The Vintage Glider Club of Great Britain

NEWSLETTER

February 1979

No. 31

We are already moving into February and getting nearer to the time when all gliders will be leaving their trailers. Let's hope that the harsh weather of the beginning of the year will not prove a foretaste of what might come later, and that members of the VGC will on the contrary enjoy yet another exciting year of gliding!

OUR NEXT INTERNATIONAL MEETING!

The seventh International Vintage Glider Club Meeting is to take place at the Thun Gliding Club, central Switzerland, from 14th-21st July 1979.

Negotiations to hold this meeting were finalized with members of the Thun Gliding Club, by our Swiss members, Werner von Arx, Jost Frei, and Willi Schwarzenbach, to whom we extend our warmest thanks.

Enquiries concerning the Rally should be directed to: Chris Wills, Huntercombe End Farm, Nettlebed, Oxon., England. Tel: 0491 641 650.

We believe that the airfield of Thun is half open to gliders. On one side, there is a soaring slope and, on the other, the town of Thun. This town is on the shores, at one end, of the beautiful lake, Thunnersee. At the other end of the lake is the town of Interlaken, so named because there is another lake on the other side of it. From Interlaken are the valleys leading up to the over 13,000 ft Jungfrau, Mönch and Eiger. These mountains are approximately 32 kms from our site (20 miles). The whole area is known as the Bernese Oberland and is of outstanding natural beauty.

The area is known to gliding history, for it was from the Jungfraujoch, a point at 11,000 ft between the Jungfrau and Mönch, that Groenhof and Willi Farner flew in 1931. The former, in the Fafnir, reached Bern airport on the last of his three flights, where he was triumphantly welcomed at an air display. Whether we shall be welcome at Bern Airport is doubtful, but we have heard that there are good field landing possibilities around Thun. In 1935, there was an International Soaring Meeting at the Jungfraujoch. The German team consisted of, among other pilots, Hanna Reitsch in the Sperber-Junior, H. Dittmar in Condor 2 and was led by Ernst Udet. During those two meetings, all gliders were transported to the Jungfraujoch by mountain railway. We imagine that if we get up there, it will be by soaring in hill lift and thermals.

OLDTIMER MEETING AT THE KLIPPERNECK

Paul Serries has informed us of an Oldtimer Meeting at the famous Klipperneck hill site, on the Schwaebische Alb, on about 10th July. It is hoped that some of those going to the Meeting in Switzerland will be able to call in on the way.

BRITAIN

Our first item of British news consists in completing the record of good flights achieved last year by mentioning Tony Smallwood's performances in his 1938 Slingsby Gull 1.

Flying from North Hill, during Competition Enterprise, he made an out-and-return flight of 10 km on Sunday 18th June, Nothing particular in that except that it took him four and a half hours to make it to Upottery and back! The flight must indeed have involved a great struggle. On the following day, he flew 220 km to Lasham and part of the way back to North Hill in 6 hours 10 minutes. On Tuesday 20th June, he flew 120 km from North Hill to Frome and back to Chard in 5 hours 30 minutes.

During the eight days of the meeting, Tony flew the Gull 1 for 24 hours and 15 minutes from 20 launches. We think that this puts him well in the lead for the VGC's annual Best Performance Cup. It was certainly a tremendous performance for a Gull 1.

Tony strongly recommends Competition Enterprise to Vintage Gliding Club members eager for good flying. This year's Competition Enterprise, staged by the usual organizers, will take place at Shobden. We hope to see more VGC members take part.

The Gull 1 has spent this winter under cover in Eric Rolph's workshop at Moreton in the Marsh.

Glider News

Considerable progress has been made on rebuilding the H 17A, BGA 490, belonging to Ken Fripp, of Southdown Aero Services, Lasham. The glue failure in wings and fuselage proved to be far more extensive than at first thought. It is possible that this machine was built over a long period leading to its completion in 1947 and that Aerolite glue was not used.

As part of a drastic weight reduction programme which has already necessitated the removal of airbrakes and landing wheel, it has been decided to replace the heavy wing-fuselage struts. Should anyone know of superfluous Piper Club struts or aerofoil section steel tube of 7 ft lengths, would they please inform Ken Fripp, Southdown Aero Services, Lasham Airfield, Nr. Basingstoke, Hants. Tel: 0256 83 259.

The Kite 1, BGA 285, which is as far as we know the oldest Kite 1 in existence has changed hands from Tony Maufe to Duncan Andrews, of Chulmleigh, in Devon. We look forward to seeing Duncan in this 1936 machine at our future meetings.

From Cornwall, David Squire writes that restoration work is continuing on the DFS Meise, BGA 449, which was built in Germany during the war, and which is expected to be airworthy for the coming season. Owned by L. S. Phillips, of Truro, Cornwall, it is the second of two DFS Meises that came to Britain in 1945. The other one belonged to the Royal Navy and was crashed in about 1957.

Next March, a Swiss Moswey 3, HB-474, will be added to the Russavia Collection in Duxford. Work is in progress on the Kranich 2B, BGA 1147, and the 1943 Wehrmacht Luft Grunau Baby LZ AR (BGA 2362). Mike Russell is pursuing, at home, the restoration of an Eon Eton (SG.38) Primary to prewar NSFK condition with the help of German drawings.

Peter Fletcher is working on the 1947 Short Nimbus' C of A.

Andrew Coates, who has recently written "Jane's World Sailplanes and Motor Gliders", is retoring and cataloguing the Collection's large set of unique old sailplane drawings.

