VINTAGE GLIDER CLUB GB

The Vintage Glider Club of Great Britain

NEWSLETTER

February 1981 No. 39

THE REWARDS OF HARD LABOUR

As we write this letter on an unusually sunny February day, the birds are singing outside and presaging an early spring. For those who have worked on their aircraft this winter in temperatures which have often precluded the use of glue, this coming spring carries with it the promise of many glorious soaring days, with sunshine and thermals and Vintage gliders hurtling upwards into the airy solitude.

Those who have spent long hours of the winter in this way are indeed many. The keenness of some of our members to bring back gliders of the past has often baffled the imagination, as no fewer than six replicas are presently being built! Doug Jones, working near Nymphsfield, is building a "new" JS Weihe from the original wartime German drawings. David Jones is working on a "new" King Kite, operating, we understand, in the living room of his Coventry home. Mike Garnett has set up a workshop in the garden of his new house and, as far as we know, is continuing on the construction of his "new" Gull 3 as well as repairing a Goevier 3. John Sproule has now definitely undertaken to build a "new" Falcon 1 using drawings copied from the original German "Falke" drawings at Slingsby's in 1931. Southdown Aero Services, the firm run by Ken Fripp at Lasham, is to build the wings. Relying on its experience in restoring the near legendary Minimoa BGA 1738 and the Hütter H.17A BGA 490, they are sure to give another remarkable account of themselves. Southdown Aero Services have indeed rendered a great service to Vintage gliding and, we are sure, to gliding in general as well, and this service will never be forgotten. The Slingsby Falcon drawings have already been examined by Frank Irving to make sure that the design is sufficiently strong to face rough gusts and aero-towing.

Many of our members abroad have also spent much time this winter in constructing replicas or restoring old gliders. Klaus Heyn at Goeppingen has by now probably almost finished the fuselage and the tail surfaces of his "new" Rhoenadler 35. Freezing temperatures at the depths of winter delayed the glueing operation. In Hungary, a group led by Imre Mitte is constructing a "new" Vöcsök Intermediate glider. Willy Schwarzenbach has started recovering his original Spalinger S.18 with the increasingly popular transparent fabric. He reports that someone else has started restoring the first prototype Mösweу 2 which was built in 1936 and took part in the 1937 International Rhön Contest with Heiner Mueller in the cockpit. This aircraft was the first of the gull winged Mosweys and its wingspan was a diminutive 13.8 m.

We can ask ourselves what progress the VGC has achieved during the seven years of its existence. The answer is: a lot of progress, especially during the past two years which have seen the arrival of the beautifully restored Rhoensperber, H.17, Spyr and Kranich. These aircraft have thus joined the beautiful procession of Minimoas, Mosweys, Goeviers, Petrel, Meises and Weihes which had already been restored.

We have held eight International Meetings and there has been a lot of hard work put into the VGC. But the signs are that we are achieving progress and that we can look forward to sustaining this progress in the future. We wish full enjoyment of the fruits of their labours to our members who have achieved so much and ask them to continue the battle!

THE NINTH INTERNATIONAL RALLY

Guenther Frey has already sent out the entry forms for our next International Rally which is to be held at Burg Geuerstein from 25th July to 2nd August 1981. These forms have been translated from German into English and sent to those of our members whom we thought would be interested in taking part in the Rally. Any member wishing to take part with a glider and who might not have received the form is invited to make an application at once either to Guenther Frey or to Chris Wills, "Wings", The Street, Ewelme, Oxon OX1 1AA, England (Tel: 0491 39245) as time is getting short. The entry forms should be sent to Guenther Frey, Komitee Oldtimer, 81 G.u.E. Frey, Zornstrasse 10, 10-D-6520 Worms, West Germany, as soon as possible (the deadline was 28th February).

BURG FEUERSTEIN. We have received queries about the position of this gliding site. Its coordinates are 49°42'42" North, 11°08'04" East, This places it within the triangle formed by the towns Bamberg, Bayreuth (pronounced Byroyt) and Nuremberg (Nürnberg). It is actually nearer Bamberg than the other two. From Nuremberg (Nürnberg), one could travel via Erlangen to Forcheim, and then to Ebermannstadt, from where there is an access road to the site. If one is travelling along the Nuremberg (Nürnberg)/Wuerzberg (Würzberg) Autobahn, one should leave it at the Erlangen exit (Ausfahrt). On reaching Forcheim, one should take the road to Bamberg which is marked B.4, instead of going to Ebermannstadt. After about 6 kms, there is a right turn marked Eggolsheim and/or Drosendorf. The site is just beyond Drosendorf about 35 kms from Erlangen. If one should be travelling along the Autobahn in the other direction, i.e. from Wuerzberg (Würzberg) to Nuremberg (Nürnberg), it will be much quicker to turn off at the Hoechstadt (Höchstadt) Ost exit (Ausfahrt). The road should then run N.E. from the Autobahn, through the villages of Nueses, Eggolsheim and Drosendorf and on, to the site. The distance from Hoechstadt (Höchstadt) Ost to the site is about 25 kms. Small maps of the site can be supplied on demand from C. Wills. There are two access roads to the site; one from the village of Drosendorf, and the other from the small town of Ebermannstadt. The first appears to be recommended. The address of the site is: die Fraenkische (Fränkische) Fliegerschule, Feuerstein e.V., 8553 Ebermannstadt, West Germany. Tel: 09194/334 (or 09194/577 in emergencies).

Radio frequencies for light aircraft are: 123.05 Mhz and 123.50 Mhz O/R.

It will be noticed that two ways of spelling the towns and villages are sometimes given. The first will help British and French members pronounce the names, and is also a legitimate way of spelling them. The second (in brackets) is how the towns and villages will probably be spelt on signposts and Autobahn signs. Nuremberg is the British (and almost the French) way of spelling Nürnberg, which is pronounced Nuernberg. Bayreuth can NOT be spelt Byroyt!!

Members wishing to attend the RENDEZ-VOUS 1981 RALLY in HOLLAND from 20th-24th July, should inform Jan Forster of their intention of doing so as soon as possible, as our accommodation must be booked soon, because of a famous international march, consisting of 20,000 people, descending on Nijmegen during that week!! Those members wishing to take part in the Rally who have not received a letter from Holland dated 1st February, and an Entry Form, should write to: Jan Forster, Peppelhoven 27, NL-6335 GX AMBY, Holland (Tel: 043. 628336), as soon as possible, for them. Collin Street has sent a float of £27.00 to the organisers of the RENDEZ-VOUS 81 Rally. This was the surplus from the 1980 RENDEZ-VOUS RALLY.

WALTER SORGE has written on behalf of the oldest German VGC members to take part in the 8th International Rally at Sutton Bank, who were Otto Bellinger, Hermann Lederer and himself, saying how they greatly enjoyed the hospitality and helpfulness of everyone at the Rally, and in North Yorkshire. Walter invites VGC members to come and visit him at his modest home ("but large enough for dear friends") when they visit Germany for the next International Rally. He lives at Pinkmühlenweg 13, 6109 Mühltal, West Germany. Tel: 06151 147473. We thank him for his kind invitation.

IMPORTANT: BRITISH NATIONAL RALLIES

The following is a letter from Rex Moorey, one of our two Rally Secretaries:

Dear VGC Members,

By now, most of you are aware that Geoff Moore and myself are your new Rally Secretaries.

Our aim is to choose interesting sites for our Rallies which, geographically, will enable our members to attend at least one of them.

Rather than these Rallies being just an alternative place to fly, we hope to put some life into them by organising competitions for spot landing, etc. We shall give you all notice in plenty of time before each Rally concerning accommodation and launch fees, etc.

We want to see lots of new faces at this year's Rallies. Their success depends on YOU!

The addresses of our Rally Secretaries are:

Rex E. Moorey
58 Fox Lane
Palmers Green
London N13 4AR (Tel: 01-886-9976)

Geoff Moore
"Arewa"
Shootersway Lane
Berkhamsted, Herts. (Tel: 04427-73258)

We wish to thank them both for taking on the job and wish them every success with this year's Rallies.

BRITISH NEWS

We are sad to report that RODI MORGAN has had a bad accident while taking off in an RF 4 motor glider from Shoreham Airport, but we are glad to learn that his injuries were not as bad as at first feared and that he is recovering. The accident happened in mid-January. We are sure that all our members will join us in wishing him a speedy recovery - to airworthy condition!

Rodi has attended all our International Vintage Rallies since the foundation of the VGC in 1973. His greatest restoration achievement is the reconstruction of the Rhoensperber, which had not flown since 1940. The VGC has entered this beautiful sailplane for the FAI's PHOENIX DIPLOMA, the highest award for the restoration of any aircraft throughout the world.

RESTORATION WORK

Those who have worked this winter include Ted Hull and Rex Moorey. They have been recovering their Kite 1 BGA 394 (which once belonged to Amy Johnson) with transparent fabric. Working at Dunstable, they had already trued up and strengthened the wing trailing edges with plywood covering. Dick Hadlow, near Duxford, has also been rebuilding the wing trailing edges of a Kite 1 (BGA 400) because of deterioration caused by damp. That aircraft had most of its metal fittings replaced with wooden parts for radar trials in 1940. Gerry Puritz (an ex-Junkers 52 pilot and Crete veteran) has started work with his partners on restoring the fuselage of Minimoa BGA 1639 at the London Gliding Club. A new aluminium trailer has been built for the aircraft whose tailplane is being rebuilt professionally following glue deterioration.

