VINTAGE GLIDER CLUB GB

nº 44 summer 1982

news letter







The photographs on the front cover were taken during the Grunau Baby meeting held at Schameder over the Whitsun weekend.

Taking part were: 9 Grunau Baby 2bs
3 Grunau Baby 3s
1 Cumulus

Their statistics for the meeting were:

107 flights - 52 hours - 677 kms cross country with only 2 field landings. The fastest flight was a 66 km triangle twice in 2 hours 56 mins. - average speed 45 kph.

The top plate shows the line-up with PH214, Neelco Osinga's machine in the foreground.

The middle photo shows D-6059 C. Kroll's Cumulus, a Baby variant before his beautifully made trailer, which he built himself. Christian organised the meeting.

The lower photo shows the Babies poised at the start.

V.G.C. NEWSLETTER No. 44 Summer 1982

Gordon Camp's 1981 Soaring Year Book reveals that there are over 190 gliders in Britain registered as airworthy, designed before 1952 (with a very few exceptions built later, due to their rarity value), and that this number does not include Ka 6's, Skylarks, Swallows, etc. However, there is no doubt that the VGC has more than trebled the active lives of the small number (36?) that were built before 1945 and that this continued life has been given to creating an international comradeship which should be an example to everyone.

The VGC now extends the very best wishes to everyone attending the 10th International Vintage Glider Rally at La Montagne Noire.

SALUTATIONS VELIVOLES!

OBITUARY

We have sadly to announce the death of S.W.O. Andy Gough during an air display on Saturday, 12th June, at Royal Air Force Brize Norton. It would seem that his glider, [illegible] (a Blanik) suffered structural failure of the wing during aerobatics and crashed before the crowd. Although Andy was not a member of the VGC, he was our friend and was so important a gliding personality that we can not remain silent. Andy symbolised Royal Air Force gliding, and especially the Royal Air Force GSA centre at Bicester, where he had been CFI for 30 years. He had started his gliding with the Royal Air Force in Germany in 1945, and there flew many of the aircraft which we now fly in the VGC. He had often been in the Royal Air Force's gliding team and had also been a pilot of the British team. His warm personality and organising ability had become a legend. He was to have retired from the Royal Air Force next year, but none of us could believe that he ever would retire from Royal Air Force gliding, or Bicester. Bicester without Andy was unthinkable. He made the place. Now it has happened, we cannot imagine what will be the future, for Andy was unique.

We offer our condolences to his relatives, his friends, to the whole Royal Air Force GSA, and to the Royal Air Force.

The 10th International Vintage Glider Rally

In spite of a call for entries to be in by the 15th April, late entries can be received, and C. Wills can supply further entry forms. Address: "Wings", The Street, Ewelme, Oxon OX9 6HQ., tel: Wallingford (STD 0491) 39245.

From Britain, the following pilots and machines have so far been entered:

David Jones - Rheinland; Peter Moran - Eon Baby; Ron Davidson - Petrel; C. Wills - Rhönbussard.

It is hoped that there will be more entries from Britain. Also attending the Rally, from Britain, will be: Mr. and Mrs. Anson, Tom Gornall and Tony Smallwood, unfortunately without aircraft.

Organisation for the rally is still going ahead well. The area is extremely picturesque and is famous as a holiday area and for its good food.

La Montagne Noire is known as a very good gliding site with slopes. It was first tried out in 1932 together with other French hill sites.

For the rally, Morane Rallyes and a Storch are to be used as towplanes. These should be slow enough for us. We call upon British participants to take extra food and drink so that we can entertain the other teams during an evening.

The Informal Vintage Rally at Lasham. From 17th - 31st July 1982.

This is being organised by Colin Street. All members are invited to enter their machines and will be very welcome. Colin Street's address is: Badger Lodge, Redlands Lane, Ewshott, Farnham, Surrey, GU10 5AS, tel: Aldershot (STD 0252) 850526. Colin has said that the rally will be so informal that he does not mind if entries do not inform him before they actually arrive, but we suggest that they should inform him beforehand in order to give him some idea of attendance numbers.

BRITISH NEWS

The good weather of the spring has continued in to summer. During Easter, an unstable N.E. Air Stream gave good soaring conditions. Thoby Fisher and C. Wills had fine flights from winch launches in the latter's Meise from the Woodspring Gliding Club at Weston - super - Mare.

These culminated in the Meise being launched almost directly into powerful seabreeze front lift which took it and the other gliders in the club to 4,500 ft. From this height it was possible to fly across the Severn Estuary towards Wales. When Cardiff was in sight, because of the seemingly poor weather over Wales, and the Air Traffic Zones around Cardiff Airport, it was decided to return to England. The evening sun turned the sea into a tablecloth of gold with the black silhouettes of the islands Flat Holm and Steep Holm upon it. After returning to Weston - super - Mare and a further

8 knots/sec lift, the flight ended with a slow flypast of the beach and promenade and the crowds of holidaymakers. C. Wills said that it was an unforgettable experience.

From Dunstable, during Easter, Geoff Moore experienced a cross country flight in the newly arrived from Aachen Kranich 3. An out and return to Northampton was made and the aircraft's performance seemed really impressive.

At South Marston During the weekend of 24th/25th April, the Rhönbussard, BGA 337, had its first flights after winter overhaul, recovering and painting. It is now 10 lbs lighter than it was (338 lbs) and it seems to fly better. C. Wills had three flights in it, two of them lasting an hour each in spite of very weak lift.

From the Long Mynd Barbara Reid flew Silver C distance in a 1936 Grunau Baby. She was winched to 700 ft. but got away from 500 ft. Her greatest height was 5,200 ft. She landed in the Malvern Hills. She has now completed her Silver C in Vintage Gliders as she did her 5 hours in a Cadet at Dunstable. Barbara is now employed at the Long Mynd and has had to suspend work restoring a Cadet due to other work.

Grunau Babies in Britain In recent Newsletters, we stated that there were 4 Grunau Babies airworthy in Britain, but that this has been a conservative estimate. The number of 2B's seems to be nearer 10 with a further three 2A's.

Another Grunau Baby is almost ready: A Grunau Baby 2b has been worked on as an excercise, at Humberside Aviation, by Flt. Lt. Roy Greenslade and an assistant. The aircraft should fly during July.

A Grunau Baby's new Owner

We are pleased to report that the Grunau Baby 2b, BGA 963, formerly belonging to the late Frank Reeks, has been found a new owner by Eric Rolfe. He is: John Edwards ... Address: "Great Stones", Hare Street, Nr. Buntingford, Herts ... tel: Great Hormead 460.

It will be remembered in our last Newsletter that Frank had built a new trailer and, after years of work, had the Grunau ready for its final woodwork inspection, before fabric covering. The aircraft was then towed from Chester to Eric Rolfe at Moreton in the Marsh for this inspection, which it successfully came through. We are very glad to hear that John Edwards is a wood worker and should be able to finish the project.

We hope that he will join our club.

