VINTAGE GLIDER CLUB GB

The Vintage Glider Club of Great Britain

NEWSLETTER

Spring 1980 No.35

Now that the 1980 soaring season has begun, we wish our members many hours of enjoyable flying. We hope that their gliders have emerged unscathed from this damp winter and late spring. Remember that the best way to preserve your gliders is to keep them as long as possible in their element: the air. It is most important to give plenty of air to their antique glue and their wooden structures after a long hibernation. Long flights, as opposed to "circuits and bumps" are recommended for the benefit, not only of our members, but of their sailplanes. Naturally, we are aware that the possibility of achieving long flights depends to some extent on the ability to face increasing aerotow fees. Fortunately, it is often possible to circumvent these astronomical fees by finding suitable hill sites with car or winch launches. The thrifty glider pilot will know where to find hill lift or use the thermals already occupied by gliders in the air.

DISCIPLINE

Having started this Newsletter with these words of good advice, why not carry on in the same vein and recall a cautionary item of information? We learn that there were 178 accidents last year at one British gliding centre alone. Figures for the country were generally so bad that insurance companies have vastly increased their premiums. We can expect our Vintage gliders to be a source of great attraction to eager pilots wishing to include them in their log books. This is a risk of which we must be very wary and we have to be especially careful as to whom we allow to fly them. The old discipline is foreign to many a new glider pilot, and it is fair to say that the BGA no longer has the control it used to wield in this respect, especially among private owners. This is because there have never before been so many glider pilots who have suddenly had a lot of money. We should therefore commit ourselves to obeying BGA instructors because we stand or fall with the BGA. We should be equally careful with our gliders on the ground. Let us therefore, as Vintage glider enthusiasts, be an example to the gliding community!

BRITISH NEWS

At the Royal Aero Club's Annual Prize Giving, on 18th December 1979, its Silver Medal was awarded to our member, Dr. Slater, for his services to gliding over the years. The presentation was made by H.R.H. Prince Charles.

BGA 50TH ANNIVERSARY DINNER

The British Gliding Association held its 50th Anniversary Dinner on 23rd April at the Post House, Rugby. "Doc" Slater took this opportunity to produce a beautiful rendering of Mozart's "Eine Kleine Nachtmusik" on his whistle to a spellbound audience. Dr. Slater hadn't been able to attend the BGA's first Annual Dinner in 1930 because he was busy gliding at Rossitten. Guests of honour at the last Dinner included Helmut Reichmann and Mrs. P. A. Wills.

Only a month earlier, Dr. Slater had also honoured the London Gliding Club's 50th Anniversary Dinner with his presence. This function which took place on 22nd February amid the splendid surroundings of the Duke of Bedford's Family Seat, saw the presence of several other pre-war London Gliding Club pilots. These were: Hugh Bergel, who flew his Silver C in the only Grunau Baby 1 in Britain; Jack Dewsbury, the pre-war owner of Rodi Morgan's Rhönsperber; Group Captain Mole, who achieved 147 consecutive loops in a Hungarian M.22 in Egypt; Bill Manuel, designer of the Wren series of sailplanes; John Saffery, who test flew the Nyborg Sailplane; Tim Hervey, the LGC's pre-war CFI and a former RFC pilot, who survived an encounter with Richtofen; Lawrence Wright, of Cloud Cuckoo and gliding history film fame; John Sproule, who was Guest Speaker, and who was the designer of the Slingsby "Cadet" and "Tutor", as well as of the "Camel"; Wing Commander "Buster" Briggs, DGO Hiscox

and a founder member of the LGC; G. Stevenson, who first achieved a soaring flight across the channel in a Gull 1 in 1939 and who is still flying today; Geoffrey Lee; and Charles Ellis, who went on an expedition to Poland in 1938 and who is also still flying.

All these men represented at one time the very heart of British gliding.

THE RAF MUSEUM AT HENDON

A small exhibition dedicated to Philip Wills is now on display at the RAF Museum in Hendon. Contained in the glass show case in the Painting Gallery to the right of the main entrance stairway, this exhibition consists of models of the Scud 2, Sky in 1952 World Championships colours, of the Dart, as well as of power flying and gliding log books. Also to be seen are medals and such mementos as a bent cigarette case damaged during an unsuccessful attempt to abandon a spinning King Kite in 1936. As the exhibits are unlabelled, their significance, such as that of the cigarette case, might be lost to the uninitiated.

Also on display at the RAF Museum is their first Vintage glider, an Eon Eton (SG 38) in Air Cadets' colours. Some years ago, our member Peter Fletcher donated his modified Slingsby Cadet to the museum, a glider which had once made a 140 miles cross country flight. As the Museum have not put it on display, Peter is thinking of asking for it back.

GLIDER NEWS

The cold weather of the early spring has hardly encouraged the restoration of Vintage gliders so often housed in open ended sheds, garages and unheated workshops. However, good progress has been reported from Dennis Elsden on the wings of his Grunau Baby 2B. He had bought it from the Flying Woodworms' Group on Butzweiler Airfield, near Cologne, last year. With Martin Breen, of recent MU 13D fame and a BGA inspector, as his next door neighbour, we can be certain that the Grunau is in good hands and will be flying one day from Wycombe Air Park.

In Basingstoke, J. Graves is keeping under storage a Grunau Baby 3 which also originates from the Flying Woodworms, and a T.21A from the Navy at Yeovilton. These, and the other more recent gliders in his care should all eventually fly from Lasham. Robin Traves has been busy restoring the Flying Woodworms' "Cumulus" with transparent fabric for the East Sussex Gliding Club. As reported in our previous issues, the Holzwurmers have had to dispose of all their gliders except for their Condor 4 because of a lack of security on Butzweiler Airfield, whose installations might have to be closed to aviation.

Mike Garnett (Gull 3 and Goevier 3), M. Maufe (Kite 1) and Leslie Collins (Kite 1) have all had to stop restoration work on their projects through having to move house. Mike Garnett has flown his Scud 3 several times this year and almost completed the repairs to his Goevier 3 fuselage. Should anyone know of the whereabouts of some "better" Goevier 3 wings, would they please let him know by contacting him at The Nook, Oldbury Naite, Oldbury on Severn, Bristol BS12 1RJ, Tel: Thornbury (0454) 412519. We assume that by now, restoration work on the Gull 3, Kite 1 and Scud 3 has resumed.

We learn from David Jones that he has already built many parts to the fuselage of his King Kite. He has received assistance from Dr. Wortmann, who has recommended a "fairly forgiving" Wortmann wing profile to replace its former, and very fast, NACA section which was believed to be part of the reason for its severe spin. Toby Fisher, who will be stressing this revised design, recommends that the pilot's seat be placed 3 inches further forward in case the weight of the pilot is the reason why the plane sometimes came out of a spin and sometimes did not. It is hoped that the new Wortmann profile will not appear very different from the original one.

