VINTAGE GLIDER CLUB GB

The Vintage Glider Club of Great Britain

NEWSLETTER

SEPTEMBER 1979 NO. 33

GLIDER LOSSES AT THUN

On more than one occasion, we have started this Newsletter by congratulating ourselves on the absence of any loss or damage to Vintage gliders. This time, we are not so fortunate and we have to report on the worst spate of mishaps to Vintage gliders since our movement was first formed. These accidents occured during the 7th International Vintage Glider Rally which took place in Thun, Switzerland, from 14th to 21st July, and they led to the virtual destruction of Chris Wills' Kranich (BGA 1092) and Francis Russell's Weihe (BGA 448).

Our President, Chris Wills, who was not flying the Kranich when it crashed, says:

> "There were accidents at Thun which resulted in gliders getting damaged. For our movement, it is a disaster to have any glider damaged. On Friday, 20th July, the weather forecast announced probable thunderstorms. But as the weather that morning was sunny, some of our members were tempted to rig and to take to the air. All of a sudden, the weather changed for the worse and a large stormy cloud loomed over the city of Thun. Fortunately, all gliders were able to land before the day's calm was shattered by thunderstorm squalls with great force. Many gliders were lifted off the ground and Francis Russell's Weihe actually rose to a considerable height before crashing upside down on Gunther Frey's Meise. The Weihe was severely damaged and so was the Meise, although not quite as extensively. Two other gliders, the Scud 2 and the Rheinland, were slightly damaged. While the owners have our deep sympathy, we feel that these accidents need not have happened. It is a rule that gliders should not be left unattended or unweighted, especially when thunderstorms are expected. Moreover, it is significant that all the gliders that suffered or caused damage were entered by British members."
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> "We extend our special apologies to Gunther Frey and hope that he will receive adequate insurance compensation to make up for the damage to his Weihe."

Worse was to come, for the next day, one hour before the closing ceremony, Kranich BGA 1092 crashed on a mountainside. It hit a house and several trees. Both the glider occupants consider themselves very lucky to be still alive, and the owners of the house, who were having lunch, had quite a shock. The Kranich ended its flight upside down and very seriously damaged.

Apologies are due to our Swiss friends who hosted the rally, and many of whom came to the rescue of the aircraft. Our apologies are also due to our foreign members and, especially, to the owners of the house, which was a little damaged.

In the eyes of Chris Wills, our reputation abroad has taken a very serious knock with these accidents and our very survival requires that we take all the necessary steps to prevent them in the future.

Despite the events that clouded the end of the Rally, it can be included among the successful meetings. The level of participation, with about 45 entrants with gliders, was almost as high as the previous year at Brienne le Chateau. Our thanks go to the organisers for their excellent work. As usual, however, the success of a gliding rally is determined by a factor completely beyond human control - the weather. And on that score, things could have gone better.

The weather did clear up when we arrived at Thun, and for the duration of the meeting it was "fine", but not what one would consider as "super" for gliding. Prolonged thermal flights were achieved on every day but on no occasion did the weather allow us to fly safely more than 10 km away from Thun airfield. Visibility was not good enough to offer a view of the high Alps except on 18th July, when it was possible to see the three famed sister mountains of the Bernese Oberland: the Jungfrau, the Moench and the Eiger. But gliding conditions on that day were disappointing.

Aerotows were available to two levels, 750 and 1200 metres, at the respective cost of 35 and 50 Swiss francs. This two-tier system was based on the existence of two thermal systems. One operated on the slopes of the mountains and the other above the top of the mountains around Thun, which form the foothills to the high Alps. On some days, only the lower of these two systems would appear, and on others, the appearance of small cumuli above the mountains revealed the presence of the upper system. Unfortunately, it was difficult, if not impossible, to rise from the lower to the upper system.

The main sources of thermals were thus the airfield, the city of Thun and the windward and sunny sides of the surrounding mountains. For the lucky few able to connect with the upper level, it was above the mountains and around the lake. On one day, several crews experienced extreme turbulence comparable to running over cobblestones in an unsprung vehicle with objects being violently thrown around the cockpit.

Landing fields were few and mostly very small. North of Thun, there seemed nowhere to land except the lake.

Land near Thun Airfield is used by the Swiss Army for exercises, and tanks driven across the training grounds at full speed with exhausted infantry recruits struggling through the heat in full battle dress were a frequent sight during our stay. During these mock armour supported assaults, the combatants used ammunition which produced large clouds of different colours. Toby Fischer, who floated with his Meise into one such cloud, experienced a lift of 9 metres per second!

Aerotowing was accomplished by three Piper Cubs and one Auster. Some tow pilots experienced difficulties in getting their aircraft to fly slow enough while gaining height at the same time. Some glider pilots complained of being towed too fast, too far down wind at low height over the inhospitable country north of Lake Thun to a release point from which they could not get back if they did not find lift. They complained that if they had waited longer before releasing, they would finally have been brought back to the site after a rather expensive tow.

Various events were laid on for us during the Rally. At the opening ceremony, we were offered a spectacle including parachutist displays, Zoegling winch launches and aerobatics. Half way through the Rally, on Wednesday, 18th July, we admired a Swiss Army Junker 52 revolve around the airfield. We marvelled at its short take off and landing, and its safe slow flying. This war time machine displayed remarkable manoeuvrability at low speed near the ground and offered a graceful sight.