Mike Russell has just obtained the Kirby Cadet, BGA 731, now modified as a Tutor. It is to be restored to RAF colours. The arrival of this aircraft and the Moswey will bring the Collection up to 12 gliders and 4 powered aircraft.

From Dunstable, Canon Peter Bourn, a Roman Catholic Padre, has bought the 1932 Scud 2 which was for sale there. It is the oldest British glider that is currently in airworthy condition. Peter has formed a syndicate to share the purchase cost and to construct a trailer of diminutive proportions for it.

Ted Hull has completed the trailer for his Moswey 4. It is the ninth trailer he has been working on.

Mike Garnett has been prevented by the cold weather from working on his Vintage gliders at Nymphsfield. Instead, he has completed a magnificently illustrated thesis on the designs of L. E. Baynes. The VGC wishes to thank him for giving them a copy for their archives.

Robin Traves' Meise, BGA 2273, has flown many hours last autumn at the Southdown Gliding Club at Parham. J. Heath achieved 5 hours 50 minutes, his Silver C Duration, and Robin Traves flew it for 3 hours in wave lift. Until 1978, the machine had flown an average of barely 10 hours a year for the first 24 years of its life. In 1978, it made four flights of over 5 hours' duration.

We are informed by P. Woodcock, owner of the only remaining Skylark 1 (there is another one in South Africa, but it has been considerably modified) that his aircraft, BGA 725, has been fitted with a landing wheel and a Dart's canopy. This aircraft, which is in excellent condition, first flew in 1953. It was the first sailplane to be built with NACA laminar wing profile in Britain. It may be rather a recent machine by VGC standards, but its unique feature deserves mention.

At Tangmere, Rodi Morgan and Fred Stickland have started assembling the new wing for the Rhoensperber, BGA 260, which last flew in 1939.

The Lincoln Gliding Club, which has at least four Vintage gliders in its fleet, hasn't been able to fly at Bardney airfield for some time and we believe their two 1943 JS Weihes are being kept at a nearby airfield.

GERMANY

The Münster Oldtimer Club is taking delivery of a fine Goevier 2, D-1080, similar to the one flying at the Coventry Gliding Club. The machine was being used as Club trainer by the Wuensiedel Gliding Club, east of Nuremberg, near the Czech and East German borders. Flying in the aircraft identification zone, it could not take to the air - other than for circuits - without the authorities being advised at least one hour in advance! The Wuensiedel Club is nevertheless planning to re-equip next year with fibre glass gliders and is disposing of their Vintage aircraft.

D-1080 was built in the homes of club members during the period 1948-1951, at a time when gliding was prohibited in Germany. This glider was the first to be flown by Germans in Germany after the lifting of the ban in 1951. Richard Streussenreuther, father of the famous German aerobatic pilot, founded the club and supervised the construction of the machine. Built with casein glue, it is still in perfect condition. D-1080 is now to be owned by an eight-member syndicate. It should be a worthy companion to the Gö 3 Minimoa "Spaetheimkehrer", D-1167 which also flies with the Oldtimer Club.

The Wuensiedel Club is also selling a casein glued Meise built in the 1950s. Klaus Heyn's garage at Eislingen, near Stuttgart, now houses a perfect Grunau 9 Schaedelspalter Primary ready to fly. Klaus finished building it last year and now owns the last Grunau 9 in the world. In order to make room in his garage, he has moved his RRG Falke, a machine he restored after having discovered it rotting in a shed on a Swiss Alp, to Herr Welshofer's Glider Museum on the Günzberg airfield. He has also entrusted the Museum with a Zoegling. Both aircraft have been placed in the Museum on condition that they should be given to the Deutsches Museum, Munich, should they ever be needed there.

The Horten 15C side-by-side flying wing 2-seater for the Gunzberg Museum is at present being restored and recovered by an American in Austria.

The Deutsches Museum

This museum presently devotes a hall to the history of aviation in which are exhibited the gliders by Lilienthal and Pelzner, the FS 3, the original Vampyr, the H 17A and the MÜ 10. The Pelzner and the FS 3 are replicas built by Klaus Heyn. What of all the other historic gliders that are said to be there? In May of last year, the corner stone was ceremoniously laid for a new Aviation Hall. Apart from an impressive collection of historic German powered aircraft, there should be room for nine gliders. When completed in two years' time, the Aviation Exhibition should consist of Lilienthal, Pelzner, FS 3, Vampyr, GB 2B, Minimoa, HKS 3, Phoenix and ASW 17.

There will be no room left for the very famous MÜ 10 2-seater of the Munich Akaflieg. Apparently, no Munich (Egon Scheibe) sailplanes or H 17A will be exhibited. But plans are still in a preliminary stage and could be altered in the future. The Deutsches Museum has also the wings of a Horten 4A in storage.

Letter from Walter Horten

Walter Horten, one of the two brothers who designed the famous German tailless aircraft that bear their name, has replied to Jan Scott's letters saying that he had heard of the VGC and that he had been prevented at the last minute from attending o last International Vintage Glider Meeting at Brienne-le-Château. We believe that h would gladly receive an invitation to attend the next International Meeting which will be held in Switzerland. He lives at Dimpfelbachstrasse 3A, D 7570 Baden Baden, West Germany. His brother Raimer lives in Argentina, a country where four Horten 15s, two of them single-seaters and two of them 2-seaters, the Horten X, the Horten 1B training glider, a large powered pusher flying wing transport, and several conventional tailed Hortens used by clubs, were completed since 1950 and may still exist.