QUEST FOR A GRUNAU BABY 2B

A Grunau Baby 2B built in 1944 by Flugzeugbau Petera, which once belonged to the RAF Chilterns Gliding Club and flew at RAF Benson, was given, in a damaged condition, by the Midland Aviation Preservation Society, to the Shrewsbury Grammar School Air Training Corps for repairs and restoration. As nothing has been heard of this aircraft for years by the Midland Aviation Preservation Society or anyone else, we would welcome confirmation that it still exists.

PHOTOGRAPHS

We draw the attention of our readers to the fact that good black and white photographs of Vintage gliders and their owners will find good use in gliding magazines. Vertical shots are especially useful for magazine covers. Photographs are also needed for this Newsletter.

RUSSAVIA

On 18th March, Mike Russell and Ann Bailey took delivery of a Spalinger S.21 two-seater in Langenthal, Switzerland, rescuing it from many years of storage. Mike Russell wishes to thank Peter Kaeser for his kind donation of the S.21 to the Russavia Collection; Mrs. Kaeser for her generous hospitality; Ann Bailey for driving to Switzerland and back with a trailer behind; Ruth von Arx for devoting an evening to helping him load the aircraft and acting as interpreter.

Owned by David Braham and Ron Lake, this new acquisition will need considerable restoration. There is still one Spalinger S.21 believed to be airworthy in Switzerland. It flies at Niederbipp. There are no other Spalingers in Britain.

As reported in our last issue, the Kite 1, BGA 400, has joined the Collection. The aircraft is owned by Dick Hadlow, a Britannia Airways Captain flying Boeing 737 (which is, incidentally, also Mike Russell's occupation). Dick is also a former Central Flying School (CFS) aerobatics champion. The Kite is at present in the workshop being prepared for its C of A. Glue deterioration caused by damp made a rebuilding of 5 ft of one wing's trailing edge necessary. The glider is generally in excellent condition. The next glider to come out of the workshop will be Mike Russell's Petrel, BGA 651, which is to have a new colour scheme (Cambridge blue!)

The state of serviceability of the aircraft in the Collection is as follows:

Airworthy or awaiting C of A: Petrel, Moswey 3 (syndicate owned), Weihe (Andrew Coates), Kite 1 (Dick Hadlow), Miles Gemini twin engined aeroplane.

Under restoration: Kronfeld Drone Motor Glider to fly during the next few weeks. Kranich 2B 1147 ... will not be ready for a year or two. Tiger Moth, which will not be ready for some time. DH Humming Bird, which is to fly during the summer of 1982.

Stored as complete aircraft, awaiting C of A or restoration: Spalinger S.21, Cadet, BGA 731, Short Nimbus, Eon Eton SG38, Willow Wren, Fauvel AV.36.

Stored damaged, for the future: Kranich 2A, BGA 907 (David Braham); the remains of the Kranich 2A, BGA 1092; Grunau Baby, BGA 2400; Grunau Baby, BGA 2463; Nacelled Dagling; Olympia Project.

Concerning the latter, Doug Jones, of Nymphsfield, kindly offered to construct a set of Eon Olympia fuselage bulkheads and the two seat bearers for Russavia by the 1980 BGA weekend. As he has been true to his promise, Russavia wish to thank him for this generous gift of his time and skill.

CORRECTIONS

In our last Newsletter, we erroneously stated that Rodi Morgan's Rhönsperber had been built in 1938 and this statement was unfortunately quoted in the Dutch magazine "Planeur". We shall therefore put the record straight.

It is possible to state that the Rhönsperber, BGA 260, was built in Germany in 1935 and very probably underwent its first test flights during that year. The "Sailplane" issue of March 1936 mentions that it had received its "aerial baptism" in the hands of Kit Nicholson at the London Gliding Club on Saturday, 4th January 1936. From the Merseyside Society of Aviation Enthusiasts Publication, "British Gliders", we learn that BGA 260 did not receive its first British C of A until May 1936 and that its works number was 32-16. From the "Sailplane" issue of March-April 1940, we learn that BGA 260 flew for the last time on Sunday, 30th March 1940, when it was flown by Hugh Bergel, Kit Nicholson and Jack Dewsbury during the RAF's Easter Gliding Camp at the London Gliding Club. Civilians were told that they were going to be allowed to glide as well. Kronfeld came with his winch from the Oxford Gliding Club, and soon a Falcon 3, a Cambridge 2, Grunau Babies, a Gull 1, a Minimoa were all soaring in the south west wind with the Rhönsperber. This was the last gliding meeting in which civilians were involved before the 1945 Easter Meeting at Sutton Bank.

We therefore hope that BGA 260 will be flying this year for the first time since 30th March 1940.

RALLY DATE - OLD WARDEN

This rally is confirmed for 13th and 14th September. Please let Fred Porton know if you plan to attend (31 Walton Way, Aylesbury, Bucks. Tel: 0296 25412). Fred would also like to know of two or three members who might be able to get hold of towing aircraft as he can use their services for the weekend.

CAPTIONS TO PHOTOGRAPHS

Plate 1

Left to right. Top to bottom

Ancestors of the Harbinger

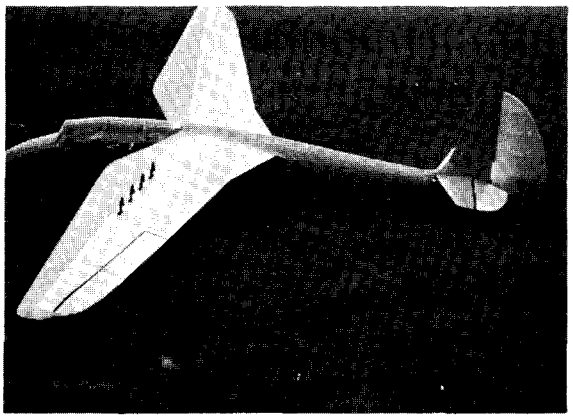
1. One of the two PWS 101s, designed by W. Czerwinski taking part in the 1937 International Meeting on the Wasserkuppe. The pilot is Romuald Szukiewicz, who is now living in England
2. The Shenstone/Czerwinski Harbinger, as first built, with its original canopy. The aircraft is at the Derby and Lancs Gliding Club
3. The PWS 102 "Rekin" prototype, in early 1939. Three examples were built but all were taken to Russia. After this, Czerwinski designed the PWS 103, an aerobatic high performance single seater, which was also test flown before being transported to Moscow
4. The Mu 13D, in its original colours, which is part of Francois Ragot's collection, and has now been taken to Munich for restoration by Rainer Karch. This Mu originally belonged to NSKK Gruppe 15, which was centred at Stuttgart and may have been built by the Scharzwald-Flugzeugbau before the war, which was not very far from there
5. Detail of the Harbinger's airbrakes, which are different from those originally conceived for the design
6. The Horten 3h and Horten 6 wings at the Silver Hill storage facility of the Smithsonian Institute. A heavy object has been dropped from above on their trailing edges. The Ho 6 wings are the least badly damaged. The Smithsonian Institute has offered to send back to Germany for restoration any two of its four complete Horten aircraft. It is known that the Germans were interested in accepting this offer but so far, we believe, no efforts have been made to move them
7. The Harbinger ready for launching
8. The wing of the Horten 2 at the Silver Hill Smithsonian Institute storage facility. The Göppingen system wing tip air brakes may be a wartime modification to a pre-war airframe. The airbrakes would have been used as rudders, independently, or airbrakes, together
9. The Harbinger at Camphill