The Rodi Morgan Collection .... A change of residence before sale

Owing to insecurity of their previous storage place, the Castel C.25S, Rhönbussard (BGA395), and Kite 2 (BGA 521), were moved to Eric Rolfe's home at Moreton in the Marsh, by C. Willis, Ted Hull and Michael Richardson, with three trailers on Thursday 27th May. We wish to thank Eric Rolfe for being one of the truest friends of the Vintage Gliding Movement. He wishes to stress that the 3 aircraft must not remain with him long, as he already has a Kranich 2,

Eon Olympia, T.21b, Nyborg Special, Gull 1, and the parts of many other gliders in residence. Prospective buyers of Rodi Morgan's aircraft are welcome to inspect the aircraft by appointment. The removal operation took 18 hours, with, in one case, a 6-hour preparatory trailer-moving operation the day before. Installing the aircraft in the trailers took 3 hours. The roads were sometimes particularly bad. The trailertowers had to reckon also with occasional pouring rain, fog, then darkness and navigational problems, before they returned home at midnight. We are happy that all aircraft reached Moreton in the Marsh undamaged. With them were SG.38 (Eton) components. During loading we were very lucky to have Fred Stickland and Billie Caldwell helping us.

The Rhönsperber, BGA 260, has for the present, secure storage in its trailer, at James Millar's home at Potters Bar. It is hoped that a syndicate will be formed to own it.

The Replicas

David Jones reports that he has now finished the woodwork and is about to instal fittings and cables in his King Kite. Then the aircraft will only need to be fabric covered and painted. David gives an estimated completion date in July.

Work on the Falcon 1 continues in John Sproule's garage in Shoreham-on-Sea. He is completing all the parts before finally assembling the fuselage. The wings are awaiting it at Southdown Aero Services, Lasham. Late news is that the fuselage is now also to be assembled at Southdown Aero Services.

An Accident at Dunstable

On Saturday 5th June, this summer's hot, semi-tropical weather led to possible development of thunderstorms to 38,000 ft.! During the afternoon, one such storm covered the London Gliding Club's site and deluged it with torrential rain. 5 gliders were on the field and the Duty Pilot, a most respected member of the VGC, thought that they were secure. However, through the rain, moving at tremendous speed came a whirlwind. The Duty Pilot was horrified to see all his 5 gliders leave the ground pilotless and 4 of them vanished heavenwards. The 5th Glider, the newly-arrived Kranich 3 was only held down by the efforts of one of its owners, Paul Davie , who did not leave go in spite of a Ka 18 descending on top of the Kranich and hitting him. The Kranich's leading edge of wing on one side is damaged over an area of about 3 ft, otherwise, each wing has its trailing edge broken at one point, due to the wing's flexing. The Kranich 3 can be repaired. The other 4 aircraft are write-offs. One of them was Pat George's Prefect. We send him and his syndicate our condolences. Of the other aircraft destroyed, a Ka 6 and a Ka 13, the latter was found later upside down in the middle of the dual carriageway main road, some way off the site. It was only due to the heavy rain that there was no traffic.

Late news is that the Kite 2, BGA 521, formerly belonging to Rodi Morgan, has been successfully sold to a Colin Harrison, who intends to fly it from Wycombe Air Park.

The First Gull 1

Further to another letter from Australia saying that we were not getting the story right, Dudley Hiscox has come to our resue.

Dudley did indeed own the first Gull 1 in 1938. After a few weeks, Fred Slingsby prepared a second prototype and asked Dudley to have that one, while the first was sent to Australia, where it was owned by the Australian gliding pioneer, Dr. Haydon.

Dudley was still flying the second prototype in 1946 before he bought the first British-built Olympia, in 1947.

AMERICAN NEWS

Jan Scott writes that one of the Horten 3's in bad condition at the Smithsonian Institute's storage facility can be exchanged for something else that the museum would like and that it can go anywhere in the world. It can not be sold for money.

Jan has had to postpone negotiating to obtain Horten flying wings from the Argentine, owing to the crisis in the South Atlantic.

He is now trying to organise a future for some of the Hortens in the USA.

GERMAN NEWS

Congratulations Wolfgang and Werner Tschorn. With their Weihe, they did not only win (once again) the Aachener Vergleichsfliegen, Club and 2-seater Class, but also the Pyrmonter Segelflugwoche!

Congratulations Christian Kroll for having organised a very successful Grunau Baby Meeting! 12 Babies and one Cumulus were present during the weekend of the 28-31st May at Schameder near Siegen. (Hans Jacob's home town.)

To tow them was available a vintage Focke Wulf 44 "Stieglitz". The meeting was very pleasant and the weather was excellent. The 1st day's Task was a 70 km triangle (Schameder-Hünsborn - Eisenhardt), and one Baby rounded it twice and then flew to the first turning point and returned, making a total distance flown of some 200 kms! Among the Babies was the recently restored PH-214, owned and flown by Neelco Osinga, from Holland.

We are indebted to Jochen (Cassius) Ewald for the above news.

AUSTRALIAN NEWS

The VGA at Mangalore 82. The Vintage Glider Association fielded 5 sailplanes at this Annual Fly-In of the Sport Aviation Association of Australia, held over the Easter Weekend. In addition, there were two modern sailplanes, a Moba 2 and a Mosquito. The vintage sailplanes, the Golden Eagle (Alan Patching), Hütter H.17 (Jenne Goldsmith), Olympia (Keith Nolan), Grunau Baby 3 (Garth Hudson), and Joey (Keith Jarvis), attracted much attention. Part of the VGA's display was a 16th scale model Grunau Baby 2b built by VGA member Frank Smith. Although this was radio controlled, Frank decided not to fly the model owing to congestion in the area. The mild, sunny, conditions allowed gliders to fly for periods between 30 and 90 minutes with heights to 5,000 ft.

Ralph Compton flies 320 kms in Skylark 4 After completing a 320 km triangle in January, Ralph followed up during March with another long distance flight. "Starting at Murray Bridge, I enjoyed a flight of 320 kms with long streeting of over 80 kms at a time. The flight took only 3 hours 55 minutes and gave me a best height of 10,500 ft."

Another H.17 Veteran Gliding enthusiast, Harold Bradley of Adelaide has begun the construction of a Hütter H.17. Harold began gliding in the early 1930's. In about 1935 built a Lasco Lark, and flew it for several years before World War 2. After the war, with the aid of his son, Alan, Harold built an H.17 and then, later a Schneider Kingfisher. In addition, he has been involved in design and construction of several other aircraft over a period of 50 years. It looks as if Jenne Goldsmith's sole airworthy H.17 in Australia, will soon be joined by at least one other.

We are indebted to Allan Ash's Vintage Times, June 82, for the above news.

OLYMPIA CROSS-COUNTRY

Although flown 18 months ago, we include a description of this flight. On going through all our records from many countries, we have found that this has been the most remarkable of any flight carried out in a sailplane designed during the era, which we now call vintage. We salute the Australian pilot Keith Nolan and his 1948 Olympia "Yellow Witch", for having done the first 500 km triangle in a vintage glider.

"Confessions of a Masochist" or "How I Flew 500 Km in an Olympia" by Keith Nolan

December 9, 1980; Day 4 of the Mildura Mini Comps; it is 5.45 a.m. Today we are under the influence of a slow-moving weak trough out of a Low on the northern coast of Western Australia and the back end of an equally slow-moving High centred over the Tasman Sea.

Yesterday the Sports Class took last launch over a 304 km O & R to allow the Open/Racing Classes to launch early to attempt a 750 km triangle.

Today's maximum temperature is expected to reach 40 or 41°C, about 3° warmer than yesterday. The forecast says there would be no clouds but conditions would warm up early under the influence of a light NE wind to provide usable lift until quite late in the day.

So with barometric pressures predicted to all about 3 Mbs, the blood pressure starts to rise by a disproportionate amount.

Chris Deardon came up as I was DI-ing the Olympia, Yellow Witch, and I told him I was declaring a 500 km task, regardless of the official task. He agreed that it could be on for all so I suggested he contact all the Sports Class pilots and put it to them. To a man, they agreed.