AMERICAN NEWS

Jan Scott, President of the Vintage Soaring Association of America, has flown his recently acquired Minimoa for 15 hours. While not enthusiastic about its aileron response, he has found it to be a terrific climber despite its 630 lbs empty weight. This machine was flown by Wolf Hirth in Germany in the 1950s and was then sold to a Swiss owner. From Switzerland, it went to the United States in 1968 where it was until recently owned by Al Palmer. The aircraft is now in mint condition. Filling has given it a finish like that of a glass fibre sailplane. It is fitted with upper wing surface spoilers only.

There were therefore 4 minimoas in the US. The second - the one flown by Dupont and other famous American soaring pilots before the war - is now owned by the National Soaring Museum at Harris Hill. A third Minimoa has just been located in the US thanks to a letter from Joe Jackson, a pilot with Allegheny Airlines living in Poland, New York State. Its registration is N 18163. The machine previously flew in Britain as BGA 388.

We still haven't found any trace of the fourth Minimoa known to have flown in the United States.

Joe Jackson's Minimoa was one of two aircraft of the type flying in England in 1939; the other belonged to Philip Wills. Both built in 1938, the machines were flown at the British National Contests of 1939 at Camphill. One was flown by Philip Wills and the other, Werk Nr 205, by Philip Brown. The latter machine was imported to the United States just before the outbreak of war by Shelly Charles.

It apparently broke an absolute altitude record in the US during the late 1940s. After Charles' death, it was sold to someone else, who in turn sold it very cheaply to Joe Jackson. The Minimoa is now stored, dry, mostly without fabric. It is complete apart from its ailerons being in two pieces. Joe hopes to restore it to flying condition but is worried about joining the ailerons in case they should lose their flexibility. To build new ailerons, he would need drawings, but there are

none in Germany or Britain. Can anyone help him? His address is Box 129, RD 1, Poland, New York 13431, USA.

Werk Nr 205 was once painted cream with green decor. Joe can remember seeing a photo of it decorated with a shamrock. This can be considered as a positive identification as Chris Wills remembers seeing a green shamrock decorating the fuselage of a Minimoa in a workshop near Dunstable before the war.

The Hortens at Maryland Farm

Here is a rundown of the Hortens discovered at the Silver Hill, Maryland Farm premises of the Smithsonian Institute. Parts of a Horten Primary in a crate, now definitely confirmed as the wings and A-frame of an SG.38 Primary glider. The rest of the aircraft is probably there among the remnants of other gliders. The words "Horton Primary" were inscribed on the crate after arrival in America.

A Horten 2, which appears to have been originally painted cream and red, then blue, then camouflage green. This aircraft is in reasonably good condition despite having suffered handling damage. It shows serious glue deterioration, especially in front of the Göppingen system dive brakes near the wing tips. Some components, such as landing wheel and instruments, are missing.

The centre section of a Horten 3F is in reasonable condition. A handle marked Landeklappe (flaps) is on the left side in front of the prone pilot's position. Another handle marked Fahrwerk Aus/Ein (undercarriage out/in) is below his chest.

The centre section of a Horten 3H containing data on the rear showing Werk Nr 31, year built 1944, weights, origin Luftwaffe Kommando IX Goettingen, Registration LA-AI. It is a tandem 2-seater of 478 kg loaded weight which seems to have been used for some kind of research as several devices whose function is not clear are installed. Except for seating arrangements and controls (the flap handle is marked Bremseklappe - brake flap) the centre section is very similar to that of the 3F in structure and appearance. The rear seat has been removed.

Wings of the Horten 3H have also been found, together with those of the Horten 6, on a pallette. Their trailing edges and controls were severely damaged when another aircraft was dropped on them during storage. However, the main spars appear to be intact and the 3H wings should fit on the 3F fuselage.

The Horten 6 was expected to become the world's highest performance sailplane. Two examples were built during the summer of 1944, but the war situation did not allow it to be tested alongside the D.30 "Cirrus" which was the world's proven highest performance sailplane of the time, and remained so for ten years afterwards.

The Horten 6 is in very good condition, considering its age. The centre section looks almost new with its shiny silver paint and absence of rust. The controls move freely. The wings were mainly protected by the much wider Chord Horten 3 wings, from the aircraft which was dropped on them both from above. However, they are damaged. The almost 3-metre long metal wing tips are undamaged. Instruments and most other equipment are missing.

The Hortens' directional control

In the case of the Horten 2, the directional rudder control consists of a Göppingen system scissor type airbrake near each wing tip. They could probably be opened together for dive brake control, and independently for rudder control, by pedals at the pilot's feet. They may have represented a later wartime experimental modification to a prewar airframe.

No fewer than three sets of the Göppingen system air brakes are installed near each of the Horten 3's wing tips. It is probable that they operated in sequence to provide less sensitive direction control than on the Horten 2. But the wings are too badly damaged to verify the operation of the system. No clamshell devices were seen on the wingtip leading edges of any wing. It should

be remembered that the Hortens 3F and 3H were the last of the 17 Horten 3s built and the first machines may have had these clamshell devices for directional control.

The Horten 6 has a spoiler on the upper surface of each metal wing tip. These are operated by the pilot's foot pedals, independently for yaw control, and together as auxiliary air brakes. The main airbrakes are of Göppingen system of enormous length in the wooden mainplanes.

