the Vintage Glider Club of Great Britain

NEWSLETTER

September 1980 No. 37

THE VINTAGE GLIDER CLUB ANNUAL DINNER

The Restaurant

London Gliding Club, Dunstable, Beds.

Saturday, 15th November 1980

7.30 p.m. for 8.00 p.m.

Three-course dinner with coffee £5.00

A film entertainment programme will proceed during the late afternoon on Saturday and during the dinner various cups and prizes will be presented.

All vintage gliders will be welcome at the London Gliding Club on Friday 14th, Saturday 15th and Sunday 16th to fly at normal club rates. Limited accommodation will be available on site. Apply to Geoff Moore for further details.

Please complete the enclosed booking form as soon as possible, and return it to Geoff Moore, Arewa, Shootersway Lane, Berkhamsted, Herts.

OPERATION RENDEZ-VOUS, LASHAM 19th-26th JULY 1980

This highly successful event, blessed by excellent flying weather, was organised by Colin Street and Rodi Morgan for the benefit of those foreign members wishing to spend a little more time in Britain than just for the International Rally, particularly in view of the high cost of crossing the Channel. The Rendez-vous was therefore organised during the previous week, so that people could join in on their way to Sutton Bank. Colin and Rodi also wished to repay some of the hospitality that they had received during previous rallies on the Continent. In the event 9 British, 4 German, 4 Dutch, 3 French and 2 Swiss gliders were put through their paces above Lasham. The best day, 21st July, saw thermals of 6 knots. Ken Fripp was at 4,300 ft in his H.10 with his teeth chattering. The cold brought him down. Many of the foreign pilots were pleasantly surprised by the strength of English thermals which they had previously been led to believe would only be rather weak. On 21st July, some 15 vintage gliders were to be seen flying at one time over Lasham in a weak sea breeze front. The highlight of the week was Rodi Morgan's first flight in the Rhönsperber which proved to be very emotional. The C.25 arrived with many puncture holes but the machine was eventually repaired thanks to the good work of Peter Davis and John Light. On the night of the 22nd, a certain German pilot "conjured up" a 32 lb smoked ham which provided an excellent opportunity to have a good party. The German visitors were quite fascinated by auto-towing, claiming it was banned in their country. Gunther Frey took a great deal of cine film from the tow car to show back in Germany.

It was, in all, a particularly good week and a very nice curtain raiser to the Internationals. This really made the efforts of Colin Street, Rodi Morgan, Ron Tarling and others worthwhile. The meeting created the best impression at Lasham where the VGC has been invited to stage similar events in future.

"Rendez-vous" Gliders:

Britain		
Minimoa	BGA 1738	John Coxon
Tutor		Ken Fripp, Peter Davis
Hutter H.17	BGA 490	Ken Fripp
Rhonsperber	BGA 260	Rodi Morgan
Sky	BGA 685	Alec Taylor
Moswey 4	BGA 2277	Ted Hull
Meise	BGA 2080	Toby Fisher
Rheinland	BGA 1711	David Jones
T21c	BGA 1030	Colin Street, Ron Tarling, John Light
Germany		
Grunau 3	D-6224	Karlheinz Kerkhoff and partners
Meise	D-7504	Gunther Frey
Mu 13D	D-6293	Ernst Walter
Goevier 3	D-1080	Paul Serries and Rainer Willeke
Switzerland		
Spalinger 18	HB-458	Peter Egger
Spyr 5	HB-369	Hugo Roth and partners
Holland		
Prefect	PH-192	Jan Vermeer, Sikko, Wiel Zillen
Prefect	PH-193	Martin Goosens
Goevier 3	PH-206	Jan van Beugen, Jan Forster
Goevier 3	PH-207	Martin Louinger and Willem van Beek
France		
Nord 1300	F-CRGN	Didier Fulchiron
Nord 1300	F-CRNH	Guy Hamon
Castel 25	F-CRDQ	Francois Nuville and partner

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THE NEXT INTERNATIONAL RALLY