Paul Bolton at Bicester has been recovering the wings of his Grunau Baby 2B-2 and discovered in the process some glue failure on the starboard wing (which has now been put right) and the date of its manufacture - between August and November 1942. This means that we have yet another wartime built German Grunau Baby on active service in Britain. Frank Reeks is also working on a German built Grunau Baby in Chester, as also is Denis Ellsdon, near High Wycombe. We also learn that Sgt Harry Capple and his wife Valery, who have now been posted to RAF Cosford, site of the second RAF Museum and of an RAFGSA club, have acquired a German wartime built Grunau Baby 2B-2. This is in addition to their MU 13D-3, BGA 1937, and to the Condor 4 which is based at RAF Cosford.

As the serviceable Grunau Babies in Britain must number a dozen at least, we shall soon be able to hold Rallies for Grunau Babies only!

VINTAGE GLIDERS AT LASHAM

During a visit to Lasham in January, we saw two Eon Olympias, rigged and in perfect condition, in the hangar. Those two sailplanes (BGA 860 and 1029) had obtained their first C of A in 1959 and 1961 respectively. Also to be seen in perfect condition was the T 21B, BGA 1254, and private owners could be seen working on their aircraft in the building adjoining the Clubhouse. One of the gliders was a 1951 German built Grunau Baby 2 (yet another) which was one of the first aircraft built after the lifting of the ban on gliding in Germany after the war (1951). The aircraft had originally been built as a simple Grunau Baby 2 without airbrakes or spoilers. In order to increase its side slip capability, the area of the rudder had been increased beyond its trailing edge with a metal fairing. BGA 1432 is now fitted with Goeppingen system air brakes, so that its owners, Ted Hatch, Bob Pirie, Nigel Palmer and Ron Jefferies, intend to remove the fairing. At least two of the men are ex-RAF pilots who flew Grunau Babies at RAF clubs in Germany after 1945. They are without doubt representatives of a movement throughout the country to re-experience the joys of open cockpit soaring in Vintage gliders. However, this Grunau Baby is still fitted with a large flat sided canopy, but we believe that the owners intend to remove it in the future.

Apart from these four aircraft, of which similar types were already gracing the scene at Lasham in 1952 when the Surrey Club first arrived there, one can also see a Slingsby Sky, a Minimoa, an H.17A, and a Falcon 1 is in the early stages of construction.

Derek Piggott, Lasham CFI, paid a visit to the Vintage Soaring Association of America and flew at Scott Air Park. This visit and the fact that Lasham harbours at least seven Vintage gliders in perfect condition indicate that the VGC has a foothold and that our members can be assured of a warm reception there.

A contest is to be run this summer at Lasham with seventy entries. It therefore appears that, if they would have us, Lasham could be a suitable site for an International Vintage Glider Rally.

GLIDERS AWAITING RESTORATION

Despite the considerable restoration work already being carried out by our members, there are still many Vintage sailplanes in Britain which are not airworthy at the moment but which deserve to be restored or repaired. Our members at home and abroad might be interested to hear of the "state of play" concerning these aircraft, as far as we know it to be.

AVIA 40P, BGA 680. This glider is at the Cornish GC at Perrenporth. It has three owners but the one who primarily works on it, the Club's technical officer, feels that he must devote most of his time to the Club's fleet. He has twice done the C of A work on the fuselage but the wings are stood in the hangar without fabric. The fabric was removed by the other owners a year ago. This aircraft may be quite restorable but its wings should not remain without fabric for too long. It is one of the 3 AVIA 40Ps still in existence. As far as we know, the type was the only French performance sailplane in production before the war & only 20 AVIA 40Ps were built. One of its owners, Ron Keeping, lives at The Lawn School, St. Austell, Cornwall.

MEISE, BGA 449. This aircraft belonging to L. S. Philips (Pip Philips) was, we understand, damaged by his son and its repair may be too much of a job for him to tackle. This Meise was one of the German Meises built during the war and was brought to Britain in 1945. BGA 449 was successively owned by Andy Coulson (Newcastle GC), Frank Foster (LGC) and an LGC syndicate. L. S. Philips lives at 14A Kenwyn Street, Truro, Cornwall.

RHOENBUSSARD, BGA 395. This aircraft was badly damaged a few years ago but is quite repairable. It was owned before the war by the Passold brothers. Ingo became Junior Champion of the 1939 Rhoen Contest flying an MU 13D. His brother Rolf has recently emigrated to Switzerland. BGA 395 received its first C of A in March 1939. It is presently stored at Tangmere and is part of Rodi Morgan's collection. Rodi's address: 14 The Towers, Grand Avenue, Worthing, Sussex.

KRANICH 2, BGA 1258. We had heard that this aircraft, which is equipped with air brakes, was being restored by Roy Greenslade at Humberside Aviation and that it was ready for delivery to a syndicate at the Inkpen Gliding Club. It appears that this information, which we reported in a recent Newsletter, is completely erroneous and

that the money for the restoration of the aircraft never arrived at Humberside Aviation so that the work was never started. Roy is now hoping to restore it to an airworthy, or at least a museum condition, but needs main wing and fuselage/wing pins. Address: Flt Lt Roy Greenslade, Humberside Aviation, Woodside Road, Wroot, nr. Doncaster, South Yorkshire DN9 2BP.

GULL 3, BGA 643. This was the only example ever built of what was probably Slingsby's finest prewar glider. It first flew in 1940. After a long period of restoration, its C of A expired in July 1974. One wing has suffered from glue deterioration due to damp and we understand that the aircraft cannot be moved because this wing is presently jigged. BGA 643 is in storage and there have not been any favourable developments lately. It is stored by one of its owners, Fred Rawlings, whose address is at St. James' Farm, Clifton, Deddington, Oxon (Tel: 0869 38302). John Ellis is believed to be another owner.

The Prototype KITE 1, BGA 236. This aircraft is currently in storage awaiting restoration. Its owner is Terry Perkins (Tel: Dunstable 62104)

KRANICH 2, BGA 907, (with spoilers) and a SPALINGER S 21. Both these two-seaters will be restored by David Braham when he has moved house and set up a new workshop near RAF Henlow. The Kranich was built in Sweden and owned after the war by a Swedish pilot, Bengt Micrander, who often flew at Lasham. It suffered some damage and deterioration through damp while being owned in South Wales where it was seen some years ago at RAF St. Athans. It suffered further damage through damp while being kept for a year at RAF Locking, Somerset. As for the Spalinger, it has suffered glue deterioration in one wing due to this part of the aircraft being near an opening in the roof of the shed where it was stored in Switzerland. The rest of the aircraft, which was brought back to England by Mike Russell a year ago, seems to have been stored dry but is very much in need of restoration.

KRANICH 2, BGA 1092. This aircraft was very severely damaged during the International Rally at Thun in 1979. It will be taken North to an airfield at Carlisle where Ron Lake is hoping to repair it.

JS WEIHE, BGA 448. This was one of the three Weihes whose transport to England from the Wasserkuppe was organised by Philip Wills in 1945. Until it was very unfortunately blown over and damaged during the Thun Rally, it was one of the very few airworthy German wartime Weihes. Built in 1943, it was still in its original form. It is now in storage awaiting repair by a member of the Dunstable Sailplanes workshop staff.

The MANUEL WILLOW WREN, BGA 162 and DAGLING. The former is Britain's oldest surviving sailplane susceptible to being restored to airworthiness. It is still in good condition. The second aircraft is complete but has been badly repaired. Repair work needs to be done again and a new fabric covering has to be put on. Both the aircraft are being stored by Mike Russell who needs time, money and help to restore them.

FOKKER GOEVIER 2, BGA 1642. This aircraft is in storage and needs some repairs due to glue deterioration. Although it was built in Holland in 1947, it seems to have the form of the Goeviers built in 1939/40, which are even older sailplanes than BGA 1992, the 1943 German built Goevier at Husbands Bosworth.

The GRUNAU BABIES and an H 17A. These gliders were formerly the property of Mr. Richardson of Sutton, Surrey, but are now in the hands of Richard Boyton in Essex who is to sell them. All of them will need restoration but one of the Grunau Baby 2s is in better condition than the rest. Weighing only 357 lbs empty and built in Britain, it may be the lightest Grunau Baby in existence (Late news is that this Grunau Baby has just gone to RAF Cranwell for its C of A). Address: Richard Boyton, Toppesfield, Great Yardham, Suffolk, Tel: 0787 23771.

With the exception of the last four mentioned, the above gliders belong to the Vintage Gliding Club's "fleet of the shadows". Nearly all of them are important aircraft and some will be lost for ever if nothing is done to save them soon. By just restoring a few of them, we would be making an important addition to our airworthy fleet. Many of our members have already achieved near superhuman feats of restoration. We need a few more of them!

BOOK REVIEW

"British Gliders": A comprehensive listing of sailplane registrations and identities used in the UK from 1930 to 1980, published by the Merseyside Aviation Society.

