASM but they would be able to keep the Horten 2 as a reward for having restored the other 3 Hortens. Unfortunately the wings of the Horten 3s were in very small pieces. However, a Frau Finn made drawings from these small pieces and two excellent Horten 3 wings were quickly built. THEREFORE, HORTEN 3 WINGS CAN BE BUILT. However, because a new display hall is to be opened next year for the German Technical Museum in Berlin, no money is available to pay Frau Finn to make more drawings of a Horten 3 Centre Section, of which there are two intact specimens in the Museum's workshop. They were received in more or less intact condition from America. Therefore we ask whether another Centre Section could not be built alongside one of the intact

specimens with drawings, if necessary, being produced at the same time? We know that Holge Steinle, the Chief Curator of the Aeronautical Department is racing against time to finish aircraft for the Grand Opening and that finances may be lacking, but perhaps private individuals might do it? For interest, an ME 109E was removed from a lake on the Norwegian/Russian frontier. This was restored very quickly to static exhibition condition in a Hungarian workshop. Likewise, a French built Siebel 204 "Martinette" has been restored quickly in a Hungarian workshop. There is still the Ju 88 nightfighter from Lake Balaton that is being restored in Hungary and the mighty Fw 200 "CONDOR" that was removed from a Norwegian Fjord, which really was in a terrible condition. It is being restored in four firms. etc. etc. Holge Steinle certainly has enough to worry about at the moment, but perhaps an airworthy Horten 3 with seated pilot in a large cockpit could be a dream for the future ? After all, it did have a max. L/D of 1-28 !! which is good for a vintage sailplane. It also could out climb almost any other glider in the sky. We must wait until the great new Museum in Berlin is opened next year. This to replace the huge Berlin Museum which was destroyed by bombs in 1941. Centre piece of this museum was the 12 engined Dornier X which was destroyed, as well as the famous FAFNIR sailplane. Although many of the exhibits had been evacuated to Krakow (where they are still being kept by the Polish Aviation Museum), the famous Fafnir was not taken there.

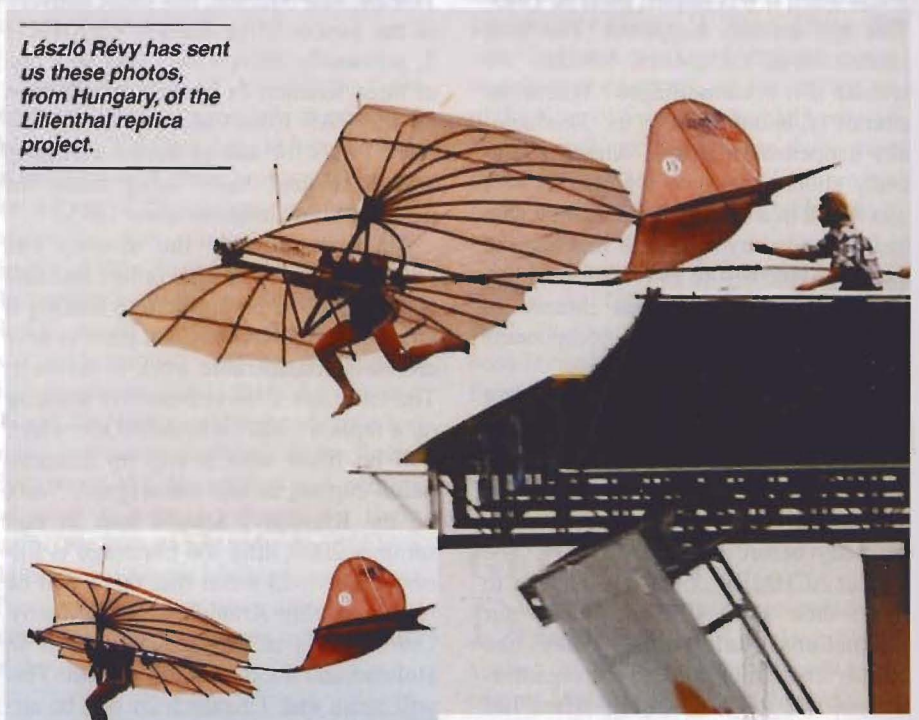
The HORTEN TEST PILOT HEINZ SCHEIDHAUER has now passed his 90th BIRTHDAY. He is living in retirement in South Germany, but he is following every development concerning Hortens very keenly.

Recently, one of our members saw in the museum at Hermeskeil a HORTEN 15C "URUBU" like the one that Heinz Scheidhauer flew over the ANDES to Chillie together with the Argentinian Instructor Claudio Dori in a Slingsby SKY. In the early 1950s, no less that four Horten 15c's were built in Germany. Shortage of information from Reimar Horten in Argentina led to them being unsuccessful. The Horten 15c at Hermeskeil is believed to be without fabric.

HEINZ BAUER has discovered the building plans for the MU 13 D-2 and D-3 versions among the archives of the firm which built them. This is the SCHWARZWALD FLUGZEUGBAU Prinz zu Furstenberg, Donaueschingen in the Black Forest. It is felt that the archive would allow them to be copied should anyone wish to build one of the aircraft. It is known that 73 Mu 13D-3s were built by the firm during the war, but it is not known how many Mu 13D-2s were built. This was the shorter, square fuselage version which so dominated the Rhoen contests of which, only three are known to still exist. The building plans are in excellent condition.

Building plans for the D.28 "WINDSPIEL" and D-30 "CIRRUS" are still in the Darmstadt Akaflieg's archives. Should anyone wish to build one of these again, it should be remembered that they probably have very small cockpits.





László Révy has sent us these photos, from Hungary, of the Lilienthal replica project.

HUNGARY

Reconstruction of a Nemere?

There is news that a project to rebuild the Nemere is planned, possibly using the plans, dated 1956, which were found two years ago in Sekesfehervar, near Lake Balaton. This 'super' sailplane was first built in Hungary in 1936.

László Révy, who recently built a replica of the 1929 RRG Zöegling which is a regular participant in our recent International Rallies, is building a replica of Lilienthal's Hanggleiter, with which he intends to make one attempt at a Danube crossing. Afterwards, he intends to put it in the Hungarian Transport Museum in Budapest (Kozlekedesi Museum, Varosligeti Korut 11, 1148 Budapest) in which many other Hungarian historical gliders are displayed.

JAPAN

Nostalgic Wing(2) - Hagiwara H-32

Photo & Text: Yasuhiro YAMA

Hagiwara H-32 is the single seater trainer which was designed by Mr. Isao Horikawa as one of H (Hagiwara) series gliders. H-32 was produced by Mr Ichiro Sato who had been Director, Japan Soaring Center, Sekiyado, Chiba prefecture. He is now retired and putting his whole spare time into restoring the valuable H-32. The structure of H-32 is conventional steel pipe and cloth for fuselage and wooden spar/rib for wings.

Mr.Sato was the engineer and test pilot in production of this H-32, flight instructor when it was used at Yomiuri Student Air Federation. Therefore this H-32 had been his daughter and his dream is to restore it completely.

This H-32 (JA2050) was registered in July, 1964 and since then, it has accumulated 5,000 takeoffs/landings and about 1,000 flight hours. It was a one-off production model and is a very valuable glider.

Specifications of H-32	
Span:	15.00m
Length:	6.92m
Wing Area:	13.25m'
Aspect Ratio:	17.0
Empty Weight:	250kg
Max Weight:	350kg
Wing Profile:	NACA633-618-4415
MaxL/D :	32.0(87.0km/h)
MinSink :	0.70m/s(69.5km/h)







Top: "H-32 rests at Kurihashi Gliderport

Above: H-32 waiting for full restoration, hanging from the hangar roof at Sekiyado

Left: Mr.Sato holds the elevator which has been fully restored

POLAND.

from Wojciech Wójcik.

It is the fourth year for our VGC activity in Poland. On the beginning everyone was very enthusiastic , we thought that in a short period of time our club will be known in Poland and abroad. Obviously that were only our desires, the truth was that we were meeting once a year during the Air Club rally. After that the club's activity disappeared till the next meeting. We gathered information about various vintage gliders, we even started a renovation of few oldies. During that four years, our club members adopted few gliders, among them are: Mucha in Radom, Foka-5 in Krakow, three Kobuzes and Jaskolka.

This year was very important for the Club's activity. Finally it looks like we began some true AirClub work. Our web page got splendid, a lot of people is visiting us everyday. All thanks are dedicated to Maciej Drusta, Krzysztof Mikolajczak, Wojciech Klein, Piotr Puchalski who every day are publishing yet more interesting news. The number of entries on our web page is still growing and I'm sure that at this moment our web page is the best internet information about vintage gliders. Our contacts with the rest of the aviation world is growing at a very fast

rate, - thanks to the English translation by Tomek Urban and Bianka. I'm even more happy because of the 32nd International VGC Rally which will happen in Gliwice in 2004. We have organised a 3rd VGC Rally in our home city Gliwice, this time it was a smaller meeting than before but that's how it is sometimes.

We participated in the 30th VGC Rally in Achmer, - our group had nine members and two gliders. During that time we received official permission to organise the rally in 2004. This is a very important concern for our VGC AirClub. It will be a great amount of work, engaging all members. I hope and believe that the Rally in Gliwice will turn out great. We have experience in such events and we have already some sponsors. Preparation for the rally will start in November.

In this year appeared some 'new' old gliders. It turns out - thanks to our web page - that in barns, garages and other places are some very interesting gliders. And that's how we found out about two gliders ABC. One of them is in rather mid condition and is in Pyrzyce the other one in Czempno. Everyone thought that the only existing ABC glider is in Museum of Aviation in Krakow, now we have two more - what a surprise! We hope that people will inform us about other unknown gliders. We know that there is glider Sroka - not in perfect condition - but still..... We have located some gliders of type Czapla, and in Gliwice we will renovate another Mucha 100. We have also had contact from an owner of a Salamandra, unfortunately the renovation is going very slow. Another glider that broadens our collection is a Jaskolka which came to us from Belgium. Very soon this Jaskolka will be renovated by Mr. Mlynarki in Jezow. We hope that some day we will bring to our collection a Mucha or Kormoran - we have complete construction plans for that pre-war glider, and we also can get free pine - a special kind of pine just for the glider construction.

Also we have a very good relationship with our neighbours from Czech Republic and Austria; we were invited for the Season Finale in Czech Republic, and for a similar event they will visit us.

In a conclusion I think that this year was very successful. We have proven that VGC AirClub is worth something. We are recognized in Poland and in the whole world by all the Gliding associations. I would like to thank all VGC members for participation and help and I hope that the next year will be as good and successful as this one.

The following has been extracted (without any editing) from the Polish Vintage Glider Club's web site. The address can be found below for those members who have access to the web.

Suggestions and Opinions

We are very interested in all comments and observations considering our internet service. We are waiting for change suggestions and ideas. As you can see the first novelty incarnated in our web are the bolded titles - thanks to Przemek Piekarski.

Letov in Portugal

Do you know that in air collection of Portugal Air Force, is a glider from our southern neighbours - Let L-23 Super Blanik. The registration numbers of this gliders are - 10 203. Glider Blanik probably got to Portugal Air Force in 1999. At first Blanik was flying in one of Portugal Aviation Club. Maybe somewhere, some army has our Bocian.

Our Club meeting

We would like to invite all members for autumn meeting of VGC in Poland. The meeting is on October 25th Friday 18:00 PM in the Gliwice Air Club. The day after October 26th, if the weather will be fine we are planing to organise a small competition in accurate landing - it will start about 9:00 AM.

Gliders Pirats and Seals (Piraty i Foki) in Hungary.

Looking for the presence of Polish gliders in Europe (as well in the whole world) this time we had visited Hungary. It is a very beautiful and interesting country, one thing which was difficult to understand was the language. But with a little bit of courage and good will after a while it wasn't a problem at all - maybe a little!)

Getting back to the issue: Polish vintage gliders in Hungary. First on the list is SZD-30 "Pirat" with registration numbers HA-4333 and HA-4339. This gliders are in good technical shape, and still are able to fly. The next glider is Foka 5 (Seal) SZD-32. This glider has red and white painting and registration numbers HA-4250. A very interesting thing is that Hungarian pilots had fall in love in the younger glider Jantar 2B.

Polish gliders in Australia

There are things in the world, which are really surprising. Exploring the track of polish gliders construction in the world we encounter with our native gliders in Australia. This is really incredible, that polish gliders are present in that remote continent. Australia is a very extensive country, and that's why aviation plays a very important role in the life of people who live there. Besides very well developed aircraft transport, Australians had developed sport and touring aircraft, among them is gliding. There are construction from all over the world, Poland too.

Besides modern gliders in Australian Air Clubs there are also gliders classified as vintage gliders. It concerns mostly European gliders. It's hard to count all the vintage gliders, but for sure it is worth to remember about our native gliders. Polish glider which predominate over others is SZD-32 Foka 5 (Seal). In the AirClub Boonah Gliding Club flies Foka 5 (GEE), yet in Central Queensland Gliding Club are three Polish gliders: Foka 5, (GQN) SZD-30 Pirat (GYW) and SZD-9 bis Bocian (GPS). In the southern Australia in AirClub Balaklava Gliding Club flies SZD-24 C

Foka (GRU). In the state of Victoria, where is the most of the AirClubs, we had found our native gliders. Two Cobras 15 (WQZ), (GJS) and two Bocians 1E. Besides flying vintager gliders in Australia are exposed three Puchaczs, Jantars 1, four Jantars 2B, Jantars Std. 2, and also SZD-51 Junior as well as two SZD-55.

New Book by A. Glass

On the book market appeared a new book item which will interest all of you who are passionate about vintage gliders. The title of this book is "Antoni Kocjan szybowce i walka z broni_ V2" by A. Glass. Przemek Nalepa informed us that this book can be purchased in Museum of Aircraft and Aviation in Krakow.

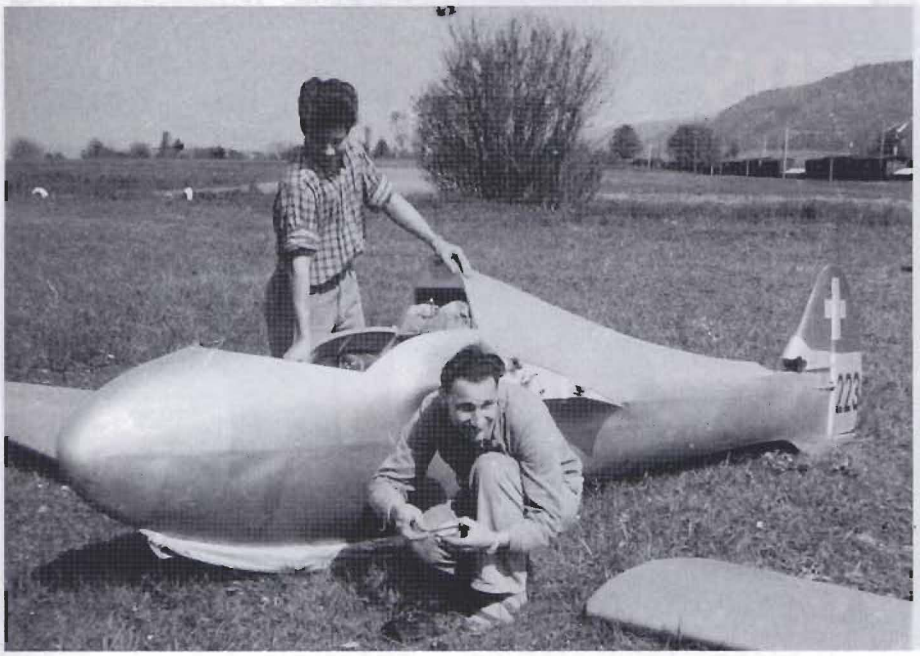
Wojciech Wójcik
Vintage Glider Club in Poland
http://www.vgcpoland.aleja.info

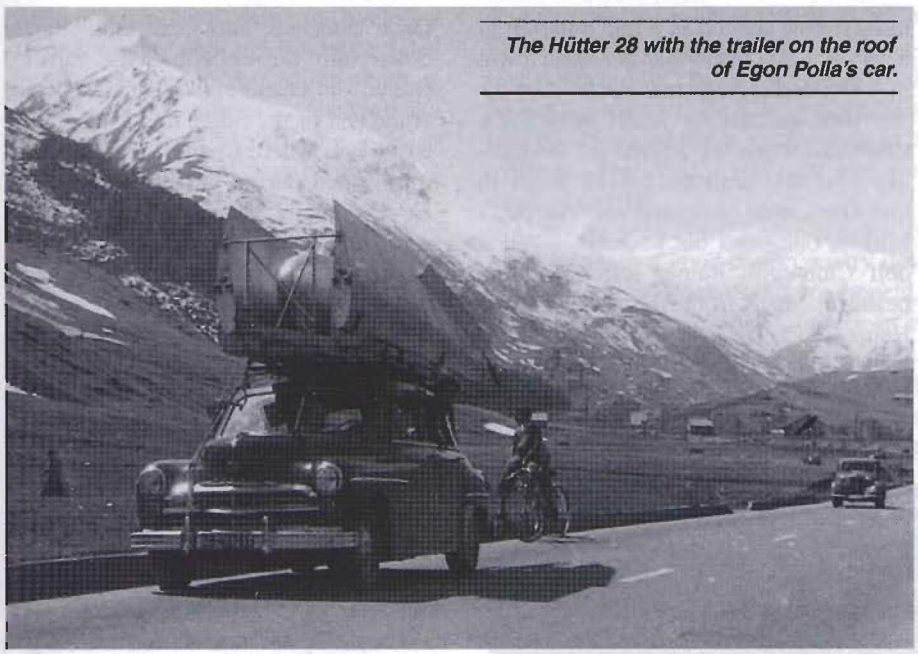
SWITZERLAND

Not the usual haulage solution

Easter 1957. Wonderful weather, Eugen Aeberli and myself fly in Magadino Tessin (South of Switzerland) with the Hütter 28 HB-223. The Aeroport border is on the Lake. The Aerotow goes across the lake. In the middle of the lake I caught a surprise thermal of 5 m/s. I circled and a racy flight upwards started. It was wonderfull!

