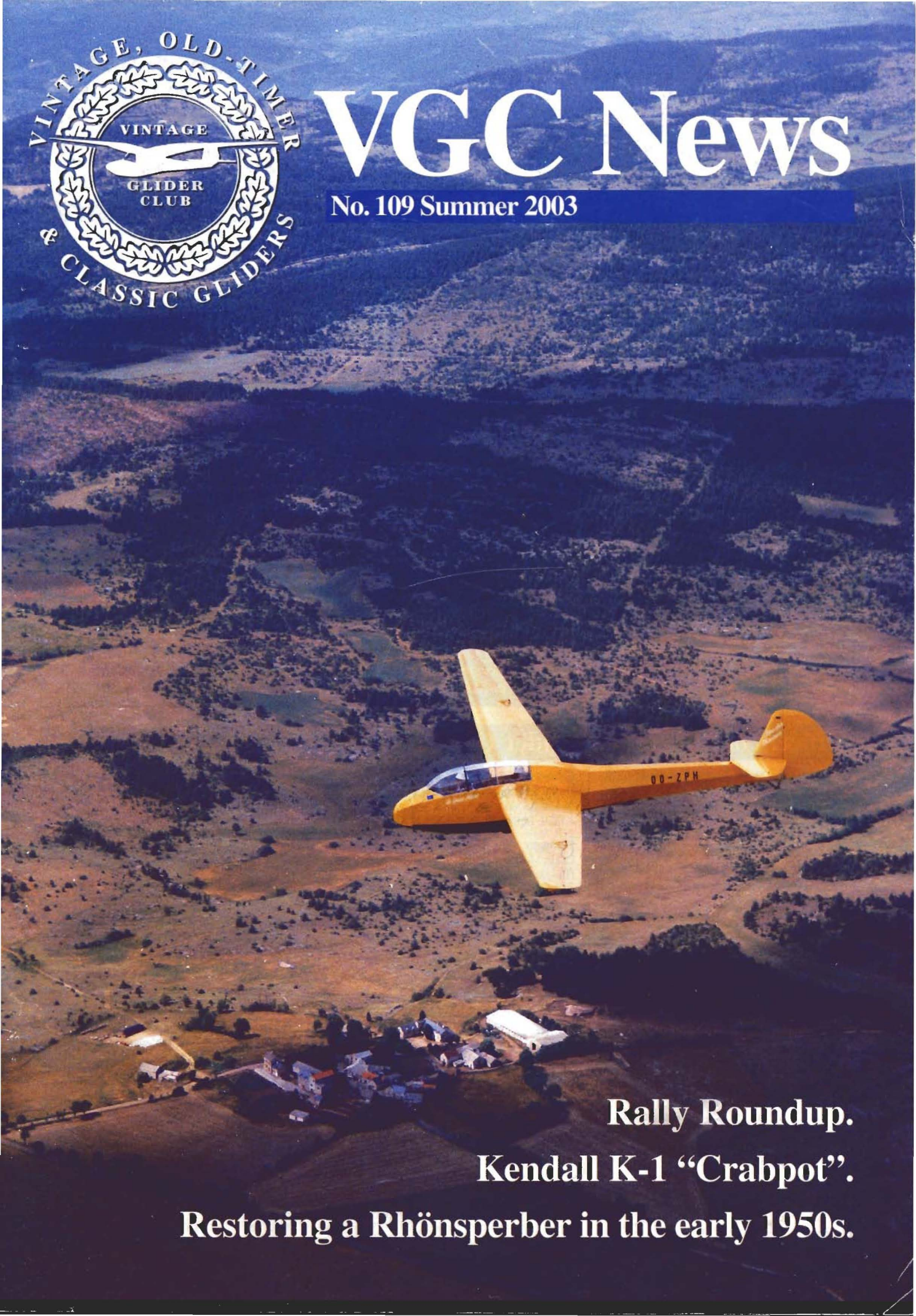
VINTAGE, OLD-TIMER & CLASSIC GLIDERS

VINTAGE GLIDER CLUB

VGC News

No. 109 Summer 2003



Rally Roundup.

Kendall K-1 "Crabpot".

Restoring a Rhönsperber in the early 1950s.

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.

Design: David Tarbutt.
Printed by: Barwell Colour Print, Unit 34, Westfield Trading Estate, Midsomer Norton, Bath BA3 4BS

VGC News is published by:
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***Front cover:** Mu 13E, fore runner of the Bergfalke, built in 1952, photographed at the Dedale Camp at the Cause Mejan in the 3rd week of June. Photo: Chris Duthy James*

***Back cover:** this great photo of a Minnimoa, owned by Mr Honda, on a demo flight on March 1st at Menuma Gliderport, Saitama, Japan. Photo: Yasuhiro Yama.* *See page 23 for more details*

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 e-mail: graham@servotechnique.co.uk

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

Copy date for the December issue is 4th October 2003.

Please submit material to
Margaret Shrimpton — VGC News Editor
Tel/Fax: 01749 841084.
e-mail: vgcnews@aol.com

Wanted

Vertical Format Coloured Prints of vintage gliders if possible, in flight, for the **future covers of VGC News.**
PLEASE send them to the VGC News Editor Margaret Shrimpton:- "Fairfields", Fosse Road, Oakhill, Somerset BA 3 5HU.
Photos will be returned.

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

Will members please note that Technical Articles have been withdrawn from sale and are being updated. They will however be published periodically in VGC News

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John Dredge, Margaret Shrimpton,Laurie Woodage, Robin Wilgoss.

VGC News
No. 109 Summer 2003

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Chairmans Report

Save historical material, not just aircraft.

Once again this year a warbird (RN Historic Flight Fairey Firefly) crashes at an air-show and out come the anti-flying brigade saying put them in museums where there is no risk of them being lost to future generations. Visit a museum and see what these well meaning persons are advocating. Whatever the outcome for warbirds, I hope that the past thirty years of vintage gliding has demonstrated an impeccable safety record which proves that we in the VGC can restore and fly our machines safely and deserve to keep it that way. Come to think of it, can there be anything more lifeless than a vintage aeroplane or glider locked away in a museum? Take a walk around your club hangar after flying some evening and see what I mean.

This issue of VGC News includes letters from some of our movement's most respected members. Firstly Wally Kahn, who acknowledges that the aim of the VGC to keep older gliders flying has been achieved but he also reminds us that we should work equally hard to preserve historical material which chronicles the development of our sport. *(VGC News plays its part here – Ed)* Wally even offers to keep such material safe until a permanent home can be found. Please accept Wally's offer if you have anything which you no longer have space for but which you would like preserved for posterity. Our other contributor on this subject, Mike Russell, offers support for a 'National Gliding Collection'. Mike is another of our greatest supporters and in fact has donated an enormous amount of material to the Club. Can we the VGC now find facilities, funding and persons with the capability and commitment to achieve such an objective? Centrally located and without the need to accommodate gliders, such a project would not require much space and our gliders would still remain spread throughout the clubs and aviation scene where everyone could see them in their true environment.

Finally, we regretfully record the passing of John Lee, "perhaps the archetypal VGC man". Those who knew John will know how much he achieved during his quest for flight. Let him be an example to those of us who wish to see the Club flourish in the future.

David Shrimpton, Chairman

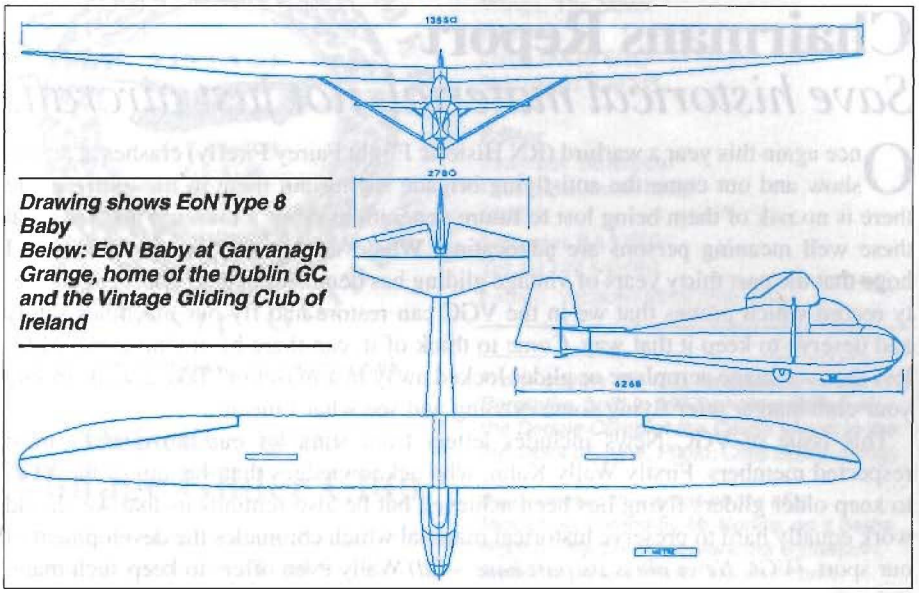
Presidents corner

C.Wills wishes to say thank you to everyone who sent him "Get well" messages during his incapacitation due to an ankle operation for arthritis last February. He is still unable to walk far (in June) but he hopes to attend VGC Rallies and to eventually fly gliders.

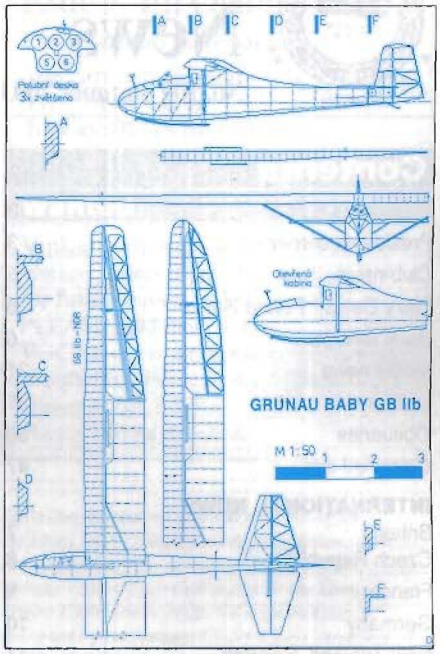
He wishes to thank David Shrimpton for assisting Margaret in the Editorship of the VGC News, owing to Margaret now being extremely busy at work. Being editor of the magazine is not an easy task and it is hard work. We now have an editorial team at work on it using electronic technology, and this is impressive.

Concerning the article in VGC News 108 on the Grunau Baby 1 on page 9, CW would like to mention that one of the chief difference structurally between it and all later Grunau Babies is that its wings had a rear spar. This is strange as all other Grunau Babies had increased wing spans. CW wonders whether this is because Edmund Schneider had been employing a stressman, since one of his designs had broken up during a contest at the Wasserkuppe in the late 1920s, and perhaps this stressman decided that the later larger span Grunau Babies had no need for rear wing spars? On page 15 of VGC News No 108, the Argentinean National Contest was mentioned, in which all competitors flew GRUNAU BABY 2 s. The object of this was to be able to select a National Team to represent Argentina in Spain for the 1952 World Gliding Championships. It was felt that if pilots in the National Championships flew identical machines, they might more definitely reveal how good they were! In the World Championships at Cuatro Vientos near Madrid, the Argentinean team flew two HORTEN 15m s and two Slingsby SKYS.

CONCERNING THE EoN BABY (from someone who helped build 14 EoN Baby fuselages in 1953 which were supposed to be for Pakistan) He feels that the side view drawing of the EoN BABY on page 10 of VGC News No108 is similar only to the prototypes, of which he thought there were only 3 (although there might have been 5). All the EoN Baby fuselages which he helped build, had straight fuselage backs like those of Grunau Baby 1s and the first Slingsby Cadets. He believes that Horace Buckingham got into a Grunau Baby 2 and announced that there was not enough room in the cockpit, at least for him... as he had a rather rotund figure. Therefore, the cockpit width was increased at its bottom and top extremities, so that it became like a bath! We are not sure about the cockpit's length. The result was that the production EoN Baby was heavier (it may have weighed empty about 400 lbs) than the original and it flew slowly at about EoN Olympia speeds. This made it unlike Grunau Baby 2bs to fly. It also seemed to be very sensitive in pitch. It is not known whether it was more likely to spin than a Grunau Baby 2b but certainly one was seen to spin in from a low height, with a young N.Z. pilot on board who broke both his ankles. He was to have appeared before a selection board for the NZ Airforce on either the next



Drawing shows EoN Type 8 Baby
Below: EoN Baby at Garvanagh Grange, home of the Dublin GC and the Vintage Gliding Club of Ireland



day, or shortly afterwards. He was not accepted. The first production EoN Babies had the wing dihedral of the Grunau Baby 2bs but this was increased on the later production aircraft. Nevertheless, the production version was a refined and good job, complete with bubble canopy and elevator trim. It would climb in thermals well, perhaps to its increased wing dihedral making it more laterally stable. I did not think that it was ideal for a training aircraft with its pitch sensitivity during landings.

Also, on page 26 of VGC108, concerning the EoN Olympia G-ALLA BGA 509 at Lasham, C.Wills remembers it well with its owner Malcolm Laurie, and was given to understand that this machine was the ONLY EoN OLYMPIA 3! (Bombshell!)(all the others being 1s, 2s and 2Bs). What was the difference between it and all the other EoN Olympia's? It had a jettisonable dolley undercarriage. It was secured to the aircraft by means of a spring loaded pin. When the spring was released by the pilot, there was a noise like a pistol shot and the pin securing the undercarriage was "fired" out! Elliotts always did make remarkably fine jobs of everything they did!

Concerning the magnificent article on Page 30 by Maciej Durst about the beautiful PWS 101, CW would like to add that, on the first day of the 1937 Wasserkuppe International Contest, the best weather of the contest occurred and Piotr Mynarski landed at Hamburg after 351 kms. However, he was not alone. Both Hanna Reitsch in the first Reiher and Heini Dittmar in the Fafnir 2 "Sao Paulo" also landed there. Later during the championships Baranowski managed a marvellous flight of 301 kms in an



Orlik of 301 kms to Potsdam which was 20 kms from Berlin. He believes that the two PWS 101 s at the 1937 contest were the first prototypes and that 10 more PWS 101 s were built after that.

Concerning the PWS 102 "REKIN", in spite of the depression brought about by the oncoming war, two prototypes were finished and a 3rd was being built. The first one was not ready in time for the 1938 Polish National Contest of July 1938 but made its first public appearance at the ISTUS contest which was held at Lvov in May 1939. Although its test flying had not been finished, it came 5th in the final results. The first prototype was SP-1126. The first production version SP-1361 flew during the summer and the second production aircraft was finished before the outbreak of war. All three PWS 102 "REKINS" were captured by the Russians in September 1939. The "REKIN" (Shark) had already revealed outstanding qualities and was an outstanding design by Waclaw Czerwinski. His PWS 103 (mini Rekin?) 15m high performance aerobatic sailplane, was also finished before the outbreak of war) and had been test flown by Zbigniew Zabski. In the autumn, when the Russians entered Lwow, the prototype was seized by Ossoaviakhim and transported to Moscow. We have heard that the Russian test pilots received an extremely good impression of the PWS 103. On page 32 is mentioned the B.32, "the concept design developed by engineer Michal Blaichere". CW thinks that this should read B.38. This machine had a 16.3 metre span and large fowler flaps inboard of the ailerons. It first flew towards the end of 1938 at Lvov Snilow airfield with Zbigniew Zabski at its controls. The tests yielded encouraging results and fully confirmed its designer's expectations and his estimated data. It was flown until the outbreak of war. It had, as was the custom of the time, gulled wings. It was, together with the previous three sailplanes, of the greatest technical interest. Czerwinski's previous to PWS sailplanes had been named CW (his initials) not WC as stated on page 30 of VGC News No.108.

The above information has come from the book *"Polish Aircraft 1893-1939"* by Jerzy B.Cynk, which was published by Putnam & Company London.

C.Wills met the great Polish pilot M.Urban, who is mentioned on page 32 of VGC News No 108, together with his two sons, at Lasham during (he thinks) the early 1960 s. He had been put on the T.21b "Daisy" for a check, which quite demoralised him. He told CW that he had flown a PWS 101 426 kms across Poland in 1938. In the 5th Polish National Contest in 1937, Mieczyslaw Urban came third flying one of the new high performance two-seater "MEWA"s (Gull) which had been designed in 1936 by Szczepan Grzeszyk and Antoni Kocjan in 1936. He had been through the hard pre-war gliding training in Poland, and he just could not go through it again in England. He had hoped to introduce his two sons to gliding in the Lasham Polish Gliding Club. One of the boys

was the wildest car driver that CW has ever experienced, and he was reported to the police for turning his car over in front of the Lasham Club House. Some may say that this was a good thing but the atmosphere in the Lasham Bar on Saturday nights was not always conducive to good stability among youth... but they were tremendous parties! Nevertheless, the Urban family was lost to gliding. MECZYSLAW URBAN had flown with the RAF during the war.

C.Wills feels very honoured to have met them... and the great designer WACLAW CZERWINSKI at Lasham. He also met with great pleasure PIOTR MYNARSKI at the 1958 World Gliding Championships at Leszno.

We have also heard that TADAEUSZ GORA is still alive and lives not very far away from Gliwice. Perhaps we will be lucky enough to meet him at Gliwice, in 2004 but we fear that we will not be able to present him with a PWS 101 to fly. He flew in his last World Gliding Championships at St Jan in France in 1956. He also flew with the RAF during the war.

CONCERNING THE LETTERS ON PAGES 26 and 27 OF VGC NEWS 108, a question was asked concerning a 1943 Goevier 2's wartime colour scheme. Basically, all NSFK and Wehrmacht Luft at that time were painted in Helle Elfenbein RAL 1015. Unfortunately, CW has no information on BGA 1992's June 1943 NSFK or WL registration. It may have been the last Goevier 2 built. The 100th Goevier built was D-15-1582 and this was carried on both upper and lower wing surfaces and on the sides of its fuselage in black. There was a red band round the upper fin and rudder, which had cream tips. There was a white circle half on its fin and half on the rudder. In these white circles on both sides of the fin and rudder were black swastikas. The book "Segelflugzeuge 1935-1985 Vom Wolf zum Discus" by Peter Selinger, refers to about 98 Goevier 2 s built, but includes few of their registrations, and none for after June 1943. It is possible that over 120 Goevier 2s were built. D-15-1582 was an NSFK registration and not a Wehrmacht Luft registration from BEFORE June 1943.and it would have been built and flown during the war. Perhaps, Peter Selinger could help further? His address is- Landschreiberstrasse 21,70619 Stuttgart-Sillenbuch, Germany. Tel: 0049 711 474636. He speaks excellent English.

On PAGE 27 of VGC News No.108, questions were asked about the Cramlington Cramcraft 1 primary glider. This was a single seater primary glider built by Cramlington Aircraft, Northumberland. It had a conventional wooden construction and featured easy dismantlement. Its Fuselage consisted of a rigid boom to tail unit. Originally designed with a wing chord of 5ft, it was reduced to 4ft 6 inches as a cost reduction. It was indeed flown during the early and mid 1930s by the Newcastle Gliding Club. Its price in 1930 was £55. Some of this information has been quoted from the book "British Gliders and Sailplanes 1922-1970" by Norman Ellison. The book reveals a 3-view drawing of the type and it is believed that three of them were built. The only recorded gliders with construction numbers were c/n 2 BGA 165 and c/n. 3 BGA 168, which was later rebuilt as BGA 268. Their eventual fate is unknown.

CITIZENS ARRESTS.

It has come to CW's notice that any person, who feels like it, can call in, with their mobile telephones, police cars to hound glider pilots, towing trailers on British roads. A trailer can swing, often not dangerously, in crosswinds, or otherwise, especially when large and empty. We feel that our members should be made aware of this situation. The police may have difficulty in proving that swings are dangerous unless they have seen them themselves. We are glad that this does not happen very often.

Membership secretary chatline

We are now well into the flying season with new found gliders appearing at our rallies.Welcome to all the newer members who have joined us with their gliders, at this date early June some fifty new members have joined this year. We still yet need to crack the 1000 member barrier which remains very close so with your help spread the word `Vintage Gliding is Fun Gliding` for all to enjoy with our families. Please do find the time to come along to our rallies whether abroad or at home where you will find good friendship amongst fellow glider enthusiasts.

Membership application form can be found on the website at www.vintagegliderclub.org.uk or just a telephone call away at 01442 873258 Be careful only to use the current 2003 form. *Geoff Moore*

Annual Subscriptions.

Following the successful arrangement for payment of subscriptions by UK members making out a Bankers Order. I would like to say thank you to the many who have responded and to the remaining few it is not too late. Please do it now.

Details are elsewhere in this issue.

If any overseas members who do not have a local secretary would like to also pay us direct this is now quite easy and the information you need is as follows :

Vintage Glider Club.
Account No. 69852901
National Westminster Bank plc.,
1 London Road South, Poynton,
Stockport SK12 1NF.
Sort Code (Bank Identification Code)
01 – 07 – 08
Swift (Bank International Code) NWBKGB. 2L

Payment should be in pounds sterling and your membership number must be stated so that I can identify you.

This is the safest and best method of payment and is the best for the VGC. too. You can do it now for next January if you wish, it only needs doing once for your convenience. I will accept payment anytime between the 1st of December and the 31st of January. Thank you.

Austen Wood, Hon. Treasurer.

Our Members have again been most generous in making donations to the VGC. when paying their subscriptions for 2002.Some Members have contributed in other ways every bit as useful and, I wish to extend my personal thanks to them all. It is this good spirit which is such a notable feature of the VGC and which contributes so much to the pleasant and happy atmosphere at our Rallies and within our Club as a whole. Thank you all for making my job so much easier and so enjoyable.

I append below a list of donors in no particular order and I do hope I have listed everyone. My apologies in advance if there is the odd slip. It is not intentional.

Austen, Hon.Treasurer.

0495 John Watkins
1320 Vicenzo Pedrielli
2125 David Edwards
1113 Pete Startup
2015 Dennis Ansell
1399 Steve Hill
0260 Andrew Coates
1914 Martin Francis
1884 Duncan Reed
1555 Andrew Jarvis
0834 Derek Phillips
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2042 Chris Manley
1703 David Baker
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0481 Nick Newton second donation
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0056 Michael Maufe also second donation.
0265 Alvin Grimley
0522 W.Gordon Watson
1901 John Harbird
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1669 Richard Henderson
2036 Michael Stevens
0907 Eric Couzens
1358 Alan Hunt
0771 Simon Palmer
0015 Ted.A.Hull
0452 Peter Underwood
0202 Harry Chapple
1447 Paul Tolson
1441 Robt. Lloyd.

LATE NEWS – DENMARK.
Niels Ebbe Gjorup has bought the Rhoenbussard that we advertised in Sweden. He states that it is well worth restoring. *(During wartime there were two Rhoenbussards in Denmark as well as a Hutter 28 II. These were flown by Danes until 1943, and then again after the war) CW*

News on International Rallies:

Following a vote on Oerlinghausen, Eggersdorf (Germany) and Nitra (Slovakia), the International Council has agreed that Germany will host the VGC International Rally in 2005. The venue chosen for the Rally is Eggersdorf, Berlin, with the rendezvous being held at Oerlinghausen. This follows the news that the VGC will also be represented at the International Aerofair 2005 at Friedrichshafen. *David Shrimpton Chairman International Council*

Return of Cups and Trophies

Will persons who won cups or trophies at the last VGC Dinner 2002 please return them urgently to any committee member by 1st September 2003 in order that will be ready in time for the next Annual Dinner at Husbands Bosworth on 27th September. Thank you.

LATE NEWS. Theo Rack of the German Museum for Gliding and Model Flight has been awarded a Bundesverdienstkreuz Eiste Klasse for his work with the Museum. *(Bundesverdienst – Service to the German State) CW.*

VGC Dinner

We are pleased to announce that the Vintage Glider Club's 30th Anniversary Dinner will be held on Saturday 27th September at The Soaring centre, Husbands Bosworth, 'birthplace' of the VGC. Please contact Peter Chamberlain, Secretary, Vintage Glider Club, 32 Fyne Drive, Leighton Buzzard, Bedfordshire LU7 2YQ, UK. *(Notification has been sent under separate cover to all members – Ed)*

Book Reviews

GLIDERS AROUND THE WORLD.

Beautiful coloured photographs by Hiroshi Seo with accurate historical text by Peter Selinger. The photos are of gliders that exist now in flying condition. They are arranged as first primaries, then secondary, then high performance sailplanes etc. There are also more modern and fibreglass sailplanes. The book is well worth having and is published by AIRWORKS, Tokyo, Japan. *(CW)*

RHOENLANDSCHAFT UND SEGELFLUG.
(Rhön Countryside and gliding)
Photographs by Herman Eckert.

During the late 1920s and 1930s, there were two outstanding photographers working on the Rhon taking photos of the beautiful countryside, as well as gliding. These were Alex Stoeker and Herman Eckert.

The photographs have been suppressed since 1945 because of political affiliations? We had thought that the negatives of them no longer existed. Now at last, after so many years, a small book of some of Herman Heckert's photographs is available from the German Gliding Museum with model flight on the Wasserkuppe. The photographs are reproduced in original form and are masterpieces. Perhaps other books of the Herman Eckert and Alex Stoeker will follow ? For some people, they are well worth having and should sell in there thousands. *(CW)* ■

Diary Dates for 2003/2004

23rd-24th August
Vauville Gliding Club
France, (20km from Cherbourg), Dedale announces the 80th Anniversary of the Camp Alexis Maneyrol. Alexis Maneyrol will be remembered in England as the incredible pilot who won, with his even more incredible Tandem Peyret, the first British International Gliding Contest

25th-30th August
Bannerdown GC,Keevil (RAFGSA), Wilts
Soaring week. Vintage gliders welcome, Parking, camping and hangarage free to VGC visitors. Soar over Wiltshire or ridge soar the White Horse. Contact the Secretary Mike Knell tel. 01494-522725 or e-mail mike.knell@talk21.com

22nd-23rd September
Vauville Gliding Club
80th anniversary of the historic French meeting at Vauville. France. Contact: Olivier le Ber, Olivier.le Beralibertserf

27th September
VGC 30th Anniversary Dinner, The Soaring Centre, Husbands Bosworth
Please contact Peter Chamberlain, Secretary, Vintage Glider Club, 32 Fyne Drive, Leighton Buzzard, Bedfordshire LU7 2YQ, UK.

3rd-5th October
OSC Wasserkuppe
Final flying for the year by the OSC Wasserkuppe. Everyone is invited. On Saturday the 4th October, a party will take place during the evening.

Dates for the 7th ex DDR Oldtimer Glider Meeting at Goerlitz, and also for a Meeting at the Grunau (Jezow) Gliding School, have yet to be announced.

2004

1st-8th August
Jelenia Gora and Jezew (Grunau), Poland
VGC Rendezvous. Contact www.vgcpoland.aleja.info

6th-15th August
Gliwice, Poland
VGC International Rally. Contact www.vgcpoland.aleja.info ■

BRITAIN

On Friday the 7th March was held the Memorial Service for Ann Welch in a marquee outside the Lasham Club House. This was a well attended occasion with about 350 people present. Among them were many members of the Surrey Gliding Club, which she started in 1938. The weather was terrible with a high wind and showers. We were glad to see, among others, members of the legendary British National team of the 1950s, H.C.N.Goodhart and John Williamson, David Ince and others.

