VGC Newsletter

No 45 Autumn 1982



Autumn 1982

Editorial

On the final day of the VGC's National Rally, Saturday 11th September, at the conclusion of the Grand Annual Dinner in the LGC's clubhouse, C. Wills, as President, praised the efforts of the VGC's members during the year, saying that their successes had far outweighed disasters. The one disaster had been the destruction of a Slingsby Prefect by a whirlwind beneath a thunderstorm at the London Gliding Club. This aircraft had now been replaced by a Kite 2 of roughly the same vintage. Our successes in the air had been limited by bad weather and we had been overwhelmed by Ray Ash's 320 km in a Grunau 4 in Australia and by Bob Storck's 243 km of a 300 km triangle and almost 18,000 ft. height gain in a 40-year-old LK 10 "Flat Top". However, the situation had been retrieved for us 2 weeks before by Ted Hull flying a 100 km triangle in 2 hours in his Rhönbussard and by Paul Davie, flying 240 km of a 300 km triangle in his modified Skylark 2. All the four above pilots were later awarded VGC annual performance prizes.

Restorations during the year had been the beautiful Grunau Baby 2b (1944 German built) by Geoff Moore and Ian Carter, the beautiful Grunau Baby by Neelco Osinga (Holland) and the 1936 Kite 1 by Michael Maufe. This Kite is a pleasure to see in its original prewar clear-varnished plywood and transparent dope. It is the first time that one of our aircraft in Britain has been restored in this form. The restorers of the above three aircraft were awarded VGC Restoration Prizes for 1982.

The future is still brilliant. David Jones has almost completed his King Kite. The Falcon 1 at Southdown Aero Services is well advanced and the replica Gull 3, started by the late Mike Garnet, is now in good hands at the Blackpool and Fylde Club. Mention was made of Bim Molineux's Hütter H.17a, which had just been landed from a ship in the West of England, from Kenya. Its owner, Bim Molineux, had also arrived. There are many other restoration projects under way in Britain. Mention was also made of the replica Rhönadler 35 which is being built by Klaus Heyn at Göppingen, which is well advanced and is apparently to fly, as well as the Hungarian 2-seater "Cimboro" project. All efforts will be made to finish this by next year.

International Rallies are to be held in Hungary and Holland during 1983 and 1984 respectively. Our future seems exciting indeed.

Cover Photograph Willi Schwarzebach's Spalinger S.18 at La Montagne Noire. Photo taken by C. Wills and enlarged by Tony Smallwood.

VGC Rally Committee Meeting - August 1982. La Montagne Noire.

Present:	C. Wills	- President
	R. Traves	- Secretary
	Paul Serries	- Germany
	Didier Fulchiron	- France
	W. Schwarzenbach	- Switzerland
	J. van Beugen	- Holland
	I. Mittev	- Hungary
	F. Hefty	- Interpreter

Apologies from: C. Street. International Committee member for Gt. Britain.

Agenda: Arrangements for the 11th International Vintage Meeting.
Arrangements for the 12th International Vintage Meeting.

The Meeting opened with a discussion concerning the offer by the Hungarians to hold the next International Rally, in 1983, at a site near Budapest. Paul Serries read a letter from Colin Street which raised certain objections to a rally being held in Hungary, mainly because of its long distance from Britain. It was then asked whether funds either from the VGC or the Hungarian state might be raised to subsidize journey costs. It was decided that this was impractical and open to criticism. Imre Mitte said that Hungarian state funds or facilities could not be used for this. However, he was able to say that, once we were in Hungary, living and flying would cost very little. The airfield envisaged is some 25 kms west of Budapest. There is a slope and aerotow, winch and bungee launches are possible. There are few airspace restrictions, although Budapest Airport is to the east. The weather at that time of year is usually good for soaring. The airfield has been successfully used for international aerobatics contests, modelling, etc., and there is a good infrastructure .... i.e. camping on site, restaurant, accomodation, hangarage for gliders, etc. The host club is the flying club of an agricultural spraying company.

At the moment, the political climate is particularly favourable, and, although the rally would be non-political, having no official party or government support it must be accepted that a serious increase in political tension could endanger the rally. All participants and their families would require visas. These are easily obtainable at Hungarian embassies or even at the border, (although for possible delay reasons, we suggest that participants do not leave it that late ... There are 14 million tourists a year visiting Hungary). Imre could not envisage problems with glider trailers, and there are no travel restrictions inside Hungary. The only important restriction is that of currency. Hungarian currency may not be imported or exported from Hungary, but there is no restriction on western money, and we are assured that prices are cheaper than almost anywhere else.

When all questions had been answered, the Committee thanked Imre Mitte for his contribution and confirmed that the 11th International Rally should be held near Budapest and requested the Hungarians to proceed with the organisation.

The second item for discussion was the offer from the Dutch members to hold the 12th International Vintage **Glider** Rally in Holland, thus putting back the next visit to Switzerland for one more year. However, Willi Schwarzenbach felt sure that the Swiss membership would be very happy over the Dutch offer, and it was agreed that Jan van Beugen and his countrymen should explore the possibilities for a 1984 rally and report back whether or not it will be possible, not later than July 1983, so that in the event of them not being able to find a suitable site, there would still be time for the Swiss to organise the rally.

ROBIN TRAVES

Although we hope to publish information concerning the next International Rally in our Newsletters, quicker and more direct information about it can be obtained from the following address:

Repülögéres Szogálat,
Oldtimer Club Budapest,
Köerberki út.36,
H-1112. Hungary.

RENDEZ-VOUS 83 13th - 27th August 1983 .... at Lasham Gliding Centre, Nr. Basingstoke, Hants. The L.G.C. extends a welcome "with open arms" to all our members at home and abroad. Flying tasks will be set to establish the winner of the Rodi Morgan Commemorative Plate, which is awarded annually. Advantages - Reasonable rates; Caravanning and Camping - free; Fits in with British School holidays; Corn fields cut, making them suitable for out landings; Jumble Sale during bad weather for gliding items (vintage gliders?). The Rally will terminate with the VGC's Annual Dinner.

Details can be obtained from:

Colin Street,
Badger Lodge,
Redlands Lane,
Ewshott,
Farnham, Surrey. GU10 5AS.

Tel: Aldershot (0252) 850526.

Corrections to our last Newsletter (No 44).

The Fate of the Moazagotl.

This famous sailplane, which was forerunner of the Minimoa, was NOT destroyed to prevent it falling in to the hands of the oncoming French in April/ May 1945.
The aircraft was ordered to be burnt in January 1945 by the NSFK Führer of the Hornberg because of a little glue failure in a wing tip. The Gliding School had been attacked and some bomb splinters had damaged the hangar's roof where the Moazagotl was stored. Because of this, a little rain had got through. The Workshop foreman was ordered to stack the Moazagotl vertically about 50 yards from the side of the last hangar and it was burnt.

Who designed the Wien ? In our last Newsletter, it was stated that a Mr Pohorille had designed the Wien. We had got this information from American sources. Martin Simons has now asked us to quote this 1974 letter to him from Alexander Lippisch.

" My first successful performance sailplane was the Professor in 1928. This was designed for use at the glider groups (sic) like the Zögling and Prüfling. It was introduced at the glider contest (Rhön contest C.W.) by Kronfeld in 1928. He won several prizes with it. Due to his success, the town Wien (Vienna) donated some money for a new sailplane for Kronfeld, who was from Vienna.

The design was entirely my work. Herr Pohorille helped only with the drawings, and supervised the construction. I think that the Wien was the sailplane of the lowest sinking speed. Some days at the 1929/30 contests, Kronfeld was the only one who could stay aloft. The section 549 was used with the Professor and since the Wien had a higher aspect ratio, it was necessary to increase the camber somewhat ".

Martin adds. "[illegible] Evidently he (Herr Pohorille) did have something to do with the aircraft and maybe Lippisch had not given him full credit for the work he did? "

The Oldtimer Gruppe Wasserkuppe. The forming of this, was some of the best news that we have had this year from Germany. At the fore of this organization are Karl-Heinz Kellermann and Heiko Schneider (one of the producers of the photographs of Germany's gliding calender) who have often taken part in our International Rallies. The Group would like to obtain and have airworthy an SG.38 and Grunau Baby 2b, although they may have already one of the latter restored in beautiful condition. The Group is at present basically overhauling an ES.(Edmund Schneider) 49, an open tandem seated 2 seater version of the Grunau Baby, which was built first after 1951. It is believed that an improved version of this aircraft is still flown by scouts in Australia. As it is hoped to have the ES 49 restored and airworthy next year, no doubt an effort will be made to bring it to Hungary.

Kranich 2 s in Germany. We believe that there is cause for alarm as there may be only one Kranich 2 left airworthy in Germany . As the three collections of never-to fly- again gliders all now have Kranich 2 s , there will be nowhere for it to go when its flying days are over. Therefore , we believe it possible that it might be going to be destroyed. This aircraft, registered D-8505, is thaught to be still at Hockenheim. Quite recently, the Kranich 2 D-9019 was delivered by air, by the military club at Landsberg, to the Gunzburg collection, where it will never fly again.