How started the idea fly in Magadino? Before Easter I was away on business.





The Hütter 28 with the trailer on the roof of Egon Polla's car.

As a glider pilot I looked out to the sky at every opportunity for soaring weather, yes or no? The weather forecast for the next 3 - 4 days was better than before. For the north of Switzerland, the weather will be worse. With a little melancholy I packed my seven things and went back to the damp and cold north. But inside my head there developed a plan. We can go with the glider to the sunny south and be there for the finest weather during Easter. Only just as I had arrived in the north, I discussed my idea with Eugen. He was immediately enthusiastic. Then it was all go. Give the information to the women and one of my colleagues. All instantly agree. For all the excitement, we nearly forgot that we needed the trailer for the Hütter 28. But how? Nobody had a trailer coupling on the car and the trailer was not logged in the government registry (Swiss rules). We had only 3-4 hour time before we wanted to go. A good idea is now expensive!

Is the whole idea falling in the water? No, never give up was my advice. "ask Egon, do not despair!" It was hard work for my head and it was getting hot when the solution was born. All of us has to help: take tools, put the trailer on a box, take the wheels and axle off. Four persons loaded the Hütter 28 with the trailer on the roof of my car and fixed them on the roof rack. For the stabilisation, we put up supports on the bumper. We were all proud of our work and patted each other on our backs. And now away to the South!

Egon Polla,
Eigenheimstr. 36, 8700 Küsnacht ■

New R/C Vintage kit model sailplanes.

At the recent International Model Flying Exhibition held at RAF Halton, U-Build Models announced its imminent launch of a new range of one-tenth semi-scale vintage sailplane model kits for basic radio control.

Alan Kirtley who is behind the initiative has decided upon seven types, which include the Kirby Gull, USA Yankee Doodle, Hutter 28, Moswey 3, Olympic Orik, Minimoa, and Rhonsperber.

At one-tenth semi-scale these traditional construction balsa kits are designed as rudder only or rudder and elevator, but may equally be proudly suspended from your ceiling as a fine collectors model and example of your modelling skills.

Kits are not over complex, but do require parts to be cut from materials supplied. Kit includes moulded canopy, wing rods, wheel & accessories. By mail order direct from Alan Kirtley, prices are circa £35.

The plans uniquely include a "cut & paste" profile supplement, of wing ribs, formers, and sheeting patterns to be cut & pasted directly to balsa and ply sheet using a glue-stick. Parts may then be cut out without disturbing your construction work on the layout plan.

Alan says that all efforts are going into the release of the Minimoa and Rhon Sperber, as these seem to have a base popularity, but he hopes to have many of the selection available for late this year 2002. Without any obligation to purchase, interested modellers are invited to contact Alan with their brief contact details and the likely kit of their choice. This will help the early prioritising of production types.

Email: *alan_kirtley@hotmail.com*
or write to Alan Kirtley at
4 Vale Cottages, Dunstable Road,
Dagnall, Herts. HP4 1RG. ■

Mu13 returns

Three Mu13s meet up in Weissenburg Bavaria, by Geoff Moore



Two years ago, with VGC member Heinz Bauer, I visited Weissenburg Gliding Club. Some 50 miles south of Nurnberg and 300m high above the old town, it was first established in 1929 on top of a hill ridge and used for bungy launching. It is here that my Mu13 BGA 2267 was built by its club members in the town work shop in Charles de Gaulle Strasse, which still exists today as the club workshop. It was probably the very last MU ever to be built and first flew at the club on 1st January 1956; then registered as D-1327. A long standing invitation to return back to the Club together with my Mu13 led to the journey south after the 30th International at Achmer to its original home and to meet the members and two of the original builders of the glider. Weissenburg town itself has old Roman connections dating back to the third century as in recent years a rediscovered bathhouse with many objects of interest now created as a fine museum in a very typical old German Bavarian town.

A wonderful welcome was in store for my wife and me by Adolf Wilsch the Chairman when we arrived on Wednesday 31st July with the MU13 trailer in tow. Our arrival coincided with two other Mu13s, one from the southern Konigsdolf Club with Rainer Karch and the beautiful Mu13 from Munich owned by Heinz Bauer. We lodged with club member, airline pilot Rainer Mossner some 30 minutes drive away in a nice village near the holiday area of Frankische where the rivers flow north and south.

The narrow airfield is surrounded on two sides by a huge forest with a tarmac runway down the centre of the strip with take offs only to the north and landings only to the south towards the Clubhouse. Launching is by winch and aerotow with 300m being obtained on the winch in calm conditions which I experienced. Once launched, pilots can look straight down into the once heavily, fortified walled old castle at Wulzburg. Located at the end of the ridge, this 13th century castle was where Charles de Gaulle was imprisoned during the war of 1914/18. He eventually escaped and was then recaptured in the street named after him.

The next day a tour of the town and a grand lunch hosted by a party of club members preceded being led back to the airfield to rig the gliders to be photographed by the press and others. To the astonishment of some folks, all the Mu`s differed somewhat in outline shape, none being the same. But all retained the MU wing section shape. All the original glider builders of my Mu were present and came along to be photographed with their old baby. Sadly none of those present could fly her due to them not being in current flying practice.

Serious flying began the following day







Far left: Mu13s reunited, all slightly different.
Left: two Mu13s share a thermal.
Below: Geoff Moore (right) reminisces with the original glider builders.



when good cumulus began to develop at around midday with my Mu being feted by all and soared in Mu fashion climbing to 1000/1500m with ease. A photo section with all three Mu`s flying together in the same thermal was taken, flying over the castle by a Motor Falk in formation. During the evening much talk of the days event passed all too quickly with a constant supply of cool local Bavarian beers from the clubhouse bar.

Day three again was very hot with the cumulus building early. I was glad to accompany Luigi Montenegno on a tour into the forest to collect mushrooms in the cool shade of the tall trees where we collected about one kilo in no time. I left him to decide which were the non poisonous types! On return to the clubhouse he prepared them and added garlic to flavour and cooked them to make a great lunch time meal to remember - with further bottles of that Bavarian beer. A local tour of the countryside later, we visited a number of picturesque small towns and villages. The Mu13 was airborne for most of the day.

The final day Sunday arrived all to quickly, again a good cross country day with a slight northerly wind component. I was invited to go cross country in a K21 two seater with a competition pilot. From an aerotow launch we climbed to 1300m and set off south up to nearly 2000m to fly over a number of gliding sites. There are plenty to select for outlandings and we managed to complete 150 km task in 2 hours. The Mu was again flying with which I achieved one hour local soaring and with many club members flying until almost darkness together with the other two Mu`s.

So ended an unforgettable wonderful few days with the Weissenburg Club. My thanks go to Heinz Bauer for organizing the trip and special thanks to the many good new friends for their hospitality shown at the Club during my stay. It's worth running a rally there some time! ■

Right: winching took place untill dusk.

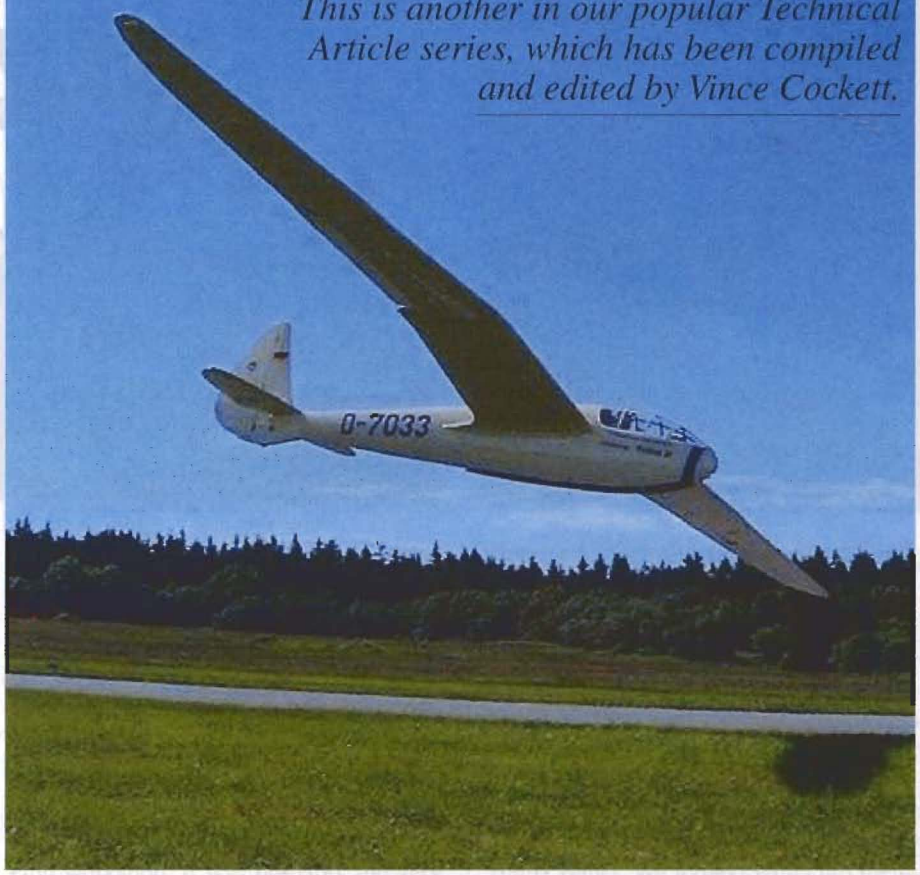






DFS Reiher (Heron)

This is another in our popular Technical Article series, which has been compiled and edited by Vince Cockett.



Left: a brand new Reiher D-7033 was built at the Wasserkuppe and test flown in June 2001. More info on the web http://www.osc-wasserkuppe.de/

To the best of our knowledge no original example of this machine still exists, but the project at the Wasserkuppe to build a New Reiher was completed in 2001. Information on this sailplane is constantly sought by modellers and others, and many members have asked for details.

One reason for the interest in the Reiher is that it was one of the most beautiful wooden aircraft ever built. It was at all times a rare machine since not more than ten were made. With its proven max. L/D of 33: 1, it is no surprise that it came first at the 1938 and 1939 Rhön contests.

But the Reiher had problems. Its wings flexed too much in turbulence and this caused the ailerons to thrash up and down to the extent that Hanna Reitsch once had the stick snatched from her hand. There was also a bad effect from the spoilers being too near the gull of the wing. They set up such turbulence that the open rate of descent was maintained even after they were closed. Moreover, they had a delayed effect after they were opened, and this resulted in some heavy landings. The Reiher I was described as a "hush hush" machine by members of the British team at the 1937 international contest. But nothing in Hanna Reitsch's description of Its performance would back such an image.

Despite all this, she was one of four pilots to reach Hamburg, a distance of 351km on the first day, and she came 6th overall. This distance was the longest flown during the contest, and represented a German women's distance record that was not broken until 1968.

The wing of the Reiher was designed to give the machine the highest performance of any contest machine of the time. To this end, the aspect ratio and depth of profiles were taken to the absolute limits of what was possible for a wooden construction. The wing root chord was 140cm, but a considerable proportion of this , at least 25%, was a camber changing flap. which actually increased its aspect ratio from a constructional point of view. The result was a knife-like wing with a very shallow depth of profile at the root which had to be made heavier for extra strength because it was gulled. This caused the wing tip to flex upwards 181cm, rather too much for safety. Every effort was made to give the wing rigidity. Plywood covering of varying thickness from the wing root outwards was taken back to the rear spar. Wing ribs, close together, supported it to make the wing skin contribute more than usual to the wing's rigidity. Extensive plywood covering and metal spars bonded to wood were used again in the 1950's for the first gliders with laminar flow wing sections.

It is interesting to note that the Reiher's wing ribs were closer together behind the main spar than in front of it. There were two reasons:

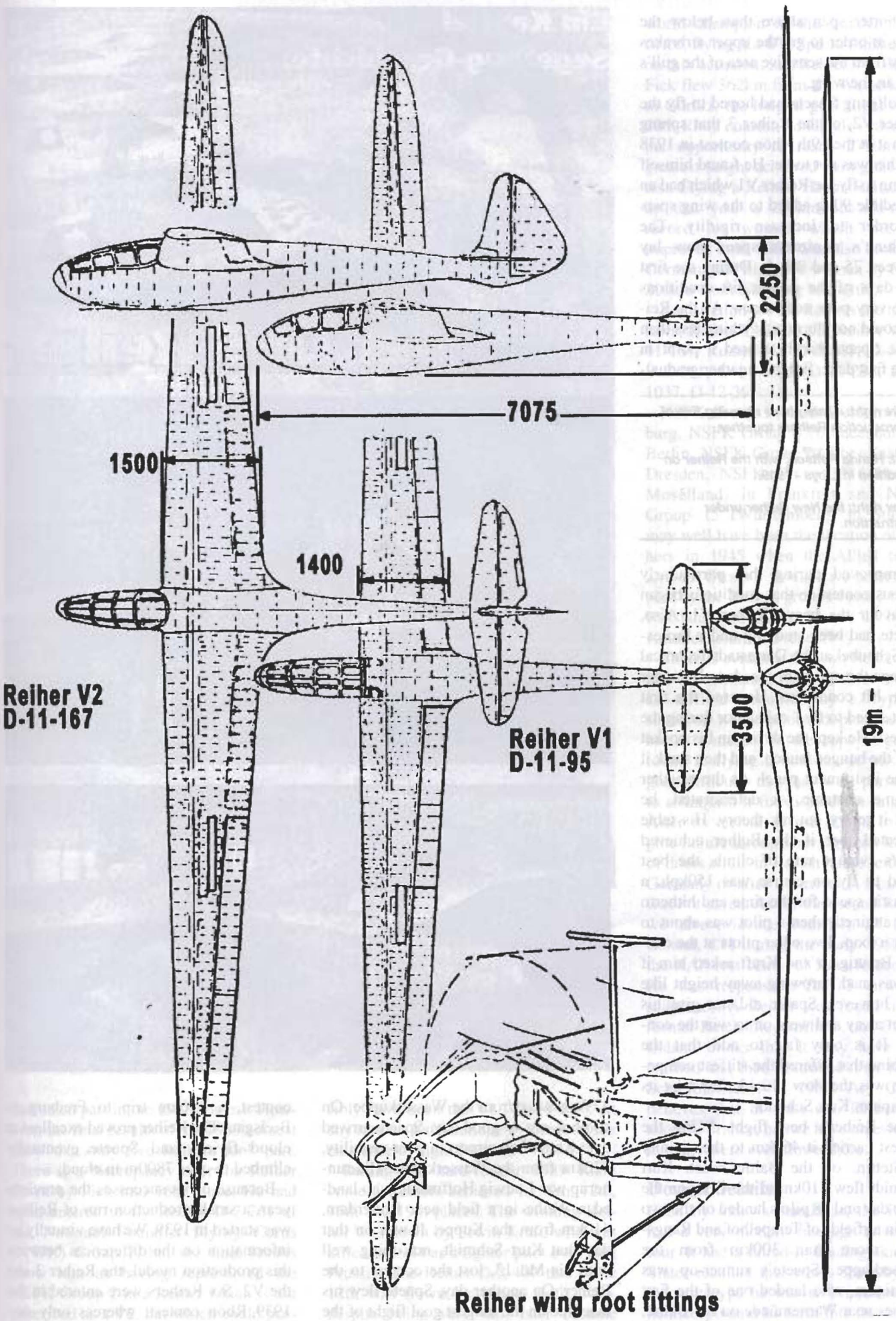
1). The plywood covering was 1mm thick behind the main spar, whereas it varied from 2mm to 1mm in front of the main spar.

2). The plywood, owing to its curvature and diagonal grain was much stiffer round the leading edge than behind the spar.

On the prototype Reiher, ash laminations were inserted into the main spar to increase the rigidity. On the later Reihers this was omitted as a spar made entirely of spruce was found to be sufficiently rigid.

The Reiher's design was considerably altered during 1938 so that the Reiher V2 seemed an almost different machine from the first prototype. Its wings had no flaps, slightly increased root chord and depth of root profile. In the appended drawing, the area indicated by line inboard of the ailerons represents the only portion of the wing not covered in plywood, and is not a flap. By effectively increasing the wing root chord, the wing tip flexing was reduced by a remarkable 50% to 91cm. Tests showed that the Reiher I's flaps were of little value. The airbrakes of the Reiher 2 were

Technical data	
Span	19m
Length	7.27m
Wing area	19.36sq.m
Aspect Ratio	18.85
Weight Empty	230kg
Max AUW	315kg
Min Speed	60kph
Max Speed	200kph
Min sink	60kph
Max winch	80kph
Max aerotow	120kph
Profile	Gottingen 549/676



Reiher wing root fittings







Above right: a rare photo showing five of the production Reihers together.

Right: Hanna Reitsch, with the Reiher on expedition in Libya - 1939.

Below right: the New Reiher under construction.

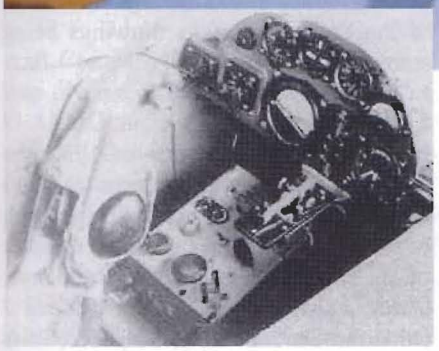
of shorter span above than below the wing in order to get the upper airbrakes away from the sensitive area of the gull's kink in the wing.