The VGC was well represented by Ted Hull, John Tournier, Geoff Moore and C.Wills who had been instructed by Ann, and others. The parade of old gliders, ultralights and microlights could not happen because of the weather, but some of them could be seen in the hangar. Our Jaskolka was slightly damaged by the wind blowing its rudder over, when it had to be got out of the hangar. The aircraft were to represent the gliders that she was involved with, and it was in a Jaskolka that Ann flew her 500kms in Poland. The service was taken by the Rev.C.W.R.Gilbert CBE and orations were given by Judy Leden, John Williamson and Max Bishop. There was a reading from "The Woolacombe Bird" by Fabia Welch. If only the occasion could have happened during the day before, or during the next week, when there was much better weather.

The RAFGSA Centre Bicester.

This has been the RAFGSA Centre for longer than most of us can remember. For some years, the MINISTRY OF DEFENCE, the airfield's owner, has said that the airfield must be sold to the highest bidder as the Ministry needs money. For this reason the RAFGSA has tried to find an alternative site for its operations. It was hoped that the centre could be moved to RAF Little Rissington in the Cotswolds but that has been stopped by the local inhabitants who did not want the noise of an airfield. It has been decided in 2003 that the Centre should move to Halton below the Chiltern Hills, where there is already an RAF Gliding Club, which uses winch launching only, for the sake of noise abatement. However, as of March 2003, it is believed that the RAF Centre can remain at RAF Bicester for another two seasons. On the 29th of March, the Bicester Town Council has voted 90% against the use of the beautiful old, historic, green airfield for housing development, which would have brought in most money to the Ministry. An alternative site for this development would seem to be on a green area SW of the town. How this new state of affairs will effect the RAFGSA Centre is not yet known.

More news from Dunstable.

Spanwise cracks have been found in the rear spar web at the wing root of Laurie Woodage's Scud 3. As these cracks line up with the rear fitting's bolt holes, +we wonder whether the grain of the ply should really be like that? Corrosion has been found on the wing root fittings of a Fauvette. An attempt is being made to locate Fauvette wing root fittings in France. Corrosion has manifested itself on the wing root fittings on Francis Russell's Weihe 50. Steel of the original specification must be used for new ones. At Dunstable, gliders are left out in their trailers attached to poles in the ground (as were the British Airships before the war) winter and summer. They have to have good trailers to survive this due to humidity entering the trailer from outside. Metal is a good conductor for humidity. Air circulation within such trailers outside must be good. In the very good spring weather, thermals at Dunsatable have been limited due to the wind blowing down, or along, the hill.

Humidity protection.

We urge our members to grease or oil their gliders' main fittings, especially Wing main fittings, which are close to trailer doors, as humidity protection, at the beginning of non-flying seasons.

In spite of the loss of several valuable sailplanes in Britain, through being sold abroad and being destroyed, three (new for us) Lunaks have been imported and one Jaskolka was last year made airworthy.

More from Dunstable as of late April 2003.

Club members have bought two SLINGSBY SWALLOWS (of 1960 vintage) and a KA-7. The Swallows are from Arbroath (on the coast of NE Scotland, north of Aberdeen) and from Marc Morley at Odiham. The Swallow from Arbroath was obtained by Brian Middleton, during his recent visit to Scotland. All three aircraft are in good condition but two of them are being recovered with fabric. BGA Inspector Laurie Woodage is overseeing the restorations.

Marc Morely had previously flown his Swallow on a tremendous distance flight from Odiham round several turning points, which covered almost 300 kms. However, it unfortunately will not count towards his 300 kms Gold C. Marc now owns a Bocian 2-seater.

Laurie Woodage now owns his Swallow and says that it is in good condition. He is already flying it as both his Scud 2 and Scud 3 are needing repairs and he must have something to fly.

We are happy report, that the MEISE BGA 449 has now been bought from Pip Phillips at Perranporth by Thomas Bolt who lives in Plymouth. He hopes to restore it in his garage, when it has been enlarged. Thomas is a member of the Dartmoor Aviation Society and so the Meise should be in good hands. BGA 449 was the only Olympia Meise to be allowed into civilian hands in Britain in 1946. It was acquired by the BGA from RAE Farnborough after the test pilots had finished with it, together with two Weihes, 2 Grunau Baby 2b s and one Kranich 2B-2. The Weihes went to the Surrey Club and P.A.Wills, the Kranich to the Cambridge University GC.

One Grunau Baby went to the Bristol GC at Nymphsfield and the other one went to the Derby & Lancs GC at Camphill. The Meise went to the Newcastle GC. All of them needed a great deal of work done on them and the Kranich was not even complete. BGA 449, after it had been repaired, had another rebuild at the Newcastle Club. Before it went to Perranporth, it was owned by Frank Foster and then a syndicate at the London GC. Everyone commented on how nice it was to fly. This aircraft was one of the 601 Meises built by Schmetz at Herzogenrath near Aachen during the war. Let us hope that it will live again!

KEITH NURCOMBE flew his recently (last year) renovated EoN OLYMPIA (Mambo G-ALLA) BGA 509 on July 28th 2002 to 10,500 ft from a winch launch at Husbands Bosworth during a flight which lasted 4 hours. The flight started with him catching a thermal up to cloudbase. He could have climbed higher but he reached the base of the airway over H-Bosworth. BGA 09 was originally the sole EoN Olympia 32 but it has been modified to Olympia 2B standard.

The VGC GROUP AT WYCOMBE AIR PARK May-2002, has been working hard giving their T.21b BGA, which they recently bought from the the Booker Gliding Club, a C of A. All control cables are being renewed.

British National Rally news.

The traditional May-Day HADDENHAM THAME, Bank Holidiay Rally was held from the 3rd-5th May 2003.

The Haddenham Rally is held annually to celebrate the forming of the Nucleus of the GLIDER PILOTS REGIMENT USING KITE 1s during 1941. The UPWARD BOUND TRUST was formed by GENERAL CHATTERTON after the War to give young people cheap glider training. TRUSTEES OF THE TRUST ARE NOW VERNON JENNINGS AND PETER CONCANNON, who were both at the RALLY. Free winch launching over the whole period for vintage gliders was as usual at our disposal, but participants made financial donations.

At the Rally were Peter and Mrs Underwood, MIKE CLARK, CFI of the Upward Bound Trust, RAY POYNTER (the VGC's Sales Manager) and C.Wills, President of the VGC. The winch launches were excellent and reached 1,200 ft on the Monday, if not on the other days as well even in the strong cross wind. DAVID AND MARGARET SHRIMPTON, VGC CHAIRMAN AND NEWSLETTER EDITOR respectively visited the RALLY by air, on the Sunday in their Scheibe Tandem Falke, and on the Monday in their BOLKOW MON-SUN, because the Falke took too long to do the distance to us and back in the Sunday's strong wind. They had come from Compton Abbas.

We were very glad to be visited on the Sunday by Colin and Alice Anson, our previous very successful Sales Representatives. No VGC Meeting is complete without them. There were other visitors including Don Knight on a vintage BSA motorcycle, He owns the Slingsby T.1 Falcon (RRG Falke) at Halton. The VGC warmly thanks the Members and Staff of the Upward Bound Trust for working so hard for us and for giving us as usual such a good time. *(see page 17)*

The VGC's National Rally at the Yorkshire Gliding Club at Sutton-Bank 24th – 31st MAY 2003.

This took place at the historic and very beautiful site of the Yorkshire Club which was founded in 1935, although gliding had taken place at the site before 1935. Its first CFI had been Carli Magersuppe from Germany who, flying a Professor sailplane, built by the Flugzeugbau Kassel, together with Robert Kronfeld, in his WIEN, had been making demonstration flights at different locations around Britain in 1930, to start the British Gliding Movement on the 1929 invitation of the then new BGA. They were financed by the "DAILY MAIL" newspaper. On entering the club house, one is immediately assailed by splendid records of flying from the site, which include wave flights to over 31,000 ft gain of height and distances of over 600kms (although these were not flown in vintage gliders) but they do give encouragement for us to try conclusions with modern fibreglass sailplanes... which often ended to our advantage!

ENTERED IN THE RALLY in the table *(below)* were the sailplanes and their owner/pilots, among whom, it has be said, were some of our best pilots in the British VGC Movement.

It will be noticed that only the two Kite 1s entered were designed and built before 1940. The T.21b, Mu 13D-3, Nord 2000, Kite 2, EoN Olympia, Krajanek, Prefect, were designed before 1950 although the N.2000, and Olympia are replicas of a 1938 German design. Our VGC was founded especially to bring back the pre 1940 gliders but fewer and fewer of them are being brought to our Rallies as time goes on. *(see page 13)*

During the BRITISH NATIONAL AEROBATIC CHAMPIONSHIPS AT RAF SALTBY during the week of the 24th May, VGC member GRAHAM SAW came 2nd in his class flying his elderly Czech LUNAK. Nicky came 7th in her class flying a Ka-13. Both were up against far more modern aerobatic sailplanes.

Participants: VGC National Rally, Sutton Bank

Prefect	BGA 2333	Bob Lloyd*, Malcolm Kerley*
Skylark 3B	BGA 870	John Turner*, Bob Shallcrass*
Olympia 2B	DPU	Shane Guy*
Ka 18	JSZ	Chris Weston*.
Capstan	BGA 1237	Peter Redshaw
Ka 8	BGA 4686	Tom Edwards
Skylark 2	AWS	Dave Cornelius
Mu l3 D-3	BGA 2267	Geoff Moore
Olympia 463	CAT	Derek Phillips
Fauvette	BGA 2687	Ted Hull
Skylark 4	BGA 1100	David Weekes, Rob Jackson
Skylark 2	BGA 724	David Cornelius
Sky	BGA 686	Peter Teagle
Sky	BGA 698	Bryan Middleton
Kite	BGA 251	Bob Boyd
Kite 1	BGA 310	Tony Maufe
T21	BGA 945	Tony Maufe, Barry Smith
Kite 2A	BGA 689	Chris Rayne
Elfe	BGA 4723	Graham McLean
Nord N.2000 (Meise)	BGA 2840	Barry Smith
Olympia 2	BKX	David Allibone
Prefect	BGA 2380	Chris Hughs
Zlin 24	BGA 655	John Dredge

**Kent Vintage Glider Group*

CZECH REBUBLIC

During 2002, several International Rallies were held in the Czech Republic were attended by Austrian and German as well as Czech, participants. Czech pilots have formed good relation with our Polish members at Gliwice.

FROM THE CZECH CIVIL AVIATION AUTHORITY IN PRAGUE comes the incredible news that since 1994 no less than 85 old gliders have been reregistered as airworthy. These are all post 1945 Czech designed sailplanes, except for a Soviet 15 and 2 Polish Cobras, and except for the last three with carry the letter A before their registration numbers. These are OK-A805, Huetter H.17a, which was designed in Austria in 1934 and recently built in the Czech Republic and was registered OK-A805 in 1998. There is also the SG.38, designed in 1938 and recently restored and rebuilt by Jiri Lenik at Rana. This was registered OK-A910 in 1999. Then, there is a Ka-4 "Rhoenlerche" which was registered OK-A201 in 2002. "A" means that they are classified as microlight gliders.

The rest of the vast fleet of airworthy Czech designed sailplanes consists of 4 Lunaks, 2 Pionyrs, 1 Krajanek (another is being restored at Rana), 6 Sohajs, 5 Sohaj 3s, 2 Kmotrs, 2 Demants, 12 Orliks, 38 Orlik 2s, 1 M 25 Standard Mega, 1 M 28, 1 M 35, 2 M 17s, 1 VSB 62 Vega. (VT-16 are Orliks from the first production run. VT-116 are a modernised version and some have been reconstructed as Orlik 2 s. M-25s and M 35s are Orliks with 15m wingspans. M.28 are Orliks with 18m wingspans. M 17 are motorized Orliks with quickly installed engines.) (The Antonov A-15 in the Czech Republic was delivered to Czechoslovakia in 1969 as a demonstration aircraft for a planned

series (mass) production. This was stopped and the AERO factory built jet trainers. The A-15, registered OK-7906, flies at the Sazena Aero Club (30 kms North of Prague) and, as far as is known, it is being offered for sale. The LUNAK, OK-0927, which is now owned by Graham Saw, used to be OK-0827. (now BGA 4206) and it was flown by Lubomir's son, Ivan Hodan, on a 306 kms triangle at an average speed of 67 kph. on the 26th of July 1994. It was his last flight before his tragic death in a car crash. As far as Lubomir knows, this was the best cross country flight ever flown in a Lunak. At our 2002 International Rally at Zbraslavice, Lubomir flew Graham's Lunak in memory of his son. All the above news is from Lubomir Hodan.

In June 1945, there were so many German sailplanes in Czechoslovakia that it was nearly impossible to close the hangar doors. The Czech Government said "why do you want these old sailplanes as we will give you new and better ones". Therefore the Czechs joined in the general destruction of everything German that had wings. It was said that hangar space would be necessary for the new Czech sailplanes. Only a few Kranich 2 s were kept until the early 1950s. It is still not possible to discover which German sailplanes were in Czechoslovakia after 1945. Only a Meise and a Weihe have been kept un-airworthy for the Kbely Museum. It is strange that no Kranich 2s were kept because of the very great number built by Mraz (1,312.). However, hangar space was found for the out- of-service post 1945 Czech sailplanes, although very many of those were destroyed also "to make more hangar room.". We hope that the VGC has contributed in some way, with its International Rallies in the Czech Republic, to some of the survivors being made airworthy again. Their owners are now private individuals and Aero Clubs. We are extremely impressed and happy with the dazzling success that our movement is having in the Czech Republic.

CZECH NEWS IN BRIEF. Another LF 49 "PIONYR" is being prepared at Ceske Budjevice. The "LUNAK" ex OK-0833, has been sold to Rossfeld in Germany. A second "LUNAK" OK-0829, (Milan Svoboda at Plzen) has been made airworthy at Medlanky. It seems that a new "HOLS DER TEUFEL", is being built, as the documentation is available. It is hoped that it will fly next summer classified as a Microlight by the Czech authorities. Jiri Lenik is much involved with its construction.

During April, JIRI LENIK finished rebuilding the woodwork of the Z-24 "KRAJANEK" at Rana. It had still to receive its fabric. This will mean that soon two "Krajaneks" (out of the 301 built during 1946/7 at Otrokovice) will be airworthy in the Czech Republic. Another is exhibited static in the Kbely War Museum outside Prague and another is airworthy at Booker in Britain.

It is reported that 2 LUNAKS have been exported to Germany, 1 has been exported to France, 1 has been exported to Switzerland, while no less than 2 LUNAKS have arrived in Britain. This leaves only 4 or 5 LUNAKS in the Czech Republic and at least a further 2 LUNAKS in Slovakia. This is subject to confirmation. Graham Saw has informed us that the 3rd "LUNAK" registered in Britain is the one in Switzerland, which is owned and flown by Dietmar Poll, Switzerland's No.1 aerobatic power pilot.

75 LF-107 "LUNAKS" were built during 1950-51.

We are happy that both old and young pilots are involved with vintage glider restoration and flying and this is a most healthy state of affairs for our movement in the Czech Republic.

Concerning "LUNAKS" registered by the BGA in Britain, there were (are) no less than five of them.

OK-8730, Ser.No.001 (This was the prototype) was imported by Mrs O.J. Marmol in 1949. It was ARB registered G-ALSI, and was broken up during aerobatics by a French pilot over Grenoble on the 2.7.50. It had never had a BGA Number.

BGA 4970. (KBW) Ser.No. 022, is based at Saltby. It was formerly OM- (Slovakia) 0973.

BGA 5015 (KDT) ex- OK-0975 is owned by Dietmar Poll in Switzerland.

BGA 4286 (HXL) ex-OK-8927. Serial No. 039, is at Booker (Wycombe Air Park) owned by Graham Saw.

BGA 4884(JYG) ex-OK-0833. Serial No. 049, is flying in Germany and is owned by Andre Lutz. It is based at Rossfeld.

Two LUNAKS have been exported to Germany. One from the Czech Republic, the other from Slovakia. (Information is from Lubomir Hodan.

They were all LF-107s, except for the prototype which was XLF-107.

We thank Mike for sending the valuable information although he is not well.... but he is recovering.

FRANCE

Bad News.

The Boisavia B601L "Mercury" F-PGPA, one of the Jewels of the GPPA's Aeroplane collection, crashed at Angers on the 6th February 2003 at towards 16.30 hours, from 700 metres height above the end of the runway of the airfield Angers/Marce, 3 minutes after it had taken off. In the aircraft, three people were killed including 2 important members of the GPPA. GEORGES LAMY (President of the Regional Union of Bretagne and of the Lands of the Loire of the FNA), who had volunteered to restore the Push-Pull Mooney; and HENRI DEGOULE, Vice President of the GPPA, leader of the GPPA's Engineering Section and one of the pillars of strength of the Association.

The VGC sends Christian Ravel and to the whole of his team its deepest sympathies, and to the families and friends of the men involved.

Other news.

Dedale welcomes its new members: Dominique Broly (ferme de Rupilly, 59710 Merignies, France) has rescued Maurice Renard's N.1300 (French Grunau Baby 2B). After a major inspection, it should have flown during this spring. Another new Dedale member, Hugo Denaux- (126,Avenue Philippe Auguste, 75011 Paris, France) who owns a Ka-6CR, and Frederic Minard. (le Magellan 8bis,avenue de Cran, 74000 Annecy, France).

DEDALE ANNOUNCES THE 80th ANNIVERSARY OF THE CAMP ALEXIS MANEYROL on the 23rd and 24th August. This is to be held by the Vauville Gliding Club. Alexis Maneyrol will be remembered in England as the incredible pilot who won, with his even more incredible Tandem Peyret, the first British International Gliding Contest, with his only flight on the last day, at ITFORD HILL in 1922. Maneyrol's flight in 1922 at Itford Hill was a World's Duration Record of 3 hours 21 minutes, Enormous numbers of people and gliders may be present at Vauville on the 23rd and 24th of August. Contact is "Dedale", 33 rue Pasteur, 44410 Herbignac, France. Tel/Fax: - 02 40 8 90 75. Alexis Maneyrol returned to France and he, on the 23rd January 1923, flew his Peyret 8 hrs 5mins for another Word's Duration record over Vauville. This is what the French are celebrating this year. On the 31st January 1923, Barbot flew a Dewoitine 8hours 36 minutes over the same site. These records were not far short of the Ferdinand Schulz Duration Record of 8 hours 42 minutes flown over Rossitten, East Prussia, on the 18.5,1924 on his FS-3. In the meantime, poor Alexis Maneyrol had returned to Eng-

Alexis Maneyrol in his Tandem Peyret at Itford Hill in 1922.



land to lose his life during the first Motorglider Meeting at Lympne in 1923. He was not flying his tandem Peyret.

ARACHON. This Meeting will held from the 20-21 September on the airfield of Arachon La Teste. It was previously announced that it would take place from 13-14th September. It will be open to up to 12 old gliders as well as to traditional ships belonging to the organisation "Sails of Antan ". There will also be other exhibitions of the region's heritage. All, except for the aviation section, will be open to the public and the Press has been advised. There should be room for at least a dozen gliders. Contact: - Dedale's Secretary.

It should be mentioned that TRAILER TOWING REGUATIONS IN FRANCE HAVE CHANGED AND SHOULD BE INVESTIGATED BY FOREIGNERS.

All the above information has come from *"DEDALE" Lettre d'Information No.80* of January, February and March 2003.

The Secretary of Dedale is: - Didier Pataille, 11 rue de Coisy, 80260 POULAINVILLE, France. Tel: - 03. 22.43.51.71

Email:didier.pataille@picardie.caisseepargne.fr •

FROM BULLETIN No78 of April 2003 of the GPPA (Musee de l'Air Regional at the Aeodrome Angers Marce.

The loss of two of their most respected members has left a colossal void. However, as they would have wished it, the mission of the GPPA must continue. GEORGES BELIGON has become the new Vice President of the GPPA.

A new sailplane has arrived at the museum and it is intended to make it airworthy if possible. This is the SIREN C 34 "EDELWEISS 1V" which was designed by Bertin under the direction of Jean Cayla, the father of the Breguets. It first saw the light of day as an experimental sailplane during 1968 with a special system of spoilers. It was prepared in a hurry for the World Championships at Leszno, Poland in 1968,in the Siren factory at Argenton-sur- Creuse. It was built in two examples and it was decided as a matter of urgency to get the second prototype ready first without spoilers for the World Championships Open Class. Whereas, the original C 30 Edleweiss s were standard class sailplanes with 15 m wingspans, the Edelweiss 1V, also known as the Super Edelweiss, had a 17.5 metre wingspan and had a max. L/D of 1:40 at 100 kph. The sailplane is of mixed construction* but not fibreglass. The 2nd prototype (02) F-CCAY, has been on exhibition in the Musee de l'Air et de l'Espace at Le Bourget since 1982. The 01, F-CCAZ, is now with the GPPA at Angers Marce and arrangements are being made with the authorities so that it can be made airworthy.

** A pre-formed plywood Klegecel Sandwich.*

THE MUSEE DE L'AIR REGIONAL at Angers Marce is the second largest Aircraft Museum in France. It possesses 125 historic aeroplanes and gliders, of which 12 are airworthy and 7 are being restored. Last year, the Museum had 12,000 visitors.

GERMANY

20th Anniversary of the OSC was celebrated on the 10th April 2003.

20 years ago, there were 12 Founder members. These were Helmut Bolz, Beatrix Fleischmann, Claus Fleischmann, Hermann Hartmann, Willi Hildebrand, Karl-Heinz Kellermann, Josef Kurz, Dag Peters, Thomas Schleicher, Werner Schleicher, Heiko Schneider and Karl Vey. Chairman is Karl-Heinz Kellermann. Vice Chairman is:- Heiko Schneider, Treasurer is Josef Kurz, Protokolfuhrer is Dag Peters. The Membership has risen from the original 12 founders to 209 members.

The OSC has at its present disposal:- 1 SG.38, 1 Grunau Baby 2b, 1 Rhoenbussard, 1 Ka-2b Rhoenschwalbe, 1 DFS Reiher 3, 1 UDET "Flamingo".

For this happy OSC anniversary evening, the membership invited the founding members to a very happy evening in the Rhoengeistube to Gerd and Susi. Everyone who attended, except for Thomas Schleicher, who could not come because of work problems, had a very happy evening.

After the Vampyr was finished it was ceremoniously handed over on the 3rd May 2002 to Theo Rack of the German Gliding Museum in the presence of Professor Gero Madelung, the son of the original Vampyr's designer. Also present were P.Distler, Otto Becker and E, Habermehl who had built the replica. We must also remember the late Norwegian, Bjarne Reier and Otto-Ernst Hatje, who worked on it, one after the other, before this group, and had died before the new Vampyr could be finished.

After the great success of the VAMPYR replica restoration, Theo Rack, as director of the German Gliding Museum, was so enthusiastic that he has asked the Vampyr's building team: - Becker, Distler, Habermehl and Schimpf, whether they could build a replica of the 1912 FSV 10 which flew from the Wasserkuppe in 1912. In this two seater, Hans Gutermuth, on the 22nd of July 1912, flew an unofficial World Record from the Abtsrodaer Kuppe of 840 metres in 112 seconds. Hans Gutermuth and his comrades did not survive WW-1. Contrary to the situation with the VAMPYR, there are no building plans for the FSV 10. Therefore, a search began for old photographs, sketches and literature on the type in the Museum's archives. After this, Eckard Habermehl worked out with his computer a corresponding profile for the wing ribs. Therefore Otto Becker and Eckard Habermehl during the last weeks have built at home 30 wing ribs for the FSV 10. During the summer of 2002, all the bamboo wood for the project was delivered to the Wasserkuppe free of cost by Alfred Lohmeyer.

In the meantime, Eckhard drew out the building plans at 1/10th scale and Otto Becker was engaged in choosing further building materials and their acquisition. At the end of October 2002, we could move into the workshop to sort out materials and their assembly. The tubular, triangular fuselage has been welded up and checked. Further work is really costly as every connection and fitting has to be curved, and fitted in situ so that the whole machine from top to bottom will result in an impression. To produce such a covered coop of bamboo's and cables has already presented quite a challenge. Translated with difficulty by CW from an article by Otto Becker.

C.W. adds that this will be a reproduction of the first glider that ever flew from the Wasserkuppe.

PETER OCKER has written saying that he has discovered that the MEISE which had been found in a barn, has not been hidden there since the war, as reported in our previous VGC News. It was last flown during the 1960s. It has not yet been decided whether the owner wants to sell it, or to restore it himself..

ALEXANDER HURRLE has discovered the remains of a ZOEGLING fuselage which is not broken but is incomplete. All wires and the rudder is missing. The most strange thing is that it is still painted in wartime colours. On its tail is written its next inspection date. It was to take place in 1938! He is currently cleaning it and he is searching for the rest of it.! It is unbelievable but true. Alexander has photographed it.

News from Achmer

as at mid March 2003

The Kranich 3 and the Weihe (ex BGA 1297. Swedish built in 1943) have flown again after major overhauls. The Weihe's wings are to be restored next year. It was overhauled in England twice by Derek Godfrey and syndicate, and by Peter Molloy and syndicate. It must be in very good condition now. The FUSELAGE OF THE NEW REIHER 3 is being assembled by Hermann Hackmann and Oswald Dickau in he former's workshop. Oswald is the technical director of the club and owns the recently imported from England Swedish 1943 Weihe, which he is giving a General Overhaul. We saw most of the Reiher's components in the summer of 2002. Now, the fuselage is going together. Its wings were seen in Harald Kaemper's workshop last July. They were being built by Stefan Krahn and friend. They must now be much further advanced. Rudder, tailplane, elevater were seen complete, last July. Its very long span and narrow chord ailerons were in July 2002 about to be assembled.

(Some months ago, we were informed that after along waiting period, the extension building of the German Gliding Museum with Air Modelling, on the Wasserkuppe, was finally granted permission by the Hessian State Government. We congratulate the organisers and look forward to receiving more information as the project progresses – Ed)

No doubt, January 29th, 2003, was a good day for German gliding generally and for the "German Gliding Museum with Air Modelling" on the Wasserkuppe in particular. The Hessian Minister for Science and Art, Mrs Ruth Wagner, insisted upon handing over the appropriations of the state for the extension of the museum personally to the District Administrator of the County Fulda, Fritz Kramer, and the Manager of the mu-seum, Theo Rack. From the bottom of his heart - as always, if it is a matter of gliding and the Wasserk-uppe - Fritz Kramer broke a lance for the silent sport under the cloud, when he welcomed the Minister and her company and thanked them for the sponsorship of the state. With much pleasure the attendants could recognize the high expert knowledge of the Minister, with which she stated the reasons for the subsidy. She draw special attention to the importance of the Wasserkuppe as the cradle of world-wide soaring sport, re-ported on the pioneer-flights of the young students from Darmstadt before the First World War, and stressed emphatically the scientific and economical high rank of the German gliding research and glider construction. She expressed her pleasure that by sponsoring the extension the state can make its contribution to save great values of the history of gliding for a general public, and - by this - to increase the attraction of the Rhoen mountains as one of the most beautiful German recreation areas. Also she praised the museum very much for never having asked for any subsidies to finance their day-to-day work. . Theo Rack completed these representations by interesting details to the history of the museum, to important exhibits and to the expectations of the board members regarding the future of the house. Particularly he stressed the value of the honorary assistance the glider pilots offer the museum. The relatively small group of prominent representatives from politics, administration and sports, at home on and around the Wasserkuppe, applauded richly to all speakers. During the following walk through the exhibition hall Theo Rack gave additionally interesting information and referred particularly to the lack of space, which makes the extension of the building so necessary. Coming

The Minister Mrs Ruth Wagner, District Administrator Fritz Kramer and Theo Rack study the attractive model of the extension building to the Deutsches Segelflugmuseum. Construction of the extension is due to start next spring.



spring the construction of the new building is going to begin. The "Stiftung (foundation) Deutsches Segelflugmuseum mil Modellflug will pay by themselves 843,000 EURO of the total cost of 2,8 Million EURO. The interior furnishings are not just cheap, but the board members hope for generous help of the big German glider pilots' community. So, for instance, a copier for the duplication of construction drawings of the size DIN A 1 or DIN A 0 is urgently needed. May be, such an apparatus, standing around somewhere not used by its owner, can be purchased cheaply? With great pleasure the administration of the museum would issue a corresponding donation's certificate.

