the Vintage Glider Club of Great Britain

NEWSLETTER

January 1980 No. 34

On behalf of our President and our Secretary, we should like to wish our readers all that one can hope for when one is a dedicated glider pilot and owner, and look forward with them to many hours of pleasant soaring during 1980. We've had a few setbacks last year, but we can look confidently to the year ahead and count on the present enthusiasm of our members for ensuring the continued progress of our Vintage glider movement.

NEWS FROM BRITAIN

When we mentioned the setbacks of last year, we were of course referring to the near destruction of Chris Wills' Kranich (BGA 1092) and Francis Russell's Weihe (BGA 448) at the 7th International Vintage Glider Rally at Thun, Switzerland. The notion of a "destroyed" glider is necessarily a hazy one since it will depend on various subjective factors. A glider considered "destroyed" beyond repair by one person will always be considered as either repairable or rebuildable by another prepared to put in the time and money required for the venture. Therefore, it will never be a simple task to agree on whether a glider is actually destroyed.

The present position regarding our President's Kranich is that it is not considered as irredeemably lost or written off. The remains of the aircraft were brought back to England and various contacts with professional firms established with a view to restoring it. Chris Wills obtained an estimate from Speedwell Sailplanes which was in excess of £8000 for the whole repair work. As this figure is almost three times the original value of the aircraft, and as the money is not forthcoming at the moment, there is little hope for the Kranich to be airworthy again in the near future. We understand that the restoration might be undertaken at a cheaper rate near Duxford.

As for the Weihe, two people, one at Dunstable and the other at Nymphsfield, are believed to be willing to repair it. The decision as to who should carry out this work has been delayed due to the imminent return from Norway of one of its other owners. In the meanwhile, another FW Weihe 50 has been imported from Germany to replace 448, so that there is now a new Weihe at Dunstable.

A Weihe changes hands

We are happy to report that Andrew Coates has bought Arthur Cleaver's Swedish built JS Weihe (BGA 1093). Built in 1950, this was the last glider of the type to have been produced in Sweden. It was built specially for Paul MacCready, of recent man-powered flight fame, so that he could take it to the 1950 World Gliding Championships in Sweden. He almost won that contest with it. The glider is still in its original form. It now has a new trailer designed and built by Arthur Cleaver. It must be the smallest closed trailer ever built for a Weihe.

Russavia

The 1947 Short Nimbus two-seater of the Russavia Collection at Duxford has been sent north to a workshop near Sutton Bank, where it is to be modified and made airworthy by Chris Riddell.

Working at Duxford, Mike Russell has been changing the Collection's Kronfeld Drone's rudder to its original shape. It is hoped that the Nimbus, the Drone, the Mosw.ey 3, the Petrel and the Weihe will be representing Russavia at next July's International Vintage Meeting on Sutton Bank.

Plans for rebuilding a King Kite

Our member David Jones, who is to be credited with the restoration of the only Rheinland in Britain and the construction of two aircraft, has decided to build a replica of the King Kite. To do so, he will rely on original King Kite drawings borrowed from Russavia. During his preparatory work, David made a visit to Mungo Buxton, designer of the King Kite in 1936, at his home in North Norfolk. He was accompanied by Thoby Fisher, a prewar Slingsby designer. The object of the discussion was to see how the aircraft's poor spinning characteristics could be improved. It was because of these unsatisfactory characteristics that only three King Kites were built. Although two of these survived the war, neither of them now exist. It was said to be one of the most original gliders made in Britain before the war, and an aircraft which could potentially have been one of the best. Among the prewar pilots who liked it very much were Geoffrey Stevenson and Dudley Hiscox.

David Jones has also approached Dr. Wortmann in Germany to have some slightly modified wing profiles "cleared" as safe. We are glad that a King Kite will be built again, and wish David every success in this venture which, if all goes well, should be completed within two years.

A C.801 brought over from France

Acting on information in a recent Newsletter, John Mead went to the French Gliding Centre of Buno Boneveau, near Fontainebleau, where he bought a C.801 two-seater for a very low price. This is an improved version of the C.800, the two-seater workhorse of French gliding since 1945. The prototype of the C.800 first flew in 1942 and hundreds of gliders of the type were built after the war, but only some ten C.801s were built in 1950. John Mead will be restoring his new aircraft near St. Athans, in South Wales. Other French gliders to have recently been imported to Britain are the Castel C25S (which is part of Rodi Morgan's collection at Tangmere and is nearly ready to fly), an airworthy Nord 2000 (Olympia) with a wooden trailer almost ready for it at Wycombe Air Park, at least three Fauvel AV 36 and an AV 22 Flying Wings.

Most French Vintage gliders are being sold for as little as £100 or £150 each. However, one should not expect to find an airworthy glider for such a low price.