Plate 2

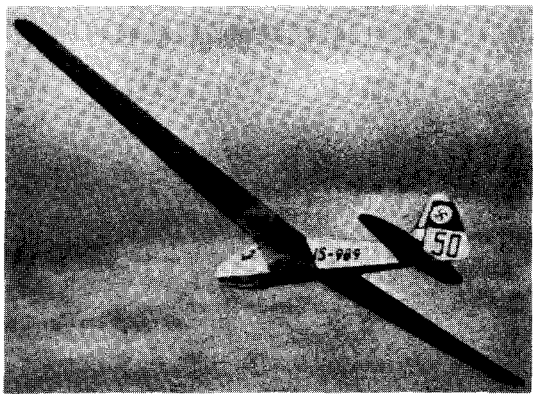
Göppinger Industrie

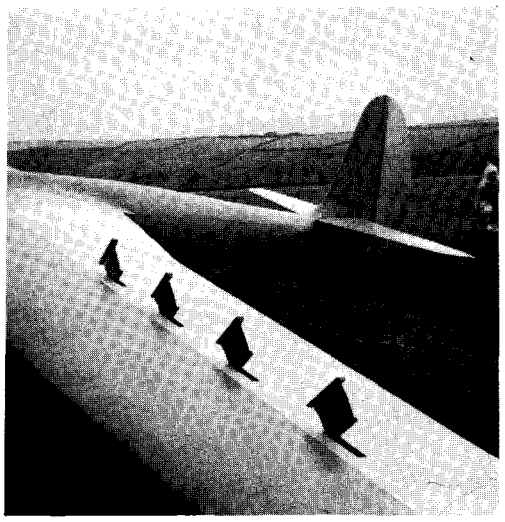
1. Klaus Heyn's replica Grunau 9 "Skull Splitter" during a 1979 Göppingen Gliding Club Evening
2. Klaus Heyn's replica of Ferdinand Schulz's 1923 duration record FS.3 "Bessenstiel" (Broomstick), which he flew for 8 hours 42 mins over the Rossitten (East Prussian) sand dunes. The structure was made of Christmas trees of specified diameter
3. The fuselage frame of the FS.3 with Silke, Klaus' daughter, at the controls
4. A recent 1980 photograph of Klaus amid his Rhönadler parts. 23 fuselage bulkheads and metal fittings to go on them. 2 tailplanes. Control column and torque tube. Rudder, built previously by Japanese students. Except for the rudder, this is the result of 7 months' work! The 1935 Rhönadler drawings came from Australia!
5. Klaus found this original 1926 RRG "Falke" rotting in a hut at the top of the Rigi Kulm, in Switzerland. He has restored it to original condition. It is the last "Falke" in the world. It should be remembered that this type was the first aircraft to be built by Slingsby Sailplanes. It was built in 1930 under licence
6. Some of the bulkheads for Rhönadler photographed during 1979
7. Klaus has recreated this instrument panel of the original Minimoa (D-Göppinger Industrie), flying near the Teck Castle. Note the French Badin Instruments which were in general use in German sailplanes at that time