The subject of the 9th International Vintage Rally was democratically discussed during a meeting held while the weather was too poor for gliding. Gunther Frey was able to put forward the proposition that the next Rally should be held at the gliding school of Burgfeuerstein, near Nuremburg. The VGC would like to thank Gunther for already having done some work towards this and for having had some preliminary discussions at the site. Burgfeuerstein is already famous for having held international motorglider rallies. The site is excellent for thermals and is noted for its picturesque scenery known as the Frankish Switzerland. The directors of the site seem to be sympathetic to the idea of having us around. After much discussion, our members decided that the most suitable period for our Rally should be the week starting on 9th August 1981. One disadvantage of starting on that weekend lay in the heavy traffic to be expected on German roads at this particular period. It was kindly suggested by the Dutch that a Rendez-Vous Rally could take place the preceding week at the Dutch gliding site of Malden. This is a flat site surrounded by sand and fir trees which is excellent for thermals but which at present only has facilities for winch launching. The Münster Oldtimer Club suggested that a visit might be made to Münster-Telgte on the way from Malden to Burgfeuerstein. However, Paul Serries expressed the view that the traffic situation in Germany would probably not allow for this.

The French tentatively suggested that the 10th International Rally could take place in 1982 either at Châteauroux or La Montagne Noire. The former, well known as the World Championships site, is such a large airfield that we could operate the entire VGC from a peritrack alone and put all our gliders rigged in the hangar. Châteauroux is in central France. La Montagne Noire is in the South of France, near the Mediterranean and not far from Spain. It is also an excellent site and a national centre for gliding.

Other proposals were discussed regarding numbers of entries to the Rallies and the length of these meetings. These proposals will probably be detailed in a forthcoming Newsletter.

INTERNATIONAL RALLY COMMITTEE

The increasing size of successive rallies is now presenting problems to the organisers and it has been found necessary to formulate policies so as to provide guidance. To achieve this, an International Committee of five members has been set up with the task of guiding the future direction of International Vintage Glider Rallies. It will look into organisation, facilities and costs at future rally sites that may be proposed. It will also be concerned with ensuring that a suitable environment is found for a meeting of vintage gliders, their pilots, families and friends. Its first task will be to examine the proposal for the 9th International Rally to be held at Burgfeuerstein in Germany and to report on the plans for an informal gliding holiday the preceding week in Holland. The Committee will report to the VGC and news items will be published via the Newsletter. Its composition is as follows: Britain, Colin Street; France, Didier Fulchiron; Germany, Paul Serries; Holland, Jan van Beugen; Switzerland, Willi Schwarzenbach.

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COLLISION BETWEEN A GRUNAU BABY AND A KA 6

During a recent incident at the Long Mynd, a Grunau Baby belonging to the AVRO Gliding Club was awaiting a winch launch at a short distance from the cable retrieve winch. At that moment, a Ka 6 landed between the Grunau and the cable retrieve winch, its wing passing below the raised wing of the Grunau. It seems that the trailing edge of the Grunau's wing strut sliced through the Ka 6's wing, writing the latter off. As for the Grunau, it was hardly damaged !

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CONGRATULATIONS

The VGC would like to congratulate Tony Smallwood on his 303 km flight in his GULL 1 during Competition Enterprise. This is one of the finest performances ever achieved by a VGC member in a vintage sailplane.

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HISTORICAL CORRECTION

In the story of the Rhönsperber that appeared with our technical article in the last Newsletter, we erroneously said that Philip Wills had won the 1938 National Contest at Dunstable in his Minimoa. This was a mistake. The Contest was won by the Rhönsperber (BGA 260), as was the 1939 Contest at Camphill. In fact, Philip Wills did not win any National Contest before the war with his Minimoa, having to content himself with the National Height and Distance records and the first British Gold C.

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NEWS FROM GERMANY

FVA AACHEN'S 60TH ANNIVERSARY

FVA Aachen, the technical group from Aachen University which was responsible for many famous designs in the 1930s, celebrated its 60th Birthday during the weekend of 14-15th July. One of its important creations, the FVA 10G "Rheinland", designed in 1936, had been brought over from England for the occasion by its owner, our member David Jones. He was able to fly the FVA 20, the FVA's latest design, and also to meet Felix Kracht, the "Rheinland's" designer, builder and test pilot. Felix flew the prototype over the Alps from Salzburg during the ISTUS International Meeting of 1936. In 1938, he and Ferdinand Schmetz founded the firm of Schmetz Kracht GmbH and built 29 Rheinlands until the outbreak of war, which prevented further production. Now Felix is Senior Vice-President of Airbus Industrie at Toulouse. Although he should by now have retired, he is still having to work up to 18 hours a day in order to increase production of the Airbus by five times in two years. It was a grand experience for him to see the "Rheinland", his first creation, again.