Wolfgang Spaete had hoped to fly the Reiher V2, or the Reiher 3 that sprang from it at the 19th Rhön contest in 1938 but this was not to be. He found himself having to fly the Reiher V1 which had an incredible 90kg added to the wing spars in order to increase rigidity. The machine's minimum speed now lay between 75 and 80kph. During the first two days of the contest lift conditions were very poor and narrow. As the Reiher could not climb in anything less than 2m/s, Spaete hardly scored a point in these first days. But the weather gradually improved during this particularly famous contest so that conditions began to favour the heavy Reiher V1. Also, Spaete had been studying under Professor Scheubel at the Darmstadt Technical College the optimum speeds to fly under given lift conditions. He used the first "best speed to fly " calculator during the contest. He kept the device in his pocket until the bungee launch, and then stuck it to the instrument panel. As the weather became unstable, or deteriorated, he used it to try out his theory. His table indicated that if the Reiher achieved 56m/s average rate of climb, the best speed to fly on course was 150kph, a fantastic speed for the time and hitherto only attained when a pilot was about to enter a loop. Two other pilots at the contest, Bräutigam and Kraft asked him if he was mad, throwing away height like this! however, Spaete did not give his secret away and went on to win the contest. It is only fair to add that the machine that offered the stiffest competition was the slow Mü 13, flown by its champion, Kurt Schmidt.

The Reiher's best flight during the contest carried it 460km to the vicinity of Stettin, on the Baltic coast. Kurt Schmidt flew 410km to the Oder on the same day and 18 pilots landed on the two Berlin airfields of Tempelhof and Rangsdorf, more than 300km from the Wasserkuppe. Spaete's runner-up was Bräutigam, who landed one of the first Weihes near Warnemünde on the Baltic, 429km away from the Wasserkuppe. On another, not so good day, Spaete arrived over Rotterdam airport in poor visibility, 420km from the Wasserkuppe. His runnerup was Ludwig Hoffmann, who landed a Weihe in a field near Rotterdam, 410km from the Kuppe. It was on that day that Kurt Schmidt, not doing well with his Mü 13, lost the contest to the Reiher. On another day, Spaete flew his machine on the longest goal flight of the contest, a 310km trip to Freiburg in Breisgau. The Reiher proved excellent at cloud flying, and Spaete eventually climbed to over 7800m in cloud.

Because of its successes the previous year, a small production run of Reihers was started in 1939. We have virtually no information on the differences between this production model, the Reiher 3 and the V2. Six Reihers were entered in the 1939 Rhön contest, whereas only two





Above: cockpit of the New Reiher taken at this years 30th International Rally, Achmer. Photo: Vincenzo Pedrielli.

Left: the original cockpit included a radio.

had taken part in the 1938 contest. However, the final results of the 1939 contest show that only five Reihers took part. There is a discrepancy over the Reiher flown by Fick into 16th place. He had been entered to fly Reiher D-7-261 of the National Socialist Flying Corps (NSFK) Group 7, but the final results show him as having represented the NSFK Group 2 in a Reiher which is not described as a V2, but which could possibly have been the V1 (D-11 95). At any rate we have definite evidence of the existence of eight Reihers.

During the hard-fought 1939 Rhön contest, Reihers achieved 1st, 9th, 12th, 16th and 19th places. The winning Reiher was flown by Erwin Kraft, who was killed in 1944 as a fighter pilot over East Prussia. The Reiher D-3-407 that came 12th was flown by Heinz Huth, who, despite being very tall, later became world champion In the standard class twice, flying Ka-6's. Spaete finished 9th on this occasion, in a Reiher V2. Werner Fick flew 362km from the Wasserkuppe to Görlitz, the longest goal flight of the 20th Rhön contest, which also gave him the opportunity to reach 5790m, the greatest height achieved during the contest. Flying a Reiher, Hanna Reitsch set up that year a 280km out-and-return record for women which was not improved until 1969. She also broke the German goal flight for women by flying 200km from Hamburg to Stettin.

Registrations of the Reihers are as follows: Reiher V1 D-11-95, Reiher V2 D-11-167, Reiher 3's D-3-407, D-4-800, D-7-261, D-11-4015, D-11-233, D-15-1037, D-12-391.

NSFK Group 3 (North West) in Hamburg, NSFK Group 4 (Brandenburg) in Berlin, NSFK Group 7 (Elbe- Saale) in Dresden, NSFK Group 11 (Hessen-Moselland) in Frankfurt and NSFK Group 15 (Württemberg) in Stuttgart may well have been the location of Reihers in 1945 when the Allied troops arrived. Group 3 would have been occupied by the British, groups 4 and 7 by the Russians, and groups 11 and 15 by the Americans or the French.

There is evidence that two Reihers fell into British hands. One of these was on an airfield occupied by a Typhoon squadron whose pilots adopted the Reiher as a mascot In the hope of getting round to flying it one day. It was with great difficulty that they were persuaded to relinquish it for dispatch to England. After its arrival, it was found to have glue failure through having been left out of doors while in British hands, either in Germany or after its arrival in Britain. It was not saved. As for the second Reiher, we have evidence from Flt. Lt. Denis Osland, CFI during the early 1950's of the RAF rest centre at Scharfoldendorf. He was responsible for 43 airworthy sailplanes. A Reiher was found at this former Reichsfliegerachule, and Flt. Lt. Osland thinks that It may have been crashed and then destroyed after he left Scharfoldendorf in 1954. Ary Ceelen believes that at least one Reiher was taken to France, but we have no evidence that any were ever flown there.

Design details:

Even by today's standards, the Reiher had a very modern fuselage nose contour. It had a faired-in landing skid. Dr. Slater recalled that when Slingsby saw the prototype he was so impressed that he incorporated Its form Into the designs

of the Gull and Petrel. The ailerons of the production model were operated by pushrod. Cables had been used for the prototype. It had no external control surface operating horns. When the prototype's flap was moved down 15 degrees the ailerons were also trimmed down by 8 degrees . The Reiher's rigging and derigging was ultra-quick, as for the Weihe. The two wing-fuselage pins were inserted by moving one lever on each side. A single main pin was inserted vertically, from above through a hole in the top of the fuselage. All controls coupled automatically during rigging.

All this adds up to a great sailplane. Tests carried out in 1941 at Trebbin, the Reichsfliegerschule north of Berlin, showed that its performance was only exceeded by that of the Horten 4a and the Darmstadt D-30 "Cirrus".

Further information was kindly sent by Hans Jacobs.

1). Only one each of the Reiher V1 and V2 (first and second prototypes) were built, but six more Reihers were built in series in the DFS workshops.

2). The Reiher was no "hush-hush" machine. There was pressure to get it finished as so much time was needed for tests. The aerodynamics were completely new, with variable wing profile. Many experiments were necessary to use the minimum plywood wing skinning to save weight. The construction of exact patterns and solid wood models, on which the plywood could be glued, was undertaken to achieve an almost perfect wing upper surface before painting and polishing.

3). The flexibility of the wings was expected, as we had taken the design to the very lower limit of stiffness. I believe that today's glass-fibre machines have wings that flex to the same degree. At that time no-one was used to such flexibility. We also tested a steel wing spar and carried out experiments to ensure that the plywood wing skin would stay bonded, without problems, to the spar. We would have liked to carry out duration bending and torsion tests, but there was no time .

4). One Is amazed that with such minimum spar depth an increase of spar stiffness would be possible. I must make it clear that 1mm less flexing one metre out from the fuselage meant 10mm less flexing at the wingtip.

5). In order to reduce costs, the production Reihers were not fitted with camber changing flaps. They were efficient on the V1, but not important enough.

6). The fuselage of the V1 was lengthened shortly before a Rhön contest as pitch stability was insufficient.

Ernst Walter writes that he was recently able to visit Wolfgang Spaete, and was able to learn why Spaete was unable to follow his victory in the 1938 Rhön contest with another in the following year. During this contest, Spaete's retrieve driver skidded on a bridge, and both car and trailer went into a ditch, with the result that both the Reiher's wingtips were broken off. For three days Spaete could not fly. He was then able to borrow a Mü13D and, in spite of everything, he was able to clamber back to a high overall position.

Both Peter Selinger and Mike Eacock have sent information about Reiher registrations. Mike points out that the window details on the front of the Relher's nose are not quite correct. However, we believe that the drawing may be correct for the Reiher 3, as there were variations.

Our efforts to trace the Reiher in Britain have met with failure. The Chief librarian of the Science Museum, who was president of the Farnborough RAE Gliding Club, disclaims any knowledge of the Reiher, or of its drawings being stored there.

Colour Schemes

In its year of foundation of 1937, the National Socialist flier corps (NSFK) produced a colour chart for "the painting of gliders". The chart contained samples of six colours: *Shade 1* (Bright Ivory), *Shade 2* (Medium Dark Blue), *Shade 3* (Medium Dark Brown), *Shade 4* (Grass Green), *Shade 5* (Chrome Yellow) and *Shade 6* (Mid Grey). However, Red, white and black for the mandatory swastika flag on the tail and for the flags were strangely not specified.

Thus, the question about the basic colour of the DFS Reiher can easily be answered. Like most Sailplanes of the NSFK, it was coloured completely from the nose to the tail in the Bright Ivory tone Shade 1. ■

NEW MEMBERS

Welcome to the following new members

2178	Kevin Knipps	UK
2179	G.D.Searle	UK
2180	Vaughan Meers	UK
2181	John Gorrett	UK
2182	David Trotter	UK
2183	John Timmus	UK
2184	Martin Hands	UK
2185	John Sentence	UK
2186	Jack Bates	UK
2187	Chris Hatton	UK
2188	Albert Meiners	Germany
2189	Leslie Saker	UK
2190	Alexander Hurrie	Germany
2191	Inguar Hyllander	Sweden
2192	Peter Mann	UK
2193	Col. Helmut Hoeflinger	Austria
2194	Ray Poynter	UK
2195	Graham Foster	UK
2196	Philip Pain	UK
2197	Farnado Paricio Royo	Spain
2198	Jurgen Doring	Germany
2199	Horst Bernewassen	Germany
2200	Clavdio Cavolla	Italy
2201	Christian Zeter	Germany
2202	Wolfgang Plegge	Germany
2203	Anthony Filder	UK
2204	Peter C. Mclean	USA
2205	Paul Roadwell	UK
2206	Jan Eldem	UK
2207	Neil Armstrong	UK
2208	Terry Holland	UK
2209	Manfred Bachmann	Germany
2210	Hiltrud Becker	Germany
2211	Rolf Bornheber	Germany
2212	Philipp Eckhold	Germany
2213	Lothar Ewigleben	Germany
2214	Wolfgang Herbich	Germany
2215	Uwe Kieburg	Germany
2216	Angelika Kroll	Germany
2217	Christoph Kroll	Germany
2218	Thomas Mehring	Germany
2219	Marc Schlurmann	Germany
2220	Diemut Schulk	Germany
2221	Helmut Streibert	Germany
2222	Richard Verwayen	Germany
2223	Martin Wallmer	Germany
2224	Fred Weinholtz	Germany
2225	Christoph Zahn	Germany
2226	Thomas Rose	UK
2227	Alexander Burton	UK
2228	Richard Skinner	UK
2229	Michael Andrews	UK
2230	John Bennett	UK
2231	Eric Lambert	USA
2232	Roger Lashly	UK
2233	Richard Neill	UK
2234	Thomas Bolt	UK
2235	Ian Willows	UK
2236	Sean Biggs	UK
2237	Dr. Roderick Fisher	UK
2238	Dennis Clack	UK
2239	Karl Suhner	Switzerland
2240	Tom Wiseman	UK
2241	Ian Keyser	UK
2242	Trevor Taylor-Peach	UK
2243	Michael Detorre	UK
2300	Duncan Stewart	UK ■

N1900M

The Rest of the Story



By Jeff Byard

Jeff Byard flying N1900M at the VSA's Western Vintage Sailplane Regatta in Tehachapi, California, last May. *Photo by Tony Bonser*

What a wonderful surprise to read about my JS Weihe, N1900M/Wr. No.000078, in the Spring 2002 issue of VGC News (No. 105). A lot has been written about this sailplane and the story of how Philip Wills rescued this and two other Weihes off the Wasserkuppe in 1945 has been well documented. Not too much though has ever been written about N1900M after it was brought here to the U.S.A. This is the rest of N1900M's story.

I first read about this ship in Philip Wills book FREE AS A BIRD back in about 1975. When it said that this glider was sold into the United States, I wondered what had ever happened to it. Did it even still exist? I never dreamed, then, that one day I would be its custodian.

After its sawn up fuselage was taken to England by an Avro Anson and the wings, a few days later in the cargo compartment of a C-47 Dakota, it was rebuilt by H. E. Boulton of the Hawkridge Aircraft Company in 1949. Even though it was given a British civil registration of G-ALMG and a BGA number of 642 it was only flown once in the UK. The logbook shows that the only flight was on August 11th by an R. Reed at Dunstable lasting twenty-five minutes, #000078 was then sent off to the USA.

In 1950, J. Shelly Charles, an Eastern Airlines Captain, became the new owner of #000078. It was registered in the U.S. as N1900M and still retains this identification today. Shelly Charles had been active in the U. S. soaring movement before the war, setting several records in his Bowlus Baby Albatross and Gö-3 Minimoa. He was also the Soaring Society of America's vice president during 1940 and '41.

While he owned N1900M, Charles flew it in several contests and had also loaned it to Dr. Gus Raspet at the Mississippi State University Aeronautical Department for evaluation. While there, several modifications were made to N1900M. These mods include: sealing over and locking the inboard half of the ailerons; modifying the top wing root fairing; and installing a blown canopy. With the inboard portion of the aileron fixed and sealed, the control forces were much improved while the roll rate remained as good as or possibly even better than before. A similar aileron appeared on some of the later Focke Wulf Weihe 50s.

Dick Johnson was one of Raspet's students at Mississippi State at the time N1900M was there. This is the ship that Johnson used for his very first published Flight Test Evaluation. The results of his tests were printed in the May-June 1950 issue of SOARING magazine and also appear in Chapter 6 of the AMERICAN SOARING HANDBOOK.

Some time in 1955, Charles donated N1900M to the Texas Soaring Association. The logbook shows that TSA operated the ship until April 1959 flying it about 50 hours. On August 19th, 1955 Nick Goodhart, while on a visit from England, flew N1900M from Grand Prairie to Amarillo TX, a total of 384 miles. This flight broke the British Distance and the British Distance to a Goal Record, also completing Goodhart's Diamond C, the first for England.

In April 1959 Dick Johnson purchased N1900M from the TSA. In May and June of that year Johnson took the ship to Elmira, NY, winning the 26th U.S. Nationals with it! N1900M was now almost twenty years old and had flown about 450 hours since its rebuild at Dunstable. This victory along with Karl Bauer's 1959 world altitude record of 31,709 feet, in another Weihe, marked the end of the Weihe's reign as a world-class competitor.

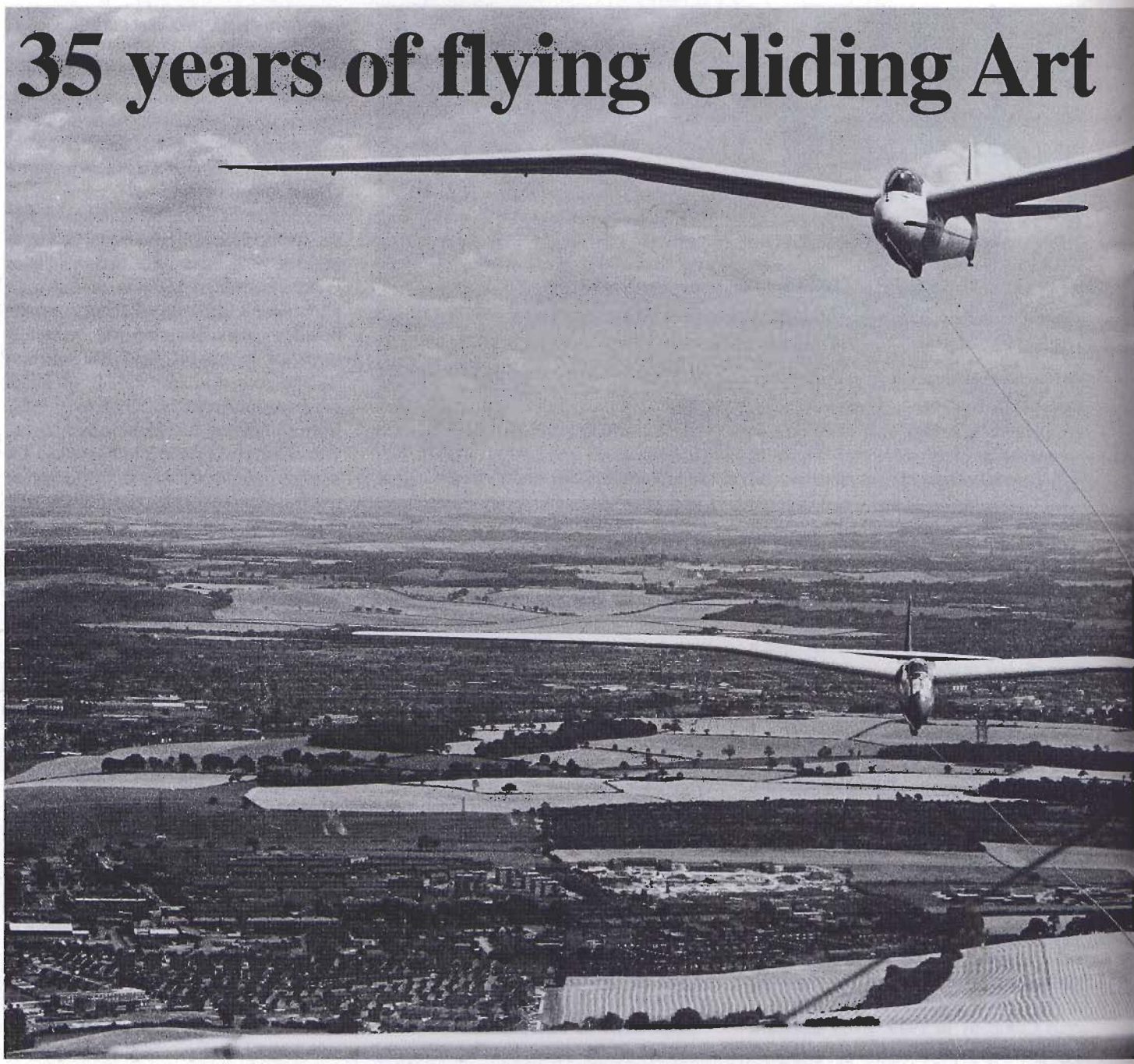
In September 1959 Dick Johnson sold the ship to Don Pollard who owned it for about a year. Pollard, in turn, sold it to Philip Paul who along with several other pilots flew it for about 130 hours over the next few years. The ship was eventually damaged in an off field landing near Elmira, sometime in 1963. Bob Gaines purchased and repaired N1900M in 1967. Bob completed his Gold Altitude and Gold Distance legs, while he was in the Air Force, flying the ship from Wenatchee in Washington State. Bob then sold N1900M to Dan Grupp in late 1968. In January 1969 the glider and trailer were blown over by 133 mph winds, badly damaging the fuselage. Remarkably, the wings and tail suffered only minor damage. Grupp repaired the ship and owned it until his passing some years later.