This book illustrated with 74 photos has been compiled with meticulous care and we cannot fault it. It should be a constant companion for anyone wishing to research the gliders that have ever been in Britain since 1930, the year when the BGA was formed and BGA numbers and certificates of airworthiness were first issued. Should one wish to know something about BGA 101, the first BGA glider, he will find that it was a BAC 1 Primary whose first C of A was issued during August 1930, that it was built by the Kent Gliding Club and named "Columbus" and was impressed for military service as NF 476. This is the kind of information supplied by the book. Sometimes it is difficult to relate military numbers issued during the war to BGA numbers issued before the war, but what the book achieves is quite remarkable and it can be thoroughly recommended to our members. This is a third edition which is considerably enlarged with respect to the 1970 and 1975 editions. It is absolutely up to date as regards our Vintage gliders.

The book can be obtained by sending a cheque for £4.15 (also covering postage) to the Merseyside Aviation Society Ltd., Hangar No. 2, Liverpool Airport, Liverpool L24 8QE, Merseyside. Its Editor, Phil Butler, 35 Gawsworth Road, Golborne, Warrington WA3 3RB, is always ready to receive new information.

THE FATE OF THE CONDOR 2 THAT WAS IN BRITAIN

From the above book, it is possible to establish with near certainty the fate of what was probably one of the best sailplanes in Britain before the war. The Condor 2, BGA 320, was issued with its first British C of A in December 1937. It was then owned by Mr. Eustace Thomas who was in his seventies. He used to fly it rather fast and once broke its fuselage in half on the slopes of Dunstable downs. Joan Price flew it and said that it handled excellently. BGA 320 was impressed for military service during the war. G. D. Smith and A. L. Slater report that it was a late arrival at Ringway, on 6th January 1941, and served with the D.U. from that date. To illustrate the difficulty of correlating BGA Numbers and Military Numbers, we know that there was a Dittmar Condor 2 with the postwar military number VW 918, but, so far, no positive evidence has been found to identify it with BGA 320. In 1947, VW 918 was the property of No. 185 Gliding School at Barton, near Manchester. As with all other ATC gliders, there is no record of its history before 19th March 1947, when, for the first time, ATC gliders were included in an Annual Census of RAF aircraft. In February 1948, VW 918 was allocated to Slingsby Sailplanes for "repair in works". Since there is no record of any specific accident, it must be assumed that this was a major overhaul rather than a repair. On 8th April 1948, VW 918 was "struck off charge" as Category E.1. From this, it may be inferred that Slingsbys found the Condor to be beyond economic repair. While it is possible that VW 918 had been imported from Germany in 1945, we fear that it is most likely that this was the fate of the only Heini Dittmar designed single seater Condor that ever came to Britain. Built by the Sportflugzeugbau Weimar, it had been one of the best sailplanes of the 1930s and seems to have had rather a sad career in Britain.

A similar aircraft was one of the four types to complete the World's first 500 km distance flight in 1935 from the Wasserkuppe to Brno in Czechoslovakia. Indeed the record was given to its pilot, Rudolf Oeltzschner, as his Condor broke up in turbulence during the aerotow retrieve and he was killed. For years we had hoped that the remains of BGA 320 might have been still somewhere in Britain for us to restore.

The above details give some idea of the kind of detective work that the Merseyside Aviation Society has been able to do.

NEWS FROM ABROAD

AMERICA

The Air and Space Museum has decided to restore the Horten 9 V.3 twin jet fighter during 1983. It would thus appear that Jan Scott's and the VSA's campaign to rekindle interest over the Horten designs in the US and in Argentina is beginning to bear fruit. However, the Horten 3, Horten 2 and Horten 6 sailplanes will still have to languish in the Silver Hill Storage Facility of the Smithsonian Institute. It is apparently considered that the public will go to a Museum to see aeroplanes rather than gliders!

Everyone in the VSA is very excited by the recent discovery of a two place Baby Bowlus in Minnesota, and we wonder at the fact that the Baby Bowlus, which was a very light and refined Grunau Baby, was strong enough to carry a second person.

The 1981 SSA Soaring Convention was held on 18th January at the Hyatt Regency Hotel and the Phoenix Civic Center Exposition Hall in Phoenix, Arizona. Despite most pleasant temperatures lying in the 70°s, attendance was poor. Among the many sailplanes on show, the star of the show was John Serafin's Orlik, beautifully restored and displayed, and a great tribute to the late Ray Parker who resurrected it. The Orlik is based at Estrella and is flown regularly. Mike Shoen had both his Baby Bowlus and his Super Albatross (Bowlus) on display. Both are flown with a wheel instead of a stick! Frank Kelsely's Bowlus photo collection was on display together with an original trailer. Mike and his wife set up and manned the VSA booth during the three-day event which afforded the best representation that the VSA has had so far, thanks to their efforts. The Oldtimers breakfast had only half the attendance of last year, but most of the regulars were there. John Serafin welcomed everyone and introduced Ray Young, who made an appeal to raise support for sending a Vintage glider to the next International Vintage Rally in Germany.

Jan Scott's airline is going through such hard times because of the recession that he is beginning to doubt whether he will get a summer vacation at all, let alone be able to visit the next International Rally.

ARGENTINA

Jan Scott has learnt from Dr. Reimar Horten that the 10 m version of the Horten 10, Piernifero 2, has now been removed from storage and is being restored in the basement workshop of Roberto Tacchi, the President of the Cordoba Planeadores Club. This will be quite a job, judging by the description in a German magazine which compared the fine construction of its wings and its myriad ribs to filigree. Only when this machine is finished will the 15 m ultralight be built. Mr. Tacchi is also looking into the feasibility of exporting an I Ae 34M to the United States for restoration. This is one of the two Horten 15 single seaters that participated in the 1952 World Championships in Spain. The safety conscious Dr. Horten warns against trying to fly it. "It was not very soundly constructed", he says.

GERMANY

Inaugurated on 18th September last, the Glider Flight Exhibition at Frankfurt's Rhein-Main Airport had attracted 55,000 people by 19th November 1980. At the start of the exhibition, Helmuth Dette, Business Manager of the German Aero Club, delivered 10,000 special Gliding Postcards to the airport on the back seat of a Condor 4 which had been aerotowed from the Wasserkuppe. About 4,000 of these cards were sold to contribute to Helmuth's Wasserkuppe Museum project. Karl Vey, Honorary Archivist of the West German Aero Club, had assembled material for the exhibition with support from his friends Otto Bellinger, Lothar Dröge and Walter Sorge. The exhibition included models and replicas of Lilienthal's, Pelzner's and Ferdinand Schulz's hang gliders (the last two being built by Klaus Keyn, if we are not mistaken). There were also documents and photographs connecting these machines with today's hang gliders which included Lilienthal's standard work "Die Kunst des Vogelfluges" (The Art of Birdflight). The exhibition covered a period ranging throughout the 1920s and the early 1930s.

The public have come to expect exhibitions at Frankfurt Airport where such events dedicated to flying themes are assured of success. During the first Model Flight Exhibition there, the public almost overran the entrances!

Another exhibition was held from 25th October to 16th November at the Kornhaus, Kircheim-Teck, to commemorate the 80th Anniversary of the birth of Wolf Hirth, who died of a heart attack in 1957. Frau Clara Hirth, Wolf Hirth's widow, and Georg Brütting, President of the West German Aero Club, were present at the opening ceremony.

Klaus Heyn has been making good progress with the fuselage of his "new" Rhoenadler but still has plenty of work to do on it. Joerg Ziller, who last year bought a very good postwar built Meise from the Schoenbrun/Wuensiedel Club, near Nuremberg, the same club that the Münster Oldtimer Club had bought their Goevier from, has been working on its fuselage and now wishes to obtain a covered trailer for it for no more than 3000 DM. Rainer Karch was expecting to have started by now to restore François Ragot's original MÜ 13D in Munich. He has a lot to do as he is also involved with the maintenance of a 1956 MÜ 17 and the MÜ23 Motor Glider.

FRANCE

It seems that students at Poitiers have not only renovated the last of the two Arsenal 4111 sailplanes but also the prototype of the Breguet 900. This little sailplane with a 14.35 m span wing was being completely rebuilt at the gliding club of La Ferté Alais in 1960 and was known as "La Louisette" after Louis Breguet. It was first flown in 1950, as was the Arsenal, and was the first creation of Jean Cayla, the young engineer who went on to design the 901, 904, 905 "Fauvette" and the 906, all of which have become famous and excellent sailplanes. At La Ferté Alais, "La Louisette" was said to be an excellent light and fast sailplane. The prototype gave way to a redesigned second prototype which included flaps. We believe that this was followed by a preproduction series of five aircraft. One of these was airworthy at La Ferté Alais and Chris Wills had the opportunity to fly it on several occasions, one being a 250 km cross country to Angers. The flaps can be set in three positions - fully down for landing, half down for thermalling, and slightly up for flight between thermals. With the flaps set in the latter position, it was quite clear that the 900 would outrun the AIR 100 with its 18 m span. It thermalled almost as well as the AIR 100. Its controls were light and harmonious and we can only urge members of DÉDALE to save them quickly should any be left.

The 900 at La Ferté Alais was destroyed but we believe that another was at Fayence. The students involved in this restoration work at Poitiers belong to an organisation called ENSMA and are led by Jacques Tessier, who is trying to create a French equivalent of a German Akaflieg. They borrowed the drawings of the SF25 "Cuervo" from the Akaflieg Stuttgart and are now building a second "Cuervo". After gaining experience in building this aircraft, they hope to build a new fibre glass sailplane of their own design. During their leisure hours, these engineering students fly an M.200, the Arsenal, and the 900 which they are keeping in flying condition at the Aero Club du Blanc. We believe that such rare aircraft as the Arsenal 4111 and the Breguet 900 should be under the protection of the Vintage glider movement, even though they were built as late as 1950.