Other American News

Jan Scott reports that work is still continuing on the Orlik in Utah. It would be the last prewar Polish sailplane ever to fly again. It was imported into America from Poland just before the war. In 1947, Paul Macready, second in the 1950 World Championships in Arthur Cleaver's Weihe, took it to an absolute World Height record. Unfortunately, it has been found to suffer from glue failure even in its main wing spars. We also learn that Lerry Gehrlein has not yet begun restoring his American, wartime-built Rhönadler because he has been concentrating on his hot air balloon.

Hanna Reitsch was recently in the US. As the first woman to fly a helicopter in the world, she was appropriately invited to speak at a dinner for women helicopter pilots. After speaking briefly on helicopters, she dwelled at length and brilliantly on the sensations of Alpine gliding.

All the American Vintage Glider meetings went off in good weather last year. Eleven sailplanes, a new record for the VSA, entered the Elmira Meet. A Wolf, a Moswey, a Minimoa and a TG-3 participated in a fly-in during a flying circus.

The D.30 "Cirrus" in the USA?

The September Issue of the VSA Newsletter "Bungee Cord" claims that the D.30 Cirrus, which was the world's highest performance glider before 1945, was recovered intact by the US Army in Germany that same year and shipped to California for further inspection. Unfortunately, it was allegedly placed in the care of a misguided officer who, acting under obsolete orders to destroy all enemy aircraft, ordered it to be burned and buried.

This report sounded strange to us as we had heard that the D.30 had been destroyed in Germany by displaced persons who took it out of its trailer and threw it down a 120 ft quarry in 1945. Both Hans Zacher and Georg Brütting are under the impression that this actually happened. Might the Americans not have confused it with the D.28b which, found intact on Darmstadt's Griesheim airfield, was taken to the USA? In his book "Die beruhmtesten Segelflugzeuge" Georg Brütting says that it was damaged by heavy seas while being shipped on a freighter. Could it have been repaired and later destroyed in California? The D.30 had a measured max L:D of 1:37.5 which was even better than its designed performance. We believe that it was one of the few sailplanes in the world to have had a performance that surpassed the hopes of its designers.

A New Secretary for the VSA

Barbara Ziller-Harding has agreed to become the VSA's new Secretary. She is the daughter of Erwin Ziller, the famous German Glider pilot, who set up single-seater and two-seater World Altitude records in a Kranich, one in 1937, the other in 1938. He was a test pilot in World War 2 and was killed in February 1945. Barbara Ziller-Harding thinks that he was killed while testing a Horten. Lt. Ziller was indeed killed, testing the Horten 9 V.2. He was trying to land the flying wing fighter on one engine, after the other Jumo 004 B-1 turbo jet had caught fire during a high speed test flight, when over 500 mph (900 kph) had been achieved. The accident happened at Oranienburg, the test airfield north of Berlin, after the Horten had only been test flown for two hours!

Barbara can well remember the Horten flying wing models that were at her home in Germany.

AUSTRALIAN NEWS

A successful Vintage Glider Rally was held during the weekend of 7-8th October at Bachus Marsh Airfield, near Melbourne. It attracted 15 sailplanes and a large number of participants and spectators. Half of the sailplanes were of Australian design. They included three Olympias, one of which was built at Elliotts of Newbury in 1947 (It has the serial number 9), two Hall Cherokees, one Grunau Baby 3, one H.17, one Longwing Kookaburra, one Shortwing Kookaburra, a Nymph, a Kingfisher, a Phoenix, an Altair, an ES.49, and the Golden Eagle, the oldest airworthy glider in Australia, which first flew in 1937. Both days were blessed with excellent soaring conditions. All launches were by aerotow, as winch launches were forbidden on this Government airfield. Spot landings and short out-and-return tasks were set but not everyone competed as the emphasis was on flying for fun.

A barbecue, a brief business meeting and a showing of gliding films taken during the 1930s and 40s occupied the evening on Saturday.

The visitors included the Association's oldest member, Harold Bradley, a lively 80-year-old, and Harry Schneider, of Edmund Schneider Ltd, who was pleased that so many of his company's products of the 1940s and 50s were still giving a good account of themselves.

Roy Ash recently flew his Grunau 4, rebuilt from a wreck during three years of hard work. He was rewarded with several thermal flights and is currently building a trailer for it. The Grunau 4 is similar in size, shape and performance to the Slingsby Prefect. We believe this particular Grunau was designed and built by Schneider's in Australia and is unlikely to have come from Grunau, Silesia. Allan Ash has sold his partly built H.17 to Garth Hudson of Melbourne as he could not find the time to work on it. Garth already owns a beautifully restored Grunau Baby 3.

NEW ZEALAND

Harry Smith of New Plymouth has at last obtained two planks of Baltic pine from England and hopes to be soon set up to restore his 1942 Weihe, which is probably Czech built. He has already rebuilt in metal a 1945 Rice (Leicester) originally wooden trailer, for it. This Weihe (once G-ALKG and now ZK-GAE) at one time held most of the British and New Zealand gliding records. Its owners have included Philip Wills and S. H. Georgeson.

SOUTH AFRICA

The Director of the Natal Parks, Game and Fish Preservation Board, PO Box 662, Pietermaritzburg 3200, wishes to have a Primary glider built for an Historical Village Exhibition based principally on Transport and Agriculture, at the Midmar Public Resort near Pietermaritzburg. It can be a Grunau 9, a Zoegling or something similar. To this end, construction drawings are needed.

KENYA

In a letter received just before Christmas, Bim Molineux informs us that he has completed the construction of the diminutive trailer for his H.17 and that the construction of the trailer for his Ka 6 is well advanced. We hope to see him at our next International Meeting.