The Rallies.

Das Goeviertreffen- The Goevier Meeting 10 - 13th June.

This was organized by Paul Serries of the Münster Oldtimer Club on the airfield of Münster/Telgte.
4 Goevier 3 s from Holland, the Münster Oldtimer Club's Goevier 2 , Minimoa and a Belgian owned Schweizer SGU 2-22, took part.
It is thaught that the latter, owned by Gaston Peeters and Harry Vanmolkot , may be the only American glider in Europe.

The aircraft and pilots entered were:-
1/. Goevier 3-PH-206. Jan van Beugen and Jan Förster.
2/. Goevier 3-PH-207. Wim van Beek and Martin Louwinger.
3/. Goevier 3- PH-209. Hans Dijkstra.
4/. Goevier 3- PH-210 Oestermayer ?
5/. Goevier 2-D- 1080. Münster Oldtimer Club.
6/. Minimoa, D-1163. Münster Oldtimer Club.
7/. Schweizer SGU, OO-DAC, Harry Vanmolkot and Gaston Peeters.

The Meeting was won by Hans Dijkstra who flew his Goevier 3 70 kms to the great German Gliding Centre of Oerlinghausen. The event was a success and the next Goevier Rally will take place in 1983 at Woensdrecht, South of Bergen op Zoom near the Schelde in S.W.Holland. It is hoped that more Goeviers from Britain, Belgium, Holland and Germany will come next time.

Paul Serries write that since the return from France, their Minimoa and Goevier have taken part in five displays to celebrate jubilees etc and that now the Minimoa is in the workshop to receive a basic overhaul and transparent fabric before going to Budapest next year.

The Münster Oldtimer Club wishes to invite all members with gliders, who have time, to spend either the week before ,or after (or both of them), before going to Budapest for the 11th International Rally, flying with them at Münster/ Telgte.

Informal VGC Rally.. Lasham 18th - 31st July.

This was organized by Colin Street, who, with his syndicate members (gang) offered hospitality, help and good cheer, in his caravan and out of it, to all VGC members during the two week period. Colin now describes the meeting.

"During the last two weeks of July, we were pleased to welcome a small gathering of VGC members at Lasham. The weather conditions were not ideal for soaring as a strong North Easterly wind blew for most of the fortnight. But the sun shone and it was dry.
Chris Wills made the best flight of the meeting by staying up five hours in his Rhonbussard. It looks resplendant in its new finish and was the object of much air to air photography.
The Minimoa made a rare appearance . Those of us who flew the machine would like to thank John Coxon for the priviledge. For my part. I found that the machine handled quite differently from the Munster Minimoa.
The Sky prototype, which recently suffered some damage after a field landing, was happily repaired, and was flown by Alec Taylor. Geoff Moore brought his Mu 13D-3 to Lasham for a first visit and showed us just how well it can soar. A resident machine at Lasham is the Peter Davis Skylark 3, now beautifully finished in yellow dope and transparent fabric. Peter was able to leave his machine rigged, due to the dry weather, but is considering applying a coat or two of clear varnish to the aerolene fabric to improve the finish and to make it waterproof.
Visitors to Lasham were Bev George and syndicate with their Bergfalke. They put in a great deal of flying and spent much time fettling their machine and enjoying their stay at Lasham. New VGC members were the Lake family, who have aquired the old T.21b "Cirrus", from the Kent Club.
We hope that it will not be long .....

before the whole family are solo. Our thanks go to the VGC instructors who flew with them. We hope to see them at future rallies after they have sorted out teething problems with their trailer.

A surprise visitor was Josée Moseley-Williams, daughter of the aviation pioneer, José Weiss. Josée, who went solo at the age of 72, is still as keen on gliding as ever and even a flight in the T.21C did not deter her! She spent an active day on the Lasham launch point and we hope that she will find time to visit more VGC events in the future.

We all enjoyed ourselves. Maybe the wind did blow but we all went home bronzed, refreshed and with many new friends made."

Colin D. Street

Gliders participating in the above event were: Rhönbussard, BGA337; Minimoa, BGA1738; Mü 13D-3, BGA2267; Sky, BGA685; Bergfalke, BGA ; T.21b, BGA1218; T.21C, BGA1030.

(It should be mentioned that for a short period Bill Manuel was seen on the auto launch point at Lasham, with his latest machine "the Gnat". Bill Manuel's first sailplane the "Wren" flew in 1931. Since he retired, Bill has designed and built three more gliders, the "Hawk", the "Condor" and now the "Gnat". We understand that he is now working on another, an ultralight! The "Gnat" does show a little resemblance in its fuselage shape to the "Wren". However, it includes many ideas for simplicity of construction and repair .. i.e. a slab-sided fuselage and upper and lower wing skins coming up to the leading edge, but not round it. The leading edge is of shaped wood, similar to that of the 1935 French AVIA 40P. However, its 3-piece wing has an ultra-modern Wortmann profile. It was evident that the "Gnat" climbs and flies very well. C.W.)

10th International Vintage Glider Rally - La Montagne Noire - 31st July - 15th August 1982

This was the VGC's major event of the year.

The La Montagne Noire was founded as a gliding site by the French pioneer glider pilot Thomas in 1931, after advice from Robert Kronfeld, whose Wien and Austria 2 later flew there. The magnificent buildings of the National Centre were constructed in 1952. The countryside is very beautiful and there are safe out-landing fields everywhere, and the Lac de Saint Ferreol offers water sports. The centre's accommodation, washing facilities, and hangarage for all gliders rigged were put at our disposal. The magnificence of the workshops, kitchen and restaurant has to be seen to be believed. Now, all these are idle, as the National Centre has been closed for financial and perhaps weather reasons. However, the State still pays a staff to look after the Centre.

The Entrants The Rally was supported by large entries from Holland, Switzerland, Germany and France, but by not so large ones from Britain and Hungary. The Dutch entry consisted of Goeviers, Prefect, a very

finely restored postwar German-built Grunau Baby 2b of Neelco Osinga and two Sagittas. The latter three aircraft were participating for the first time. For the first time present among the French entry were the 1950 Breguet 900 No. 6 and the legendery Arsenal 4.111 No. 2. A notable absentee from the French team was Alain Mathieu and his C.301s. This latter was having its Grande Visite (Major Inspection) and was said to be coming through well .. Alain was participating in a gliding course at Saint Auban, the last existing of all the French National Centres. The Hungarian Vöcsök and its team could only stay for one week as, with a 12-day visa, the rest of the time was needed for travelling. The small British entry was due to the great distance of La Montagne Noire from Britain. Credit must go to the Blackpool & Fylde Eon Baby syndicate who brought their machine all the way from the North of England. Both it and the Petrel were not able to attend for the full term of the rally. Only the Rhönbussard, brought by C. Wills and Robin Traves, was there from the first day until the last.

The Weather It is possible that the Pyrenees in that area will tra bad weather coming from the North and West, from the Atlantic. Also, there is a stable easterly called the Vent d'Autan which come from the Mediterranean. Should neither of these conditions prevail which was clearly the hope of the organisers, the site should have excellent thermal weather with a wind on the slope. The two-week period of the rally gave us all three of these conditions. It was a pity that we should have had to have so much of the worse two. Our first days were marked by low cloud and rain although often the wind was on the slope. Then came three flying days, the last of them being very good weather. Then came the Vent d'Autan which luckily was weak and only lasted 3 days. It can last 3 weeks! Thi relented on our last day to give us 2 hours of thermal soaring. C our best day, before the Vent d'Autan, there were flights of over 8 hours, by Robin Traves - Rhönbussard; Atilla Zierman - Moswey 2; Hans Mayer - Weihe. It should be mentioned that this Weihe was originally built in wartime by Jacobs Schweyer (JS) and once held a world height record of 9665 metres over the Teck. Pilot was Karl Bauer - date 20.6.59. The Weihe is now much modified. The Vent d'Autan was stable and, blowing down the slope, made flying dangerous. There was the possibility that it would cause a wave but this did not happen. The absolutely clear, sunny weather revealed the site and its surrounding countryside in their full glory. Far to the south could be seen the Pyrenees. On one of these days, organisers took us by bus to see the caves and grottos of Limousis, 17 km North of Carcassonne. As we waited to descend below the earth, it seemed as if the VGC had finally arrived before the Gates of Hell. However, the splendour of the illuminated grott with their stalagmites and stalagtites made hell one of the most beautiful places on earth. "Even the Americans have nothing to touch this", said our guide.