The next move was to approach the task setters, and more or less demand a 500 km triangle for Sports Class plus first launch, since we had co-operated with the Open/Racing/Standard boys with their plastic toys the day before.

There was no problem. They set us Mildura - Balranald - Birchip, 514 km. My barograph had been smoked for years and unused, waiting for a day like this.

At 11:40, I was dropped in lift at about 1900 feet and I climbed to 5000 feet at 3-4 kts. It couldn's be a better start. Let's go.

I flew into the start gate entry circuit, stuffed the nose down, edged slightly over max, rough, a bit more, more again. I was in lift all the way and couldn't get under the start line and keep the Oly in one piece. As expected, I got negative high.

I climbed again and had another go. Same conditions, but this time I managed to squeeze through at 12:10. Now for a good climb and away we go.

A couple of gliders are circling nearby and I join them for a few turns. The lift is not really good but it will do to gain some departure height. I find a better core and get a reasonable rate of climb, then head off from 5000 ft.

I plan to go well south before heading east to miss the effect of "blow off" from the irrigation area but I run into 7 kts which takes me to just over 8000 ft. I am overjoyed to find it so good so early.

No caution needed now, so head straight onto track, easily crossing the "blow off" area, then pick up another good thermal where the country changes just before the river.

At this stage I can see other gliders, well south and operating at a lower height hand. They haven't been able to crack a good one yet.

I decide that the band 8000 feet to 5000 feet seems to work well so that's the pattern. Approaching Euston, I go down from 8300 feet to 1100 feet in massive sink. What seemed from 8000 feet to be mostly natural clearing is now seen to be burnt-out Mallee trees which have weathered to the same colour as the ground.

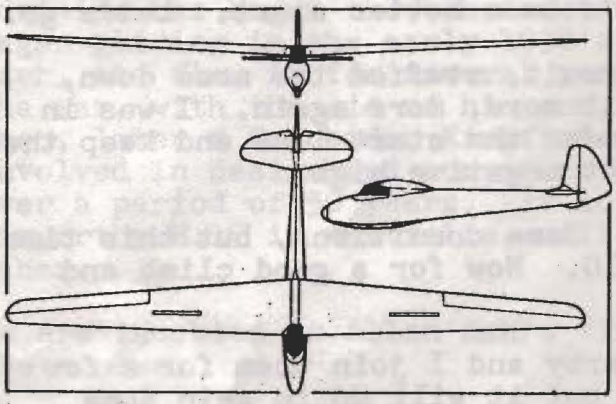
It doesn't seem possible to put the Oly down without damage and the nerves on my left forefinger, now resting on the divebrake lever, begin to tremble.

Then the sink passes and I've got ½-1 kt lift. I ride it to 5000 feet before leaving to look for something better. Soon I was 9000 feet and decided to work the band between 9000 and 6000 feet. Above 9000 there was drift to the NE and below 5000 the lift was difficult to centre.

The Open and Standard Class machines were now starting to appear around me.

We turn at Bairanald at 14:31. Out speed is too slow. I'll have to extract the digit if I'm going to make it. Beautiful cu. to the north promises goodies for tomorrow.

The second leg is quite good, flying over wheatfields all the way, though the lift doesn't come up to what it was on the first leg. The height band is maintained alright, except for one low point of 3000 feet as we approach Birchip.



The second turning point is rounded at 16:46 after losing some time getting high again. Turning onto the final leg, I get encouragement from radio reports from others in the area. Silently hope that the forecast 14 kt NE wind doesn't eventuate.

Above 9000 feet, the wind seems to be light from the SE. On the ground, the wind shadows on dams have been pulling in to thermals from all directions. They are good indicators, and reassuringly show no problems from a headwind on the way home.

The lift is dying now so I must try to stay high, but we go for a long way without lift, then get a couple of knots at about 3500 feet. Hear one of the Standard Class pilots say he is at 1100 feet, so am encouraged to stick with what I've got and milk it right to the top. It becomes 4 kts above 6000 feet and tops out at 10,000 feet.

I'll have to be patient now and conserve height by flying at a ridiculous 45 - 50 mph, but the lift is still there and height loss is minimal. Eventually, near Sea Lake, we are down to 2500 feet and I find a farmhouse with all the right ingredients - a patch of scrub, crop, fallow, sheds and a road.

But just in time there is lift at 1½-2 kts which I finally milk to 4 kts to about 10,000 feet. About this time I hear gliders on the radio struggling in poor conditions near Ouyen, so continue to be conservative. The paddocks are now useless as sources of lift but patches of scrub, low-lying land and the occasional salt lake extend the glide until we are abeam Ouyen.

At about 3000 feet another group of salt lakes give a painfully slow climb to about 7000 feet, enough to get to Hattah. Perhaps the scrub or the bare patch near Hattah will provide an evening thermal, as it is now 19:00 hours. We arrive over Hattah at 3500 feet and sure enough it is there. It's only about 1½ kts but we still have two hours to last light and this day might not occur again for a long time.

Milk, milk, milk to 6000 feet, then more over to the salt lake and a beautiful thermal at 4 kts. Drift is now from the east but it is light and presents no problem. I decide to take 9800 feet for final

glide as it's only 35 miles, but I dare not "blow it" at this stage.

After leaving the thermal at 65-70 mph, the air is like glass and the Oly is giving her maximum true performance L/D of 14 at this speed. At Carwarp we still have nearly 7000 feet. Can't possibly miss now. Down goes the nose. 110 mph. At Yatpool we pass a Hornet, Golf Tango, but we are cutting it fine, so slow down to 80. Golf Tango streaks ahead and I follow him over the line at 5000 feet, doing 80 mph, a minute later at 19:59 hours.

I've always felt that the Oly could do it, given the right day and a reasonable amount of luck. Having a lot of other gliders talking about conditions (please note, not the maddening repetitive pointless garbage which causes one to select silence before insanity, but the short, concise and useful reports) was a great help.

During the flight I only once joined another glider's thermal but had lots join me around Balranald and on the second leg. All the sports Class got around the triangle except one pilot who became airsick and the Bocian which outlanded at the edge of the scrub south of Hattah.

The Yellow Witch was completed in Melbourne in 1948. After a tour of New Zealand in 1949 it was sold to the Waikerie Gliding Club in 1950 and I bought it from the Club in 1967.

She has done over 3200 hours and 53,076 km and has probably been flown by more pilots and appeared at more contests than any other sailplane in Australia.

She is classed as Vintage, but has defective hearing and hasn't quite got the message yet. During 1980, she logged 112 hours and 25 cross country flights totalling 5226 km.

from Australian Gliding, March 1981.

FRENCH GLIDER PRODUCTION

For ease of comprehension, we have divided this in to four periods of time.

1. The period between 1930 - 39
2. 1940 - 1945
3. 1945 - 1950
4. 1950 - 1960

For the first period, we are indebted to information on French Gliding by Georges Abrial in Hubert Zuerl's book: "Segelflug". During this period, AVIA under the leadership of Jarlaud and Cartier, was made responsible by the French Air Ministry for supplying the needs of the young French gliding movement.

For elementary training, there were 80 AVIA 11A primaries.

For secondary training, there were 88 nacelled AVIA 15A primaries, and an order for about 100 was placed with two factories.

There was also the AVIA 20 A training 2-seater of 14 metre span, and the AVIA 32E for advanced training. We have no information on the numbers built of the latter two.