CAPTIONS TO PHOTOGRAPHS OPPOSITE
taken by Peter Selinger
TAT THE 6TH INTERNATIONAL MEETING AT BRIENNE LE CHATEAU, FRANCE

Left to right, from top to bottom:

1. The Newly restored Slingsby Petrel BGA 418 owned by Ron Davidson, built 1938
2. MU 13D, D-6293, owned by Ernst Walter
3. Rhoenbussard, BGA 2077, owned by Ted Hull, built 1934. Oldest British entry at the Meeting
4. Members of the Muenster Oldtimer Gliding Club. From left: Sep Koenig, Max Mueller, Gunther Frei, Paul Serries, Peter Riedel, Fraulein Serries, Jochen
5. Castel 310P F-CRDC, entered by Francois Nuville
6. FW Weihe 50, HB 530, owned by Jost Frei
7. Slingsby Prefect PH-193 entered by Johannes Goosens, Holland. Most numerous entered type
8. Castel 310P in flight flown by Patrick Combet F-CRPC
9. This photograph was taken of Klaus Heyn on his newly-finished Grunau 9 Schaedelspalter (skull splitter) at Goeppingen, Eislingen/Fils
10. The Spalinger S.19 in flight, owned by the Roth brothers who restored it. This 1937 Spalinger once held the Swiss duration record before the war, HB-225

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A LOOK AT SOME MUSEUMS

The Museo del Aire

The contents of the Spanish Museum housed in the large hangar at Cuatros Vientos Airfield, near Madrid, have at last been disclosed although the Museum is not yet open to the public.

The following gliders are included in a collection of very rare aircraft:

The DFS SG 38 Schulgleiter built in Spain. The FW Kranich 3 made in Germany. The DFS Weihe EC-RAB, the DFS Weihe EC-RAJ. The DFS Weihe RAM. The DFS Weihe EC-RAQ. These are Weihes built in Spain and similar to the JS Weihes.

The Museum also includes two Gurripato 2s which we believe to be Kranich 2bs built in Spain; a Schneider Grunau Baby 2 EC-MFG which we think is Spanish built. A Slingsby T.34 Sky EC-RAU, the Lo 100 EC-UCI and the Lo 100 EC-ODI. Unfortunately, the prewar German built record-breaking DFS Weihe EC-RZZ is not included in the collection and we fear for its existence. It was seen at Monflorite, Huesca, in 1951. It certainly took part in the 1952 World Championships at Cuatros Vientos (Spain) which were won by Philip Wills in a Sky. We believe there are more Weihes and Kranichs still in Spain. Although they may be sometimes kept under air conditioning, it is likely that the wood and paint of many machines have suffered from the dry heat of the country.

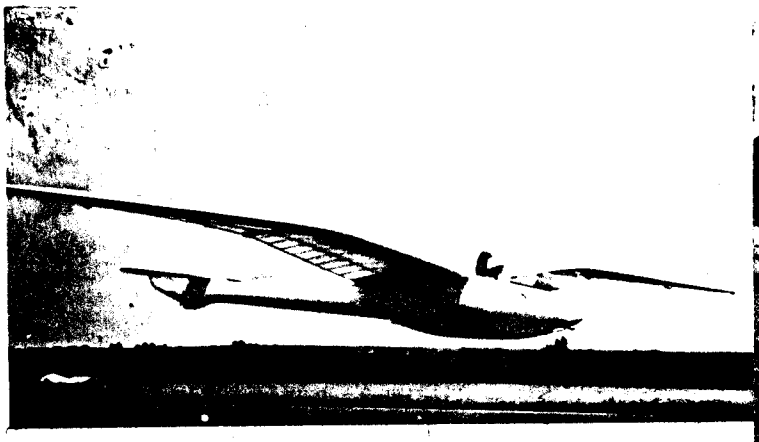
The Portuguese Air Force Museum at Alverca do Ribatejo

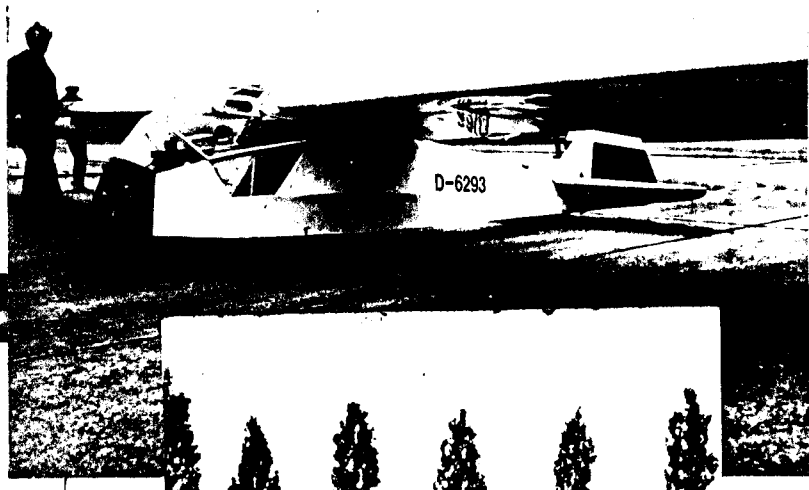
Among many aeroplanes, this contains only one glider, a Schneider Grunau Baby 2B CS-PAE. A Kranich 2 and a Weihe are known to be in the country.