A Rhoensperber in brand new livery

One of the most demanding projects ever undertaken by members of the VGC is about to reach completion: A 1938 Rhoensperber, of which there remained only the hulk of the fuselage and one wing a few years ago, is not far from recovering the splendid appearance which it had the last time it was complete - in 1939. Rodi Morgan and Fred Stickland are to be congratulated for carrying such a project through. Apart from minor woodwork jobs and the building of a canopy, the aircraft is ready to be covered in fabric. All its components stand ready for the installation of the completed metal fittings. The glider will be finished as it was in 1938 with transparent wings and a paint scheme designed by its owner Kit Nicholson, son of the painter William Nicholson, who was also an architect and designed the Club House at the London Gliding Club. Another of the Sperber's original owners, Jack Dewsbury, has made the journey to admire it and hopes to be in attendance at the aircraft's rechristening. It will be the last airworthy Rhoensperber in the world, and our pleasure at this event is all the greater when one remembers that some of us never thought that we would live to see a Rhoensperber fly, especially this one!

A Falcon 1 in the Lake District

The Steam Boat Museum on Lake Windemere has undertaken to restore a Falcon 1 Flying Boat. The job is being carried out by boat builders with the help of original drawings obtained from Norman Ellison at Slingsbys. The Falcon 1 was the first type built by Slingsby Sailplanes. The prototype flew in 1931 as a 1926 Lippisch "Falke" built under licence. Nine Falcon 1s were built and they have contributed in no small way to the birth of British gliding.

The example in the Steam Boat Museum was modified to flying boat form during the war. It flew for 30 minutes from a motor boat launch off Lake Windemere on 3rd February 1943. The pilot was T. C. Pattinson, father of the present curator of the museum and, we believe, a son of the First World War air ace Cooper Pattinson, who brought down the Zeppelin L.62 over Heligoland.

The restorers had to rebuild the wings as the fuselage was all that remained of the aircraft. The tailplane and sawn off rear fuselage of another Falcon 1 will apparently be used with the aircraft and one is led to assume that parts of another Falcon 1 could perhaps be found elsewhere. This project clearly carries some family interest since it was the firm founded by Cooper Pattinson, G. H. Pattinson, which originally modified the glider to a flying boat form.

The only other "Falke" in existence has been restored by Klaus Heyn.

Other glider news

Mike Garnett was compelled last year to suspend work on the building of a Slingsby 1939 Gull 3 by bad weather and by a major "national scheme" that threatened his cottage and workshop with demolition. This threat was in due course carried out, but three weeks before, Mike and his wife had moved to a new house with a garden containing a shed large enough to house the gull's wings. This shed has been converted into a workshop in which work on the Gull 3 is to continue. Only one example was ever built, and this had an excellent performance and superb handling qualities.

Mike Garnett now lives at The Nook, Oldbury Naite, Oldbury on Severn, Bristol BS12 1RJ (Tel: Thornbury 412519). His Scud 3 is still in good condition and he intends to fly it at some of the VGC meetings of 1980. He is looking for an active partner in the Bristol area. He is also preparing a book on L. E. Bayne's glider and aircraft designs.

As reported in our last issue, the restoration of the Scud 3, BGA 684 undertaken by Leslie Collins is nearly complete. There is only a wing left to be repaired. The remainder, trailer included, is complete. This project has also been delayed by domestic preoccupations: Leslie has had to move house and to modernise another one. His new address is 158 Abbotts Drive, North Wembley, Middlesex.

We have been reminded that the Minimoa BGA 1738 is not being sold to "Leisure Sport". The aircraft is still the property of John Coxon at Lasham and has a C of A.

Another Minimoa, BGA 1639, is presently being restored and recovered. Owned by a syndicate of 9 members of the London Gliding Club, it is now in a private workshop. Advanced glue deterioration has been detected in the tailplane, and this is to be repaired professionally.

A third Kronfeld Drone with a Douglas motorcycle engine is kept near Thetford but is not in an airworthy condition. The two other existing motorised Drones are at Wycombe Air Park and Duxford. Is anybody interested in converting the Drone near Thetford to a BAC 7 two-seater with the help of Tony Maufe's original drawings? The BAC 7 was Britain's first successful training two-seater. At least seven of the type were built, the first having flown for the first time on 12th March 1931. Its wings are very similar to those of the prewar Slingsby Tutor. The Powered Drone at Wycombe Air Park (referred to in our last Newsletters) proved to have an extremely low rate of climb owing to the drag of the fixed engine above its wings.

We wonder whether the BAC 7 flew better. An airworthy BAC 7 would be the oldest two-seater glider flying in the world.

Another H.17A fuselage? We've heard that one was being stored in an ATC hangar on RAF Chivenor, near Barnstable, but this has not been confirmed.

Bill Pattison, who lives at Hurstbourne Tarrant, informs us that the restoration of his 1943 German built Kranich 2B, BGA 1258, is nearing completion at Humberside Aviation. He hopes to fly the glider with a syndicate from a site at Inkpen.

