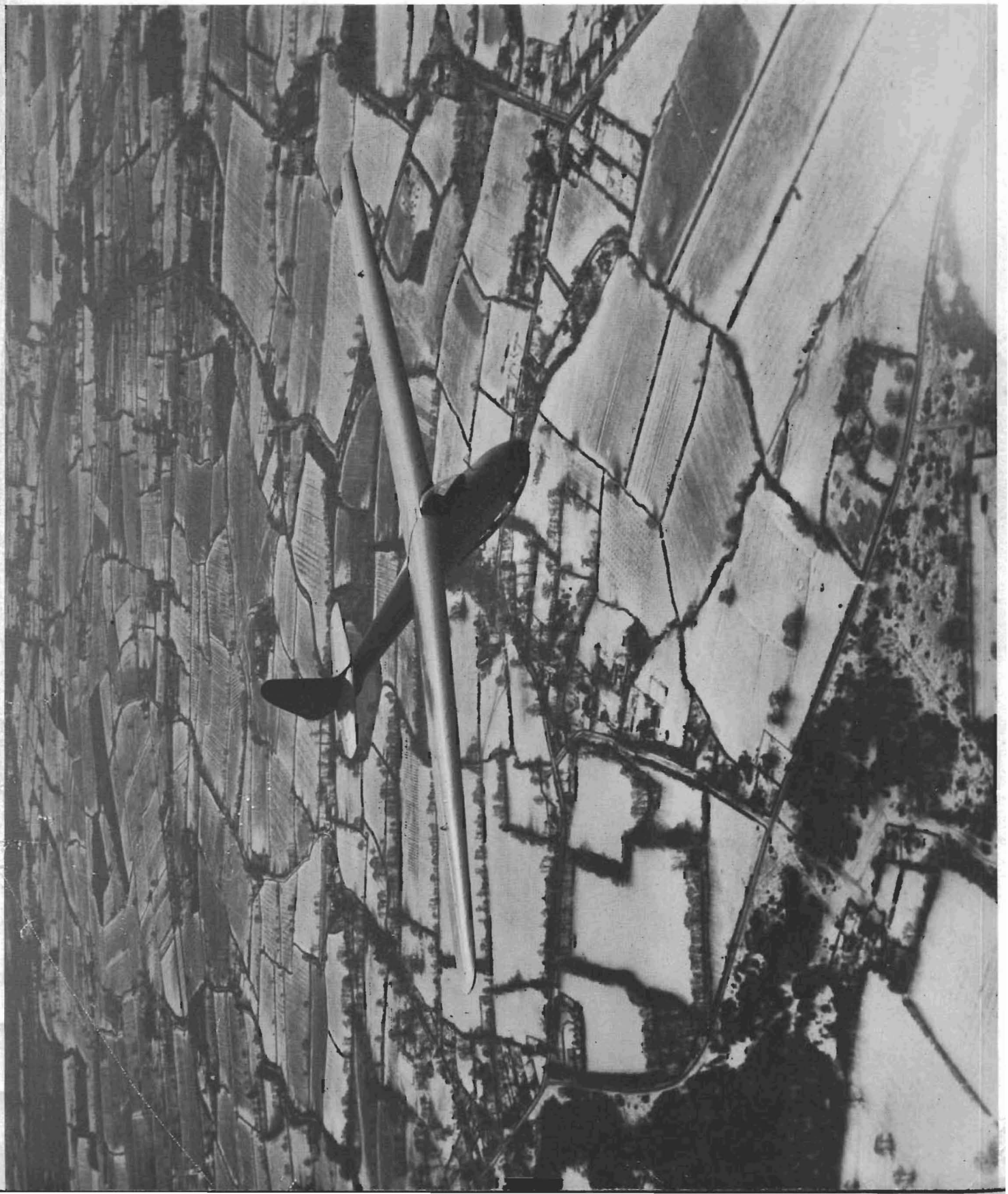
VGC Newsletter

No 46 Winter 1983



January 1983

EDITORIAL

We are now entering our 10th year of operation as a club. 9 years ago we would never have dreamt that so many of the gliders from the distant past would reappear.