For performance flying, there were 4 AVIA 41P, 18.75 metre span single-seaters and 20 AVIA 40 P's of 15 metre span. The former was designed in 1932, but being inspired by Kronfeld's "Wien", it was too expensive to build in quantity. This was France's best sailplane of the period and Eric Nessler made flights of 337, 347 and 400 kms in it, earning France's only Gold C of the period, No. 4 on the international list, after that of Philip Wills .

The AVIA 40 P flew first in 1935 and became the only French high performance sailplane to go in to production during the period.

Apart from the above, there is evidence of some Castel 24 two-seaters existing. This type, having a 18.6 metre span, was high performance and capable to record flights. Apart from this, it was difficult to handle in the air, difficult to instruct from, owing to the instructer being cooped up in a "cabinet" beneath the wings (entry through a hinged door) without forward vision. Also we have heard of a Minimoa (which Eric Nessler flew to a height record) and a Rhönsperber. However, in spite of the great shortage of material, very few sailplanes were bought from abroad. By 1940, French pilots had earned 1 Gold C and 42 Silver Cs. (This compares with the British total of that time). There were in France only some 200 gliders and sailplanes in 1939 but no new types had been introduced since 1935.

By January 1940, the BGA had registered 326 gliders in Britain but many had been broken. Abrial thought that a good 5000 gliders were in Germany in 1939.

It is worth noting that in 1932, the great French gliding site of Banne d'Ordanche was founded. 500 metres higher than the Wasserkuppe, with slopes in all directions often in cloud.

The other still famous French hill sites of La Montagne Noire, near Toulouse; Pont Saint Vincent, near Nancy; Beynes Thierville, near Paris; Saint Auban sur Durance; Vatteville, near Rouen; Pilat, near Bordeaux; were all tried out and successfully used by the clubs in spite of poor equipment, for noticable, distance, height and duration flights, from 1935.

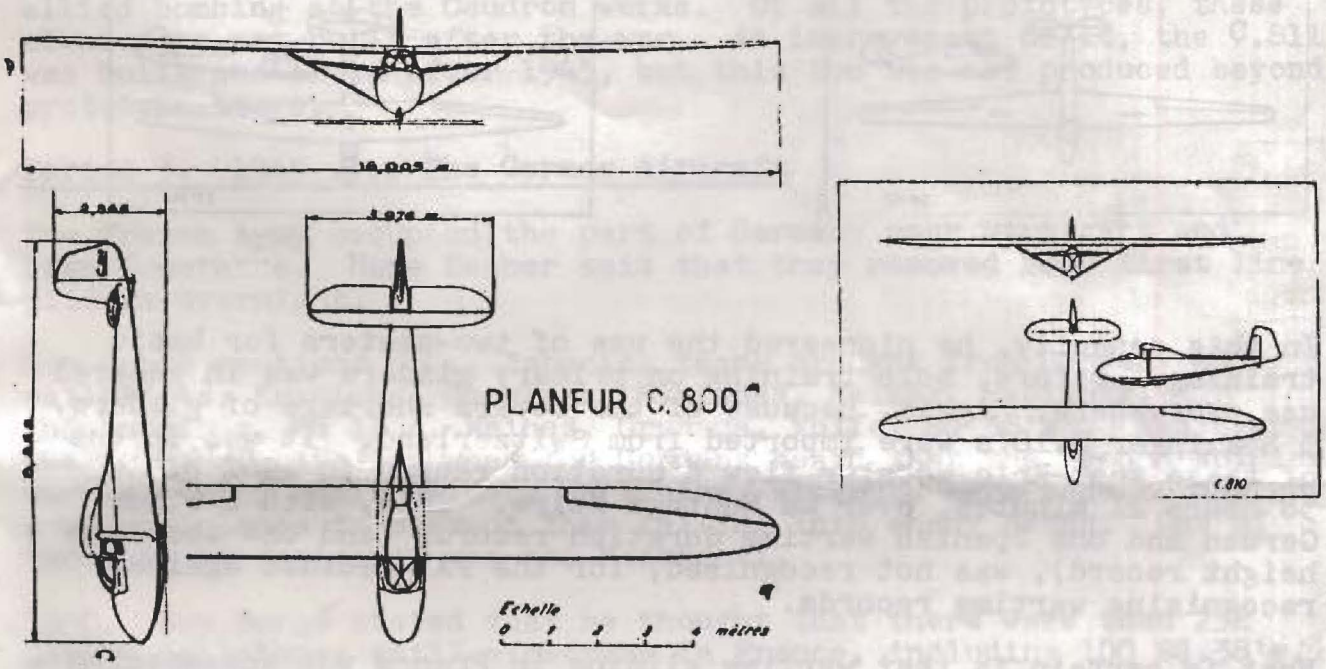
French Glider Production Period 2. 1940-1945
The Dawn of a New Movement

In 1940, the French Government and the German Armistice Commission, decided to allow unrestricted development of recreational gliding in the unoccupied zone of France, as no civil powered flying was allowed, or possible, as there was no petrol. Gliding training would be theoretically allowed for every fit French man and woman between the ages of 16 and 35. 106 airfields were neutralised for gliding and a further 6 military airfields could be used with prior permission.

The old French centres of La Montagne Noire, Issoire, Saint Auban sur Durance, Pont Saint Vincent were among those neutralised.

As the 200 gliders available in France in 1940 were hardly adequate to equip the 106 sites, and as few, if any, gliders were forthcoming from Germany, 2 design buros were set up under Raymond Jarlaud, at the Caudron works near Paris; and the engineer Castello, at Fouga, Aire sur Adour, to design two prototypes each of new types.

Thus it was that the first two Caudron C.800s and C.810s* flew in 1942, designed by Jarlaud; and the first two c.30 S "Moustiques" (Mosquito) later to become the C 301S, the first two Castel 31F "Aigrettes", (Tuft or Plume), later to become the C.310P, flew in 1941 and 1942 respectively, designed by Castello. He also designed the Castel 25 S two-seater, two prototypes of which flew in 1942.



Unfortunately, the war situation did not allow any gliding in France after 1942, so none of these new types were ever put in to production during the war, but large numbers built after 1945 formed the basis of the huge, magnificent, post-war French gliding movement. A Gliding booklet issued by the French Ministry of Education in 1941 states that the following types were to be used on the French sites...

For Basic Training: AVIA 11A, 11A, 11bA, 15A and 152 Primaries

For Intermediate Training: Castel 30S* and Emouchets. *(Castel301S)

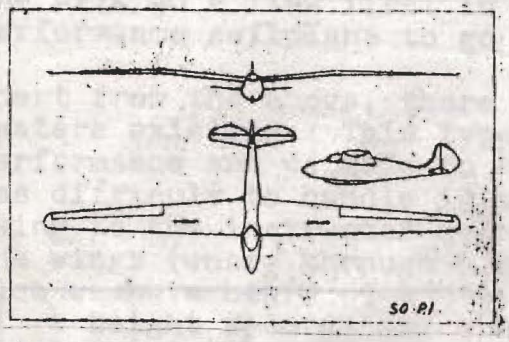
For performance flying: Castel C31Ps* and AVIA 40Ps. *(C.310P)

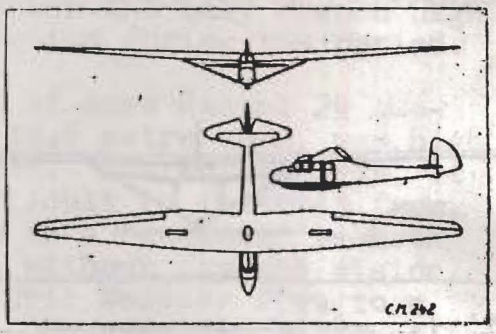
For Two-seaters: Castel 242s and C.800s.