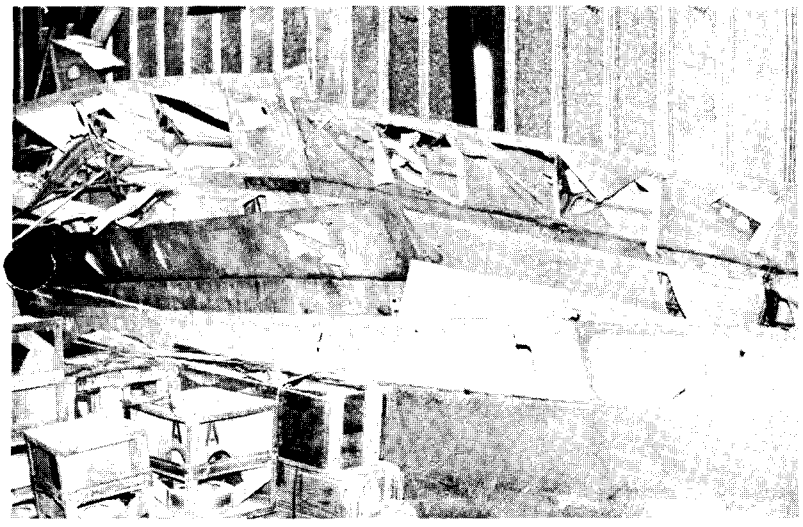


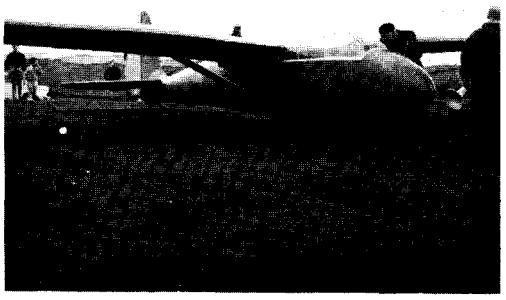


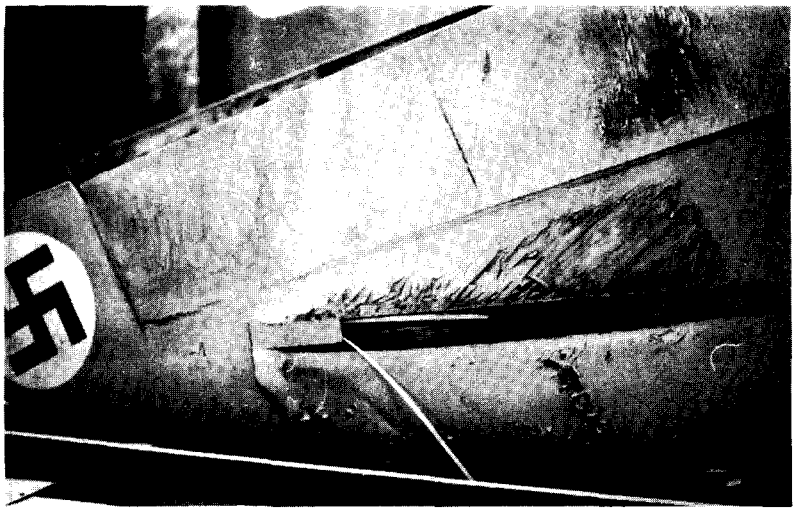


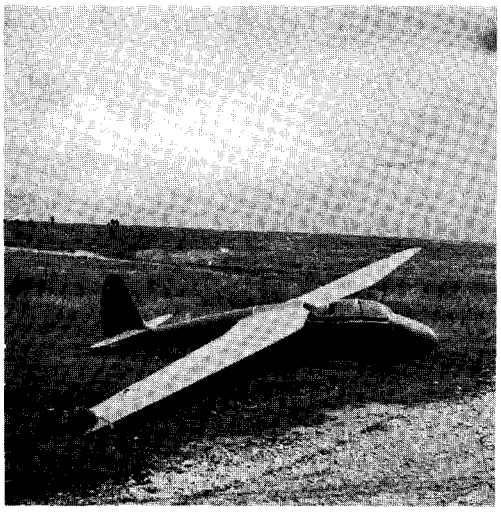


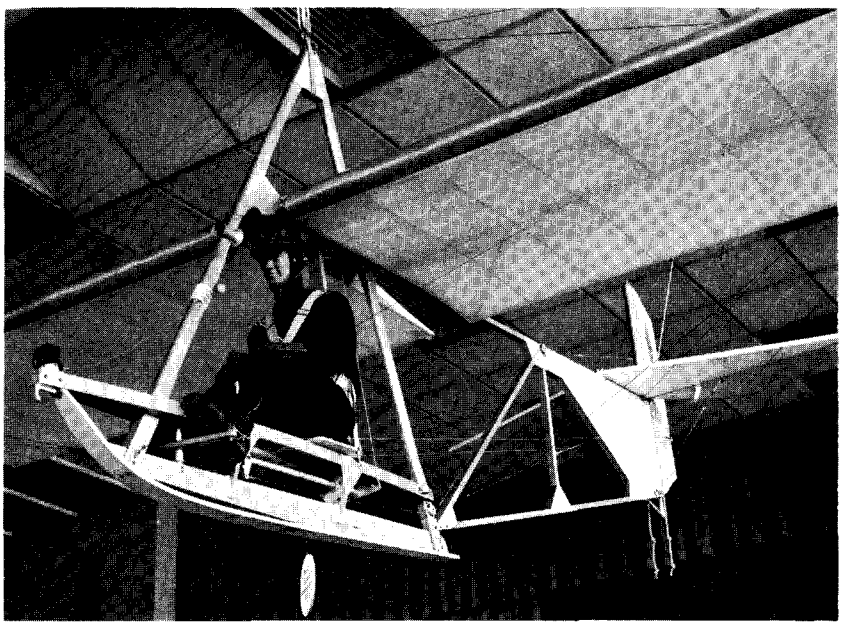




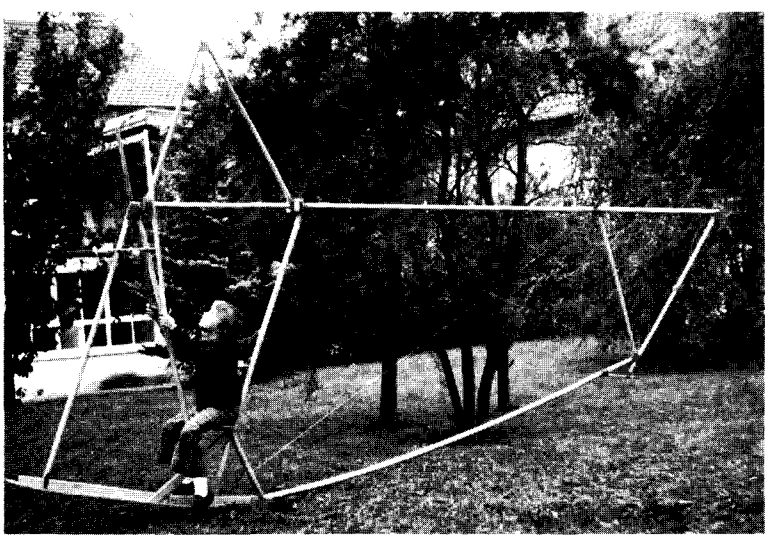




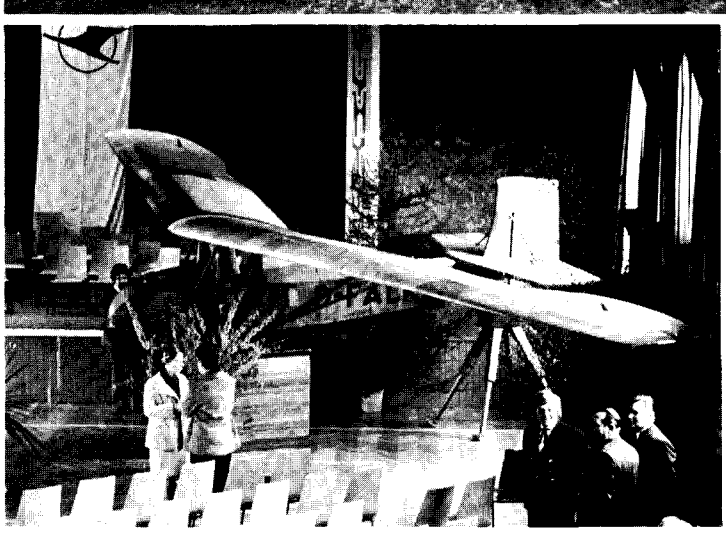


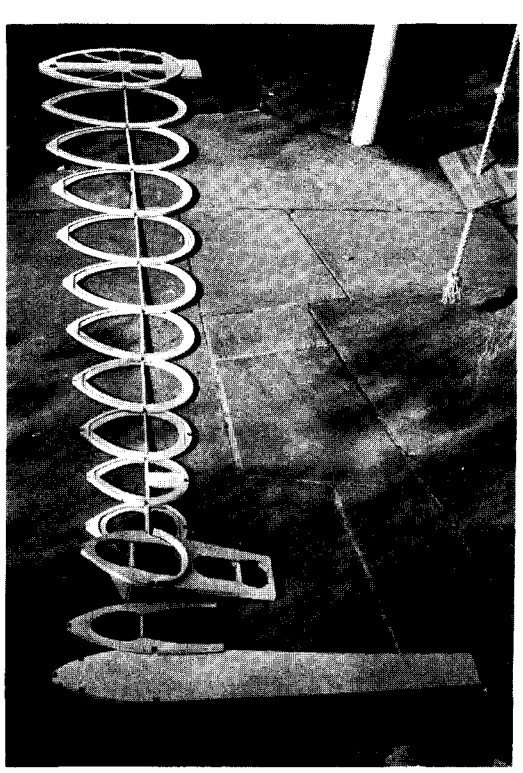


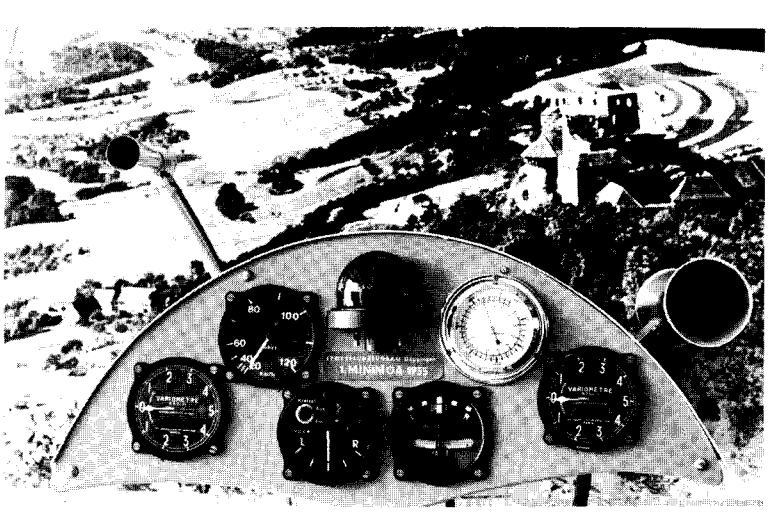





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NEWS FROM GERMANY

GATHERING AT MÜNSTER

A gathering of forty Vintage glider enthusiasts from Germany and Holland was held on Saturday, 12th January, at the Münster-Telgte airfield. Among those who faced the cold were Werner Tschorn from Cologne, the Kerkhoffs from Rheine, Christian Kroll and Gerd Nieveler from Aachen, Ernst Walter from Bremen, and the Goevier team from Mimvegen in Holland. The weather was sunny but with temperatures of -10°C. All participants were able to fly the Münster Club's Goevier and Minimoa. The low temperature caused a freezing mist to form over the countryside and this partly caused Ernst Walter and his wife to lose their bearings in the Goevier, forcing them to land some 10 km away, at Hiltrup, on the other side of Münster. Ernst had good reasons to believe that he knew the area well, as he had taken part in our International Meeting there in 1978. However, the freezing fog and the launch to 3000 ft caused him problems. As the trailer to his Goevier was not ready, the retrieve took the rest of the afternoon. However, far into the night, the first VGC cross country of the year was celebrated. All participants resolved to attend the 50th Anniversary celebration of Dutch Gliding which will be marked by a meeting on 7th June of this year at the gliding centre of Terlet, near Arnhem.

During the spring of 1945, a large number of German gliders were moved to France. Included among them were several Mu 13Ds. Ten years ago, the French authorities ordered them to be grounded for the apparent reason that they had been glued with "Kaurite". As these aircraft took up space in hangars, the majority of French gliding clubs resorted to burning them. Very few of them were rescued and our member Francois Ragot was among those who undertook to save these old gliders. Francois, who is French National Champion and a member of the National Team, has given Rainer Karch the opportunity to go to his home in Fayence to collect his Mu 13D.

This aircraft has now been brought to Munich for restoration to either French or German C of A standards. This operation may take from one to one-and-a-half years. This Mu 13D is believed to have carried the registration D-15-989. It is still in original form but seems heavy because of its covering with aeroplane fabric. There may be some glue failure in the wings. Rainer is also involved in the care of an Mu 17 and an Mu 23 which we have often seen at our Rallies. During his visit to Francois' home, he saw a Rhönbussard, a Spalinger S.18 and a Weihe in good condition in our French member's collection.

DRAWINGS

Martin Simons reports that he saw D.28 "Windspiel" and D.30 "Cirrus" drawings stored next to those of more modern sailplanes at the University of Darmstadt. These were two of the most remarkable sailplanes of all time. We also learn that Karl Vey, the official archivist of the West German Aero Club, has been distributing very detailed Fafnir drawings to aeromodellers. The question is, could a full size Fafnir be built from them? Many people consider this aircraft to have been not only one of the most beautiful, but also the Grandfather of all modern sailplanes.