POLAND

Gliders at present on display at the Polish Air Museum at Krakow are only Polish types built after the war and among them are the Sepp and the Nietoperz flying wing. We know nothing about what has happened to the Rheinland (probably the prototype D-10-99 ... later D-12-99), the Weihe, Meise, Rhoensperber, MÜ 13D, Horten 2, Motorbaby, SG.38 and Zuraws (Polish built Kranichs) that were there on display two years ago. But we are pleased to report that a prewar Polish sailplane is flying again - not in Poland, but in America. It is an Orlik which has recently been beautifully restored.

When writing the article in our last Newsletter "Colours and Markings of German Sailplanes 1922-1945", we did not know of a Reichssegelflugschule (National Gliding School) for Pomerania (German-Pommern ... Polish-Pomorz). We wonder if it could have been Lissa, now better known as the famous Polish Gliding School of Leszno? We know that there were gliders at Lissa before 1945 but we have also heard that, at one time, Ju 87 Stukas used the grass field. Capital of the area is now Poznan, which was the German town Posen before 1945. The province of Jelenia Gora has recently been much in the news. The town of the same name, which, until 1945, was the German town of Hirschberg (the English translation of both the Polish and the German names is Stag Mountain), saw the births of Hanna Reitsch, Joerg

Ziller, Ansgar Sambali (Scottish Gliding Union), Werner Tschorn, and many other famous glider pilots. The former Wolf Hirth Gliding School of Grunau (which became the Reichssegelflugschule for Silesia (German - Schlesien), now known as Jesow, and the aerotowing airfield of Hartau, are very close to the town. Joerg's Father, Erwin Ziller, set up two World Altitude records in a Kranich there before the war in the wave which is evidenced by the Moazagotl (sometimes spelt Mozagotl) lenticular cloud. The wave was caused by the wind blowing over the Riesengebirge (Giant Mountains), the highest of which, the Schneekoppe (1,600 metres or 4,900 ft), was 25.5 kms from Grunau. Hanna Reitsch once landed a Grunau Baby on the Schneekoppe after a storm flight. This was embarrassing as it lay within the neutral zone adjoining the Czech frontier and the authorities were supposed to be informed beforehand of all flights within the area. Wolf Hirth and Martin Schempp came over with a Klemm aeroplane and dropped a bungee cord and a message instructing her to train skiers to launch her off, in the fast deteriorating light, for an unsuccessful attempt to fly back to Grunau. (It ended happily, in a field, after dark!) The letters RSGB on the bottom right hand corners of Edmund Schneider's Grunau drawings stand for Riesengebirge. The whole area, which used to be known as the German Province of Silesia (German - Schlesien or Schlesierland) before 1945, is now called Slask by the Poles. With its coal mines and industry, it is much disputed territory by Poland, Germany and Czechoslovakia. Capital of the Province is Wroclaw, which was, before 1945, Breslau.

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CORRECTION

The caption of the No.7 FVA Aachen photograph in our last Newsletter was erroneous. The sailplane in the foreground is indeed the FVA 20, but it is NOT fitted with the automatic flap system. This system, known as the FVA 21 itself, is fitted to a modified LS-3a.

The first trials on this system were carried out on an VFW-FK-3 five years ago.

Photograph No. 1 was not of an FVA 1 "Black Devil" but of a 1923/4 built "Blue Mouse" with an extended wingspan and rudder. The "Blue Mouse" was the FVA 2.

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FLASHBACK TO THE PAST: THE FLYING CAREER OF ERIC COLLINS

The following article on Eric Collins, one of the great personalities of British Gliding, is by Doc Slater and first appeared in "Sailplane and Glider" in October 1944. He has given us permission to reproduce it.

"The flying career of G. E. Collins lasted only three years and a half, but in that time he broke the chains which had bound British soaring to its hill sites and showed the way up to the clouds and across the countryside.

His first gliding hop was at the London Club on January 16, 1932, and by May 1 he had the "C" certificate. In those days it was customary for "C" aspirants to stay up just long enough to make sure of passing the test and then whizz back to earth, but Collins stayed up half-an-hour. Later that year he took a share in the privately owned "Kassel 20" and put in a great many hours of slope-soaring, so that he should feel sufficiently at home in the air to proceed to the next step.

FIRST TO CIRCLE. It was pretty well known at this time that the way to get up in thermal currents was to go round in tight circles. Yet as far as I know, except on two occasions, no British pilot had so far turned a sailplane in a circle at all, tight or otherwise. Slope-soarers dared not turn their tails to the wind for fear of being blown back over the hill-top and getting into trouble in the leeward down-currents. But in January, 1933, Collins was seen putting the "Kassel 20" into a circle in the narrow space between Whipsnade Zoo and the base of a low rain cloud, and "that's how it all began".

Collins's next circle was not performed until July 1, 1933, but this time it was in real thermal lift. He had been engaged to give passenger flights at the Huish meeting in Wiltshire, and was repeatedly launched by auto-tow to 600 or 700 feet above the hill-top. The weather was calm, and the up-current over the hill-top appeared to be almost continuous, though it varied in strength. After more practice, Collins was able to get away on a cross-country flight of 6 miles on July 3, and climbed to 2,350 feet on July 4.

CAPTIONS TO PHOTOGRAPHS

PICTURES FROM THE ERIC COLLINS ALBUM

All these photographs are prints from copies of original photographs kindly lent by Mrs. Collins to Ian Wilson. One exception is that of the Rhönadler, taken from below. This is a print from one of Dr. Slater's postcards which he has kindly allowed us to use.

ERIC COLLINS

In his memory. He was the first British pioneer cross country glider pilot. He achieved the first National records and obtained the first British Silver C. He was killed doing aerobatics at Sir Allan Cobham's Air Show in 1935.

1. Training at the London Gliding Club in 1932. An RFD Dagling. Eric can be seen holding the wing tip.

2. The Kassel 20 in which Eric became the first Englishman to try to catch a thermal by circling.

3. Eric did not get on with his stepmother and so he did not see his father for eight years. His father read of his son's gliding achievements in the press, and bought him the Rhönadler (BGA 171) in 1933. The type was then the best cross country sailplane in production in Germany and had a performance far in advance of any other sailplane in Britain.

4. Eric with his Rhönadler. He later flew it 98½ miles to a landing on the beach of Holkham Bay on the North Norfolk coast. The flight started from half way down the Dunstable bowl and he reached the coast with still 3,000 ft in hand. This was the British distance record. The Rhönadler found its way back to almost the exact landing spot, when flown by J. S. Fox on 15th May 1938.

5. The Kassel 2-seater in which Collins came within 2 miles of breaking the world's 2-seater distance record in 1934.

6. (Doc Slater's postcard) The Rhönadler during 1938/9 after spoilers had been fitted to the wing upper surfaces to assist with field landings. In 1938, the machine again broke the British distance record when it was flown 144 miles in to Cornwall by its new owner, J. S. Fox. The Rhönadler was stored during the war by the Cambridge University Gliding Club. In 1946, still in its original condition, it took part in the 1946 Easter Meeting on Rearsby Airfield near Leicester. This was the first British (official) postwar gliding meeting. During the meeting, it was flown by many pilots and gained the height prize (7,500 ft in cloud). Then, while being flown by a Cambridge University undergraduate, it became damaged in the air and was only landed with difficulty. It was recommended to be burnt by a BGA inspector shortly afterwards because he thought it had dried out.

7. Eric's instructor at the Hornberg, Wolf Hirth. Eric did so well at the aerobatic course that:

8. As a special honour, he was allowed to fly the "Musterle", Wolf Hirth's legendary sailplane of the late 1920s. Wolf Hirth did many pioneering flights in America with the "Musterle", including one over the Hudson River and Downtown New York.