It mentions that other new types were either being built or test flown.

Among these was certainly the all-metal, gull winged, S.O.P. 1, high performance, aerobatic, sailplane. The prototype was finished during the war and successfully flown by a French pilot at the 1947 Wichita Falls US National Championship. Because of severe shortage

of aircraft during 1941, Castello built 10 Castel 242 two-seaters. These 18 m wing span, tandem 2-seaters, were improved versions of his prewar 18.6 m span Castel 24 2-seaters. Whereas they had excellent performance, setting up National records during, and after, the war, they were unsuitable training two-seaters. Experiences with them, almost certainly led to the creation of the smaller, side-by-side seated, C.800 and C.25S two-seaters of 1942. It should be mentioned that, at this time Eric Nessler, as France's foremost pilot, was created Inspector General of all Gliding.





In this capacity, he pioneered the use of two-seaters for basic training. Before, solo training on primary gliders was in general use everywhere. Again, because of the severe shortage of gliders, 5 Spalinger S.18's were imported from Switzerland. It was in one of these that Eric Nessler flew a duration record in 1942 of 38 hours 21 minutes, over La Montage Noire. This, with 2 other German and one Spanish wartime duration records (and one absolute height record), was not recognised, for the FAI decided against recognising wartime records.

What is certain is that wartime gliding in France was accompanied by many hardships, which included a lack of petrol. Cars and winches were fitted with "gazogenes", which ran, not always successfully, on gas from charcoal burners. Thus, the achievements of French glider pilots during that time were even the more remarkable.

High performance gliders available were only 20 AVIA 40 Ps, 4 AVIA 41 Ps, 5 S.18s, 10 Castel 242 2-seaters and perhaps 1 Minimoa and a Rhönsperber. It is not known when a Rhönadler came to La Montagne Noire. (It was there in 1949/50).

Figures for La Montagne Noire

Year	Hours Flown	Launches	B.	C.	Duration	Alt.	Dist.	Complete Silver C
1941	2,237.23	2,607	90	90	65	15	8	16
1942	3,179.44	3,241	74	98	76	39	8	10
1945	4,717.31	?	?	21	36	26	22	?

Emouchet We have evidence that Emouchets were to be used, but we have no idea whether any more than just one prototype existed. The type started life before the war at Pont Saint Vincent when a 1936

Polish Salamandra was broken. All that remained were the wings. The Chef du Centre, (C.F.I.) M. Mangeot designed a new fuselage, fin, rudder, tailplane and elevator for it, similar to those already on a French glider of the time. The Polish wire-braced primary had now become a strutted intermediate sailplane. We know only that no Salamandra flew before 1936 in Poland and that the Emouchet drawings were redrawn by Les Sports Aériens, under Jarlaud, at Castelnaudery, during the war.

*Parts of the S.O.P. 1 have been found by Francois Nuville.

François Ragot has saved one of the Spalinger S.18's.

*The 2 promising C.810 prototype single-seaters were destroyed by allied bombing at the Caudron works. Of all the prototypes, these alone were not built after the war. An improvement of it, the C.811 was built and flown after 1945, but this too was not produced beyond prototype stage.

Period 3. 1945 .... The German Aircraft

The French Army occupied the part of Germany near Stuttgart and Lake Constance. Hans Zacher said that they removed 2000 first line gliders overnight.

Guy Borgé mentions .... "special teams brought from Germany 450 sailplanes, Kranichs, Goeviers, Minimoas, Meises, Habichts, Rhönbussards, Mü 13 s, Weihes, Grunaus, Wolfe, SG 38's". Whatever the truth of this is, when the Germans heard that the French soldiers were removing their gliders on trains, attempts were made to destroy some sailplanes to prevent them falling into enemy hands. One of those to be destroyed was the Moazagotl.

1950. Guy Borgé stated that he thought that there were then 232 German sailplanes still airworthy in France, including 100 SG.38's. These were: 20 Weihes, 4 Meises, 4 Minimoas (No. 4 is now at Münster), 4 Mü 13d's, 80 Grunau Babies, 20 Kranichs, 2 Goeviers, 3 Wölfe (with Handley Page slots fitted to their wings to prevent their spinning) at La Montagne Noire, 1 H.17, 1 Rhönsperber, 3 Rhönbussards, an unknown German sailplane called "Mingo", flying at Meaux, and the DFS Maikäfer, which had had some test flights, which were always terminated by its engine running roughly. Guy Borgé was not sure about these figures but said that he thought that SALS (Société de l'Aviation Légère et Sportive) probably had no more idea of them than he had. 1 Rhönadler was at La Montagne Noire in 1949/50.

The difference in numbers of German gliders in France between 1945 and 1950 is staggering. One can imagine that the accident rate was sensational during this period and that some may have been damaged being put on the trains. Also it was thought that Kaurite glue would only last 7 years and the wartime German-built Kaurite-glued gliders were grounded periodically in France. Nevertheless, they were always brought back, until about 10 years ago, when they were finally grounded and destroyed to save hangar space. In 1960, C. Wills remembers flying at La Ferté Alais, a Rhönbussard,

Mü 13D-3 and a Kranich 2. He also saw a Rhönsperber being renovated at Beynes. The Bussard and Mü have probably been rescued by François Ragot. The Rhönsperber disappeared in 1967, after having been located at Persan Beaumont.

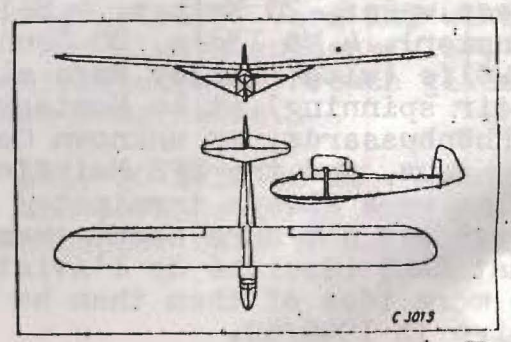
The French Production Figures

This is the most important period of French glider production. It was only after 1945 that the types designed, built and test-flown during 1941/42 could be put into production .... and what production it was! Neither previously, or afterwards, were gliders built in such quantities in France.

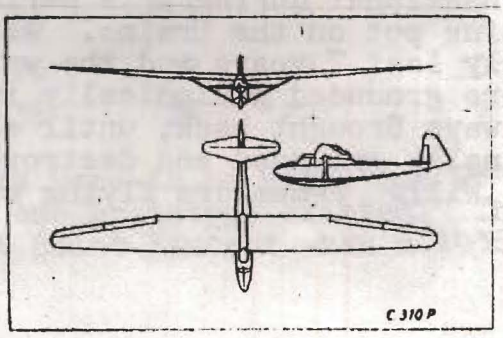
Apart from the French types, the German Meise and Grunau Baby were to be built in quantity by S.N.C.A.N. as the Nord 2000 and Nord 1300 respectively. The same firm was building the German aeroplanes ME108 and ME 208 as the Nord 1000 and 1002 "Pinguin", and Nord 1101 "Noralpha" and, its derivative, the "Norecrin". The above German types were joined in 1950 by 29 Weihes built in France as the VMA 200 "Milan", and the French types were joined by 25 AIR 100 high performance single-seaters designed by Jarlaud, in 1946/7. Guy Borgé writes "The Air Ministry orders over 1000 machines, of which the prototypes have been tested during 1941/2". "In order to avoid delays, SALS (Société de l' Aviation Légère et Sportive") ordered large scale production of Grunaus, C.310P's and Emouchets for training purposes, but dropped the Caudron C.810, as it was too similar to the Grunaus, etc."