WORK ON A RHÖNADLER

Klaus Heyn has continued to make good progress with the construction of his Rhönadler. Everything is being built as it was originally, this being one of Klaus's rules. This particular aircraft, D-Ith, took part in the 1935 Rhön Contest as an entry by the Luftsport Landesgruppe 9, Hanover, and was flown by a pilot by the name of Reubkauf. This unit was part of the DLV (Deutscher Luftsport Verband), which was replaced in 1937 by the NSFK, the German youth air training corps. The same Gruppe numbers were used for roughly the same areas. After 1936, we have no idea of its registration. The rudder was built by Japanese students on a glider building course at the Hornberg. The colours, showing in bands of black, white and red from top to bottom, were the colours of Prussia which, at that time, were also those of Germany. If we're not mistaken, one reason why Klaus decided to copy this Rhönadler was that, as a boy, he took part in a gliding course under Jan Eilers at the Ith Flying School.

THE WASSERKUPPE

A colour photograph received at Christmas revealed a small building being restored in the background. This was the Ursinushaus, whose demolition had been previously ordered by the Fulda local council. But it was saved thanks to the appeal launched by Peter Riedel. It is the oldest building on the Wasserkuppe and the sole survivor of a gliding school that thrived in the 1920s. It was in this wooden

building that Hans Jacobs designed and built his first Rhönadler. We wish to congratulate our members Karl Aha and Otto Bellinger for organising, first the restoration of the Ehrenhalle's stained glass window, and now the Ursinushaus and, in the future, we hope, the building of a new Wasserkuppe Gliding Museum.

Last Autumn, they launched a competition among glider pilot architects (with the hope that they would be cheaper) for the design of a new gliding museum more worthy of the Wasserkuppe than the one already in existence. The design has now been chosen, but the task of finding the 1.5 million DM to materialise it has still to be faced. We wish Karl Aha and Otto Bellinger the best of luck in this next and most important step.

A GRUNAU BABY CONTEST

We hear from Horst-Dieter Rey that a contest for Grunau Babies is being held at the Münster-Greven airfield on, or about, 25th May. The Youth Section of the Greven Gliding Club has restored a French built Grunau Baby 2B (a 1946 built Nord 1300) to original transparent fabric condition. Anyone interested in joining this contest should contact Horst-Dieter Rey: 5 Köln 30 (Vogelsang) Nachtigallenweg 8, Postfach 301064, West Germany

A GRUNAU BABY AND S.G.38

In 1979, Anton Dirksmeyer wrote to us reporting that he has an airworthy Grunau Baby 2B and an S.G.38, which needs restoring. His address is: Longricherstrasse 21, Köln (Cologne) 60, West Germany.

KURT KÜMMEL

It is with great sadness that we have to report the death of one of our founder members. Kurt was one of the first to answer the "call to battle" of the Vintage Gliding Club. With the Münster Minimoa, he took part in our first International Meeting at Husbands Bosworth in 1973. During 1974, he was instrumental in organizing our second International Meeting on the Wasserkuppe.