News from the Oldtimer Gliding Club Mainz.

This Group, which formed a club a relatively short time ago, has since being making very rapid progress. It had restored to flying condition a Kranich 3, and last year, it held an International Meeting at Bingen Langenlonsheim for all Kranich 2 s and 3 s. It has since been expanding its fleet of old gliders. It now has an airworthy Ka-7, which is to be christened Martha Mendel after the lady who formed a womens' gliding club in the area during the early 1930s. Since then, the group has bought a Doppelraab, which may take about two years to repair, and a Zugvogel 3A, of 17m span and a max. L/D of 1:35. The type was designed by Rudolf Kaiser, while he was working for Egon Scheibe in 1954, before he worked at Schleichers. The type wasone of the first German sailplanes to use a laminar flow wing profile, and Hanna Reitsch won the 1955 German National Gliding Contest at Oerlinghausen, when she was competing against Gerard Pierre, in the first Breguet 901, who was then World Gliding Champion. We believe that Hanna Reitsch was flying the 3rd prototype Zugvogel 1?*. (16m span.Max.L/D 1:34) The Oldtimer Gliding Club Mainz should be flying its Zugvogel 3A this summer. The club was expecting to start flying its Kranich 3 and Ka-7 on the first of April 2003, and is to hold the 2nd International Kranich Meeting on the Marpingen Gliding site in the Saar during the last week of June 2003 Contact is :- Manfred Penning, Am Finther Wald 5880, 5126 Mainz, Germany.

The second prototype Zugvogel had broken up in cloud over Camphill, during the 1954 World Gliding Championships there.

HERMANN BEIKER, from Immenbecker Weg 6B, 21149 Hamburg 2114 Hamburg. Tel:-40 7015692 wrote on the 8th May that he has not made great progress restoring his Spanish built WEIHE as he has had to manage his club's workshop for a long time hopes that the situation will change soon. During the last year, he built a new Weihe aileron. He has removed all the metal fittings and has varnished them. All the fittings are in good condition. The spars look fine and the casein glue seems to be sound.

However, many ribs are damaged. He will have to replace all the plywood skin on the fuselage and wings. The horizontal and vertical stabilizers are missing. As can be here noticed, there is still alot of work to do. The Luftfahrt-Bundesamt (LBA) says that there will be no problems. He hopes to visit Jamijarvi, but without a glider.

AERO 2003

This is the International Air Fair that takes place at Friedrichshafen on Lake Constance every two years. This year a very good and large display of the VGC's activities was arranged by our Achmer members. This consisted of photographs of our activities and gliders. The fair took place from the 24th of April for three days and we thank the Achmer club's members for their efforts.

The centre-piece for the large VGC exhibition was the Grunau Baby 2b of Harald Kaemper. Harald, who was especially looking forward to the exhibition, unfortunately could not take part himself, because a few days before, he broke a leg while skiing. We wish him a speedy recovery. The exhibition included a hundred-year-old workbench belonging to Hermann Hackmann, with the old traditional tools, with Sascha Heuser gluing Schulgleiter wing ribs on it. The exhibition was causing great interest among spectators, and we hope that we have gained some more members. Bernd Ewald said that work on the Horten 1Va, to fly, has already started and a technical college is building its wing ribs. Gerd Allerdissen, President of the German Aero Club, is already starting to organise the next Aero Fair in two years' time. In AERO 2005, there is going to be a whole hangar devoted to vintage gliders! As it was this time, the whole of Hangar B.1 was dedicated to gliding in general and there was a large Czech exhibition, next to the VGC's display. David and Margaret Shrimpton were there from the VGC in Britain. Ulf and Elke Ewert, Oswald Dickau, with Frau, Volker Skrzypek from Achmer, and Sascha Heuser had prepared, and were working at, the exhibition.



Centre-piece for the large VGC exhibition at Aero 2003 was the Grunau Baby 2b of Harald Kaemper.

ALSO FROM PETER OCKER – "The AERO Exhibition at Friedrichshafen was great". He had the opportunity to visit AERO 2003 at Friedrichshafen. The DaeC (German Aero Club) had a huge stand which promoted gliding. Among the people at that stand were some members from Aventoft, like Adelbert Schulz. Also the Deutsches Museum (Munich), and the Deutsches Segelflug Museum (on the Wasserkuppe) were represented. The VGC also had its own stand. The Achmer Club's Grunau Baby 2b was on a pole "flying" over the stand and the jig with the rear part of the Achmer club's new Reiher 3's fuselage on it was displayed. Sacha Heuser was building SG.38 ribs in front of the visitors. Also, Dr Hillu Becker and Dietmut Schultz were there (GB-3, and new members since the 2002 Rally) to give a commentary to visitors. Only one other vintage glider was displayed. This was the airworthy yellow Krajanek from the Czech Republic. It was on the stand of the Czech Company (which used to be called Aeron.CW) at Brno Airport, which offers to restore gliders. They had restored a Condor 1V some years ago for an Austrian client. I had no idea that there was an airworthy Condor 1V in Austria. Before it was a wreck! I think that its largest part was 4 metres long! At Aalen Elchingen we have a new member and he brought a Scheibe Specht to our airfield! I hope to see the glider soon. He is very interested in the VGC, but he is not yet a member ". The above news from Peter was sent to CW on the 18th April 2003. CW thanks Peter for it. Peter is doing a great job for us in Germany.

International News is continued on page 41 ■

British National VGC Rally, Sutton Bank, Yorkshire

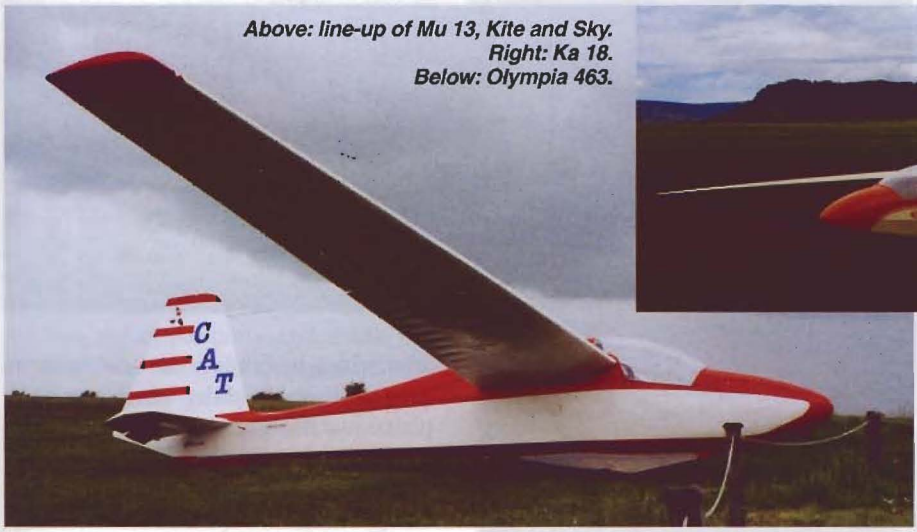
24th – 31st May 2003



From the 24th to 31 of May we enjoyed the hospitality of the Yorkshire Gliding Club at Sutton Bank. Each day started with a briefing on the expected weather for the day and the airfield operations. Launching was by aerotow behind a Pawnee and a Super Cub.

The weather, for most of the week, produced light South Easterly winds with, unfortunately, rather poor visibility. However some excellent flights were achieved. Tom Edwards achieved a magnificent 75 kms. in his Ka 8 and Rob Jackson was unfortunate not to achieve his five hour duration with a flight of over four hours in his Skylark 4. Dave Cornelius managed three and a half hours in his Skylark 2 but decided not to fly cross-country due the poor visibility.

Above: line-up of Mu 13, Kite and Sky.
Right: Ka 18.
Below: Olympia 463.







Peter Redshaw's Capstan was a sight for sore eyes; it was immaculate and stood out amongst all the other beautifully restored gliders.

It was good to see a veritable army from the Kent Vintage Glider Group with no less that four gliders and, I am told, they had left their Swallow behind.

The local pubs and restaurants must have done a roaring trade with the influx of thirsty and hungry Vintage Glider Pilots. One evening Chris Wills entertained us with some fascinating videos of vintage gliding activities accompanied by his well-informed commentary. It is good to see that Chris is recovering well from his recent operation and we hope that, when we see him in Finland, he will be off his crutches. This was a most enjoyable rally amongst the beautiful Yorkshire countryside.

Bryan Middleton ■

Left: Peter Redshaw's immaculate Capstan.
All Photos: Peter Chamberlain

The Shuttleworth Collection & Royal Aeronautical Society Centennial Garden Party

29th June



Above:
pretty Petrel ahead of camouflaged Kite.

The Vintage Glider Club received an invitation to attend with 4 gliders for a static display together with a wide variety of other powered aircraft to celebrate 100 years of flight with the first successful powered flight by the Wright brothers Wilbur and Orville at Kill Devill Hill USA on 17th December 1903. The Royal Aeronautical Society history stretches back to its formation in 1866 some 37 years before the Wright brothers made their epic flight.

The day proved prefect with light wind, blue skies and a very hot sun followed later in the afternoon with welcome high cloud to cool the air as no shade was to be found other than sun hats and sun umbrellas. This did not stop the 4000 pre sold tickets holders and others descending on the small grass airfield to catch a glimpse of the past history of aviation being unfolded with flying displays together with aircraft hanger and glider static displays and the museum exhibits of old engines, non flying aircraft, together with old bikes and cars from the past years. The Old Warden Museum known as the Shuttleworth Collection and Park which consists of Swiss Garden, Mansion House, Bird of Prey Centre is open at any time and is well worth a visit at any time of the year for all to see.

Our gliders made an excellent attraction and display with the beautiful graceful 1938 Slingsby Petrel owned by Graham Saw, 1939 Slingsby Kite 1 in its camouflaged wartime colour scheme owned by Peter Underwood, 1935 Abbott-Baynes Scud 3 owned by Ted Hull and 1932 Abbott-Baynes Scud 2 owned by Laurie Woodage. Laurie had been working hard over many months to complete a major repair to his Scud after its heavy landing some two years ago after which he became the new owner in time to show his glider which was completed just the day before hand. We handled inquiries for the VGC with many interested visitors to our group and met many friends.

Below: Bristol Boxkite being pushed out ready for flight.



Below: Scud II and Scud III
Bottom: Hawker Hind in Shuttleworth's hangar which is open all year.





The flying displays proved to be excellent from Bristol Boxkite, Bleriot, Deperdussin, Avro Triplane, to Spitfires, Hurricane, Lancaster and aircraft from





Top: very rare Chilton DW.1 of 1937 vintage. Above: 1923 de Havilland DH53 Humming Bird. Mike Russell is in the process of restoring one.

the 1920's/30's to 1950's, modern aerobatic aircraft performing hair raising stuff and even a glider task race set for modern plastic machines which eventually proved that they flew 2 hours with high speed runs over the airfield dropping their water ballast. It was a great day out to renaissance and sucking large ice creams washed down with beers.

I take the opportunity and thank the owners of the vintage gliders and helpers who generously gave up their time to come along to put their gliders on show in the fore front to make a great day and to the Shuttleworth Collection and Royal Aeronautical Society for inviting the Vintage Glider Club to participate in the Centennial event.

Geoff Moore ■



Above: elegant 1935 Miles M.2L Hawk Speed Six.
Below: of same vintage as the Miles, are the Hurricane and Gladiator.



Haddenham VGC Rally

4/5/6 May

It was nice to meet and welcome our president Chris Wills after his surgery operation to his right leg in February. Although still on clutches he was able to move around and talk to everybody present. Five vintage gliders took part during the weekend event -Skylark-Kite 2-Krajanek-Petrel-K8 together with the club K13's and K8, the weather may have kept others away.

Haddenham is a winching site and gave some high launches in the tricky stiff strong westerly cross cold winds on Saturday and Sunday improved giving slightly warmer winds with some thermal conditions with high cloud base 4000/5000ft. Best flights were K8 Dave Cornelius 36 minutes and Skylark David Weekes 32 minutes. Monday improved slightly but again not good soaring conditions. Altogether not a great flying weekend but when a vintage clad meet up great social gathering are not to be denied. Thanks to Gayle and Chris for running the barbeque evening. The worst bad luck story was concerning Laurie Woodage when he decided to bring his Swallow over on the Saturday from London Gliding Club and proceeded with trailer in tow when having gone one mile suddenly a large stag deer jumped straight out of a roadside hedge into the front of his Landrover badly damaging the vehicle. The deer died instantly, and Laurie returned back to the Club where no damage was found to the glider. A friend later brought him to Haddenham, by car!

Bryan Middleton ■

Below: Kirby Kite 2B, a Motor Falke taxying behind. *Photo: Peter Chamberlain.*



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Mid Western VSA Regatta, USA

7-15 June

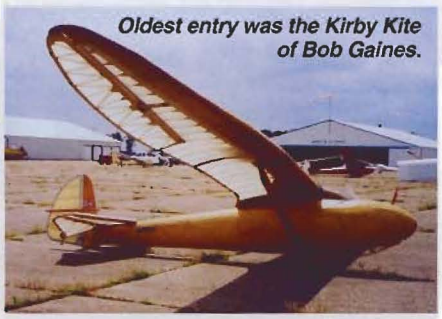


Weather has not favored the Vintage Sailplane Association in the USA this year. The eastern regatta was basically a rain out. but a little flying, mainly ground launch, was accomplished for those who braved the weather reports. Weather reports looked better for the mid western regatta scheduled for 7 through 15 June by the Wabash Valley Soaring Association at Lawrenceville, Illinois.

On the first day of the regatta ships were rapidly assembled, under a sunny sky. and launched as cumulus clouds formed. One of the first ships to launch was a Schleicher K.a6cr flown by Glen Klingshorn from Georgia that disappeared for 6 hours and 32 min. and flew all over southern Illinois and Indiana. Others made long flights including Roger Bard who flew his Cirrus for 5 Hours 15 Min. Sunday was also a great day but the flights were not as long and they didn't get very far from Lawrenceville.

Monday 9 June turned out to be the best day of the regatta. David Ochsnerwas a late starter in his Ka6br but with 4-8 knots lift reached altitudes of 6700 feet and stayed up for 7 hours 20 min. Jim Harper flew his silver duration in his HP-16 with 5 hours 18 min. and Man/ Cowie made her first 3000 ft. altitude gain in her ASK-18. This was a cross country day and the "rescue chicks" were called into service to retrieve several gliders that did not make it back to Lawrenceville. GlenKlingshirn again flew over100 miles and made it back to Lawrenceville. On Tuesday 10 June the rains came and it was time for hangar flying and doing little repair jobs on a number of the ships. The clear skys had gone but auto tows were enjoyed under the overcast skys. Flying continued with two to three thousand foot ceilings and on 12 June Brian Pate recorded a 3hour 40 min flight from an auto tow. When the ceiling permitted, aero tows were provided and the two seaters were very popular. Club instruction continued on both week ends and a number of check rides were provided for licence upgrades. The Wabash Valley Soaring Association will host a fall flight week from 6 through 14 September and hopefully the sun will stay out all week. *Lee Cowie* ■

Above: Glen Klingshirn & Ray LaRoque wait for tows in their Schleicher Ka6CR's.



Oldest entry was the Kirby Kite of Bob Gaines.



Ka 7 is the latest WVSA club rebuild.



Dave Ochsner lands his Ka6 after the longest flight of the regatta, 7hrs 20 minutes.



VSA Regatta participants	
Glen Klingshirn.	Ka6cr/pe
Bob Currie	TC-2
Ray LaRoque	Ka-6cr
Allan Pargman	Ka6cr
Jim Harper	HP-16
Art Babiarz,	Jr Diamant 16.5
Bryan and Linda Pate Charles Pate	Phoebus C
David Ochsner	Ka6 tr
Neal Pfeiffer	Ka6 fr K3
Jan Scott Slingsby	Capstan TO
Bob Andrews	Huggett IL
Kurt Strong	LS1-£ WI
Bob and Alice Gaines	Kirby Kite
Lee Cowie	T31b
Mary Cowie	flsk 18
Leland Cowie	Grunau Baby
Barry	Grunau Baby, Ka6 14.5m
Dave Schuur	Cherokee II, Ka6e (to be restored. Skylark 3f, Trager-Bierens T-3 Alibi)
Stan Hagstrom	Ka8b
Howard Petri	Sagitta
Jim and Simine Short	Ka2b
Les Tyrrell	Tern
Bud Brown	1-26
Club	Ka8b, Ka6t, Ka7, Ask 13 (2)
Bob Graves	Schumann (sp?) Libelle, Oberlerchner Mg23

Daily notes:

6/7 22 flights Bard had a 5:15 flight
6/8 13 flights
6/9 27 flights Klingshirn 5:48, Ochsner 7:20? Harper 5:15, two land outs Kurt Strong and Allan Pargman (Glider Rescue Chicks), M Cowie altitude of 6500
6/12 2 flights
6/13 14 flights J Scott With Betty for :45, Was this the day of the 2: hr auto tow? Bryan Pate was the pilot.
6/14 19 flights nothing spectacular, but Bud and Barry flew Ka2b for 31 min and Gaines flew Kite for 17 min
6/15 8 flights

The number of auto tows was not reported, but probably numbered about 20.
Dave Schuur

Left: Bob Andrews pushes his Laister Nuggett in after another successful flight.

2nd Orlik 'Spring Showers' meeting, Hronov

1st-10th May



By Tomas Mezera, Chairman of POTK, Czech Republic.

Altogether 22 gliders met at Hronov (airfield Velke Porici, elev. 400m) for the 2nd Orlik "Spring Showers" meeting, a historical glider competition held in the landscape of Jirasek's Hronov, including one Lunak and Kmotor, two Sohajs, Blaniks, the prototype M28 (18mtr) and M35 (15mtr, combined flaps and Wortman profile), three VT16 Orliks. The rest were VT 116 Orlik Mk IIs, each with different markings.

Three aeroclubs dominated the competition; the home team AK Hronov, AK Brno Medlanky and AK Rana. The remainder were recorded as 'the rest of the world' by the organisers, because there was one foreigner amongst them, Polish pilot Kielpikowski from Gliwice.

The first day started with beautiful thermic weather, cloud base 2800metres, but due to the strong wind the organisers proclaimed this a practice day – "well we had ten more days before us". Unfortunately this turned out to be the best weather of the competition. The second day saw the first task cancelled when no one completed the set 100km. Following the passing of the cold front a task was set which meant crossing of the Czech-Polish border which required clearance from the Border Authorities. With total flight times of 5 or 6 hours and weak conditions it was decided that the proclaimed task of 250km had been too optimistic. However only one competitor landed out in Poland. The task was won by Jiri Lenik from Rana who flew 187km. The following days are reported as varying from just soarable to days when anticyclones caused conditions to become too stable for competition and competitors spent time site-seeing places of historic interest instead. The second and final task took place later in the week with Medlanky Zavrel in the M35 flying 100,1km with others flying 70km and 60km respectively. The last day of the competition only one cumulus dominated the whole of the sky above middle Europe so there was a spot landing competition. As Tomas describes it " we were surprised by the Polish system where landing 10m behind the line is counted better than 5cm at front of the line" The last evening was concluded with prize giving and a perfect hangar party with a band, beer and good food.

Tomas' team from Aeroclub Rana attended with five gliders and one towplane, taking first and third place in the competition. Tomas summarises the event as "excellent however, with not such good weather but with some good performances, no incidents and a rich sociable atmosphere for the whole ten days, as a perfect way to spend a gliding holiday" ■



Results and list of competitors

	Number	name	Aeroclub	type	1st (task)	2nd
1st category						
1.	D-9357	Lenik	Raná	Foka 4	1	13
2.	OK-5509	Suchánek	Hronov	VT116	2	8
3.	OK-2429	Benes	Raná	VT 16	3	8
4.	OK-2806	Burdych	Nove Mesto	L13	4	12
5.	OK-7403	Svoboda, Karmik	Letkov	VT116	5	2
6.	OK-4314	Streda	Vrchlabi	VT116	5	16
7.	OK-2903	Klicnar	Medlánky	M28	7	16
8.	OK-8401	Souhrada	Raná	VT 16	8	5
9.	OK-3405	Rikal	Hronov	VT 16	9	8
10.	OK-6444	Konopka	Letnany	VT 16	10	13
11.	OK4810	Borùfka	N.Mesto	L13	11	3
12.	OK-6922	Sliva, Dostal	Hronov	VT116	12	8
13.	OK-8406	Slouka, Sloukova	Medlánky	VT116	13	12
14.	OK-2903	Zavrel	Medlánky	M35	15	1
15.	OK-5524	Becvár	Raná	VT116	14	5
16	OK-4307	Javlovy	Medláanky	VT116	16	13
17.	SP-3645	Kielpikowski	Gliwice	Foka 5	17	14
18.	OK-2412	Janeckovà	Broumov	VT 16	-	-
2nd category						
1.	OK-5399	Mezera	Raná	VT 425	1	1
2.	OK-1765	Strnad	Hronov	LG 125	1	2
3.	OK-1242	Vodica	Prostejov	LG 130	-	-
4.	OK-0838	-	Jaromer	LF 107	-	-

Final result by groups:

1. Raná 2. Nové Mesto n.M 3. Medláanky 4. Rest of world

High Endeavour.

Part of the story of the K-1, from someone who was there

Only now can it be told, or can it?



In 1947, the British Gliding Association (BGA) held a competition for a high performance 2-seater sailplane design, which would serve the clubs as an advanced training two-seater. Dual instruction, in contrast to solo ab-initio training, was becoming the recognised glider training system throughout the gliding world. At that time, the BGA favoured side by side dual instruction, in contrast to the military Air Cadets which were to use tandem seated two seaters for training. (ie. the 1949 designed and flown T.31.).

As many as 5 or 6 two seater designs were submitted but only three of them were side by side seated. Two of the others, which were very promising, are still with us. The Shenstone/Czerwinski Harbinger and the Short Nimbus are still existing, although sadly it seems that the Nimbus will never fly again. (it is stored by a Belfast Museum in bad condition). The winner of the 1947 competition was the Hugh Kendall designed K-1 (which became known as the "Crabpot").

Hugh Kendall had owned the diminutive Broburn "Wonderlust" Sailplane, which had been built just after the war and got its thermalling capability with the use of full span flaps. We believe that this sailplane influenced Hugh with his design of the K-1, because the author can remember Hugh saying that Brown and Burns did not go far wrong with the design of their "Wonderlust" (which is at present in a Museum on Woodley Airfield.)

This sailplane never received a BGA CofA, or the VGC would have tried to obtain it for restoration).

As with the Wonderlust, the K-1 had total plywood covering of its wings.

The K-1, after winning the design contest, was totally altered to include new NACA 6 series wing profiles, a fully flying butterfly tailplane and a shorter fuselage. However, beyond all, it was to be built of Durestos, This was an asbestos reinforced low pressure thermo-setting plastic structure. A method that involved the use of heated concrete moulds and tailored felts. Durestos had already been successfully used for the forming of radar domes etc.

Britain would lead the World in building the first plastic aircraft and, furthermore it would, with a calculated max. L/D of 1/35, be capable of winning the World Gliding Championships as well as being a club two-seater. Never before had so many new ideas been tried out in one aircraft !!! The Ministry was persuaded to put in a large sum of money. (Ministries and the Military controlled everything during and after the war, as no individuals could possibly have enough money at that time). It was known that Wolfgang Huetter had been trying during the war to produce a plastic wing and was still involved with his H.30 in Switzerland, as no aviation was allowed to proceed in Germany at that time. The H.30 's plastic construction was not successful then.. and so.... Forwards Britain! The BGA Technical Committee was probably aware of the work of the Horten brothers in Germany on their Horten 4B and of the work of Schempp Hirth who were building fairings for their Goevier etc on moulds and that the Huetter brothers had been working with Schempp Hirth... and that Wolfgang Huetter who, during the final war year, had set up his own firm to form, on a heated mould, the wings for the Hu 211. However, much of this information was "locked up" in Britain as "Official secrets" for 30 years. There was also the work of De Havillands on their Albatross and Mosquitos etc, However, all this work was using wood and balsa wood etc. in sandwich form as the basic material.

The Miles Aircraft Company was persuaded to start the building the first Durestos K-1 wing. The aircraft was then referred to as their M.76. Unfortunately, when the first wing was finished, tragedy struck when the wing broke at a fraction of its design load. The second wing was exhibited vertically in the foyer of Miles's Company as an example of what the firm could do. Thus, to save time while the problem was sorted out, Ken Fripp was asked to build the fuselage and tailplane out of wood, although the fuselage nose



The K-1 on aerotow at Lasham in 1954. It is being test flown by Lorne & Ann Welch. Reproduced by kind permission of the RAF Museum , Hendon, from a glass plate negative of Charles Brown.

was Durestos. This he did beautifully.

As the problem was not solved, the BGA decided to ask Elliotts of Newbury, which had already built EoN Olympias, Eon Babies and Eon Etons (SG.38s) (and was now about to build the first laminar flow NACA 64 series profiled Olympia 4) to build wooden wings for the K-1, to save time and to be hopefully finished in time to take part in the 1954 World Gliding Championships at Camphill. Clearly time was running out, as the Ministry had not got its Durestos aircraft, but it was hoped that the Ministry would be content that a wooden example should be first flown to discover whether the design was successful.

Thus, the BGA Committee came to Horace Buckingham's house sometime in 1953 to try to persuade him, as the owner of Elliotts of Newbury, to build the K-1's wooden wings.

It was a dark wild night, with the trees thrashing outside in the strong wind and a fire flickering in the grate. Horace was resisting

saying that the project was a dangerous proposition financially and otherwise, and that he did not like the idea. The BGA was trying vehemently to persuade him, with Horace holding out against them when, suddenly, in came his wife who related how she had been to the Newbury Fair and how the Fortune Teller had told her some remarkably true facts about her family as to what had happened in the past and as to what would happen in the future.. Horace was heard to say "J...s Chr..t, she has been to see that bl.. dy Fortune-Teller again !" Then, she said that the Fortune Teller had told her that her husband was about to be confronted with a proposition. He would not know what to do about it, but whatever happened, he must agree to it. Whereupon, the BGA let out a wild and terrible howl and there was a gnashing of teeth, and poor Horace's last defence was carried. If only they had known then what would happen.

The fuselage and tailplane soon arrived at Elliotts of Newbury and very impressive they were too.

The WINGS were to be built with large spruce main spars with $^1/_4$ inch spruce caped balsawood ribs set on the spar leading and trailing edges 4 inches apart. Onto the lower point of the trailing edge spar, piano hinges hung the full span aileron/flaps.

