VINTAGE GLIDER CLUB GB

The Vintage Glider Club of Great Britain

NEWSLETTER

October 1978 No. 30

A GREAT GATHERING

The Sixth International Vintage Glider Meeting is already three months past but it stands out in the memory of those who took part in it as one of the most successful events of the history of the Vintage Glider movement. It certainly ranks as the busiest meeting of this kind. During a week blessed by the weather at Brienne le Château, a pleasant little town about 200 miles south-east of Paris where Napoleon went to school, forty-three Vintage gliders were put through their paces undergoing some 530 aerotows, 50 winch tows, flying over 600 hours and performing a great many distance flights and inevitable outlandings.

This memorable week started on Sunday 8th July under rather bad auspices because it had rained during the whole of the previous week. It was under low sullen clouds, and a persistant drizzle, that participants converged towards the Gyro Club de Champagne and its large airfield, which were to be the venue of the 6th International Rally. All that could be done on that first day was to rig and fit some of the gliders in the Club's vast hangar.

Already displayed inside the hangar were French machines which had never been seen at our rallies including the Air 100, the Air 102 and the Nord 1300. Halls alongside the hangar contained examples of the C25, the SA 103 and the SA 104 (Emouchet). Also to be seen were parts of a strange Primary glider with a tubular steel A-frame. There was also a Heini Dittmar Condor 4 entered by the RAF which had obtained its C of A within the previous two days. Indeed, we were not a little surprised to find it there on arrival at the Gyro Club because it had not yet received a C of A at the time of our departure from England on Thursday.

On Monday, the weather started to improve early in the morning with a light wind from the east bringing cumuli, with their base at 3700 ft. After weeks of rain, the weather was suddenly changing as if it had our concerns at heart. The lift was fairly steady and allowed prolonged thermal flights. Thermal activity was occasionally reduced by the appearance of high cloud, but all pilots were able to fly locally and had their first glimpse of a beautiful countryside with its cornfields, rivers, châteaux and woods bathed in the sunlight. Colours appeared more vivid with the disappearing dampness of a wet summer.

In the distance could be seen the vast forest of the National Park of La Forêt d'Orient and its huge artificial lake, which is one of three new reservoirs supplying Paris. On this first flying day of the Rally, the Condor 4, a machine whose empty weight is over 800 lbs, had its first flight in British hands and made a favourable impression.

After flying, the gliders were all fitted into the hangar with great skill and care. It was a near miracle that they could all be accommodated together with aircraft belonging to the Club and our three tow planes: a 1932 Morane 317 biplane equipped with a 230 hp Continental engine, and two 150 hp Rallyes. It is quite safe to say that never before had such a collection of Vintage gliders been seen under one roof.

On Tuesday the weather continued to improve and a 42 km out-and-return task was set to a farm which had an airstrip. Bottles of champagne were to be presented as prizes to those who completed the task and to those who landed on the farm's airstrip. This farm was owned by Monsieur Le Ferté, President of the Gyro Club de Champagne and sponsor of our meeting. Several gliders landed out because the cloud cover was occasionally excessive. No gliders were damaged on landing on uncut corn fields, and participants were happy to see more landing fields in France than they had expected.

Among those to finish the task were Werner Tschorn in his FW Weihe 50, Ron Davidson in his Petrel, Jan Vermeer in his Prefect, and Willi Schwarzenbach in his S.18 who managed to do a grand tour of the Forêt d'Orient and its lake. Christian Kroll, in his Cumulus, and Peter Moran, in his Eon Baby, landed at the turning point and were unexpectedly presented with bottles of champagne. Peter Riedel flew Ernst Walter's MU 13D for 7 hours and 20 minutes. Ted Hull, who was heard to be speaking English, was asked by some locals whether he had not escaped from the Departmental Psychiatric Hospital housed in Brienne's Château!

Chris Wills, having landed his Kranich in a field, was presented by the farmer with a basket of beer and food. Monsieur La Ferté arrived on a BMW motorcycle and asked him whether he could be of assistance by taking him back to Brienne le Château airfield. On being told that the trailer was on the way, Monsieur Le Ferté dashed off to assist Alain Mathieu who had landed his 301 S, the oldest French glider present, three fields away.

When the Kranich had been derigged, Chris Wills was greeted by a Rallye tow-plane coming across the field at a height of 10 m, its ailerons and occupants waving madly. Clearly, the French had lost nothing of their joie de vivre!

The evening was given over to a greatly successful Sauerkraut dinner accompanied by much wine and singing conducted by our cheer leader Willi Schwarzenbach. Faithful to the memory of Münster, he directed his improvised choir into singing the tale of the "Vöglein" which sat in a "Lindenbaum".