As a young man, Kurt became a troop carrying glider pilot, flying DFS 230s over Russia. At that time, he also became involved with bringing Kranichs heavily laden with fuel or ammunition to land or crash near to beleagered Panzers. Later, in France, he flew an Mu 13D for 18 hours to gain sufficient hours to be allowed to fly the Gotha 242 troop carrying glider. It was in one of these, laden with paratroops, that he was shot down over the Mediterranean and had to spend many hours at sea. After this, he became part of the unit which rescued Mussolini. When the War was over, Kurt joined the police. When Germany was allowed to remilitarize, Kurt joined the Army as the new Luftwaffe would have offered him little chance of flying or of promotion. He used to say that his wartime military glider training had been so exacting that he could land a glider almost anywhere. This was certainly true until the day his Minimoa came to rest in the trees on the Wasserkuppe, at the source of the Fulda River. Displaying his very best qualities, Kurt and his helpers managed to repair the badly damaged aircraft in three days and four nights, so that it was ready in time for the Oldtimer Meeting that was scheduled for the following weekend at Backnang.

We remember his house in the Rhön and his problems about selling it because it was less than a hundred yards from the Iron Curtain. Recently, he was compelled to stop flying for medical reasons. We shall always remember the excellent meals and many beers that we enjoyed thanks to his generosity. His hospitality and humour were prodigious. Now that he can no longer be brought back to entertain us, we should like to extend our sympathies to his wife Hilde and two sons.

NEWS FROM FRANCE

We are very glad to announce the formation of a French Vintage Glider Association. It is called "DÉDALE", or "Association Amateur de Planeurs Anciens". For long, the significance of "Dédale" escaped us, until we realized that this was the French translation of the Latin "Daedalus", the father of Icarus. The latter crashed because, as was shown by subsequent investigations, he had used non aircraft approved material. However, as Daedalus stayed up, our French colleagues believe that he could have been the world's finest soaring pilot!

We wish "DÉDALE" every success. Its President is Patrick Combet and its Secretary, Gilles Meric, of 2 Chemin des Menestrels, 09100 Pamiers, France. The Treasurer is Marc Bourdon who lives at Rames Moulis, 09200 Saint Girons, France.

Should any of our members require information concerning old gliders in France, we recommend that they write to one of the above. Gilles speaks and writes excellent English. They are finding the work hard but interesting, and are already achieving good results.

NEWS FROM POLAND

Gilles Meric, who visited Krakow last year, reports that the Aviation Museum of that city is no longer exhibiting its German Rhönsperber, Horten 2, Rheinland, Mu 13D, Weihe, Meise and Kranichs (Polish built Zuravs). The Museum is now only displaying four Polish sailplanes, which include the Sep and Nietoperz flying wing. On another Polish theme, A. Glass has produced two magnificent books containing photographs and three view drawings of Polish gliders and sailplanes. The more recent of these books, that of Polish Gliders and Sailplanes of before 1940, has already gone out of print. We only hope that there will be a second edition.

NEWS FROM SPAIN

From a Spanish lady visitor at Wycombe Air Park, we obtained some further information on the situation of old gliders in Spain. We were told that Kranichs, Weihes, Grunau Babies and other gliders of this generation still existed in the country. None are for sale at present, and parts of broken down aircraft are used to keep others flying. This lady will be informing us of any Vintage glider availability in Spain. In fact, they would not be easy to obtain because they are, for the most part, State property and flying at military clubs where civilians can glide with special permission only. However, as it is possible to purchase Spanish Air Force Bücker Jungmanns, one imagines that it should also be possible to buy gliders from the State providing that one is present for the necessary negotiations. The lady recommends a visit to the military gliding school of Somosierra, near Madrid. Visitors would be welcome to speak with the Director of the school, Mr. Tauler. Visits are also recommended to the military clubs of Ocana, 58 km from Madrid, and Monflorite, near Huesca, where there is thought to be an airworthy Kranich 2. Also, at the civilian club of Igualada, 50 km from Barcelona on the road to Madrid, there are known to be an airworthy Kranich 2B, a Grunau Baby 2B and a Fauvel Flying Wing under repair. The club is at a beautiful site in the mountains, and the gliders that fly there are civilian owned.

NEWS FROM KENYA

Bim Molineux and his African helpers have completed the trailers for his Ka6 and Dutch built H.17A. We understand that he may be returning to Europe some time this year with his gliders. Bim hasn't yet made plans on how he is going to have them transported back to Europe.

NEWS FROM HOLLAND

As already indicated, the 50th Anniversary of Dutch gliding will give rise to a special meeting on 7th June at the National Gliding Centre of Terlet, near Arnhem. We believe that airborne Vintage gliders will be part of the programme.

We hear from Pieter Jansen that he is the owner of a 1953 Weihe built in Yugoslavia by UTVA at Pancevo. Yugoslav Weihes were different from other Weihes in that they were fitted with Göppingen System airbrakes.

This particular example is the only Weihe in Holland, and it may be the last airworthy Yugoslav Weihe, although records state that thirty-two 1953 built Weihes were still registered in Yugoslavia in 1972. Pieter Jansen's Weihe became the property of the Alpine Gliding School of Zell am See in 1954 and had the Austrian registration OE-242. In 1960, it went to Bavaria and had at first the German registration D-1862 and later D-5862. Since 1960, it has been overhauled and restored three times. Its third restoration took place last winter at the Oerlinghausen Gliding Centre's Youth Training Institute. The aircraft is now kept at the Noord Nederlandse Zweefviegclub, at Witten. As no Weihe has ever had Dutch approval to fly in Holland, it must retain its German registration. Because of this, pilots need to have German gliding licences to fly the aircraft and this absolves the Dutch authorities from taking the responsibility for it flying in Holland. Pieter is now one of our members and hopes to bring his Weihe to some of our Rallies.

NEWS FROM AUSTRALIA

We are very pleased that Alan Patching should be President of the Vintage Gliding Association of Australia. Alan got his training at the Surrey Gliding Club at Lasham in the 1950s before he emigrated to Australia. During the last Annual Rally of the Australian Vintage Gliding Association, which was held at Benalla last October, Alan flew the 1937 Golden Eagle, an original Australian design and the oldest airworthy glider still in existence there.

The latest issue of "Vintage Times", which is produced four times a year by Allan Ash (address: 10 Florence Street, Carnegie, Victoria 3163) reports that Alan Patching has been trying to persuade the Gliding Federation of Australia to waive its annual administration fee for Vintage gliders, as many of them have caused no administrative costs over the past ten years. "Vintage Times" reports that a Cookaburra has recently been aerotowed over the Bass Strait, from Tasmania to Australia. This was a long sea crossing. It also mentions a 1953 Australian built Grunau Baby, which has never been broken, and which has recently been flown to 17,000 ft. An H.17A is reported to be under construction. We know that another H.17A in beautiful condition is flying in Australia. The Australian weather is most favourable to the practice of Vintage gliding, but the problem there is to face the enormous distances that VGA members need to cover for their meetings.

Martin Simons has recently returned to Australia with still more information from European sources for his book which will describe gliders from different countries between 1893 (Lilienthal) and 1945. The book will be documented with photographs and drawings. During his last trip to Europe, Martin enjoyed the fullest co-operation from the various places where he collected material. We are sure that his future work will be the best book on Vintage gliders ever produced!