In addition to these displays of an aeronautical nature, the organisers provided for a Mayoral reception in Thun and a beautiful journey on the lake. All thanks are due for these unstinting efforts at making the meeting a success. The closing ceremony was marked by the distribution of exquisite little medals to all those that had taken part in the Rally.

VISITORS TO THE RALLY

Quite apart from the many members who contributed to its success, we were honoured by the visit of several distinguished personalities from the world of gliding. In particular, we were most honoured to have with us Walter Horten and his wife. Walter and his brother Raimar were the designers and builders of the famous Horten tailless aircraft. Also present was Hans Sander, former Chief Test Pilot and Chief Engineer of Focke Wulf. As a student at the FVA Aachen he had been responsible for the design and construction of the FVA 2, the Blue Mouse 2, two successful designs of 1933.

Mr. Jakob Spalinger, the famous Swiss sailplane designer, who is now 85, visited us unexpectedly and was pleasantly surprised to see so many Vintage gliders. Jörg Ziller, the son of Erwin Ziller, was another visitor. He flew a Minimoa and a Kranich for the first time in his life. Each of these flights lasted over three hours. Dr. Slater, who needs no introduction, was also at the Rally, and so was Hans Nietlispach, the legendary Swiss glider pilot who once flew a Kranich from the back seat from Switzerland almost to Spain with a student in front. He had just returned from a fresh triumph in the Coupe d'Europe at Angers. Finally, we have to mention the presence of Jan Scott, President of the Vintage Soaring Association of America, who came to Thun with his wife and son, and all our dear faithful supporters among whom we would like to name Klaus Heyn, Otto Bellinger, Ary and Mrs. Celeen, Mr. Schwing, Barbara and Hermann Lederer.

This International Rally will also be remembered for the presence, for the first time, of a representative from Eastern Europe. Having received a visa at the last minute, Imre Mitte, CFI of the MAV gliding club, Budapest, drove 1250 km in one lap from Budapest to be with us. He had come as a spectator on the 6th International Rally at Brienne and since has formed the project of holding a Vintage glider rally in Hungary to mark the 50th Anniversary of his Club. During his stay at Thun, he was flying the Moswey 2A of Attila Zierman, a Hungarian living in Switzerland.

The organisation of the rally was handled with a great deal of proficiency by Ruth and Werner von Arx who, apart from laying on various events, performed feats of organisation, such as borrowing a fine winch from another gliding club. Briefings were enthusiastically organised by Herr Constant Werren and other members of the Thun Gliding Club. We should add here that the beauty of the countryside around Thun and the splendour of the mountains contributed to the quality of gliding during the fortnight.

POSTSCRIPT TO THUN

A special vote of thanks should go to Billie Caldwell who worked so hard organising the British Evening (Fred Stickland's birthday party), enrolling new members, selling mugs and stickers and, not the least, for making most welcome cups of tea for everyone and anyone during a thirsty week. She also managed to produce a seemingly endless supply of meringues and cake for Rodi Morgan's four birthday parties at Klippeneck, but that's another story.

And Fred Stickland was so shattered by surprise at his birthday party, that in the spirit of the evening he thinks he did not get round to thank all those concerned, and does so now, for giving him one of the most memorable evenings of his life.

SOME OF THE GLIDERS PRESENT

Many of the aircraft brought to the Rally presented special interest. Here are some of them:

The Swiss Karpf Zoegling: We had no idea that a machine of this type existed. The type that was flown at Thun had been beautifully restored and cleared to be flown from winch launches by four pilots only. The Karpf Zoegling differs from the German RRG Zoegling of 1926 in that, instead of a single wooden A-frame, its tailplane is carried on the steel tube open arms of a V which has its apex at the

trailing edge, centre point, of the wings. This is a similar layout to that of the Dagling and Hi Primary gliders. The Karpf Zoegling added a genuine oldtime atmosphere to our Rally. Until we saw the machine, we had thought that Karpf had only built gliders during the war, at a time when they were unobtainable from Germany.

A German Grunau Baby 2B: This was the only Grunau Baby that we had ever seen restored in early 1930 colours. The fuselage was stained and varnished with black registration letters and numbers. The tailplane and rudder were covered with transparent doped and varnished fabric. Its wings were painted cream and not doped and this lent a very original look to the aircraft.

The Swiss Weihe (HB 556): This was a late entry and not included in the entry list. It had the minimum dihedral of the prewar DFS Weihe but lacked its refinement of line. We discovered that it had been built by a gliding club in Austria after the war and that the Austrians had made a mistake: they had set the dihedral angle to the line made by the undersurface of the wings. Thus, unwittingly, the Austrians had nearly recreated a 1938 Weihe!

The Spalinger S.16: It was the first time that an S.16 had been seen at one of our Rallies. This machine, one of only two survivors of the type, seemed to be a strutted S.18. It is thought to have been built during 1945-6. The improved S.18 were built in 1935-6.

The Spalinger S.22: This aircraft is similar to the S.18 but has an 18 metre wingspan. It must be the highest performance Spalinger ever built and it is surprising that it never took part in a World Championship. Its owners consider its performance to be the same as that of a JS Weihe.

Ernst Walter's Mu 13D: Last winter's snowy conditions in North Germany kept Ernst's pupils away from school and this gave him time to recover the wings, tailplane and rudder of the Mu 13D with transparent doped cotton fabric. The dope was suitably coloured to give the impression of great age. Ernst's short fuselaged Mu 13D is the only short square version of the type still airworthy. Apart from its modified nose, it is just as the Mu 13s were before the war. Ernst has even fitted it with oxygen.