An evening like this could only pave the way for more and better gliding. This was what happened on Wednesday for at least two people. The organizers decided to stick to winch-tows during the morning and out of perhaps fifteen pilots to take the air, only Chris Wills managed to get away from 200 m over the camping site, with Pierre Beguin as his passenger. The flight ended after a two-hour trip almost to Troyes with a lucky cornfield landing 30 yards short of the airfield fence. The story had a happy ending, with no damage to the glider and little upset to corn, when large numbers of Germans came to the rescue of their holy Kranich. They carri[illegible] and pulled it back onto the airfield after lifting it over the 10 ft posts of a gate which was not wide enough. The end result was that Chris Wills was presented with two bottles of champagne for "deux vaches en deux jours" (two field landings with the cows in two days). This prize reflected the magnificent spirit of our meeting.

On Thursday, the weather was better than ever before. Two Hungarians, a father and son, survivors of the Hungarian World Championship Team which had been forbidden to take part at Châteauroux (because of the interference of politics) flew the Kranich for one hour. The father had been instructed by Ludwig Rotter, Hungary's greatest pre-war glider pilot and builder. He had in turn instructed Ludwig's son Louis, who is one of our members in England.

We are glad that the politicians have so far left us alone and that we had Hungarians, even if the World Championship did not!

The task of the day was a duration flight of three hours or more. The weather became so good with cloudbase at 5700 ft above ground that some flights lasted over 7 hours. Ron Davidson flew his beautiful Petrel first to Troyes, where he found himself soaring above the town with the local Gliding Club who must have been surprised to have the Petrel in their midst. He then returned to Brienne and proceeded up-wind for a considerable distance.

It was a tremendous flying day and some of us could possibly have reached Châteauroux. However, it is unlikely that the World Championships practice organizers would have been glad to have us. In the evening, all participants gathered round the

VGC Marquee until the late hours for cider, beer and mead. This was the British evening.

On Friday morning, Didier Fulchiron, chief organizer of the Rally, began his briefing with the electrifying words: "Today, although we have no definite information, we are expecting the weather to be at least as good as yesterday. Therefore we are setting a 104 km out-and-return task to Marigny Le Grand Airfield."

In the event, haze and a cross wind from the north-east made the task possible for only a few. Navigation: Along the Aube river, turn right after Arcis sur Aube along a tributary of the river (into wind). The cloudbase later rose to 4000 ft above ground. The task was completed by four gliders: The SB5 flown by Chuck Benson, the FW Weihe 50 flown by Werner Tschorn, the Air 100 flown by Frank Descatoire, and Chris Wills and Tarik Wildman in the Kranich. The Air 100's performance in glide and climb proved remarkably similar to the Kranich's. This French machine later went on to Troyes before returning to Brienne after completing 150 km.

Leaving late in the day, Werner Tschorn needed from 3 to 6 pm to complete the task in his Weihe after having had to wait one hour over the turning point because of bad weather. On the way out, Chris Wills was surprised that the Swiss FW Weihe was not staying with his Kranich. It was later discovered that Werner Roth in the Weihe was waiting for his brother in the S.19 who had no map. The Weihe landed at the turning point.

During the morning, Paul Serries took his Minimoa by trailer to Châteauroux to join in the opening fly past of the World Championships. A meeting was held in the evening to decide on the venue for the next International Meeting. But as so many pilots had landed out, including Willi Schwarzenbach, and because Paul Serries was away, it was decided that another meeting should be held later.

The task for Saturday was a precise duration flight lasting a minimum of one hour. A light north-east wind with overclouding presided over the day's gliding with lift to 7.30 pm. François Ragot, a member of the French gliding team at the previous World Championships, flew the Kranich and the MU 13D-3. It was another fine flying day completed by a Grill at the Camping site with plenty of meat and unlimited champagne. Monsieur La Ferté and Madame Lumbreras, owner of the airfield, both made speeches and stated their readiness to have us back again. Organizers Guy Hamon and Didier Fulchiron both declared their enthusiasm at having the next International Meeting at Brienne, or at least in France, while expressing the hope of being flying participants next time in their own Vintage gliders. A collection was held in favour of our young French organizers. On receiving the money, Didier and Guy at once announced that it would help to save at least two French gliders from burning.

Some participants remained at Brienne on Sunday, enjoying winch launches in the morning and aerotows in the afternoon. The weather was very hot. An inversion at 3000 ft above ground restricted the heights of thermals. But with lift mainly downwind of the airfield, prolonged flights were possible. We were told by organizer Daniel Lacote that we would be welcome to return to fly at Brienne "on 365 days out of 365 days of the year". Brienne airfield is one of the few - if not the only - airfield in France not to be under some form of Government control, and it appeared that we were very lucky to have been there.

We cannot complete this report on the Brienne meeting without extending our heartfelt thanks to Didier Fulchiron, Guy Hamon, Daniel Lacote and the other young Frenchmen who made this reunion the tremendous success that it was. Our thanks go also to Monsieur La Ferté and Madame Lumbreras and, naturally, to all those of you who were present and contributed to the success of this memorable week. We shall also remember the hospitality of the local inhabitants and of the many visitors to the airfield. It is too early to measure the effect of our first meeting in France on the saving of Vintage gliders in that country, but we can say that its success can only have helped to further that good cause.

THE SITUATION OF OLD GLIDERS IN FRANCE

Our visit to Brienne le Château enabled us to glean certain facts about the fate of old gliders in France. We were given an opportunity to realise the extent of the suspicion which surrounds, in official circles, the idea of keeping Vintage machines flying.