The Launching This was carried out by Morane Rallyes and a Morane 505, a 300 hp Jacobs-powered Storch. The latter was a magnificent towplane which could tow at any speed from 40 mph (or less), even with a considerable number of its cylinders (4) not delivering the power they should. It is sad that such an aircraft cannot matc the economy of the modern types and that our one was one of the las airworthy. We were very lucky that its owner, Bernard Gabolde, towed us with it and also conducted our briefings. To him we wish to extend our thanks, and hope that he will be with us again. He even has a scheme to turn the Centre into a Musée de L'Aire. One

of the Rallye pilots was Guy Hamon, whom we also wish to thank for working so hard for us.

Another launching method was a 1947-built winch. The final launching method was a bungee brought from England. During the second launch, this unexpectedly broke and slightly damaged Neelco Osinga's fine Grunau Baby. This was efficiently repaired in 24 hours. The bungee was then doubled with a Hungarian bungee (which had been brought from England last year). 15 launches were then carried out before an accident to a N.1300 terminated proceedings. The pilot turned in to the hill for a landing when far too low. This brought to the fore the problem of deciding whether pilots were experienced enough for a launch. The conclusion was that, should a pilot not have had experience of bungee launching or hill soaring, then he was not safe to be launched. Should a pilot have hill soaring experience but none of bungee launching then, with briefing, he was safe to go. Luckily, our efforts caused no personal injury, but the N.1300's STBD wing was entirely destroyed. The accident, and other near-accidents, were caused NOT by the launch, but what happened afterwards, although gliders were easily soaring the hill. Willi Schwarzenbach (S.18) had his first bungee launch and had a good soaring flight afterwards. Istvan Duzs and Istvan Killian showed what their V8cs8k could do by outsoaring many of the Grunau Babies and other machines.

The Flying Staying up was only possible on 3½ days out of 14.

Triangle Tasks were set on some of these days, but none were carried out. Local soaring was only possible to 3,500 ft. over site on the best day. Successful field landings were carried out by the Ka 1 and V8cs8k near the site.

Organisation This was achieved by Dédale members Marc Bourdon and his wife Pilou, Giles Meric, Didier Fulchiron and Guy Hamon. These two were organising their second International Rally. Didier was almost perpetually organising the aerotow and winch start lines and Guy was towing. Unfortunately, there was no restaurant on the site, but a "buvette", a small trolley with cold drinks, was often at the start line. There were many other Dédale members engaged with the organisation. We say to them "Thank you". To organise such an event lasting a whole two weeks was a tremendous task. Future organisers of two-week VGC events should bear this in mind.

The journey to the South of France was worth-while. The scenery, the French cooking, the good company, the journeys to restaurants in the evenings. We should not forget the magnificent film "Symphonie en Planeur" which reveals a Caproni two-seater in low altitude flight among the Pyrenees, to music, seen by all participants in a local cinema. The insight into French gliding of the past, revealed in the Golden Books and the photographs on the walls of La Montagne Noire, and the making of aquaintances among the centre's old pilots, was especially interesting. At this time, much "Sangria" was drunk, a cocktail clearly based on red wine.

Successful social evenings were held by the German, Dutch, Swiss and British Teams and we were able to experience the eating of 'Cassoulet au Vin Rouge' (a well known dish of the area) during one of the numerous French evenings.

Photographs taken during the 10th International Vintage Glider Rally, at La Montagne Noire, France.

Left to Right - Top to Bottom.

1/. Thomas Gornall left., Third from left (Centre) is Bernard Gabolde who briefed us every morning, Owner of the Storch.

2/. The Storch (Morane 505) which, powered with a 300 hp Jacobs engine, was our most remarkable towplane.

3/. Castel 25S, ahead of Werner von Arx's Minimoa. One of these 1941 designed two seaters is currently for sale in England.

4/. Jean-Daniel Gujon, President of Dédale and Didier Fulchiron , who has taken a leading part with the organization of two International Vintage Ralies in France.

5/. Ron Davidson's Petrel after landing above the slope of La Montagne Noire. This sailplane was the only representative of prewar British sailplanes, at La Montagne Noire.

6/. The British Rhönbussard, piloted by Robin Traves, about to start from before the Montagne Noire hangars. These two hangars contained all our gliders rigged.

7/. Rainer Karch, and Martin Bauersfeld, who arrived from Munich by air in his prototype Demona motorglider.

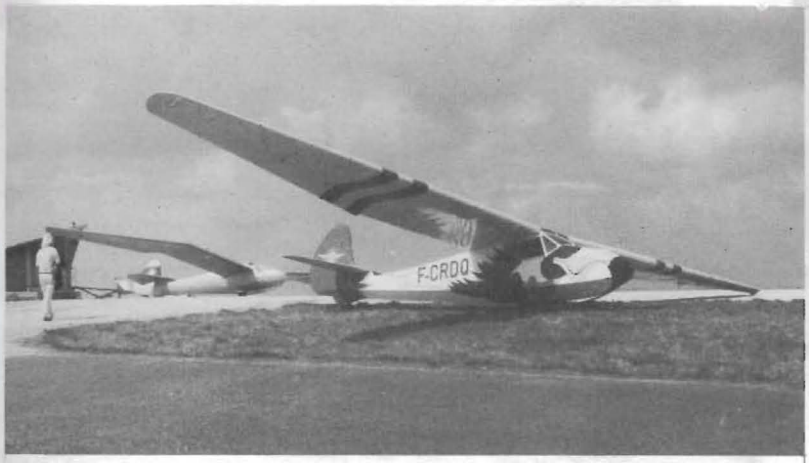
8/. Young members of the Troyes Gliding Centre. Maurice Renard in the cockpit of the Breguet 900. Standing by the nose is Pierre Prinet. The glider is based at Bourges.

Attention - Cables !

Extreme changes of temperature such as those between summer and winter will cause cables to expand and contract in length. Contraction due to winter cold can be enough to pull fittings off structures.
Therefore we recomend that, before the winter cold sets in, the easiest to get at turnbuckle in each control cirquit should be undone a few turns to relieve tension in cables.

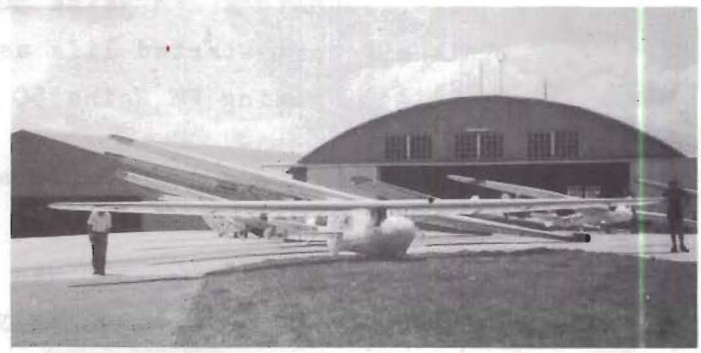



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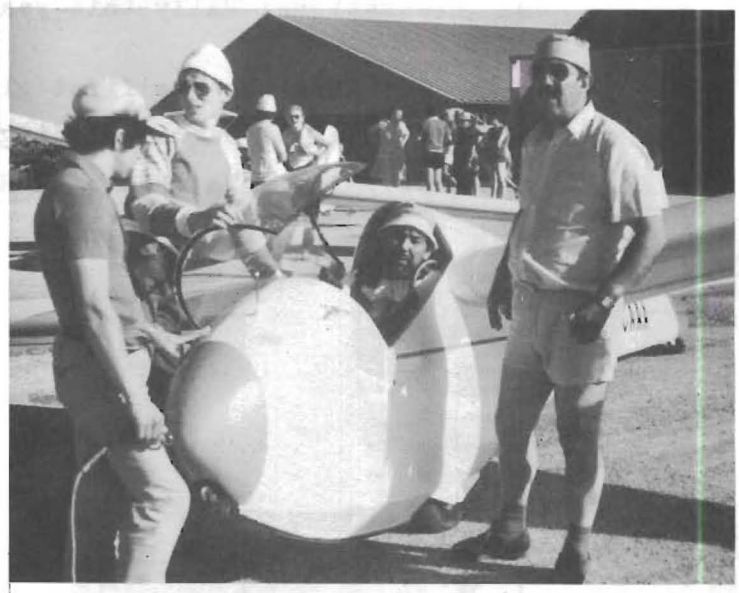

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Photographs taken at La Montagne Noire during the 10th International Vintage Glider Rally.

Left to Right - Top to Bottom.

1/. The 1950 Arsenal 4.111, Raymond Jarlaud's last creation, with its Fowler flaps full extended and its tailpalne at max. incidence.

2/. Claude Visse, author of "Dix ans de Vols a Voile 1950 - 1960", being briefed by Dominique Gatard before his first take off in the Arsenal. His flight lasted over an hour and he landed most enthusiastic about the aircraft.

3/. The Hungarian Vöcsök team. On the left is Lajos Bacs, who built it and who is currently building a "Cimboro" two seater.

4/. For the first time 2 Dutch Sagittas were entered. This was flown by Udo Beek.

5/. The day the Dutch captured the Vöcsök .

6/. The Vöcsök being winch launched.