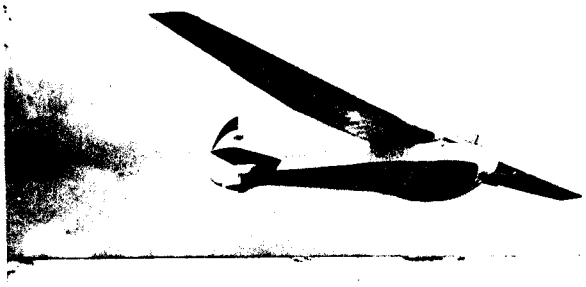
The French Air Museum - Le Musee de L'Aire

This museum is at present situated in two places - Chalais Meudon (Paris) and on the airport of Le Bourget, while on the airfield of Villacoublay at least 36 sailplanes are being kept in store.

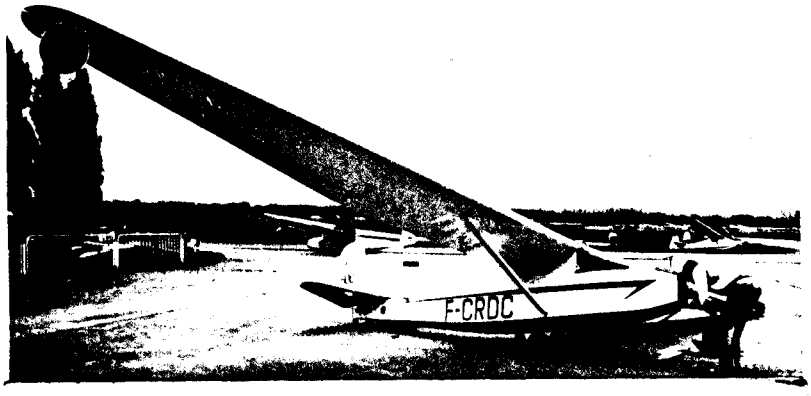
This seems to be far too great a number to exhibit in a museum and we believe that some will be disposed of by swopping, selling, or even eventually




D-6293






F-CRDC











destruction. We therefore suggest that our members should keep an eye on the situation.

At Chalais Meudon are exhibited a Biot, Chanut and a Lilienthal replica.
At Le Bourget are exhibited an Avia 40P, Habicht 2 F-CAEX ser Nr 1. As far as we know, this is the only Habicht, a very famous Hans Jacobs designed 1936 aerobatic sailplane. This one is fitted with a landing wheel and was once owned by Marcel Doret.
At Le Bourget in store are the DFS Kranich c/n 1399 and Grunau Baby 2 c/n 10849.
At Villacoublay in store: Avia 15A, Castel Maubousin CM8-13 F-CCHM, Nord 1300 (GB 2B), F-CRKX c/n 90, C.25S F-CRQQ c/n 111, C25S F-CRMM c/n 194. Nord 1300 F-CREO c/n40. Castel C.301S, c/n 1054. Caudron C.800 c/n 334. Caudron C.800, F-CCCA c/n 261. SA 103 Emouchet F-CROF, c/n 94. DFS SG 38, Ka 2. Ka 6. Nord 1300 (GB 2B) F-CRBZ. Fauvel AV.22 F-CCGK. Fauvel AV.22 F-CRBX, c/n 123. Fauvel AV.22 unfinished. VMA 200 "Milan" (Weihe) c/n 1. C.25S, F-CRFX c/n 203. SA 104 "Emouchet, F-CRLL c/n253. Caudron C.800 unfinished. SA 103 "Emouchet" F-CRHB c/n 69. Wasmer WA 22A and Wasmer WA 21 both military. Nord 1300 (GB 2B) c/n 159. AIR 102 F-CBHG c/n 27. Castel 311P F-CAYN c/n 19. VMA 200 "Milan" (Weihe) F-CBGT c/n 3. Castel 310P F-CRBS.

As yet unidentified are 6 sailplanes: F-CAUN, F-CBCR, F-CREM, F-CRPP, F-CBUO, and F-CCHX.

We hope that among the 6 unidentified sailplanes above are a Rhönsperber, formerly at Persan Beaumont during the 1960s , a German built Weihe (the last Weihe in France) that was at Anger during the 1960s and an original Goevier that was at Beynes. They have all disappeared. We notice that among the above are none of the large number of Nord 2000 Olympia Meises. Perhaps they are all still being flown?

The above information was obtained with the help of the staff of the magazine "Vintage Aircraft", which can be obtained from 13 Western Avenue, Woodley, Reading, Berkshire RG5 3BJ. Annual subscription rates for UK and overseas surface mail - £3.00; overseas airmail - £5.00. Back issues are 60p each.

"Jane's World Sailplanes and Motor Gliders", by Andrew Coates

This very informative book sets out to describe a large number of old and new sailplanes with the aid of 3-view drawings and photographs. Covering such a wide scope must have been a gigantic task and this explains why several machines, such as the Tutor, the Kite I and the Gull have been mentioned but not shown.

The text provides a wealth of knowledge. The book, published by Macdonald and Jane's at £6.95, is well produced. Andrew originally made large drawings himself but these had to be reduced for reasons of space. We feel he has done remarkably well to cover such a large number of sailplanes and motor gliders from all over the world.

"Segelflugzeug, Vom Wolf zum Mininimbus", by Peter Selinger

This is a study in depth of the aircraft built by the Goeppingen firm of Schempp Hirth, from the 1935 Goeppingen 1 "Wolf" to the present "Mininimbus". The book is superbly produced with drawings, three view plans, photographs, and German text. So much is revealed for the first time ... all the versions of "Wolf", Go 2, Minimoa, the 2-seater Minimoa, the Minimoa 39, the Goevier, the H.17A, the Habicht, including the one fitted with a machine pistol, and the Minamu. Of particular interest are the wartime projects... the H.20 motorglider and the H.21 variable wing sweep 2-seater, and the efforts to convert workers from building wooden gliders onto building from wood major components for high speed combat aircraft that had hitherto been built of metal.