First of all, we learnt that all gliders built with German Kaurite glue, which was developed during the war, are forbidden to fly. But this ruling doesn't apply to gliders built with pre-war Casein (Certus). The reason is that Certus was, and still is, widely used by aircraft and glider manufacturers as well as repair shops. Any decision to ban its use would have meant grounding virtually all gliders in France except those made of fibre glass. No civil servant was brash enough to take such a step!

However, for Kaurite, the situation was easier because this glue had never been widely used in France. Over-cautious officials with no interest in the survival of old gliders were therefore in a position to "erect an umbrella", to use a French phrase, by banning gliders built with Kaurite with the result that all the German aircraft built during the war, the French-built Weihe (the Milan (VMA 200)), 29 of which were built in 1949-50, were banned from the skies. Thus all Kranichs, Weihes, MU 13Ds, Milans, Goeviers, etc have been destroyed with virtually no exception. We've heard of two Milans still in existence. One of them may have been a Weihe.

All the Nord 2000-Olympias, Nord 1300 Grunau Baby 2Bs, Air 100s and Air 102s, as well as the Castels 301 - 310P - 311, C.25s and C.800s and Emouchets were apparently built with Casein glue between 1946 and 1953. With the possible exception of the Emouchets, they can all still be flown. However, they are for the most part in storage or have been delivered into the hands of inexperienced trainee pilots who have broken many of them. When these Vintage gliders are badly damaged or considered superfluous, they are burnt or dismantled so that their parts can be used to keep others flying.

A typical example was the case of the fine Air 102 in which Chris Wills flew his 300 km in 1959. During the early fifties, this machine was one of the main contest gliders in France. Three years ago, a young pilot who had just been allowed to fly solo stalled it, dived it in on final approach at his home airfield and destroyed it. In the hangar at Buno Boneveau, there is an Air 100 which was flown eighteen years ago by Chris Wills and which is now in a piteous condition. Yet it is still being flown by club members. It has broken several times, as one would expect from a Club aircraft built in 1947, but the wings still seem true and the wing ply glued with Casein, unrippled.

It appears that this Air 100 will soon be for sale as one of the last survivors of the old fleet of the La Ferté Alais Gliding Centre. No news could be obtained regarding the Kranich, the MU 13D-3, the Milan, the Nord 2000 and Breguet 900 which were known to be in that club's collection. The thought of the neglect and slow disappearance of these historic and beautiful machines is sad indeed, but with most of the Vintage gliders in France being the property of clubs, it will be most difficult to remedy the situation.

Fortunately, there are enthusiasts in France who are dedicated to the cause of saving Vintage gliders. One of them, our member François Ragot, an expert pilot who was in the French national gliding team in Finland, has saved some old sailplanes built with Kaurite and Casein and intends to have his Spalinger S.18 flying by next year. Among the Kaurite-glued German-built sailplanes he has saved are the Rhönbussard from La Ferté Alais, and a short fuselaged MU 13D. We hope that François will be flying his S.18 at our next International Rally. In this case we can expect some dramatic cross countries!

One of the first things we discovered on arrival at Brienne was the existence of two SA 103 and SA 104 Emouchets which were kept in storage. We also heard of the existence of a third glider of this type. This indeed was a good surprise because we had been told they had all been destroyed. These Casein-glued gliders are based on the1930 Polish nacelled Primary, the Salamandra. The Emouchet has a

fuselage, a refined wing and tailplane which give it a performance similar to that of a Grunau Baby but with a better rate of climb.

According to Aviasport, the Emouchets were forbidden to fly in 1965 after one had broken in flight due to its max. permitted load being exceeded (which was not very high with such a light aircraft). French officials decided that it was dangerous to keep them in the air especially as clubs were getting equipped with modern tow planes (Rallyes) unable to fly as slowly as their predecessors. However, as the Emouchets had a poor performance, compared with modern gliders, their grounding hardly caused any reaction. Some twenty aircraft of this type remain, some in very good condition, others in rather careless storage.

Aviasport adds that an eventual restoration to flying condition - something which is not envisaged in France - could only be possible after a strict inspection of structure and glue (Casein), which may have suffered through damp.

In other words, there is a possibility for Vintage glider enthusiasts outside France to retrieve these presently unwanted machines. We believe that for our members who wish to experience open cockpit flying, the Emouchet might be a cheap answer.

The SA 103 was built in 1946 and 200 gliders were eventually produced. The SA 104 came out in 1950 and 30 examples were built. They have amassed thousands of flying hours. Similar in this to the Grunau Baby 2, the Emouchet was the most popular training machine for working up to the Silver C. One was flown by a young pilot on his Silver C 50 km cross country. The weather being misty, he followed the Seine from Paris ... to the sea, and saw his 50 km extend to 400 km because he had to follow every bend in the river! This is just one of the remarkable gliding exploits which were achieved in France and which we know so little about.