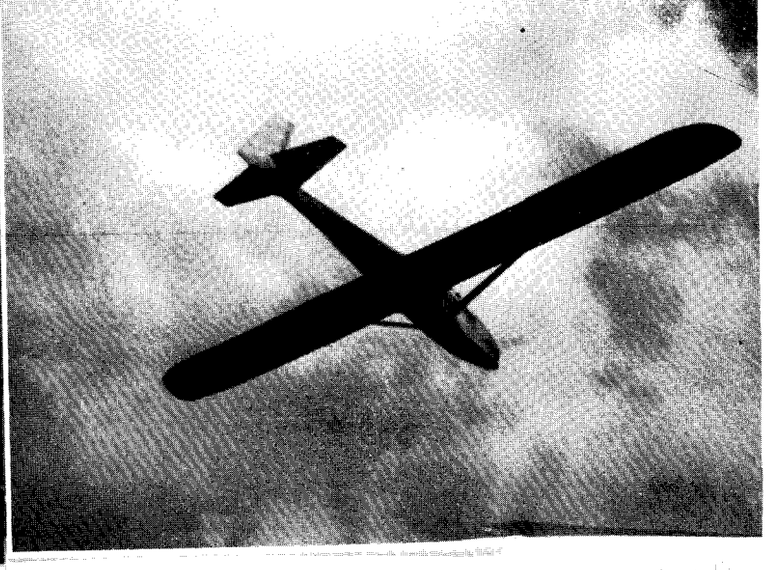
The Flying Career of Eric Collins (cont. from page 9)

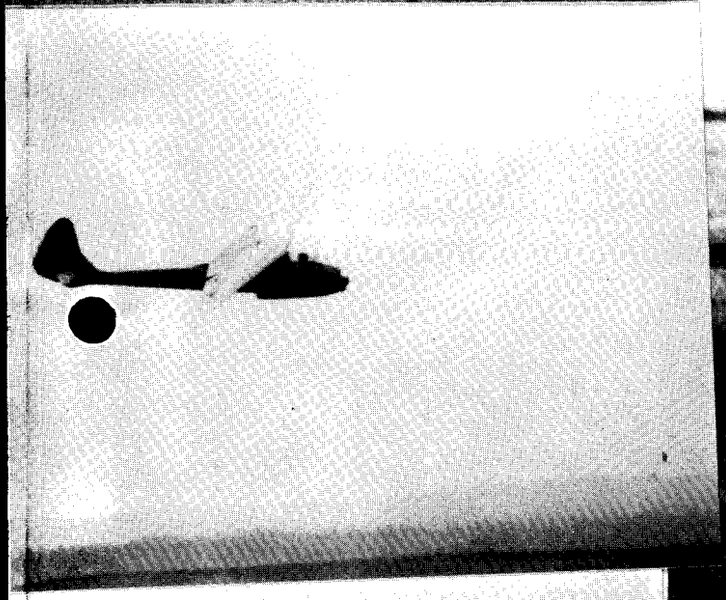
TRUE VOCATION. He now gave up his profession of instrument-maker and devoted his whole time to gliding affairs, taking a small cottage at Flamstead, a few miles from Dunstable, where he settled with his wife, whom he had married some months earlier. It was a precarious existence, but Collins had found his true vocation at last, and had the intelligence to put happiness before prosperity.

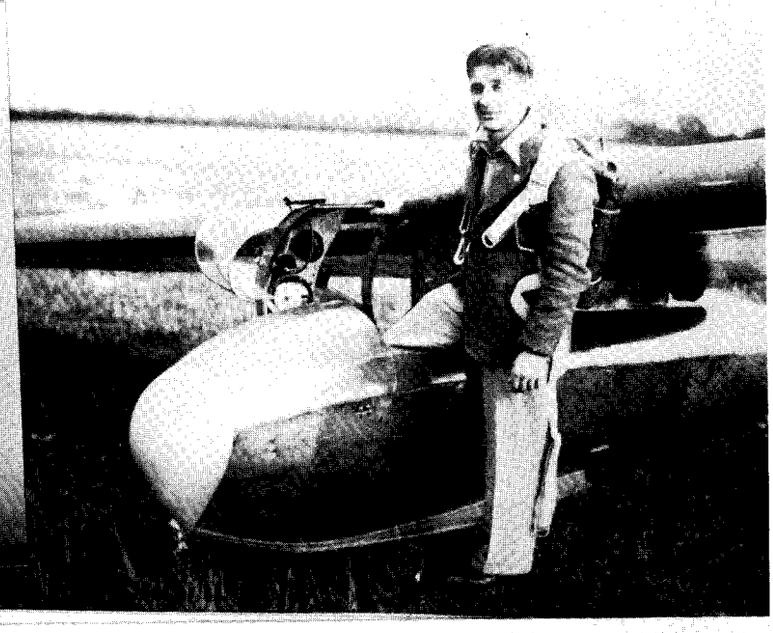
The next achievement was a British distance record of 19½ miles, set up from Dunstable in a "Professor" sailplane on August 23, 1933, in thermals and under cumulus clouds. By this time Collins had learned to find thermal currents without a variometer, by sensing slight differences of lift under his two wings and turning towards that side which was lifting most.

The Huish flights and the new record got into the papers, and Collins's father, duly impressed, offered early in 1934 to buy him the best available sailplane. This was a German "Rhönadler", the most efficient type then in production, and it arrived in April, 1934. Meanwhile, on March 18, he flew the "Kassel" two-seater, with a passenger, 46 miles from Dunstable into Essex, mostly

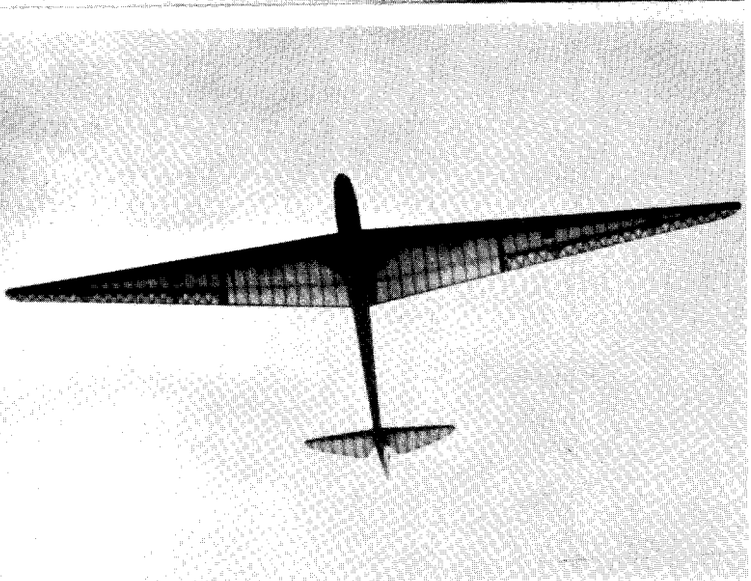












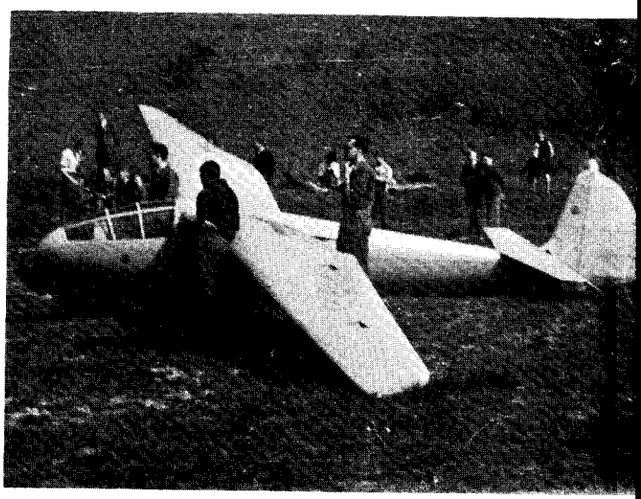
3022. "RHÖNADLER" SAILPLANE.