The FVA 18 "Primitivkrähe", a small aeroplane, was on display together with the"Rheinland"and the FVA 20. Also present at the gathering which took

place at Aachen-Merzbruck airfield were Hans Sander, who created the FVA 9 "Blue Mouse 2", Arthur Getto and Benno Sann, who created the first FVA 10, the "Theo Bienen".

The FVA Aachen played an important role in the history of world gliding. By bringing their FVA 1 "Black Devil" to the first Rhön Meeting in 1920, they contributed to its success and thus secured the future of the Rhön Meetings.

NEW GLIDING MUSEUM AT THE WASSERKUPPE

We mentioned in our previous Newsletter that a competition for the design of a new Museum at the Wasserkuppe had been held among architects who were also glider pilots.

An important step has at last been taken towards realising this project. A plot of land has been obtained free of charge from the Hesse authorities with the agreement of Nature and Wild Life Preservation societies. This land is situated on the present bus parking area and comprises 3200 square metres. It is hoped to fit a minimum of 20 historic gliders into the new building, where construction work should start at the beginning of next year, finance allowing. As regards this latter problem, an original fund-raising exercise has been imagined: Postcards, already in existence, are to be reissued on 10,000 specially produced envelopes bearing special gliding stamps, three of which have been in circulation since last year, and sent from the Wasserkuppe on four Glider Mail Flights. The first of these special flights took place on 10th August on the occasion of the Lilienthal Celebration. The envelopes, which carried stamps dedicated to Lilienthal and produced by the Berlin Post, were flown by glider from the Wasserkuppe to Fulda.

The following Glider Mail is due on 19th September and will link the Wasserkuppe to Frankfurt Airport. The glider, a Condor 4, will be marked D-Condor, without registration, as a special dispensation for historical reasons by the Luftfahrt Bundesamt. This was also the marking of Heini Dittmar's first Condor in 1930. It will be the first time in about 30 years that a glider will be landing at Frankfurt Airport. Its mail will bear stamps issued last year showing the 1921 "Vampyr" of the Akaflieg, Hanover. On that day, an exhibition of gliders will be opened in the reception building of the Airport and last until 19th October 1980.

The third Glider Mail will be sent from the Wasserkuppe to Pederhorn on 24th May of next year to coincide with the opening of the World Gliding Championships in that locality. The stamp will depict the "Phoenix", which was the world's first fibre glass sailplane (1957). The stamp was issued by the Bundespost earlier this year.

The fourth and last such event will take place in May of 1982 to signal the opening of the Internationale Luftfahrt Austellung (International Air Travel Exhibition) for which there will also be a special stamp entitled "gliding" issued under the auspices of the German organisation for assistance to sports. Each of the lettercards to be conveyed by glider post will cost 10 DM and if the whole set of four is ordered together, the cost falls to 35 DM. These items of interest to glider pilots who also collect stamps can be obtained by writing to the Museumsverein Deutsches Segelflugmuseum E.V. Lanneshof 20,6411 Künzell 1, FRG, by asking for the "Vier Segelflugpostbriefe-Geschichte des Segelfluges" and sending a 35 DM postal order made out to Postscheck-konto Frankfurt Nr 8870-605 and containing a legibly written home address.

The money thus raised by these special philatelic issues will help finance the gliding museum at the Wasserkuppe. Maybe we ought to try a similar method to finance a British Gliding Museum! The Wasserkuppe Museum will be the only gliding museum in the world, apart from the National Soaring Museum at Harris Hill, USA. All other museums in Germany have generally refused to display gliders in any numbers, saying that the Wasserkuppe is the proper place for it.

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NEWS FROM FRANCE

François Nuville has obtained the wings of the SO-P.1 and is now searching for the fuselage and tailplane for this aircraft which, as far as we know, was the only high performance sailplane designed and built in France during the war. It was an all metal, cantilever, gull winged sailplane which was stressed to be flown at very high speeds. It took part in an American National Contest (either in 1947 or 49) and then returned to France.

Maurice Renard says he hopes to have his AVIA 40P airworthy in two years' time. This will be the only pre-war sailplane of French design still airworthy with the exception of the other AVIA 40P which may be made airworthy at the Cornish Gliding Club at Perrenporth. Maurice reports that the Castel 242 two-seater which had at one time been at Troyes, as mentioned in our last issue, may have been destroyed there during 1969 or 1970. He will try to discover more about the fate of this glider.