One wonders whether some Central Office in France has not recorded these epics through the years. Such records would help us to know what our old gliders have achieved before and after the war in France. Our present task is to locate some of the Vintage gliders that are left in France and banned from flying. We sent a letter to a Mr. Garandel at Champagne sur Oise concerning the fate of a Rhönsperber that was kept in good condition at the Centre Interclubs of Person Beaumont in the mid-1960s, another to Dr. Pierre Vaysse (of Truco Vaysse fame) in Paris concerning a Weihe or Milan that we believe he is storing, and a third to the Gliding Club at Chartres concerning an Emouchet seen there in good condition.

Unfortunately, no replies to these letters had been received at the time of writing and we hope that this does not mean that the aircraft have been destroyed. Our information on the whereabouts and the availability for sale of Vintage machines in France is still sketchy, but we already know that C.800s and C25s two-seaters, C 310P, Emouchets, and Nord 1300 (GB-2B) gliders will soon be for sale at very interesting prices. Anyone interested should write or phone to Chris Wills: Huntercombe End Farm, Nettlebed, Oxon, England. Tel: 0491-641-650.

There is no doubt that many Nord 2000 Olympias and Nord 1300 Grunau Babies still exist in France in airworthy condition or storage. Air 100s and 102s (which differ only in that the latter weighs a few kilograms extra) should also be available somewhere. Our French members are keeping at least two original Meise (Nord 2000) canopies for us.

N E W S F R O M B R I T A I N

We are happy to report that this year has been a period of progress and consolidation for our movement. Several Vintage gliders have been repaired, others have changed hands and the general picture is one of continuing interest and concern for the preservation of sailplanes which are not only a witness to a glorious past epoch of gliding history, but which will for many years to come add a special dimension to the sport we practise.

Restoration Projects

Further to our last Newsletter which reported that the Hütter H17A, BGA 490, was for sale, we learn that this glider has been purchased by Ken Fripp, of

Southdown Aero Services, Lasham. He intends to restore it to its original condition, with transparent fabric, as he has previously done with the John Coxon Minimoa.

He will remove the landing wheel and DFS system airbrakes and replace the heavy wing-fuselage struts to reduce the aircraft's excessive weight. He considers that the weight of such a small aircraft is critical. Original H.17s were lighter than some of their pilots! BGA 490 seems to suffer from some fuselage glue failure owing to damp seeping through its trailer. A new trailer is presently being built for it. Ken Fripp hopes to replace some of BGA 490s glue failed fuselage bulkheads with bulkheads that were built for a new H.17

We shall have quite a revelation when this diminutive sailplane flies for the first time at our rallies. Perhaps we shall be lucky enough one day to see it fly with the Swiss Hütter H.28 and we are glad that BGA 490 has fallen into such good hands. The machine was built by Don Campbell at the Long Mynd in 1947.

There is another Hütter which we may perhaps soon see in Britain. It is the one flying at Nakuru, Kenya, and which was built in Holland in the 1950s. No news has been received on the H17A in the care of Mr. Richardson, of the Downsway, Sutton, Surrey. Also built after the war in England but not fitted with landing wheel or airbrakes, this aircraft was in urgent need of restoration and affected by severe glue failure at the rear of its fuselage. Mr. Richardson also owns two damaged Grunau Baby 2Bs, one of which is BGA 1058, and an airworthy British-built Grunau Baby 2A, BGA 370.

There is good news from Bill Pattison, owner of BGA 1258, a 1943 German-built Kranich 2B which he has taken north to be restored by Roy Greenslade of Humberside Aviation, Doncaster. Bill has basically completed its fuselage. Chris Wills had already renewed its tailplane some years ago. So the task facing Roy Greenslade is probably to reglue 50 per cent of both wings, the elevator and rudder. The job is expected to be completed by next season. Chris Wills' Kranich trailer - the only one with adequate fittings in Britain - was used for the journey north. After a tyre blowout on the A.1, the Police would not allow the wheel of the trailer to be changed for six miles. The resulting damage to the trailer prevented Kranich BGA 1092 from participating in the Southdown Gliding Club's Air Day and at the VGC Meeting at Shobdon on 16-17th September. By next Spring, BGA 1092 may well have been joined by three other Kranichs! These would be, in addition to BGA 1258, BGA 1147, a German 2B built in 1942 which is at Duxford, and BGA 907, owned by Paul Williams at Moreton-in-the-Marsh. Both these machines are well on the way to complete restoration.

Mike Russell was not able to attend the Brienne le Château meeting with his Petrel BGA 651 as his time and money were being spent rescuing Vintage aircraft at his Russavia Collection at Duxford. He travelled to St. Mawgan, Cornwall, to rescue BGA 470, the high performance two-seater Short Nimbus built in 1947. The aircraft is the latest addition to his collection. The main emphasis in his workshop has been to get the Miles Gemini twin engined (Cirrus Minor) aeroplane airworthy so that helpers, friends and families can be got airborne. It is also hoped that the Collection's Drone Motoglider will be restored and flown within the next few weeks.