Paul Williams is progressing with the restoration of the Kranich 2A, BGA 964, in Eric Rolfe's workshop at Moreton in the Marsh. He has started covering the aircraft with Aerolene in order to finish it in the old style, with transparent doped and varnished fabric.

Finally, we understand that the former Empire Test Pilots' School Slingsby Sky is in the care of an ATC unit at RAF Cyreston.

GERMAN NEWS

New replica project by Klaus Heyn

Unable to bear the thought that there should be no more examples of Germany's most widely used prewar club high performance sailplane, Klaus Heyn has started the construction of a Hans Jacobs 1935 Rhoenadler. All the 23 fuselage bulkheads for this machine were completed in a very short time. Klaus has already restored an RRG Falke and built replicas of a Pelzner Hanggleiter, a Ferdinand Schulz F.S.3 (Broomstich) and a Grunau 9 (Skull splitter) Primary. Apart from these, he has collected a Minimoa, Goevier, Rhoenbussard, Rhoensperber, Meise, Kranich 2B, Zoegling, as well as more modern types. Most of these are stored in a hangar on the Goeppingen-Bezgenried airfield. He builds and restores these aircraft in his garage. We hope that one day a new German Glider Museum will be founded to reward his efforts. In the meanwhile, we share Klaus Heyn's disappointment that the German Museum in Munich has announced that their new hall for Air and Space Travel will have room to exhibit three gliders only: The Vampyr (1921), the HKS 3 (1955) and the Phoenix (1957).

From Muenster

The Muenster Oldtimer Group's Minimoa, D-1163, and Goevier, D-1080, have been brought to many air displays this year by double aerotowing. The two "Goes" (GB 3 and GB 4) have always attracted a lot of interest. The owners of the Goevier, led by the indomitable Max Mueller, are building a trailer to be a home for their machine, and enable the Muenster Oldtimers to bring both the Goevier and the Minimoa to the International Vintage Glider Meeting on Sutton Bank next July.

Reiher drawings

Ernst Walter is still pursuing his search for Reiher drawings, but has so far found only a few from Slingsby sailplanes. He hasn't yet gathered enough data to build an aircraft. That a few drawings were in Britain means that the others may also be somewhere. No clues as to their whereabouts have yet been found. Ken Wilkinson wonders whether they might not have gone to America, or whether Hans Zacher might know something of their whereabouts. He planned to write to a Mrs. Shenstone in Cyprus for information about these documents but these will almost certainly not be over there. For his part, Ernst Walter is certain that there are now no Reiher Drawings in West Germany, but he is making enquiries in East Germany. Hans Jacobs, the Reiher's designer, has advised him against trying to build another Reiher again because of the complexity of its construction. But Ernst has received the support of the students of the Akaflieg Braunschweig (Brunswick University) in his project, and has resolved to spare no effort to enable an example of this most beautiful of sailplanes to remain for posterity.

If anyone can help with information leading to the location of the Reiher drawings, would they please write to Ernst Walter, Altes Pfarrhaus, 2851 Sandstedt-Wersabe, West Germany.

Thun revisited

Walter Horten tells us that he has returned to Thun with his wife who is recovering from a minor operation. He honoured us with his presence at our last International Vintage Rally and loved the Thun area very much. He also says that Heinz Scheidhauer, the most experienced Horten test pilot, has now returned to Germany from Argentina, and expresses the hope of meeting him.

NEWS FROM AMERICA

The Vintage Soaring Association of America had held three successful regional meetings last year until June. Two more meets were planned in September at Harris Hill (the 6th Annual Vintage Sailplane Regatta) and in October at the Scott Air Park, Lovettsville, Va. The Mayville regatta held on 2-3rd June was especially successful and enabled Jan Scott (Wolf) and Jim Furlong (TG-2) to make cross country flights in beautiful weather. Jan Scott landed at Dunkirk Airport, some 30 miles away, and Jim Furlong landed one mile short of his destination at Erie. Jim was then almost arrested by a State Trooper for dope running. A bag of white flour, one of those used for bomb dropping contests, was mistaken for dope. Walt Disney's film "Skytrap" had just been shown on television and had obviously influenced this representative of the Law with a story of dope running by air. Such is the power of television.

"Bungee Cord" has announced that it can now sell sets of building plans for the Bowlus Albatross sailplane. This is the legendary sailplane of American soaring history. It set up the early American records and a world distance record of 158 miles in the hands of Dick DuPont in 1934. Its max calculated L:D was 1:30 at 19 mph! This creation by Hawley Bowlus is reputed to have been a masterpiece of wooden construction, and we imagine that it will not be an easy task to build one again. It was a most beautiful sailplane whose return to the air would be a boon. Examples in good condition are to be found at the National Air and Space Museum and in the National Soaring Museum at Elmira. Dean Macmillan is believed to have discovered two more, badly in need of restoration, and we have an unconfirmed report that another is in Hawaii.