Guy Hamon says that there still exists in France a 1926 French sailplane and will endeavour to locate it. Guy also informs us that all the Breguet 904 two-seaters, of which 15 are kept at Saint Auban, are to be destroyed as they are considered "too complicated" to be given to gliding clubs. As these were first built in 1956, they are not strictly vintage gliders. However, with their 20 m spans, they were for years the world's highest performance two-seater sailplanes. Efforts will be made to save them.

Frank Descatoire reports that each AIR 100 he hoped to bring to Sutton Bank was broken. An attempt will now be made to make one of them airworthy with the undamaged parts of both of them.

NEWS FROM AMERICA

The Planes of Fame Museum directed by Ed Maloney has now started restoring its Horten 4A. Its previous owner had "lost" the aircraft's wing tips which were made of Electron Zirconium. These are to be constructed with the help of drawings sent by the Vintage Soaring Association of America. The VGC has information regarding the history of this particular aircraft in Britain as well as Jock Forbes' report after test flying it twice at Cranfield on 7th May 1950. We shall be giving more details about this history in a future Newsletter.

The Horten aircraft lying in the Silver Hill storage facility of the Smithsonian Institute have not so far attracted any German interest in having them back for restoration. As for the Americans, they are not within ten years of restoring them. We hope that the German position will change because some of these aircraft might be saved if they were to be restored now.

A Dornier 335 fighter was returned from the Smithsonian to Germany to be restored by the Dornier firm on Lake Constance. This is still a very active aircraft company. It seems however that none of the firms that built Hortens are still in existence. Although the Hortens were part of the Luftwaffe's Kommando 9 at Goettingen, the present Luftwaffe does not consider them to have been important enough to deserve restoration for display in their Schleswig Holstein · Uetersen Museum.

NEWS FROM AUSTRALIA

The next annual Vintage Gliding Rally of Australia is due to take place on the weekend of 11-12th October at Mildura, in North West Victoria. This particular choice of date was dictated by the fact that the following Monday is a Public Holiday: the Queen's birthday in Western Australia and Labour Day in South Australia. As travelling distances are so vast, it was hoped that this third day would encourage members to attend. Mildura is 400 km from Adelaide, 560 km from Melbourne and 1000 km from Sydney.

Among other news received from Australia, we should like to mention that Jennifer Goldsmith, of Gisborne, flew the duration leg of her Silver C by flying 5 hours 27 minutes in her H.17A, VH-GDM, last February at Tocumwal. Though she reached a maximum altitude of 6400 ft, she did not attempt a cross country as the thermals were widely spaced and difficult to work. Jenny and her husband have been flying regularly at Tocumwal this year. They have made a number of local flights to 8000 ft but have not attempted to take the HÜtter across country yet.

Keith Nolan firmly believes in flying his vintage glider, the Olympia "Yellow Witch". In three contests, he managed to log 77 hours and fly more than 2300 km. At the Sunrasia Mini Comps, he achieved flights of 171, 106, 206 and 50 km. Moving to the New South Wales Sports Class contest at Leeton in January, Keith flew his "Yellow Witch" on flights of 103, 200, 254, 305, 179 and 130 km to take second place with 917 points out of a possible 1000. This result is especially noteworthy in view of the competition from such aircraft as the Boomerang, Arrow, Salto, Foka 5, Mucha, Pilatus and Club Libelle. The following February, Keith took his machine to the Victoria State Contest where he flew it in partnership with Merv Gill of Adelaide. They finished first in the Sports Class. Keith achieved flights of 141, 245 and 214 km, and Merv flew it for 166, 142 and 100 km. In this contest again, the Olympia came ahead of aircraft like the Boomerang, the Ka 6 and the Super Arrow. Arthur Harding, who originally built the "Yellow Witch" in appalling conditions just after the war and then died with his health broken, would be very proud of his aircraft now.

Well advanced restoration projects in Australia presently include the "Coogee" and a Slingsby "Cadet" which was built from a kit by the Gliding Club of Victoria in 1940. It was once owned by the late Leo Boin, who was killed in a glider mid-air collision.

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NEWS FROM ARGENTINA

As already reported, Jan Scott paid a visit to Raimar Horten on his Argentinian ranch. This trip enabled him to gather some information on the fate of the Hortens in that country. He reports that of the three Horten 15 (Iae 34) two-seaters (one of which is side-by-side), and of the two Horten 15 single seaters, two at least may still exist but if they do, they would be in bad condition. As they are the property of the State, they would not be easy to obtain.