7/. Werner Tschorn's FW Weihe 50 on the slope at La Montagne Noire. This aircraft started life as a VMA 200 Milan but Werner repaired and rebuilt it using FW Weihe 50 drawings.

8/. Werner von Arx's 1936 Minimoa on the Montagne Noire slope. This Minimoa was built in Switzerland. At La Montagne Noire, there had also been a Minimoa after 1945. This was the third out of four Minimoas imported in to France in 1945. Unfortuantely Minimoa No 3 came to its end among the trees on the slope. Werner von Arx's Minimoa was the sole Minimoa entered in our International Rally this year.

9/. A Kan 1. This was the first glider designed and built by Schleichers after the ban on German gliding was lifted in 1951. Its small size and empty weight rivals that of a Hütter H.17.

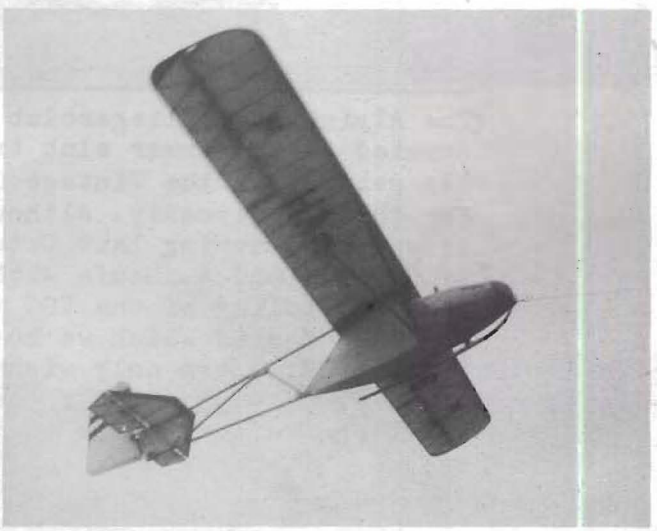

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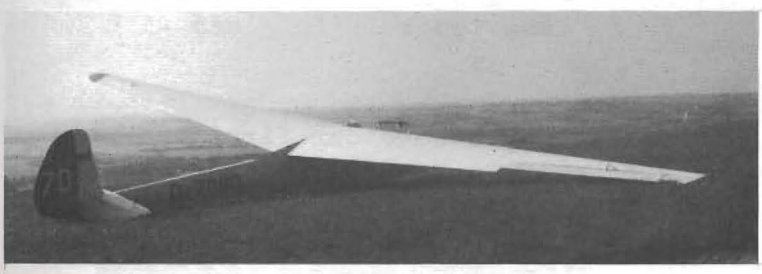

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Photos from La Montagne Noure. The 10th International VGC Rally.

Left to Right - Top to Bottom.

1/. Repairing the Bungee Rope. Hans Dijkstra. Mrs Dijkstra. Robin Traves, Jan Förster. Patrick Förster.

2/. La Buvette. Master Renard. Jean-Daniel Gujon, Président of Dédale.

3/. Klaus Heyn, Mary Thomson, Peter Moran, Richard Darbyshire and Robin Traves. The ocaasion was Mary's Birthday.

4/. The last airworthy of the 6 Breguet 900 s built.

5/. Spalinger S.18. Owner:-Peter Egger. A ghost from wartime and postwar French gliding at La Montagne Noire. It was in one of these that Eric Nessler flew his duration flight in 1941.

6/. Breguet 900 No 6. Built in 1950.

7/. Madame Renard and "Olympia", the Bouvier de Flandres who has been to two International Vintage Gliding Rallies.

8/. Claude Visse, creater of the book "Dix And de Vol a Voile 1950-1960" after his first flight in the Arsenal 4.111. "C'est un planeur de grande croisière" ! This very refined French sailplane was built in 1950. Jan Förster's Goevier 3 can be seen on the approach. Standing by the cockpit can be seen the student Dominique Gatard.

STOP PRESS ... A very kind gift.

The Alpine Sportfliegerclub of Leoben-Donawitz in Styria has very kindly donated their former club trainer, a high performance Mg 19A gull winged two seater, to the Vintage Gliding Club. We wish to thank them warmly for their generosity. Although the gesture was made more than a year ago, it was only during last October that the aircraft was fetched from Austria by C.Wills and A. Maufe with assistance from Rainer Karch. As it has never been the policy of the VGC to own an aircraft as a club, a small syndicate has been formed which we hope will serve the aircraft's best interests. The former owners only wish that their aircraft should be apreciated in the air. Although it has been stored for four years, its condition is good and there is every hope that it will get a C of A in time for next years season. The type was designed by Erwin Musger as a Kranich 2 replacement, and the first of the about 20 built flew in late 1951. It is glued with aerodux.

The Alpine Sportfliegerclub Leoben -Donawitz also owns two Grunau Baby 2b s, which are not for sale. Atleast one of these may become our first Austrian entry, in the International Vintage Glider Rally to be held near Budapest next year, as this is not very far away from them.

Marriage. We are happy to announce that our Dédale member and friend, Gilles Meric has been married to Nadine Birebent in the church of Les Pujols on the 13th November. We send them our fervent congratulations and wishes for a happy future.

President's Diamond Height. On the 27th October, C.Wills rose to 21,300 ft above ground over Aboyne, Scotland, in a wave. He was flying a Libelle kindly lent by Martin Breen, having been advised against flying a vintage glider from the site. He now has a Gold C and two diamonds. Previously, he had been to 21 and 23,000 ft over New Zealand in a JS Weihe during 1957, but evidence of release heights was not clear. These flights were also in waves.








F-CAAA


HB-458







(An idea promoted in the Dutch journal "Planeur" is that the effort of getting to, and organising, an International Rally each year is too much and that International Rallies held every three or four years would be more suitable. Smaller meetings such as the Grunau Baby and Goevier Meetings could be held more frequently. These were a success this year.)

10° RASSEMBLEMENT INTERNATIONAL DE PLANEURS ANCIENS LA MONTAGNE NOIRE

Listes Des Participants Au 15 Juin

1)	BABY III	D 6224	Karkheinz + Dieter Kerkhoff
2)	PREFECT	PH 192	Jan + Evert + Sikko Vermeer
3)	SAGITTA	PH 308	Udo Beeke
4)	GOEVIER III	PH 206	Jan Förster Jan van Beugen Willem Kok
5)	RHONBUSSARD	BGA 337	Christopher Wills Robin Traves
6)	MINIMOA	HB 282	Werner von Arx
7)	VOCSOK	HA 2336	Istvan Kilian Istvan Duzs
8)	MEISE Olympia	D 1420	Jörg Ziller Alfred Klimmer Klaus Heyn
9)	MOSWEY IIA	HB 309	Attila Ziermann
10)	S 18	HB 411	Willi Schwarzenbach
11)	PETREL	BGA 418	Ronald Davidson
12)	KA 1	D	Igor + Martin Pleizier
13)	GOEVIER	D 1080	Paul Serries
14)	WEIHE 50	D 8239	Hans Mayer
15)	WEIHE 50	HB 530	Jost Frei Pit Burwitz Henri Grand
16)	GOEVIER III	PH 209	Jan Dijkstra Willem Adriansen
17)	EON Baby	BGA 629	Peter Morgan Mary Thomson Richard Darbyshire
18)	S 18 III	HB 458	Peter Egger
19)	BABY II b	D 7215	Erich vom Hovel
20)	WEIHE 50	D 7080	Werner Tshorn
21)	N 1300		Didier Fulchiron
22)	NORD 2000 NORD 1300	F-CAGH	(Jean-Marc Viard Didier Hebraud (Alain Viad J. L. Marcireau (Pierre Casano Herve Richard (Eric Pagelot Robert Seville
23)	L 10 LIBELLE	D 8564	Adolf Zöller Andreas Burmeister

24)	GRUNAU BABY	PH 214	Neeko Osinga Wiel Zillen
25)	SAGITTA 013	PH 319	Leon Mol Marcel Pelzers
26)	BREGUET 900	F-CAAA	Philippe + Pierre Prinet
27)	C 25 S ?		Franck Descatoire
28)	N 1300		Maurice Renard
29)	ARSENAL 4.111		Dominique Gatard
30)	BERGFALKE		

Issoudun During the return from La Montagne Noire, two Dutch teams with a Goevier 3 and Prefect and one British and one German team with Rhönbussard and Weihe 50 respectively, found themselves invading the very efficient French Gliding Centre of Issoudun. This site is in the midst of a plain near Chateauroux where almost every field is a better landing field than the aerodrome. The Centre was working at maximum efficiency having just held the French National Contest. As the weather forecast was first class and the Centre's gliders were being set tasks of up to 500 kms, the VGC contingent also decided to fly tasks. The Weihe, flown by Werner Tschorn and the Rhönbussard, flown by C. Wills, were to attempt a 180 km triangle, the Prefect, flown by Sikko Jan Vermeer (Dutch Junior Champion) - a 300 km triangle and the Goevier 3 - flown by Hans Dijkstra and Robin Traves - a 40 km out and return to Bourges. Unfortunately, unknown to the Direction, a front was to descend on the area with great speed shortly after midday. Thus, both Rhönbussard and Weihe had to struggle after the first turn point, the small airfield of Châteauroux. Werner Tschorn rounded his second turn point, the French military airfield of Romorantin (well known for French military gliding) and had to land in a field after 106 km. C. Wills landed on the small airfield of Vierzon, 93 km. Jan Sikko Vermeer had to land near the airfield of Bourges, 20 km, and the Goevier just managed to complete, with the help of a stubble fire, its 40 km out and return. C. Wills, while awaiting his retrieve, was joined by a young French pilot who had flown his ASW 20 over 400 km on that day! The evening was rounded off by a superb Barbecue, complete with chestnut sauce, prepared by the Dutch ladies. We wish to thank the Dutch teams for their magnificent welcome and hospitality.