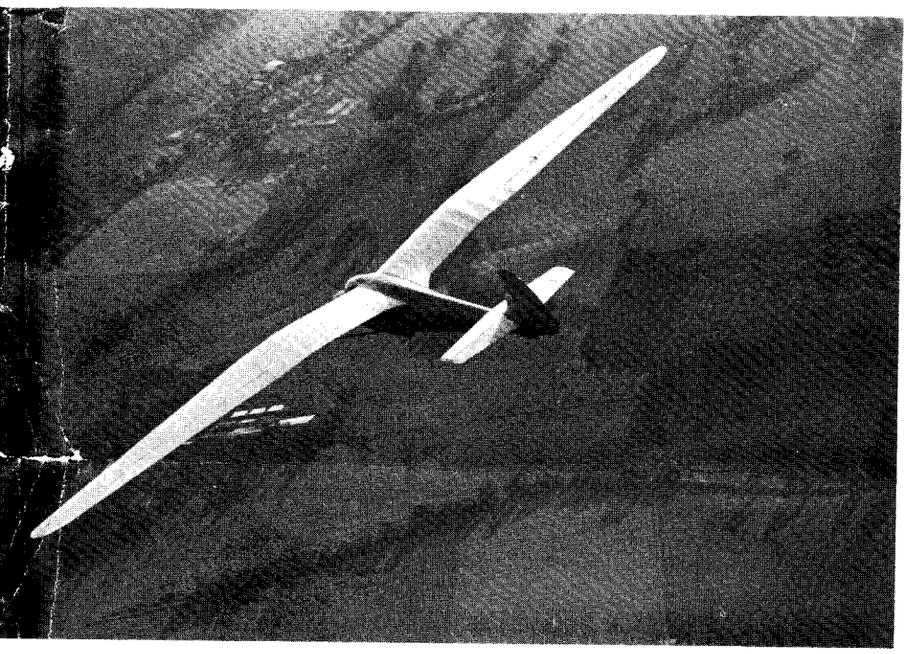
Copyright pho
Alan E. Slater,



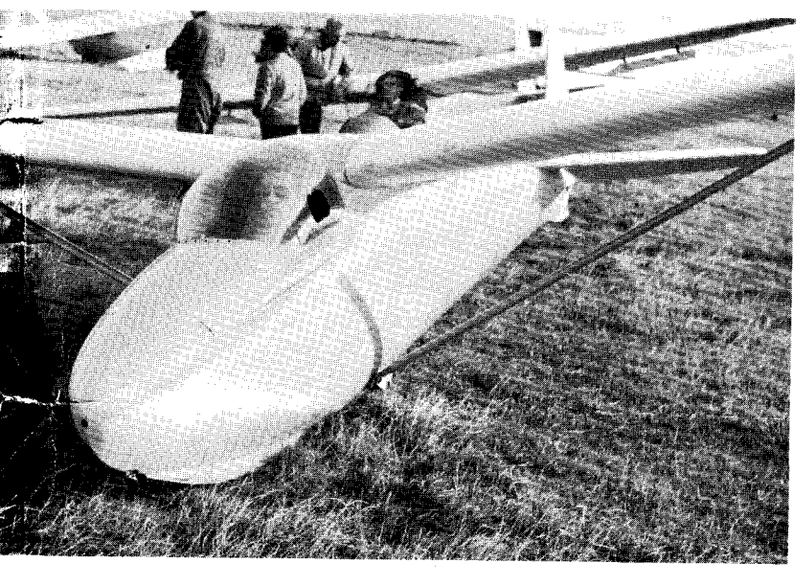



G-ALPJ

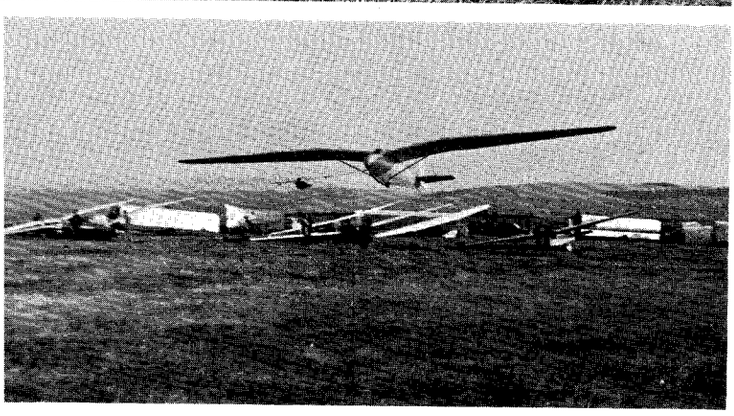


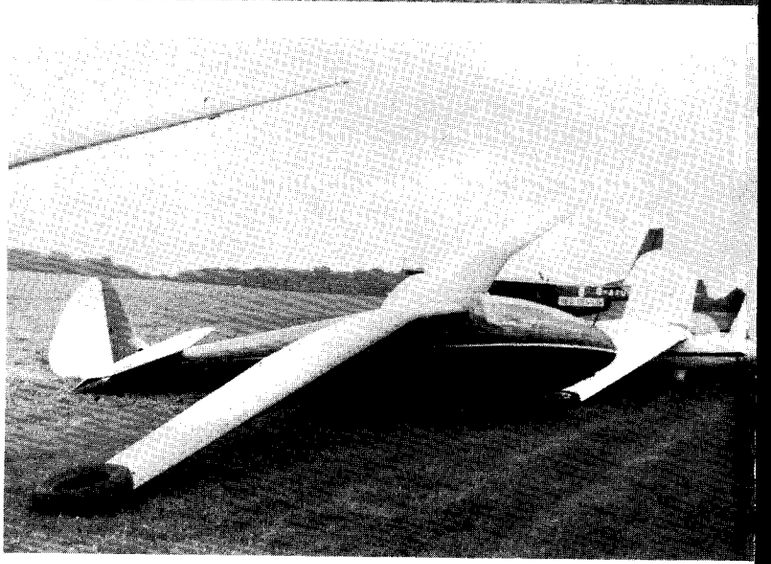







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CAPTIONS TO PHOTOGRAPHS

Pictures of the 1938 Slingsby Gull 1. Our next issue will contain a Technical Article on this type. It was the third high performance sailplane produced by Slingsby's, and the first to have been built in any quantity.

Left to right - top to bottom:

1. BGA 378 was registered C-ALPJ during the immediate postwar years. During this time, it was based at Camphill, the Derby & Lancs Gliding Club. It will be noticed that a landing wheel has been built in
2. BGA 380 at Dunstable. This is the "Blue Gull" which crossed the channel in 1939. Notice how far the perspex of the canopy extends forward compared with that of the prototype which the 3 view drawing illustrates* The photograph is taken either just after, or just before when BGA 380 was still owned by Geoffrey Stephenson.
3. BGA 378 soaring recently in the hands of its owner, Tony Smallwood
4. Dick Green in BGA 378's cockpit. He did most of the work to bring the machine in to its current airworthy condition. Notice the easy accessibility of the instruments.
5. BGA 378 awaiting take off at Itford Hill during the 1972 BGA's 50 year anniversary of the1922 Itford Hill Contest.
6. We believe that this may be one of the last photographs taken of the "Blue Gull", BGA 380. It was taking part in League 2 in the 1957 National Championships at Lasham. Among the RAF pilots around the aircraft can be seen 'Paddy' Kearon and 'Wilf' Pickles. The pilot was F. Allen but the aircraft seems to have been withdrawn after the second contest day.
7. BGA 378 is winch launched at the 1972 50 year Itford Hill Anniversary Rally.
8. The Gull 3, BGA 643, taking part in a pre VGC Vintage Rally at Wycombe Air Park during 1973. This is the only Gull 3 that was built.

*We very much regret that, owing to the Newsletter becoming too heavy for the cheaper postage, the technical article on the GULL, and its accompanying 3 view drawing, has had to be held over until the next Newsletter.

The Flying Career of Eric Collins (cont. from page 10)

under a "cloud street". This distance was only 2 miles short of the then world's record for two-seater sailplanes. On the same day, however, he lost the single-seater record to P. A. Wills, who did 56 miles.

GERMAN LOCAL RECORD. Next Collins flew the "Rhönadler" 52 miles from Dunstable to Rayleigh, near Southend. Then, in June, he took a course at Wolf Hirth's high performance school at Hornberg, near Stuttgart, at which he climbed in a cloud to 6,825 feet, this being a local altitude record for the Hornberg School.

A remarkable achievement in July was a flight from Dunstable to Hanworth at right angles to the direction of a wind blowing from 10 to 15 miles an hour. Later in July he made the first British "cold front" flight, going 25 miles.

Then, on August 5, 1934, Collins made the greatest flight of his career, a new British record of 95 miles from Dunstable to the Norfolk coast at Holkham Bay. It was carried out partly under cloud streets and partly under isolated cumulus, and was a difficult and tiring flight, taking him 4½ hours to do. Only the sea prevented him from covering a longer distance, for he was still 3,000 feet up on arriving at the coast.

At the National Contest in Yorkshire Collins took part in another "cold front" flight, and brought off a tricky out-and-return flight between Sutton Bank and Osmotherly.

ARRIVED BY THERMAL. Next year he was responsible for the first appearance of a sailplane at the Royal Aeronautical Society's Annual Displays. He was to have been towed there by aeroplane from Reading, but on the way the cable broke. However, there were good thermals about, so Collins arrived on time. He made a spectacular diving approach which enabled him to float for hundreds of yards across the aerodrome just above ground level.

Soon after this he obtained a lucrative engagement with Sir Alan Cobham's Display, performing aerobatics on a "Grunau Baby" sailplane. It was at one of these displays that he met with an unfortunate accident which caused his death. At Ramsey, in Huntingdonshire, he attempted a "bunt" or forward loop, but the "Grunau" was not

designed to withstand the resultant stresses and a wing broke off. Collins had reckoned to take to his parachute in this event, but for some reason, never certainly determined, he was unable to use it.

Although Eric Collins's soaring career led to his untimely ending it brought him the happiest period, perhaps the only really happy period, of his life, and most people will agree that it was well worth while his embarking upon it."

A. E. Slater

GERMAN WAR TIME GLIDER PRODUCTION FIGURES

The following data were obtained by Peter Selinger from the Federal and Military Archives in Freiburg, Section RLM GL.C-B2. They will give some idea of the number of gliders that were in existence in Germany at the end of the war. To this total must be added thousands of gliders built before the outbreak of war, Grunau Babies and Primary gliders being prominent among them. During the 20th Rhön Contest in 1939, Air Field Marshal Kesselring spoke in a way that announced a special emphasis by the German Government on gliding for pilot training. This policy would create air mindedness ("The German people shall become a people of flyers" - Hermann Goering), help the selection of aircrew and, later, as petrol became increasingly scarce, contribute more and more to the training of pilots.