Bob Gaines bought N1900M back in 1987. By this time the Weihe was a prized antique and Bob wanted to return the blown canopy back to original. He was fortunate to locate an original JS Weihe canopy among the remains of work number 000289. This was another "war prize" JS Weihe that had been operated by the British Forces Gliding Organization in Germany after the war. Jock Forbes took the ship to England in about 1950 and then brought it to the USA in about 1952 or '53. The wings of this ship were eventually destroyed while a later owner was recovering them and the nitrate dope caught fire by static electricity while being sanded. Bob Gaines found the derelict fuselage in the rafters of an old church in an abandoned mining town in Colorado.

In February of this year (2002) Bob sold N1900M to me. It is currently in flying condition and based at the Mountain Valley Airport in Tehachapi, CA where it is flown on special occasions. The ship now has a total flying time of 690 hours and is still in very sound condition. Eventually, as a retirement project, I plan to give it a complete overhaul so that it will continue to fly for many years to come.

As far as I can tell, there are less than a dozen Weihes still flying anywhere in the world, two of them are here in the US. I saw four of them at Achmer. Are there any others? Long may these continue to grace the sky. ■

35 years of flying Gliding Art

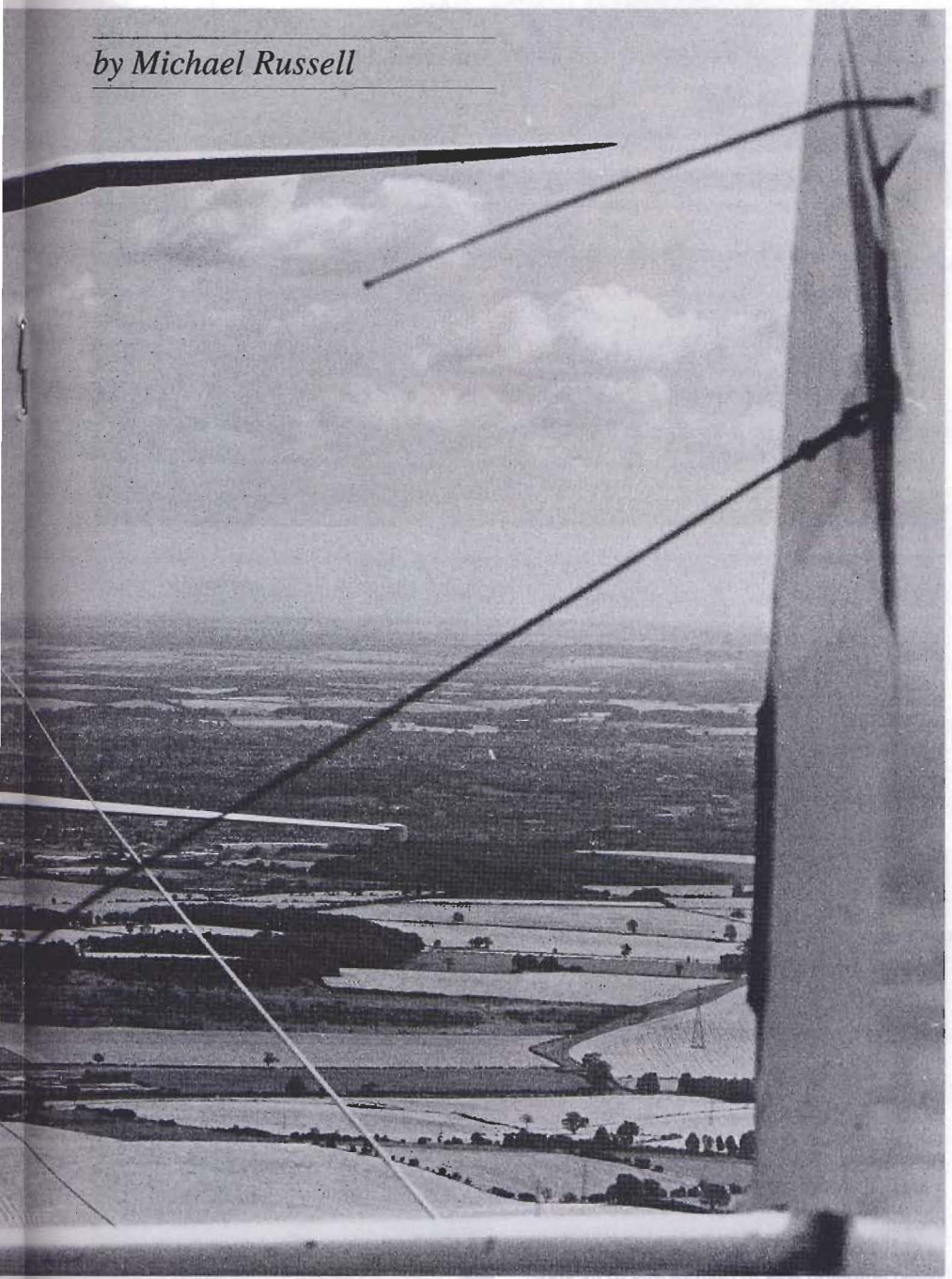


I write following reading of three gliders in which I've had a past interest, in the Summer VGC News, just received: GB II LN+ST, Short Nimbus and the Hawkridge Dagling in which article my friend Peter Underwood suggests I may have "saved several irreplaceable gliders".

Aviation's been in my blood virtually since birth: how could it be otherwise when father owned "Aeromodeller" magazine and virtually fed me on balsa wood shavings! At 14 he published my only design: the "Challenger" glider, perhaps influenced by the GA Hotspur, but it flew quite well and scaled up might have made a reasonable two-or-even-3-pew! I first learned of real gliding at School during the war at Uppingham about 1942 when a Professor Brunt (do I have that correct 60 years on?) presented a Natural Science Society lecture on gliding, leading me to borrow the classic "Kronfeld on Gliding and Soaring" from the School Library. I was not allowed into the ATC as my house-master (who ran the School squadron!) said I needed more discipline; this resulted (in 1948) on a "C" badge on my khaki uniform - instead of the "A" won by the ATC cadets - as I cheated by joining the London GC at Dunstable in the school holidays! Next, while on airframe trade training in RAF National Service, I used to bus from Cosford to Church Stretton then walk up to the Mynd (not every weekend!) so flew "Gracias", and fell in love with Espin Hardwicke's elegant T13 "Petrel" at rest there after his passing; this before NS Pilot Training where by absolute chance my flying instructor was the late John Pressland - to become a lifelong friend.

Back as a "civvie" and thanks to the Kemsley Trust, £10 (and a £90 loan) secured 1/5th of an Olympia I, BGA 508 with Johnnie Howe, Roger Bradford (another lifelong friend) and others. This "Oly" got rather badly bent in High Wycombe when another of the Syndicate tried to beat Philip Wills to Lasham: had there not been a lamp post in the way, he'd have probably been okay into the school playing field on the hill to the south of the town. By now an Avro York co-pilot for Freddie Laker I read of this in the papers on a Malta night-stop, and on coming home went to LGC and peered

by Michael Russell



Two Russells tow the line! Mike in Petrel & Francis in Minimoa, Dunstable, my only ever dual tow, 4/8/76, I think.
(Daily Telegraph)

through the trailer window... could see right through and out the other end - a complete wreck. BGA 508 did recover, though, care of Vie Ginn, and I believe may still fly at Waldershare Park. After this, Roger and I purchased "Petrel" BGA418 from Roy Proctor's Syndicate about 1956 and we had many splendid hours (almost exactly 123 each!) in her, a fair bit of it bunjying from Bill Crease's chicken-run at Clwyd, and auto-towing off Portmadoc Beach - oh! the memories of joy that flow! However, family commitments and a career move to Southend caused sale of this dear machine to Ron Davidson - who, I learn recently, has sold it to the USA - if that's true... naughty boy! Then a non-gliding decade passed by: then on 737's with Britannia, I called at HusBos on the final evening of the "Itford 50" Rally (in 1972?) but could not stay for the dinner, so became the first VGC member (No 027) next morning, after the 26 who well enjoyed their dinner! Ron declined to sell BGA 418 back to me, but suggested "go find the other one" - where did I find it? Hung up in the roof of Aer Lingus No 2 Hangar at Dublin Airport - backing on to the B-737 Simulator Building where I'd been instructing for some years before we got our own "sim" at Luton! A deal was struck, borrowed my old trailer from Ron, John Byrne shipped her to Preston, and I built my second Petrel trailer. The bug was still biting hard - and so then followed "Russ-avia at Duxford" with a seemingly perfect formula: a volunteer team, a CAA Air Operator Certificate, pleasure flying on a "Dragon Rapide", a home-built "Tiger Moth" with a hook on, the "Petrel" - and eventual ambitions to put together a "National Glider Collection" housed in its own hangar, where folk could work on and fly when and what they chose. So I started to collect old and broken gliders to gradually work them all up to airworthiness. Why what eventually happened to all this is another story, but with the "Rapide" badly broken in June 1987, the years advancing and my cardiac health deteriorating, it all had to go - and took a long time doing so - my "Kranich" last of all; only 10 weeks ago. Anyway, time passes so I feel it might be worthwhile listing the lovely works of gliding art that passed through my hands in the last 35 years: maybe someone, one day, will give the idea of a "National Gliding Collection" another try: I hope so, and I wish any effort made much success. Here goes then - and remember the "Petrel "trailer was emptied of its "loved one" to fetch each and every one! So: all for the proposed Collection:

PRIMARY TRAINERS:

1. EoN Primary: I forget how this came but I did much work myself attempting to restore it as an SG38 in pre-war German colours. Given away, (or possibly sold for very little) I cannot recall to whom - BGA number and further progress unknown to me.

2. Kirby Cadet: BGA 732, this time collected from somewhere in South Devon in quite nice condition but long unflown. Passed on in time to Barbara Reed - who taught me lots about fabric work when covering G-MOTH: Barbara I believe lives in France but may still have this one.

3. Hawkridge Nacelle Dagling: BGA-was-it-493? Given me by Ivor Stretch: "collect today or we'll burn it tomorrow" so rushed off with a handy dinghy trailer to Blackpool Airport Fire Station whence it perched for the journey south: in truly appalling condition, probably ex-Derby & Lanes. Later given to Peter Underwood, and I am delighted to see the enormous care lavished upon it by Peter - "disgrace": nonsense indeed! No glider is better cared for and it will live to fly again, better than new (but not in translucent blue and "wardrobe", Peter, please use "white and wardrobe" - and

I've got a roll of aerolene to which you are very welcome if you'll contact me on 01328-830518. Restoration = doesn't matter how long it takes: preservation = means it's there for the future. Well done, Peter.

Intermediate:

4. Willow Wren BGA 162. Purchased after an approach from Philip Wills, shared initially with Chris. Stored with much care, in very good condition for its years (like me!) and mindful of its originality left as it was while we though out what next. Eventually sold to Mike Beach, and I believe now grounded for ever at the Brooklands Museum. Pity, for it should really be up there with the rest; I'd hoped one day to re-take my Silver Badge in it.

5. Grunau Baby LN-ST / RAF VN148: Given-me by the Shuttleworth Collection - basically just a fuselage and two "D-boxes". Given away, I cannot recall to whom, and it really delights me to see it airborne on behind an RAF Tiger Moth as in the current issue. Someone has done a marvellous job on little to start with: congratulations whoever you are!

6. "Red GB lib": Fairly complete, but pretty badly hurt: can't remember the BGA number and I think I recall collecting it from an address near Reading. Passed on, again cannot recall to whom, further progress not known to me.

7. Slingsby Falcon I BGA 3016. This only arose at all because George Burton made available to me all the plans from the loft above Fred Slingsby's office. Dave Braham and I collected these and Andrew Coates did a wonderful job of cataloguing them ALL, and from this pile emerged all but one of the original plans from which Fred built the "British Falcon" in about 1930 (plus among others, Hjordis, Hengist and the Baynes Bat). I planned a "volunteer input construction plan" and among others, approached John Sproule to build the tail surfaces. However, he suggested that my plan was unlikely to work, took the project over and placed it with Ken Fripp from where it eventually emerged. I saw its first flight from a distance (not invited to be present!) and eventually, after Ken's untimely death at Heathrow after a flight from Canada, Sir Charles Dorman approached me and I purchased it - regretfully at nowhere near its build-cost. I flew it three times (twice at Sutton Bank and a circuit at the Mynd) for 1.55 only: fortunately the trailer





Top: Iver Stretch with that "Disgraceful Dagling" - having helped me load it at Blackpool Airport Fire Station, which if nothing else, saved the use of a match the next day! About 1975.

Above: Cedric Vernon sitting in the Willow Wren in my garden at Henham. Yet another failed ambition was to restore this to fly and re-take my Silver C in her. Now she's for ever lost to the movement.

Right: the author inserted in the Wren.

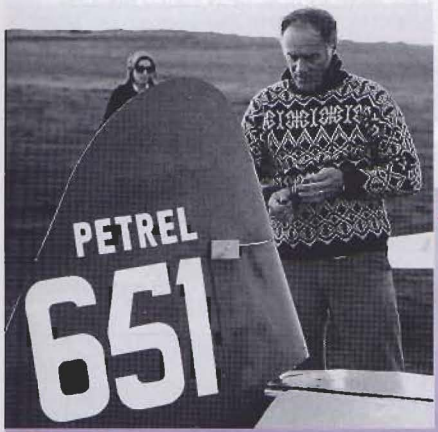


came with it so saving me building what would have been my 6th... and it was a real trick to get into, but once in and airborne it flew beautifully: my highlight was to rig it at "Sling's" Kirbymoorside works and watch "Fluff" Slingsby looking it over.

8. Fauvel AV36. This was fetched from Germany and was in truly appalling condition. I managed only a little work on it and passed it on, I think I'm right, to David Almey who got it going and found it pretty twitchy in pitch. BGA 2500, I think, and where is it now, I wonder?

9. BAC Drone G-AEDB (issued with BGA2732 = the Cadet plus 2000 - so that it might be BGA motor-glider rather than CAA light aircraft C of A certificated). When we first met, she was in overall bright yellow, a Duxford resident purchased from Bob Ogden. Eventually we found why the engine wouldn't run - so we re-installed the fuel pump so it fed fuel up to the carburettor rather than (if any got that far!) back down to the tank. For this I undertook a complete re-spray into silver flying

surfaces and dark blue with red coach-lining, also re-building the fin to the correct shape and strengthening the engine mounting pylon. 15 hours of fun aloft with -AEDB; many at Russavia also flew it, and I sold half to Peter Kirk, and later the other half to Roy Nerou. In very safe hands at Derby with Peter and Roy; gradually being worked up to perfection by its two expert owners.
In passing, I also rescued "most of a pair of other BAC Drones" long-stored at an address near Thetford. The more complete one went to David Almey and some work was done on it, and later I re-collected it from David and delivered it to its owner now near Bristol; parts (flying surfaces) of the other two found their way into the hands of Michael Maufe who built them so beautifully into the BAC VIII: what has become of that, I wonder?



Left: Mike with Petrel 651, Camphill, 1975. Below: Two loves in my life! Petrel BGA 651 and GBIIb BGA587 Mike got his Silver C in the GBIIb, between Dunstable and Blackbushe (winch launch 9/6/50), close between Northolt and Heathrow.