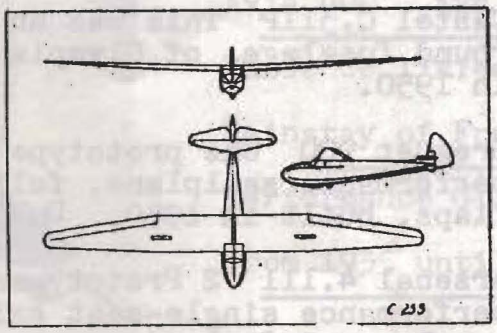
We now give the production figures as stated in a special edition of AVIASPORT for French glider types, published by Pierre Bonneau in 1960. The figures in brackets represent the number of the types which Guy Borgé thought were still flying in 1950. As these show a considerable difference from the numbers originally built, one must assume that there was a high accident rate.

Castel 301S This was the first of the wartime-designed and test-flown French types to go in to production. The 301S was derived from the 1941 tested C.30S "Moustique" (Mosquito). 25 examples were built by Fouga in 1944/45 and 46. 252 examples were then built by Fouga in 1945 (80).



Castel 310P This was derived from the C.301S and shares the same fuselage, fin, rudder, tailplane and elevator (for ease and cheapness of production) with the former. 2 prototypes had their first flights in 1942, under the name 31P "Aigrette". 60 C.310P's were built by Fouga at Aire sur Adour in 1946 (40).





Castel C.25S 2 Prototypes flew in 1942. 100 examples were built by Fouga between 1945 and 1948. (60). It became, with the C.800, the standard training two-seater used by the French clubs.

Caudron C.800 2-seater. Two prototypes flew during 1942. 300 were then built by Caudron in 1945. Caudron had then become the S.N.C.A.N. (Société Nationale de Construction Aéronautique du Nord) at Issy les Moulineux. (150). The above organisation also built gliders and aeroplanes under the name Nord. The C.800 became the standard training two-seater for all French gliding clubs.

Caudron C.801 was derived from the above. 10 examples were built by Fouga at Aire sur Adour, in 1952.

Emouchet 200 examples were built by Roche Aviation, at La Corneuve, in 1946 (100). In 1946, it was known as the SA 103. As the SA 104, 30 examples were built by VMA (Establissements Victor Minie Aéronautique) at Saint Cyr in 1950. A further 10 were built by La Société Merville in 1956.

Nord 1300 (Grunau Baby 2b with modifications) 165 examples were built by S.N.C.A.N. in 1945 (150).

Nord 2000 (Meise Olympia). 100 were built by S.N.C.A.N. in 1947 (70).

AIR 100 20 were built during 1947 by Victor Minie Aviation (VMA) at Saint Cyr in 1947. The designer was Raymond Jarlaud.

AIR 102 A slightly heavier version of the above high performance single-seater. 25 were built in 1952. This, with the AIR 100, was the French equivalent of the German Weihe of 1938. The AIR 102 was also built by VMA.

VMA 200 "Milan" This was the French Weihe and was built without modifications from parts of JS Weihes taken from Germany in 1945. 30 were finished in 1950 by the Victor Minie Aviation (VMA) at Saint Cyr.

C.M.7 This was designed as a Kranich 2 replacement by Castello and Mauboussin in 1947. Only two examples of the tandem high performance two-seater were built.

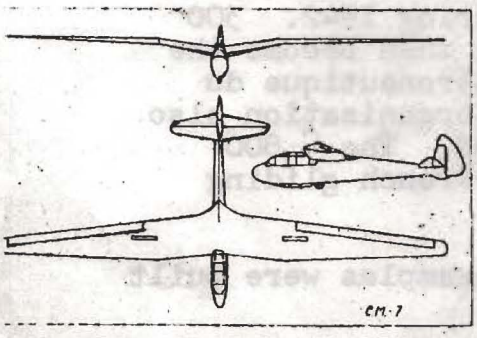
C.M.8 - 13 related to the Magister jet, only one example of this aerobatic V-tailed single-seater was built in 1949.

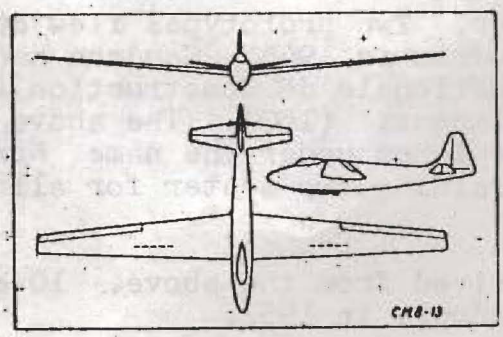
C.M.8 - 15 This was a very fast, V-tailed, high performance sailplane. Flown by Gerard Pierre, it came 2nd in the 1952 World Championships in Spain. One example was completed in 1949, by Fouga. Designers were Castello and Mauboussin.

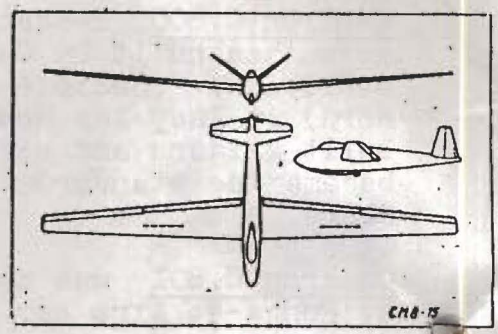
Castel C.311P This was an improved 310P with a semi-monocoque, round fuselage, of Olympia performance. 45 were built by Fouga in 1950.

Breguet 900 One prototype of this 14.35 m. wing span high performance sailplane, followed by 5 others, much redesigned, with flaps, built in 1950. Designers were Jean Cayla and Ricard.

Arsenal 4.111 2 Prototypes of this 19.2 metre wing span, high performance single-seat sailplane were built in 1950. Designer was Raymond Jarlaud.







The above aircraft were all built during the period 1945 - 1950 and made up, with captured German sailplanes, the over 1,500 sailplanes and gliders in service on French sites in 1949. Never again would France have so many gliders, for during the next 10 years, the number would be reduced drastically by almost 500 sailplanes.

French Glider Production. Period 4. .... 1950 - 1960

It was during this period that French pilots achieved greater and greater flights with what were essentially pre-1945 designed gliders. Another article must describe these flights. However, during this period government support was progressively reduced, so that not only were there few new gliders, but also the National Centres were closed one by one, selling their gliders for nominal prices to the clubs. It was said that French gliding would need 100 new sailplanes a year to survive. This number was actually provided in five years. However, a total of 500 gliders disappeared during this decade. One can only assume that they were destroyed through accidents and glue failure. In answer to this situation, pilots achieved better aircraft utilization during the period.

The following are the production details for the period.