The First Rodi Morgan Commemorative Rally, held at the London Gliding Club, Dunstable, from 5th - 11th September 1982

(This is the VGC's major annual event in Britain.)

Sunday 5th September - Opening:

At Midday, the Rally was opened by a flypast and demonstration of the last airworthy Rhönsperber, Rodi Morgan's aircraft, by C. Wills. Rodi had restored this aircraft from a wreck and the previous time it had been airworthy at Dunstable had been Easter 1940, during a wartime military gliding camp, which civilians had discovered they were allowed to attend. The Sperber had at that time been "the mount of champions", having won the 1938 and 1939 British National Championships.

All the vintage gliders were rigged on display with the Rhönsperber at their forefront. In the evening, there were heavy thunderstorms with lightning strikes around the club house. P. Davis was blasted off the wing tip of his Skylark 3 and a girl by its nose sustained a burn across her hand. Gliders were only just got away in time.

Monday - 6th September: Bad weather. Expedition to the RAF's Museum at Hendon. There was flying from 1600 hrs onwards. The daily prize went to P. Bramwell, who had flown the ATC Company in his superbly restored T.31 (known last year as the "Blue Wonder of Feuerstein"). The T.31 had been finished with transparent fabric on the day before the event. The ATC Company had on the previous day provided a band to play the Rhönsperber in after its landing, and had been a general help all round.

Evening Entertainment: VGC members were offered tethered hot-air balloon flights, by kind courtesy of its owner, Bob White. Most VGC members experienced their first ever balloon flights.

Tuesday - 7th September: Task: Out and Return to Ivinghoe Beacon. The stiff 30-knot wind, while making hill soaring from winch launches easy, made it almost impossible to reach the turning point upwind although it was only 4 kms away. Thoby Fisher rounded the turning point level with its top and came hurtling back downwind to land just short of the site. Winner was Martin Harris in his Rhönbussard. Jan van Beugen visited us from Holland and flew the Bocian. (kindly lent to the VGC by Martin Breen)

Evening Entertainment: Film show on vintage high-powered aeroplanes in Britain and America - by Brian Woolf from Capital Radio

Wednesday - 8th September: Spot Landing Contest - 1st A. Maufe - Kite 1.

Evening Entertainment: Dixieland Jazz Band.

Thursday - 9th September: Task: Out and Return to Wing Airfield. Most pilots found it very difficult to locate Wing Airfield in the poor weather conditions and bad light. However, Francis Russell landed his Weihe there. Winner - Andrew Coates - JS Weihe.

Friday - 10th September: Task: Out and Return to Brickworks at Newton Longmill - 34 km. Winner - C. Wills - Rhönbussard. 2nd - Ted Hull Moswey 4, who took only one hour to do the task.

Evening Entertainment: Football Match between vintage and glass-fibre sailplane pilots. Score: 3 all!!! That day, Hugo and Ursula Roth arrived from Switzerland.

Saturday - 11th September: Task: Out and Return to Pitstone Cement Works - 12 km? Winner - C. Wills - Rhönbussard. 2nd - Richard Brown - Grunau Baby 2b, who landed at the turning point.

It will be noticed that all the set tasks were very short. This was because of the poor weather and it was intended that pilots should not risk their aircraft with field landings. In fact, there were field landings by Kite 1, T.31, Minimoa, Skylark 3, etc. It says something for the spirit of the rally and the pilots that no

gliders were damaged. It should be mentioned that at this time of year, all cornfields are cut and offer excellent landing possibilities.

The VGC would like to thank the rally organisers for giving us such a good time, and the task-setter particularly, Martin Harris, for setting us such interesting tasks in spite of not the best weather.

Special thanks go to Rex Moorey and Geoff Moore, our two Rally Secretaries.

Evening Entertainment: The Grand Annual VGC Dinner held in the London G.C.'s clubhouse. Guest of Honour - Tim Harvey: RFC Fighter pilot; pioneer glider pilot in Australia and Britain; the LGC's CFI from 1936 to 1940; RAF Squadron Leader - training military glider pilots after 1940; and famous artist. Doc. Slater was present and played his traditional "Eine Kleine Nachtmusik" on his whistle. Many other well-known glider pilots of the past and the present attended and the club house was packed to capacity. After awarding three VGC restoration prizes and four VGC performance prizes, C. Wills was himself awarded (by Tim Harvey) the first Rodi Morgan Commemoration Plate. To everyone who made the evening a success, and especially to Peter Banting, our Master of Ceremonies, we should like to offer our thanks.

C. Wills

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The Rally Secretaries return their thanks to all the helpers, pilots, and others who came along to Dunstable during the Rodi Morgan Rally week. With your support a memorable Rally was achieved. It would appear that one Rally each year is favoured rather than a number of smaller events to get together, to see and talk vintage gliders. The trophy this year was won by Chris Wills in his Rhönbussard, who proved a worthy winner under trying conditions. He will therefore have his name inscribed upon the Plate and hold and polish it until it is competed for next year. We should, however, congratulate all pilots for showing a true spirit of boldness for trying and flying the tasks during the week. For persons requiring Rally Mugs, tankards and the new VGC metal lapel badges, please contact us or Peter Woodcock.

Here's to the next Rally!

Geoff Moore and Rex Moorey
Rally Secretaries

These photos were taken during the British National Vintage Glider Rally held at the London Gliding Club ,Dunstable, during the first week of September 1982.

Left to Right - Top to Bottom.

1/. Rigging the very recently restored T.31. Now in transparent fabric, no other T.31 can compare with this one. Known last year as "das blaue Wunder of Feuerstein" or the "Blue Brick", it should now be called "The BLue Miracle". Its apearance matches its flying.

2/. Ursula Roth, Rex Moorey, one of our two Rally Secretaries, and Mike Hodgson.

3/. Hugo Roth, Mike Hodgson, Thomas Gornall and Ken Crack, the VGC's Treasurer.

4/. Geoff Moore standing before the to be restored to airworthy condition Dagling. Geoff is also one of our two Rally secretaries. He and Rex organized the very successful Rally at the London Gliding Club.

5/. Mike Russell's recently restored 1935 BAC Drone Motorglider ready for take off..

6/. David Jones' FVA 10b 1939 built"Rheinland" at Dunstable.

7/. This 1932 built Scud 2 owned and flown by Peter Bourn and Mike Thick is still the oldest airworthy glider in the world.

8/. Peter Bourn ready for take off in the Scud. The silvered bulb all round vision mirror is supposed to give the pilot some idea of what is going on above. This can just be seen in front of the windscreen.

WANTED

Grunau Baby III drawings and any photograph of G.B.III D-6224 bungee launching at La Montagne Noire. Costs will be reimbursed. Please contact: Karlheinz Kerkhoff,
Fuchtenknäppe 6,
D - 4410 Warendorf 1,
Germany.

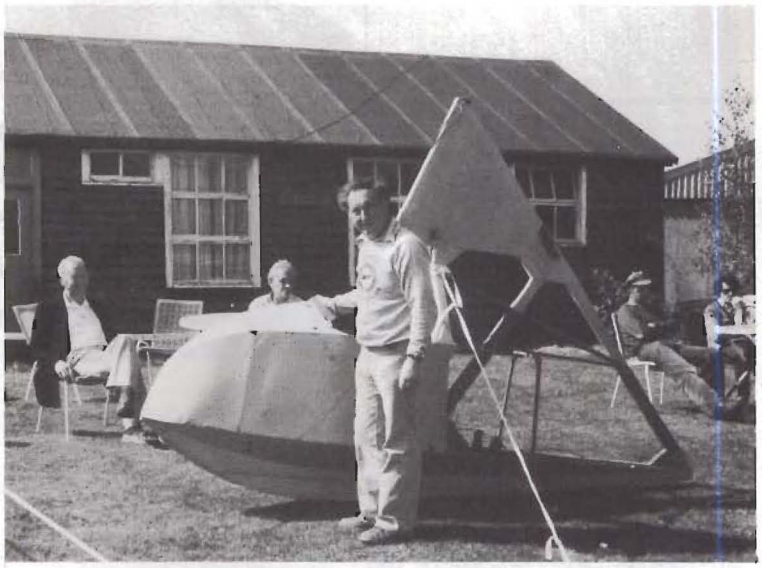
Christian Ravel, one of our French members, is in need of drawings for a Weihe which he is restoring. He has several manuals covering C.800, Nord 1300, Nord 2000, Breguet 901 and SG.38, which he could get photocopied at cost. Would those interested please write to him. His address is: 89 Domaine des Ecots,
St. Lambert la Lotherie,
49000 Angers,
France.