NEWS FROM HUNGARY

Imre Mitte, CFI of the MAV Gliding Club, Budapest, has written to say that his club is to hold its 50th Jubilee during 1980. Imre visited us at our last two International Rallies and was the first to do so from an Eastern European country. No date has been given for the forthcoming Jubilee meeting, and we do not know whether any of us will be invited to attend. Thanks to Imre, there is now considerable interest for Vintage Gliders in Hungary. He hopes that his country will be represented at our next International Meeting.

NEWS FROM AUSTRALIA

Early last year, the Vintage Association suffered a sad loss when one of its founder members, Leo Boin, was killed after his Eon Olympia had collided with another sailplane in South Australia. The pilot of the second machine escaped unhurt. This Eon Olympia was the former BGA 531 and had been brought to Australia before 1950 by John Wotherspoon. Ray Ash bought the machine with a syndicate in 1950 and gained his Silver C with it. Since then, the aircraft had made many fine flights and suffered a number of accidents. However, "it had always come back for more". We feel that we must correct Ray's statement that she was built with "Beetle Glue" because, to the best of our knowledge, all Eon aircraft were built with Aerolite glue. Aerolite was certainly being used in 1952 when Chris Wills was working at Elliott's factory.

The Association's third Annual Rally was held at Benalla during the weekend of October 27-28th. As the weather was unfavourable, this Rally was not as well attended as its predecessors. Nevertheless, ten Vintage gliders took part and everyone enjoyed themselves. The aircraft entered were two Australian built Olympias, an Altair, a Grunau 3A, a Kookaburra, a Huetter H.17A, a Golden Eagle, A Rhoenranger, and a Zoegling. Best duration was achieved by Garth Hudson in his

Grunau Baby 3A while Ray Ash flew his Grunau 4 for 1 hour and 40 minutes. The H.17A with open cockpit flew for 1 hour and 10 minutes with David Goldsmith at the controls. Almost everybody rose to cloudbase at 4500 ft and froze as a result. The keenness of the members had to be seen to be believed. The first machines arrived on the opening day at 7 a.m.! A grand dinner was held in the evening. Stories were told and films were shown. It was announced that the Vintage Glider Association of Australia had 110 members and that an award would be instituted to remember Leo Boin, who had been the Association's Treasurer. We congratulate Allan Ash for having assumed the responsibility of producing a Newsletter four times a year.

NEWS FROM SPAIN

Chris Wills' search for Vintage Gliders in Spain has so far been unsuccessful. However, he believes that he has discovered a firm by the name of Huesca, in the town of Monflorite, that is prepared to build a minimum of 50 Kranich 2Bs for £4500 each, new! While despairing of ever finding sufficient owners for 50 new Kranichs, Chris Wills would be grateful in having news from anybody interested in having one. So would interested parties write to him.

SOME SNAPSHOTS FROM THUN

Captions, left to right, top to bottom:

1. Peter Bourne prepares for take off in the Scud 2. Left is Wolfgang Tschorn, right is Michael Thick
2. The Hungarians. Atilla Ziermann, standing, and Imre Mitte in the cockpit of the former's 1939 Moswey 2A
3. David Jones seems happy in the cockpit of his "Rheinland". Frank Descatoire (France) is walking away from him, with camera
4. Peter Bourne is seen standing by the nose of his Scud 2. A small plywood patch has just been put on the underside of the Scud's fuselage to repair damage which it had received during the thunderstorm squall
5. Ernst Walter hurriedly deriggs his MÜ 13D, D-6293, before the arrival of the squall. The Kranich can be seen in its trailer behind
6. F-AZBG, the SG.38 which had been brought to France during the war to train French children. Gilles Meric can be seen seated by the undercarriage
7. Karl Suter, on wing tip, takes his Spalinger S.16, HB-418, out to the launch point
8. HB-366, the Spalinger S.22, with its 18 metre wing span. This was probably the highest performance Spalinger ever built.
9. 461. This is a Swiss built Karpf Zoegling. "Segelfluggruppe Zwingen 1933" was written on its fuselage. Beautifully restored, it was cleared to be flown by 3 pilots only, from winch launches
10. F-CRBJ, the Castel 301S. The first prototype flying in 1941, we believe that this was the only French glider to achieve limited production during the war years. This one was built after the war. Calculated, it has a slightly better performance than a Grunau Baby.
11. The Spalinger S.22, which has a performance similar to that of a Weihe
12. A beautifully restored Grunau Baby 2B from Germany. It has a stained and varnished fuselage and clear doped fabric.