The Condor 4 (D-5000): This is a truly magnificent machine with the narrow fuselage of the first Condor 4s and a very good canopy. This aircraft flies with the Fliegende Holwürmer Club in Cologne.

AFTERMATH TO THE THUN ACCIDENTS

Since the unfortunate events of Thun, the necessary repairs to Gunther Frey's Meise have been estimated at £1000. Francis Russell was the victim of a second misfortune as he was towing his damaged Weihe on the return journey to England. Its trailer overturned somewhere in France and the accident led to further damage to the glider.

ENTRY LIST

Switzerland

Peter Egger	Spalinger S.18 111	HB-347
Jost Frei	FW.Weihe 50	HB-530
Doris Heinzer	DFS Meise	HB-384
Hugo Roth	Spalinger S.19	HB-225
Jurg Derendinger	Moswey 3	HB-373
Willi Schwarzenbach	Spalinger S.18 11	HB-411
Franz Studer	DFS Meise	
Karl Suter	Spalinger S.16	HB-418
Werner von Arx	Gö 3. Minimoa	HB-282
Peter Kindler	Spalinger S.22	HB-366
Attila Ziermann	Moswey 2A	HB-309
SG Zwingen	Karpf Zoegling	
Elfriede Meyer-Michael	JS.Weihe	HB-556
Georg Fliss	Spyr 5	HB-509

Holland

Johannes Forster	Gö 4 111	PH-206
Johannes Goosens	Slingsby Prefect	PH-193
Jan Vermeer	Slingsby Prefect	PH-192

Germany

Gunther Frey	Olympia Meise	D-7504
Karl-Heinz Kerkhoff	Grunau Baby 3	D-6224
Max Mueller	Gö 3. Minimoa	D-1163
Horst-Dieter Rey	Condor 4	D-5000
	Grunau Baby 2B	D-1128
Christian Kroll	Cumulus 3F	D-6059
Waldemar Schmitt	Olympia Meise	D-4732
Werner Tschorn	FW Weihe 50	D-7080
Eric von Hovel	Grunau Baby 2B	
Ernst Walter	Mu 13D "Merlin"	D-6293
Adolf Zoeller	L.10 Libelle	D-8564
Rainer Karch	A-Spatz	
	MU 23 Motor glider	

France

Frank Descatoire	AIR 100	F-CCAL
Alain Mathieu	Castel 301S	F-CRBJ
Francois Nuville	SG.38	F-WRRK
Maurice Renard	Nord 1300	F-CRFU
Yvon Vial	Nord 2000	F-CAYQ

Britain

Peter Bourne	Scud 2	BGA 231
Ron Davidson	Petrel	BGA 418
Toby Fisher	Meise	BGA 2080
Ted Hull	Kite 1	BGA 394
David Jones	Rheinland	BGA 1711
Geoff Moore	Mu 13D-3	BGA 2267
John Richardson	Condor 4	BGA 2292
Francis Russell	JS.Weihe	BGA 448
Rodi Morgan	Kite 2	BGA 521
Colin Street	T.21C	BGA
Chris Wills	Kranich 2A	BGA 1092

USA

Chuck Benson	SB.5	D-

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THE VINTAGE GLIDER CLUB'S VISIT TO THE KLIPPENECK

8th - 13th July 1979

Some German and British members visited the Klippeneck gliding site, while on their way to the International Rally in Switzerland. The Klippeneck is a famous site near Spaichingen in the Black Forest. It has a 300 metre high, 7 km long, soaring slope.

The following members were present with their gliders and crews:

From Germany:
The Muenster Oldtimer Club - Minimoa, D-1167
Christian Kroll - Cumuls 3F, D-6059
Karl-Heinz Kerkhoff - Grunau Baby 3, D-6224

From Britain:
Rodi Morgan - Kite 2, BGA 521
Ted Hull - Kite 1, BGA 394
David Jones - Rheinland, BGA 1711
Francis Russell - JS.Weihe, BGA 448
Colin Street - T.21C, BGA
Chris Wills - Kranich 2A, BGA 1092

During the time we were there, only Wednesday, 11th July, was a good gliding day. Our members were greeted with the sight of 7 tremendous two-cable winches arrayed along the horizon. Most of our members had aerotows, but Francis Russell, brave to the last, chose to have a winch launch. Finding the launch speed too fast, Francis signalled with his rudder. While in Britain this signal means too fast, in Germany it means the opposite. The Weihe almost left the top of the launch with enough speed to go into orbit!

Before further vintage gliders are launched in Germany, we consider it imperative that more understanding is reached between pilot and winch driver. German winch launches are almost always fast, compared with those anywhere else.

On 11th July, our members had many long thermal flights over the Klippeneck. The Muenster Minimoa flew for a total of four hours and the Rheinland was much photographed in the air, from other gliders.

During the other days, the weather became so wet that even the red, brown and black squirrels in the woods, cheeky at all times, came into our tents to keep dry.

The British contingent, especially Colin Street, wishes to thank Christian Kroll for his help. There was bad trouble with one of the T.21C's trailer wheels, which nearly came off.

Jan Scott, President of the Vintage Soaring Association of America, his wife and son, were with us on the Klippeneck. Among those introduced to us were three Espenlaub grandsons and Georg Ziller, the son of Erwin Ziller. All of them are glider pilots. Another most interesting person was the Klippeneck garage owner. He related how he had flown Stummelhabichts, DFS 230s, Gotha 242s and "Gigants". He still can do excellent aerobatics in an RF.5.