Drawings of pre-war sailplanes from the Slingsby loft have now been stored at Duxford. Some of the drawings are marked Kü 1 which must refer to Küpper, the designer of the Austria. We believe that they can only be drawings of Kronfeld's 98 ft span Austria 1, the legendary 1930 supership that was, until recently, the largest sailplane in the world. Blueprints of drawings of the Jacobs Rhönadler 32 have also been found at Slingsbys. Norman Ellison has kindly given them to Chris Wills who already had prints of Weihe and Kranich drawings. The Rhönadler 32 blueprints are in poor condition because of their great age. Chris has also received a large number of drawings of the Rhönadler 1935 dive brake installation (DFS system) and also of the Göppingen system dive brakes used on the Göppingen 1 Wolf and Schneider Grunau Baby 2B. He hopes to have all drawing prints photo-copied as soon as possible.

London Gliding Club

Britain's second oldest glider, the Scud 2, BGA 231, which was built in 1933 or 1932, after the Willow Wren, has been made airworthy at the London Gliding Club, Dunstable. It is about to be sold to a large syndicate for £1500.
The Rhönbussard, BGA 2077, has been flying successfully throughout the summer at

Dunstable, and also at Brienne le Château, with two large fixed trim tabs on its ailerons, one up, the other down, to counteract a certain amount of wing twist. The Minimoa BGA 1639 has been flying throughout the summer. Its overhaul this coming winter, prior to its C of A, will involve a fabric and paint recover. A new aluminium covered steel framed trailer has been almost completed for it. The Sky, BGA 1073, in which Philip Wills won the 1952 World Championships near Madrid has had its fuselage repaired and good progress is being made with its wings. Ted Hull's Moswey 4 also has been flying at Dunstable during the summer and a new trailer is being fitted out for it. It will be Ted's ninth trailer.

Tangmere and elsewhere

Rodi Morgan's Collection now consists of a C25S in very near to airworthy condition, a damaged Motorspatz, a damaged Rhönbussard (BGA 395) which might not take too long to repair, two SG 38s and an airworthy Kite 2, BGA 521. We understand that Fred Stickland has been working on the fuselage of Rhönsperber BGA 260.

At Nymphsfield, Mike Garnett has successfully flown his 1935 Scud 3 throughout the season at our Rallies. He has been making steady progress on the fuselage of his 1956 Schempp Hirth Goevier 3 in order to clear space in his garage workshop so that he can continue working on his new Gull 3.

The Manuel Condor, a new glider built in the style of a Poppenhausen 1926 two-seater but with side-by-side seating has been flying at Wycombe Air Park from aerotowed launches. Despite its open steel tube, wire braced rear fuselage, it seems to soar quite well. Bill Manuel is presently designing a landing wheel installation for it. Bill, who is the designer of the 1931 Willow Wren, was leading a group of aeromodellers who wanted to built a Hang-glider. His answer was: "Do not worry about that, I will design and build you a real one!" The result is the Condor. It is not really a Vintage glider, but to see it in flight is like being faced with an apparition from the distant past.

No news has been received recently of the Avia 40P BGA 690 at Perrenporth, the 1941 German-built Meis[illegible], BGA 449, belonging to H. S. Phillips in Truro, and Fred Rawling's Gull 3, BGA 643, in Deddington.

Outside contacts

The firm Leisure Sport, which has already built flying replicas of two Sopwith Camels, a DH2, a Fokker Triplane, a Fokker D7, a Spad and an Albatross D 5 is now interested in owning historic airworthy gliders, and especially German sailplanes in original period condition and colours. They have asked us for advice on which ones to have. So far, approaches have been made to the owner of a 1939 DFS Weihe in Finland, but no reply has been received. Are there other suggestions? This firm could perhaps build a Horten Flying Wing. All their aircraft are to fly at air displays.

The VGC recently had photocopies made of the Instruction Manual and Handling note of the Fi 156 Storch on behalf of RAF St Athans, who hope to restore their Storch to airworthy condition. This is one of the three Argus engined Storches in Britain, the other two being at Personal Plane Services, Wycombe Air Park, and on display at the Southend Aviation Museum. Some of us may remember the RAF Storch as the Empire Test Pilot School's tow plane at the RAE at Farnborough in the 1950s.

Personal Plane Services have been offered for sale a replica of Percy Pilcher's Hawk for £500. It could be possible to fly this replica of a machine that was flown as a hang-glider just after Otto Lilienthal's flights in the 1890s. This was therefore the second aircraft to fly in Britain after Sir George Cayley's Mancarrier of 1851. Unfortunately, we do not at the moment have the address of the Pilcher Hawk for sale. Should anyone be interested, will he please contact Chris Wills who will make the necessary enquiries.

An achievement

We wish to congratulate our member, Mrs. Josée Mosley-Williams for flying solo at Wycombe Air Park during August. To fly solo for the first time at the age of 73 can be considered as a considerable feat, especially when one had been told by one's instructor that one will never be allowed to fly alone. Josée is the

daughter of Britain's gliding pioneer of Alsation origin, José Weiss, whose pioneering gliders, unmanned and manned, made British gliding history before 1914. It has been said that one of his gliders, with Gordon England at the controls, accomplished the world's first soaring flight in slope lift above a quarry over the South Downs. Josée felt that she owed it to her father to fly a glider solo just once. In fact, she has now made at least three flights and gained her B Certificate. May she have many more!