These were moved up and down by root fitting, which was actuated by a fitting in the fuselage. This was worked up and down by a very clever control "mixer box" in the fuselage behind the cockpit, which was levered up and down by a crow bar from the cockpit, which was attached to the fuselage by a 2BA bolt. When the control "mixing box" was levered upwards, both ailerons were drooped as flaps. Lateral pivoting (rocking) on the horizontal axes of the box worked the ailerons. Vertical rotational movement of the box worked the elevators while rotating round the vertical axes it worked the V-tailplane as rudders. The wings were connected to the fuselage by two fittings attached, not to the spars, but to two straps of wood /metal which were let in to and glued to the underside of about 4 ribs, and of course to the wings' underside plywood skin. Things started to go wrong when the wing spars were very much too heavy (perhaps 25%). Aircraft approved spruce in Britain has to have a minimum specific gravity of 24 lbs per cubic foot. Approved Finnish birch plywood has to have a min. specific gravity of 28 lbs / cubic foot. They can be heavier and almost always are, but they can not be lighter. Hugh Kendall said that he did not mean Horace to choose the biggest tree so that the wing spars could be built in uninterrupted lengths. It would not have mattered if the spars had been built in two lengths if only lighter wood had been chosen. Elliotts of Newbury had probably not been told that they had to select light timber. The spruce used for the spars had probably 28 lbs / cu ft density, while the plywood was probably of about 36 lbs / cu ft. Hugh was said to be dismantling the weighing machine to try to discover if it was incorrect. The 2nd horror was when the 1/16th (1.5mm)pl wing plywood sagged between each wing rib. It had been glued on with the standard Aerolite glue which is a very rigid glue which does not allow for expansion and contraction of plywood. Thus, when the plywood skin was put on, it almost immediately sagged between the 4 inches apart balsa wood ribs. Nearly all new British wings were effected like this, whereas casein glued skins in France were not. No one could say anything against British Aerolite glue. After all, had it not glued the Mosquitos? Hugh Kendall said that Elliotts did not yet know how to skin wings. He was building the much smaller SK-1 racing aeroplane at home, and its wings were very accurate. The wings used the new NACA 66 series wing profile at their wing roots which became NACA 64 half way out along the wings.

NACA 66 means that maximum depth of profile is at 60 % back from the leading edge of the chord. This profile had never been used before for a sailplane but was used for the Czech VSB 62 Vega, of 1962. However, on with the K-1, at more speed. It was already 1954, and it had to be flight tested so that it could be flown in that year's World Championships with a BGA CofA. Before, its first flight, it was decided to proof load the butterfly tailplane. As the weights were increased, there was a creaking of the structure and Hugh could stand it no more, and shouted STOP ! "We'll saw the ends off. The damned thing is too big anyway ! ".Thus, the outboard bays of the tailplane were sawn off and the lead mass balance weights at its tips were replaced and faired in with balsa wood, as was done before.. The aileron gap, which opened up ever more when the ailerons were lowered was an embarrassment, but this was sealed with an aluminium strip which was redux bonded in to place..

However, much of this information was "locked up" in Britain as "Official secrets" for 30 years.

Thus, in an unprepared state, without paint*, the K-1 was rushed to Lasham for its first flights. *The fuselage was primed a light green but the wing ply-

wood was varnished. The tailplane was transparent doped but had metal servo tabs. We never saw any plans for the K-1 except for one of two G-A s. The drawing plans were made after it was built on Elliotts of Newbury paper. Many details arrived as sketches on the backs of envelopes or paper.

First flight

The first flights seemed to go well, with the K-1 climbing away in weak lift low down when flown solo (with ballast). On one occasion, a noise like an express train was heard above. It was the K-1 going past a Slingsby Sky, which was then Britain's best World Championships sailplane (in 1952 at Madrid). The K-1 was clearly much faster than the Sky. On another occasion, she was taken on a 100 kms speed record attempt by Philip Wills and his son Stephen. They had to land a km short due to a thunderstorm. On another occasion Hugh Kendall and Philip Wills were having trouble staying up during a cross country and had to make a rather fast landing in a field, when Hugh remembered that he had not removed the ballast for solo flying! Then, finally there came the spin tests. One wing would stall and drop and so would the nose, with the aircraft in 2 seconds reaching 120 mph (200 kph) with the fuselage vertical and trying to go on its back. Rapid application of airbrakes was necessary to reduce speed and to pull it out. Hugh Kendall built on washout at the wing tips with balsa wood at its leading edges. Turbulators were stuck on with celotape to the wing profile upper surfaces at the wing roots. All was done to try to induce the wing roots to stall before the wing tips, but this did not work. Finally, it was decided to try to find out what speed it would get to when it had two spoilers slapped externally, with some balsa wood fairings around them, to the upper wing surfaces at the wing tips which were to be used in conjunction with the airbrakes. Hugh then adjusted the wheel brake so that it would not stop the airbrakes coming fully out. Normally, the wheel brake was the airbrake stop. During this flight, Ann Welch had just written "vertical" on her knee pad, when there was a terrific bang and the airbrakes 'mechanism had gone over a top dead centre and were now jammed out! This alarmed Lorne and Ann so much that they undershot the K-1 into a sawn off forest just before Lasham airfield. Ann had her boots on the instrument panel watching the tree stumps sailing towards her. Lorne managed to put the K-1 down damaging the fuselage underside and little else. I can still see in my mind, Lorne standing there amid the K-1 saying "Come of chaps, let's get it away before Hugh sees it", This was duly done and a very angry meeting was held by No 1 Test Group" Lasham, in the bar of the old Lasham Club House. The general opinion was that that there was much too much flexibility in the control system through the control "mixer box" being attached to the glider by only a 2 BA bolt. Hugh stormed out of the meeting saying that he was not beaten yet. He had adjusted the airbrakes so that the landing wheel brake would not be their "Stop", which it normally had been. Now, there was nothing to prevent the airbrakes from coming out too much!



Lorne & Ann Welch ready to test the K-1 at Lasham.

The Elliotts of Newbury repair team, which was led by the unforgettable Phil Sampson, managed to repair the filleted fuselage and to replace the control "mixer box" with a conventional torque tube to drive the ailerons, elevator etc. It was an outstanding effort. Thus, the K-1s aileron's flap movement was eliminated. Nevertheless, No 1 BGA Test Group at Lasham still would not consider giving the K-1 a CofA and Philip Wills had to decide to fly his 1952 World Championships winning trustworthy SKY instead, in the 1954 World Gliding Championships against the new French Breguet 901.Gerard Pierre won in the Breguet 901 simply by it have a better L:D than the SKY on one bad weather day.

It may be that the K-1 s spinning problem might have been solved if it could have had its original longer fuselage and conventional tailplane, but the steam had gone out of the BGA's effort. Jim Cramp of Elliotts of Newbury did continue to try to save the machine with further modifications but with little success. Finally, he stored it in a hut at Wycombe Air Park. Unknown to us, it was finally taken out of its shelter and bull- dozed on to a bon-fire by a member of the Airline Pilots' Gliding Club, who knew not what he did. Clearly, the diminishing of the tailplane's size and the shortening of the fuselage, did not help its spinning characteristics.

Hugh had installed a strake on the underside of the fuselage along its centre line, between the landing wheel and its tail skid, to try to keep the sailplane more directional during a stall.

It is the author's opinion that, on the initiation of the spin, the fully flying butterfly tailplane became "deep stalled", and this caused the destabilised, in-pitch wing to initiate a bunt until the tailplane was flying again. It is again the author's opinion that this can happen to other fully flying tailplanes, and especially to those of "butterfly" configuration, and that this phenomenon is likely to occur in turbulence near the ground and especially near, or over, trees.

This may be rectified with higher flying speeds near the ground.

HUGH KENDALL was a good, clever aircraft designer, engineer, woodworker and test pilot, who worked for several years using his talents at Britton-Norman. Perhaps, he was persuaded to try too many new, exciting ideas with the K-1 and had the greatest bad luck that the aircraft failed. ■





Slingsby T31B 'Top Less'

When you're a young impressionable sprog, some aeroplanes insinuate their way in your affections more readily than others; thus it was that with my nose pressed up against the fence surrounding Catterick Aerodrome in Yorkshire in 1960's that the antics of the ATC captured my complete attention. Sedberghs and Tandem Tutors rose into the sky for their all too short flights and I vowed that one day, I too would do the same. As a lifelong aeromodeller it was to be many years later that I finally got to tackle the job, and the process started with a handful of photographs and a drawing from Martin Simons' excellent book on Slingsby sailplanes. A scale model is many things to many people, and the purists insist that a true scale model must emulate the full-size in every respect. That's all very well, but the laws of aerodynamics insist that the wing section of the full-size when scaled down to the size a model, even one as large as this 3rd scale version, sometimes fail to give realistic results in the air.

This is, of course, because the model is not flying in 'scale air' and so recourse must be made to the use of specially designed model glider wing sections that give good efficiency at model sizes and, most importantly, safe handling in the regime close to the stall where nasty things can unseat the unwary. For the sake of appearance, this causes no detriment tothe model, as the full-size uses the Gottingen 426 which is not dissimilar in thickness to the HQ25/14 used. Photos of 'Top Less' were lent to me via the kind offices of fellow enthusiast Colin Cousins after his visit to a recent VGC rally, and, as a lover of translucent fabric, I was hooked.

Construction commenced with the fuselage, which is made up mostly from spruce longerons and ply formers. The wings attach to the pylon with two piano wire rods and are held in place with the functional steel and spruce struts. (It flies without the sub-strut on the front main strut as they tend to come off upon landing and get lost; there's no sign of the flutter during aerotow that caused them to be fitted to the full-size in the first place!) The wing construction has a minor cheat in that the 'D' box is slightly enlarged to help with torsional rigidity, although in retrospect it was probably unnecessary. The diagonal sub-structures in the wing have been replicated as they were going to show through the fabric, but I drew the line at putting in the tensioning wires too. The whole model is covered in a heat-shrink fabric and painted with 2-pack materials to give the very nice finish that I suspect the full-size enjoys too. (You can't tell everything from photographs)

Expecting the performance of a grand piano with the lid open, I was more than pleasantly surprised when the reduced-size 'Top Less' took to the air for the first time behind a tug at an event at Middle Wallop aerodrome in Hampshire a couple of years ago. On tow she was rock-steady and off-tow she proved capable of smooth thermal turns without the undue loss of height than can sometimes afflict some models. Subsequently, when flown the help of a vario/altimeter (it sits in the model and transmits via a synthesised voice to a receiver clipped to the pilot's clothing) the model has proved able to gain height with the best of them.



Scale modelling, in its ultimate form, should combine not just realism during ground inspection, but realism where it really countsin the air. This model has been around a bit in the last couple of seasons, even ascending the skies of France at a meet in Normandy, but the proof of the pudding came this year at an aerotow demo at Keevil airfield. This took place by the old control tower where the

Slingsby T31B 'Top Less'	
SCALE:	1/3rd Full-size
SPAN:	173" (4.4M)
WEIGHT:	22LB (10KG)
FUNCTIONS:	Ailerons, Rudder, Elevator, Spoilers, Aerotow Release
BUILDER/DESIGNER:	Chris Williams

(Plans available Traplet Publications MW2957)



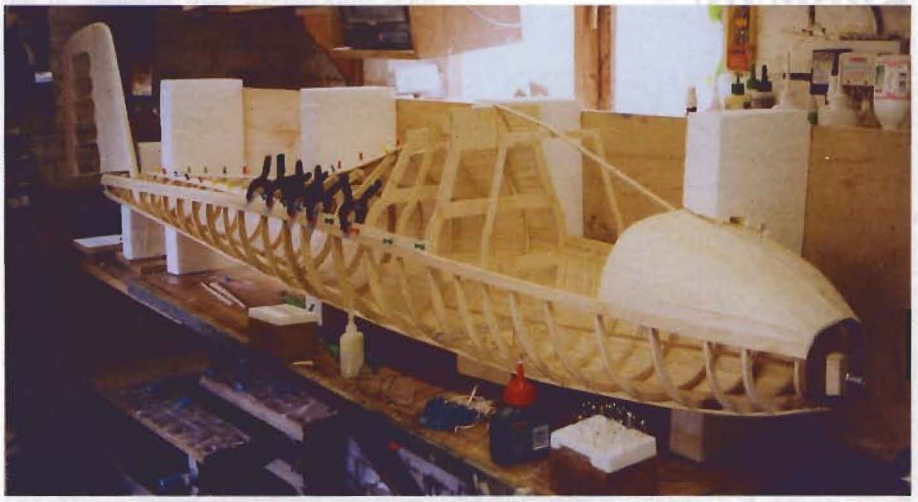
View of internal wing bracing...

Warminster Model Club plies its trade, and although it had been rather windy all afternoon, at around seven o'clock a huge, black cloud street stretched from horizon to horizon, and the ever-present wind had died away completely. On the first leg of a square approach pattern, the Tandem Tutor's flight path coincided in direction (but well separated in distance!) with that of the Sedbergh of the RAFSGA Bannerdown gliding club, which was giving air experience flights to the newly converted. For a few moments it was difficult to distinguish between model and full-size, as they both appeared to be travelling at the same speed, well finally time had come full-circle, and it had only taken forty years.

(By the way, if anyone was to offer me a ride in either example of these machines, bring a first aid kit along, you might need when I take your arm off)

regards chris williams





1/4 Scale Caudron C800.

I first saw the full sized Caudron C800 in one of our aero-modelling magazines in 2001. I managed to track down a 1/4 scale French plan. I was attracted to the colour scheme of F-CBKA so I got in touch with





From the Top: terry Holland and finished Caudron.
Fuselage on jigs. Brass tube cockpit framing
Above: waiting for covering.
Right: unpainted showing cockpit doors.



Dedale and Maurice Keller was kind enough to provide me with the name and address of its owner, André Trocellièr. He was very interested that I wanted to model his aircraft and he took the trouble to take and send me a set of detailed photographs of it which were extremely useful. The model is 12ft 8ins span and is 20lbs auw. The fuselage is of planked construction over formers, then glass cloth and resin. I am still waiting for suitable weather conditions for its first flight.

(Terry Holland also says in his letter that he would like to hear from André Trocellièr. If anyone can help, then we have Terry's contact details here at VGCNews.- Ed)

Short Nimbus

Dear Editor

There having been published photographs of the Short Nimbus, both in VGC News No 106 (Summer 2002) and No 108 (Spring 2003), I thought you might be interested in the following, concerning a small near scale model of the Short Nimbus I have recently built.

I am now age 71 but first became aware of the Short Nimbus in the late 40s, when a photograph appeared in light magazine. As I was then an active aeromodeller and sailplane enthusiast, as well as a model fling contestant, I wrote to Short brothers (Rochester & Bedford) Ltd at Rochester to ask whether they it was possible to have a general arrangement drawing from which to make a model.

Much to my delight they sent me a drawing office print of drawing No G.001 in the form of a three view plan which originated in 1945, modified in 1947. Short Bros. also kindly gave me a sales brochure for their Nimbus sailplane, together with a "Flight" air to air photo of the very first Short Nimbus, all of which I still have, although somewhat the worse for wear.

Enclosed herewith is a photo of a near scale model, 1 meter wingspan, which I designed and built in 2002. This was intended as a construction "testbed" prior to designing and making a larger span flying model, which I have yet to do. The logo and flashline for the model was computer generated to give a left-hand and right-hand reading for each side of the fuselage, then printed on self adhesive vinyl. If you need further details then please ask. Hoping you find this of interest for possible publication.

John Roger ■







Back Cover

Please find enclosed the photos of the Minnimoa which made a demo flight at the 43rd Japan Student Gliding Championships held on March 1st at Menuma Gliderport, Saitama, Japan.

The Minimoa is owned by Mr Honda and it is kept in very good condition. It flies at some events like this and many spectators enjoy it's beautiful shape.

Sincerely

Yasuhiro Yama.

Front Cover

Following your request for photographs (for VGC News) herewith; Photo taken from our Piper Super Cub of Mu 13E, fore runner of the Bergfalke, built in 1952, bought off the German Register, restored by Firmin Henrard and sold to Jean-Paul Bernard 1995. For the photo it was flown by Jean Paul, who has just announced he is letting his PPL (Gliders) lapse for medical reasons and will resign as President of Dedale at the next AGM. He has sold the glider to a group at the Montaine Noire and the photo was taken during the Dedale Camp at the Cause Mejan in the 3rd week of June during one of his last flights the Mu. The camera plane was flown by Barbara Reed, photographer Chris Duthy James.

Best wishes (CDJ) - we reproduce one of Chris's photos as our front-page cover - Ed ■



A Taste of Nostalgia

Frank Irving's report on a foreign expedition fifty years ago.

In 1953, Frank Irving, Ralph Hooper and Laurie hall took their Kite 2B BGA 663 on what must have been one of the earliest non-championship expeditions from UK into Europe with a glider. They had taken delivery of the Kite from Slingsby's 2 years before (with wings re-worked with washout since original build in 1947) and had made various aerodynamic improvements to it, notably the superb barn-door airbrakes. Their towing vehicle was a retired London taxi of rare design, access to the saloon being by a curved sliding door from the platform beside the driver. The taxi is long gone but the Kite persists at Lasham, again owned by Frank and Ralph, plus Bill Tonkyn, all now rather geriatric and looking for new carers (the Kite). Anybody interested?

Frank wrote a report of their 1953 trip for the Lasham Newsletter and we reproduce it here below to remind older members of days gone by and help the young to visualise what gliding used to be like.



Vive le Vol A Voile:

In early July the Kite syndicate set sail for France, complete with taxi, Kite and a borrowed trailer and full of dreams of Gold Cs, taxi breakdowns and good living. In fact the only one of these which actually occurred was the last.

Our goal was Beynes, a centre Inter-Club somewhat to the West of Versailles. We arrived at Ostend (Laurie had a theory that it was cheaper to go that way) and then drove for what seemed several centuries over Belgium pavé to the French frontier, where both groups of Customs men politely enquired whether our trailer concealed a "bombe atomique". Then further infinity of French pavé, a few hours of sleep on the roadside, an increasing awareness that French signposting becomes unreliable in towns, and finally Beynes on a superb soaring day with a sort of haze of sailplanes under a beautiful cumulus to mark the site. We were welcomed with great friendliness, rigged the Kite and longed to go to sleep. But first we had to meet the Chef, M. Heron, to find our room, feed and talk about British gliding.

French gliding is run by the state and its structure is too complicated to explain here. But the effect is that gliding is very cheap, it is easy to pile up the hours and certificates, and equipment is provided on a lavish scale. The number of members at Beynes at a week-end seemed about the same as the Surrey and Imperial College attendance at Lasham, but they had about twenty machines, including four two seaters (and a couple of Air 100s temporarily at Pont St Vincent for the Nationals), two tugs, two two-drum winches (hardly ever used), sundry vehicles including a vast bus which ran between Beynes and Paris everyday, excellen thangars and work shops, and a permanent staff of about five. The most striking feature was that by our standards, the aircraft were in the most alarming condition. Most of them had fairly fundamental holes in the fuselage or wing ply, which sometimes had fabric patches if they were really bad. Repairs were well carpentered, but beyond a coat of thick red dope, no attempt was made to finish them off. One Weihe was an incredible patchwork. The machines were used hard and often, but minor breakages seem fairly common and the members did very little work on them beyond washing them down. Daily inspections were virtually non-existent, except after de-rigging, and aerobatics were strictly forbidden. On the other hand, the powered aircraft seemed to be very well maintained.

The two seaters were mostly C.M.800s, a side-by-side device with a closed cockpit but otherwise rather like a cantilever "Daisy" (T21-Ed). For early solos, the Emouchet was used, a sort of crude Grunau, and one then progressed to the Nord 2000 (Olympia), Milan (Weihe) and finally the Air 100. French sailplanes are vastly expensive: about £2000 for the Nord and £4000 for the Air 100. There are therefore virtually no private owners; the locals were astonished when we gave a few English prices and were quite speechless at the cost of the Kite.

The usual tug was a Stampe, an excellent little biplane not unlike a Tiger Moth, but with 150 H.P., wheel brakes and a self-starter. When this went u/s, they produced an incredible Morane Saulnier MS 230 which had clearly been designed with complete indifference to a little thing like drag. It was a two-seat parasol affair with an uncowled radial engine of 230 H.P. and was truly 'formidable'.

The weather during our fortnight was grimly English and we only did 12 launches and two cross-countries. Their method of operation was quite simple. At the end of the morning forecast on the radio, the announcer gave the soaring hopes for the day which were usually received with derision. (Meteorology is quite international). All ranks gazed at the grey gloom outside and returned to petit déjeuner. About 10:30 the weather would begin to look hopeful, and with Gallic

The most striking feature was that the aircraft were in the most alarming condition. Most of them had fairly fundamental holes in the fuselage or wing ply.

enthusiasm it would immediately be assumed that this was also the case for 300Km around Beynes. At 10:45 the gliders would be lined up on the edge of the 'piste' in front of the hangar, facing along the length of the aerodrome (it was really a wide strip) usually at about 100° to the wind direction. At 11:15 it would have become apparent that the Stampe was u/s for the day and by 11:45 the MS 230 would have started with a fine clatter of external machinery. Once the towing started the rate of launching was very good. We were given an almost embarrassing priority. The startling thing was that machines seemed to be whizzing in all directions. Taking off slightly down and very cross-wind didn't seem to matter much, since the tugs were powerful and the run rather downhill, but the gliders landed in the opposite direction (about 80° cross-wind) whilst the tugs dropped the ropes in a smart down-wind beat-up and landed into wind. Very confusing to the staid English.

Our cross –countries were not very brilliant. I was given an "Ordre de Mission" to make "Un vol de Distance at Pont St Vincent" and set off round the South of Paris under very easy conditions . Had they stayed the same, 300 Km would have been a matter of flying from one cloud to the next until Pont appeared, but after 3 hours both the thermals and the variometer became unreliable and I fetched up in a stubble field at Pleurs, near Sezanne, some 150Km out. The local hospitality was terrific and the exhausted crew found a rather elated pilot. The gratifying thing was that the local Frenchmen in Weihes did about 20Km less and took a day longer over the retrieves.

A couple of days later, Laurie was given a similar "Ordre" under far less promising conditions, and arrived at Meaux, 50Km out due to cramp and airsickness. Here was another Centre where the cuisine it seemed, was very good indeed. Ralph was rather frustrated by the weather and only got a little local soaring.

We also paid a visit to Chavenay, another Centre about 5Km from Beynes, which was a sort of gliding Boscombe Down, with all sorts of fascinating prototypes. We really went to look at the taillessFauvel AV 36, a little machine of 12m span and the performance of an Olympia, but also found the Arsenal 4001, a vast device mostly of metal with complex flappery and dozens of knobs to twiddle – rather like Lawrence Wright's "Mickimoa", and a strange powered 2-pew sailplane.

A couple of evenings were spent in Paris. An account of the first would be out of place in what is, after all, a journal devoted to gliding. The second was at the invitation of Laurie's fiancée, Ruth, who produced the sort of dinner only possible in Paris, and incidentally gave Ralph some inkling of of the Potentialities of Eau de Vie. On our last day there she also gave us a rapid, but comprehensive tour of Paris. Our parting from Beynes was quite a gastronomic feat, and rapidly turned into a riotous evening in the local pub. You may have imagined that certain English gliding parties were rather noisy affairs, but they were quite eclipsed by this. At a late hour, the taxi chugged up the hill to the aerodrome with a total load of twelve people including one, I regret English, sitting on the bonnet. French respect and admiration of the taxi then reached a point at which they enquired whether they could buy one in London and import it to Beynes.

The return journey was uneventful except for a dreadful explosion from the taxi, which turned out to be nothing worse than a slippage of the magneto drive. The journey across the Channel attained new heights of frustration, and we trust that Silver City *(Bristol Freighters - Ed)* will soon have aeroplanes big enough to take glider trailers.

In spite of the weather it was a very good trip indeed. The pilots at Beynes were excellent types, and the kindness of M. Heron and the hospitality of M. and Madame Bourdon, who ran the restaurant, were magnificent. Le vol a voile francais is highly recommended. ■







Left and below: Bill Tonkyn takes a winch launch in Kite 2B BGA663 at Lasham. Above: Ralph Hooper & Bill Tonkyn with BGA663 during the VGC International Rally at Lasham, August 1994. Right: Frank Irving, Bill Tonkyn and 663 at the VGC International Rally at Lasham,1994.
all photos by Peter M. Warren.



A tale of two Scud skids

By Laurie Woodage

Until I acquired a Scud 3 (BGA 283) and then a Scud 2 (BGA 231) I had never given much thought to glider skids. However this was soon to change. The Scud 3 had its skid broken after an over enthusiastic auto retrieve across the ruts of a stubble field, and the Scud 2 skid was broken in three places after a very heavy landing (not mine). I have now built replacement skids for both gliders and thought it might be useful to other VGC members to explain how I went about it, as it involved two different techniques for achieving the curvature: *Laminating* and *Steaming*.

Ash

Ash is a hardwood and is tough and has good shock resisting qualities. It is used for skids and other parts where strength and toughness is prerequisite. Finding a source of aviation quality ash was my first problem. Fortunately I was tipped off about a supply of seasoned ash (originally sawn for ASK 13 skids), and secured enough timber for both gliders. As trees do not come with a release certificate, and to ensure that the timber was of aviation quality, it was necessary to refer to British Standard BS 3V.4. SPECIFICATION FOR AVIATION MATERIAL, ASH. Despite being issued in 1929, this document is still current and is available from the British Standards Institute. (£22 to non BSI members). At only four pages long I can't see it becoming a best seller! Borrow a copy rather than buy it if you can.

Making the Scud 3 Skid *(Laminated)*

The Scud 3 has a main wheel and sits on its tailskid even when the pilot is installed (a legacy of its self launching origins). The skid is only used for emergency braking and as protection for the fuselage. As no drawings were available, the broken skid was used as a template. The skid was found to be made up of two laminations both $^1/_4$ inch thick. I decided to copy this arrangement as I thought it would be easier to achieve the required curvature. Two ash planks were machined down to $^1/_4$ inch thickness using an industrial finisher, and a table top jig was made (to save my back). After a dry run using every G-clamp I had, the skid was glued with Aerodux and clamped in the jig. Cling film was used to stop the skid sticking to the jig. After a couple of days I removed the skid and used a band saw to cut it down to the correct tapered profile. The glue line looked satisfactory and this was confirmed by breaking apart a scrap section cut off the end of the skid. The skid was finished by an application of wood stain to protect it from water penetration and to give an appropriate aged appearance. As you may have noticed, I have not mentioned making any allowance for the spring back of the wood. At the time I considered that the thin $^1/_4$ inch section and the laminating process would not require any such allowance. With hindsight this was a mistake, as when I removed the skid from the jig it sprang back at least 15%. Fortunately the finished $^1/_2$ inch thick skid was still flexible, and fitted the glider without problems. However the next laminated skid I make will incorporate a spring back allowance.





Top: the refurbished Scud 3.
Above right: the Scud 3 fuselage being renovated by the author at Dunstable.
Right: Scud 3 skid being glued up.

Making the Scud 2 Skid *(Steamed)*

Replacing this skid was a more daunting prospect as it is up to 1 inch thick and eight feet long. As the Scud 2 has no wheel, the skid is used for take off and landings and provides protection to the fuselage and pilot. In addition the tow hook is attached to the skid, not the fuselage! I had a drawing for the skid which showed that it was originally made out of a single piece of ash. Obviously making a laminated skid would be the easiest option, but with the encouragement of Peter Underwood I decided to have a go at a true copy of the original. Because the Scud 2 skid was tapered in both planes my first task was to machine it down to its finished dimensions. This meant that I would not be attempting to bend wood that would be cut out later and would also minimise the substantial clamping forces involved. It was apparent that I could not ignore the allowance required for the spring back. This concerned me until I found an old PFA technical pamphlet by Arthur Ord-Hume who suggested that a spring back allowance of 15 to 20% should be used. I decide to build in a 15% spring back allowance, and constructed a jig with a back plate of 1 inch thick plywood that I retrieved from a building site skip. The profile was marked out on it and substantial wooden blocks screwed and glued around the curve to allow the laminations to be clamped. I now had the problem of improvising a steam chamber. This was solved by going to a local builder's yard and buying a section of 4 inch diameter aluminium extendable & flexible ventilation ducting. A plywood plug fitted with an inlet adaptor was made for one end, and a plywood end plate with a slot in it was made for the other. This allowed the skid to be inserted into the steamer leaving the straight section outside. Apart from the advantages of being cheap, compact, light and reusable it also allowed another attempt at bending if it went wrong, as the ducting could be bent around any pre-existing curve. A domestic wallpaper stripper with a conveniently large water reservoir was then borrowed and adapted as a steam source. After consulting BS 3V.4. and Ord-Hume I decided to steam the skid for 1 hour based on its 1 inch maximum thickness. Lagging was draped over the chamber to cut down heat loss and a small hole made at the lowest point to allow condensation to run away. After 1 hour of steaming the skid was removed and clamped in the jig. It was then left for two weeks (I was busy) to cool down and dry out. On removal from the jig there was still some spring back, but not enough to warrant another bending attempt. The finished skid is far superior in profile to the one it replaced and will soon be fitted to the fuselage. On reflection I think that the steaming period could have been longer, and I will try 1.5 hours if I ever need to repeat the exercise. But do not be tempted to over steam or you risk seriously weakening the wood.