HIGH PERFORMANCE

10. Petrel BGA 651 - story above.
11. Moswey III HB-474: organised fetching from Switzerland and syndication of this little beauty at CUGC, eventually selling my share to Max Bacon. Came on an open trailer; this time Dave Braham and Andy Coates performed the task. I had the joy of flying her in a Shobdon "Enterprise" and treasure the "Rhoda Pot" for being the only "nail" who got back from a 0/R to Church Stretton Railway Station as TP? Has anyone ever got lower on a cross-country (just making the edge of the Mynd by about 15 feet) and still got back? My other recollection was Barbara Reed's remark that "watching you get into its tiny Swiss-watch cockpit is like watching a sardine covering itself in clingfilm" - thank you, Barbara!
12. Olympia. This was a large heap of discarded and collected wreckage, but which would have all fitted together once repaired. Generously donated by Ralph Jones and folk in the Thirsk area as introduced by Tony Maufe. More long trailer trips, but it was all passed on free when the time came. My plan was to create a "varnished Meise" out of it all, and there was clearly going to be enough left over to design and build a front end and cockpit, onto which would be merged a rear fuselage, standard Oly tail, shortened wings (about 10m), a Kestrel wheel, and a little engine to produce something not unlike a Fournier RF4 lookalike (in my mind, anyway - but much more fun than cooking all the leftovers on Bonfire Night - like happened to Hardwicke's "Falcon I" on bonfire night 1955 at the Mynd!
13. Also I declined to purchase the unique "wooden push-rod" Kite 1 BGA400, then bought by Dick Hadlow and Peter Underwood, though I did carry out a major repair on the starboard wing aft of the spar of this lovely sailplane.
14. ASW 20 BGA2848. This aircraft is a real classic: mine was purchased as a wreck and rebuilt by David Almey. Yet another trailer, my fifth and last, and flown by me for a few hours. Modified into a "20L" and lent to CUGC where a member spun it with just enough height to partially re-cover, but the ground hurt it, though fortuitously not the pilot. Sold, rebuilt and I believe now flies at Booker.

TWO-SEATERS:

15. Kranich BGA 1147: purchased derelict from Carlton Moor about 1972. Much work done under the skilled care of David Braham at Duxford, new trailer built, stored when space needed for other IWM projects. Kept in hope one day I'd finish it: but free time was against so doing, so sold to German owners - delivered to a Calais hand-over as recently as July 1st this year. I'm happy it has gone where it will be cared for, sorry it had to go abroad: advertised long in VGC news, but no one seemed bothered to enquire.
16. Kranich BGA 907: purchased and collected from Weston-super-Mare about 1973/74 in pretty awful condition; to Dave Braham who may still own it: restoration progress not known to me.
17. Spalinger S.21: given me if I collected it from Switzerland. This I did, and gave it to Dave Braham and Ron Lake (who taught me much about Tiger Moth restoration). Believe Ron sold out to Dave; further progress not known to me.
18. Short Nimbus: Purchased from Cornwall involving two return journeys, the fuselage move was a story in itself. Some work done, mostly fuselage paint stripping. Sold on for "no small sum" to the Ulster Folk and Transport Museum – I recollect this was "£3,500.00 & they to collect", which they did. I am very, very sad indeed, to hear of this lovely machine's present fate. It was the only glider and last aircraft built by Short Brothers and Harland at Rochester and does not deserve this reported fate. Please, VGC and, for that matter BGA, arise, speak with clarity and BE HEARD, and rescue it before it is too late. I am quite appalled - in this day and age - a UNIQUE aircraft.

POWERED AIRCRAFT

Perhaps worth a mention is the complementary powered aircraft side of my Collection.
19. G-MOTH - DH82: a copy of the first RAF Tiger Moth, K-2567, assembled largely by myself out of collected bits with others guiding me: still mine, airworthy, and lives near Saffron Walden; still with a towing hook - another VGC Rally one day, maybe? Including a lower left wing, burned in half in the middle

(from Nympsfield where I was collecting a top cowling) but which yielded much needed root and tip ribs, trailing edge to the aileron and leading edge to splice to mine: a super find for a fiver! Good job I peeped behind the Piper cub wing against their hangar wall!

20. G-AKKH - Gemini - the most original of a very few of 168 built that remain; spent several months in 1994 full-time totally re-finishing this aircraft inside and out: sold a year ago to Sir John Allison and last heard of going well. This had been got back into the Transport Category for limited pleasure flying when my Duxford operation closed down. I found and rescued this beauty at rest at Shobdon when purchasing a fine-pitch towing prop for G-MOTH...!

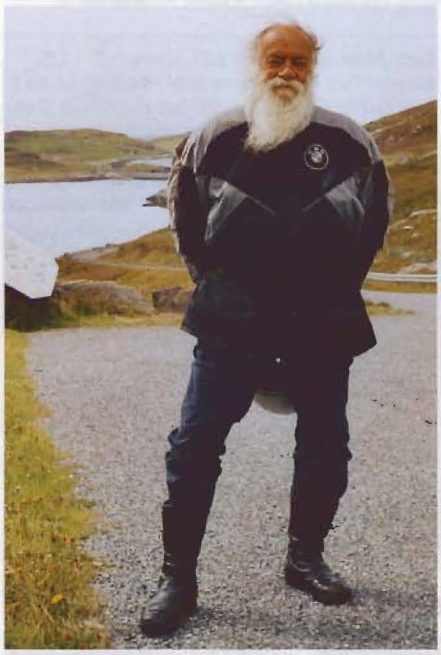
21. G-ACET - DH84 Dragon: this was more or less no more than a set of wings and tail surfaces believed to have come from Captain E E Fresson's Highland Airways in 1933. Re-registered as such, and eventually sold on to Ron and Michael Souch with steady progress reported since. If we'd managed to finish her, she was destined for the pleasure flying operation in the future. Now approaching completion - but if I hadn't quickly swapped these components (all lying under a soggy tarpaulin in a wet grass field in Hertfordshire!) for a lot of Blackburn Cirrus Minor engine parts and then re-registered it as G-ACET, it might well have been lost for ever.

22. G-AGTM - DH89a Dragon Rapide: my main pleasure flying aircraft: damaged on take-off on June 21st 1987. Again fit, well, and very beautiful, based with Air Atlantique at Coventry.

23. G-BFVH - DH2 WW1 fighter: much improved by my Duxford team after film use converted to a "Gunbus": sold on as a DH2 Replica many years ago, last heard of with the "Flying Vet" Maurice Kirk. This was built at Land's End and described as "a static replica capable of flight" - which about summed it up: non-differential ailerons so "DO NOT bank over 30 degrees, or you may spiral down" - and (true, this) flies like a glider on tow behind an invisible tug!

24. G-AEYY - Martin Monoplane, rescued in truly appalling condition and after being vandalised - from prolonged storage in a lock-up garage Stoke-on-Trent, wings were DH53 so "removed" and re-registered then as next item. Fuselage and wing-rib jigs passed on to David Braham, current progress not known to me: believed to be in store.

25. G-EBQP - DH53: built by the DH Technical School at Astwick Manor, Hatfield 1976-80: Stored since; now almost complete to fly as RAF J-7326 of the legendary "airship hook and drop trials" at Pulham in 1925. Watch not this space, but Aeroplane Monthly: to go on the display circuit from 2003 onwards. Remember the DH53 was inspired for the 1923 Lympne Trial by the Itford DH52, and is a direct ancestor of the Tiger Moth - literally: a bigger engine, a front seat and an upper wing and there you have the DH60! This is to have (thank goodness!) a sponsored trailer to save time and vital 1923 Bristol "Cherub" engine-hours going to events.



THE PLANS ARCHIVE

My recollection is that I put together all of Slingsby up to the T30 Prefect (T31 still in RAF service at the time), including the Baynes Bat, Hengist, and Hjordis; all of Elliots of Newbury, various pre-war aircraft. Also some of the famous German types: Kranich, Grunau, and of course "Operation Sigma" - for which I applied but it went to Canada. Most were kindly donated by George Burton, then MD at Slingsbys. All I took into personal ownership to preserve them so that, if and when the time came (as it did), T could decide where they went - so they were handed over to VGC - and thank you, Colin Street, for collecting them, together with all of Fred's wooden racks and storage cans, all now safely with VGC for ever-and-a-day.

So: if the Nimbus was sold for "no small sum" - and it was not all that much - well, consider all the materials in those trailers, wheels, axles and lights, plus monthly rent of a storage building and workshop for nearly thirty years, and all that motoring - fetching and carrying bits and pieces... Would I do it again? Possibly not because I do not like to know I failed, but much was learned; in my heart I know it could have succeeded, and maybe some lasting good was actually achieved. Anyway, my Bank was happy enough with results of the pleasure flying for a DC-3 and hanger to be funded for my 60th birthday! To move from 767 inclusive tour flights to Tenerife to exclusive ones around our green and beautiful isles, was my "retirement" dream. 22,000 folk enjoyed trips in the "Dragon Rapide" - and about 8000 more when I chartered DC-3's, Islanders, Trilanders and Jet-Rangers on show days. Or... maybe yes, I would, indeed I am still at it. To keep the DH53 and G-MOTH company I'm presently engaged in trying to launch a project to build a "ninth production Handley Page 42 'Hannibal'" to really put the fun back into passenger flying: think of it; properly served hot in-flight meals, wine in real glasses, nearby countryside views, no DVT, cruising at a take-your-time 80 knots passing over Croydon as you go....! Watch this space! one day you may charter it to take your friends to the Open Nats or the VGC International!!

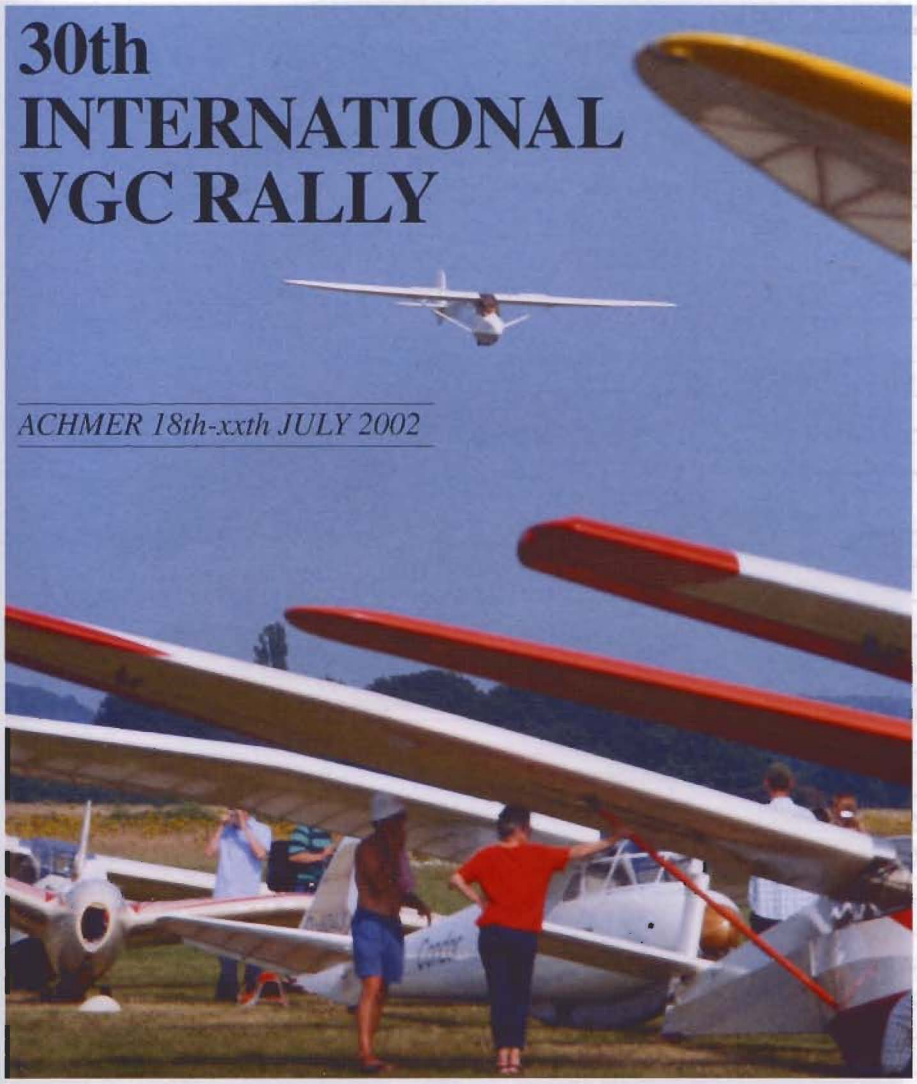
Left: Mike as now, celebrating his 71st birthday (07/08/01). The immaculate BMW 1000cc K-series is unfortunately out of the picture which was taken by a Hebridean ladyfriend who joined me for 4 days on last year's Tour of the Outer Hebrides — Butt of Lewis to Vatersay — this being taken on Barra "on the day". Bikes are like low flying: "keep the rubber at the bottom, the slip needle in the centre, and do not overbank". Actually, I'm thinking of an aircraft type instrument panel for it: T&S, ASI, Alt, Volts, OAT, Oil T, Fuel quantity GPS and EW Baro - plus a VGC badge somewhere!

Gliding... to me the most marvellous sport in the world: my later ASW22 (1/4 share) took me to heights and distances undreamed of in my youth. But it's over now for me... but what wonderful memories: to have been a gliding enthusiast all my life was both a pleasure and a privilege. Well done VGC, and live on well beyond my limited future years: excuse me, I must go back to reading my set of "S & G" - every copy since two weeks after I was born in 1930, till last month's issue!

But who borrowed and never returned my buff-coloured 3-volume bound set of "S & G" for 1934/5, 36/7 and 38/9 and 40, I wonder? Whoever you are, may I now have them back, please? ■

30th INTERNATIONAL VGC RALLY

ACHMER 18th-xxth JULY 2002



Once again the VGC
Made an inspired choice
To celebrate this jubilee
At Achmer and rejoice
in 30 years of operation
truly grounds for celebration

We welcome friends from many lands
To spend this week together
To celebrate – we hope, to fly
(depending on the weather!)
in their aircraft without motor,
without power, propeller, rotor
just solar energy – inter alia –
to soar over the landscape of Westphalia

This without stress or hullaballoo
Nor for want of better things to do,

But so our precious vintage gliders
Should again be seen to fly
As they were designed to do,
Soaring high into the sky
Rather than, by lengths of string
From museum ceilings swing
Like some dead forgotten thing

On the Rhoengeist spirit I now call
And wish much fun to one and all
Good flying weather and lots of luck
In aerial space over OS-NA-BUCK!

Photos by: Vincenzo Pedrielli, Geoff Moore, Ernst Schmutterer, Margaret James.

This was well organized by our members at Achmer ,who were led by Harald Kaemper. The hard work was done by a team of 40 members before, during, and after the Rally. What this team achieved was prodigious and we thank them all. A 4 drum winch was hired from the Dutch club at Twente and this meant that there were six cables active for winch launches. The winch launches to 500 metres and over, were so good that most pilots preferred them to aerotows.

Above: busy launch point as a GB? comes in to land. *Photo: Vincenzo Pedrielli.*

THE WEATHER. This was the villain of the peace. The whole Rally period was covered by periods of low pressure with only very slight improvements promised for the whole week. After the Rally's ceremonial ending on the last Friday, there was proper fine weather for gliding during the last weekend, which some pilots could take advantage of, if they could stay on. The final Sunday was a Club "Open Day" but the weather was so hot that spectators were few.



Reiher and Petrel together make an interesting comparison. This was typical of the weather. *Photo: Frits Ruth*

Pilots & Participants, 30th International VGC Rally

	VGC No.	Aircraft	Registration
AUSTRIA			
Balga Gottfried	2053	Bergfalke 11	OE-0298
Havlicek Franz	661	L-Spatz 55	OE-0362.
Schlifelner Harry	?	Musger Mg 19	OE-0485
Thaler Erich	2103	L-Spatz.	OE-5089.
AUSTRALIA			
Simons Martin	47.		
BELGIUM.			
Hanssens Jorg	?	Briegleb BG 12A	00-ZRV
Kieckens Johan	703		
SWITZERLAND.			
Grundbacher Lilly-Annemarie	1887	Elfe S4a	HB-1199.
Peter Detmer Hans	891	Moswey 3	HB-374.
Raz. Max.	1077	L-Spatz 55	HB-575
Stapfer Kurt	303		
Walti Willi	1000	L-Spatz-55	HB-737.

Regretfully, Andreas and Willi Fahrni could not come with Moswey 4 HB-522 and Ka-2 HB-724, as Andreas was very ill. We send wishes from the whole VGC for his complete recovery.