Vintage Rallies

Firstly, we must say how sorry we are to hear of the fatal accident to David Knight, one of the tow pilots at our unforgettable Vintage rally at the Southdown Club. He was killed in the BA4 towplane shortly after take-off while launching a Ka 8 during the weekend following our meeting. A sudden engine breakdown caused him to wave off the Ka 8 using his ailerons as the ultimate release signal. This caused the BA4 to go into a spin from which there was no height to recover. He had learnt to fly gliders with the Scouts at Lasham and was building up his flying hours by aerotowing for the Southdown Club. Our heartfelt sympathies go to his parents, to his friends and relatives, and to the Southdown Club.

Duxford (August 26th-28th)

Saturday, opening day of the Rally, proved to be the best. Lift became really powerful in the evening and Toby Fisher experienced a dry thermal of 10 m/sec (30 ft/sec)! After many hours spent in the air, participants enjoyed a fine meal lasting half the night at a disused railway station restaurant. On Sunday, there was almost no sun but some lift was found. On Monday, there was even less sun but still some lift. The Cambridge Club gave us some fine winch launches to sometimes 1500 ft - all this before a large crowd who were visiting Duxford's collection of aircraft and military vehicles. We were happy to be able to leave our aircraft rigged in the hangar during the night. Participants: Toby Fisher (1956 Meise BGA 2080), Robin Traves (1953 Meise), Francis Russell (1943 Weihe BGA 448), the 1938 Minimoa BGA 1639, Mike Russell (1940 Petrel BGA 651), Ron Davidson (1938 Petrel BGA 418), Geoff Moore (1956 MU 13D-3 BGA 2267), Chris Wills (1943 Kranich 2A BGA 1092), Rodi Morgan (1947 Kite 2 BGA 521), Peter O'Donald (1947 Kite 2B BGA 689) and David Jones (1939 Rheinland BGA 1711).

Shobdon (September 9th-10th)

On Saturday, there were winds of up to 40 knots on the ground. It was too strong for any of the Vintage gliders even to be rigged. Waves were present and one of the club members reached 20,000 ft! On Sunday, the wind abated and fine gusty thermals developed. But despite this, only the Weihe BGA 448 and Len Redding in his Olympia 463 took to the air. The Olympia seemed to stay up all day in thermals which reached over 5000 ft.

Participants: Rodi Morgan (1958 Breguet 905 Fauvette), Francis Russell (Weihe BGA 448), Martin Breen and family (MU 13D-3, BGA 1937), David Jones (Rheinland BGA 1711), and Len Redding (Olympia 463).

Future Events

We're not having our usual Annual Meeting with award of prizes this Autumn. This will be held at the beginning of the next season when we shall award our usual prizes to the owners of the best restored Vintage sailplanes and to those pilots with the most creditable performances.

As regards restoration, we've been able to admire the beautiful job achieved with his Petrel by Ron Davidson, the Coventry Gliding Club CFI. We haven't had a chance to see the latest appearance of Arthur Cleaver's Swedish Weihe.

Regarding performances, we should be glad to receive any details of cross country and altitude flights. Those that we know of have been reported in the Newsletter. They are Francis Russell's broken line flight from Parham to near High Wycombe (105 km), the 105 km out-and-return flight in France achieved by Werner Tschorn, Frank Descatoire, Chuck Benson and Chris Wills, and the 14000 ft climb achieved by Martin Breen.

Next year will be the British Gliding Association's 50th Anniversary which we believe will be celebrated in December. We hope that the occasion will give rise to a Vintage rally of considerable proportions!

NEWS FROM GERMANY

Klaus Heyn has completed his Grunau 9 Schädelspalter Primary after 1000 hours of work. He has actually completed his Grunau 9 one-and-a-half times over since the first "A" frame was given to someone who already had Zögling and SG.38 "A" frames in a museum. Klaus now has this last example of the historic Grunau 9 Primary derigged in his small garage which also contains parts of other gliders and a complete Falke. The Grunau 9's finishing is just what it was in the late 1920s: Weathered stain, varnish and transparent fabric. This replica's future is uncertain as there is doubt as to whether the Deutsches Museum in Munich will have it.

The Museum is supposed to exhibit German masterpieces only. Klaus says that there had been some difficulty in having his replica of Ferdinand Schulz's 1923 FS.3 Bessenstiel accepted. It was painstakingly built with original materials such as Christmas tree branches of the right diameter. The machine was nevertheless accepted because in its day, in 1923, it had achieved a World Duration Record of 8 hours 23 minutes. Klaus is now thinking again about building a Rhönadler 1935.

He has informed us of a Herr Welshofer who has started a Glider Museum at Günzburg airfield, the site of the Arthur Williams-Christel Seebauer aircraft factory. This firm is responsible for the construction of the Leisure Sport replicas. The new Museum, which is near Munich, already exhibits a Kranich 2B, a Meise, a Grunau Baby 2B and the Horten 15C side-by-side two-seater that was previously standing on its leading edge, without fabric covering, in a corner of the Klipperneck hangar. It appears that three prototypes of the Horten 15C were completed. The first was flown a little but didn't obtain its Musterprüfung because of its unsatisfactory flying characteristics. The second went to Switzerland where it was fitted with an engine.