Photos by C. Wills

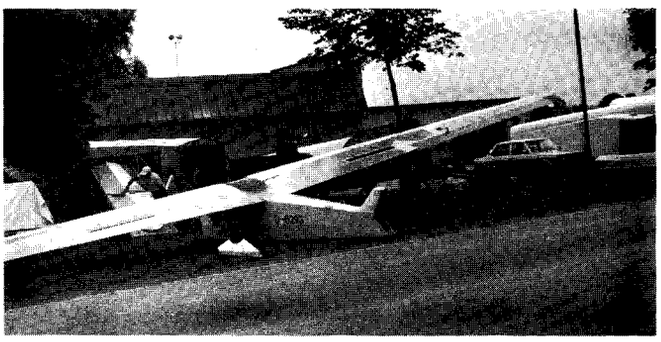
Photos arranged and printed by Frank Reeks

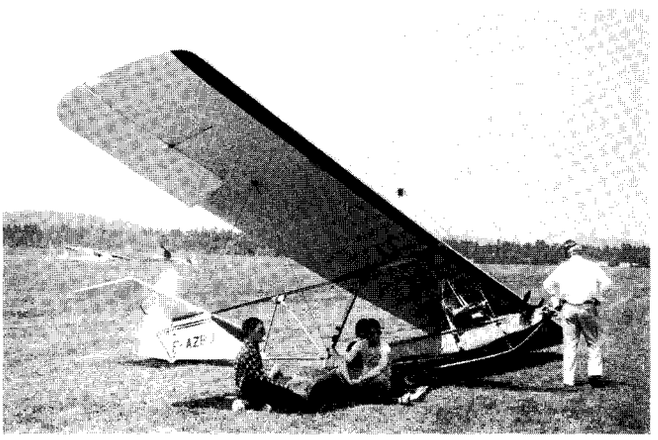


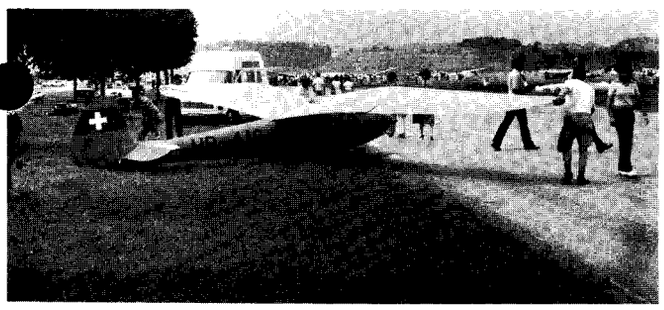


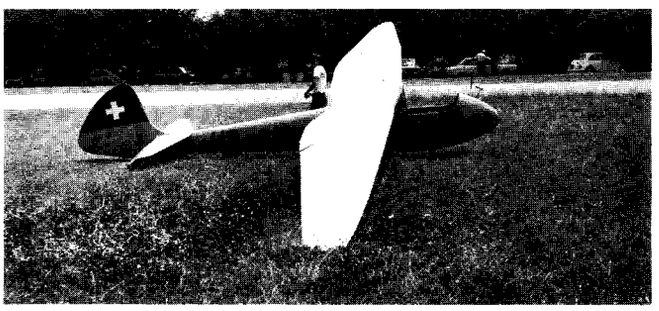


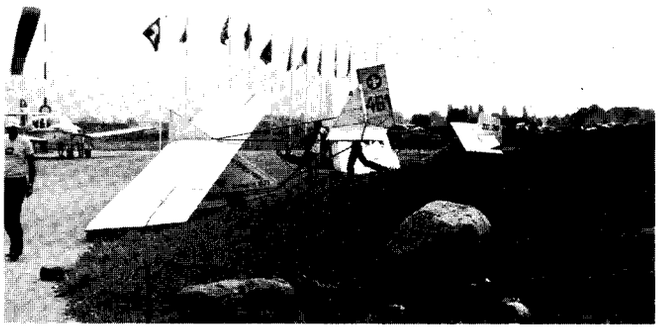


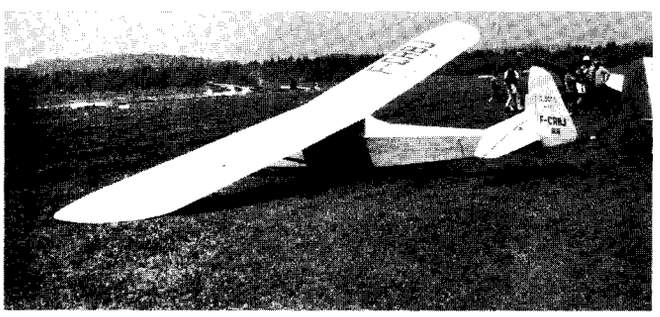













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NEWS FROM SWITZERLAND

Hugo and Werner Roth are making good progress with the restoration of their Spyr 5 two-seater. They are at present reskinning the wing leading edges with ply. Aerolene has already been purchased for the fabric covering which will be finished in the old style in brilliant transparency. We can already imagine the grace of this sailplane as it hovers over Sutton Bank where, indeed, the Roth brothers plan to bring it as well as their Spalinger S.19 at the next International Meeting.

Willi Schwarzenbach has been selected to run the next Swiss National Gliding Championship at Montricher. Forty-five entries are expected at this contest, but Willi nevertheless still hopes to find the time to spend two weeks in England this summer and come to Sutton Bank with his S.18.