Also revealed is the heated mold on which the 22 m long wings of the Hutter 211 long range, high speed, reconnaisance aircraft were going to be pressed out.

For the first time, wings were going to be mass produced on a press using shredded wood and synthetic glue. This was truly the ancestor of today's fibre glass wings.

Space is also given to the firm's considerable postwar production of aeroplanes and gliders. Finally, there are lists of Werk Numbers and registrations, as far as some of the prewar ones are known.

We feel that this book will be of great interest to many people, even if the German text might be beyond them.

We have waited a long time for such a book. Let us hope that others will follow. Congratulations to Peter Selinger. His book is published by Motorbuch Verlag, Stuttgart.

DEATH

During November 1978, there occurred the death of Switzerland's great gliding pioneer, builder and designer, WILLI FARNER. He took part in the high alpine soaring exploits from the Jungfraujoch in 1931, together with Groenhof and the Fafnir. He was present at our International Meeting at Gruyere. He held the Swiss Gliding Licence No. 1 and was the first to cross the Alps by aerotow. He was first to do glider aerobatics in Switzerland and was President of the Swiss Motorpilots' Association. He was 73 years old.

To his relatives and friends, we extend our sincere sympathies.

VINTAGE GLIDERS FOR SALE IN BRITAIN

List taken from October/November edition of 'Sailplane & Gliding':

T.21C Modified T.21 with lowered wing: enclosed - ideal for winter training. Excellent condition, with C of A. Price £1750. Unique type. Address: Grundy, 7 Johnston Street, Bath. Tel (evenings) 65375

Grunau Baby 2B 1952 built with C of A and trailer. Very sound. £950 or near offer. Tel: Stratford on Avon 3862

EoN Olympia 2B Never badly damaged. Very good condition. £1800 or near offer. Tel: Nailsworth (045.383) 2061. Aerolite glued

T.31B Open two-seater glider. Good condition. C of A. Instruments. £650. Geoff Bolton, Tel: Shepshed (05095) 4493 (evenings), Leicester 549414 (daytime)

Tutor Carefully stored since C of A expired in June 1970. Offers to T. B. Woolley 109 Victoria Street, Narborough, Leicester. Tel: 862756

EoN Olympia 2B Good condition. Instruments. Closed trailer. C of A to July 1979. Price £1950. Aerolite glued. Tel: 01.668.3762

T.21B Canopied. Fuselage fabric new. Usual instruments. £1500. Tel: Forrest Farnborough 512669 after 6 p.m.

Grunau Baby 2B 1941 German-built. Special model with increased (14 m) wingspan. Originally Kaurite glued, it has recently been reglued and rebuilt by Humberside Aviation. It is now in good condition and has major C of A. Price £1100 or near offer. Tel: 020.883.416 (evenings)

Schleicher K.2 two-seater. Basic instruments. C of A to end April 1979. Tyne Wear Gliding Club, Sunderland Airport. Tel: Boldon 7530

Kirby Cadet (Mk 1) 1948 built. Aerolite glued. Offers to Mrs. Miller, Colyton Hill, Colyton, Devon. Tel: 52260

Slingsby Sky (landing wheel and Skylark 4 canopy) with trailer, parachute and barograph. C of A to March 1979. Price £2600 or near offer. Can be seen at Lasham. Address: A. Taylor, Flat 11, Beta House, Southcote Road, Reading RG3 2AB, Berks. Tel: 07356 4111 ext. 6858 (day)

FOR SALE from December/January 1979 'Sailplane & Gliding'

Grunau 3 in flying condition. Grunau 2C. Eagle dual instruments, trailer available, needs modifying. Tutor for restoration. Details from Ward, Tel: Peterborough 67758

EoN Olympia 2B Completely restored and repainted. Steel alloy trailer. Complete with instruments. Offers above £2500. Tel: Boldon 3038

T.21 with canopy. Privately owned. Operated at the Essex Gliding Club, North Weald Airfield, Nr. Epping, Essex. In good condition with C of A. Price £1650 or near offer. Contact: Peter Johnson Senior, 42 Greenway Avenue, Walthamstow, London E.17. Tel: 01.520.6126 (business), 01.520.1770 (home)

Harbinger two-seater sailplane. Performance similar to Olympia 2B. Very good for soaring in light conditions, solo or two up. Light in weight, easy to rig with simple rigging aids supplied. Modern type timber construction with Aerolite glue throughout. Basic instruments including Crossfell with Audio. C of A from date of purchase. Very good all metal trailer with full fittings, good tyres, etc. Price £3000 complete. Tom Smith, Speedwell Sailplanes, Shepley Lane, Hawk Green, Marple, Cheshire SK6 7JW. Tel: 061.427.2488 (day), Poynton 6038 (evenings or weekends)

Grunau Baby 2B BGA 1432. Fitted with 2B airbrakes and wheel. All original. History. Low hours. £900 or near offer. Don Chapman, Holly Bank, 1 Rowley Avenue, Stafford, ST17 9AA. Tel: Stafford 0785.58541 (evenings please)

EoN Olympia 2 BGA 552, originally G-ANLM. Recently re-sprayed and with sound trailer, new parachute, radio, full panel. C of A to June 1979. Offers around £2500 to John Bird, 2 Dovecliff Road, Stretton, Burton-on-Trent. Tel: Burton-on-Trent 64208

Grunau Baby 3, fitted with Dart canopy. C of A from date of purchase. Closed trailer. £1000. Bob Collins, 72 Fernhurst Road, Wheatley Hills, Doncaster. Tel: 0302.68782 (after 5 p.m.)