In the hangar at the Klippeneck were seen 4 versions of MU 13E, the first of which was built in 1951 by the club and has the now obligatory modification (in Germany) of clipped wing tips, a Kranich 3 and a 1949 Czech Zlin Sohaj. This 15-metre sailplane is currently for sale for the equivalent of about £1,000. An open trailer can be had for it, as an extra.

All our members left the Klippeneck for Switzerland, in bad weather, during 13th and 14th July.

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LATE SUMMER RALLY

A Late Summer Rally has been arranged at Duxford, Cambridge University Gliding Club, for the weekend 22/23 September. As Duxford is the home of the Imperial War Museum Collections it will be essential for anyone going to be able to produce their VGC membership card or VGC sticker to gain entry to the airfield itself.

Further information from Peter O'Donald, 13 Archway Court, Cambridge, CB3 9LW. Telephone: Cambridge (0223) 63532

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BRITISH NEWS

Competition Enterprise

For the first time ever, a Vintage glider has won the Competition Enterprise. This feat was accomplished by Tony Smallwood in a 1938 Gull 1 during the meeting which took place from 14th to 16th June at Shobden. All congratulations are due to Tony who obviously knows how to get the best out of this machine (BGA 378). A 177 km triangle was among his achievements at Shobden.

Tony's performance reminds one of the first soaring cross-channel flight. It was also achieved with a Gull 1, in 1939 by Geoffrey Stephenson, who still flies at Dunstable. The straight line distance in that case was 127 miles, but

but BGA 378 has flown over distances of 300 km.

Also taking part in Competition Enterprise were Mike Russell and Peter O'Donald who managed to finish 11th with the Moswey 3 (HB 474).

Camphill

A very enjoyable rally was organised by the Derby & Lancs Club between 5th and 11th August. Seven Vintage machines appeared at various times during the week. These were Robin Traves' Meise, Tony Smallwood's Gull 1, Ted Hull's Kite 1, Barry Briggs' Weihe, Peter Bourne's Scud II, a resident Prefect, and a Gull IV from the Cranwell Group. Fred Porton and Frances Furlong also attended.

The weather was rather mixed but advantage was taken of two excellent days with flights of three hours in strong thermal conditions. On the Wednesday, the wind strength was sufficient for bungy launching to take place, but by tea-time, the weary public had had enough and no more volunteers could be found to pull on the ropes!

A splendid barbecue with a whole roasted sheep rounded off the week and a happy hoe-down was held in the hangar. All thanks are due to Stan Armstrong and his colleagues for making everyone so welcome.

Glider News

Leslie Collins has nearly completed the restoration of his Scud 3 (BGA 684) after months of effort at Dunstable. The initial work had been completed three years ago, but it had to be started over again after a trailer tossed in the air by a gale fell on the Scud's trailer and badly damaged the aircraft. A beautiful new trailer is ready to house the restored machine.

Wycombe Air Park has seen the recent arrival of a Nord 2000 (F-CAIU), the French version of the Olympia Meise. The glider has already been flown for many hours and given full satisfaction to its owners who had bought it very cheaply in France last year. We believe that it is an exact copy of a production Meise. 165 of these machines were built in France during 1947. F-CAIU had the serial number 10/95 and it only proved necessary to modify its slightly cracked original canopy since its arrival in England.

Also at Wycombe, the newly built BAC Kronfeld Drone Motorglider, on whose first test hops we reported in the last issue, has now obtained its C of A. The first aircraft of the type flew in 1933. This latest example obtained the C of A after having been partially test flown for a second time.

A new demonstration of the quality of the Manual Condor was given this summer when it flew for 25 hours in a single week, and actually was in the air more than seven hours on one day over the Long Mynd. This machine of recent construction resembles a two-seated nacelled Dagling.

A Spalinger to be restored

A 1937 Spalinger S.21 high performance, strutted two-seater glider is to be donated free to a Museum or gliding club for restoration. The glider is at present in Switzerland and is to be disposed of by September. If you are interested in restoring this glider, it would be necessary for your BGA gliding club to assume responsibility and sponsor you. The aircraft has been inspected by Fred Stickland, Rodi Morgan, Chris Wills and Werner von Arx. Information as to its condition can be obtained from Chris Wills, Huntercombe End Farm, Nettlebed, Oxon. (0491 641 650).

Two New Clubs

We hear from Derek Godfrey that he has formed a new club at Great Rollright (near Chipping Norton) equipped with a 1946 T 21B and a diesel launch. The new site took a lot of hard work to prepare and consists of a 1000 yard grass strip which was cleared over 1978. As it is entirely grass, the site is ideal for

Vintage gliders and Derek hopes that our member will visit it during weekends. The address is: Derek Godfrey, 10 Russet Road, Ardley, Bicester, Oxon. Tel: 08696 594

We also learn that Albert Tarnow has started a glider club with three T21s, and that he's looking for three more. How's that for enthusiasm?

Glider Purchases

Following an advertisement in our last Newsletter, Robin Traves has purchased, for the East Sussex Club, the "Specht" which had been offered for sale by the Fliegende Holzwuermer Club in Cologne. The East Sussex Club are to use it for basic training. They also have the one and only Olympia 401. While in Cologne, Robin was able to have two enjoyable flights in a Motor Falke over the Eifel and to the Dutch border. While Robin was towing the Specht to Zeebrugge on his way back to England, Werner Tschorn was retracing the route with a four-hour flight in his Weihe!