GERMANY			
Achmer		Grunau Baby 2b	D-5221
Achmer		Grunau Baby 3	D-6054
Achmer		Lo 100	D-3100.
Achmer		Meise	D-6046
Achmer		Condor 1V	D-6043
Achmer		Kranich 2	D-6048
Allerdissen Gerhard	1642	Weihe 50	D-0084
Becker Hiltrud		Baby 3	D-1052.
Belke Andreas	2052	Ka-2B	D-5596.
Behrer Dietmar	865		
Bornheber Ralf		L-Spatz-55	D-8049.
Bost Falk	143	Grunau Baby 3	D-4642.
Deutsch Hans,			
Diller Michael	1542	Lehrmeister	OE-0575.
Dremer Michael	Bucker Bu 131 Jungmann		D-EINE. Aeroplane.
Dubbick Mathias	2002		
Eckhold Phillip		Ka-2b	D-1959.
Ewald Bernd	1808	Ka-6E	D-0339.
Fehlhaber Rudi	488		
Fey Klaus	2100	Ka-7	D-7095.
Gillmeister Sandra			
Grau Ulrich	1883		
Grau Otto	996	Rhoensperber	D-9025.
Gruender Siegfried	1932	Baby 3	D-6004.
Hahn Dietrich	1903	Kranich 3	D-6071.
Rudiger Heins	1300	Olympia Meise.	D-6934.
Herbich Wolfgang		SZD-24C Foka C	D-2062.
Hermjacob Gerd.	470	Weihe 50	D-3654.
Hohlfeld Sven	2082		
Kasubeck Reginald	1522	Kranich 2b-2	D-0031.
Kellermann Karl-Heinz	589	DFS Reiher 111	D-7033
Kieburg Uwe	2146	Ka-7	D-6059.
Kirchner Bernd	2022	Bergfalke 2	D-9134.
Konermann Martin	1481	T.21b	BGA 4110
Kroll Christian	343	Cumulus	D-6059.
Kruse Jochen		Condor 1V.	
Kurz Josef	642		
Kurz Markus	?	Ka 6BR	D-4054.
Lengrusser Peter	948	Rhoenbussard	D-7059.
Meiners Albert		Ka 2	D-8776.
Mugge Willi	2023	Bergfalke 2	D-1145.
Christiansen Manfred	2039	Ka-2B	D-8134
Murke Jens,		Bergfalke 111	D-1304.
Muth Christine	2081		
Neupert Frank	2041	Ka-4	D-3584.
Dreskornfeld Gisela		Goevier 2	D-1080
Tegen Ingo		"	"
Nierholz Heinz		"	"
Nippert Olaf.		Ka-6 CR	D-3560.
Nissen Hans-Christian			
Ocker Peter.	1150	Weihe	D-0700.
Peters Dagobert		Ka-2B	D-7039.
Pfrommer Erhard.	1881	L-Spatz 55	D-7138.
Preuss Alfred	Focke Wulf Fw 44J "Stieglitz"		Aeroplane SE-BWM
Rapp Gerhard	1262	Baby 111	D-9297.
Schaden Albert	1648	Doppelraab 11	D-5436.
Schickling Klaus	1632	T.21b	BGA 3195.
Schulz Adalbert	1002	Minimoa	D-8064.
Skrzypek Volker	1857	Ka-7	D-5250.
Sothmann Guenther,Inge			
Stachulla Christian	1633	T.21b	BGA 782.
Steiner Manfred	1677	T.21	BGA 3287.
Themann Georg	1244		
Tischler Gerhard	1867	T.31	BGA 3545.
Tschorn Werner	170	Weihe 50	D-7080.
Wirth Alexander	2011	Baby 111	D-8880.
Zahn Clemenz	1868	DFS Habicht E.	D-1901.
Zeter Christian			
Zibelle Ingrid	1651		
Ziller Joerg	384	Olympia Meise	D-1420
Zimmermann Norbert		Ka-6 CR.	D-3242

Total :- 55 gliders entered and two aeroplanes.

Manfred Hoffman, who died shortly before the rally was greatly missed by all present. The VGC was represented at his funeral in Munich.

DENMARK			
Fogged Helmer	1915	Lo 150B	OY-DTX.
Gjorup Niels-Ebbe	592	Grunau Baby 2b	OY-AX0
Hillersborg Ove B.	1863	SZD 25A "Lis"	OY-DXX.
Lyng Johannes	1506	Specht	OY-VEX.
Moeller Niels	1917	Grunau Baby 2b	OY-AXO–1950
Poulsen Niels	1918	2G	OY-AVX.
FRANCE.			
Fulchiron Didier	556	Ka-4	BGA 4116.
Renard Maurice	558	Bijave WA 30.	F-CCMY.
Urscheler Peter	1130	Fauconnet	F-CDLC.
FINLAND.			
Huuskonen Juhani	1981	Ka-6E	OH-892.
Jarvinen Kari Pekka	1772	Ka-4	OH-207.
Tihula Kimmo	1771	Ka-6E	OH-899.
Vaharisto Anu			



Left: Condor.



Above: Moswey III, Hans Peter Detma.

Below: Han's Dismer's Goevier takes a winch launch.





Above: Condor IV, Jochen Kruse, Peter Underwood.

Right: Ka3, Hans Strukmeyer.

Below: Bob Gaines trying Graham Saw's Petrel for size.









Top: Erhard Pfrommer's L-Spatz 55.

Above: Robin Wilgoss and team's Jasolka.

Below: a mixture, including Albert Schaden's Doppelraab II.



GLIDERS NOT SEEN BEFORE AT OUR RALLIES.

REIHER 3 D-7033.
This sailplane was built by a team of Oldtimer Club Wasserkuppe Members led by Sef KURZ. Its construction to flying condition has been a great achievement. We have heard that it is flying very successfully and that it has a relatively tremendous performance for an old design. (It would be interesting to compare its performance with those of Ka 6 s and Skylarks etc ie the first laminar flow profiled wings era.?) . The Reiher is a beautiful sight. It was not often flown due to the bad weather. Sef Kurz and his team are to be heartily congratulated. To bring back a Reiher has been one of the greatest moments in the history of the VGC.

LEHRMEISTER OE- 0575.
This was a standard 17 m span East German training two seater , with both pilots seated in tandem before the main wing spar. We could not help thinking that its general lay out was similar to that of an Olympia. We were told that it flies, and climbs, well. Although a considerable number were built, only this one,... and one in Denmark , still exists. There was a smaller span version which was suitable for aerobatics. The type was superceded in East Germany by Bocians etc from Poland.

LIS.
This is a Mucha Std with a metal tube pod and boom fuselage. Because of the lack of fuselage side area, it is more likely to get in to a spin than the Mucha Std. It has spin warnings which should be quickly recognised.

BIJAVE.
This a standard French tandem two seated training glider with 3-piece laminar profiled wings. It was and probably still is, in widespread use in France where it is very popular for its handling and its climbing ability. Its fuselage is a fabric covered, welded steel tube structure. Its wings are of wood. It has a built-in sprung landing wheel to assist its ground handling. It must be one of the last wooden sailplanes to have been built in France. Its competitor was the Breguet 906 "Choucas", It was chosen to be built in quantity instead of the "Choucas". We thought that its decorative painting was very good and very French!

	VGC No.	Aircraft	Registration
HUNGARY			
Liptai Nandor	1604.		
Revy Laszlo.		Zoegling	HA-1929.
JAPAN.			
Honda Shigeyoki			
Seji Limura	1558.		
THE NETHERLANDS.			
Van Aalst Bob.	1457	T.21b	BGA 3225.
Aassmann Peet	1810	?	PH-240.
Van Beugen Camilla	1164		
Bruin de Leen	2156	Rhoenlerche	PH-239.
--Das Jan	1500.		
Deege Peter	704	Scheibe Motorfalke	PH-897
Disma Hans	1061	Fs 24 Phoenix T, PH-949 or Goevier 3?	
Drieszen Edwin	1856.	Ka-3 or Grunau Baby 2b.	D-4308.
Foerster Jan	334	T.31	FDG
Grundemann Jan	829		
Hoogenbosch Martijn	1235	T.31	HVB BGA 1952.
Leeuwe de Fons	1272	Ka 6b	PH-851
Osinga Neelco		Kranich 2	PH- 103.
Rijerse Gerard	1406	T.31b	as BGA 1952 above
Roza Jan	807		
Schenk Ben	1686	Fokker Olympia	PH-176.
Slot George	403	Ka-4 Rhoenlerche	PH-247.
Strijks Bert		Ka-4 Rhoenlerche	PH-354.
Van de Veen	112		
Zillen Wiel	98	L-Spatz 55	D-9370.
Total:- 14 gliders entered.			
POLAND.			
Bialek Henryk		SZD 55 "Lis "	SP-3534.
Buchta Piotr			
Jezerski Zbignew	1902	Mucha Standard	SP-3645.
Kruczek Witold	2139	Foka 5	SP-3645.
Kubica Krzysztof	Mucha 100 or Foka 5		SP-2621.
SWEDEN			
Algotson Rolf	1370	EoN Olympia 2b	SE-SMH.
Fredriksson Lars.			
Karlsson Stig	2066.		
Ljung Bengt	1987.		
SPAIN			
Colomo Ignacio	1502		
Lopez Alberto			
Bravo Carlos and Encarnita Novello			

	VGC No.	Aircraft	Registration
BRITAIN.			
Adam Bob.			
Anson Colin	288		
Bramwell David	387	T.31b	BGA 1376.
Chapple Harry	?	Mu 13D-3	BGA 1937.
Cornelius David	1878	Skylark 2	AWS.
Dredge John	1706	Zlin 24 "Krajanek"	BGA 655.
Dunkley Ian			
Edyvean Susy	1084	"Harbinger"	BGA 1091.
Ewer Annie	1997	Ka-6 CR.	BGA 4099.
Hoskins Anthony	2056.	Skylark 4	BGA 1100
Hull Edward	15	Breguet 905 "Fauvette".	BGA 2768.
Jarvis Andrew		T.21b	BGA 2720.
Klemm Joe			
Lee John.			
Middleton Brian	1147	Slingsby T.34 "Sky"	BGA 698.
Moore Geoff	50	Mu 13D-3	BGA 2267.
Newton Nick	481	Huetter H.17a	BGA 490.
Phillips Derek	831	Olympia 463	CAT
Pattingale Ian	1814		
Raine Christopher	906	Slingsby Kite 2a	BGA 689.
Redshaw Peter		Slingsby T.49 "Capstan	BGA 1237.
Reed Duncan	1884	SZD "Jaskolka" 8	BGA 1512.
Wilgoss Robin		"Jaskolka" as above.	
Saw Graham	19	Slingsby T.13 "Petrel"	BGA 651.
Sharman Bob	426	Ka-7	BGA 2781
Shrimpton David	1999		
Smith Martin		EoN Olympia 2b	
Tournier John	148	Slingsby T34 Sky	
Trusler Steven	2034	Skylark 4	BGA 1063
Underwood Peter	452	Condor 1V	BGA 4905.
Weekes David	1855		
Wills Christopher	1	Kranich 1	BGA 964
Wood Austen	761		
Total:- 22 gliders entered.			
USA			
Gaines Bob			
Handwork Bert	1314		
Metz Stephen	1030		

Total entered in 30th International VGC Rally was 113 gliders and 2 aeroplanes, Of these, about 26 of the gliders were designed before 1940 and 49 were designed before 1945.
We would like to draw our members attention to the extreme difficulty that the poor young girls had in compiling this entry list. Firstly, there were the 6 Achmer gliders that were not entered, but as far as we know, they took part in the Rally. Then, there were the British registered gliders that were entered by one of those bringing them under their BGA numbers and, by the other person bringing them, under their national registration numbers. So, they were entered twice! Then there was the Dutch entered Phoenix T. We think that it should have been a Dutch registered Goevier 3 which was flown by Hans Disma and Jeff Byard (USA)? Then there was a German entered, British registered T.31. Was it there ~ Did anyone see it? We are sorry to have to bring these matters up but we are only trying to discover the truth. Would owners, or bringers of, British registered gliders to our future rallies kindly enter them under their BGA numbers, to preserve the organizors ' sanity ! C.W.



Left: Ted Hull's Fauvette

The KRANICH 2 D- 6048
Built up in 7 years from two wrecks from England by members of the Achmer Gliding Club, is so beautiful that no words can adequately describe it. It is a work of art. Its plywood is covered with transparent varnish and its fabric is covered with transparent dope, covered with transparent varnish in very definitely mid 1930's style. We hope that it will remain in this condition for a long time. Much of the super workmanship was undertaken by Hermann Hackmann. A REIHER 3 is also being built by club members and should be finished in two years, in the same style as the Kranich 2.

The HABICHT and
LO 100 aerobatic sailplanes.
The HABICHT, was originally designed by Hans Jacobs and DFS in 1936 as a possible Olympic Games aerobatic contest sailplane . With its picking up of speed, its controls become heavier to use . This could be to prevent pilots from using the controls too harshly at great speed. The LO 100's controls do not increase in weight with speed increase. However, the Habicht has a soaring capability at a reasonably low speed, which the LO 100 has not. The LO 100 was designed in Bohemia before the war. With a change of wing



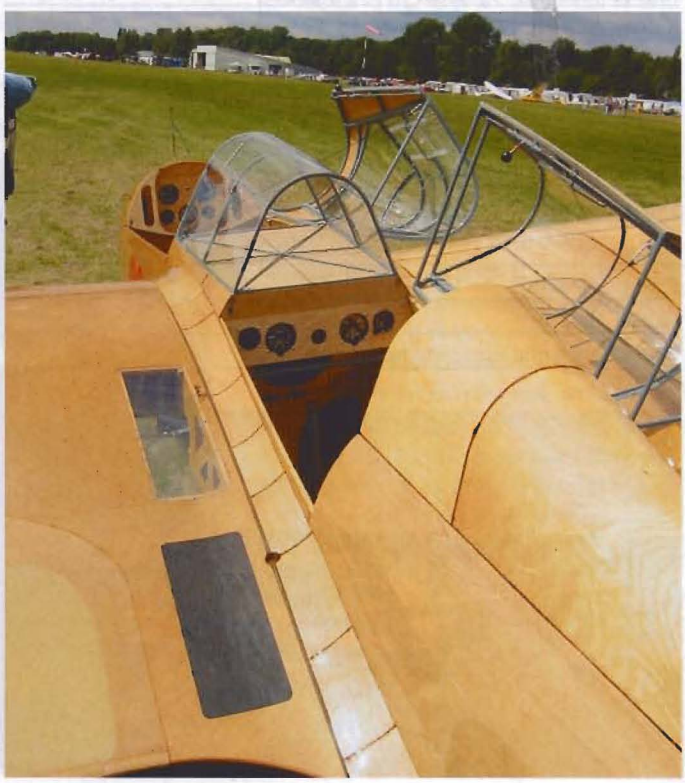




Top: Heinrich Bauer's Bergfalke.

The rest: the Kranich 2.









Left: not all the activity took place at the launch point.

section (to Clark Y), it was built in quantity in the then West Germany after 1950 as an aerobatic sailplane.
Before 1940, there were attempts to design and built high performance aerobatic sailplanes. The best of these was probably the Polish PWS 103 designed by Waclaw Czerwinski. It was like a mini Rekin (Shark). ie PWS 102. Although, 2 prototypes were built of the PWS 103 by 1939, the Russians took them, together with almost all the other Polish sailpanes, to Moscow on trains. Almost nothing more was heard of them, except the Soviet test pilots of glider factory No.25 near Moscow in 1940 are said to have had the highest opinion of the PWS 103. The PWS 103 would have combined an excellent soaring performance with a full aerobatic capability. With its 15 metre wing span , it was also in the Olympic Class which later became the standard class. Its max. L/D was 1/27, and this together with its other capabilities would have made it the finest technical achievement of the prewar Polish Glider Industry. Post war efforts to solve the problem have been the Lunak and Jaskolka.

We wish to thank Horst Ufer, Ulf Ewert, Harald Kaemper, Wolfgang Lamla, Oswald Dickau etc and their organization team which comprised of numbers of the club's youth, all worked very hard and gave us a really good Rally in spite of the bad weather for the entire week. With about 113 gliders taking part, it was our largest Rally. It was a success. The VGC thanks the Achmer Gliding Club. Its members could not have done better for us. CW

Chris has done his usual excellent job in keeping a daily diary of the event which I have passed on to our webmaster for including on our webpage. If however, any member would like a copy of this diary, then please contact me at VGCNews@aol.com - *Ed* ■

Coventry 50th Anniversary

By K J Nurcombe

The weekend of the 19th/20th October 2002 saw the 50th anniversary of the founding of the Coventry Gliding Club which first flew at Baginton, Coventry's municipal aerodrome. In 1965 the club moved to its own airfield at Husbands Bosworth and is now probably better known under its trading name of The Soaring Centre.

Some clot suggested that it might be a nice idea to assemble all of the types operated by the club in those five decades. As people started dredging their memories this list grew to 27 types, from Cadet through Skylarks and Pegasus to Duo Discus. Over the course of the summer all of these types were tracked down. The one that I thought might be a problem, a Ka2b, was solved when the owner of the club's old one popped up out of the blue and asked if we would like to have it back. In the event, 20 of the 27 types were lined up in front of the hangars for the commemorative photograph on the 19th. After a week with some dire weather, the Saturday turned into a superb soaring day, (even the Cadet was seen soaring) and as gliders landed they were placed in the line-up by eager helpers who were gathering to watch the fun. The soaring was so good that we were in danger of having the sun go down before the assemblage was complete. There were "oohs" and "aahs" from the assembled throng as the Viking 1 flew directly overhead. These turned to "Aaghs" and "Uurghs" when it became apparent that the pilot had forgotten his instructions, and landed back at the launch-point. There followed a short delay while someone found its wheels and dragged it down by car. We could, of, course have done that an hour earlier, but never mind, it did look nice as it passed overhead.

In the end, the Puchacz was pulled into place just in time for a final picture before the light went. There was then a mass de-rig and hangar pack, done in some haste as we only had little more than 2 hours before the celebration dinner that evening. Flying continued 'til dusk, and we recorded more than 90 launches that day. The weather could hardly have been better, and all who attended must surely have had a memorable day.

It was amusing to see spectators scratching their heads over some of those types exhibited. Subsequent comments indicate that a considerable latent interest in vintage gliders has been aroused. Sincere thanks go to Richard Moyse who bought his Cadet, Chris Hughes with his Prefect, Andy Griffiths with the club's old and much loved Skylark 3, Keith Green with Ray Whittaker's Swallow, and Paul Morrison with his syndicate Skylark 4. Their efforts may well go towards reviving interest in vintage gliders at Hus. Bos. and that must surely make the effort worthwhile.