The following Table shows the number of aircraft delivered by the dates indicated according to type and firm. The keys to the firms and to the types are given below:

Type	Firm	31.1.41	30.6.42	31.3.43	31.8.43	30.4.44	30.5.44	31.8.44	Total 30.11.44
108-14	RFN	85	441	1,300					
	KFW				1,348	2,684			
	PZH SG.38		979		2,485	3,256	3,381		
	PFH		966	1,380					8,745*
108-49B-2	ESG		739	2,271	1,579	2,034	2,134		
	JSF		231	387	425				
	SFD		190	225					
	PFH Grunau Baby 2B-2			90	346	770	830		4,104*
108-70 A-1	FSH Olympia Meise			172	298	534	559	601	601
108-68 A1-3	JSF Weihe		107	264	333	344			344
108-72V-1-3	FGP		3						
108-72A-0	" MÜ 17		2	20					23
108-63D-3:	SFD MÜ 13D-3	25	81						81
108-53:EO	WHN Habicht 13.6m		4	15					
108-53E-1	" 13.6m Span			9	31	34			
108-53F	" 8.0m "					1			
108-53F	FSH " 8.0m "							8	
108-53G	WHN " 6.0m "					1			
108-53G	FSH " 6.0m "							9	68
108-30.A-2 Kranich 2	MFC	13		898	1,079	1,206	1,221	1,264	1,312
108-61 Go4-2	SHG (Goevier)	Production delivery figures do not seem to make sense, but the total delivered during this time was:							57

This makes a grand total of aircraft delivered by firms of: 15,335

*This does not include gliders built by NSFK Groups

Key to firms:

SFP = Schleicher Flugzeugbau Poppenhausen
JSF = Jacobs Schweyer Flugzeugbau. Ludwigshafen
SFD = Schwarzwald Flugzeugbau, Donauschingen. PFH = Petera Flugzeugbau, Hohenelbe (GB-2s)
PFH = Petersen Flugzeugbau, Hamburg (SG-38s)?
PZH = Pander Zweefvliegtuigbouw, Holland? (SG-38s)?
ESG = Edmund Schneider Flugzeugbau, Grunau. FSH = Ferdinand Schmetz, Herzogenrath
WHN = Wolf Hirth, Nabern. SHG = Schempp/Hirth (Göppingen?) Kirchheim
MFC = Mraz Flugzeugbau, Czechoslovakia. FGP = Flugzeugbau Prague? (MÜ 17s)

Key to markings:

108-10 = Grunau 9; 108-11 = Zoegling 33 and 35; 108-14 = SG 38;
108-14a = Nacelled SG 38; 108-15 = 12 metre Zoegling;
108-21 = Hirth Hi 21 (variable wing sweep two seater);
108-22 = Hirth Hi 20 "Mose" (motor glider);
108-30 = Kranich; 108-49 = Grunau Baby 2; 108-50 = Rhönbussard;
108-53 = "Habicht", E = 13.6 metre, F = 8 metre, G = 6 metre;
108-58 - Schempp Hirth GB 1 "Wolf"; 108-59 - Schempp Hirth GB 3 Minimoa;
108-61 = Schempp Hirth GB 4 Goevier; 108-62 = "Strolch";
108-63 = MÜ 13D Baureihe (series) 2 and 3;
108-64 = "Ibis" (built by Schwarzwald Flugzeugbau-W.Fehle);
108-65 = "Condor 3"; 108-66 = Grunau Baby 3*; 108-67 = Hütter H.17a;
108-68 = "Weihe"; 108-70 = "Meise Olympia"; 108-72 = MÜ 17;
108-74 = FVA 10b "Rheinland"

All 108- numbers missed out between 1 and 78 are not known. Can anyone help please?

*We did not know that the Grunau Baby 3 was built, or at least designed, during the war. We thought that all GB 3s were built after 1951.

Before and during the war, the German Reichs Luftfahrt Ministerium (RLM) allotted the code 8 for aeroplanes and the code 108 for gliders. This is of interest to us since all glider drawings of that time are marked with the code rather than with the name of the glider. The gliders were numbered from 108-1 to 108-78. So far, only those listed above are known and we would be grateful if any of our members could send further information to Peter Selinger, Landschreiberstrasse 21, D-7000 Stuttgart 75, West Germany. Tel: 0711-47 70 78. The information supplied by Peter Selinger may well lead to the location of more construction drawings for the various types.

To have any idea of the number of gliders in Germany at the beginning of 1945, we should also take account of the prewar production figures. These are for the most part still unknown to us. However, we can safely add 110 Minimoas, 43 Goeviers, 100 Rhoensperbers, 29 Rheinlands, 8 Reihers and 30 Horten flying wings of all marks.

We must add the Akaflieg prototypes, the primaries, Grunau Babies, Rhoenadlers, Rhoenbussards and the Kranich 2B-1s which were built from 1935 to the outbreak of war and of which many were considered as surplus and used for dangerous tests in war time (such as Hanna Reitsch landing a glider on wires), or were sent to the Eastern Front to carry ammunition or fuel to front line troops who had been cut off. In Dr. Slater's estimate, about 4,000 Grunau Babies were built in all around the world. A German VGC member has mentioned a firm at Minden which built 400 of the type in a month. Other members told us of a Lufthansa course in 1939 involving fifteen men who managed to break 33 gliders in one day!! From this, we gather that there was a high rate of glider production before the war and also a considerable number of accidents. Naturally, we can't prove or disprove these stories.

It therefore seems that we won't ever reach a firm estimate of how many gliders there were in Germany in the spring of 1945, but we can fairly set a lower limit. Several glider manufacturers, which included Jacobs Schweyer Flugzeugbau and Schempp Hirth, stopped mass producing gliders in 1943 and converted to the manufacture of parts of, or even complete aircraft of wooden construction. It is clear, however, that many firms did continue to produce gliders up to the end of the war, as witnessed by the many Grunau Baby 2B-2 built by Flugzeugbau Petera in 1944 which are still airworthy in Britain. We must also take account of the parts for another 100 Weihes which were awaiting assembly in 1945 at the Swiss owned firm of Kittelberger, Rheinau Hoebert, near Bregenz. We believe that the French removed some of these parts to build 30 VMA 200 "Milan" at the Establissements Aéronautiques Victor Minié at Saint Cyr in 1950. As far as we know, the "Milan" is an exact copy of the JS Weihe which was built from parts found in Germany.

Today, West Germany has almost 6000 registered gliders. This number is less than half the total figures given in the table. But we have to remember that the Federal Republic is about half the size of war-time Germany, and that almost all these 6,000 gliders are high performance types. Roughly half of them are of fibre glass construction.

SWEDISH PRODUCTION FIGURES FOR GERMAN GLIDERS BUILT UNDER LICENCE

For the information that follows, we are entirely indebted to Knut Uller, of Sergels vag 11b, S-217 57, Malmö, Sweden; to Bengt Micrander and the Merseyside Aviation publication "British Gliders".

Type			Total
Grunau 9	(Schaedelspalter)		
	Built by members of gliding clubs		19
	Built by firms		2
SG 38	Built by Swedish Royal Airforce Wings	about	37
	Built by Gliding Club Members and firms	about	86
Grunau Baby 2 or 2a	Built by Gliding Club members		4
	Built by Royal Swedish Airforce. F.5 Ljungbyhed		1

Type	Ser. No.	Year	Firm	Town	
Grunau Baby 2B-2	001	1941	AB Flygplan or Norrköping	Stockholm "	
Grunau Baby 2B-2	002-013	1942	"		
" " "	014-052	1942	Norrköping		
" " "	053-058	1943	"		
" " "	092-099	1944	"		
" " "	102-105	1944	"		
" " "	106-129	1945	"		
" " "	(130)	1945	"		95
JS Weihe A-3.Series 1					
	214-222	1943	AB Flygindustri	Halmstad	
	223	1943	"	"	
	224	1943	"	"	
	225	1943	"	"	
	226-239	1943	"	"	24
JS Weihe A-3. Series 2					
	001	1950	AB Kokums Flyindustri	Malmö	1
Kranich 11B-1	059-071	1943	AB Flygplan.Norrköping		
	072-091	1944	" "		
	100-101	1944	" "		35
DFS Olympia Meise Series 1	210	1941	AB kanoverken	Halmstad	
	211	1942	AB Flygindustri	"	
Kits	212-213	1942	"	"	
DFS Olympia Meise Series 2	001-005	1950	AB Kokums Flygindustri	"	
	006-010	1946	AB Kokums Flyindustri	Malmö	
	011	1947	" "	"	
	012	1951	" "	"	
	013	1952	" "	"	17
				Total	321 a/c

Military Gliders

Airforce Type No.	Type	Airforce Nos.	Firm
Se 101	SG 38	8001-8040	Different Airforce Wings
Se 102	Grunau Baby 2B-2	8101-8130	AB Flygplan, Stockholm, Norrköping
Se 102	Grunau Baby 2A	8131	Airforce Wing F.5 Ljungbehed
Se 103	Kranich 2B-1	8201-8230	AB Flygplan, Norrköping
Se 104	JS Weihe A-3	8301-8319	AB Flygindustri, Halmstad

SWEDISH GLIDERS IMPORTED INTO BRITAIN

Type	BGA No	Swedish Ser.No.	Swedish reg. No.	1st British C of A date	Fate or Owner
Kranich 2B-1	907	075	SE-SPT a/force No Fv 8212	1960?	Russavia David Braham
Olympia Meise	908	9	SE-SGH	1960?	Broken up due to glue failure 1.64
Kranich 2B-1	964	087	SE-STF Fv 8226	1960	Paul Williams Current CofA 1981
DFS Weihe A-3	999	233	SE-SNH Fv 8314	1961	Parts used to rebuild BGA 1230
DFS Weihe A-3	1021	231	SE-SNE Fv 8312	4.1961	
DFS Weihe A-3	1025	217	SE-SCM	4.1961	Remains burnt c.1966 Flown in 1950 World Championships by Tage Löf
Grunau Baby 2B-2	1038	029	SE-SBO	8.1961	CofA expired 6.67
Grunau Baby 2B-2	1058	018	SE-STE	7.1962	CofA withdrawn glue failure 5.63
Grunau Baby 2B-2	1074	126	SE-SFW	5.1962	
Grunau Baby 2B-2	1079	105	SE-SDF		In 1968 fuselage was in use as a static exhibit by Sea Scouts in Aberdeen
Kranich 2B-1	1092	065	SE-SPN	12.1963	Crashed at Thun in 1979. Now owned by Ron Lake who intends to rebuild it
DFS Weihe A-3	1093	Ser.2 No 001	SE-SHU	3.1963	Current. Andrew Coates. Once Paul MacCraeady's
DFS Weihe A-3	1297	224	SE-STN once G-ASCV	3.1966	Current CofA. Derek Godfrey

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"LAST CALL"

We were all sad that Frances has found that the time has come to pass the handling of the affairs of the club onto other shoulders. In truth, it was a temporary arrangement to be secretary for our first year - "to see us onto our feet" - a temporary arrangement which has lasted eight very full years and, as we all know, has operated very economically.