We also learn from Willi that Doris Heinzer is to sell her Meise HB-384 and wants to buy an LS.1 for "longer distances". The Spalinger S.18, HB-510, flown by Peter Egger at two of our rallies, is being overhauled and recovered at Saegesser's workshop. Mr. Saegesser is one of the last remaining glider repairers in Switzerland and particularly likes to restore wooden gliders. He was involved during the war in the building of the wings of the No20 2/3 Delta fighter exhibited in the Lucern Transport Museum. He later built 2 WLM 1 aerobatic sailplanes for training Mustang pilots before the Swiss Air Force adopted the Venom. Both WLMs were eventually sold to clubs but have been broken many years ago.

A Karpf Baby (the Swiss GB-2B), HB-494, built in 1945, is being made airworthy by Hans Hodel in Zurich. One of the Mini Elfes dating from 1933 is with Kurt Baumgartner. It is said to be in good condition but will never fly again. A second Mini Elfe is in the care of Mr. H. P. Baumann. It was found some months ago in one of the buildings of the Ciba-Geigy chemical factory in Basle. The Geneva gliding club is working on a Meise, HB-381, which it expects to have airworthy again for next year.

OBITUARIES

It is our sad duty to report a number of deaths in this Newsletter. The pilots and designers whose death we deplore all deserve their place in Soaring's Hall of Fame. To do them justice, a whole Newsletter would have to be devoted to each one of them.

Charles Fauvel. This leading French glider designer and builder died on 10th September last in an air accident while piloting his motor glider on the return journey from a Motor Gliding Rally in Italy. Charles Fauvel was known abroad as the designer and builder of the French Flying Wings, but in France he was known for much more. Born in 1904 in Angers, he first conceived the idea of designing Flying Wings during the 1928 Vauville Contest which was marked by the appearance of large wing-span gliders. He felt that performances could be further improved by reducing parasite drag to a minimum with the design of a tailless aircraft. Structural considerations had already set a limit to the increase of the aspect ratio that could be achieved on conventional aircraft. His first tailless aircraft, the AV 3, flew in 1933. In 1937, his AV 10 gained a World height record for its class (2,385 metres), but his greatest success had to wait until 1951, the year in which he brought out the AV 36, a hundred of which were built from kits and a hundred more were built abroad. The 11 m wing span Flying Wing has a similar performance to that of the 15 m Meise. Erich Nessler proved the machines worth by flying it from Parish to Biarritz, a distance of over 500 km.

By 1956, Charles Fauvel had started his own firm, Survol, in Cannes. It was there that the AV 22 two-seater was built. He was successful in many other areas of life. He was Chef de Centre of the Military Club at Avignon during the war. Much later, he became President of the Fayence Centre. For much of his life, he was an Air Force officer and received many distinctions, including the Croix de Guerre and the title of Officier de le Legion d'Honneur. In 1977, he received the French Gliding Federation's Grand Gold Medal for succeeding in a particularly difficult field of aviation, that of the flying wing.

Frank James Raymond Heath. A Brigadier known as "Bonzo" to his friends, he died on 20th November 1979. He was a leading figure of British gliding. Trained at Dunstable, from where he gained, as a start, his Silver C distance in a Kite 1, "Bonzo" was a life-long friend of Philip Wills and Mungo Buxton. They motorcycled together during the 1920s and his brother Peter also flew Primaries at the Surrey Club's prewar site. Shortly before the war, a Grunau Baby was built as an exercise for him and his men at the Royal Engineer's Depot at Chatham. The Grunau Baby was then taken to Egypt where it was flown. "Bonzo" took part in the British Army's desert campaign as a sapper. During the retreat, he was busy preparing all bridges for demolition as far back as Cairo.

Fred Smith died on 22nd October 1979 after a long and painful illness. He had attended the VGC's 1979 Easter Meeting at RAF Odiham and seemed happy and well. His accounts of prewar gliding became so vivid that our organisers began to wonder whether the VGC only "flew on the ground". Fred enjoyed his first flight in a glider at a BGA meeting at Huish in 1933, when he was 14. He flew in a BAC 7 piloted by Eric Collins. Following that meeting, his father bought the BGA's tow car for £5 and formed the Wiltshire Gliding Club. Fred gained his "A" Certificate at the age of 15 after 82 ground slides and hops involving a total flying time of 8 minutes! His Gliding Certificate bore the number 392. The Club operated from Brazen Bottom on Salisbury Plain, near West Lavington. His father formed a small company called Lavinia Light Aircraft which operated in a stable behind the "Green Dragon" Public House in Market Lavington, and produced several Zoeglings, Hols der Teufel and a glider which seemed similar to the future Tutor.

Fred asked that his ashes should be scattered over Huish. We hope that the Tutor he had been working on with his son will soon be flying with us.