Here's a list of those gliders present:
Cadet, Tutor, T21b, Prefect, Olympia 2b, Viking I, ASK2b, Skylark 3b, Skylark 4, Capstan, Swallow, K8, Pirat, Bocian, SF 27, Puchacz, Junior, Discus, Duo Discus, MotorFalke

First International Kranich Meeting

Saturday 24th August until Saturday 31st August on the airfield of Langenlonsheim near BINGEN by Chris Wills



The First International Kranich Meeting was held from Saturday 24th August until Saturday 31st August on the airfield of Langenlonsheim near BINGEN, which is 40 kms from MAINZ, with the kind permission of ERWIN ZIMMER, President of the Aero Club Bingen at Langenlonsheim. It had been found necessary to change the location for the Rally from Mainz Flinten to Langenlonsheim shortly before the event. There had been some problems at Flinten, not the least of them being a reduced height air space due to Frankfurt Airport. Langenlonsheim is 40 kms from Flinten. The Aero Club at Langenlonsheim extended to us excellent hospitality and some hangar space.

Entered were 1 Kranich 1, 1 Kranich 2, 8 Kranich 3s and 1 Mg 19A. Participating crews were from the USA, Spain, France, the Netherlands, the UK and Germany. Our Organizer was MANFRED PENNING of the Oldtimer Fliegergrupp Mainz, which had just restored a fine Kranich 3 under the financial sponsorship of Lufthansa. Their next project is to be a Doppelraab. The longest duration flight of the Rally was 3 hours. The weather was not on our side with poor visibility. On the last Saturday, two more Kranich 3s were due to arrive by aerotow but bad weather prevented this. There were 51 launches from which 36 hours were flown. The longest duration flight flown during the meeting was 3 hours.

Visitors to the Rally were - Gerhard Allerdissen, President of the German Aero Club. Isolde Woerdehoff, Vice President of the German Aero Club, the Sister in Law of Hanna Reitsch, Hans Jacobs's son Michael, the son and grandson of Professor Dr Walter Georgii Hans Zacher and Dr Manfred Reinhardt, Elizabeth Haefner, who had been Hanna Reitsch's co-pilot in the Kranich 3 during the 1952 World Gliding Championships in Spain, (they came second), 2 daughters and one son of Dr. Ernst Frowein were also present. Also present was Eric Kuhn, who was co-pilot with Dr Ernst Frowein during the 1952 World Gliding Championships. Also with us were Fred Weinholz and his wife.

During the evenings were many lectures, one of which was by Klaus Keim, who flew a Kranich 3 on a World Out & Return record of 628 kms, from Bloemfontein in South Africa during Christmas 1967. Over the mountains was a cloudbase of 7,000 metres !! The turn point was in the mountains.

One day later, a second World record was flown. This was a feminine world record by Mandy Numan and Yvonne Leeman. This was 96 kph round a 100 km triangle. The records were flown on 27th and 28th December 67. So, in all, Kranich 3s held 3 World Records.

On the 21st August 1956, a French National out & return record Campiegne-Chatres-Campiegne 280 kms, was flown by the team Roger Fontaine and Max Simeoni.

Dr Alain Simeoni gave an excellent presentation on the two Kranich 3s in France (one of which was with us at this meeting). He described in detail the Word Duration record of 57 hours 10 minutes by Bertrand Dauvin and Couston over Les Apilles, and his tragic end, when he went to sleep flying the Kranich 3 solo over the same site after 44 hours. Translation from French to German was perfectly rendered by Anita Reichmann, the late Helmuth Reichmann's wife, from Saarbrucken. There was also a delegation from the SENIOR GLIDERPILOTS ASSOCIATION OF BREMEN. From 1952, 40 Kranich 3s were built by Foche Wulf Bremen and 29 of them still exist in Germany, Switzerland, the UK, France, the USA and South Africa. Two of these are in Museums. Michael Jacobs told C.Wills how his Father took a job in a furniture factory after the war for security. Written into his contract was that he should have nothing to do with gliders. However, at weekends, he would secretly dash off to Bremen to help with the design, and the building, of his Kranich 3. It is a truly a magnificent sailplane,

The first Kranich IIIs to arrive in Langenlonsheim were: D-4007 (owner Hans Georg Früh, Dusseldorf): D-5405 (owner Dr Klaus Hufnagel, Hanau): D-8507 Bertand Dauvin (owner Dr Alain Simeoni, Paris): D-7002 Mainz (OSCM)





Right: Isolde Woerdehoff, Vice President of the Deutsche Aero Club (DAeC) during her presentation on "Hannah Reitsch and the Kranich III"

Far right: Klaus Keim talks about his 628km out and return world record in a Kranich II on December 29th 1967 in South Africa

worthy to be his last sailplane design. Its performance and handling must be way ahead of all his pre 1940 designs except perhaps for the Reiher ? Unfortunately, because FW Bremen's overheads were too high, it could not be sold for under 11,000 DM, which was expensive for German Glider pilots in those days. (The Spatz was 4,500 DM, the Mu 13E was 7,500 DM... but the Condor 1V was 16,000 DM.) In 1958, FW was told to stop building Kranich 3s. The 29 still airworthy Kranich 3 s can be found now in Germany, France, Switzerland, in South Africa (where there are three of them,) the USA and Britain. (where one is currently for sale at Dunstable.)

Also not able to be present was Erich Kloeckner who had taken a modified Kranich 2 from 6,520 metres (aerotow release height) to 11,410 metres in wave over the Grossglockner on 11, 10 1940, while working for DFS at Ainring in Bavaria. This single seater World absolute height record was not recognised by the FAI in Paris, as it had been decided that no wartime flown records should be internationally recognised (and Eric Nessler, France had one of them, He had flown a Spalinger S.18 for over 38 hours over La Montagne Noire in 1942) However, there was nothing to stop these records being recognised as national records.

Erich Kloekner had been advised by his Doctor not to travel to us on account of his advanced age. It was furthermore revealed that the famous film on the 1952 World Gliding Championships in Spain had been lent to someone who had not returned it and it is therefore presumed lost.

During no flying days, visits were made to the Kupferberg Sekt factory, where we were honoured to be given a special guided tour by its one time Managing Director Freiherr (Baron) Von Schilling who had flown his A, B, and C gliding certificates at Rositten in east Prussia in 1935. The guided tour which went through the firm's at times problem full history and the technique of making the Sekt, ended up with the Sekt tasting of four large glasses full, of different varieties. There were some among us.... !!!! who felt the effects. We discovered that the Freiherr's excellent English was due to him having been in the German Embassy as a boy, in London until 1940. It was a real privilege to be with such a gentleman. We also visited the Music Museum at Rudesheim on the Rhein, the Germania Monument (Niederwalddenkmal), the falcon and eagle training centre, where it was discovered what a Steinadler was, and a Gliding Club above the Rhein, where we were heralded by a Potato Canon which, ignited by hairspray, fired an uncooked potato to 200 metres height with a considerable explosion! The cannon had been built of plastic piping by the youth of gliding



Chris wills and Manfred Penning in front of the exhibition on the 1930 "Ladies Glider Club Mainz – Wiesbaden".

contest during non-contest day.

In all, the First International Kranich Meeting was a great triumph of organization due to Manfred Penning of the Mainz Oldtimer Gliding Club, and it was resolved that the Kranich meetings should be held annually. The next one is to be held during the last week in June 2003 at MARPINGEN IN THE SAAR. This is the HELMUTH REICHMANN SOARING CENTRE. It is a magnificent hilltop gliding site with many slopes and a small mountain nearby. C.Wills visited it with Manfred on the invitation of Annette Reichmann. CW had no idea that such a beautiful place and gliding club existed in the Saarland.

CONTACT IS: - Manfred Penning, Am Finther Wald 5880,55126 Mainz, GERMANY.

Chris Wills would like to thank everyone who helped him with his Kranich 1, especially the American Team (Peter McClean, Lene and Seth Coulter) and the Dutch Kranich 2 team (Neelco and Marja Osinga).

C.Wills had a Birthday during the week and would also like to thank everyone who gave him presents large and small. They were all large to him! CW does not have all of your addresses and so he has to thank you now in the hope that you are reading this. It was some birthday and he will never forget it, or you who were there. ■ C.W.



Dr Alain Simeoni, Paris gave an excellent presentation in French titled "Triumph and tragedy of Bertrand Dauvin" which was translated by Annette Reichman.



The Myth of the Bell-shaped Lift Curve

By Martin Simons

Professor Bemdt Ewald's project outlined in VGC News No. 104, to get a newly built Horten IVA flying, deserves enthusiastic support. It would be most exciting to see one of these famous sailplanes in the air again after so long. It would also give us a chance to answer some outstanding questions.

Stimulated by Lippsich's work on his 'Storch' gliders, the Horten brothers, Walter and Reimar, from 1934 produced their series of tailless sailplanes and powered aircraft. Great things were claimed and much was expected.

What the Hortens did, for which they deserve much credit, was to persist with their tailless designs until they had a sailplane that may have been nearly as good as the best of the contemporary orthodox types. Eric M Brown, the test pilot, wrote in 1983: "They persevered where others have given up. I only wish I could share their enthusiasm and faith.[1]"

In the end there was disappointment. Hans Zacher has written "Unfortunately, in earlier reports many facts have been hidden and others have later been realised to be wrong. Often self-praise occurred and so-called flight measurements have not been physically exact."[2] This comes from one of the people most intimately concerned with flying, comparing and measuring sailplanes, among them the Horten IV. He continued "One has to emphasise that with tailless aircraft it is more difficult to find the necessary compromise between good performance, desirable and safe flight characteristics, easy handling on the ground and cheap construction costs, compared to 'normal' aircraft."

Reflexed profiles and centres of pressure

Contrary to some claims, the Hortens did not make any astonishing discoveries. For example, wind tunnel tests on reflexed wing sections had been performed by 1924 and the results widely published. These profiles, of which there were many examples available to designers before 1934, do not have a double centre of pressure. In the old terminology, they have a single centre of pressure which does not move appreciably at the changing angles of attack normally used in flight.[3] Unlike the ordinary cambered type of profile, they do not try always to push the nose down. (The nose down pitching tendency of the usual type of wing is normally resisted by a tailplane or a canard forewing.)

If there is no tail a reflexed wing profile which does not require the nose-up balancing force is an advantage. The Hortens were far from the first to see this. Lippisch and others used reflexed profiles long before, but to use them was to sacrifice some performance. In terms of lift and drag, reflexed profiles are relatively inefficient.

Often self-praise occurred and so-called flight measurements have not been physically exact.

Flutter

There were other difficulties which the Hortens did not solve. One was wing flutter. Karl Nickel wrote, "I have experienced flutter with the tailless sailplanes Horten H IV. Beginning at approximately 140 km/h it started to rattle and shake and to flap its wings more and more. I know this phenomenon and I am terrified of it." He mentioned also the fatal accident to the Horten IVB, caused by wing flutter. The H IVB had wing profiles copied from the P - 51 Mustang. The fighter's wing section, unsurprisingly, did not prove suitable for a sailplane but flutter is not caused simply by the type of wing profile. Swept back wings with a degree of torsional flexibility, are always prone to this.

The Bell-shaped Lift Curve

Of special importance to the Hortens was the so-called 'bell shaped' lift distribution *(Figure 1)*.

The Horten's 'bell-shaped' lift distribution curve A lift distribution curve appears if the lift developed at each station along the span of a wing is plotted on the vertical axis of a graph, where the horizontal axis represents the wing span. To work this out is a normal step in the design of any aircraft. Assuming the wing is at some positive aerodynamic angle of attack to airflow, the maximum lift is developed at or close to the centre

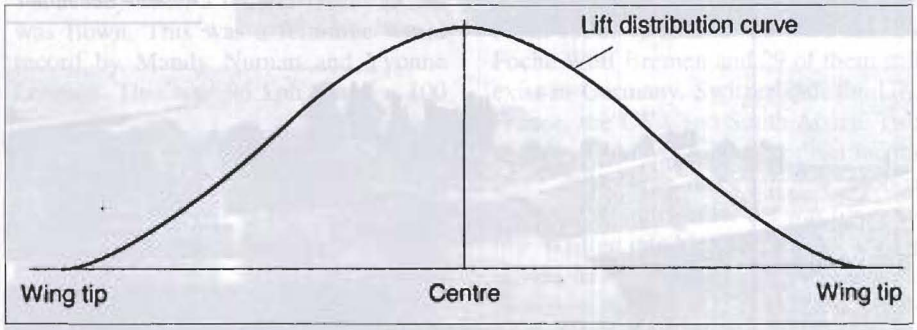


Figure 1: the Horten's 'bell-shaped' lift distribution curve.

[1] *Eric M Brown,* Wings of the Weird and Wonderful Vol 1 *Airlife, 1983, p 145 - 9.*
[2] *Hans Zacher, quoted by Karl Nickel and Michael Wohlfahrt,* Tailless Aircraft in Theory and Practice, *AIAA, 1994, pp26 - 8*
[3] *The centre of pressure, however, is an abstraction, a result of mathematical calculation and not directly measurable. It is preferable to say that correctly designed reflexed profiles have zero or positive pitching moment measured about the aerodynamic centre, which is at approximately the quarter chord position.*

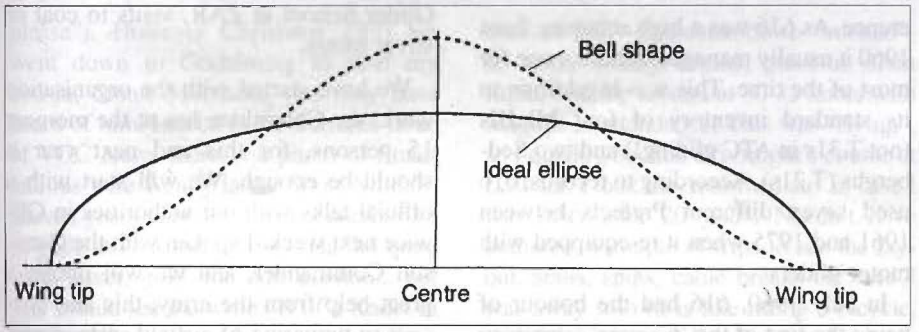


Figure 2: the 'bell-shaped' lift distribution curve compared with the ideal elliptical lift distribution. The total area beneath each curve is equal representing the required lift for flight.

of the wing. The fuselage, if any, may spoil this to some extent but such interference is reduced as much as possible by careful design and fairing. At the extreme tips there is no lift so the curve there touches zero. The area under the lift distribution curve represents the total supporting force. For the aircraft to sustain itself in flight, the total upward force integrated in this way, must equal the total weight.

Vortex-induced drag

At high angles of attack, as when a sailplane is flying slowly and, perhaps, circling in a thermal, by far the most important sources of drag are the wing tip vortices. The difference in pressure between the upper and lower surfaces of the wing, causes severe cross flows. Powerful vortices trail away behind each tip. This creates very high drag. In slow flight, trimmed for the minimum rate of sink, the vortex-induced drag is more than all the rest put together. At the slightly faster trim required for the best glide ratio, vortex-induced drag is usually half the total. Clearly, anything that increases vortex drag has a very serious effect on the soaring ability of a sailplane, and on the best glide. It has been known for a long time that a lifting wing (assuming there are no winglets) will develop least vortex-induced drag when the lift distribution curve forms a semi ellipse. If the curve departs noticeably from the elliptical form, there will be a drag penalty. To achieve the ideal elliptical lift loading, the simplest way is to use an elliptical wing plan with no wing twist or spanwise change of angle of incidence. Most modem sailplanes approximate this closely. Each part of such a wing produces a share of the total lift in proportion to its area. No part is idle, and no part is overworked. Every bit of the wing produces drag, so it is important that every bit should also produce a proper share of the lift.

Drag penalty of the bell shape

The Horten bell-shaped lift curve departs considerably from the elliptical *(Figure 2)*.

There are, inevitably, serious losses, particularly at low flight speeds as used for soaring. The Hortens knew this. The increase of wing vortex drag, they believed, would be more than compensated by the saving of tail and fuselage parasitic drag. In this they were too sanguine.

The best glide ratio of the Horten IV is sometimes stated to be 1:37.[4] This was never attained in actual flight. Reimar Horten, by his own admission, made the original calculation assuming that the spanwise lift distribution of the sailplane was perfectly elliptical.[5] The 'bell shape' is not elliptical. The 1:37 ratio emerging from this crude calculation was nevertheless published and apparently has been accepted widely ever since[6].

There were only two attempts to measure the performance in flight, one in Darmstadt over two or three days in May 1943, by comparison flights against the D - 30 Cirrus. (The pilots were Hans Zacher in the D - 30 and Heinz Scheidhauer in the H IV.) The Darmstadt tests, to which Zacher's remarks about precision (see above) probably apply, found the best glide ratio to be 1:32. The estimated polar curve published after these tests show the H IV to have been considerably inferior to the D - 30 except that the stalling speed was 10 km/h slower. The flying wing would have been able to turn more tightly. This was mainly because the Horten wing loading was lower. If the Horten had been ballasted to bring the wing loading to the same as the D - 30, the Darmstadt curves show the H IV would have been considerably worse than the Cirrus except at high flight speeds. (At which speeds the flutter problem arose.) The best glide was even slightly less than the existing DFS Reiher of 1938.

The 1:37 ratio emerging from this crude calculation was nevertheless published and apparently has been accepted widely ever since.

The second attempt to measure the H IV performance was in 1959 at Mississippi State University, about which more is said in Part 2 of this article.

Penetration?

Parasitic drag is much less important when soaring than vortex drag, but becomes prominent in high speed glides. The bell-shaped lift curve, while not good for soaring, might seem to favour the fast glide when vortex drag becomes relatively less significant. What is lost in the climbs during a cross-country flight, might be made up if there is good 'penetration' between thermals.

Unfortunately this does not apply to the Horten sailplanes.