Our accident rate, four major insurance claims in nine years, has been good when compared with that of the rest of the gliding movement, and ought to entitle us to cheaper insurance premiums. As this statistic would look even better if it was 4 claims in 10 years, we urge our members to have an accident-free year!

We are very happy that more of our gliders are appearing in the prewar transparent fabric. Visitors to our rally at Lasham during the second half of next August should be assured of real prewar gliding atmosphere and the finest achievements of our labours of the last 10 years. Our fleet will then have been joined by a King Kite and Falcon 1. There is even the possibility of international participation in this rally.

Future prospects offer further addition to prewar gliding atmosphere with the exciting arrival of a BAC 7, Dagling, Wren and Gull 3.

The last nine years has seen our growth as an international movement. We are very lucky to have so many good friends abroad. They have added a great richness to our movement and we are happy that they have been able to bring back some of the gliding heritage of their own countries.

Now we have entered our 10th year, the VGC wishes to thank everyone who has made it possible for us: those who have been our Secretaries, Treasurer, those who have run our Rallies, those who have rebuilt aircraft and others who are building them again, and those who have done just a little bit to help us. Without their efforts and keen enthusiasm our movement would not exist.

FRONT COVER

We wish to thank Ron Tarling for designing the Newsletter's heading.

The Cover Photograph is an Eon Olympia flown by Walter Morison over snow covered fields near Redhill, during March 1947. It was during the time that the British Olympia was being tested by No. 1 BGA Test Group. Ann Welch flew the towing Auster. Lorne Welch flew the photographic aeroplane. Charles Brown took the photograph. The photo has been reproduced with kind permission of the RAF Museum, Hendon.

FROM THE SECRETARY

1982 has been a good year for the club in spite of indifferent weather at our rallies. Last year we enrolled 70 new members, so that this Newsletter will have been sent to over 420 of you. We have also attempted to improve the service to members by extending our range of sales, and by trying to improve the quality of the Newsletter, both in content and form. You have responded by maintaining the flow of material, so that we are approaching the healthy embarrassment of having more material than we can afford to print!

Unfortunately, the Post Office has not been very helpful and costs of postage continue to rise. We have been able to keep subscriptions to the low rate of £3 per year only by your generosity with donations, and it is doubtful whether we can avoid raising subscriptions for much longer. However, we live in hope.

Finally, I would like to thank everyone who wrote their encouragement and greetings to me last year. It is just not possible to write to you all individually, but your enthusiasm and kind words do mean a lot to us. So here's to the new season - "Hals und Beinbruch!"

Robin Traves

FROM THE TREASURER

At long last we have been able to clear through Audit the Club's accounts for the two years 1979 - 1981. Why so long? Well in essence the problem has been that the cash throughput had got quite beyond the simple 'Exercise Book' method of keeping the 'Income' on the pages starting from the Front and the 'Expenditure' on the pages starting from the back. Fine whilst it was a few hundred pounds per annum - but horror when it became many thousands of pounds with the advent of the 8th International (at Sutton Bank) lapping over two Financial years with the accounts period ending 31st May. For this reason the two years have been taken together as one period.

I hope that members will find the accounts to be adequately understandable but I must give an explanation of the "Notes to the Accounts", item 2, by the Auditor regarding the 7th International Rally at Thun. At that time I was working in Algeria and came to Switzerland for the Rally and opened 'shop' as usual. The amounts received for sales, subscriptions, etc., were duly logged as we went along and at the end scheduled and converted to sterling from the various currencies. The cheque for this amount (some £420) was sent to London together with the log sheet - the cheque amount is recorded in the bank account - but no amount of diligent searching could produce the log sheet, therefore in the end we apportioned the amount.

Whilst these accounts show an adequately healthy position it is worth noting that the total Expenditure at £1730 exceeded the ordinary Income (i.e. subscriptions and overseas postage) of £1573 by £157. The balance has been met from the very valued donations, sales and various activities.