Conclusions.

1. It's not that difficult to build a replacement skid.
2. But it's better not to break it in the first place. ■

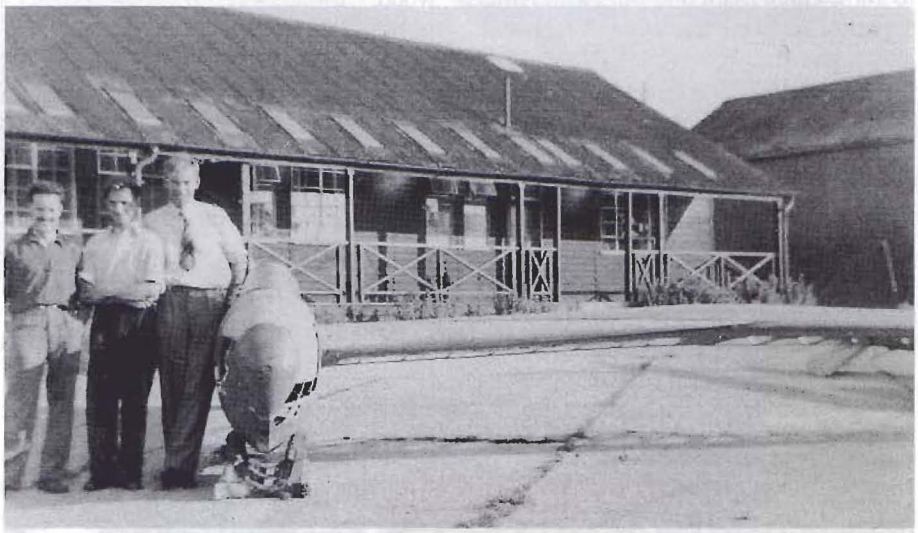






Top right: Scud 2 skid in its steaming chamber. Wallpaper stripper on the right, blue barrel too heavy to move out of the picture.
Centre right: Scud 2 skid steaming (with insulation), Peter Underwood included for scale.
Right: new skid with good profile at top, original skid below and jig at bottom.

Past Restorations *as it used to be done.*



Peter Ross recalls how a group of enthusiasts started to restore the Rhönsperber during the period 1949-54.

I have been a meaning to write to you for the last 30 years, and have been finally prompted to do so by your *(C.Wills - Ed)* message in the latest S & G.

The story of the Rhönsperber has never been corrected from the point of view of those of us who tried to restore it in the period 1949-54, and indeed the impression has been given that we were on the point of burning it so that it would be lost forever.

There is no doubt that [Chris Wills] saved it from such a fate, but our part in the story is not one that I am ashamed of, and I thought you might like to have my side of the history in so far as I can remember it all those years ago.

It all started in 1947 when I and Mike Costin were apprentices living in the same hostel at the De Havilland Aircraft Company at Hatfield. I had already done a little gliding, having gained my A Certificate with the ATC at the gliding school at Bray near Maidenhead in the summer of 1946, and as a result of a kind aunt paying my subscription, was enabled to continue at the London Gliding Club in 1947, where, in the company of Brennig James and George Scarborough, I a got my C Certificate and finally reached the dizzy heights of being allowed to fly the Gull 1.

Knowing of my interest in gliding, Mike Costin brought in a copy of S and G wherein an advertisement offered a modified Scud I for sale in Derbyshire. This had been purchased before the war by two brothers who were bakers, and they had tried to modify it into a little aeroplane by adding two bays to the fuselage, a Douglas motorcycle engine, and had moved the wing from its position above the fuselage as a three bay parasol wing structure, and bolted the two wings straight onto a new centre section at the mid-point of the diamond shaped fuselage, turning it into a mid- wing cantilever with much greater weight and a total insufficiency of strength.

Mike asked me if I would like to join with him in rebuilding this into its original form as a 1933 glider, and I said that I was interested, but had no experience of repairing gliders. "But I know a man who has", replied Mike, "my brother Frank!". So we went over in my 1928 Austin Seven to visit brother Frank who was then working as a design draughtsman for the Hunting Percival Aircraft Company at Luton.

Frank was immediately enthusiastic. "I've flown the Scud 2 , I've flown the Scud 3 , but I've never flown the Scud 1. You're on". Frank and I travelled up to Derby in my old Austin Seven, and we were soon looking at what the brothers had done. They had strengthened the wing by adding plywood in places where it had formerly only had fabric, but they had not appreciated the danger that they would have been in, had war not arrived and prevented them from flying it. Frank said "You never did a turn in it did you". And they replied "How did you know?". "Well", said Frank, "the wings would have fallen off!", so the brothers were glad to sell it to us for a fraction of the previous asking price!

For the entire winter 1947/48 Mike and Frank, another apprentice called Ian Mitchell Smith (always known as Mitch) spent virtually every evening and every weekend until the small hours transforming this little glider back into its original form. We had been very lucky to obtain original blueprints from someone in the island of Guernsey, and this enabled us to make new metal fittings, the originals having become rather rusty.

When finished the Scud was given a few brief auto tow launches at Luton airport and taken to Dunstable where it was found to be an excellent machine for soaring, but due to its low forward speed would almost hover in the maximum lift when the wind strengthened, and on one occasion Peter had to make an approach backwards to land vertically at the top of the hill as he could not make progress forwards in order to land at the bottom. The risk of spinning (from which it could not recover) was so great that we were not tempted to circle in thermals,

"I'll give you 30 bob for the fittings"



Right: the Scud 1 and the original gang of four.

and as the weight of the cable on a winch launch added so much to the wing loading (its empty weight was 140 lb) it was not really a suitable machine except at a hill site. Our stay at Dunstable ended when Peter had a launch and was unable to release the cable from the Non-Ottfur hook. The cable was cut at the winch and Peter trailed the cable for some distance before it most fortunately fell from the hook and we vowed not to fly it again until a proper Ottfur had been fitted.

Being fired with enthusiasm for rebuilding old gliders, we looked around for something with a higher performance, and were often seen shouting out "I'll give you 30 bob for the fittings", whenever any one made a particularly bad landing which might have caused insurers too write the glider off. It was at about this time that Kit Nicolson lost his life in the tragic accident in Switzerland when he was competing as part of the British team at the International Gliding Competition at Samedan, St Moritz in Switzerland. He



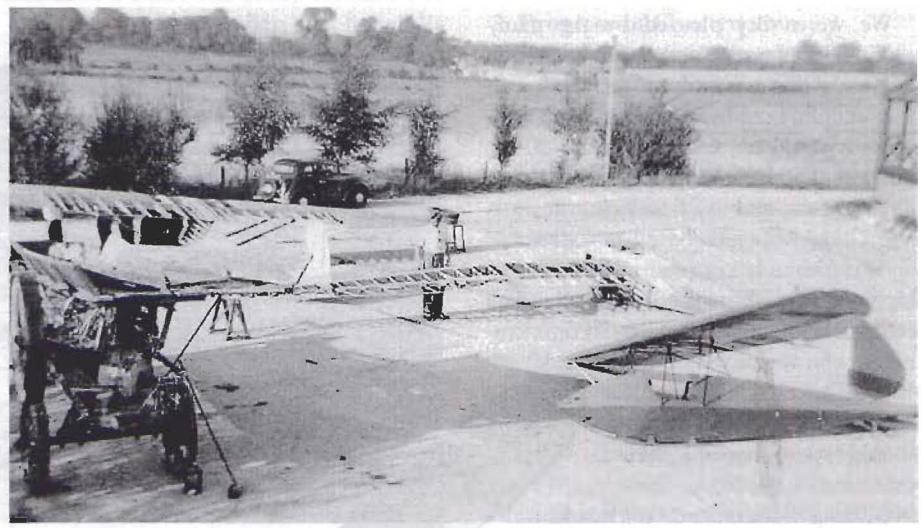
and Philip Wills had been the leading lights before the war and used to swap the British distance record between them. Nicholson in his Rhönsperber and Wills in the Minimoa. Nicholson's longest flight was 162 miles in I believe 1938 which was beaten by Wills with his 209 mile flight to St Austell.

The next part relies rather too much on my memory, and I may have got some of the names mixed up but I'm sure you, or your colleagues, will put me right. It was owned before the war by a syndicate consisting of Nicholson, Dewsbury and I think his name was Cooper. This name may be wrong, but I will go on calling him Cooper until I am corrected . Dewsbury appeared to have lost interest in gliding and Major Cooper was a very sick man. I think he also owned a Rhönbuzzard. We managed to make contact with the family and I even think we got to meet him, and after explaining what we had done with the Scud, he was persuaded that we were likely to give it a good home and to ensure that it was put back to a flying condition.

At the outbreak of war many Gliding club members who had their own glider were invited to bring them to Netheravon in Wiltshire to take part in trials to assess the suitability of gliders as a means to deliver troops and equipment. When these trials were completed Major Cooper was posted to the Far East and he left his precious Rhönsperber in its trailer inside the hangar, safe, as he thought in those dry conditions, until his eventual return. The story goes that several years later the impending inspection of the Air



Left: the Scud 1 after restoration.
Above: the Rhönsperber behind vintage tow car.
Below: the Scud 1 and the one winged Rhönsperber.



Officer Commanding caused an officer to query the presence of this trailer in the hangar, and it was summarily moved outside. Unfortunately it was then located under the overflow pipe from the main drain from the roof of the hangar, the downpour directed on one side of the trailer. This eventually gave way and the water started to attack the casein glue of the starboard wing, and when eventually rescued, all that was left was fuselage, tail surfaces and the left-hand wing.

We spent some time trying to locate another wing amongst the wreckage of gliders in the British Air Force of Occupation zone in Germany, without success, and came to the reluctant conclusion that we would have to build up an entirely new wing. Once again we were fortunate to obtain a set of drawings (I'm not sure where these came from), but immediately hit upon a problem. For reasons best known to themselves the Germans had built the Rhönsperber using Douglas Fir instead of Spruce for the main structural members, and we had to approach the de Havilland Aircraft Company to find out whether we could purchase material from them, and have it cut to the metric sizes we would need for the rebuild. They were most helpful and we were able to buy all the necessary material in this way.

As many of you will remember, those were the days when young men had to serve for two years National Service, and the first of our group to go was Ian Mitchell Smith, who decided to give up being an apprentice and joined the RAF as a Vampire pilot. The team was reduced to three. The next to leave was Frank Costin who moved to Newbury in Berkshire to start an experimental engineering business with the ex chief test pilot of Percival Aircraft, John Saunderson. Now we had no longer got a workshop, but decided that if we moved the operation to Portsmouth, and included Peter Davis in the team, we could carry on. However with Mike and Peter at Hatfield, Frank in Newbury, and Peter Davis at Portsmouth, progress was slow. Eventually Peter started his National Service at the end of 1949, and was followed six months later by Mike Costin, so the only person able to do any more work was Peter Davis, who did not have the same support that we had been able to give each other when working as a team.

By the time Peter and Mike had finished their National Service, Frank Costin had moved to work at Folland Aircraft with Peter Davis, and had started to rebuild a BAC Drone by giving it new wings and creating a new two-seater

glider they called the Condor. When this was finished Frank got a job with de Havilland Aircraft at Chester, and by the beginning of 1954 it was becoming obvious that the team no longer existed in its original form, and that we should try to find other people who would get the Sperber back into the air.

This was the point when we put an advertisement in the magazine Flight saying the that the Rhönsperber was available free to any one genuinely prepared to rebuild it, and that we would make no charge for the Douglas

Fir that we had bought to make this possible. Peter Davis had already made the main spar of the missing wing, so the task was not quite as great as it had been. To add some urgency to the advertisement we stated (perhaps foolishly) that if no one came forward within a certain time span, the remainder of the aircraft would be burnt. We of course never had any intention of doing this, but merely hoped that it would provoke a rapid reaction.

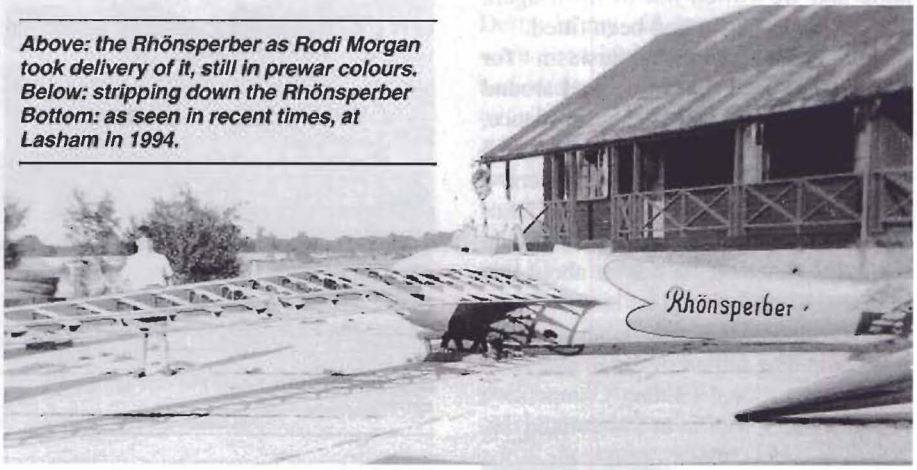
We were very pleased by the many replies that we received, and after much heart-searching narrowed the choice to two people, both of whom we were convinced would not only repair the glider, but would make an excellent job of doing so. The first, and my firm favourite, was Vic Ginn, who was based at Dunstable and had already restored several gliders included the famous Blue Gull.. The other serious contender was "Pop" Pinniger, who was at the time the BGA Technical Officer. He was based at RNAS Gosport, would make use of labour provided by the Navy Gliding Club, and it would become one of the Naval Gliding Club aircraft. Here was a man with all the experience needed to do the job, and what was more important, make it available to a large number, of people, and also for Peter Davis to be given the chance to fly it when it was finished.

So Mr Pinniger took away the aircraft in about 1955 and that was the last I personally heard about it until Chris Will's told me that he had rescued it from being burnt by the Navy. I found this hard to believe, after all we had done to ensure its rebuild; but apparently Mr Pinniger had died not long after he took delivery of the aircraft, and it languished in a trailer for many years before some naval type was told to get rid of it. Why they could not have found out where it came from, or at the very least got in touch with the BGA, is something I will never understand.

I know no more of its history since that time, other than that it was rebuilt beautifully, needing not one but a pair of wings, and now flies regularly at meetings of the Vintage Gliding Club. I would love to see it and talk to the people responsible for its resurrection and survival. ■



Above: the Rhönsperber as Rodi Morgan took delivery of it, still in prewar colours. Below: stripping down the Rhönsperber Bottom: as seen in recent times, at Lasham in 1994.









Uppingham

Mike Russell's splendid article (Winter 2002) brings back memories, as it should. I too was at Uppingham, but more relevantly so was my elder brother John who not only introduced me to gliding but was also the first winner of the Brunt Trophy, presented for gain-of-height competition amongst the student members of university gliding clubs by Sir David Brunt, whose lecture started Mike off.

Professor Brunt was Professor of Meteorology in the University of London, and was probably not amused that for the first eight years his Trophy was won by Cambridge students. During both world wars he was Superintendent of the Army Meteorological Services, and in 1917 wrote a well-known statistics book The Combination of Observations.

Mike found Kronfeld on Gliding and Soaring in the school library. Many years after leaving Uppingham I visited my House (not the same as Mike's) and spied Kronfeld in the small collection of books languishing in the dining-room bookcase. When I commented on its great interest the Housemaster insisted on presenting it to me, and I did not offer much resistance.

Anthony Edwards (The Arm-Chair Pilot), Nickersons, Barton, Cambridge CB3 7BG



Grasshopper

I enclose herewith a photo of Roger Targett's beautifully restored Slingsby T38 Grasshopper BGA No. 4361. The photo was taken by Roger during a 2000ft aerotow test flight with myself in the exposed seat! It must have been a terrible shock for the glider that almost certainly had never been more than 3feet of the ground during its days as WZ 818 at Calday Grammar School in the Wirral.

Your sincerely, Chris Hughes.

Haddenham rally "Thanks"

With the help of the VGC News I would like to thank all the members who came to the 'Kite Rally' at Haddenham this year. The rally is, of necessity, a relatively modest start to the Season and has suffered cancellation in the past due to over abundance of rain. However the Upward Bound members enjoy the event and would like to see it thrive,

having made a special effort this year to install a small cubical in the corner of the field.

On a personal note, the drawback of being a rally worker is that there is little time to socialise and catch up with old friends. On the other hand it was a pleasure to aid the efforts of the visitors who did rig and fly despite the difficult crosswinds.

As is the nature of life the last day had the best flying weather but circumstances dictated that there were no visiting aircraft left to fly, nevertheless our remaining visitors shared the UBT gliders to good effect. Just after the Rally a group of UBT members acquired a very neat K6Cr BGA 3773 GEM. It has the option of a full canopy or an open cockpit so that some of us can imagine that we're in a GB3! The group contains two of our youngest members and hopefully this 'hot ship' will help them towards their 'Silvers'. My Photos show the first appearance of 'Little Gem' at Haddenham.

Regards John Hunter



The open cockpit K6 with our quizzical 6th Former Dave Bennett

Horten Update

Progress Report Horten IV, 01 June 2003
from Bernd Ewald, 01 June 2003

1. Presentation of the Horten IV Project at the AERO

With the most friendly help of the German Aero-Club the VGC had an own stand *(see picture below)* at the AERO 2003, which is the largest General Aviation Exhibition in Europe. The Horten IV project was presented at this stand and caused much interest. The project was also referred to in the local News Papers. Many new contacts were established, which may promote the project.



2. Progress in Construction

Not much has been achieved since the last Progress Report. For the AERO exhibition the left inboard rudder was constructed by Bernd Ewald, *see picture*. The structure turned out to very light and very stiff. A complete mass balance inside the wing surface will be no problem.

I am still seeking for a training workshop, where the centre part and the metallic parts of the control system can be fabricated.

For the wing assembly and ply covering of the wing we look forward to the help of Sascha Heuser, who recently founded a small company for wooden oldtimer airplanes near Berlin and who is a keen fan of the Horten.

3. Funding

For the successful realization of the project Horten IV still more donations to the Felix Kracht Stiftung are needed. So I ask all members and friend of the VGC to contribute to the magnificent target to get a Horten IV in the air again.

Note that a homepage for the Horten IV project can be found on *www.horten-iv.de*

Barrage Balloon Winches?

The following letter came via Jan Forster, VGC Technical Officer.

Hi Jan, I was an Air Training Corps cadet (1F Leicester Squadron) in 1949/50 and I learned to glide at Desford in Leicestershire. I went on two courses and obtained my 'A' and 'B' certificates.

We used a winch launch and at the time I was not curious about the winches used. (there were two). Now that I am retired, I got round to thinking that the winches could have been barrage balloon winches refurbished for glider launching.

Each winch vehicle comprised a lorry chassis and a drivers cab with a second engine mounted on the back complete with 3-or4 speed gearbox driving a lorry differential coupled to the winch cable drum. The winchman selected a gear appropriate to the headwind speed i.e. in a strong wind he'd use a lower gear and in no wind conditions he'd use a higher gear. The winchman was protected from falling cable (or glider!) by a sturdy welded framework covered in steel mesh. A cadet was allocated to layer the cable along the drum as it was reeled in An axe was provided with which the cadet was supposed to cut the cable if the glider release mechanism failed.

Do you Know if any examples of this type of winch still exist, if so where, and if they were indeed ex barrage balloon winches?

Gliders were on the 'A' course Kirby Kadets (single seaters), and on the 'B' course Sedburgs (2 seaters). How's that for Air Force logic.

Regards, Tony Tucker

Gliding Heritage by Wally Kahn

The achieved aim of the VGC to keep older gliders flying is wonderful and extremely praiseworthy. But I believe that we should also work as hard to preserve all the written and printed historical material which chronicle and detail the development of our sport.

To that end, I have been collecting all the gliding books published in the UK (over 100 to date), have been able to complete my sets of *'Sailplane and Glider'*, *'Gliding'* and *'Sailplane & Gliding'* from the start in 1930 and have had these beautifully bound.

This collection I am bequeathing to our movement *(the list of books on these pages is just part of the collection)* and hope that we can find somewhere to house it so that present and future glider pilots can have access to it for their enjoyment and research purposes.

The growing pile of other gliding material is still nowhere near big enough! Gems like the Itford meeting programme, the 1930 Dorset Club Handbook, 1930 and 1931 BGA Journals have been found and have now been safeguarded for the future, but there is still a huge amount out there which must be saved.

Ashwell-Cooke J	Motorless Flight	1932 J Hamilton
Bird M	Platypus Papers	2000 Platypus
Blanchard P	Elementary Gliding	1955 Thermal Equipment
Bradbury T	Meteorology and Flight	1991 A&C Black
Brunt D	Meteorology	1928 Oxford Uni Press
Champion P	Glider Pilot	1974 Model
Coates A	Jane's World Sailplanes	1978 Jane
Collins G	Sails In The Sky	1988 G Collins
Corbusier L	Aircraft (reprint)	1987 Trefoil Publications
Cumming, M	The Powerless Ones	1966 Fred Muller
Deane-Drummond AJ	Arrows of Fortune	1992 Leo Cooper
Delafield J	Gliding Competitively	1982 A&C Black
Douglas A (Welch)	Cloud Reading for Pilots	1943 John Murray
Douglas A (Welch)	Gliding and Advanced Soaring	1947 John Murray
Edmonds A (Welch)	Silent Flight	1939 Country Life
Ellison N	British Gliders & Sailplanes 1922-70	1971 A&C Black
Fairlie G & Cayley E	The Life of a Genius	1965 Hodder & Stoughton
Fox Geen	The ABC of Gliding	1952 Geo Allen & Unwin
Gotch W	Playground in the Sky	1955 Hutchinson
Hardy	Gliders and Sailplanes of the World	1982 Ian Allen
Hirth W	The Art of Soaring Flight	1938
Horsley T	Soaring Flight	1944 Eyre & Spottiswoode
Horsley T	The Long Flight	1947 Country Life Ltd
Horsley T (String-Bag)	Gliding & Power Flying	1947 Cumberlege
Howard-Flanders & Carr	Gliding and Motorless Flight	1930 Isaac Pitman
Hull E	Take up Slack	2000 Woodfield
Ince D	Combat and Competition	1992 Newton
Irving F	The Paths of Soaring Flight	1998 Imperial Coll Press
Jackson & Ghose T	Tiger in the Sky	1997 Pat Jackson
Jarrett P	Another Icarus	1987 Smithsonian Press
Kahn W	A Glider Pilot Bold	1998 Jardine Publishing
Kronfeld R	Gliding and Soaring	1932 John Hamilton
Kukuski J	Theory & Technique of Soaring	1952 Pitman, London
Latimer Needham C	Gliding and Soaring	1935 Philip Allen
Latimer Needham C	Sailplanes	1937 Chapman & Hall
Leeming J	Airdays	1937 Harrap
Lomax J	Hanna Reitsch	1988 John Murray
Longland	Gliding, from Passenger to Pilot	2001 Crowood
Longland	Gliding	2002 A&C Black
Ludlam & Scorer	Cloud Study – a Pictorial Guide	1960 Murray
Ludlam & Scorer	Further Outlook	1954 Wingate
Mallinson & Woollard	Handbook of Glider Aerobatics	1999 Airlife
Meagher M	Chicken-Livered Granny Glider Pilot	1985 Ava Books
Millett D	Whispering Wings	1994 Newton
Millett D	Teaching Harry to Fly	1994 Hartley Publishers
Merseyside Aviation Soc	Brit. Gliders 1970 1st Edition	1970 Merseyside Av Soc
Merseyside Aviation Soc	Brit. Gliders 1975 2nd Edition	1975 Merseyside Av Soc
Merseyside Aviation Soc	Brit. Gliders 1980 3rd Edition	1980 Merseyside Av Soc
Mole E	Happy Landings	1984 Airlife
Morgan A	Gliding In Eight Days	1990 Osprey
Morgan A	Airborne for Pleasure	1975 David & Charles
Peltzer F	Maloja Wind	1953 Hammond
Penrose H	An Ancient Air – John Stringfellow	1988 Airlife

Help preserve our heritage, seek out anything written about our sport. Any and all bits of paper concerning gliding in the UK must be secured. If you have not any storage space, you can safely entrust it to me to add to all the other material – it will be catalogued and kept safe until a permanent home is found.

There is another way you can help! During the long winter evenings, write down your memories of gliding clubs you have visited, your own club, gliders, people – anything. In years to come they will be as fascinating as Ted Hull's wonderful videos are now! Style and spelling are not important, the contents are, just as the filming techniques in Ted's early films would not have won many Oscars – but who cares!

When I wrote my book 'A glider pilot bold..', I tried to include a very wide spectrum of the more than fifty years of gliding I have enjoyed. Remember, people are as important as gliders, our memories feast on anything!

How you can start your old collection

Every day, booksellers around the world are keen to sell their stock of used books and they sell a very large percentage via

Pilcher P & Stringfellow	Gliding	1910 R oyal Aeronautical Society
Piggott D	Gliding, Handbook on Soaring Flight	1958 A&C Black
Piggott D	Beginning Gliding	1975 A&C Black
Piggott D	Delta Papa	1977 A&C Black
Piggott D	Understanding Gliding	1977 A&C Black
Piggott D	Going Solo	1978 A&C Black
Piggott D	Understanding Flying Weather	1988 A&C Black
Piggott D	Derek Piggott on Gliding	1990 A&C Black
Piggott D	Gliding Safety	1991 A&C Black
Reitsch H	The Sky My Kingdom	1955 Bodley Head
Robinson C	Q&A for Glider Pilots	1990 Desktop Studio
Scott P	The Eye of the Wind	1961 Hodder & Stoughton
Scull W	Gliding and Soaring	1977 Pelham
Scull W	Soaring Cross-Country	1987 Pelham
Serjeant & Watson	The Gliding Book	1965 Nicholas Kaye
Simons M	Slingsby Sailplanes	1996 Airlife
Simons M	Sailplanes 1920-1945	2001 Eqip
Simons M	Sailplanes 1945-1965	2002 Eqip
Simpson J	Tackle Gliding This Way	1961 Stanley Paul
Sitek & Blunt	Gliding and Soaring	1940 Alliance Press
Stafford-Allen R	Theory of Flight for Glider Pilots	1962 Oliver & Boyd
Stamer & Lippisch	Gliding and Sail-Planing	1930 Bodley Head
Stewart K	The Glider Pilot's Manual	1994 Airlife
Stewart K	Soaring Pilot's Manual	2000 Airlife
Wallington W	Meteorology for Glider Pilots	1961 John Murray
Weiss J	Gliding and Soaring Flight	1923 Sampson Low
Welch A & L	Flying Training In Gliders	1961 BGA
Welch A & L, Irving F	The Soaring Pilot	1955 John Murray
Welch A	Come Gliding With Me	1955 Frederick Muller
Welch A & Gabor	Go Gliding	1960 Faber
Welch A	Glider Flying	1963 Constable
Welch A	John Goes Gliding	1964 Jonathan Cape
Welch A	The Woolacombe Bird	1964 World Publishing
Welch A & L, Irving F	New Soaring Pilot	1970 John Murray
Welch A	Pilot's Weather	1973 John Murray
Welch A	Gliding	1976 EP Publishing
Welch A	The Complete Soaring Guide	1986 A&C Black
Welch A	Know the Game	1994 BGA
Welch A	The Story of Gliding	1980 John Murray
Welch A	Happy to Fly	1983 John Murray
Wilkinson K, Brooks P & Shenstone B	The World's Sailplanes	1958 OSTIV
Wilkinson K, Brooks P & Shenstone B	The World's Sailplanes Vol II	1963 OSTIV
Wills P	On Being a Bird	1953 Max Parrish
Wills P	Where No Birds Fly	1961 Newnes
Wills P	Free as a Bird	1973 William Clowes
Wills P and others	The Beauty of Gliding	1960 Max Parrish
Wright L	The Wooden Sword	1967 Elek Books

the internet. I recommend the following as being the most useful :-
'www.abebooks.com' ; -
'www.haybooks.com'; -
'www.addall.com' and
'www.amazon.co.uk'.