Geoffrey Mungo Buxton died on 19th November 1979 after suffering several heart attacks during the previous two months. Mungo was born in Norfolk in 1903 and became a friend of Philip Wills at Harrow. During the 1920s, the two young men motorcycled together. Mungo married Miss Racy Fisher, daughter of Admiral Sir William Fisher, then C in C of the Mediterranean Fleet, and first cousin of Mrs. P. A. Wills. It was Mungo who introduced Philip Wills to gliding in 1932 and they soon owned a Scud 2. On 3rd September 1934, during the National Contest on Sutton Bank, Mungo flew the Scud in a thunderstorm to 8250 ft and beat the British height record. In fact, the World height record had stood at only 8500 ft until February of the same year. In 1935, Mungo designed the Hjordis for Philip Wills. Some people consider this type to have been Britain's first high performance sailplane. The following year, Mungo designed the King Kite especially for cross-country flying, which was opening new vistas to glider pilots. Mungo made his career with the RAF. In 1940, he was concerned with early radar trials over the channel in which gliders were used. He was largely responsible for the design and development of the Hotspur, the first British troop carrying glider. He later served in a Middle East Command where he tested aircraft among which were Messerschmitts and Heinkels.

Mungo's great gift lay in his ability to consider everything from a fresh point of view which was entirely his own. This had perhaps something to do with the freshness and remoteness of the Norfolk countryside from which he came. Certainly, the Hjordis and King Kite were two of the very few original British sailplane designs of the 1930s.

Ludwig Hofmann died in Germany on 14th September last, at the age of 62. He became one of the most brilliant of the prewar Rhoen Contest pilots. During the 1934 Rhoen Contest, at the age of 17, he gained the Silver C No 44 and flew over 300 km into Czechoslovakia. During the Rhoen Contest of the following year, he began by flying the new Rhoensperber 474 km into Czechoslovakia and then, after a sleepless respite, flew 320 km to Arlon in Belgium. His 474 km stood as the world distance record for a few days until four pilots flew more than 500 km. Still, he was the first man to glide for more than 400 km. On several occasions, he flew great distances without bothering to sleep between his flights. He came out second at the 1937 Wasserkuppe International Contest in the Moazagotl. During the 1938 and 1939 Rhoen Contests, he flew the first Weihes over great distances. At the 1938 event, he was one of two pilots to land in Holland, near Rotterdam, having achieved a distance of 410 km. He became a test pilot during the war and continued testing aircraft afterwards in Russia as a prisoner. He returned to West Germany in 1955 and specialised in helicopters.

Beverley Shenstone died recently in Canada. He was Chief Engineer of the BGA during the 1950s. Before the war, he had worked at Junkers and later at Supermarine. He was a brilliant brain and the author of many papers on sailplane design. With Waclaw Czerwinski, Poland's greatest prewar sailplane designer, he produced the Harbinger two-seater as an entrant to the BGA's high performance two-seater design competition of 1947. The Harbinger was built and still exists. It had excellent flying qualities. We believe that another Harbinger flew in Canada.

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REPORT ON LATE SUMMER RALLY DUXFORD, 22-23 SEPTEMBER 1979

by Peter O'Donald

The late summer rally brought a total of five Vintage gliders to Duxford for the weekend of 22-23 September. These were Ted Hull's Moswey 4, Geoff Moore's Mu 13D-3, Robin Traves' Meise, the Cranwell Group's Gull IV, and Tony Smallwood's Gull I, still triumphant from Competition Enterprise. Also present at its home site was the Moswey 3 flown by Dave Braham, Peter O'Donald and Andrew Stephenson. The Saturday was showery with dark heavy cumulus producing excellent soaring at times while pilots tried out each other's machines. Sunday saw the approach of a warm front, with only very weak, occasional thermals. But the Gull IV went round and round on circuit after circuit taking advantage of the winch launches to 1800 feet. A tow-plane was also available and everybody seemed to get as much flying as they wanted in conditions that could only be described as really soarable for a few hours on Saturday.

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W A N T E D

Information about the correct figures for the control deflection for Kite 1. Please write to ring R. J. Steward, 40 Tower Road, Burton on Trent, Staffs DE15 ONL, Tel: Burton 46232.

Grunau Baby type TRAILER urgently needed by Robin Traves, Rose View, Marden Road, Staplehurst, Kent, Tel: 0850 891625.

F O R S A L E

GEIER 1 1956 17 metre single seat sailplane complete with instruments, parachute and open trailer. 750 hours. £2,500 ono. Ring (daytime)Bicester 43030 and ask for Tim Oulds

EAGLE 3, full panel, enclosed trailer, C of A, offers invited, and PREFECT, enclosed trailer, C of A, £1,295. Write to Colin Street, 'Badger Lodge', Redlands Lane, Ewshot, Farnham, Surrey GU10 5AS, Tel: Aldershot 850526

F O R F R E E D I S P O S A L

The fuselage and one wing of a Tutor. Both, especially the wing, need some woodwork before fabric covering. The parts are stored dry at Wycombe Air Park and can be inspected at any time. They must be rescued quickly as destruction may be imminent. Interested parties should inform Chris Wills.