NEWS FROM AMERICA

This year marks the 50th Anniversary of American Gliding and several events will be held in this connection. The US Soaring Hall of Fame Weekend is to be held from 24th to 26th May at the National Soaring Museum, Harris Hill, Elmira, New York. A 50th Anniversary Banquet is to be held on 29th June at the Elmira College. On 2nd July, a Commemorative Flight and an official glider mail flight (probably by a Minimoa) will be among the events at a meeting at Harris Hill. On 4th October, a commemorative flight in memory of Wolf Hirth is to be organised from Elmira to Binghampton.

Jan Scott, President of the Vintage Soaring Association of America, reports that his hangars at the Scott Air Park, Lovettsville, VA, are now a home to a Wolf, a Minimoa, a Moswey 3, a Ross R.6, to Gus Raspet's flat topped LK-10, to a TG-2, to Philip Wills' Skylark 3, to a BG-12 and to his own Schweizer 2-32. Jan has just discovered that he was the highest bidder for a Pratt & Read Sailplane which had been offered for auction by the Michigan wing of the Civilian Air Patrol. The PR was purchased for 500 dollars! It is a 1943 built two-seater with a max L/D of about 1/26. Together with the LK-10 and the TG-2, the PR was mass produced during the war to train American military glider pilots. There were no British equivalents to these gliders and it is possible that Peter Riedel's Kranich, which stayed in America during the war, may have influenced the decision to build these particular gliders.

Jan has also been in contact with Raimar Horten in Argentina and was due to visit him over there in May. Raimar Horten has been concentrating on ultralight sailplanes during the past few years. Jan believes that the Polish Orlik in America should now be flying, but he has not heard from its owner and restorer, Mr. Serafin. A Franklin PS-2, a Baker MacMillan Cadet, and the Ross Zanonia formerly owned by the late Dean Macmillian are scheduled to take part, with the regulars, at the May Annual Vintage Meet at Harris Hill. Jan says he has just been promoted to captain (he works for an airline) and that this might prevent him from taking his holidays this summer. For this reason, he will not be basing his "Wolf" in England for the time being, but plans to attend our 8th International Rally at Sutton Bank at the end of July.

VINTAGE GLIDER CLUB ACCOUNTS FOR THE YEAR ENDED 31ST MAY 1977

INCOME		
Subscriptions		424.24
Donations (no. 1)		138.23
Stickers and badges		6.00
Rallies		
Income	1179.48	
Expenses	745.57	433.91
Annual dinner		
Income	202.00	
Expenses	227.11	
Loss		(25.11)
Bank Interest		24.24
		1001.51
EXPENDITURE		
Postages	138.06	
Stationery	220.48	
Presentations	386.44	
Insurance	25.00	
Miscellaneous	35.00	804.98
Surplus for the year ended 31st May 1977		196.53
Surplus brought forward 31st May 1976		129.27
No. 2 Fund		8.30
No. 3 Fund		4.50
International Reserve		500.00
SURPLUS & RESERVES		£838.60
NET ASSETS		
Cash at bank No. 1 account	444.83	
Deposit	394.40	839.23
Equipment		
As at 31st May 1976	80.00	
Less written off	17.00	63.00
		902.23
Creditors		
Airmail Fund	24.22	
Mrs. F. Furlong	39.41	63.63
		£838.60

Prepared from the books, accounts and vouchers and from information supplied by Mrs. Frances Furlong.

(signed) B. THOMAS F.C.A. 24.3.80

GLIDERS FOR SALE - In Britain

Schleicher Specht Tandem strutted 2-seater 1955, spoilers, sprung under-carriage, C of A, no instruments, open trailer, price £900 o.n.o. Enquiries to D. Gardner, Longford Farm, Spithurst, Nr. Lewes, East Sussex. Tel: Barcombe (East Sussex) 400232 (evenings)

Swedish built 1943 JS Weihe, BGA 1297, formerly SE-STN. Fuselage has been rebuilt by Slingsbys. Its wings have been rebuilt by its present owners. Modified with landing wheel and bubble canopy. WITH TRAILER. 274 km triangle flight achieved last year. (Reason for sale - its owner, Derek Godfrey, is working in Northern Ireland. He would like his Weihe to go to some keen owner, who would bring it to our Rallies). Offers to: Derek Godfrey, 10 Russet Road, Ardley, Bicester, Oxon OX6 9PL

Nord 2000 Meise, French built, 1947. The machine has been recently imported. Registered F-CACX. It is in original condition, and can be seen in a hangar on the airfield of Barton. Its owner is Gran Bentley, 22 Abbotts Close, Fairfield Park, Bagillt, Clwyd, CH6 6LT, Wales. Price £1250. Tel: Flint (03526) 4559

VINTAGE GLIDER CLUB ACCOUNTS FOR THE YEAR ENDED 31ST MAY 1978

INCOME			
Subscriptions			508.00
Overseas postage			51.60
Publications, stickers			26.05
British Evening, Munster		89.00	
Expenses		69.50	19.50
Deposit interest			27.28
			632.43
EXPENDITURE			
Newsletter		133.39	
Postage		161.26	
Rallies		128.85	
Subscription, B.A.P.S.		5.00	
Stationery, badges		27.83	
Annual dinner	224.50		
Receipts	199.50	25.00	
Rally secretary		40.00	
Secretary's expenses		23.00	
Insurance		10.00	
Miscellaneous expenses		6.22	560.55
Surplus for the year ended 31st May 1978			71.88
Surplus brought forward			325.80
No. 1 Fund			397.68
No. 2 Fund			254.93
No. 3 Fund			9.50
International Reserve			500.00
			£1162.11
NET ASSETS			
Cash at Bank	No. 1 account		237.97
	Deposit account		821.68
	Cash in hand		13.46
Debtors			26.00
Equipment			63.00
			£1162.11

Prepared from the books, accounts, vouchers and information supplied by Mrs. Frances Furlong

(signed) BERNARD THOMAS F.C.A.

Gliders for Sale (cont.)

In Germany

Grunau Baby 2B, wartime built, with open trailer. It will take part in the 8th International Oldtimer Rally 26th July to 3rd August 1980, and will be sold at that time, to a good owner. The aircraft is in excellent condition. Offers to: Horst-Dieter Rey, 5 Köln 30 (Vogelsang), Nachtigallenweg 8, Postfach 301064, West Germany

In France

Nord 2000. Meise. F-CABD 1955. 3,100 flying hours, 3,600 launches. Very good condition. It has just come through a major C of A on 10 August 1979. With instruments. Price about 3,000 fr. Contact as for AIR 102

AIR 102: F-CABR No. 32, 1954. 3,700 hours flying, 3,200 launches. Very good condition. Instruments. Major C of A to be done during 1980. Price about 2,000 fr.

The two above gliders are on an airfield near Bordeaux. Interested owners should telephone M. Buchou at (51)45.99.61 in the evenings or (51)05.84.05 Poste 721 during working hours.