Martin Breen has sold his Mu 13D-3 (BGA 1937) to Sgt Harry Chapple at RAF Odiham. We are pleased to know that this venerable aircraft has found another excellent owner.

ALMOST 300 KM IN A WEIHE

Derek Godfrey nearly made a 300 km this summer in his 1943 Swedish built JS Weihe. His performance attests to the performance of his glider and, surely, to his flying abilities. Here is his story of this flight:

"Throughout 1978, Weihe SE-STN (BGA 1297), was only flown on two occasions, the remainder of the year being devoted by the syndicate to rebuilding a winch and T.21 for the start of a new Club in the Chipping Norton area.

"It has always been the intention of the Weihe syndicate that this glider will be flown for fun and as much cross country flying as conditions will permit. Our ultimate ambition though is that one day the Weihe will do a 300 km triangle. A few unsuccessful, and not very creditable attempts have been made over the last four years, but on Saturday, 19th May 1979, the long awaited ideal weather conditions arrived and the first really serious attempt was made.

"The gliding site is situated alongside the A.361 Banbury/Chipping Norton ro at Coldharbour Farm, Great Rollright. All preparations were complete, and a 320 km triangle declration made, Coldharbour Farm, Saltby Airfield, Duxford, Coldharbour Farm. Disappointingly the thermal activity did not really start until about 11.45 a.m. even though it was forecast to start at 10 a.m. The Weihe had been rigged and ready since 09.30 a.m. and a feeling of tension started to creep in as we realised that time was slipping by and cumulus clouds were not appearing as forecast. It was felt that seven hours thermal activity might just allow a 300 triangle to be flown and the feeling can probably be appreciated by Vintage pilots when it is known that every minute of flying time counts.

"The first wisp of cloud appeared at 11.40 a.m. and by this time I had almost made up my mind that it was not on as thermal activity was forecast to die out at 6 p.m. However, after the preparation that had gone into this attempt by the syndicate, I decided, tongue in cheek, to take one winch launch and if I failed to contact lift from that launch, then I would give up the idea and wait for another day.

"At 11.55 a.m. with cumulus now forming, the Weihe left the ground and climbed to 900 feet on the wire. Turning right after release and flying towards a cloud just forming, I contacted lift at 800 feet and climbed rapidly to cloudbase at 2,900 feet, at which point I decided nothing ventured, nothing gained, the lift seems strong, let's have a go. Turning onto a heading of 036° steamed off at 45 kts towards the M.1 - 5 minutes later, west of Banbury, I was in trouble, lift deserted me and I was down to 1,800 feet with only 8 miles covered! Just as the thought entered my mind that maybe I should turn back, a good thermal presented itself and I climbed at 4 knots back to cloudbase which was now 3,500 feet.

"Clouds were now forming well and about 4/8 cover of cumulus was evident as far as the eye could see, so I decided to fly at 50 kts in an attempt to make up for lost time. With cloudbase rising steadily, I arrived at the M.1 3 miles east of Church Lawford at 4,000 feet having nibbled at 4 more thermals on the way and the time was 2 p.m. This meant that I was only averaging 14 miles per hour. I had wasted far too much time at Banbury and too long with the thermals between there and the M.1. If I was to stand any chance of reaching the first turning point, then I must ignore many of the thermals and fly as fast as conditions and the Weihe will allow. I therefore decided to push the stick foward between chosen clouds until 65 kts or 2 kts down was indicated, whichever came first, and it worked, creating an increase to 25 mph for the next 38 miles, and I rounded Saltby at 3.30 p.m., my overall average was now 19 mph.

"Turning on to a new heading of 151° I pressed on in this way until I arrived over Huntingdon slightly east of RAF Wyton at 5.00 p.m. at a height of 5,000 feet. I had now been flying for 5¼ hours and had covered 111 miles which meant I was averaging a ground speed of 22 mph. I realised now that I could certainly round Duxford 22 miles further along my track, but to complete the triangle or achieve 300 kms was not possible if the thermals were to cease at about 6 p.m. as forecast, and with the clouds rapidly thinning all the indications were that the forecast could be correct in that respect.

"Unwrapping my last Mars bar and taking a bite, I measured my distance from home and decided to cut my losses and fly for home, figuring that I would land out anyway and I could help matters by cutting down on the retrieve distance. So imagine my fury when 1 hour later I found myself sitting just south of Northampton at 5,600 feet having flown at speeds of 70 kts from Huntingdon, my ground speed between Huntingdon and Northampton had been in excess of 30 mph and I had gained height! I realised then that with a little bit of luck and some very fast flying which the evening conditions now seemed to allow, I might just make it back to Coldharbour Farm.

"Clouds were now few and far between, and adopting a devil may care attitude I screamed off for Banbury, overtaking a Skylark 3 below me on the way, arriving over Banbury and under a solitary cumulus at 2,500 feet. I managed to work the lift from this cloud up to 3,200 feet, and although I could have climbed higher, levelled off and did a fast final glide for the last 8 miles home under a completely blue sky, arriving in the circuit at 600 feet and landing at exactly 6.55 p.m. - 7 hours airborne, having covered 274 kms at an overall average speed of 24 miles per hour.

"My feelings at the end of the flight were mixed, slightly disappointed that I had not achieved 300 kms, but elated that I had achieved a large triangle in the Weihe and actually got home.