VINTAGE GLIDER CLUB

Balance Sheet as at 31st May 1981

Assets			
Equipment less depreciation			£ 51.00
Stock at cost			600.68
Cash at Bank			
	on Deposit Account		2,331.61
	on Current Account		344.84
			£ 3,328.13
Deduct Liabilities			
Accrued expenses:			
	8th International	£ 73.00	
	Accountancy charges	100.00	
	Secretary's expenses	57.40	230.40
			£ 3,097.73
Represented by:			
Excess of Income over Expenditure 2 years to 31st May 1981			£ 409.12
Surplus 8th International 1980			514.11
			£ 923.23
No.1 Fund			
	Brought forward 31.5.1979	£ 586.21	
	Donations 2 years to 31.5.1981	821.86	1,408.07
No.2 Fund			
	Brought forward 31.5.1979		254.93
No.3 Fund			
	Brought forward 31.5.1979		11.50
International Reserve 31.5.1979			500.00
			£ 3,097.73

I have examined the above Balance Sheet dated 31st May 1981 which is in accordance with the Club's books of account and the information and explanations given to me.

V.H. Wade
Chartered Accountant

VINTAGE GLIDER CLUB

Income and Expenditure Accounts for the Two Years to 31st May 1981

Income		
Subscriptions		£ 1,525.02
Overseas postage		47.92
Sales	£ 272.21	
less cost of sales	46.16	226.05
Annual Dinner		
Receipts	£ 159.90	
less expenditure	106.25	53.65
Bank Deposit interest		287.01
		£ 2,139.65
Expenditure		
News Letter	£ 621.44	
Postage	490.34	
Stationery	224.67	
Chairman's expenses	198.08	
Donations (Phillip Wills Memorial Fund)	50.00	
Accountancy charges	100.00	
Bank charges	2.00	
Miscellaneous expenses	32.00	
Depreciation	12.00	1,730.53
		£ 409.12
Add:		
Surplus 8th International per audited accounts	£ 469.84	
Net additional income	44.27	514.11
Surplus for Year		£ 923.23

Notes to the Accounts

1. Stock has been valued at cost to the Club.

2. The net income from the 7th International Rally (Thun) amounting to £ 422.70 has been banked but no details of this sum have been recorded. Consequently this amount has been apportioned from experience of other rallies and taken into the accounts accordingly.

3. The Secretary's expenses have not been fully analysed as the detail was incomplete.

Should you have any queries on the accounts, please contact me and I will do my best to answer the points.

We are greatly indebted to Mr. Vick Wade for carrying out the Audit; Vick is a Trustee of the Upward Bound Trust (The Glider Pilots Regiment Memorial Fund) and an active Pilot/ Instructor - some many years ago (will we have been established 10 years?) we had a Rally Meeting at their field at Haddenham (near Thame).

As to the future, firstly we are changing the financial year ending to 31st December so that any future UK International Rally comes into one financial year, and secondly - perhaps most importantly - we are moving our book keeping onto "Double Entry" basis which enables the 'Bank' and 'Cash' to be balanced as we go along - not as one large operation after the end of the accounts year. The next accounting period will therefore be the 19 month period 1st June 1981 to 31st December 1982, then back to annually thereafter.

Ken Crack
Hon. Treasurer

RALLY DATES FOR 1983

The Gö-4 Rally 9th - 12th June 1983. Woensdrecht, S.W. Holland. Further details from Paul Serries, Agnes Miegelstrasse 1, Münster/ St. Mauritz, West Germany.

Grunau Baby Rally

For details, please write if possible in German to: Christian Kroll, Konzendorfer Strasse 4, 5160 Düren/Konzendorf, W. Germany.

2nd International Oldtimer Fly-In to Schaffhausen/Switzerland 10/11 September 1983. This is to mark 50th Anniversary of the Schaffhausen Gliding Club. All aircraft built before 1949 are welcome. 6,000 Swiss Francs and trophies will be given away as prizes for: Distance flights, Antiqueness and beauty & Originality. Every participant will receive a gift in memory of the occasion.