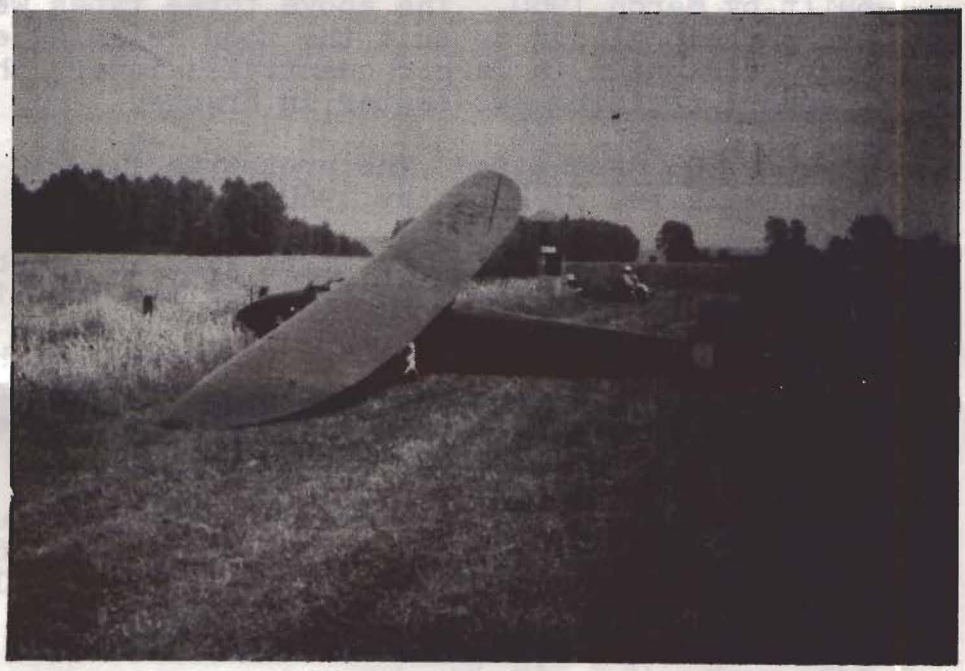
Fauvel AV.36 This was the most successful of Charles Fauvel's flying wings, which had been designed and built over the years. The AV 3 flew in 1933 and was not so different in layout. The first AV.36 flew on 31st December 1951 and had been built by Charles Fauvel and his son. A preproduction aircraft was built by Le Parc Atelier du SALS at Castelnaudary in 1953. 50 kits were then produced by Les Etablissements Wassmer in 1954. The type was actually being built by amateur and commercial construction in 21 countries and was approved in 4 of them, France, Canada, Germany and Switzerland,

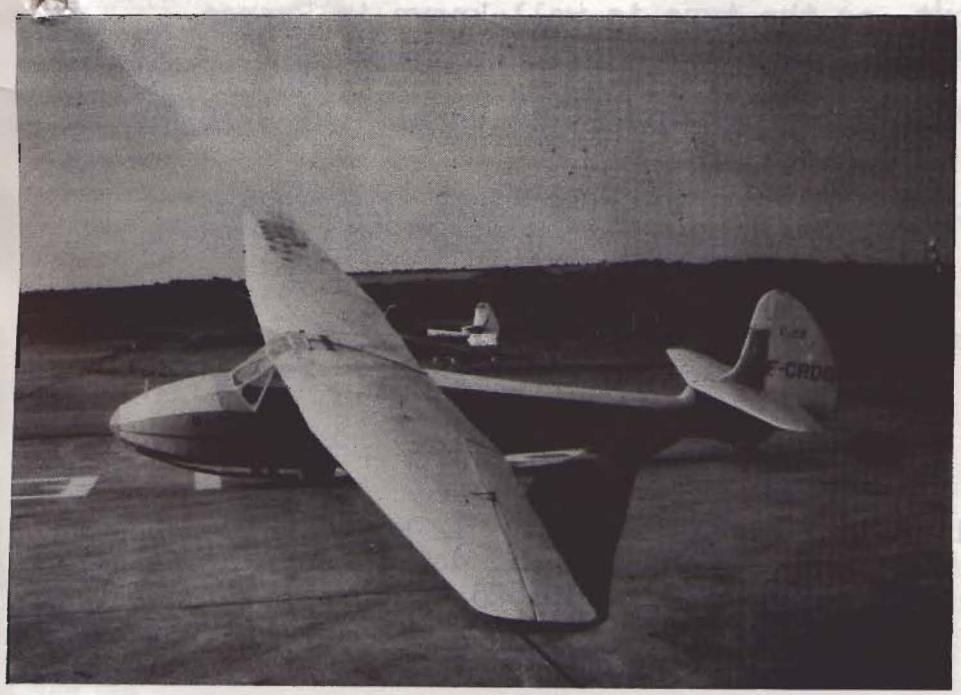


Avia 40P. Exhibited in Musée de l'Aire. Mainstay of French Performance Gliding from 1935 until 1947

Caudron

C.800 Although two prototypes flew in 1942, production had to wait until after 1945. It became a standard French Training 2-seater for 20 years.





Castel C.25S

Prototypes flew in 1942. Production started after 1945. It became, with the C.800, a standard training 2-seater and held records. One is currently for sale in England.

where it was cleared for simple aerobatics.

AV.22 Although designed much earlier, 4 were built of this 2-seater flying wing, the first flying in 1957.

Breguet 901 32 aircraft were built in 1954, and one of them won that year's World Championships flown by Gerard Pierre in England. Another won the 1956 World Championships flown by MacCready (USA) in France.

Breguet 904 a 20 metre span 2-seater. 32 were built in 1956. Designer of these last two was Jean Cayla.

Wassmer 20 "Javelot" By 1960, only 12 were in service.

Wassmer WA 21 Super Javelot. By March 1960, 20 were in service.

Wassmer WA 30 "Bijave". Prototype flew in 1958. 2 only had been built by March 1960. The above three types were attempts at producing a cheap glider to suit the then reigning economic conditions. They were built in larger quantities later, the Bijave becoming the standard training two-seater in France.

Breguet 905 "Fauvette" The prototype flew in April 1958. 22 had been delivered by February 1960.

Breguet 906 The first prototype flew in October 1959. Others may have been built later. Designer of the last two was Jean Cayla.

DACAL 105 This was a 2-seater "Emouchet" with all parts suitably strengthened. The first flew in April 1953 and then 8 were built. The type was unique to Algeria, where there were no other 2-seaters available.

Merville S.M.31 One sole example flew in Januaty 1960. This was an 18 metre single-seater employing the NACA 65 and 64 wing sections of the period. The fuselage and tailplane was those of an Air 100.

FOR SALE

Castel C.25S two-seater. This aircraft has still to obtain its first British C. of A. but, as the type is well-known in France, there should be no problem. It is in perfect condition.

Rhönbussard BGA 395. Wings and fuselage still have to be covered and painted.

The aircraft can be inspected at Eric Rolfe's house, London Road, Moreton in the Marsh by prior arrangement with Eric. Tel: 0608 - 50530.

Negotiations over prices for both the above should be made with: Billie Caldwell, 14 The Towers, Grand Avenue, Worthing. Tel: 0903-40418.

DFS Meise BGA 2273

Aircraft and closed trailer in sound condition. 12 months C of A. Parachute available. A superbly comfortable and docile soaring machine. Contact Robin Traves, tel: 0580-891625.