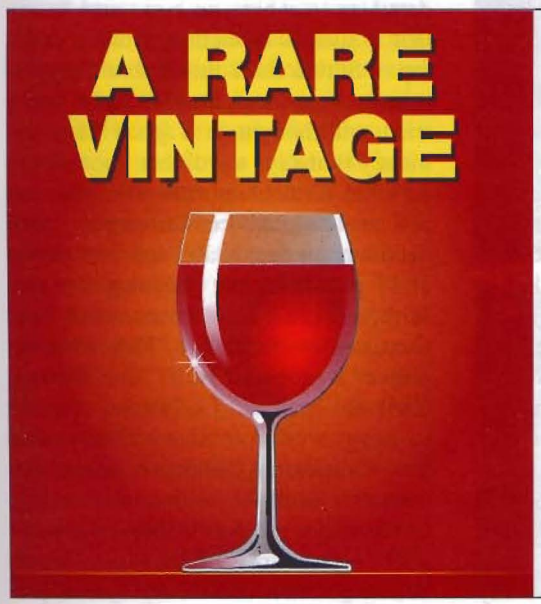
To-day, 1st July, as I write this piece, I used 'abebooks.com' and using the following as 'keywords' it listed the number of books in each category! 'Gliding' – 1686, 'Soaring' – 2048 and 'Sailplane' – 79!!!! Of course not all books are strictly what we want, hang gliding books and a few strange titles do appear from time to time. Good hunting!

"Vintage Day" at Turweston

Dear Mr Shrimpton,

With this year being the 100th anniversary of the first controlled powered flight, the Vintage Aircraft Club have planned a celebration rally on September 21st at Turweston Airfield. The event is to be a "Vintage Day" with invites already out to the many clubs of vintage machinery. Typical of these are the Vintage Motorcycle Club, Vintage car clubs, Vintage Military clubs, etc. The idea is to reduce the modern machinery to the minimum and celebrate the vintage world.

I am sure that many of the members of the Vintage Glider Club would be interested in attending and could possibly bring along a number of their lovely machines. The event is free to enter, unless anyone wishes to make a donation to the VAC. If this is of interest to you or your members, please contact Mr Alan Buckley to confirm potential numbers and to finalise any details. The airfield is very easy going and I am sure that any gliders you wish to tow in can readily be



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incorporated by first discussing with Alan and Mr David Owen, the airfield owner.

If I can be of any further assistance, please do not hesitate to contact me.

Yours sincerely,

John L Broad
Deputy Chairman, Vintage Aircraft Club.
e mail johnbroad@gajon.freeserve.co.uk

Publicity and Information,
Dr Alan Buckley
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Chairman, Mr Alan Biggs,
01494 672201
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Swallow flys again

Dear Margaret

I have enclosed 3 photographs of my Swallow BLU *(right)*. After 3 years of slow progress it finally emerged from my workshop last august. I was rewarded for my efforts as second time out she took me to 5000ft and a mile out over the North Sea from Strubby. The last 1000ft of the climb was meteoric and I had some difficulty avoiding being sucked into what was probably a junior cu-nim. As it was heading towards Holland at a rate of knots I thought it prudent to leave the area as soon as possible.

The best thing she has helped me to do so far however is to claim Strubby's first hour soaring. On March 19th I kept buoyant for an hour and eight minutes. A small victory for old wood. I was lucky to get off in the small window available and found a good source of small thermals off a scraggy wood. I returned to the spot six or seven times the last and vital one was from 600ft. I have really enjoyed the Swallow so far.

Regards, John Brookes





John Brookes' Swallow



Mike Russell update

After a physical (but I'm glad to say, not membership) absence from VGC Rallies and activities for what I think has been a dozen years it was great to be among friends again. Last weekend at Sutton bank, and delightful to meet you both – even if only briefly. The pity was that it was only for a day on the way to this delightful island of Sanday where we arrived safely, on time, last Tuesday, as planned.

Having enjoyed the copy of VGC News with that glorious Horten IV on the cover, it is time to pen a few words on matters we spoke of.

This fortnight is a much needed rest following a particularly hard-working period of committee work (1988-96), adding to my present home (1996-99), our former gallery (2000-03) parallel to which I have had considerable (albeit self inflicted) involvement with the Mull of Kintyre "Chinook" case (2000 and on-going), organising and financing my DH 53 Humming Bird G-EBQP (wings and ailerons to cover in the coming months) and, of course, over the past two years the "New Hannibal Project" *(HP 42 – Ed)*

During the period I'm afraid all my gliders went, the Kranich being the last as recently as last July and following all others since the (DH) Rapide mishap put paid to my collection at the end of 1987; all as written for previous VGCNews.

To come to three points!

1. I'd love to see a "National Gliding Collection". Now is the time to go into detail as to where or how, save to say that if such is brought to fruition at the top of Sutton Bank then I would support it and not work in conflict. Last time I tried, all thought it a good idea, but money is always a problem: sponsorship in some form or other is essential, and my professional commitments , then declining cardiac health and "everything else" prevented my pursuing the idea further in 1987. Now, once (and if) I can successfully launch the "New Hannibal project", or better still "The national Civil Air Transport Collection", I would be happy to devote time and effort to a National Gliding Collection. It might be that such could be helped in some way by the larger projects if they mature.

2. For myself, missing the Wren, Falcon, Petrel, Kranich and all the rest of put-



A Handley Page HP-42, Mike Russel's 'New Hannibal Project' is to recreate a full size flying replica.

together-bits, and with the DH 53nearing completion, I'd really like "something nice" to occupy my 40'x15' workshop.....and what could be better than a Grunau! After recent expenditure of the DH53 I cannot offer a lot , but if you hear of a GBIIb – (like BGA 578 in which I did my Silver Badge 53 years ago – off a Dunstable NE winch-launch to about 500'; and during which I enjoyed a prolonged look at Bovingdon, Northolt, Heathrow and Windsor Castle - only weeks before something odd happened to the airspace in that district?) - then it would receive lots of "tender loving care" to emerge beautiful in my favourite colours of light blue and clear fabric. I cannot afford a lot, have no need of a trailer (still have the frames I made for the one for the "Willow Wren") and can collect (open trailer) from "almost anywhere" in the UK. It must be capable of restoration to fly and be "pretty well complete" structurally (instruments not needed). It must be a IIb, must not have (or I'll take it out!) a fitted wheel and must not have suffered major glue failure. - Reasonable GBIIb wanted for restoration (trailer not needed and will collect) – offers to Mike Russell on 01320 830518 or mike@harart.co.uk will probably suffice.

3. I am distressed by what has happened to the Short Nimbus. I purchased this aircraft (prior to a possible bonfire) some 18-20 years ago specifically to go into my proposed National Collection and sold it when they all had to go...to the "Cultural Folk & Transport Museum " in Northern Ireland. It was sold on the basis that it was the only glider ever built by Short brothers (at Rochester) and the last aircraft built by that famous company. If I may respectfully suggest the VGC sould encourage the BGA to support an approach to the modern Shorts company in Belfast to either i/ sponsor a full restoration given a guarantee the CFT museum will then look after it properly and display it or, ii/ purchase it and either a) store it to give to a future National Collection , or b) pay for restoration and place it with the VGC. The photograph shows the disgraceful condition it is now in – and what of the wings – not visible – are they as bad.

As I do not have a printer with me, this now has to be written out to catch your press date of June 9th and then it'll be my breakfast time . Camphill is in my Diary and I hope I'll make it there (maybe only for a day); meanwhile, best wishes to you both, lovely to be back in VGC activity again.

Yours ever, Mike Russell

Watercolours

(When we were at the VGC National Rally at Sutton Bank in May, I was intrigued to learn of Mike Maufe's other talent – that of watercolour painting. I managed to persuade him to send me some photos of his pictures, so that we can all enjoy them. Thanks Mike. – Ed).

Dear Margaret,

It was good to see you both at Sutton Bank last week. The weather improved and I was able to get a couple of good flights with Tony (after the usual farce of hoisting me into the T21!)

I hope these photos are something like what you had in mind:

1. The Kirby Kite over the gliding club and the famous White Horse of Kilburn
2. The Kirby Kite at the Long Mynd







August 1985 being bungee launched (we later did it without the bungee and just did shoulder launches)

3. The BAC VII with Tony and me in it at Terlet in Holland at the 1992 Rally

The dimensions of these water colours is about 36 x26 cms.

With love, Mike

More on Mambo

Dear Editor

VGCNews readers are probably past caring about the history of my Olympia 2b 'Mambo' by now, but it appears that you have to go into print in order to dig out the truth, as someone out there is bound have the missing information to shoot you down in flames. Just to put the record straight for future readers, it appears that 'Mam Tor' was another glider altogether.

It all goes to show that memories are thoroughly unreliable, and that logbooks and press cuttings are the only sources that count. Mike Beach protested that 'Mam Tor' was a Krajanek, and Austen Wood backed him up, giving me the names af all the Camphill Olympias to confirm it. Thanks to both of them. It seems clear now that 'Mambo' - G-ALLA - was acquired from new by Malcolm Laurie in or about 1947, and spent all of its early years at Redhill and Lasham.

Bill Tonkyn in particular has been a mine of information, even digging up notes from RAE club news and random snippets from old S&Gs which show that it has led a very active life in its 56 years. Thank you all for your invaluable help.

Regards. Keith Nurcombe ■



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Vintage Sailplane Association
1709 Baron Court
Daytona,
FL 32124 USA

The Myth of the Bell-shaped Lift Curve

Part 2.

Continuing the Technical paper on the Horten IV Bell Shaped Lift Curve, written by Martin Simons, Part One of which was published in VGC107.

Washout

To produce the bell-shaped lift curve, the Horten wings were built with a negative twist, that is 'washout'. There was a progressive geometric change of the profile towards the tips also. The twist and change of profile were necessary to achieve the bell curve at low flight speeds, but also for balance and stability of the swept wing. The effect of the twist, however, was to change the entire shape of the lift distribution curve at different air-speeds. Trimmed nose-down to reduce the angle of attack and fly fast, the outer parts of a 'washed out' wing are compelled to operate at negative angles.[7] The lift distribution curve then shows negative or downward 'lift' over the outer panels. At moderate airspeeds, the Horten 'bell' acquires an upturned rim. New tip vortices develop, rotating in the reverse direction. Far from producing their proper share of supporting force, the outer wings now push the glider down. In flight the pilot can see from the cockpit that the tips begin to bend down. They still generate drag. Moreover, the download compels the inner parts of the wing to work harder. The total integrated area under the lift curve, taking in both positive and negative, must still support the weight. The inner part of the lift curve is forced to a higher peak to compensate for the negative contribution of the washout (Figure 3). The elliptical wing with no twist, does not suffer in this way.

[7] *This applied also to those sailplanes which had marked wing washout, such as the old Rhoenadler and Slingsby Petrel. In a sense, these also had 'bell shaped' lift curves.*
[8] *Nickel P 443 -4*
[9] *C Wills,* Horten, the Truth. *VGC News No 106, p37*
[10] *Ibid*

Adverse Yaw

Why, then, did the Hortens use the bell shaped lift curve? Their main reason was not to improve the performance but to improve control in yaw. The sailplanes had no vertical fins and no orthodox rudders (let alone winglets), to save the drag of these parasitic items. It seems to have been a matter of firm principle to them, that nothing should be added to the pure wing. It was theorised that, with the outer wings producing little or no lift because of the bell curve, deflection of the ailerons would not result in the adverse yawing experienced with orthodox sailplanes. There would then be no need for a fin or fins. Unfortunately this proved to be mistaken. Karl Nickel wrote "Any pilot who ever flew a Horten aircraft knows that this aim has not been attained. Unfortunately all Horten flying wings possessed such an adverse yaw moment, which for some of them has been very disturbing." [8]

Aileron drag

A brief discussion of aileron drag is necessary. To turn efficiently an aircraft has to bank, directing a proportion of the lift force to one side. Ailerons roll an aircraft by creating an imbalance of the spanwise lift distribution. With ailerons deflected, one wing produces less lift, the other more, and the aircraft banks.

Adverse aileron drag is inescapable. The lift imbalance weakens the tip vortex on one side while increasing the vortex on the other. Accordingly, drag on the wing with aileron up decreases while that on the other wing increases. This inequality tends to yaw the aircraft away from the desired turn. Whatever the shape of the basic lift distribution curve, applying ailerons produces unequal tip vortices. With sailplanes, having relatively very long wings, the yaw is much more pronounced than on most powered aircraft. The bell shaped lift curve does not change this. The absence of any kind of vertical stabiliser on the Horten sailplanes compelled the pilot always to use the wing tip drag spoiler rudders against the yaw. The additional drag of the spoiler rudders was certainly not less than the drag of an ordinary rudder on a vertical tail. Nickel concluded: "The use of the 'bell shaped' lift distribution to avoid or to reduce adverse yaw is inappropriate!"

The additional drag of the spoiler rudders was certainly not less than the drag of an ordinary rudder on a vertical tail.

Summing up

All in all, It is not very surprising that the Horten flying wings had difficult handling characteristics, yet did not per-

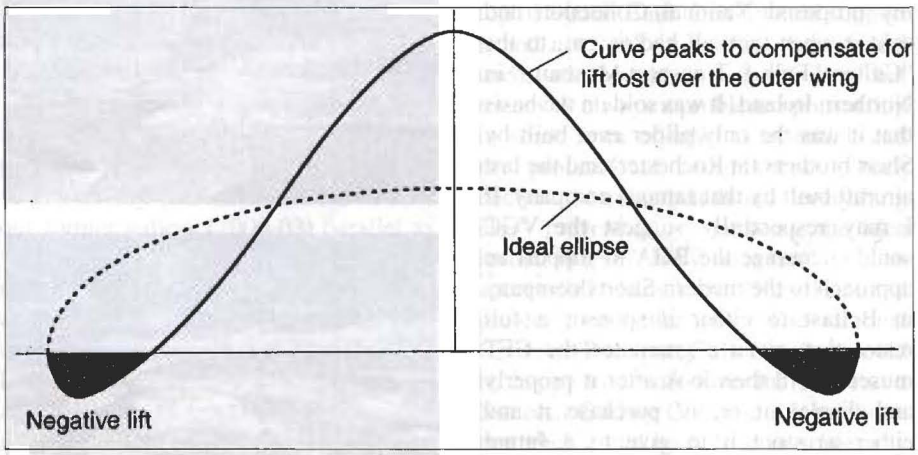


Figure 3: at high speeds, the bell shaped lift curve is distorted as the wing tips are forced to negative angles of attack and 'lift' downwards.

form as well as had been hoped. Reflexed profiles sacrifice efficiency for the sake of balance, swept back wings tend to flutter, the bell-shaped lift curve creates extra vortex drag at low flight speeds when vortex drag is dominant already. Washout distorts the lift distribution even further at high speeds.

This brings us to the tests carried out by August Raspet's group at Mississippi State University in 1959. These were reported in detail to the OSTIV Congress at Cologne in 1960, The paper presented to OSTIV remains available and merits careful study. Rudi Opitz, the "red hot Rhoen Contest pilot" [9], who had some success flying the H IV in soaring competitions in the USA, assisted with the MSU flying, trained the pilots and remained available to advise the group.

Compared with a few comparative flights in 1943, the MSU results were the outcome of a long series of carefully measured flights supported by detailed theoretical analysis of the results. There were wool tuft tests of the airflow at different airspeeds, drag coefficients were measured at five separate stations along the wing, control deflections were recorded. Great care was taken throughout.

It seems that no important changes were made to the Horten sailplane or its control linkages before these tests. They were apparently just as Opitz had set them for his contest flying. A fairing was added to the exposed nose skid. Preliminary flights revealed airflow separation over the centre section of the wing, indicating that some breakdown of the lift there was already a problem, with additional drag arising. An attempt was made to cure this by changing the shape slightly and sealing the shell covering the semi-prone pilot position. There is no way these changes could have reduced the performance. On the contrary, they would have enhanced it. The measured performance of the flying wing was considerably poorer than the MSU team had anticipated. *(see figure 4 below)*



Horten IV wing tip when it was stored at the Paul Garber facility of the Smithsonian Institution, 1983. *(photos by the author)*



Bob Storck, former archivist for the Vintage Soaring Assn. (USA) shows the wing tip drag rudders of the Horten IV.

A best glide ratio of 1:29.5 was found, with a minimum rate of sink of 0.7 m/sec against 0.55 m/s for the Darmstadt estimate. If members of OSTIV at Cologne, hearing this, nodded their heads wisely (10), they were probably right to do so.

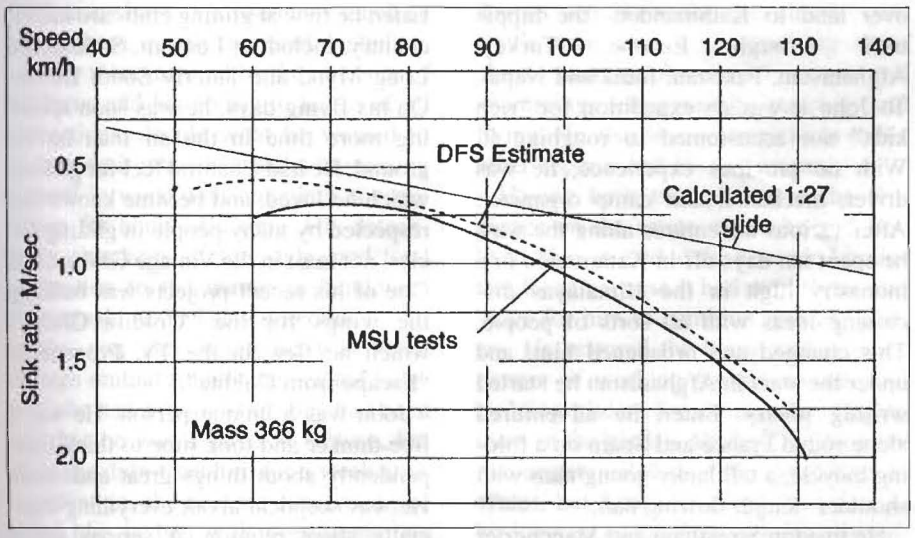


Figure 4: Horten IV flight performance curves

It cannot be seriously suggested that those who did the work were stupid, incompetent or dishonest. On the contrary, MSU at that time led the world in performance testing. No claims were made that were not well supported by factual evidence. It is extremely unwise to disparage the work.

There may, as the MSU paper indicated, have been some other differences between the Horten IV tested in 1943, and the one flown sixteen years later. The centre of gravity, for example, may have been in a slightly different position. It could not have been much different for the sailplane would not have been controllable at all if it had been shifted very far. Variations of the pilot weight would not have changed the balance point much in any case. Probably the aircraft, in the intervening years, had suffered some plywood shrinkage causing deterioration of the flow over the profiles. This cannot be known now. At the end of the OSTIV paper, a programme was suggested whereby the H IV or a derivative of it, might be developed to the point where a best glide ratio of 1:50 could be obtained. The death of August Raspet in an aeroplane accident soon after the completion of the tests, rendered this further work impossible at MSU. Perhaps, if a new Horten IV is built now, there will be a future for it based on the MSU recommendations. ■

JOHN MICHAEL LEE.

John was born in December 1944 in South Africa, of missionary parents, the third of four children close in age.

The family arrived in England after a two week sea voyage when he was three years old. After several moves in the last six months, they settled in the village of Ashamstead in Berkshire where his father became vicar. The rambling old Vicarage was cold and damp but a wonderful place for children, with attics, cellars, outhouses and a large garden. In the austerity of post-war Britain, there were few luxuries, and the children made their own toys, games and amusements. John was inventive and skilful from an early age. By seven or eight he was building and flying model gliders. With a wooden cart on pram wheels, with mast and bedspread, the children sailed on the road, giving John his first experience of wind power and perhaps the inspiration for his later passion for gliding.

At nine John went to Christ's Hospital boarding school. He had a difficult and unhappy time, but he felt that it shaped him for survival and endurance throughout life. Even in his last illness he said "you just have to take it on the nose", and he did not complain. John never wasted time. He was always busily involved in practical projects using his powerful, expressive hands. At school he built a canoe which he used on the Thames. He began to rebuild old motorbikes and cars which were driven in the vicarage grounds.

John left school when he was sixteen and served a five year apprenticeship as a joiner. He used some of his first earnings to buy a sports car kit, after which he decided to design his own constructions. He was self-taught in matters which interested him, learning much through trial and error.

His father died of cancer at the age of fifty- nine. The family had to leave the Vicarage and dispersed. John, twenty-one, had just finished his apprenticeship, He decided to leave the factory

then for the greater flexibility and open-air life of building sites.

He then commenced his first flying machine, a pedal powered helicopter constructed of polythene and aluminium tubes. It didn't fly, but he soon moved on to the next with his new-found knowledge and thereafter throughout his life, designed, built and flew gliders.

John adopted a free life style working the sites and saving for several months, then travelling. He was influenced by Jack Kerouac's "On the Road". He took a job in the 60's driving a Land Rover over land to Kathmandou- the hippie trail through Europe, Turkey, Afghanistan, Pakistan, India and Napal. To John it was an expedition for "rich kids" not accustomed to roughing it. With no previous experience, he was driver, mechanic, and camp organizer. After various adventures along the way, he spent ten days off in Kathmandu in a monastry high in the Himalayas discussing ideas with all sorts of people. This changed and broadened him, and under the stars in Afghanistan he started writing poetry. Later, he adventured alone round France and Spain on a folding bicycle, a tall lanky young man with shoulder -length flowing hair.

He lived in Streatham and Manchester for a while, then for many years in a caravan on a derelict nursery site behind Pinewood Studios at Shepperton, a solitary life, with a black cat which adopted him. During this time, he read much literature and philosophy and wrote poetry and prose. Then he went to America and for several months built wooden houses in California for Hollywood celebrities, in a Canyon near Los Angeles. He drove an old Buick to Wisconsin to visit his sister in the severe cold of winter; thinking the car might never restart, he kept it going for fifty-eight hours, non-stop through the Rockies and across the praries, picking up an occasional hitch-hiker to take a turn at driving!

In time John realized that he needed a licence to fly the planes he built, and rather reluctantly "learned to fly" at a gliding club at Swindon, while living with his mother near-by. He was never one for clubs or groups and was irritated by rules and regulations which restricted his ability to do things his own way. Later, he flew at gliding clubs around the country, including Lasham, Southdown, Long Mynd and latterly South Downs, On his flying days, he was soon spending more time in the air than on the ground. He had a natural feel for gliding, which he loved, and became known and respected by many people in gliding circles, not least in the Vintage Glider Club. One of his recent projects was building the wings for the "Colditz Glider", which he flew in the TV. Programme "Escape from Colditz".

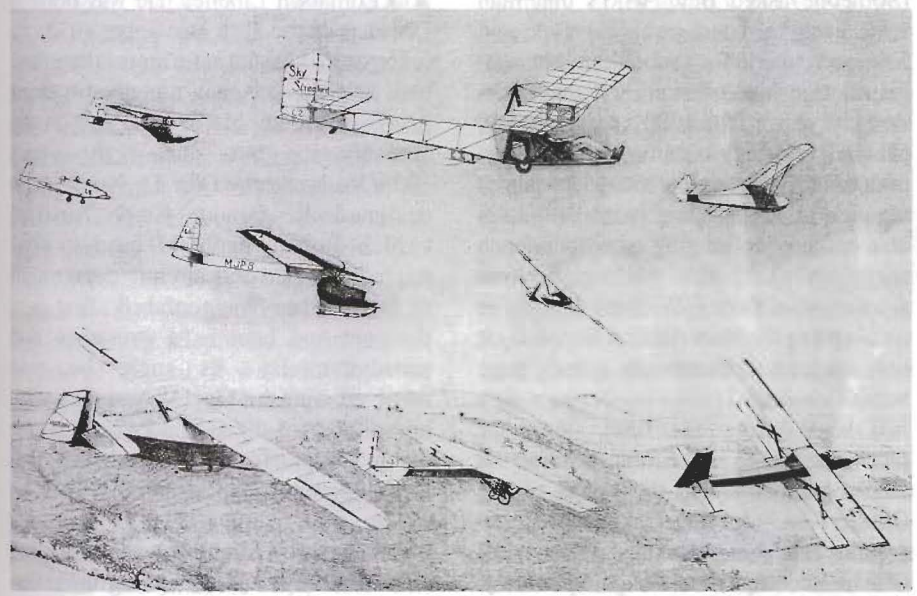
John was a unique person. He was a free thinker and took time to think independently about things great and small. He was sceptical about everything-especially about religion. A serious seeker after truth, he examined Christian and Buddhist practice as witnessed among





Above: John Lee, 1990, with one of a pair of Hutter H.17s that he built.
Right: John at home with the Colditz Cock wings, 1999.
Far right: artwork showing some of the gliders that John built.

family and friends, and quickly declined to become involved in any way. He had no time for what he called "mumbo-jumbo" and "whacky" ideas. Yet concern for the truth, integrity in living the truth he knew, self sacrificing love, perceptive and unobtrusive care for those he knew, and compassion for anyone suffering, were not lacking. He was true to himself. He was never a gossip, never indulged in small- talk or chitchat, but had the ability to put people at ease, never differentiating between people , never putting on airs or graces, he spoke to everyone with consistant respect and interest. He always had particular respect for older people and was interested to hear of their experiences. He could laugh at himself and at the world. Always sceptical, he was non-judgmental at the personal level, and an inspiration to may people of all ages.; Since his death many have expressed how much he helped them, quietly and confidentially.



Many were inspired by the intensity of his focus and his ability to let go of all distractions, decide what he wanted to do, and do it wholeheartedly, immersing himself in work with complete concentration for hours at a time. His detachment, simplicity of life style, and total application to the matter in hand,were striking. He never knew boredom.

John met Bev when he was forty, through mutual friends; he needed lodgings, she had a room to let. Bev had been told that he was a bit of a recluse, but when she didn't see him for a week after he moved in, she became concerned and found him in bed with pneumonia. As she nursed him back to health, a strong friendship blossomed which led to the true and deep love between them which was so evident to all. Many felt that his relationship with Bev was the best thing that had ever happened to John. She embraced and respected his unconventional ways and gave him space and time to pursue his own interests. After seventeen years together they married last September.

His detachment, simplicity of life style, and total application to the matter in hand, were striking.