VINTAGE GLIDER CLUB ACCOUNTS FOR THE YEAR ENDED 31ST MAY 1979

INCOME			
Subscriptions			496.50
Donations No. 1			277.90
Overseas postage			33.22
Sales			
Publications			72.18
Mugs and badges			459.00
Deposit interest			32.92
			1371.72
EXPENDITURE			
Newsletter		139.11	
Postage		122.86	
Stationery		46.03	
Insurance		10.00	
Expenses			
Chairman		200.00	
Secretary		125.00	
Office		77.09	
Rally		91.90	
Mugs, badges, etc.	701.36		
Less carried forward	350.68	350.68	
Bank charges		0.57	
Annual dinner	97.95		
Receipts	78.00	19.95	1183.19
Surplus for the year ended 31st May 1979			188.53
Surplus brought forward			397.68
No. 1 Fund			586.21
No. 2 Fund			254.93
No. 3 Fund			11.50
International Reserve			500.00
			£1352.64
NET ASSETS			
Cash at Bank - Current account		366.72	
Deposit account		454.60	
In hand		117.64	938.96
Equipment			63.00
Expenditure carried forward			350.68
			£1352.64

Prepared from the books, accounts, vouchers and from information supplied by Mrs. Frances Furlong

(signed) BERNARD THOMAS F.C.A.

Gliders for Sale (cont.)

(C. Wills thinks that the above construction dates for the two French gliders are doubtful. Our records show that all N.2000s were built in 1947 and all AIR 102s in 1950. The above information was received from DEDALE)

AIR 102: Major C of A to be done. Offers to AABA, Boite Postale 41, 33260 La Teste. Telephone weekends: (56)66-13-73, weekdays: 66-19-08 after 1800 hours

From Sailplane & Gliding April/May 1980

Specht Tandem 2 seater. Open Trailer. No instruments. Sprung undercarriage. Excellent condition. £950 o.n.o. D. Gardner, Barcombe, Sussex. Tel: 400232 (evenings)
Eon Olympia 2B. Very good condition. Instruments include Altimeter, SSI, T/S, vario, Audio Vario and Barograph. Current C of A and aluminium covered trailer. Price £2,300. Apply A.H.Lloyd, tel: Nottingham (0602) 260312, or Mansfield (0623) 511242 (office)
Eon Olympia 2B (Dart canopy). Full instrumented with audio vario. Also enclosed trailer and radio. 12 month C of A. £2,500 o.n.o. Apply Graham, Stoke on Trent 502197.
Eon Olympia 2B built 1960. Very good condition. Winter and audio Varios. T&S + basic instruments. New C of A. Closed trailer. Price £2,350. Parachute and barograph available. Contact David Campbell, tel: 01 689 3643 (home) or 01 677 5252 (office)

Eon Olympia 2B: an immaculate example. Full panel includes A/H. New C of A, parachute and lightweight open trailer, with fitted cover. Price £2,400. Tel: 06726 2316
Slingsby Prefect: price £1,100. Excellent condition. 12 month C of A. Offers to May Esson, Balleigh, The Glebe, Bothwell, Glasgow. Tel: Bothwell (0698) 853530
Eon Olympia 2B: with closed trailer. Full instruments, barograph, parachute. £2,250 or two 1/5th shares based at Husbands Bosworth. Tel: Walsall (0922) 22693/29122 (eves)
Eon Olympia 2B, carefully maintained. Electric Vario. Audio, Winter Barograph, parachute. Closed trailer. C of A Sept. 1980. Price £2,250. Alan Hunter - 0482 654192
Eon Olympia 2B: syndicate owned. Excellent condition. Custom built trailer. Parachute. Good Panel. £2,500 o.n.o. Launceston 2110 or Bodmin 850647
T.21 with canopy. Recovered and new C of A. £1,600. A. R. A. Reece, Rematic, Lowesmoor Wharf, Worcester. Tel: Worcester 25812 or 353372
K-4 2 seater and trailer. Reconditioned 1978. v.g.c. £650. Tel: 0625 25267
K-4 2 seater. Basic instruments. Not flown since C of A. Seen at Camphill. £800 or near offer. Tel: 060 745 2235

OFFICIAL OBSERVERS

The introduction of a new FAI sporting code has been delayed until January 1981. The 1975 edition will therefore remain current for a further twelve months. Existing Official Observer appointments with the suffix '75 will remain current for the remainder of 1980. The fee for any new appointment is £2. Apply to the British Gliding Association, Kimberley House, Vaughan Way, Leicester.

WELCOME TO NEW MEMBERS

Mr. & Mrs. Jupp, 24 Park House, Winchmore Hill Road, London N.21. PREFECT BGA 1152
Peter Hielkema, Abel Tasmanstraat 9, Veghel, Holland. SKYLARK IIB
M. A. Hayes, 43 Harmer Green Lane, Digswell, Welwyn, Herts. AL6 OAD 'PHOENIX' re-made SKYLARK 2
Pieter Jansen, Zondagstraat 31, 9301 HL Roden, Holland. WEIHE 50 D-5862
John Osborne, Castle Despair, 1042 Chester Road, Erdington, Birmingham B24 OLJ. OLYMPIA 1 BGA 315
J. A. Johnston, 68 Brickhill Drive, Bedford MK41 7QD. OLYMPIA 2B BGA 726
Malcolm Minjoodt, 17 Mount Pleasant, St. Albans, Herts. AL3 4QH. MU 13 BGA 2267
Alan Bathurst, 64 Oakfields, Broadacres, Guildford, Surrey. SKY
David Almey, 79 Lutton Grove, Westwood, Peterborough. EON BABY BGA 1252
David King, c/o London Gliding Club, Tring Road, Dunstable, Beds. LU6 2JP. KITE IIB
Gordon Walker, 4 Oriental Road, Sunninghill, Ascot, Berks. NORD 2000 BGA 2534
Mike Boxall, 19 Linden Close, Dunstable, Beds. MINIMOA BGA 1639
Peter Luckett, Poachers, Shoreham Lane, St. Michaels, Tenterden, Kent. ZUGVOGEL IIIA
Robert Arnold, 8 Kingswood Drive, Norton Canes, Cannock, Staffs. GOEVIER BGA 1992
Graham Wilburn, 13 Albion Place, Doncaster, S.Yorkshire. KITE IIB BGA 751
Robert and Jenifer Rebbeck, 3 Deans Meadow, Dagnall, Berkhamsted, Herts. PREFECT
Evert Slot, Kerkenbovenveen 9, 7926 AD Kerkenveld, Netherlands. ASSOCIATE
Harry Groves, 93 Alma Avenue, Hornchurch, Essex RM12 6SS ASSOCIATE

Issued by: Chris Wills, Wings, The Street, Ewelme, Oxon
Frances Furlong, 60 Well Road, Otford, Kent
Ken Crack, 45 Church Crescent, Finchley N3 1BL
Pierre Beguin, 23 Gresham Road SW9 7NY