"Lessons learnt, a greater confidence in a glider built in 1943 to fly long distance and the realisation that if you read the conditions right and know your glider, vintage machinery can be flown fast. I am now convinced that I could have started the flight slightly earlier than I did, and it really wasn't necessary to wait for cumulus to show. I also realise that I wasted far too much time with thermals in the early stages of the flight and should have attempted greater distances between thermals.

"During the flight, I saw at least 20 other gliders flying around, one Capstan, one Skylark 3, one Swallow and the rest were fibreglass ships. Not one other Vintage glider did I see, so come on Vintage owners, on a glorious day, let's fill the sky with our colourful machines and show the rest of the gliding world that Vintage is not only fun, but it's best. Incidentally, could this be the greatest distance covered in a <u>triangle</u> by a Vintage Club glider this year, or indeed ever?

PHILIP WILLS MEMORIAL FUND

Many members asked if a donation could be sent to the Philip Wills Memorial Fund on behalf of the Club, and accordingly such a donation has been made in appreciation of Philip's work and achievements in gliding's early years.

THIRD PARTY INSURANCE COVER

The British Gliding Association has raised the minimum cover to £250,000 for Third Party Insurance cover as from the 1st January 1980. This will be the minimum required from all entrants for the International Vintage Glider Rally at Sutton Bank in 1980, and overseas entrants should take especial note.

BRITISH GLIDING ASSOCIATION

The BGA are introducing a voluntary glider identification system from 1st October. All gliders with a BGA C. of A. are allocated a three-letter combination which can be used for visual identification and radio communication if required.

The registration letters are issued to gliders free of charge and are non-transferable, thus remaining with the glider throughout changes of ownership and removing the expense of repainting numbers as at present. No more competition numbers will be allocated after 1st October but holders at that date will be able to retain their numbers if desired by continuing to pay an annual fee to the BGA as previously. However, when numbers are not renewed in future they will not be reallocated. The three-letter registrations will be permissible for use in competitions from 1980 onwards.

A list of the registrations allocated can be obtained from the BGA, Kimberley House, Vaughan Way, Leicester.

'VINTAGE' SILVER C

Our member, Jim Heath, has now completed his Silver C in Robin Traves' Meise with a cross country to Lasham from Parham and a climb to 6000 feet. This gave him all three legs in 8 months. Congratulations, Jim!

CORRECTION

We try to be as precise as we can in this Newsletter, but slips are made ever so easy by the technical nature of what we report. Thus it is necessary to stress that the high altitude Kranich mentioned on page 3 of our last issue did not fly over the Alps at 3300 m, as stated, but at 11,410 metres, a three-to-one difference! During a flight which started on 11th October 1940 in Ainring (Bavaria), Erich Klöckner managed to reach that height after connecting with the leading edge of a wave over Zell am See (Austria). He had been aerotowed to 6520 m over the Gross Glockner mountains.

OVERSEAS NEWS

GERMANY

Hanna Reitsch, the famous prewar German woman glider pilot, died on 23rd August in Austria. Weeks before her death, she was still attempting records. Last March, she had broken her own World Record by flying an out-and-return flight of 850 km along the slopes of the Alleghennie mountains in Karl Striedeck's LS-3.

The radar site at the summit of the Wasserkuppe site is now in German hands. For the first time since 1945, the old flying school will be open to German civilians. Thanks to money collected by Otto Belling and the late Hermann Steinle, it was possible to restore the stained glass windows of the Ehrenhalle. With the help of the only existing photograph of the prewar windows which Hermann had managed to preserve, the son of the creator of these windows was commissioned to do the work. It is very sad that Hermann Steinle is no longer with us to admire the result.

On 16th June, a ceremony at the Wasserkuppe marked the 50th anniversary of the death, in a gliding accident, of Ferdinand Schulz, the gliding pioneer. Among those present were Frau Martha Schulz, Ferdinand Schulz's sister. A half scale replica of the FS.3 "Bessenstiel", the glider in which Schulz set up a World Endurance Record of 8 hours and 42 minutes in 1924, are among the items exhibited at the Wasserkuppe Museum. One of the main promoters of this museum, Helmuth Dette, is now General Secretary of the German Aero Club and there are reasons to hope that he will be in a better position to influence the future of the Museum. Walter Horten is among those who hope that the Museum's Horten 33 2-seater motor glider might be made airworthy with the German Aero Club's support.

FRANCE

FRANCOIS RAGOT - CHAMPION OF FRANCE

We could not think why we had heard or seen nothing of Francois this year. The reason is that he was busy becoming Champion of France, at Vinon, flying an ASW 17. Congratulations Francois! We hope that you will still have time for us and our gliders.

We learn that Maurice Renard, who took part at the Thun International Rally with a Nord 1300 (GB-2B), is working on an AVIA 40P in Troye. This is the first instance of a restoration project on a French prewar glider that we know of in France. Maurice's address is 8 rue du Moulin, 10150 Pont Saint Marie, Creney, France.

HOLLAND

The four last Schempp Hirth Goevier 111s in Holland took part in an air display to mark the 50th Anniversary of gliding in that country. Unfortunately, the future of Vintage gliders in Holland seems rather bleak. In two years from now, these gliders will be condemned, not because of the age of their glue, but of their wood. It is therefore likely that Slingsby Prefects glued with Aerolite, and Goeviers glued with Aerodux will have to stop flying. Glider pilots who might be affected by these restrictions can contact Ary Ceelen. Adress: Pieter Stockmanslaan 53, 5652RB Eindhoven, Nederland (Tel 040 512484). He can offer advice and is au fait with the situation in Belgium, a country relatively free of restrictions.