Closed Trailer needed for two seater:-A.Smallwood,No1 Stowood,Islip Road, Beckley,Oxon OX3 9SR.Tel:-086735 573.










-AEDB







Photographs taken during the VGC's Annual National Rally hele at the London Gliding Club, Dunstable, during the first week of September 1982.

1/. Beryl and Geoffrey Stevenson who, have crossed the channel in his Gull 1 in 1939, is still flying high performance sailplanes.

2/. The two Rhönbussards BGA 337 and BGA 2077, which, flown by C.Wills and M. Harris respectively, won three out of the four tasks. The former was restored last winter by Schofield Aviation , to something of its original glory, at South Marston .

3/. Personalities resting. John Coxon - Minimoa BGA 1738; Peter Allen, David Jones-Rheinland; Doc Slater; Tony Maufe - Kite 1; Thoby Fisher - Meise.

4/. The very painstakingly restored Kite 1, BGA 310. The work was carried out over the last three years by Michael Maufe in his garage on the edge of Ilkley Moor, Yorkshire. Michael is a prewar glider pilot, who flew with Robert Kronfeld, as observer, during the war. The Kite was flown by Tony Maufe his son. BGA 310 is restored to original varnish covered plywood and clear doped fabric and received a VGC Restoration award for 1982.

5/. Scud 2, BGA 231, before rigging. Note the silvered bulb all round mirror mounted on its nose to give the sheltered pilot visibility over the wing. To the left, can be seen Andrew Coates' Gothic styl painted door for his JS Weihe trailer. To the right can be seen part of the magnificently resrored Kite 1.

6/. Mike Russell about to depart in his recently restored 1935 Drone motorglider.

7/. The last airworthy Rhönsperber in the world. This was cleared and insured for one flight only on the first day. The fortunate pilot was C.Wills. It was kept rigged for the duration of the Rally in the Briefing Hangar. This aircraft, recently restored by the late Rodi Morgan, had been previous to this time, airworthy at Dunstable during Easter 1940 !

8/. Peter Banting and relaxing before the VGC tent.

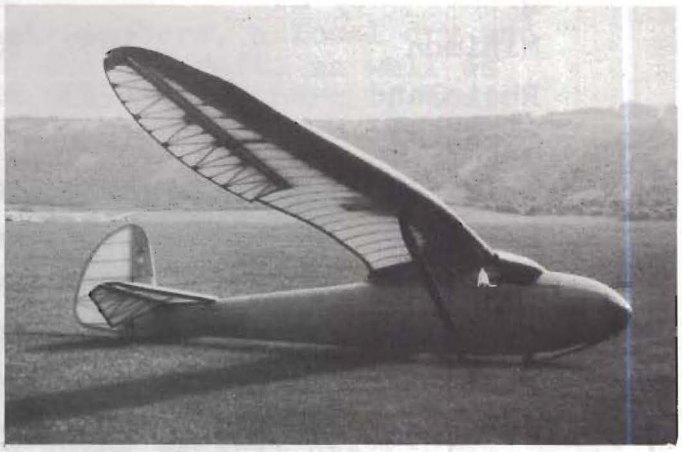
WANTED

Vintage glider. Very fine and ready to fly. Immediate cash settlement:- Mike Beech, 24 Cole Park Road, Twickenham, Middlesex. Tel:- 01 892 9975. Mike has recently built and flown a small size SE 5A, a Bleriot, and is now finishing a Curtis. These aeroplanes will all probably go in to Museums. Mike now wishes to get back in to Vintage Gliders.












"Drone"


Rhönsperber


VINTAGE

Entry List for the 1st Rodi Morgan Commemorative Rally London G.C. 5th - 11th September 1982.

Scud 2 built	1932	BGA 231	Michael Thick and Peter Bourn
Kite 1	1936	BGA 310	Thony and Michael Maufe
Rhönbussard	1934	BGA 2077	M. Harris
Rhönbussard	1937	BGA 337	C. Wills
Grunau Baby 2A	1936	BGA 277	John Smoker and Partners
Grunau Baby 2b	1944	BGA 1289	Geoff Moore and Rex Moorey
Grunau Baby 2b		BGA 2237	Richard Brown
Minimoa	1937	BGA 1738	John Coxon
Rheinland	1939	BGA 1711	David Jones
Weihe JS	1950	BGA 1093	Andrew Coates
Weihe 50	1953	BGA 2602	Francis Russell
Meise	1953	BGA 2080	Thoby Fisher
Moswey 4	1950	BGA 2277	Ted Hull
Grunau Baby 3	1954	BGA 1747	P. Underwood
T.21b		BGA 1218	"Ginger" Lake and family
Kite 2b	1947	BGA 633	Pat George, Malcolm Jones, Phil Richer
Tutor	1946	BGA 442	Peter Banting and family
Breguet 905 Fauvette	1959	BGA 2844	P. Woodcock
T.31	1950	BGA 1376	Mike Boxall, D. Bramwell, Colin Anson, D. Starer
MH 13d-3	1956	BGA 2267	Ian Carter and Rex Moorey
Bocian	1954	BGA 2734	Martin Breen
Skylard 2	1954	BGA 724	Paul Davie "Phoenix"
Skylark 3f		BGA 920	Peter Davis, John Light
Olympia 419	1956	BGA 1923	Mike Boxall
Kite 2	1947	BGA 751	David Richardson

Present also was the Rhönsperber, BGA 260 (built 1935). This was insured only for one flight on the opening day. C. Wills was the fortunate pilot.

The Sperber was kept rigged in the hangar and we were with it every morning during our briefings.

There was a visit by Mike Russell and his Drone motor glider of 1935. Its take-off was followed by a spectacular "Beat Up" of the clubhouse.

FRENCH NEWS

At last, an important movement is afoot to save vintage gliders and keep them airworthy.

Unable to bear the thought of old gliders being burnt or the English and Germans scouring the clubs for them and obtaining them for next to nothing, Le Groupement pour la Préservation du Patrimoine Aéronautique (GPPA) (The Group for the Preservation of the Aeronautical Heritage) has been founded at Angers to provide a refuge for old gliders and aeroplanes and all documentation for them.

Thanks to financial support from their members, a local dry and secure building has been hired to store the aircraft, as well as three buildings where the members spend the greater part of their spare time making the aircraft airworthy directed by two technicians under the control of Veritas. (Civil Aviation Authority). Although a short time ago the Group had little, it now has considerable documentation and the following aircraft.

Aeroplanes: Piel CP 750 - being built.
Piper J.3 - finishing general overhaul.
Gardan Minicab - General overhaul to be done.

Gliders: Nord 1300 (GB 2b) - finishing general overhaul.
Nord 1300 " " - general overhaul in process.
Fauvel AV 36 - airworthy.
Castel 310.P - major inspection to do.
Castel C301 - general revision to do.
Castel C25S - major overhaul to do.
Caudron C.800 - airworthy.
Caudron C.800 - airworthy after inspection.
Nord 2000 (Weise Olympia) - airworthy
SG.38 - must be rebuilt.

Among the above machines, six would be airworthy after a simple inspection. Further to the above aircraft, La Musée de L'Air has entrusted them with the restoration to airworthy condition of a Weihe. The Group has run up against terrible problems of finance and has only partially resolved the problem of storage space. Finance, such as it is, is provided by the benevolence of the members. A limited amount of space has been found in the hangars of the friendly Aero Club.

It will be noticed that the above Group under Christian Ravel, an airline pilot, who we are glad to say is one of our members, (he joined us at La Montagne Noire) is attempting to do exactly what our member Mike Russell, also an airline pilot, has been trying to do for years at Duxford. We wish them every success.

Buno Bonneveau A visit to this club, which was formerly La Ferté Alais, revealed that members were restoring an AIR 100 and Breguet 901. These were the last survivors of the fleet that made La Ferté Alais the best club in the world during the late 1950's and early 1960's. The club had been forced to move further from Paris because of the proximity of the airports of Orly and Bretigny (French experimental centre). We heard that its former Chief Instructor, Monsier Robert Pechaud, who had been made Chevalier de la Légion d'Honour for his service to France in creating such a club, has now retired but flies from Buno for fun. He unfortunately had a bad accident while landing his glass-fibre sailplane on the rough surface of a nearby airfield. Although injuring his back, he should now have recovered and be flying again. His sailplane was not damaged.