Through John had never had children of his own, he was influential in the lives of the children of three families to whom he was a great support. First, he was a wonderful uncle to his two nephews when his sister returned from America, making and flying kites and radio controlled planes, and gliding. Then for several years with the four Waters boys in Barnes and Hassocks, and family with Bev's own two sons, teaching them chess, making skateboard ramps and swimming, tobogganing, camping and flying. He also was an inspiration to his other nephew and his two nieces.

Having built two gliders in the tiny garage on the estate where he and Bev lived, they moved to the house in Lyminster Road because it had workshops and space for him to continue building gliders. He restored the house and began a pattern of working for six months and building gliders for six months, rigging them in the garden. He built a fibreglass two-seater sailplane for a syndicate in Wales, but John was never interested in business or material wealth. His motivation was simply his interest in each project. Another project was the building of two 1934 designed Austrian Huetter H.17as, built exactly to the original specifications. He and Bev delivered one to William Stoney, a dear friend and kindred spirit in Italy.

John worked for the firm of Abimara from the 70s on a variety of work, including the re-shingling of the church spire at Church Stoke, a place he loved on the South Downs. Through Abimara he made many very good life-long friendships.

He and Bev had holidays in Brittany, Corfu, Italy and Cornwall. After the death of Bev's mother, John helped nurse her father with a new-found skill and compassion. He bought and restored two houses in Worthing to let, in preperation for their planned new life of travel and adventure.

John was devasted when his own mother died in 2001. He was devoted to her and had always been protective and caring for her since the early death of his father. He took to spending many hours at his gliding club at Parham, where with another good friend, Andrew Jarvis, he recently made one of his last flights.

Last September, John and Bev set off for three months in Australia. After six wonderfully happy weeks, John was diagnosed with advanced cancer in Melbourne, and they flew home immediately.

He bore his illness with great strength, courage and dignity until the end, deeply grateful to Bev for her loving care. He very much wanted everyone to know how grateful he was for all the kindness, love and concern shown to him towards the end of his life. We mourn the loss of a much-loved and remarkable man. He will always live in our memories.

Note.

Among the eleven gliders which he built, besides those mentioned above, were an updated 1934 Penrose Pegassus and an EoN Olympia, which he put together like a jig-saw puzzle using parts from two other wrecked Olympias. It will be seen that most of his gliders were of the ultra- light category. However, he had started to draw up full size a Fafnir on a roll of tracing paper on the floor having gathered all available information on the sailplane from photographs and films. He was undismayed when the German Gliding Museum on the Wasserkuppe announced that the Fafnir's original fuselage drawings were now in their care. Perhaps he felt that he had got to a stage beyond having to use them? The project was discontinued owing to being uncertain how the BGA would take to

his project. He was a good friend of Bill Manuel, who designed and built the Wrens from 1931. The cover of VGC News No. 107, showing him test flying the "Colditz glider", gave one the impression that his features were like those of a human eagle (or birdman) intent on not missing anything . The VGC liked John very much and his death has come as yet another terrible misfortune which has assailed our movement in Britain during the last years. *CW*

Fond memories of John Lee

Members will be sad to learn that John died on 3rd April, following a painful illness of several months.

He will be greatly missed by many in the gliding movement, but especially in the VGC.

In the Readers' Digest, there used to be a feature called 'my most unforgettable character'. Surely this describes John Lee! Perhaps the archetypal VGC man.

I first met him in summer 1993, when we both joined Southdown Gliding Club; I was re-starting after a break of 18 years and felt generally awkward. As for John, he probably regarded it as a personal defeat even to join an ordinary gliding club. He would have been happier flying from a farmer's field, as he had done for many years. I think he was greeted with some puzzlement, and I heard him referred to as 'that old chap with his vintage glider'. In fact, he was only 49 then, but somehow he was older than his years.

I remember the first time I spoke to John. He was rigging his Hutter, single handed of course. I had never seen such a rare machine and asked some inane question, like 'how much did it cost, mister?' Entirely in character, he totally ignored me, but we soon became the best of friends. I think John saw ordinary gliding clubs as an extension of his dreaded school: he never quite made it for assembly (briefing); he avoided the masters (instructors) whenever possible; and was contemptuous of all those boys who effortlessly did so well with the aid of expensive slide rules (the fibreglass brigade.) But despite all that it wasn't so bad, and then there were the VGC rallies to look forward to....

To reduce his eventful life to a brief vignette, John Lee was the son of Anglican missionary parents, and was born in Africa. In 1947 the family returned to England. They eventually settled in a rambling vicarage in Berkshire. John's creativity flourished in those austere television-free days which have gone forever. After his bleak schooldays at Christ's Hospital, there was an early departure to an apprenticeship in a woodworking factory during which (I am told) he also worked at Elliotts. In the sixties he travelled adventurously and saw much of the world. He became accustomed to living a solitary and quite reclusive life. He started his life's Odyssey of glider building in the 1970's. His seven or eight gliders included some highly individual designs, mainly of wood but also including the all-fibreglass Lightwing Companion, which is described in S&G for June 1990. Then came the two Hutter 17's, and the Penrose Pegasus. After that came the red Oly 2b which was built up from numerous segments; and lastly his Oly 463 which he called his 'pride and joy'. In 1984, when building the Hutters, John met Bev, from whom he rented a room. (Someone asked Bev, 'who's that man who lives in your garage?') Bev and John were made for each other; a beautiful relationship followed and they married last year. In the 1980's John met Bill Manuel, and they became close friends; undoubtedly John learned a lot about wooden glider building from Bill. John also had a wide-ranging correspondence with many famous gliding figures; John's great friend William Stoney is cataloguing the material and hopefully it will become available on a web page before long.

It was during the final stages of preparing the 463 that John received the challenge to recreate the wings of the Colditz Cock for the Channel 4 documentary. He was given only a few weeks and he accomplished the job perfectly, and entirely alone. John made four flights in the Cock which was illustrated on the cover of VGC News for Winter 2002. Typically, in his logbook, John made scarcely any comment about these flights which were an intensely fulfilling moment for him.

John was such an enigmatic person. He had no interest in competitive gliding, but he loved to stay aloft the longest. Five hours without even a sandwich, and never wearing a watch, was quite normal for him. He had no fear of flying his home built aircraft, but was almost terrified of instructor check flights. Never the less, for the last 10 years John made his gliding home with us at Southdown, and I think these were some of his happiest days. It was fascinating to see him, like a conjuror, pulling his amazing one- man rigging aids out of his old black Citroen diesel . His 'ultimate' aid was the two sticks which propped up the wings of his Oly 2.

Best of all was to see John in the air. On the rare occasions when I got near him, I would feel my glider must be full of lead....like a seagull he could subtly find the best lift, never turning fiercely but just climbing away. I think he was happiest in the late afternoon, alone with his thoughts, high above his home in Littlehampton which he loved so much.

I know I will often look that way, and perhaps imagine I can still see the bluff shape of his red Oly, far way under the evening clouds.... Farewell, John !

Andrew Jarvis

HANS WEGERICH 1912-2000.

Hans Wegerich was Father of the Lomatsch Libelles. He was born in Dresden on the 12th December 1912.

He started first as a technical draughtsman and later he took a course in engineering. Already in 1928, he was on the Wasserkuppe but, during the years 1935/36, he worked for Dr Kuppe who designed the famous Ku-4 "Austria" (which Robert Kronfeld used to fly.) Later he joined the aircraft department of the Gothaer Waggonfabrik, first as a designer and later as a stressman and aerodynamicist. As such, he was involved with the Go 150 and then with all versions of the Gotha 242 troop carrying glider. In the Experiment and Development Department (FES) at Gotha he, from 1953,was involved together with Wilhelm Zimmermann and Hans Hartung, with designing the training two seater FES 530 "Lehrmeister", of which the firm of Lommatzsch built 228 examples. His most successful period in Sailplane Design started in 1957 when FES joined Lommatzsch and Hans Wegerich became responsible for the aerodynamic development of Lommatzsch sailplanes. With his team, he designed the first Lommatzsch "Libelle" and thereby started a whole family of sailplanes, the most important of which, was the flapped 16.5 metre span "Libelle Laminar", of which 114 examples were built of different versions. Wegerich's "piece de resistance " was the design of the high performance 15 metre class sailplane Lom 61 "Favorit" ,which in 1962 was flown on the first 500 kms triangle in Germany.

Translated and precéed by C.Wills from Aerokurier Feb.2001. ■

NEW ZEALAND

Although the powered aviation heritage seems to have been cared for with Soviet Ratas and Fokker Triplanes etc all flying, the country's gliding heritage seems to have been neglected. However, there is the Ashburton Aviation Museum Society INC. which has started at a former NZAF Base North of Christchurch in the South Island. Museum Location:- Asburton Airport, Seafield Road, Ashburton. Contact postal Address :- c/o Jim Chivers, Museum Curator, 9 Carters Terrace, Ashburton 8300, New Zealand. Tel:- 0064 03 308 3262. The Museum's motto is -" FROM THE PAST-FOR THE FUTURE". Opening hours: - Each Saturday-9am to 4pm. 1st Sunday of each month. 1.30 – 4 PM. or by arrangement. Contacts. Jim Chivers, Neil Stuckley Tel: - 03 308 3082. Ron McDougall. Tel: - 03 308 9239. Joe Hopgood. Tel: - 03 302 3997.

ADMISSION CHARGE: - A Donation Please. It is well worth a visit. Among their aeroplanes. (a Harvard, Porterfield, a Devon, a Vampire, a Transavia PL-12U Airtruk, Yeoman YA-1 Cropmaster 250R, Hughes 269C Helicopter, and a Bede BD5. are the following sailplanes. EoN OLYMPIA 2A ZK-GAT. This was built from a Kit sent out from EoN in 1958, by the late young telephonic engineer Ralf Fenton of Timaru. It was test flown by the unforgettable late Fred Dunn in 1959. It was flown for a total of 796 hours at the South Canterbury Gliding Club at Timaru. Its longest duration flight was 7 hours 20 minutes and its best gain of height was 28,000 ft presumably in wave. We can not imagine why this fine sailplane should be a static exhibit in a museum. Scheibe BERGFALKE 11/55 ZK-GAZ. Construction No 353. This was one of NZ's oldest gliders. It sustained severe damage during a wind storm on the ground and is being rebuilt as a display aircraft for the museum. SLINGSBY T 31B ZK-GAL. This was built by members of the Marlborough Gliding Club (at the North end of the South Island.) during the early 1950s. It is presently being prepared for display by our members as a framework only, to show its construction.

JS WEIHE 1942 built. BGA 433, G-ALKG, ZK-GAE. Philip Wills organised the rescue of this aircraft with two others from the Wasserkuppe in mid 1945. It was transported to Kortrijk (Courtrai) in Belgium on an RAF Queen Mary open trailer. Philip Wills then ferried it in a DC-3 Dakota from Kortrijk to White Waltham (or RAE Farnborough), with the $1^1/_2$ others (the other fuselage was removed from the Wasserkuppe, sawn up by PAW, so that it would fit in to an Avro Anson) in two trips. All three Weihes still exist. The one with the sawn up fuselage was repaired by H.E.Boulton at Hawkridge Aviation, Dunstable and is now owned and flown by Jeff Byard from Tehachapi in the USA. It was once flown 650 kms by H.C.N.Goodhart in Texas. BGA 448 is very badly damaged after a blow over under a thunderstorm during our International Rally at Thun in 1979. The remains are with Derek Phillips who seriously means to repair it.

C.Wills first saw ZK-GAE and BGA 448 in July 1945 in a shed at Slingsby Sailplanes awaiting repair. They were both in German colours and slightly damaged (presumably they were damaged on the open Queen Mary Trailer while in Germany or Belgium.) BGA 448 was quickly repaired and delivered to RAE Farnborough "to be tested". GAE was not required at Farnborough and took a long time to repair. It was first flown by PAW just before the BGA Easter Rally at Rearsby in 1946, which it won. PAW then flew it on distance and height record (in a Cunim) flights. 232 miles was the distance record and over 15,000ft was the height record. During the Easter Rally at Rearsby 1946 Rally (which was the first civil gliding allowed in Britain after the war, it was flown round Detling in Kent at 100 mph. After these proceedings, it was declared that it had glue failure, after perhaps sabotage by our allies the Czechs, who were believed to have built it. The bolt heads had AVIA, which was a Czech (and a French) firm written on them. The firm Jacobs Schweyer had been bombed during the war and CW thinks that it is likely that the production of 270 (330) Weihes was farmed out to other firms. PA Wills flew many other record flights and won the British National Contests of 1949 and 1950 in GAE before it was sold to Dick Georgeson in NZ in 1953. Dick Georgeson flew many records in GAE but PA Wills broke the British height record in GAE in 1954/55 by taking it to 30,000 ft in wave behind Mount Cook. Warren Denton achieved his 300 kms in GAE by flying it quite low down from Christchurch to Nelson before a Cold Front in 1959. As the country below was most inhospitable, his flight was a great achievement. GAE was then sold to the North Island where it had a tremendous restoration but was then broken and fell upon very bad times. When the Asburton Museum received it in a crate, it was in an unimaginably bad condition as it had been left out in the rain for years and its 1946 Rice Trailer had completely disintegrated in the damp.

The Museum quickly repaired its fuselage, rudder and canopy and CW has sent microfilm and drawings to help with further restoration. There is now a ZK-GAE Restoration Society and there is the intention to restore the aircraft to static exhibition standard. (but the wings and tailplane may be in small pieces).

OUR MEMBER IAN DUNKLEY AND PAT seem to spend Summers (our winters) in NZ and have been working to start an NZ Vintage Gliding Club. He is now organising the first NZ Vintage Glider Meetings to be held at Nelson (North End of the South Island) and by Lake Taupo (in the middle of the North Island) during 2004. It seems that almost all the gliders that were extent at the beginning of NZ gliding in the 1950 s are no longer in existence as they were all registered ZK-G (for glider) A followed by a letter. GAA, GAB etc. of these, only GAN, a Ka-6 and GAF, an EoN Baby, as well as GAE and GAT in the museum – still exist. It means that all 24 gliders of the first NZ gliding generation (in the 1950s), have been destroyed. As of 31st August 2002, the following Vintage or classic gliders exist in NZ.

Two Seaters:
L-13 Blaniks -8; **ASK 13** -7; **Ka-7**-5; **Ka-4**- 4; **Puchascz**-3; **Bocian**- 3; **Slingsby T.53**- 2; **Slingsby Eagle (GOD)**-1; **Schneider Kookaburra** -1. TOTAL- 34.

Single seaters
Ka-8 and **c**-19; **Skylark 2B** –5; **Skylark 3F** –4; **Skylark 4**-3; **Cobra 15**- 3; **Dart 15**- 3; **Dart 17R**-1; **Swallow**-1; **Olympia 450** and **463**-2; **Sagitta**-1; **Briegleb BG 12-16**; -1; **Bryan HP-18**- 1; **Duster**-1; **Eon Baby** – 1; **Motorspatz**-1; **SHK**-1; **Pirat**-1.
TOTAL: = 52 single seaters. GRAND TOTAL OF SINGLE AND TWO SEATERS = 86. Plus whatever is stored in hangars, trailers and barns. Including at least 12 vintage gliders.

We thank Ian and Pat for doing such valuable work for the VGC in New Zealand. – "Vintage and Classic Kiwi" seems to be about to get airborne!

SWEDEN

The Swedish Vintage Glider Club, by Jan Scott. From *Bungee Cord.*

Segelflygets Veteransallskap, as the oldtimer club is called, celebrated its 10th anniversary during the week of August 18-24 by having their first week-long international regatta at the National

Soaring Centre on the Alleberg hill. The site was opened in 1941, patterned after the German Wasserkuppe. The gliders were mainly bungee launched from a large wooden ramp at first but, as larger and heavier two seaters became available, winch and aerotows became the launch method of choice. The ramp soon fell into disrepair, and was finally dismantled. A group of oldtimers, under the enthusiastic and tireless leadership of Rolf Algotson, managed to get the permits and funds together to build a new "startbrygga" as the ramp is called, and even managed to finish it for the anniversary event. Trees and shrubbery growing on the slope below, will be cleared during this winter, a new bungee rope has been secured, and the next summer, says Algotson, "we'll be bungee launching our Grunau Babies from there! International participation was rather thin, as the main VGC regatta had just closed in Germany and most had already spent their vacation at that event. But a couple of Danes and Norwegians plus a Dutchman had found their way there along with several Swedes. The weather was perfect all week long, with plenty of excellent smooth and friendly round thermals. Several gliders belonging to the sailplane museum and the soaring centre were made available to the visitors.

The Alleberg soaring field must be one of the most attractive in the world. It is supported by the county and the state- all the buildings and equipment are attractive and in excellent condition. There are several cabins that can be rented, a restaurant is perched on the edge of the main ridge and, not the least, their National Soaring Museum, with a great collection of historic sailplanes is right there.

There were various forms of entertainment in the evenings, culminating in a great closing party on Saturday night with plenty of food, drinks and even singing! Those Swedes certainly know how to enjoy themselves!

If you would like to visit Alleberg, look for the town of Falkoeping on the map. Go there in late August, when they usually have their Oldtimer Meet. There is a Shell gas station at the foot of the hill with a nice inexpensive motel attached. Or write to: - Segelflygmuseet, Box 750, S-52101 Falkoeping, Sweden.

A photograph shows part of the Alleberg Museum's collection of gliders. A Pelzner "Seat Glider" a Moswey 3, the Fi-1, a Baby Falke and a Mucha Standard. On the left is a Zoegling " and a Schweizer 2-22." It was a Jan Scott photograph. While mentioning above the situation concerning the Old glider movement in Sweden, we think that it is appropriate to mention what there was before. The firm AB FLYGINDUSTRI, which in 1950 had become KOKUMS FLYGINDUSTRI. AB FLYGINDUSTRI (AFI). In January 1939, a small canoe building firm, was reorganised as AB Svensko Kano Verken (SKV) and moved into new premises at the Halmstad Airfield. A Huetter 17a (SE-SAD) and two Grunau 9 gliders were built by the aviation minded workers of the Company in 1939. In 1940,,a Grunau Baby (SE-SAG) and in 1941, 2 DFS Olympia's (SE-SAI and SE-SAK) followed. After that, large scale production of the SG.38 was started. The company's name was now changed to AB Flygindustri (AFI). About 210 SG 38 s were built between 1941 and 1943, mostly as prefabricated kits, but 20 or 30 were also assembled. 40 were sold to the Flygvapnet (The Royal Swedish Airforce) as G 101s. Production of 24 Weihe sailplanes (including one from a kit from Germany) and two sets of parts were started in 1942. 17 were delivered to the Flygvapnet as SE 104s in 1943. Another two were kept by the AFI and also went into the Flygvapnet's inventory in 1945. In 1943, the Fi 1 (SE-SCO) designed by Tord Lidmalm, was flown for the first time. *(This was pod and boom fuselaged Olympia with reduced span wings. CW)* Out of a planned batch of 15, only 6 additional Fi-1 s were built. One of these was sold to Iceland (TF-SDR C/4. was SE-SDR) *

(This is now in the Swedish Gliding Museum at Alleberg CW) The Fi-2 was a troop carrying glider project. AS prototype of the Fi-3 for 12 troopers was ordered by the Flygvapnet in 1943. It crashed during a test flight, but in September 1944, 5 more were ordered. The first was delivered in January 1945, but the whole project was cancelled a little later. In the spring of 1945, AFI was sold and the company's name was changed to KOKUMS FLYGINDUSTRI. It moved to Malmo and brought the 5 Fi-3 s there too, but they were never sold. The Royal Swedish Aero Club now ordered 10 DFST Olympias and they were delivered in 1946. Five more were built during 1946/47. The LH 22 "Baby Falk"(SE-SGK), designed by Lennart emminger, and based on the Grunau Baby, was finished in 1947.

The first Baby Falk had been started on in 1944 by AB Flygplan but was finsished by Hemminger privately. Only 18, of the 25 started on by Kokums, were finished. The last sailplane built was a Weihe (SE-SHU) and was hired to the American Paul MacCready to fly in the 1950 World Gliding Championships at Orebro (in Sweden). (He came second.). *(This Weihe BGA 1092, is now owned by Keith Green at Lasham.CW).* In 1952, Kokums Flygindustri was sold again and became AB MALMO FLYGINDUSTRI, AB FLYGPLAN. AB Centrala Glid-och Segelflygplansfabriken (CGS) was founded at Vasteras in the beginning of 1939. with the intention to produce spare parts and to repair gliders and sailplanes. A Huetter H.17a (SE-SAC) was built in 1939 and was sold to Norway. Parts for 17 Anfanger, 10 Grunau 9 s, 4 Grunau Baby 2 s, and one Wolf were manufactured, but in 1941, CGS was old to AB Flygplan. In July 1938, AB Flygplan had been formed at Malmo by the Swedish Agent of the German Klemm Company. The CGS workshop was taken over, but in October 1941, new premises were found in Stockholm. A series of 50 Grunau Baby 2B s were now built, the first (SE-SAZ) was ready for its first flight during the December of that year. In April 1942, AB Flygplan finally settled down in Noerkoepping (Norrkopping) and continued on the Grunau Baby batch which was increased to 52. 30 of these were sold to the Flyvapnet as SE 102 s in 1943. 10 more Babies followed in 1943 and another 36 in 1944-45. Three DFS Kranich 2 sailplanes were built in 1942/43, two of them from German parts. The Flygvapnet received 30 of them as SE103 s in 1943/44.and another 2 were also built in 1944. AB Flygplan closed down in 1945 and the half built prototype of an improved Baby designed by Lennart Hemminger, was sold to its designer. It was later built by Kokums Flygindustri.
THE TOTALS. 210 SG 38s; 98 Grunau Baby 2B-2s; 17 Olympias, 25 Weihes, 35 Kranich 2 B- 1s. 6 Fi 1 s, 18 Baby Falks.

During the early 1960s, a Weihe was broken up doing aerobatics and the authorities found it necessary to stop all old wooden gliders from flying. Rather than have to destroy all of them for taking up hangar space, some of them were sold to Britain and America and some were put into National Museums. Nevertheless, 50 were destroyed. It seems that the broken up Weihe had been allowed to get damp and was being aerobatted by a heavy pilot who was having a last flight in the aircraft. It was his last flight. Weihes in Britain have never been cleared for cloud flying or aerobatics.

The Weihe SE-SCN, which won the 1948 World Gliding Championships at Samedan in Switzerland flown by Pelle Personn and in 1950 at Orebro in Sweden

Swedish Sailplanes that were sold in Britain:

Type	BGA No.	Swedish Ser.No.	Swedish Registration.	1st BGA C of A
KRANICH 2B-1	907	075	SE-SPT	1960?
currently (2003) owned by David Braham. It is dry stored. Fv 8212				
OLYMPIA	908	9	SE-SGH	1960?
Broken up due to glue failure in January 1964.				
KRANICH 2B-1	964	087	SE-STF	1960
Airworthy. Currently owned in 2003 by C.Wills Fv 8226				
DFS WEIHE A-3	999	233	SE-SNH	1961
Parts used to complete BGA 1230, which is in 2003 airworthy and owned by Barry Briggs. Fv 8314.				
DFS WEIHE A-3	1021	231	SE-SNE	April 1961.
Airworthy in 2003 owned by Barry Briggs in the East of England. Swedish Airforce No. was Fv8312.				
DFS WEIHE A-3	1025	217	SE-SCM	April 1961.
Its remains were burnt c. 1966. It was flown by Tage Lof in the 1950 World Gliding Championships at Orebro in Sweden and came 7th.				
GRUNAU BABY 2B-2	1038	029	SE-SBO	8.61.
Its Cof A expired in June 1967.				
GRUNAU BABY 2B-1	1058	018	SE-STE.	7.1962.
Its CofA was withdrawn due to glue failure in May 1963.				
GRUNAU BABY 2B-1	1074	126	SE-SFW 5.	1962.
GRUNAU BABY 2B-2	1079	105	SE-SDF.	Its BGA CofA
was not issued due to glue deterioration. In 1968,its fuselage was in use as a static exhibit by Sea Scouts in Aberdeen.				
KRANICH 2B-1	1092	065	SE-SPN	12.1963.
It was crashed at Thun during VGC International Rally Its components have been used to complete the Kranich 2 D-6048, which is airworthy at Achmer in 2003.				
DFS WEIHE A-3	1093	Series 2 No.1.	SE-SHU.	3. 1963.
This was the last Swedish Weihe that was built, having been the first of the second series that was never built. It was flown by Paul MacCready into 2nd place in the 1950 World Gliding Championships at Orebro in Sweden. It had been leading the Championships until the last day. It is currently in 2003 owned airworthy by Keith Green at Lasham.				
DFS WEIHE A-3.	1297	224	SE- STN	3. 1966.
This Weihe has been sold to Achmer where it is airworthy in 2003 and owned by Oswald Dickau. Its German Registration is not yet known to us. In England it was owned by syndicates led by Derek Godfrey and by Peter Molloy. Both of these syndicates overhauled the aircraft. It is now in the process of having a third General Overhaul during 2002/2003 but should be flown during 2003.				

when flown by Billy Nilsonn, is, we hope, still somewhere in the USA but we have not yet been able to trace it. Another is still be flown by Lars Johanneson in the USA.

Exactly when, and why, the Flygvapnet sold its gliders to civilian gliding clubs in Sweden is not known to us. Some of the new SG 38 s, Grunau Baby 2bs, Kranich 2B-1 s and Weihes may have been delivered to Civilian Gliding Clubs in Sweden during the war, but the Flygvpnet still had numbers of them to fly after 1950 and certainly some of the military "Weihes were available to Flygvapnet pilots to fly in the 1950 World Gliding Championships at Orebro.

Details of Swedish Gliding History were sent to CW by Knut Uller to whom he is very thankful. The British details came from Phil Butler's Liverpool Publication "British Gliders". CW also thanks him for his valuable work.

In 1946, the deprived British civilian glider pilots were at last legally allowed to fly again, but they had few gliders, as the military had impressed most of them after Easter 1945. There were very few German sailplanes which came to them during 1946/ 47 after Farnborough had finished testing them.

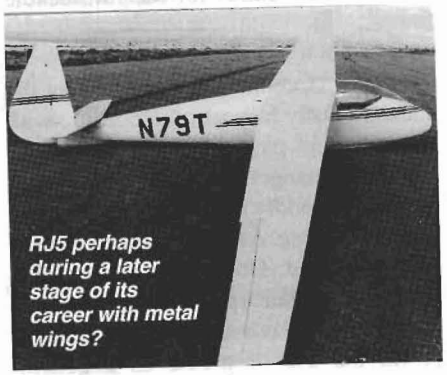
These were two Weihes BGA 433. to Philip Wills. Now, as ZK-GAE Its fuselage is in the Ashburnham Museum near Christchurch, NZ, BGA 448. to the Surrey Gliding Club but is now wrecked in the hands of Derek Phillips. The Kranich 2B-2 (Mraz built) BGA 494. to the Cambridge University Gliding Club. to the Dublin Gliding Club as IOC-104. Later, it was demolished during the making of a film. The Meise BGA 449 to the Newcastle Club and then to Pip Phillips at Perranporth, Cornwall. Now in 2003,it is being sold. The Grunau Baby 2B-2 s BGA Nos. 446 and 447. to the Bristol and Derbyshire and Lancashire gliding clubs. The formers CofA expired in March 53. The latter, was broken prior to December 53. At that time (1946), this equipment was the best in the World. The British civilian Glider pilots had to wait until the 1960 s before these aircraft became available to them. but, by then, their performances and qualities had been surpassed. Nevertheless, some 4 Weihes and 1 Kranich 2B-1 are still airworthy in Britain in 2003 and are much loved. The old machines have never let us down. The Swedish Gliding Museum at Alleberg would very much like to buy back a Swedish built Weihe and a Swedish built Kranich 2B-1 and has every intention of keeping them airworthy. Rolf Algotson is behind this. The Swedes should at least be happy to learn that of the Swedish built sailplanes that came to Britain 40 years ago, although the record is not good as regards the Olympia and the 2 Grunau Babies, of the 5 Weihes, 1 is airworthy in Germany and a further 2 _ (one of them has German wings and this indicates that components between Swedish and German Weihes are interchangeable), and of the 3 Kranich 2B-1 s, one has helped the Achmer masterpiece of a Kranich 2 into the air, another is airworthy in Britain, while he 3rd is believed to be stored dry by David Braham.