W A N T E D

Barograph needed by Tony Smallwood. Please contact him at 1 Stowood, Islip Road, Berkley, Oxford

Made to measure parachutes from Richard Peakin, 36 Minster Court, Belmont, Durham (1385 44490) - suit particular gliders with peculiar seat backs. (Mentioned by Tony Smallwood from whom further information)

A copy of Norman Ellison's book British Sailplanes & Gliders 1922/1970, wanted by Frank Reeks, Ashlett, Rowton Bridge Road, Christleton, Chester. Tel: Chester 35838

FOR SALE IN FRANCE

Two C.25 two-seaters and a C.801 two-seater. Price French francs 1,000 each. The gliders are stored dry in a hangar. They are undamaged and were flown last 6 years ago. Casein glued. If they are not sold, they will be destroyed. Enquiries to: M. Pechaud, Chef du Centre, Association Aéronautique du Val D'Essonne, Centre de Vol à Voile, Buno Bonneveau, B.P.31, 91490 Milly la Fôret, France. This is near Fontainebleau.

Two C.800 two-seaters and one C.310P single-seater. Price French francs 2,500 for the three of them. The aircraft are stored, de-rigged, in a hangar and were last flown in 1971. Address: Ch. Detout, Cercle Aéronautique Foyen Aérodrome, 33220 Sainte-Foy-La-Grande, France (This is in the South of France)

Castel 310P single-seater - C.800 two-seater - Nord 1300 (Grunau Baby 2B) - SA 104 Emouchet - In a poor state, a fuselage, tailplane and wing of a Nord 1300: also parts of a Fauvette. Prices to be negotiated. Address: Le President de Vol à Voile, M. Pierre Porcheron, Aero Club du Béarn (Tel: (59) 02.49.41) Aerodrome de Pau-Idron, 64000 Pau, France (this is in the South of France)

FOR SALE IN GERMANY

Grunau Baby 2B In excellent condition with German C of A and trailer.

Meise Casein glued and built during the 1950s. In perfect condition with German C of A. Its original canopy is there but the cockpit surround has been modified to take a new moulded canopy. The Meise is being offered to another club in Germany but should they not want it, it will be offered to our members.

Enquiries to: Chris Wills, Huntercombe End Farm, Nettlebed, Oxon. Tel: 0491.641.650

Seen in January 'Aerokurier' - A flying wing AV 36, damaged. DM.800. Tel: (Germany) 030/3 75.44.22 or 051.48/416

FOR SALE IN HOLLAND

Grunau Baby PH 153 Price f 3000. Contact A. van Leeuwen, Laar 73 Nistelrode, Netherlands. Tel: 04124-1348

MISCELLANEOUS MUTTERS FROM THE CLUB SECRETARY

First of all, I have found the Marquee top - being forced to undertake a complete raid on the clutter in the garage to get the car in brought it to light under a pile of paint tins and boxes of decorating equipment. Sorry for the panic chums.

The accounts to May 1977 (!) have been audited but not yet published. The 1976 Internationals at Dunstable showed a slight profit. This has enabled us to place the £500 given by Precision Pulleys into an International Reserve Fund, to help us in starting the organisation of Internationals in this country, as in 1980. We hope that Rodi Morgan and Billie Caldwell will convey our grateful thanks to Precision Pulleys.

Hopefully this summer I can get the accounts from June 1977 into a fit state for our voluntary auditor. If anyone with book-keeping experience has time on their hands and could do this for me, I would be more than grateful.

Driving through London's rush hour traffic behind a grime covered lorry, I was amused to see the name scrawled in the dust 'R. Send'. Anyone got any other good stories?

Our membership is now approaching 360, in many countries of the world. We welcome the following new members:

Skylark 1, BGA 725	Peter Woodcock, 61 Matlock Road, Walkley, Sheffield S6 3RQ
SG 38 F-WRRK	Francois Nuville, Feytiat, 'Le Ponteix', 87220, France
Grunau Baby 2B BGA 2433	Barry Smith, Depty Governor's House, Parkhurst, Isle of Wight
Olympia 2B BGA 726	John Gell, 170 High Street, Riseley, Beds. MK44 1DR
Grunau Baby 2B	Petter Lindberg, Camilla Colletsgate 15, 1500 Moss, Norway
Kirby Kite 1 BGA 285	Duncan Andrew, Culverhayes, East Street, Chulmleigh, Devon EX18 7DD
Assoc	J. D. (Doug) Jones, 24 Goldney Road, Clifton, Bristol BS8 4RB
Ka 6 D-4049	Heiko Schneider, Bergstrasse 32, D-6330 Wetzlar, W.Germany
Grunau Baby 3 BGA 2384	H.W.J.Leverett, Sunrise Cottage, St. Kew Highway, Cornwall
Nord 2000, French-built Meise	R. L. (Bob) McLean, 241 Bawtry Road, Bessacarr, Doncaster DN4 7AL

Issued by: Chris Wills, Huntercombe End Farm, Nettlebed, Oxon
Frances Furlong, 60 Well Road, Otford, Kent
Fred and Angela Porton, 22 Faulkner Way, Downley, High Wycombe, Bucks
Pierre Beguin, 4 Cresswell Gardens, London S.W.5