The Horten 1B still exists. This version of the Horten brothers' first sailplane was built by Raimar, Scheidhauer (test pilot of Horten sailplanes) and helpers at a civilian gliding club in one piece because at that time (1953-4) it was very hard to obtain aircraft materials for civilian use in Argentina. Moreover, the absence of centre section metal fittings made the aircraft simpler and cheaper to build. Raimar's son Dieter recently tried to purchase this aircraft but had no success because it is apparently still flown by its present owners. Two Horten 10 ultra-light sailplanes still exist. The first, called the "Pianifero 1", and which has a 7.5 m span, is now in bad condition. The other, the "Pianifero 2", with a 10 m span, is being built by Scheidhauer and is still incomplete.

Raimer Horten and his wife live retired on a ranch quite far from civilisation. He still keeps a great deal of information and photographs of his designs. By 1945, the Horten brothers felt they had demonstrated that a tailless design of given aspect ratio would have a 15 per cent better performance than a conventional sailplane with a tailplane and the same aspect ratio. Raimar now feels that he is too old to carry on his battle into the new time. He believes that with the use of modern materials like fibre glass and carbon fibre, and by resorting to modern wing profiles and design data, it should be possible to create a super sailplane with a max L/D of at least 1/60! He now wishes to train someone young to carry on his work.

Anyone interested in the above project is asked to get in touch with Jan Scott at the Scott Air Park, Lovettsville, Virginia 22080, USA.

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FOR SALE

IN BRITAIN

Grunau Baby 2B with instruments and open trailer. The aircraft has a German C of A until June 1981. This is a complete package in very good condition, ready to fly. The aircraft was originally built in 1941 but was completely rebuilt during 1956. It belongs to Horst Dieter Rey, who has flown it at our International Vintage Rallies. The asking price is £900 but all offers will be considered. The Grunau can be inspected at Wycombe Air Park. Please contact Chris Wills, "Wings", The Street, Ewelme, Oxon, OX1 1AA (Tel: Wallingford (0491) 39245 - evenings), who has been asked to handle the sale subject to Dieter agreeing on the price.

IN GERMANY

A Kranich 3 built by Focke Wulf after 1952. Offers to be made to FAG Aachen, z.H. Herrn Kurt Schmidt, Goetherstrasse 1, D-5000 Aachen, West Germany.

WANTED

Port wing for a Grunau Baby 2B. That of a Nord 1300 may be considered. Please notify Frank Reeks, "Ashlett", Rowton Bridge Road, Christleton, Chester, Cheshire, Tel: 0244 35838

BOOKS FOR SALE

"FVA" "Flugwissenschaftliche Vereinigung Aachen (1920) e.V."

This book describes in German the work of the Aachen University Aviation Students from 1920 until the present day. Photographs and drawings very adequately illustrate the text. All the FVA designs from the 1920 "Black Devil" to the 1980 FVA 20 with automatic flaps, are depicted. It is a very good book in the same style as that of the Akaflieg Stuttgart and "Segelflugzeuge von Wolf bis zum Mini Nimbus" by Peter Selinger.
"FVA" can be obtained from: Flugwissenschaftliche Vereinigung Aachen (1920) e.V. Templergraben 55, D-5100 Aachen, West Germany. Cost: DM 55 + DM 3 for postage.

"10 ans de Vol a Voile 1950-1960" by Claude Visse

This is a souvenir book, in French, about a period of gliding history. It is described as a historic digest from the archives. Many beautiful photographs illustrate the text. We have not yet seen a copy of the book, but one gathers from a poster that the book is about a period of French gliding history. It is international in so much as many foreign machines are shown flying in France in competitions etc. We are prepared to believe that it is a book very well worth having.
It can be obtained from: Jean-Louis Saquet, B.P. No 3, 05130 TALLARD, France. Price: 85 French fr.

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WELCOME TO NEW MEMBERS

T.21	Chris Thomas Bascote House Bascote Nr. Southam Warwickshire	Ka 1 D-7168	Roswitha Lindemann Diekbrede 8 4440 Rheine West Germany
Grunau Baby 2B D-0117	Klemens Höltken Westeroder str. 18 4402 Greven 1 West Germany	Ka 3 kit-built	Leigh Hood 9 Kestrel Drive Scotton Richmond, N. Yorkshire

Associate

Richard Stoddart
South Gables
High Shincliffe
Durham

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1217 Meyrin GE
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Holland

Ken Bates
Erleveien 8D
1404 Siggerud
Norway

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Nr. Sherbourne
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