USA

From "Bungee Cord" *Vol.29, Spring 2003.*

The Ross-Johnson RJ-5 is being restored in George Applebay's Moriarty, New Mexico workshop to a more original condition. George built new wings for it and has restored its fuselage. It will soon take its place in the National Soaring Museum at Harris hill, New York State. Chris Wills saw it stored with many other gliders in the NSM some years ago, and was surprised to see that it had metal wings. These must now have been replaced with wooden wings to its more original condition. After it had had its performance much improved by August Raspet and his team at the Mississippi State College for Aeronautics, Dick Johnson broke the Word's Distance Record by flying it 861 kms from Odessa Texas to Salina Kansas on the 5th August 1951. The previous distance record had been flown by Olga Klepikova of the USSR, who flew a Rot Front 7, 749 kms from Moscow to Ostradnoye on the 6th July 1939. Olga Klepikova held the women's. Free Distance World Record for a lot longer than that.

So, now the RJ-5 is to be displayed (we hope) in a Place of Honour in the NSM, for the world to admire. ■



RJ5 perhaps during a later stage of its career with metal wings?

There's life in the old girl yet!

(or don't throw away that old Ottfur!)

Since its inception in 1939 by John 'Pop' Furlong and Leonard Ottley, after John witnessed a fatal winch launching accident involving Frank Charles, a well known Motorcycle Speedway driver, in his Slingsby Petrel, the original OM (Ottley Motors) Series of Ottfur Quick Release Unit has been fitted to countless gliders and was top dog in the glider hook business well into the 1970's. Today, of course, they are quite correctly regarded as vintage, even to the extent that many of the younger members of our fraternity have never heard of Ottfur let alone seen one or operated one in anger. However there are plenty of them still around and well remembered for their ubiquitous nature and incredible reliability.

Over the last twelve months the condition of the OM units returned for refurbishment seems to indicate that this very reliability may have given rise to some 'in the field' complacency for it was obvious that the majority of them had not received the benefit of any servicing or maintenance for many years, some looked as if they had never been removed from the glider since the day it had been built and a couple were positively dangerous.

As a consequence this article has been written for those interested that yes, they can be refurbished, yes, they can be serviced on a DIY basis, even new ones can be manufactured and probably more importantly, to provide inspection and servicing guidelines that if followed, should ensure that those still in service will continue to efficiently and safely perform their duties for the foreseeable future.

First and foremost always carry out the standard Daily Inspection procedure with care, taking particular notice of any apparent changes in release operating loads. Secondly establish a regular 'Hook Hygiene' routine. i.e. keep it clean and lubricated. How often you do this depends on your operating environment but more often is better than not enough. Avoid the use of grease as a general lubricant, it just collects dust and dirt, makes an awful mess and becomes a very efficient grinding paste. A few squirts from an aerosol can of Aeroshell 3 (or its equivalent) works wonders - and doesn't damage the paintwork. Don't use WD40 as this dries out far too quickly.

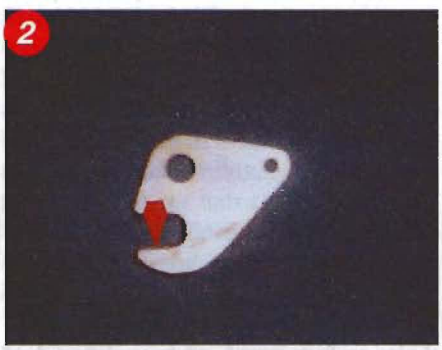
Thirdly, every other year or so, depending on utilisation, take time to remove the complete unit from the glider and give it the following health check:-

Inspection guidelines

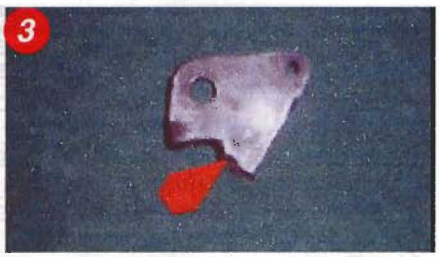
Thoroughly clean the unit with lead free petrol or paraffin and dry with an air blast.



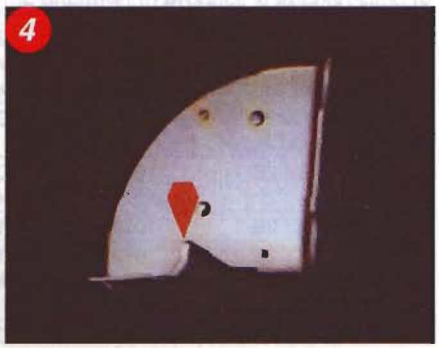
1. Check the Beak profile for excessive wear, distortion and cable ring indentation:



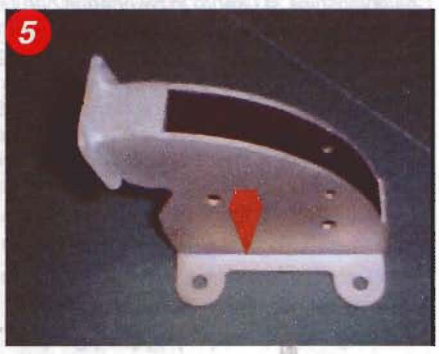
2. Original OM Beaks were manufactured by welding together three 18SWG plates and in some cases water ingress between the plates may have initiated electrolytic corrosion. This is difficult to determine visually but if the corrosion is significant then the Beak will have a swollen appearance. Illustration 3. is an example of an ultimate failure resulting from this particular problem:



Inspect the Casing Throat for cable ring damage and/or distortion:

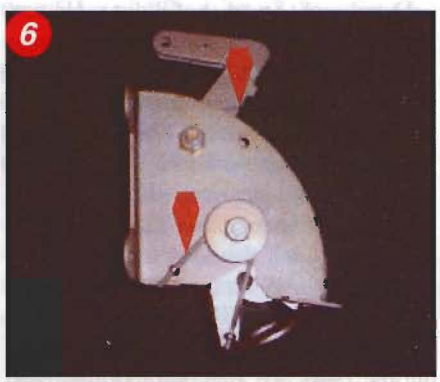


and carefully inspect the Casing Mounting Lugs for cracks and distortion. This may require the removal of protective treatment that must be replaced:



Check the Beak and Operating Lever bushes for excessive wear by Rocking the Beak and Lever laterally.

Check for wear in the Operating Lever drive linkage by moving the Beak fore and aft. Free movement should not exceed 1mm (0.040"). This is a very important check since excessive drive linkage wear could result in the pilot being unable to operate the release when under load. (see Load Tests opposite).



Visually inspect the springs for distortion and signs of impending failure.

This is quite difficult to achieve but if there are no obvious signs of trouble and the tests below are satisfactory it can be assumed that they are serviceable. However it should be noted that both of the springs in the unit are torsion springs and installed under conditions of continuous stress. Furthermore, in spring 'parlance' terms, if a spring is operated less than 10,000 cycles during its operating life it is considered to be working statically and fatigue does not play a part in estimating the life of the spring but above this figure it is considered to be operating dynamically and fatigue does play a part. This means that in the glider release environment we can consider the Back Release spring to be operating statically whereas the Release Lever spring is operating dynamically. It follows that the Back Release spring, operating statically and held in its compressed state over a long period of time becomes 'set' and in consequence loses torsion and rarely, if at all, fails in fatigue whereas the Release Lever spring, as we all know, always seems to suffer a fatigue fracture at the most inconvenient times. The fatigue life of a spring depends on three factors, its working stress, material surface quality and wear, the first two being functions of design and manufacture, the last of cleanliness and lubrication. With all this information at hand and replacement spring kits, that include new bushes, being cheap and readily available you are invited to work out your own servicing regime.

If the above inspection proves to be satisfactory carry out the following tests:-

No load tests

Using a suitable Spring Balance operate the Release Lever. As a guide the force required should be:

2.5daN +/- 1.0daN (5.5lbsf +/- 2.2lbsf)

If the force required is less than 1.5daN (3.3lbsf) the Release Lever Spring should be changed. A force in excess of 3.5daN (7.7lbsf) may indicate a lack of lubrication. If further lubrication fails to improve the test figure the unit should be rejected.

Using a suitable Spring Balance attached to the rear of the Ring Carriage operate the back release mechanism. As a guide the force required to operate the mechanism should lie between:

3.0daN +/- 1.0daN and 6.0daN +/- 2.0daN

(6.6lbsf +/- 2.2lbsf and 13.2lbsf +/- 4.4lbsf)

If the pull force is less than 2daN (4.4lbsf) the Back Release Spring should be changed. A pull force in excess of 8daN (17.6lbsf) may indicate a lack of lubrication. If further lubrication fails to improve the test figure the unit should be rejected.

Load test

(Ref: Slingsby Dwg. SK 7/38)

Using a set of standard cable rings connected to the unit apply a load of not less than 20daN (44lbsf) in a horizontal direction i.e. in the direction of flight. Using a suitable Spring Balance operate the Release Lever. The force required to operate the Release Lever should not be less than 3.0daN (6.6lbsf) or more than 11.5daN (25.5lbsf).

This test very generally checks the amount of wear in the drive linkage and the validity of the Over Dead Centre geometry and it is important that to avoid the risk of either premature release or excessive pilot operating loads the test figures should lie within those stated above.

General information

There are five basic types of the OM Series namely types A to E. With the exception of the E Type all have standard OM Casings, operate on the same principle but use different levers to facilitate various operating lever 'pull' directions. The E Type, which has two lateral support lugs welded on to the front of the standard OM Casing, was originally designed for the T45 Swallow but has since found 'homes' in aircraft as far apart as the SZD Bocian and Slingsby Motorfalke. New E Type Casings are no longer available and refurbishment is therefore dependant on the return of a serviceable Casing.

The OM Ottfur was unique in that by simple changes of lever it could be quickly and cheaply adapted to suit numerous type installations, however there are a few which were specific to type. The T51 Dart is one example, having a low slung and sleek fuselage which, to fit into the limited space available, resulted in an Ottfur unit which has a Beak with a Dart specific profile and new Dart Beaks are extremely rare but they are recoverable so don't throw that old Dart Ottfur away!

Another odd one is the unit fitted in the T49 Capstan. Instantly recognisable by a peculiar side mounted lever and a large extension on the front of the Casing but its true oddity is that it has a LEFT HANDED Back Release spring so if you are after a new one please remember to say it is for a T49 Capstan. Also of interest on this glider is that the Ottfur Release Lever spring is used in the Canopy Catch.

Some units fitted to the heavier types such as the T21, T42 etc. may have had their Casings reinforced or modified to accept the higher lateral launch loads, however it is suspected that Mounting Lug distortion and/or fracture is more often than not the result of an over enthusiastic retrieve vehicle driver trying to tow the glider sideways on the ground!

It is important to appreciate that the OM Series of Ottfur units did not have 'adjusters' fitted for the purpose of setting up the Over Dead Centre geometry. Even today this is done by changing individual components and the fitting of different diameter spacer tubes during the pre-delivery test procedure. Because of this each unit set up is unique and therefore:-

IT IS STRONGLY RECOMMENDED THAT UNITS ARE <u>NOT</u> MADE UP FROM A MIX OF 'SERVICEABLE' COMPONENTS FROM A NUMBER OF OTHER UNITS.

Current manufacturers procedures require that, using specialised test equipment, an Initial Set Up Datum is established for every new and refurbished unit prior to delivery to the end user and that each unit is accompanied by a Log Book that includes a Pre-delivery Test Certificate recording this test data. This Log Book also incorporates guidelines on general care and maintenance together with useful Part Numbers and contact addresses.

The Beak and Ring Carriage of the original OM units were not surface hardened so it is also recommended that a set of approved cable rings are always used when ground towing as any old ring or chain link purchased from the local DIY shop or scavenged from the Club 'Gash Box' can cause quite serious damage to both Beak and Ring Carriage.

Another point to remember is that all OM dimensions are Imperial, including the mounting bolts; all nuts and bolts are BSF or BA. UNF hardware can be used as an alternative to BSF but please - 6mm does not equal $^1/_4$ inch!

With few exceptions all the OM variants of Release Units can be refurbished to 'as new' condition using surface hardened solid Beaks with a new profile designed to improve winch launch height and new surface hardened Ring Carriages which are now much more

robust and not subject to the wear and distortion suffered by the original.

There are some owners who have decided to cut their losses and modify their gliders fitted with the early Ottfur to accept either Tost or the new CW300 and CW400 Series of Ottfur, especially on those types with the infamous 'compromise' position of the release such as Olympia 2b's, Skylark's and Darts, i.e. not far enough forward to be a nose hook but so far forward as to make it virtually useless on the winch! Details of these installations are available from the British Gliding Association as approved modifications.

A full support service is available from Cair Aviation Ltd., including spare spring kits which include bushes, together with a free advice and assistance service on all matters regarding OM Ottfur Release units and if you wish, details and information on conversions to the new CW300/400 Ottfurs but ..... for the Vintage Purist: **There's life in old girl yet!** ■

Meet a
Vintage Glider Club member

Alan Patching

Our recently appointed International Council member for Australia, has given VGC News a quick profile on his gliding background.

What do you like about the VGC?
The activities are similar to gliding when I became involved in 1943 and there is a strong feeling of fellowship. Having had the opportunity to both travel and live overseas together with being a friend of Chris Wills has strengthened my interest and support of the VGC.

What is your favourite glider?
Apart from the Golden Eagle which first flew in 1937 and I now own my next favourite is the Schneider ES 65 Platypus which has side-by-side seating.

What other interests do you have?
They are all aviation oriented, OSTIV Sailplane Development Panel -member, Aviation Historical Society of Australia- vice President. Sport Aircraft Association of Australia - I am finishing a Davis VP-1, and the Australian Gliding Museum - President.

Where do you usually fly?
Bacchus Marsh which is the largest gliding operation in Australia being home to three gliding clubs.

What kind of experience do you have?
Over 2100 hours in 130 types of gliders about 1200 of these instructing. About 800 hours power in 17 types most of it towing gliders and I also train tuggies. Involved in Airworthinesssince the beginning and have been Chief Technical Officer for the Gliding Federation of Australia.

When was your first flight?
28th December 1944 in a two seater designed and built by Percy Pratt in Geelong. ■

NEW MEMBERS

Welcome to the following new members

With apology due to printing error for missing names in last issue magazine No. 108

2245	Andrew Westgate	UK
2246	Dietmar Poll	Switzerland
2247	Andy Mckay	UK
2248	Leendert de Bruin sr	Netherlands
2249	Jose Olle	Spain
2250	Thomas Fisher	UK
2251	James Grand-Scrutton	UK
2252	Jim Andrews	UK
2253	L. C. J. Kroes	Netherlands
2254	Jan Szladowski	UK
2255	Alan Linfield	UK
2256	John Golden	UK
2257	Charles Andrew	UK
2258	James Page	UK
2259	Malcolm Blows	UK
2260	Robert Godden	UK
2261	Capt. Mike Lodge	UK
2262	Ivar Hellum	Norway
2263	Jacques Dumont	Belgium
2264	Sam Harmon	USA
2265	Charles Grimes	USA
2266	Alan de Tourtoulan	UK
2267	Phil Walsh	UK
2268	Pietra Pierangelo	Italy
2269	Yuji Oura	Japan
2270	Stephen Dry	UK
2271	James Halliday	UK
2272	Philip Turner	UK
2273	Per Pedersen	Denmark
2274	Grant Williams	UK
2275	James Whelan	UK
2276	David Hodgson	UK
2277	Gilles-Anore Seguin	Canada
2278	Torsten Elvers	Germany
2279	Gerry Martin	UK
2280	Rolf Kortejohann	Germany
2281	Manfred Paech	Germany
2282	Thomas Hacker	Germany
2283	Horst Ufer	Germany
2284	Georg Schwab	Germany
2285	Katja Huppertz	Germany
2286	Manfred Rohrig	Germany
2287	Ulrich Stengele	Germany
2288	John Leighton	UK
2289	Louis Kulicka	France
2290	Robert John	UK
2291	Greg Stinson	USA
2292	Malcolm Johnson	UK
2293	Tim Bartsch	UK
2294	Wolfgang Honisch	Austria
2295	David Hall	UK
2296	Matthew Muir	New Zealand
2297	Tim Wilkinson	UK
2298	Paul Darnbrough	UK
2299	Aidan Paul	UK
2300	Duncan Stewart	UK
2301	Allen Stacey	UK
2302	Francis Webster	UK
2303	David Warren	UK
2304	Philip Butler	UK
2305	Petri Harsia	Finland
2306	Mikko Kovvo	Finland
2307	Auvo Ryynanen	Finland
2308	William Stoney	Italy
2309	Jack Stockford	UK
2310	Ian Wilson	UK
2311	Alan Bushell	UK
2312	Denis Ratcliffe	UK
2313	Robert Jackson	UK
2314	Tim Davis	UK
2315	Martin Minder	Switzerland
2316	Colin Inwood	UK
2317	Stephen Jarvis	UK
2318	Christopher Godfrey	UK
2319	Christopher Rodwell	UK
2320	Robert Makin	UK
2321	Brian Woodman	UK ■

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

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

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

FOR SALE

Skylark 3A which has a fitted dart canopy, basic panel and a sound wooden trailer .
Price £1250,00 or nearest offer. Colin Bushell, Church Park Farm, Ullenhall, Warwickshire. B95 5NR, Tel 01564 79 2799.

Slingsby Skylark 4 (1964) BGA no 1189, Competition no H23, CofA to June 2004. Normal Instrumentation plus electric vario, artificial horizon (needs attention), oxygen system, Winter barograph and parachute. Unique rigging aids enable two-man rig. Metal Trailer. Based at Bidford Gliding Centre. Offers on £800. Phone 01789 490846 or Mobile 07939 580141 to arrange viewing.

Sailplane Plans – Copies available
Chris Wills still has at his home building plan prints for the following sailplanes. Should anyone wish to have copies of them, he will send them out as soon as possible for their cost price + postage.
For the JS and Fw50 WEIHE, DFS MEISE, GRUNAU BABY 2B,
There are so many prints for each of these wartime built gliders, it would be a good idea for any interested persons to state which plans they need, or even for them to come and choose them, in order to keep costs down.
There are also the plans for the following gliders which could be copied. GRUNAU BABY 2 (1933), GRUNAU BABY 2B-2,HUETTER H.17a, HUETTER H.17b (small plans),HUETTER 28 –2, WOLF (small plans).
MINIMOA 36 (small plans), , RHOENADLER 32,RHOENADLER 35, RHOENBUSSARD, NEMERE, KARPF ZOEGLING (small plans).
HORTEN 1Va (some plans and wing rib co-ordinates). KRANICH 2B-1 (some plans) , MRAZ CATALOGUE for KRANICH 2B-2, plans for which can be ordered from the Prague Technical Museum via the catalogue. There are a few plans for MOSWEY 3 and GOEVIER and MANY GENERAL ARRANGEMENTS for various types. There are also some small plans for the DFS HABICHT and a few plans for the RHOENSPERBER. The idea is that none of our members should feel unable to carry on with a project due to lack of any of these plans. CW feels that, as these gliders have been so cruelly abused in the past, no difficulties should be put before anyone wishing to save the survivors.
WARTIME REICHS LUFTFAHRT MINISTERIUM (RLM) Coding . This coding often replaces the names of Gliders on drawings. We do not know why, as it seems as if it might confuse Germans as well as foreigners. The numbers seem to have been chosen at random almost. 8 followed by a number is for powered aeroplanes and 108 is for gliders. The 108 is then followed by the RLM number for the glider, which is followed by a Baugruppe Number (Building Group for ie a tailplane) , which is followed by a part number. This may well be the only way to identify a drawing for a type of glider (as the name of the glider may well be left out). In case anyone should have any of these drawings, the numbers for the glider types are as following:-
108-10 Grunau 9 (Schaedelspalter- Skull splitter)
108-11 Zoegling 35.
108-12 Rossitten Ass.
108-13 DFS Gleitflugzeug
108-14 Schulgleiter SG.38
108-15 12 m span Zoegling.
108-16 EW-2
108-30 Kranich 11.
108-46 Rhoenadler 32
108-47 Rhoenadler 35
108-48 Condor 1
108-49 Grunau Baby 11
108-50 Rhoenbussard
108-51 Rhoensperber
108-53 Habicht.
108-56 Condor 11
108-57 Rhoenadler 36
108-58 Wolf (Goeppingen 1)
108-59 Minimoa. (Goeppingen 3)
108-60 Reiher.
108-61 Goeppingen 4 Goevier.
108-62 Grunau Baby 2A
108-63 Mu 13
108-64 Ibis
108-65 Condor 3
108-66 Grunau Baby 111
108-67 H.17a
108-68 Weihe
108-69 Minimoa 38
108-70 DFS Olympia Meise
108-72 Mu 17
108- 74 FVA 10B Rheinland.
108-250 Horten 111
108-251 Horten 1V
108-253 Horten V1
108-254 Horten V11.
This list may not be complete and so, please would anyone who knows more RLM Numbers for gliders let Chris Wills know. He would also be glad to hear if anyone has drawing plans with these numbers on them.

WA 30 Bijave, 1970 built. 3,800 hours. Entirely overhauled by a factory at Vinon. Major overhaul in 2001 .Impeccable condition. Price- 3,100 Euros., **WA21 Javelot-2**.700 hrs. Fuselage recovered in in 1993. radio. Price:-1,550 Euros. Contact:- Michel Bellegueille. Aeroclub Abbeville, Home telephone:- 03 22 93 39 29. Club:- 03 22 24 08 48.

BIJAVE Trailer and 1 **Bijave**, The trailer is perfect. The glider needs its fuselage recovering. Dacron is available. Cause for sale. No time and no space. Price:- 1,500 Euros. But can be discussed. Email:- d.auger@wanadoo.fr Tel:- 03 44 26 55 07

KA-8B. It needs recovering and has been stopped flying. 6 years ago, it was bought from Alain Ruffieux in Switzerland ,where it was registered HB-620. It was built in 1959 and has the Works Number 506. 5,350 hours and 7,750 launches. The club wishes to sell the machine with basic instruments for 1,000 Euros. Its registration is F-CIGC. Contact:- Didier Fulchiron +33 (0)4 76 77 49 60

KA-2B It was built in 1962. Contact – guylerclerq@telefonica.net

The late John Lee's Update of Harold Penrose's **1934 Pegassus** sailplane, **1 HUETTER H.17a, 1 EoN OLYMPIA 463, 1 EoN OLYMPIA 2B**, and his self designed and built **L.6**. We imagine that the L.6 was the sixth ultra light sailplane, designed by this remarkable man. These were six design projects which were built apart from those mentioned above and a Huetter H.17a, which he built for his friend Wil Stoney who lives in North Italy. John was a BGA Inspector and the gliders were either built, or repaired by him. Offers should be made to Bev.Lee,32 Lyminster Road, Littlehampton, West Sussex BN17 7LB.

Slingsby Kirby Kite 2B BGA 663. The widely admired red one with Ralph Hooper's "barn door" airbrakes. Structure built in 1947 but completed as a 2A by Slingsby in 1951, then extensively modified by the original syndicate. Sold-on in 1957 and bought back in 1992 for 21 months work, gaining the VGC Grand restoration Trophy. Based at Lasham with current C of A, non-aerobatic category, cockpit load limits 200-225lbs. Basic instruments plus audio variometer. Ply covering of commodious wooden trailer is in poor condition. Offers to Bill Tonkyn 020 8979 8885.

T31 (Tweety) Recovered and painted in 1995. Has a good purpose built metal trailer. Modified aft position winch hook, improving launch heights. Sold with new C of A and reweigh. £3500
Pre-war example glider **Grunau Baby 2** BGA No. 370 – Extensive restoration needed.

Pilatus B4 Aerobatic with good metal trailer £5000 Contact numbers (daytime) Richard Kilham 01778 349098 (evenings) Neil Scully 01522 810302.

Skylark 3B(Fmods). A/H, T&S, Electric and PZL Varios. Good dry trailer. C of A to April 2004. Rigging aids, seen flying Husbands Bosworth. £1500 o.no. Tel 01455 292071.

Probably for sale: The recently built **Rhoensperber** D-9025 and it's closed trailer. Reason for sale, it's owners cannot own three gliders. Offers to Otto Grau, 11642 Ludwigsberg, Mergentheimerstrasse 9, Germany.

Slingsby T31. Good condition with recent CofA. Trailer refurbished, including new bearings and tubes. Complete outfit£1250 ono. Please contact Kurt Grosse on 01256 883769 or 07977 994209

Cadet MKII VM687. To view see Picture Archive on Lincs GC website. Go thro' CLUB INFO. Site is on www.cix.co.uk/lgc/. Or find it thro' BGA Clubs. Fuz, tailplane, rudder, lift struts, all practically as new. Wing due for recover. New set of cables ready for installation. As is £6000. Wing recovered and with CofA probably around £1300, but I cannot do work for at least nine months. Dry wooden trailer, various spares inc. Ailerons, knobs, cables, cosim etc. Service history on request. Telephone 01507 450555 or e-mail jmbrookes@supernet.com

Remember! **Back Issues of VGCNews** can be obtained by contacting VGCsales

WANTED

Slingsby T7 Cadet, any condition considered. Home 01249 890077 or email: allen@apstacey.freeserve.co.uk

All information about the famous German motorglider **KLEMM L20 B1** built in the 1920s (drawings, pictures of the structure and the cockpit, parts, instruments, engine parts of type Mercedes F7502 or Salmson AD9, airscrew etc.) Please contact: Martin Konermann, Germany or e-mail: koni.m@freenet.de or phone: 0049/(0)711/468304 in the evening 0049/(0)7031/88572.

I would like to know if anybody can help me as I would like get hold of a set of plans for a 1929 primary glider so I can build one for displays at airshows and for use by our aviation heritage center that we are building. Any information or where could get drawing's or articles would be of great help to me. Stephen Southey, E.mail. coke@paradise.net.nz

T 21 b in good condition! Please offer to Rudolf Fehlhaber by mail: Rudi146@t-online.de or Germany +49 2626 142581. Thanks and kind regards from Germany, Rudolf Fehlhaber. Please visit my updated homepage: http://Rudolf.Fehlhaber.bei.t-online.de

Olympia Meise, is anyone out there considering selling? Would prefer an older example if possible. Will consider any condition as long as it isnt too much of a basket case, but would prefer a restored example.
Anyone who maybe interested can contact me on:- PH/FAX 01530 262236 or e-mail: vicandbruce@gardenerscottage96.freeserve.co.uk

Copies of air publications, pilot's notes, parts lists, technical manuals, drawings etc. of the following Slingsby gliders: T21 Sedbergh, T30 Prefect, T34 Sky, T38 Grasshopper, T41 Skylark2, T43 Skylark 3. All information welcome. Please contact Raymon van Loosbroek, Deken van der Cammenweg 19, 5384 LV Heesch, Netherlands. Telephone 0031 412 451401

GLIDER MUSEUM wants to purchase a trailer open or closed. and a SLINGSBY VENTURE motor glider for restoration to static condition By Air Training Corps Heritage Collection. Offers to Vaughan Meers. Tel:- 0121 357 5780.

JA2547
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