Monsier Pierre Vaysee invited us to his home to show us old gliders which he has in storage. One was a Breguet 906 Choucasse and of course there was also his Trucavaysse, the sailplane which he himself designed. Apart from the last surviving relics of La Ferté's old fleet, the rudders of the Milan (VMA200 - Weihe) and AIR 102, and its cockpit canopy, Monsier Vaysse has a very substantial gliding library, with literature of French wartime gliding, and films. Two of these films were shown us at Buno. One was a marvellous film of the French National Centre of Banne d'Ordanche, which, being situated in the Massif Central, near Clermont Ferrand, was closed in 1940 because it was too high! The other film was taken from his Trucavaysse while gliding in the French Alps in a contest.

Périgeux Here is said to be the Arsenal 4.111 No. 1 (1st prototype). It is not known what condition it is in.

Issoudun Here were seen two Nord 2000's (one in perfect condition), an M 200 (built under licence in France from Italy) with 2 pairs of wings, and a Caudron C.800.

Troyes Maurice Renard now has a complete set of drawings for his AVIA 40P. For some years he has had the wings and tailplane of the historic 1935 French high-performance sailplane. He hopes that in three years' time he will have restored it to airworthy condition. Then, three of these AVIAS will exist in the world. One at Perranporth and another, in the Musée de L'Air at Le Bourget airport. Maurice has already built a Pou du Ciel but he was not allowed to fly it, as he had incorporated modifications.

La Ferté Alais L'Association Amicale d'Eric Nessler. (Association of Friends of Eric Nessler) It is understood that this collection has some old French gliders which include Eric's Fauvel AV.36, a machine that he championed during the 1950's. These machines could not be seen in the hangars but they may well be stored in a work-shop behind the office and canteen.

Poitiers The Société Scientifique Recherche et de Premotion du Planeur Leger (SSRPPL) and the École Nationale Supérieure Méclanique et Aérotechnique (ENSMA) (20 rue Guillaume VII le Troubadour, 86034 Poitiers Cedex, France) founded by Jacques Teissier, is the closest French equivalent to a German Akaflieg and its students are working on fibreglass sailplane projects. They are flying the Arsenal 4.111 No. 2 and have also the 1st prototype of the little Breguet 900, which, without flaps, is different from the other five which were built. Named 'La Louisette' after Louis Breguet's son, it now needs restoration. As the students have so much work to do on modern sailplane projects, they have no time to restore 'La Louisette' and would lend it to a group to fly, if they

would first restore it. This aircraft was having a complete rebuild (repair) in the workshop of La Ferté Alais in 1960.

The legendery CM.7 two-seater also is said to exist still. Only two were built in 1950.

La Musée de L'Air This is the only museum in the world, apart from the National Soaring Museum (NSM) in America, which has a hall (hangar) almost entirely dedicated to gliders. The other aircraft there were papachute droppers and aerotowers. The gliders were: Breguet 901 prototype (that of Gerard Pierre who won the 1954 World Championships with it in England), Edelweiss, Foka, Fauvel AV.36, AIR 100, Weihe, Meise, Emouchet and fuselages only of Castel C.301S and Castel 242, and the last Habicht F-CAEX. This latter aircraft had won the 1939 World Aerobatic Contest flown by Marcel Doret and had flown last about 17 years ago at La Montagne Noire. Also there were two SG.38's, one of them nacelled. In another hangar was the AVIA 40P. All the gliders on view were in superb condition. The Musée's Kranich 2 was nowhere to be seen but, through lack of space, it may now be stored at Villacoublay, a French military airfield near Paris which holds about 50 French gliders of the Museum. It was mentioned by Pierre Vaysse that all the gliders exhibited must have been built in France and that the Weihe and Meise were in fact a VMA 200 Milan and a Nord 2000 respectively. However, there was no mention of this in the museum and certainly the SG.38s, Habicht and Foka could not have been built in France. The Musée de L'Air is well worth a visit.

Thus, compared to 1978, when we were last visiting France for a VGC International Rally, there is now very great activity to save vintage gliders in France. However, we did get the impression that, although this activity is widespread, it might not be very co-ordinated and receptive of news concerning what others are doing. We are sure that Dédale, through their Newsletter, could remedy this.

RUSSIA

Stamps. A set of stamps has been issued showing historic Soviet gliders. Illustrations of these stamps on the back cover of the August Krilya Rodiny magazine reveal the types: "Staxanoviets" 1939 record breaking 2-seater; "Krasnaya Sviesda" 1930 (Red Star - the first glider to do full aerobatics); "Tsagi 2" 1949; an early primary; and the Gr 29 1941 troop carrier. These stamps are valued at 4, 6, 10, 20 and 32 kopeks. We do not know whether there are others of this set. If there are, perhaps one of them will reveal to us for the first time the famous Rot Front 7 type in which Olga Klepikova flew a world distance record of 749 km in 1939. We hope that the above stamps reflect growing interest in vintage gliders in the Soviet Union.

AUSTRALIA

On Anzac Day, the 25th April, a 50-year old primary glider, "Azure Star" was flown again on the Darling Downs, Queensland, to mark its owner, John Bange's, 50th year of flying. John Bange is 75 years old. The "Azure Star", which he felt was an improvement over the German Zoegling, had last flown 25 years ago. Some 450 people (40 had been invited) came to watch the event in beautiful Queensland weather. The aircraft was towed out behind a 1925 Chevrolet Tourer, its original launch vehicle. The "Azure Star"

was launched twice and headed for the ground in a manner best described as positive; its pilot dressed in white flying suit and helmet. With all amateur photographers, 3 television stations and journalists satisfied John swopped aircraft and begun running joy rides for youngsters in a Portefield. With the soft glow of the evening sunset spreading across the Darling Downs, a special and much deserved trophy was presented to John by the Darling Downs branch of the Sport Aircraft Association of Australia. The trophy commemorated 50 years of flying completed on a truly memorable day.

It should be mentioned that the "Azure Star" looks like an enlarged Zoegling and has a 12 metre span. John had, or still has, the Zoegling plans. In his hangar are two historic aeroplanes, a red 1949 Jaguar sports car, and a dismantled Zoegling primary. So far as is known, this is the second Zoegling in Australia, the other being airworthy. Together they represent the last of all the 1926 RRG Zoegling Primaries. These, designed by Alexander Lippisch, were the standard German primary training gliders until the arrival of the SG 38's in 1938.

NEWS FROM HOLLAND

We have heard that the man responsible for restoring the magnificent Grunau Baby of Neelco Ossinga, is restoring a Slingsby Prefect. The late Martin Goosen's Prefect, PH-193, has now been taken over by his eldest son, who has taken up gliding.

Cassius Ewald writes that Wiel Zillen's Doppelraab 4 has flown again after restoration at Hoogeveen airfield. The aircraft was built in 1954/5 and Cassius had his first glider flight in it with his father in 1959. In 1972, he saved it from being burnt and arranged storage. Vince Mallon of the RAFGSA bought it for DM 100 for the RAFGSA who registered it with the number 589. Registered again as D-5391, it gave Cassius great pleasure to fly it again after so many years. Clearly, this is another glider flying in Holland under a German C. of A., as the Dutch authorities do not know the type.

BRITISH NEWS

From the point of view of performances this year, the story has not been sensational. However, Ted Hull's 100 km in two hours in his Rhönbussard and Paul Davie's 243 km of a 300 km triangle in his modified Skylark 2 has brought some light to the picture.

If it has not been a sensational year in the air for us, there have been some exciting developments on the ground.

Michael Maufe's beautifully restored Kite 1, BGA 310, has appeared resplendent in clear varnish and transparent dope, for our Annual Rally at Dunstable in September. It is a credit to his years of painstaking work in a garage, on the edge of Ilkley Moor, Yorkshire, and such a prewar finish has not been seen for years.

The King Kite This must now be finished and we expect that it will have its first test flights when the better weather returns (next year?). David Jones has built this machine in his living room in Coventry during the last three years.

Falcon 1 As previously reported, the wings have been finished less fabric. The fuselage is also assembled and is being covered with plywood. The rudder and tailplane are being built by John

Sproule in Shoreham. As with the wings, the final assembley of the fuselage is being undertaken at Southdown Aero Services, Lasham. We hear that Ken Fripp suffered a collapse, through "over doing it", while on holiday in Canada, but he has returned home and we are glad that he is recovering quickly.

Hütter H.17A BGA 2847. After many years of trying, we are glad that this aircraft has finally reached Britain from Nakuru in Kenya. It was originally built in Holland from 1954 - 1958 by Messrs. Sanders, Molinaar and Booy of KLM, and was registered PH-269. Strict Dutch aviation requirements would not allow it to fly in Holland and so a Dutchman took it with him to Kenya in 1972. At Nakuru, PH-267 was restored during years of painstaking work by Bim Molineux and African craftsmen. It is now in perfect condition and weighs 209 lbs empty. It differs from the H.17 which was restored by Southdown Aero Services, in having short span ailerons and in having some modifications around the cockpit area. BGA-2847(PH-269) now has a superb trailer. We wish to thank Bim Molineux for bringing his aircraft to England. It is a most important contribution to the VGC's fleet and the first time that a glider has been brought back to Europe from the former colonies.