Peter Sellinger's book on all aircraft produced by Schempp-Hirth - Wolf, Minimoa, Gö4, Hü17 etc - is now for sale and is strongly to be recommended.

NEWS FROM AMERICA

We were sorry not to have Jan Scott with us at Brienne le Château. Jan, who is President of the Vintage Soaring Association of America, was at the time travelling 5000 miles across the US to bring back Al Palmer's Minimoa (N.2664B). Our members now own five airworthy aircraft of this type in the United States, in Switzerland, Britain and Germany. N.2664B is apparently in an immaculate condition. The machine's empty weight is over 600 lbs, which is as heavy as a Kranich. The Germans officially claimed for the type a max L:D of 1:26 at the rather high speed of 85 kmh. The Minimoa broke the German Distance Record by flying 523 km in 1939.

Jan is looking for a suitable new owner to his almost unique Göppingen Wolf. At the moment, this glider, his new Minimoa and a Moswey 3 are lying side by side in his hangar at the Scott Glider Port at Lovettsville, Virginia. There are two more Minimoas in the United States: one is in the National Soaring Museum at Harris Hill, America's famous pre-war gliding site; the other is believed to be stored and owned by Joe Jackson, an airline pilot, living at Russia Corners, North of Utica, New York, U.S.A.

Vintage Glider Meets have been held this year in America. As in Australia, the main problem is the enormous distances that some Vintage gliders would have to be brought to attend Meetings. The 5th Annual Regatta was held at the historic Harris Hill gliding site, from 2nd-4th September.

Horten News

We hear that some members have asked for copies of the Horten drawings that the VSA has in turn had copied from drawings which Karl Vey, the official German Aviation Archivist, has in his possession. It seems that some vintage glider enthusiasts in America wish to build a Horten again.

New important discoveries have been made by our member Tarik Wildman at the Smithsonian Institute's storage facility, at the Silver Hill Farm in Maryland. He has found not 4 Hortens, but the parts of six! Apart from the Horten 9, jet fighter, the Horten 6, a Horten 3 and a Horten 2, he has found the centre section of the Horten 3F, prone piloted version. Also found was the box marked Horten Primary. This seems to contain an aircraft that looks very like an SG.38, and may even be one. Only one metal wing tip for the Horten 6 could be found. However, very probably the other wing tip may be under the wings of the 6 and the 3 which are stacked by a wall. These are in such a terrible state of disintegration that it was thought most imprudent to try and move them to search further for the missing Ho 6's wing tip.

Thus, all the Horten sailplanes that we know were taken to the USA in 1945 and 1946 have been located, with the addition of the Horten 2. We had never heard that this aircraft was in America. The only other Horten sailplane, that we know about in the USA, is the famous Horten 4A, LA-AC (1941 German registration), the third of the four built. Two years ago, this aircraft was in the Planes of Fame Museum, Orangethorp, California, which is owned by Ed. Maloney. We believe that the Ho 4A was in bad condition and needed restoration by qualified personnel. Also, we heard that the prone piloted Horten 3F was in this museum. It was reported that its wings were pulled apart and destroyed by souvenir hunters. However, it now seems that its centre section was rescued and is at present safe in the Silver Hill Farm. We do not know whether the wings of the Horten 3H, two-seater, also at the Silver Hill Farm, would fit on to the Ho 3F's centre section.

F O R S A L E

England

Slingsby Tutor in beautiful condition. Recently overhauled and resprayed blue. Offers to Ken Fripp, Southdown Aero Services, Lasham Airfield, nr. Alton, Hants.

Slingsby Tutor complete but without fabric. £100 or near offer. Wycombe Gliding Centre, Wycombe Air Park, near Marlow, Bucks.

Slingsby Sky modified with landing wheel and Skylark 4 canopy. It has a trailer, parachute and barograph. C of A to March 1979. Offers around £2700 considered. On view at Lasham. A. Taylor, Flat 11, Beta House, Southcote Road, Reading RG3 2AB. Tel 073-56-4111 ext. 6858 (day)

Eon Eton (SG.38). Please contact Chris Wills about this machine. Help is needed to get it airworthy but its owner would be prepared to allow someone else to finish it providing that he can keep a share and sometimes fly it. The aircraft is not well stored, is not covered by fabric, and might not survive next winter.

Grunau Baby 2B (BGA 963) built by the Royal Navy. Good condition. Standard C of A but paperwork not yet done. Grunau Baby 3 (BGA 1410). Needs recovering. Slingsby Eagle and parts of a Tutor. These aircraft were formerly owned by Derek Murray, Peterborough. Offers to Ron Ward, 113 Eastfield Road, Peterborough. Tel: Peterborough 67758.