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GRUNAU BABIES and H.17A available: Following the death of Mr. W. A. Richardson of Sutton, Surrey, four Vintage gliders are soon to be made available. These are a British built, prewar Grunau Baby 2 with a covered trailer., the parts of two German built Grunau Baby 2Bs dating from the war, and a British built Huetter H.17A. The four aircraft are in very poor condition, having been stored in a shed for many years. The H.17A was as good as new in 1959, when the BGA used it as an exhibit in the Schoolboy's exhibition at Olympia. When last seen, three years ago, the

Huetter had deteriorated and was showing glue failure at the rear of the fuselage. The aircraft are soon to be inspected and their sale or disposal will be handled by Eric Rolfe. His address is: London Road, Moreton in the Marsh, Worcs. Tel: 0608 50530

FOR SALE IN FRANCE

The November 1979 issue of AVIASPORT mentions that a Nord 2000 (Meise) with a C of A, and an AIR 102 in good condition and a C of A valid until April 1980, are for sale. Offers should be made to AAA, Aerodrome, 33850 Leognan, France. Also for sale is a Nord 1300 (French built Grunau Baby 2B) requiring a C of A. The asking price is 4000 Fr. Tel: (22) 423-17-72

FOR SALE IN THE ARGENTINE

The VGC has been informed by Theo Altinger, a Swiss pilot in Argentina, of the sale of his Club's Spalinger S.18. This machine was completely rebuilt after an accident ten years ago and is now in good condition. The reason for the sale is that Theo has persuaded the Parana Club to modernise its fleet with fibre glass machines. A good home must therefore be found for their Spalinger Grunau Baby 3. Assuming that transport of the S.18 can be arranged to any part of the world free of charge, would interested people please write to Chris Wills. Address: "Wings", The Street, Ewelme, Oxon OX9 6HQ, England. Tel: 0491 39245. The price of the S.18 is open to discussion.

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IMPORTANT NEW ADDRESSES

Chris Wills has now moved to: Wings, The Street, Ewelme, Oxfordshire OX9 6HQ. Tel: Wallingford (0491) 39245

Rally Secretaries, Fred and Angela Porton, have moved to: 31 Walton Way, Aylesbury, Bucks. Tel: 0296 25412

SUSPENDED SERVICE

Norman Ellison has left Vickers-Slingsby and the OLYMPIA DRAWINGS SERVICES has been suspended for the time being. When Norman returns from America in a couple of years he'll let us know and take up where he left off.

H E L L U P !!!

Now that our membership is nearing the 400 mark, addressing the envelopes for the Newsletter (four or five times a year) is rather more than a tiresome and time-consuming chore. Can anyone do them using plates and a computer or whatever goes in the works? I would be prepared to do any master plates or whatever, if someone could undertake to run off the addresses (given two or three weeks' notice) on envelopes provided. And of course, we'd very much like not to have to pay for the service, though beer and bangers on meeting with the kind volunteer would be gratefully forthcoming. Write to me, Frances Furlong, 60 Well Road, Otford, Kent, and get me out of me misery.

NEW MEMBERS

We welcome the following new members:

T.31	C. Whatford 18 Holmscroft Road Limbury Mead Luton	T.31 BGA 1376	David Bramwell 8 Upland Court Road Harold Wood Essex
Kite 1 BGA 394	Rex Moorey 58 Fox Lane Palmers Green London N.13		

South Africa

Goevier 3 — Kenneth Titmuss
7 Leon Terrace
Wynberg Cape 7800
South Africa

Associate

Dr. Jörg Zihher
7032 Sinolehfingen
Brucknerstr. 20
West Germany

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RALLY PROGRAMME FOR 1980

15-16 March — BGA weekend at the Rugby Post House, Crick, Northants. More information from Barry Rolfe, BGA, Kimberley House, Vaughan Way, Leicester (reduced overnight stay at Rugby Post House and dinner tickets)

5-7 April — Easter Rally at Challock, site of the Kent Gliding Club

Whitsun/mid-May — Vintage Glider Club Annual Dinner/Dance - Gliding weekend. We'll let you know where later

21-29 June — Competition Enterprise, North Hill. Write to Rally Secretaries whose address is now 31 Walton Way, Aylesbury, Bucks. Tel: 0296 25412

26 July - 3 August — 8th International Vintage Glider Rally at Sutton Bank. Write to Frances Furlong, 60 Well Road, Otford, Kent, for entry form and more information

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Issued by: Chris Wills, Wings, The Street, Ewelme, Oxon OX9 6HQ. Tel: Wallingford (0491) 39245

Frances Furlong, 60 Well Road, Otford, Kent. Tel: Otford 3277

Fred and Angela Porton, 31 Walton Way, Aylesbury, Bucks. Tel: 0296 25412

Ken Crack, 45 Church Crescent, Finchley, N3 1BL

Pierre Beguin, 4 Cresswell Gardens, London SW5