Find out more
in the next issue of **VGC NEWS!** ■

[4] *R Horten & P Selinger,* Nurflugel, *H Weisshaupt 1983 p 108*
[5] *Nickel, op cit, p 442.*
[6] *The figure is tabulated with other leading data on page 108 of* Nurflugel, *but only five pages earlier the test results and the resulting polar curve estimates are also shown, demonstrating the exaggeration.*

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Dear Editor,

I have just purchased the old Bergfalke 3 that spent its early life at Northill, BGA no 1464. I understand that John and Valerie Fielder made at least two memorable flights in this glider; one to Great Yarmouth and one to Luxembourg. I would appreciate any old articles or photographs of the glider in the days gone by.

I would also like to trace the ATC T31 that I first flew solo at RAF Chivenor in 1971, XA286, and indeed it's sister aircraft WT917 and T21 WB973. I hope to have one of our T31s flyable for 2003 now that we have our new 6400 sq ft hangar.

I wish to remind your members of our offer of free trailer parking to any VGC member living outside Devon who wishes to base at Eaglescott for any period of the year, upon joining as an Associate member of Eaglsecott Airfield for only £25 per annum. I look forward to hearing from you in due course.

Barry Pearson,
Airfield Owner and CFI.
Eaglescott Airfield, Burrington,
Umberleigh, North Devon EX37 9LH
Tel: 01769 520404

Dear Editor,

Due to a membership hitch I've only just received VGC News Nos.105 & 106, so I am a bit late in reading the article on Prefect WE992 in 105 and the two letters referring to it and 616 Gliding School in 106.

616 Gliding School at Henlow was founded in June 1958 with the late Peter Bullivant as CO and I had the pleasure to serve on the school both as staff cadet and civilian instructor for seven years from its inception.

Though I never got to fly 992 (it must have come to 616 after I migrated northwards with a job change as we'd only had 982 and 993 till then) perhaps I might add something about the use of the Prefects in air cadet gliding since Geoff Kitching queries the presence of one at Henlow in his time there. I think I'm correct in believing that the RAF only had seventeen in all and that not all were allocated to the gliding schools. The few that were available were shared amongst the 26 or so schools for short periods with the most successful schools having preference. As 616 was a high achiever, from 1960 it usually managed to have a one for most of the time. This was in addition to its standard inventory of four Mk.IIIs (not T.31s in ATC gliding!) and two Sedberghs (T.21s). According to records, 616 used seven different Prefects between 1961 and 1975 when it re-equipped with motor gliders.

In July 1960, 616 had the honour of being the first of the '6-series' schools to operate its own advanced gliding course at Halesland near the Cheddar Gorge, and there I gained my 'C' certificate in Prefect WE980 (no 'Bronze' in those days!). On the debit side, we managed to snap both front springs of a Bedford 15-cwt retrieve truck, write-off Sedbergh XN152 completely, and put a conrod through the side of the Ford V8 engine of a Wild winch. Fortunately these events did not preclude further schools from using Halesland!

Terence Henderson's reference to 992 as a Tandem Tutor is obviously a slip-up, and the Halton school where he soloed in 1959 was 613.

I just missed the Swallow that appeared on the scene around the time I left 616, and eventually four or five became available. Never mind, I enjoyed my seven hours in Prefects, not least because it was a single-seater and the most potent glider I ever managed to fly as P1!

Peter Kirk



One of 616 Gliding School's summer courses in 1963 with Prefect 993 in the foreground.

VGCNews has already received some early news for the Polish rally preparations in 2004

Dear Editor,

I send you our proposal for a date for rendez-vous and VGCIR in Gliwice.
Our proposal is:
Rendez-vous: 31st August to 7th August or 1st August to 8th August in Jelenia Gora & Jezow (Grunau).
32nd VGC International Rally:
6th August to 15th August;
opening ceremony on 6th;
closing ceremony on 14th evening.
For some of the participants (25-30 gliders) we will organizing a small competition.
10th Aug. we are proposing the International evening and on
12th Aug. will be the Polish evening

For the families we are proposing yachting near Gliwice (20 km), trips to Cracow, Beskidy mountains & mountain Glider School at ZAR, visits to coal or silver mines.

We have started with the organisation work, the Committee has at the moment 15 persons, for this and next year it should be enough. We will start with a official talks with our authorities in Gliwice next week. I spoken with the Garrison Commander, and we will obtain a great help from the army, this and next year in preparing of airfield surface, and during VGCIR we will obtain tents, field kitchen, field batch, and 10-15 soldiers to guard and help.

We have a very active web-site, it is in Polish and English. If you need some for VGC News you can utilize everything from our page (*Thankyou! – Ed*). Address: www.vgcpoland.aleja.info.

Zbigniew Jezierski

Dear Editor,

Firstly, I am not the owner of a vintage glider being an impecunious retired schoolmaster, but having spent some 46 years in the flying game – including a holiday, 1940–46 in the RAF and having taught myself to fly on a Dagling, Nacelled Dagling and Hols De Teufel in 1938-39 to get a "C" at the YGC Sutton Bank, No 995 I do consider myself a "Vintage Glider", especially when my gliding certificate has "L. Everard, Chairman of the R.Ae.C. and the signature of Harald Perrin, Secretary, R.Ae.C. backed by Wolf Hirth's autograph when I met him at Saltgitter in 1947.

I have seen the funny side of flying – even when nearly being killed 16 times, only twice by enemy action, the rest due to aircraft faults, bad weather and personal 'P/O Prune' antics. But then experience is only trial and error, result has been a fund of amusing incidents, mostly personal but many as funny as Warmington-on Sea in 'Dad's Air Force'. I taught people to fly and then did my Op's in photo reconnaissance Spitfires all over Europe.

Demobbed in 1946 I took over command of 31 ATC Gliding School from one of my prewar companions as he was a Great War veteran and wanted to go fishing at weekends and I had a Central Flying School A2 elementary instructor's category (and 4 "exceptional assessments" in my log book) so I ran 31 GS until the mid fifties when the reserve flying school closed (I was flying Chipmunks with them) and 31 GS was moved up to Ouston in Northumberland. Hence I had a twenty year break from flying until my second wife, Bunty, a teenage flame from 1929 said she wanted to fly an aeroplane ("no, not a glider, an engine and propeller

please"). However Christmas 1973 we went down to Godalming to visit my cousin, Stuart Morrison, you may have heard of him. Indeed in the Summer issue of VGC News there is a photo of Stuart and his wife Wendy in the Short Nimbus. Eleven years younger than I, I taught him to glide at Usworth in 1947. He did quite well, silver, gold, the odd diamond, but you should see the write off of a Kadet in 1947, stall at about 60 feet, vertical drop of the nose, cockpit shattered, wings drooped and wrecked on the ground but when we got to the wreckage, there was Stuart, his harness intact sitting in the seat holding the stick – not a scratch on him. Speaks wonders for spruce, ply and doped fabric. I wonder how a fibreglass carbon sparred modern sailplane would fare in a vertical contact with the ground.

To continue with my saga. Christmas 1973 at Lasham, snow, no gliding but in the hangar was their Motorfalke. Bunty's eyes gleamed when she sat in it Side by side seating, big perspex canopy, Volkswagen engine and little propeller! Easter 1974 (we had both retired) we motored past the YGC at Sutton bank and lo! There was a Motorfalke standing in front of the hangar. Into the secretary, sign the 'blood chit' and both of us took a trip in the Falke, but when she came down, delighted, I craftily got her a trip in a Blanik which was 'on line' – she came down "hooked"- no noisy smelly engine, graceful silent flight, circling around at 30-35 knots with seagulls in attendance! This was "flying", so I quickly booked a fortnight's course at Lasham. I took the 'intermediate' in case I was rusty after 20 years. Needn't have bothered, a couple of trips to see the layout, stalls, spins, cable breaks etc. and I was away solo (it is like riding a bicycle, one doesn't forget). But Bunty, a beginner (59 years old) she joined five young men in their twenties, so she pushed gliders, pulled gliders, washed gliders, retrieved gliders (K13's) did some gliding but didn't get solo, I think the age worried them though if she had been at No 31 GS I think I would have sent her solo (I mean after testing 183 pupils of other instructors and sending them solo, Magisters and Tiger Moths plus my experience at No 31GS I do have a reasonable idea of skill. So as she was disappointed I booked another course Summer 1975. When we entered the long Club/Dining room from the car park Dick De La Cassis, talking to some course members at the far end looked up and cried "good God, it's the geriatric ward again"!

However this time Bunty did solo circuits from 1250 feet launches and got her certificate No 67693 – a big jump from my 995 in 1938! We rejoined Yorkshire Gliding Club and used to o there on Sundays. However in 1984 we had to pack it in, Bunty needed a chair to get onto the Falke wing and my arthritis and mobility problems made it difficult to climb into the K8. I like it as that second trip to Lasham gave me a lovely 5 hour flight with three climbs to 7000 feet.

Back to the 1950's at Usworth, in June 1951 I gave an ATC Cadet a solo test in a Sedbergh, sent him solo in a Kadet then in 2001 I had a letter from Air Vice Marshall D Spottiswoode giving me an account of his RAF career and thanking me profusely for introducing him to the joys of flying!

Also at Carlisle I gave a certain L.A.C. Piggot his 7/8 hour test in a Tiger Moth. In 1952 a F/Lt D Piggot came to Usworth to check my gliding qualifications as an instructor – he was by then F/Lt D Piggot CFI(ATC) at Detling.

I have piloted 15 marks and types of powered singles, from Motorfalke up to the Spitfire XIX (2050HP) and have also piloted 22 types of sailplanes and gliders. My favourites being the SG38, for a thermal flight (climb) from 600-1500 feet at Saltgitter after a bungy launch from the ridge, ostensibly to fly it down onto the flat area where they were operating. When I did get it down Adolf Niemayer, the German ground engineer and instruc-



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tor laughed and said "I thought you were going to do a cross country". Adolf had been production test pilot for the Me 163 Komet, the little tail-less rocket powered interceptor and he confirmed what we in photo reconaisance had surmised that in spite of it being able to get up to 30,000 feet in a minute it couldn't dive steeply as the wing aerofoil was too thick at the fuselage (it only had an endurance of 10 minutes rocket power and then had to do a 'dead stick' landing.

I was also fond of the Falcon I. It was so stable that I feel sure in steady airflow conditions one would be able to take hands and feet off, read a good book and if there was no hedge or obstacle in the way fly down and land herself. I also preferred the Falcon III two seater to the Sedbergh. I was able to correct Martin Simons column in his "Sailplanes 1920-1940" when he states that only one Falcon III survived the war and it was wrecked in 1947, as in my gliding logbook I see that on June 27th 1948 in Falcon III VD203 I spent the afternoon giving joy rides to 18 family, friends, instructors and cadets, the longest flight being over 16 minutes and the shortest 9 minutes. That was before they came and substituted a Sedbergh for my Falcon III (and it wasn't as good!)

In all the 300 odd power planes and 100 or so gliders and sailplanes, in 3000 hours I have only had one breakage. In 1943 on leave, I joined my pre-war gliding friend, Hartness, who had been given the job of teaching new gliding instructors for the ATC (on another leave I helped him by taking the embryo instructors up for half hour to practice turns, side slipping etc in a Moth Minor as Hartness was not a power pilot) The breakage was my first flight in a Gull I. I had no experience of a 1 in 24 glide angle and coming in to a field in Lambton Park I realised I would hit the grey stone wall so I had to put her down, lower my starboard wing onto the grass, result - a ground loop, which wrenched off the skid, not popular as other pilots were waiting their turn. I did manage by quick left rudder to yaw the King Kite at 20 feet when it was dropping the starboard wing in a rather weak winch launch.

So, not so bad for an impecunious teacher. If you need any anecdotes to fill in I have lots. They are in my "Memoires of an aerial Kibitzery" a copy of which is in the Royal Air Force Museum at Hendon. (21,000 words illustrated m/s) They must have liked it because they borrowed my 5 RAF log books to microfilm to accompany the m/s. They need expurgating as it was wartime with strong language. I also have a copy of the 300 copies of "The glider pilots" published Ascension Day 1939 by the Bretheren of St Hucklow's Priory, Abbot Brother Basil of Bradwell! So, as I say if you need space filling – I am now one of the idle (no poor). As I have a nice big first floor bay window, a view onto the sea and right down to the North Yorkshire Moors and the Sunderland Airshow takes place "before my very eyes" – don't like it much, far too noisy – anyway I've had a 'Spit up to 42,000 feet – dived one at 520MPH – ferried one out to Egypt and frankly would hate to be hurled through the air at 900MPH with a roaring furnace up my rear end! The only real flying is MOTORLESS!

Regards, F/L JT(Jim) Robson,
Princess House Res. Home, Sunderland

Dear Editor,

In VGC News 106, Geof Kitching in his letter, asked about a silver Hawker biplane towing a Hotspur glider and was it an Osprey? I doubt that it was, as this was a Fleet Air Arm aeroplane. I can find no mention of an Osprey doing glider towing but at least two Hawker Harts and many Audax's did tow Hotspurs. These look almost identical to the Osprey and all have the Rolls Royce Kestrel engine. Most were camouflaged with yellow and black stripes on the under surface. Hawker Hectors also towed Hotspurs but had straight wings and the twenty four cylinder 'H' Dagger engine. One Hector had a four bladed propeller at RAF Thame. The Miles Master MKII and the Westland Lysander also used to tow Hotspurs.

The RAF used the Avro 504N which had the Lynx radial engine and the DeHavilland DH82a Tiger Moth to tow the Kirby Kite I, Scott Vikings and Minimoa Sailplanes.

For towing assault gliders (Horsa & Hadrian), the Armstrong Whitworth Albemarle, Handley Page Halifax MK V with the Merlin engine and the Short Stirling were used along with the American Douglas Dakota. The large tank carrying Hamilcar glider was only towed by the Handley Page Halifax.

The only other British aeroplane used for glider towing was the Gloster Gladiator. This was used by the German Luftwaffe to train glider tug pilots. The Germans captured fifteen Gladiators during Operation Barbarossa in 1941.

From *David Underwood*
(Master Thatcher)

OBITUARY

Manfred Hoffmann

It is with great regret that we write of the death of Manfred Hoffmann who died suddenly after an exploratory operation on July 24th, 2002. He was a very active member of the restoration team at the OberschleiBheim Flugwerft of the Deutsche Museum. A cheerful, kindly and always helpful friend, we saw him last at Asiago this June when, as always, he gave many people much pleasure by flying them in his lovingly maintained Slingsby T21. He was so full of life that his sudden loss was so unexpected. We shall remember him as we see him in Claudio Avollo's lovely video of the Asiago rally, shot largely from the cockpit of Manfred's T21, and our thoughts go out to his widow Brigitte.

Colin Anson

Miscellaneous

BRUCE STEPHENSON informs us that he has been trying to save the JASKOLKA which was badly damaged in its trailer by fire. It has now suffered further damage through damp in its trailer and may now require a 90% rebuild. Enquiries to Poland at the Jesow factory have led to an estimated repair price of between 35, and 45,000 Euros. The Jaskolka is still in North Wales and attempts are still being made to organise its repair, but we fear that its situation is hopeless. *CW*

Keith Nurcombe wrote to tell us that his trusty Tutor BGA 2288 has a new owner, and now resides at Bren Tor (Dartmoor) and that Wally Kahn has sent him a photograph of his Olympia 2b G-ALLA (BGA 509) at Redhill in the early 1950's, and confirms its ownership by a syndicate there.

NEWS FROM THE NETHERLANDS. Bert Strijks, who has temporarily become the Dutch VGC's secretary has said that their membership has been increasing and that both young and not so young people are joining, However, the young have said that, although they would like to join the main VGC, cost of membership is too expensive.

Hi friends,
On my webpage:
http://Rudolf.Fehlhaber.bei.t-online.de
you will find photos from four Oldtimer events in 2002.
Kind regards, Rudi Fehlhaber

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OLYMPIA MEISE. BGA 449, with covered trailer. It should be inspected before purchase. This is a Schmetz 1943 Meise from the mass production run of 601 Meises built during the war by that firm. . After the war, it was the only Meise that came into civilian hands in Britain after it had been flight tested by the RAE Farnborough. It was Werk Nr.227 and received its first BGA CofA in July 1947. LF+VO was its post June 1943 Wehrmacht Luft registration. Contacts:- Ruth and Pip Phillips, Boswens, Wheal Kitty, St Agnes, TR5 0RH. Tel:0872-55-2430.

SLINGSBY TUTOR BGA 2288. (rebuilt from two.. one of which was BGA 804, by Fred Breeze in 1977. It is offered for sale after a tremendous career during the last 12 years when it flew over 2,900 kms cross country. It comes with a second wooden trailer (glass covered). It is dry and in excellent condition after 12 years of reasonably frequent use. Offers to Keith Nurcombe. E-mail:- LVA a fsbdial.co.uk

Mg 19A "STEINADLER". The owner has two Mg 19a s and one Mg 19. He feels that he must sell one of the Mg 19a's. It does not matter which one. They are both in very good condition. Offers to :-Mario Sells, Bauseweinallee 123, 80999 Munich, Germany. Tel:- (0049) (0)89 812 0093.

SLINGSBY SWALLOW, built 1965 BGA 1211,Slingsby works number a.155.Yellow with wings red at outer 1/3. Mods. all as per BGA plus Cof G hook T/E probe in fin.Dart type canopy. Original release certificates from Slingsby plus original entry and last 12 years in log book (also some history in the form of royal Naval 700.
approx 1750 hours 6900 launches. Enclosed metal trailer just re-skined, new suspension units with brakes 18 months ago. Plus full tow out gear. I have owned this glider for the last 13 years, having flown over 300 hours, and the longest distance has been 239km in UK. Can have new Cof A if required, also pictures can be e-mailed if required. This glider is up for sale as I would like to get a two seater (K7). I am looking for around £1750 for the outfit or nearest offers. Mark Morley, tel 01252 341608

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