In the last Newsletter Frances outlined proposals whereby the activities necessary to keep the club going could be spread over several members - sadly, however, I must tell you that we have had no response.

Things just won't run themselves, so this has to be the "Last Call". If you can offer service to the club, please write to me or Chris Wills, or phone me at my office no. 01-235-4300 extension 227, or house no. 01-346-8094 without delay. (Not to Frances as she will be on a well deserved holiday.) There is otherwise no option but for us to hire the services necessary, and that must inevitably reflect into the pending consideration of membership annual subscription rate, on top of the recent postage and other increases.

KEN CRACK (Hon. Treasurer)

EIGHTH INTERNATIONAL VINTAGE GLIDER RALLY HELD AT THE YORKSHIRE GLIDING CLUB, SUTTON BANK, ENGLAND, FROM 26th JULY TO 2nd AUGUST 1980

RECEIPTS AND PAYMENTS ACCOUNT

FLYING ACCOUNT	£	£	£
Income:			
Entry Fees 50 Gliders at £30	1,500.00		
103 Pilots at £15	1,545.00		
Crews and miscellaneous	353.00		
Fees received for 237 aerotows (VGC tugs)	1,236.50		
			4,634.50
Expenditure:			
Payments to Yorkshire Club:			
Temp. Membership & airfield facilities	1,389.25		
Hire of Club kitchen	50.00		
Meals provided for YGC staff	101.20		
Dormitory charges, YGC staff and VGC helpers	188.75		
Temp. Membership and launch fees for visitors and V.I.Ps	142.91		
Cleaning Club bar	10.00		
		1,882.11	
Organisation Expenses:			
Printing, stationery, posters, badges, programmes	525.81		
Souvenir plates, prizes, etc.	862.40		
Maps, guides, issued to entrants	106.95		
Postage, travelling and out of pocket expenses	102.40		
Miscellaneous (film hire, insurance, signs, etc.)	79.57		
		1,677.13	
Launching Costs:			
Hire of 3 tugs including ferry charges	884.65		
YGC for fuel and oil	560.80	1,445.45	
			5,004.69
Loss on Flying Account			-370.19

N.B. Yorkshire Club's own tugs made a further 358 tows paid for direct to the Yorkshire Club

FINAL PARTY (HOE-DOWN)			
Income:			
Sale of tickets		244.00	
Expenditure:			
Food, etc.	212.59		
Hire of band & sundries	110.00		
		322.59	
Loss on Party			- 78.59
TOTAL LOSS			-448.78

CAMPING FIELD			
Income:			
Fees received		635.00	
Expenditure:			
Hire of camp field	332.00		
Hire of portaloos, etc.	158.90		
Rubbish disposal, etc.	21.00		
		511.90	
Surplus			+123.10
	Carried forward		-325.68

	Brought forward		-325.68
MISCELLANEOUS			
Income:			
Souvenir stall sales	1,026.25		
Refreshment tent sales	794.12		
Sale of posters & programmes, etc.	64.30		
Miscellaneous income & donations	320.58		
		2,205.25	
Expenditure:			
Cost of goods	798.63		
Cost of food (Marquee)	611.10		
		1,409.73	
Surplus			+795.52
BALANCE - excess of income over expenditure (carried to VGC funds)			£ 469.84

We are very grateful for the large amount of time that Stan Armstrong (Derby & Lancs) has spent in reconciling and producing the accounts for the 8th International Rally involving a cash flow of over £7,700, a truly prodigious operation with the vast number of relatively small amounts involved.

There is always a considerable risk in organising events of this nature, to budget and to set the level of charges, to balance the costs - you will see that the "Flying Account" had a deficit, largely due to the high level of charges required by the Yorkshire Club (who also retained the bar profits). However, this loss was fortunately balanced by the greater use of the camping field than had been expected, together with the diligent efforts of our Ladies in the refreshment marquee and of the general sales counter.

It is very appropriate to record our thanks to the many Club members and their ladies who gave so generously of their time and physical efforts - before, during and afterwards - which made the Rally such a success.

We hope to see you at the 9th International at Burg Feuerstein, 25th July to 2nd August 1981.

KEN CRACK (Hon. Treasurer)

FOR SALE

(from the Sailplane & Gliding February/March 1981)

Grunau Baby 3. Built 1955. Lovingly refabriced and resprayed blue and white by senior BGA inspector. Immaculate. Steel trailer, instruments, aerotow hook, airbrakes. Only 10 launches since refurbishment. New CofA on delivery. Price £1050. Telephone John Eaton at Fowey (072683) 3594

Eon Olympia 2 in good condition, parachute. Winter baragraph. Dry, closed trailer. Extras include electric vario/audio. 12 months CofA. £1850. Tel: 0482 654192

FW Kranich 3. two-seater. 18 m span. Max L:D 1:30. Built 1955, known as the best two-seater of its period. With basic instruments and trailer. Good condition. German CofA until February 1982. Flugtechische Arbeitsgemeinschaft, Goethestrasse 1, D-5100 Aachen, West Germany. Tel: 010 49 241. 63473 or 79017 or 74591

Slingsby Tutor. Very good condition. Basic instruments. Covered trailer if required. Tel: J. M. Cox 021 777 1137

Eon Olympia 2B. Parachute, closed trailer. Good condition. 1 year's CofA. £2,150 G. Edmundson 0632 874551 (day) or 0207 561286 (weekends)

JS Weihe. Beautiful condition. With instruments. CofA. Custom built open trailer. Based at RAF Cranwell. Offers around £2850. Barry Briggs, 52 Main Road, Ravenshead, Nottingham. Tel: 06234 2411

WANTED. Accommodation in England for an American Pratt & Read 2-seater, in 1981, should it get here. The intention is that it should be kept in Britain and should participate in National and International Rallies. Suggestions please to: Jan Scott, Scott Air Park, Lovettsville, Virginia 22080, USA

WANTED, preferably to be bought in Europe. One closed trailer for a Meise. Offers please to Jörg Ziller, 7032 Sindelfingen, Brucknerstrasse 20, West Germany (not to cost more than DM 3000)

SEGELFLUG BILDKALENDER 1981

Aerospace Information Centre of 8 The Orchards, Sawbridgeworth, Herts. CM21 9BB are offering the Segelflug Bildkalender 1981 at a price of £6.75 (including postage). "The clendar consists of thirteen exceptional photographs carefully selected from the work of leading soaring photographers. Each image is printed on heavy paper stock with the brilliance and clarity befitting a fine art print. This pictorial quality, coupled with the large 11" x 19" format, creates an eminently framable print, which must be seen to be fully appreciated. As with any fine edition, quantities are limited."

If you would like to know more about this calendar, contact Mr. P. Wynne-Jones at Aerospace Information Centre - Tel: Bishop's Stortford 732884 (between 9 a.m. and 1 p.m.)

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WELCOME TO NEW MEMBERS

GB 2B BGA 1415	Brian Roberts Police House Tingewick Buckingham MK18 4NX
Rhonlerche II PH 246	William Groesbeek Hage Naarderweg 20 1217 AE Hilversum Holland
Assoc	William Craig 19 Oakland Avenue Belfast BT4 3BW
Assoc	Mrs. Jenny Wakem 15 Adur Valley Court Towers Road Beeding Steyning W. Sussex BN4 3JN
BG IIB BGA 2609	Mr. & Mrs. Richard Cowderoy 1 Kenwith Avenue Guildford Road Fleet, Hants
Prefect BGA 2546	Kenneth Reeves 54 Squadron RAF Coltishall Norwich Norfolk NR10 5AJ
Assoc	Miss Pat Holmes 17 Mount Pleasant Arundel, Sussex
GB IIB BGA 2709	J. A. Knowles 8D York Road Farnborough, Hants
Prefect PH 194	B. C. Persyn Mauritslaan 9 1211 JX Hilversum Holland
Eon Baby LN-GB1	Hans Danielsen Rugdevej 11 1364 Hvalstad Norway

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Issued by:

Chris Wills, "Wings", The Street, Ewelme, Oxon OX1 1AA
Pierre Beguin, 23 Gresham Road, London SW9 7NY
Frances Furlong, 60 Well Road, Otford, Nr. Sevenoaks, Kent (Secretary)
Rex E. Moorey, 58 Fox Lane, Palmers Green, London N.13)
Geoff Moore, "Arewa", Shootersway Lane, Berkhamsted, Herts.) (Rally Secretaries)
Ken Crack, 45 Church Crescent, Finchley, London N3 1BL (Treasurer)