The Gull 3 This was being built from scratch by the late Mike Garnett. A team at the Blackpool and Fylde Club have undertaken to continue the project.

The T.21C. BGA 1030 The entire Street gang which consists of at least three BGA inspectors, have launched themselves upon the colossal task of entirely recovering their aircraft with transparent fabric. Such a vast area of transparent fabric will never have been seen before. This is to bring back more of the authentic old-time atmosphere to our vintage rallies!

Rhönbussard BGA 395, formerly of the Rodi Morgan collection. This aircraft, which has been in Britain since 1939, has now been bought by Herr Welshofer of the Günzburg (Bavaria) glider collection. Originally owned by the Passold brothers, BGA 395 survived the war. Until 1959, it was flown by the Handley Page gliding club. It was then restored by P. Young at Doncaster and took part, with BGA 337, another Rhönbussard, in the first VGC International Rally at Husbands Bosworth in 1973. After being badly damaged at Parham, it was bought by Rodi Morgan to be a companion for his Rhönsperber. Fred Stickland repaired almost all the damage but did not manage to complete the fabric covering before Rodi's death. We understand that Herr Welshofer will restore it as original but will not let it fly again. He has already many gliders including one of the two Rhönsperbers remaining in Germany.

Russavia After successfully completing and flying the Drone, which we were very thankful to see at our Dunstable Rally, Mike Russell has almost finished his Tiger Moth. We understand that his next project will be to finish his Kranich 2.

The Kranich 3, D-5420 This was the only one among 5 gliders at Dunstable not to be written off by a whirlwind beneath a thunderstorm in June. We are glad to report that it flew again during the weekend of 2, 3 October, with its damage repaired, at Dunstable.

OBITUARIES

Waldemar Schmitt We have heard that Waldemar has been killed, but we do not know the details. He attended many of our International Rallies with his Meise D-4732. He was a doctor and was very pleasant to have with us, an excellent comrade. We believe he was the victim of a traffic accident. It will be so sad not to have him with us in future. Our deepest sympahies go to his wife and son.

Palhegyi Arpadno He was a member of the Hungarian team flying the Gobé at Burg Feuerstein. We understand that he had an accident while flying on the 2nd May this year. Our Hungarian comrades felt his loss so badly that only the Vöcsök was brought to our International Rally this year. Our deepest sympathy goes to his wife and friends.

Gerhard Stolle CFI/Manager of the Frankish Flying School of Burg Feuerstein died unexpectedly on 23rd August when his heart failed when he was recovering from pneumonia. He was 43 years old. He became well-known to us at the 9th International Vintage Rally at Feuerstein for his sympathetic, unbeaurocratic manner of running our event and the Feuerstein Flying School. He had taken over the management of the Flying School in 1964 and had turned it in to a District Performance Centre. He has been especially connected with running motorglider contests since 1968 and became Representative for Motorgliders in the German Aero Club. He became well known as a youth gliding instructor throughout Bavaria, as well as being involved in contests for women glider pilots and Berliners.

Our deepest sympathies go to his wife, Anne, also a glider pilot, and to his two sons, Michael and Stefan.

Details taken from "Aerokurier" September 1982, written in the Name of the German glider pilots by Raynald Frhr von Podewils.

FOR SALE

Short Nimbus 1947 two-seater. Offers to: Mike Russell, Pddars, Wood End Green, Henham, Bishops Stortford, Herts. Tel: 0279-850-308.

Slingsby Tutor Airworthy and in fine condition. Offers to: Southdown Aero Services, Lasham Airfield, Nr. Basingstoke, Hants. Tel: 025683-359.

Castel C.25S Well-known French 2-seater. In fine condition. With instruments but without British C. of A. Can be inspected by appointment at Eric Rolfe's premises, London Road, Moreton in Marsh, Glos. Tel: 0608-50530.

Grunau Baby 2A (German-built 1951) BGA 1432. Now fitted with airbrakes. With open trailer. Fuselage has been recently worked on by BGA Inspector. Aircraft has been lightened by Ken Fripp. It now weighs 374 lbs. Can be inspected at Lasham. Owners are Ted Hatch, Nigel Palmer + syndicate. No reasonable offer refused.

Grunau Baby 2B (German-built 1952 as D-6932) With open trailer. Needs working on. £650.00 ono. D. Ellsden, Little House, Barnes Lane, Hazlemere, High Wycombe. Tel: High Wycombe (0490) 30706. Already sold to Peter Higby, Bath &Wilts Club Keevil.

For Sale from Sailplane & Gliding August/September 1982

Slingsby Tutor Superb condition. Basic Instruments. Any inspection. Offers: Tel: 021-777-1137 - Cox, or 021-777-2306 - Harvey.

K-2 Tandem 2-seater Full instruments. Metal trailer. Offers; Tel: Clacton-on-Sea 860598 after 7 pm.

K-2 2-seater Good condition. Basic instruments, 2 piece canopy. Offers: Doug Gardner, Brighton 400232 (evenings) East Sussex Club.

T.21b Open cockpit. £1,200 ono: Bob McLean, 241 Bawtry Road, Bessacarr, Doncaster DN4 7AL. Tel: 0302-533861 or 0302-64931 (home).

AV.36 Fauvel flying wing. BGA CofA. Open trailer. Offers. GEC Courier Ais. Air set/portable. 2 gliding frequencies - £100. Tel: K. Blake, Buxton 4365.

T.21 with year's Cof A. Exchange for Swallow or similar or sell for £1200. Tel: Pembroke 683193.

Olympia 2b C. of A. Instruments. Parachute,. Closed metal trailer. Dart type canopy. Details tel: Whitley Bay 526617 (home) or North Shields 574101, ext. 397 (work).

T.21b Immaculately restored. T.21b wreckage also available. Essex Aviation. Tel: 0787-237771.

Kite 2A Transparent fabric. Good condition but no C. of A. Hull only. £575. Rees:Home, Wigan 491567, Work, 061-969-3555.

Olympia 2b A very well maintained privately owned A/C with Dart Canopy, good trailer and recent C. of A. Parachute and barograph available. For details: Tel: Evesham (0386) 858848.

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K-3 in good condition DM 2500

Scheibe Sperber (1952) - a sid-by-side 2-seater with steel tube fuselage, wooden wings. DM 1000.

Scheibe Specht - slight damage to fuselage tubes at wing attachment points, otherwise in good condition. DM 500.

Contact: Richard Bruggert,
235 Neumünster,
Ernst-Reuter-Platz 1,
Germany. Tel: (0) 4321 520367

The two-seaters will be scrapped shortly unless sold!

The Swedish Kranich 2, BGA 1092 This aircraft was severely damaged during our 1979 International Rally at Thun. We are pleased to report that Dave Almey of Peterborough Sailplanes, working in his spare time, has managed to almost finish the repair of the fuselage. He has now bought the German-built Kranich 2, BGA 1258, from Humberside Aviation, and may use parts of its wings to repair those of BGA 1092.

ITALIAN NEWS

Reinhard Thaler, who lives in Bozen, (Bolzano) South Tirol, writes that he has friends who wish to become VGC members. One of them is currently buying a CAT 20 (an Italian licence-built Hütter H.17) and means to restore it. Its registration is I-ZAGO, it has an enclosed canopy, long span ailerons, an orange fuselage, cream wings and tailplane.

Rheinhard Thaler became a member of the VGC last August at La Montagne Noire and is therefore one of our first Italian members. The CAT 20's condition is good.

BOOKS

Dix Ans de Vol à Voile - 1950-1960 An amply illustrated book by Claude Visse describing French gliding, and some International gliding during those epic 10 years. In French only. Can be obtained from: Jean-Louis Saquet, B.P. No. 3, 05130 Tallard, France. Price 85 francs.

He is currently preparing another book: 20 Ans de Vol à Voile - 1930-1950 If it is as good as the previous one, it is really worth waiting for.

Horten Aircraft by Reimar Horten. Edited by P. Selinger. Published by: Weishaupt, Austria. Sales handled by Motorbuch Verlag - Stuttgart. This book should be published before Christmas 1982, with some English translation by Jan Scott. We are not even sure whether we have its title correct. Indications reveal that it will be an outstanding book and it has been long awaited. It will be amply illustrated.

Peter Riedel's book on the years after 1927 at the Wasserkuppe (once again we are not sure of its title) should also be published very soon. He has had much assistance from Wolfgang Spate (winner of the 1938 Rhön contest) and others. The book will be amply illustrated, in German.

Book on DFS (Deutsche Forschungsanstalt des Segelflugs - the prewar and wartime German Experimental Institute for Gliding) In preparation? It is much awaited. Recent evidence suggests that this book may not exist.

Martin Simon's book "The World's Vintage Sailplanes 1908-1945" has been delayed due to unforseen problems.

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