Slingsby Sky, 1951. C of A to March 1979. New steel-aluminium trailer. Full instruments including Crossfill Audio and Artificial Horizon. Can be seen at Lasham or Northiam. £2850. P.L. Cyster, Longwood, Robertsbridge, Sussex. Tel: Northiam 2517.

Glider for £800 with basic instruments and covered trailer with C of A. Tel: 021-427-4709.

Moswey 3S. Ted Hull, 30 Bramley Close, Southgate, London N14 4HJ. Tel: 01-449-9024

The Camphill Prefect (BGA 701). Full and open canopies: Trim: Danum Electric/ Audio Variometer. Wings recovered February 1978. Kept fully rigged in hangar. Parachute. £1000. Tony Dickinson. Tel: 051-677-5982

Kite 1 (BGA 400). Manufactured 1939. Sound and flyable but no current C of A. Complete with trailer, 1000 plus foot good towline, old parachute and various bits. Excellent instruments. £1150. Derek Ashman, 3 Church Lane, Blisworth, Northants. Tel: 0604-858098

Holland

Meise. Completely overhauled in 1972. H. Caluwaerts, Lambrechtshoekenlaan 204/B8, B-2060 Merksem. Tel: 00-32-31-46-0897 (after 7 p.m.)

DFS Weihe with trailer. Tel: 04281-2081 (Holland)

Grunau Baby flown until 1975. Luftsportgruppe. Breitscherd-Haiger. E.V. Tel: 02777-344 (Holland)

France

For sale in that country, please see page 5, end of Report on Situation of Old Gliders in France.

W A N T E D

England

Any scrapped bits of Cadet for RA 848. Nigel Ponsford, 4 Park View, Kirkby Overblow, Harrogate, N.Yorkshire.

F R O M T H E O F F I C E

Enclosed is a list of TECHNICAL ARTICLES available. At long last stencils have been re-typed and drawings photo-copied. Our thanks to members who have patiently waited months - any bundles still to go will be sent this week.

Somewhere along the line we have lost the GREEN TOP OF THE MARQUEE WITH THREE LONG ROPES ATTACHED. We know that someone packed it to bring it back from Brienne but can't remember who. Please look in your trailer or among any unloaded heaps for a round green wooden top-knot about 5 or 6 inches in diameter with three long coarse ropes attached - that's it.

We are indebted to Tony Smallwood for some remarkably clear photographs of the pages of the original B.G.A. Register of Gliders, the entries go back to the first issued Cs of A. Tony has also provided us with sets of photo-copies. As he has disclaimed any recompense for the masses of photographic paper used (about 54 sheets per set) we have at the moment no idea what should be charged for sets if anyone would like one. If you are interested, please write to Frances for further information.

And while we're on the subject of thank-you's: thank you to a number of members who quietly accept assorted chores asked of them - organizing supplies, carting bits of Marquee here and there. And to Billie for unfailingly providing the 'extras' like bunting, crackers, disposable plates and cups and glasses - and again she just happens to have them around and won't take payment.

We now have a supply of MUGS and TANKARDS with the Vintage Glider Club emblem - and the tankards are rimmed with gold around the top and on the handle. Prices - £1.20 for a mug, £3.40 for a tankard. Please ~~let Frances know if you want~~ any and perhaps they could be delivered during the coming months on her travels round the country to visit friends.

Fred and Angela Dyer have moved into their new home at High Wycombe, and we wish them well. Their address: 22 Faulkner Way, Downley, High Wycombe, Bucks.

Pierre Beguin has joined the band of voluntary unpaid workers which has enabled part of the Newsletter budget to be used for professional stencil typing of the Newsletter. Our sympathies to Mrs. Raven for struggling so competently through her first encounter with vintage glider talk. Looks good, doesn't it?

Don't forget the BGA weekend in Leicester over the weekend 24/25th March 1979. This will be before our first Rally next year so may be an opportunity for us to meet.

And welcome to our new members -

SKYLARK 2 BGA 724	Paul Davie 74 Millway Mill Hill London NW7
TUTOR BGA 1071	Tim Hirst No address: Member of Kent G.C. Someone please ask him to write to us!
PREFECT	Mrs. Yvonne Tiley 14 Ridgeway West Parley Wimborne, Dorset
MOSWEY III HB 373	Jürg Derendinger Tellstr. 27 4600 Olten Switzerland
CUMULUS D 6059	Christian Kroll Carolus-Magnus straBe 5 5132 Übach-Palenberg West Germany
PREFECT BGA 853	Robert Cassels 17 Poppy Close Pilgrims Hatch Brentwood, Essex
WEIHE BGA 448	Richard Brown 173 Union Street Dunstable, Beds.
WEIHE BGA 448	Louise Coates 15 Northwood Avenue Purley, Surrey CR2 2ER
OLYMPIA 2B BGA 507	M. Oggelsby 3 Hampton Close Wilstead MK45 3DA

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14 Rue des Epiceas
Bretigny S/Orge
91220 Aave, France

Erwin Lehmann
Switzerland: address needed
(Jürg, please ...)

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Fred and Angela Porton, 22 Faulkner Way, Downley, High Wycombe, Bucks