SWITZERLAND

It appears that Werner von Arx has lost a Rhönbussard. He told us that he had bought the glider some while ago after having discovered it on the airfield at Schupfart. This machine has now disappeared, he reports, and he intends to find out what has happened to it. We wish him speedy success in this venture. Werner believes that there is at least one other Weihe somewhere in Switzerland. Another type, the diminutive Elfe 1, only three of which were built in the early 1930s, is at present under restoration prior to being exhibited in a museum.

DENMARK

Danish gliding clubs have organised a collection for the restoration of Singe Skafte Moeller's pre-1943 short, square fuselaged Mu 13D. It was felt that this machine should be restored and donated to the Danish Aviation Museum in remembrance of its many fine flights in Denmark, where it was left behind by the Germans in 1945.

SOUTH AFRICA

An unusual barter transaction was concluded between Horst Dieter Rey, of the Fliegende Holzwuermers, and the Fish and Game Preservation Board of Natal. In appreciation for drawings of the Karpf Zoegling, the Board made a gift of two springbok skins. The Board want to build a Zoegling for a museum which they are setting up.

AMERICA

Jan Scott was unable to buy the Horten 4A kept by Ed Maloney of the Planes of Fame Museum. The possibility of restoring this aircraft to airworthy condition is still uncertain. The Horten, which had German registration LA-AC, lost its wing tips while in the hands of its previous owner. Jan thinks that this loss can be made good with the help of copies of the original Horten drawings kept by the VSA. However, these drawings are those of the prototype Horten 4. This had clamshell type airbrake rudders fitted in its wing tips. This device was dropped in later versions as it blanketted air flow over the ailerons.

Jan also hopes that one of his Vintage sailplanes, the Goeppingen 1 "Wolf", can be kept in England so as to be brought to European rallies when he is on this side of the Atlantic. We also learn from John Serafin that his Polish Orlik is nearly restored.

AUSTRALIA

The Australian gliding movement recently celebrated the 50th Anniversary of the first glider flight in Australia. This took place on 11th August 1929, the month after the creation of the country's first gliding club at Geelong, Victoria. Its three founding members took three weeks to build their first machine, a Zoegling. The following months saw the creation of several other clubs but the gliding activities of most of them only began later.

The original Geelong Club was closed down in the mid 1930s, but it was restarted by enthusiasts and some of the original members in 1954. On 28th July last, the club commemorated 50 years of gliding in Australia by having four of its sailplanes towed from Bacchus Marsh Airfield to Geelong, attracting welcome press coverage.

In the evening, the Club held a celebration in conjunction with the Victorian Motorless Flight Group and the Beaufort Gliding Club which share the Bacchus Marsh Airfield with the Geelong Club. Oldtimers in attendance included Tom Thompson, one of the original members of the Geelong Club and still an active pilot with the Club. Among the telegrams of congratulations read out was one from the Duke of Edinburgh. Old photographs, newspaper clippings, letters and other relics of Australian gliding history were displayed on the walls. Films from 1936-7 were shown and a Roehn Ranger Primary, a 1940 Coogee sailplane and a Cirrus were deployed outside for the occasion.

The Gliding Club of Victoria, which, having been formed in October 1929, is the one with the longest continuous existence in Australia, also held a Jubilee celebration with a dinner dance.

On another matter: This year's Vintage Glider Association of Australia Rally will be held at the Bena la Aerodrome, Victoria, on 27-28th October.

Finally, we learn from Martin Simons that he is thinking of producing a book which would contain articles, photographs and drawings of about a hundred old gliders. For many years, he has been writing for "Australian Gliding" and has compiled the necessary material in this capacity. Although publishers can be interested in small and cheap books concerned with a limited number of old gliders of interest to the aeromodeller, it appears that none of them are prepared to produce a large volume like the one Martin has in mind. He is therefore contemplating publishing it on his own, as a private venture. But he would need support from our members. He thinks that his book might cost £5.00 and would appreciate any indication from those of our members who would be interested in purchasing the book. Address: 24 Launer Avenue, Rostrevor, South Australia, 5073.

GLIDERS FOR SALE
from Sailplane and Gliding - September 1979

Eon Olympia 2B. Syndicate owned. Excellent condition. Custom built trailer. Parachute. Instruments. £2,700. Tel: Launceston 2110, St Trudy 647

Prefect Mk.2. A really excellent example of one of the last built. Recently recovered. Open and closed canopies. Barograph. Trailer. Many Silver Cs to its credit. £1,600. Tel: Brentwood 216323 evenings, 01 486 4941 (office)

Grunau Baby BGA 1432. Very good condition, little used. With open trailer. £850 or best offer

Prefect. Very good condition. Year's C of A. £1,200 or near offer

Prefect. Excellent condition. Finished in white with new trailer. Year's C of A £1,800 or near offer. Both gliders are fitted with nose and belly hooks. Superb thermalling machines. Also aerobatics. Tel: Bedford (0234) 48694

T.21B. Aerolite glued. Covered trailer. £1,500, or best offer for quick sale. Tel: evenings - Ashbourn 3230

Eon Olympia 2B: "Ranunculus" Aerolite glue. Low hours. Excellent condition. C of A to April 1980. Basic instruments. Closed trailer requires attention. Offers £2,350. Can be seen at Derby & Lancs Gliding Club. Or Tel: 0246 415706 evenings, or 0742 28354 days