French Glider Production Period 4. 1950 - 1960

Years	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956
No. of gliders in service	1,449	1,570	1,581	1,495	1,419	1,434	1,320	1,280	1,325	1,165
Total hours	39,900	69,050	83,151	79,673	54,299	80,312	80,730	86,112	89,683	75,907
Av. hours per glider	23	44	53	53	38	56	61	68	68	65
No. Gold Cs.	7	9	27	14	11	26	17	46	43	39

Years	1957	1958	1959
No. of gliders in service	1,122	1,095	?
Total hours	79,245	72,122	94,907
Av. hours per glider	71	66	
No. Gold Cs.	46	23	51

Gliding in Algeria

Years	1949	1950	1951	1952	1953	1954	1955	1956	1958	1959
Flying hours	1,797	1,446	1,419	2,253	3,065	3,980	3,239	1,573	2,906	3,199
No. gliders	60	55	52	39	39	38	44	44	35	32
Av. hours per glider	30	26	27	58	79	105	74	36	83	100
Gold Cs.	1		3	1	1	5	5	0	0	3

There were two Gliding Centres, at Constantine and Oran Canastel. At these 2 Centres in 1959 were the following gliders: 9 DACALS, 1 Wassmer 20, 2 Wassmer 21s, 5 Fauvel AV36s, 3 Nord 2000 (Olympias), 1 AVIA 40P 1 Castel 311P, 5 Nord 1300 (Grunau Baby 2bs), 5 SA 103 "Emouchets".

*Javelots

Books

"10 ans de Vol à Voile - 1960" by Claude Visse. 85 fr. Jean-Louis Saquet, B.P. No. 3. 05130 Tallard, FRANCE.

This book describes what were the final and finest achievements of our vintage gliders, not only in France but also briefly abroad. The Weihe that flew from Paris to the Mediterranean (620 kms); The Nord 2000 (Olympia) that crossed the Pyrenees and landed in Spain. The C.25S that flew 370 kms. etc. etc!!! The book is amply illustrated with photographs and wash drawings. There are perhaps two inaccuracies, but the book, as a document, is unique and well worth having. It truly captures the atmosphere of the time. Much space is given to flights by Philip Wills .

STOP PRESS

Rodi Morgan Rally, London Gliding Club, Dunstable. 5th-11th Sept.

Seventeen gliders have been entered at the beginning of June and reservations for the dinner are selling. The rally secretaries feel that this is encouraging and remind anybody who has not yet entered or considering dinner tickets not to delay as tickets especially are limited. It is almost certain a Tiger Moth will be available for towing together with the Dunstable Chipmunks and Supercubs. Pilots should be in possession of local air maps 1/2 m. and 1/4 m. if they wish to fly away from the site. A special rally drinking mug will be on sale together with VGC goodies at the VGC tent.

Look forward to seeing you.

Rex and Geoff.

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(Rally Secretaries)

Ken Crack, 45 Church Crescent, London, N3 1BL.
(Treasurer)

AMERICA - Further News + Taken from the latest "Bungee Cord"

Tom Knauff's Wave Soaring Camp

During the end of January and first half of February, Jim Furlong and Bob Storck attended this camp with a Schweizer, TG-2 and a Laister Kauffman, modified to Flat Top configuration, and the latter made wave flights to over 17,000 ft in spite of being fitted with oxygen during the camp and the intense cold. The location was Bald Eagle Ridge, Petersburg, Virginia. Out of the 13 days of the camp, 10 of them were wave days. Diamond Gains were made on 8 of them and 15 metre National and Canadian gain of height records were set up. The LK put up the best performance of all the low performance ships but some of the 1-26s did not have oxygen.

VSA Meet - March 26th

In spite of poor weather experienced in the past, the VSA decided to try again, Tom Knauff's ridge near Julian PA. This time, the weather cooperated with 15 knots wind up the hill. Jan Scott-"Wolf", Jim Furlong with newly acquired Cherokee 2, and Bob Storck with LK-10 Flat top, were present. Bob declared a 300 km triangle taking advantage of ridge lift. "He shot all the gaps Northward, turned at Jersey Shore, made it back South past Ridge Soaring to Altoona, home of the 7 mile Gap. With the help of thermals, the gap was crossed and the LK made good time to the Southern turn point at Bedford; then started back. The return across Altoona was into wind and a cold and tired Bob settled on to the local High School ball field. He was pleased to find that the 153 miles (246 kms) covered was the longest distance of the day, including those of 15 modern 15 metre or standard class ships that were trying the ridge. On top of that, the average spped was 46 mph (or 74 kph - sounds faster). Not bad for a 40 year old airplane."!

Jan Scott tried Silver C distance but his "Wolf" could not cross the ridge's gaps.

+ Bob Storck

When he is not flying, Bob is producing "Bungee Cord", the VSA's newsletter, or looking after the archives, OR restoring aeroplanes at the Smithsonian Institute. Rumour has it that he is working on the Horten 9 jet fighter!

STOP PRESS - British News

The British Soaring Year Book 1982-83 has just come out ... Price £1.95. This has been compiled by Gordon Camp and can be obtained from:- Gordonair Ltd., Enstone Airfield, Oxfordshire OX7 4NP. Not only does the book contain a mass of information on British Gliding past and present, but it includes a list of all British Sailplanes with current BGA Cs of As. It is possible to establish how many Vintage Gliders there are, currently airworthy, in Britain and will give much food for thought to those who are interested in deciding how new vintage gliders should be. The list reveals 200 as airworthy originally designed before 1952! The book is illustrated with photographs and is an up-dated and larger version of the previous issue. Verdict - it is well worth having.

URGENTLY NEEDED

Slingsby Prefect airworthy (or almost). Offers to:-
Pat George, Kings Farm House, 1 Kings Mead, Edlesborough, Dunstable, Beds. Tel:- Eaton Bray (STD 0525)220974

STOP PRESS

Further News

FRANCE

Our French member, Francois Nuville, is to be married to Mademoiselle Chantal Rolland de Ravel, in the church at Brissarthe (Maine et Loire) on Saturday 31st of July. We send them our congratulations and wishes for future happiness.

GERMANY

A move has been afoot since last year to firmly establish Robert Kronfeld as the pilot who gained the world's first Silver C. Robert more than fulfilled the necessary qualifications to gain the badge during 1928, which was two years before the Silver C was founded in 1930.

The need to establish the first Silver C holder was deemed necessary, as last year was the 50th anniversary of the Silver C.

It should be mentioned that the first Silver Cs were given out un-numbered, on the Wasserkuppe, by Professor Georgii, in 1930.

The Fate of the "WIEN"

This was the wonderful aircraft in which Robert Kronfeld carried out his world records and demonstration flights during the period 1928-1933. It had been designed by Emil Pohorille as a development of Lippisch's Professor of 1926 and had been given to Robert as a gift by the citizens of Vienna, his home town. Not only did he fly World records with this machine, but it was instrumental in starting the Gliding Movement in Britain during 1930, by demonstrations and pioneering flights all over the country, not to mention the double crossing of the channel from high aerotows in 1931. Thus, it is small wonder that one of our members has asked about its fate. Flugsport reveals that it was sold to a M. Lumiere, on the 19th July 1933. He was a photoplate and film manufacturer and was probably the grandson or son of the great French 19th Century photographic pioneer. He, therefore, had plenty of money and may have bought the "WIEN" as a collector's item, rather than to fly it. However, a 1934 Flugsport mentions that both Kronfeld and Lumieres (now spelt with an S) took part in the French National Cont[illegible] at the great French gliding Centre of Banne d'Ordanche and that, apar[illegible] from two duration flights, neither had done very well up to that time. We hazard a guess that Kronfeld was flying his "AUSTRIA 2" and Lumiere, the "WIEN". The Banne d'Ordanche was a huge mountain, 500 metres higher than the Wasserkuppe, with its top often in cloud. Doc Slater says that its slopes were not steep enough for successful slope soaring. This is all the evidence that we have so far been able to uncover. We suggest, that if at all anywhere, the "WIEN" may still be in France and that the Lumiere family would certainly be able to provide more details, concerning its fate.

Doc Slater kindly helped us with the above information.