Grunau Baby 2B. A fine little glider for winch or aerotow. Enjoy real fun flying at minimum cost. Only £750 or near offer with trailer. Tel: Bidford on Avon (Warks) 2517

Eon Olympia 2B. Fitted with Dart canopy. Fully instrumented with Audio/Vario. Also enclosed trailer and radio. 9 month C of A. £2,500 or near offer. Graham - Tel: Stoke on Trent 502197

Grunau Baby 2G. Good condition. Basic instruments. C of A April 1980. Enclosed trailer. £700 or near offer. Also: open trailer £150. Tel: 04545 2966 evenings

Tutor fuselage and Port wing (tip damaged). Both uncovered. Can be seen at Wycombe Air Park

Eon Primary (SG.38) wings in store at Personal Plane Services. Chris Wills, Tel: 0494 29432 or 0491 641 650 (evenings). Has anyone an A-frame and tailplane for a Primary Eon please?

FOR SALE

Have a good read - 382 aviation magazines - not perfect but good enough for a winter's eve. 170 are "Flights", 1964-1971 + a variety of others and 3 Giles Annuals for laughs. Will swop for best quantity of pre 1974 Sailplane and Gliding magazines or other soaring literature. Address: Paul Williams, 39 Woodhouse Street, Warwick. Tel: (work) Atherstone 5341 ext. 227

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FROM THE VGC OFFICE

Welcome to a spate of new members. We are delighted that the Club has given such an urge towards the restoration and preservation of so many Vintage gliders in airworthy condition.

Great Britain

Olympia 2B BGA 1422	Philip McKiernan April Cottage Ringle's Cross Uckfield, E.Sussex
Sky BGA 686	Derek Wilson 62 Musgrave Rise Bramley, Leeds 13
Weihe BGA 1021	Donald Beech 97 Nottingham Road Daybrook Nottingham NG5 6LA
and	Peter Storey 40 Darlton Drive Arnold, Nottingham
Sky BGA 685	Richard Moyse 39 King Georges Drive New Haw Weybridge, Surrey
T.31	David George 1 Kings Mead Edlesborough Dunstable
Grunau Baby 2B BGA 1910	Andrew Humphries 11 Linwood Grove Leighton Buzzard Beds LU7 8SP

Overseas

Grunau Baby 2B	D. J. Dorrepaal Europalaan 30 4334EC Middelburg Netherlands	Spalinger S.18 III	Peter Egger CH.1717 St. Ursen Switzerland
Grunau Baby 3 D-6224	Dieter Kerkhoff 4410 Warendorf 1 Lentruper Ring 1 West Germany	Weihe HB 556	Bernhard Meyer Hofweg 10 CH 4512 Bellach Switzerland
and	Karl Heinz Kerkhoff 4410 Warendorf 1 Fachtenknappe 6 West Germany	Olympia Meise HB 491	Franz Studer Wiesental 6162 Entlebuch Switzerland

Associates

N. C. B. Wilson, 18 The Close, Matlock, Derbyshire DE4 3LE
Andre Perrin, 213 Rue de Navrin, 4516D Olivet, France (planning to construct a Scud II or Scud III)

H E L P! Will YOU please let me know if any of the following names or addresses are incorrect: if the address is wrong, a copy of this Newsletter may not reach the new member:

Fred Gunther, Sonnenbergstrasse 31, CH 8800 Thawil, Switzerland
Chris Selg, Blockmonterstr. 17, 4054 Basel, Switzerland
Wolfgang Habendank, 7577 Philippsburg, Pfinzgaustr. 2, West Germany
Sorg Walter (or Walter Sort? Gorg?), D 6109 Muehltal, Pinkmihleyweg 13 (?), West Germany
John van den Berg, Hubenhof 36, Venray, Netherlands
G. C. Bergefurt, Irenestraat 16, 3912BJ, Elst (U), Holland
Ruth von Arx, Ried 75C, 3614 Umterlangenegg 1, Switzerland
Elmar Mühling, HeimeranstraBe 57/04, 8000 Munchen 2, West Germany
Ewald Jochen, Birkenstr. 30, 4130 Moers 2, West Germany

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FROM FRANCES

Now that the Club has grown to nearly 400 members, the work has of course increased considerably. Even getting out the Newsletter is now several days' work with envelopes to be typed and packed. If it were not for the efficient help of Mrs. Raven in typing, duplicating and collating the Newsletters, it would be an impossible task. This is in addition to the continuing demand for technical articles, information and so on.

I'M NOT GRUMBLING, but I would like your patience in some of the 'not dones'. The accounts to 31st May 1977 have been audited and await finalisation: the accounts to 31st May 1978 and 1979 are almost ready to go to the auditor. I have only been able to make cash entries and deal with the correspondence and 'send outs' - this has left a lot of spadework in adding columns, doing a bank reconciliation, for which I am grateful to an 'assoc' member John Hinchcliffe. It remains for me now to get the support paperwork by way of bills, cheques etc. into some sort of order, but finding the time is the problem against a background of living in a house not yet completed, a garden being dragged back from primordial forest, and various family commitments. Just too darn tired sometimes to do other than have a bath and go to bed.

But the Club is financially sound, thanks to the generosity of members in both money and effort: the 1980 International Vintage Rally is well under way due to the efforts of Stan Armstrong, and other Rallies are being organised for 1980 by Fred and Angela Porton.

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Issued by: Chris Wills, Huntercombe End Farm, Nettlebed, Oxon.
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