Interested participants for this two-day event should contact: Rudolf Kunz, Zimmerberg 26, CH-8222 Beringen, Switzerland.

11th International Vintage Glider Rally. Farkashegy, Nr. Budapest. 23rd July - 3rd August 1983. Information from: Repülögeres Szolgalat, Oldtimer Club Budapest, Koerberki ut. 36, Hungary H-1112.

Peter Fletcher informs us that there is a return coach service from London to Budapest for £85. Help arranging travel, visas, etc., may be obtained from Danube Travel, 6 Conduit St., London, W.1.

Correction to Last Newsletter (No. 45). Paul Serries has suggested that everyone who is unable to make the long journey with their gliders to Hungary should come to the Goevier Rally at Woensdrecht, and NOT to join the Münster Oldtimer Group at Münster/Telgte during the week before, or the week after, the International Rally in Hungary.

"Rendezvous 83" Lasham, England. 13th-29th August 1983. VGC Annual Rally and Dinner. Full information overleaf.

Subject to confirmation, Rally Dates for 1984 are: Rendezvous 84;
29.7. - 2.8.84 at Münster. 12 International Oldtimer Rally;
3.8. - 10.8.84 at Terlat, Holland.

V.G.C. Annual Rally & Dinner, Lasham 1983
"Rendezvous 83"

It was at Lasham in 1980 that Rodi Morgan and my gliding syndicate organised the first V.G.C. "Rendezvous" meeting, and it was during this meeting that Rodi first flew the Rhonsperber after its restoration. I feel that it is appropriate therefore to call this Rally "Rendezvous 83" and set tasks for the Rodi Morgan Challenge Trophy.

Planning for the meeting is under way, and I am delighted to report that the Slingsby T.1. Falcon 1 and the Slingsby T.9. King Kite are both participating, and in addition it looks as if we shall see some new members attending with vintage machines previously not seen at our rallies.

On a personal note Derek Piggott has kindly offered to give lectures on any non-flying days and to assist with the task setting, although I must warn that he does seem to be nurturing an ambition to fly a "Minimoa" around a 300 km triangle! I am sure many of you will be pleased to hear that Hugo Roth phoned me at Christmas from Switzerland to say he was coming. Let's hope that more of our VGC friends on the Continent will be able to join us. They will be very welcome.

Here are some dates for your diary:

Saturday	13th August	Arrival day
Sunday	14th August	Opening ceremony
Saturday	20th August	Mid-Rally party
Saturday	27th August	Final Rally Day and VGC Dinner
Sunday Monday	28th and 29th August	Rally run-down with non-organised flying

Fees: Payable on arrival:

Lasham Temporary Full Flying Membership for the period 13th - 29th August or part thereof	£10.00
Lasham Temporary Non-flying Membership for the period 13th - 29th August or part thereof	£1.00
Facility Fee for one glider for the period 13th - 29th August or part thereof	£6.00
Camping/Caravans	Nil charge
Launching: Aero Tow or Wire	Standard Club Rates

Fees: Payable in Advance

VGC Rally Entrance	£5.00
VGC Dinner	£5.00

I am sure you will understand how important it is for those of us at Lasham planning the Rally to have some idea on the numbers involved. Please may I ask that you return your entry forms as soon as possible.

Thank you.

Colin D. Street

This letter was received dated 8th December, from Colin Anson, concerning the German Gliding Calendar for 1983.

"In connection with the April illustration in the Segelflug-Bildkalendar 1983, may I request the courtesey of your columns to disclaim some undeserved credit - or notoriety - contained in statements in the caption and legend on the back of that page, which were published without my knowledge.

1. I am not a leading light of the VGC but a very ordinary grass roots member;

2. I am not the leader of the "Blue Brick/ T.31 syndicate but an ordinary member of that too; and

3. I wish to assure Reb (Rebeck) that I am not the father of the boy in the picture, and would call his wife Jenny as witness to testify accordingly, if required.

Very Sincerely Yours,

Colin Anson"

While applauding Colin's modesty, we wish to assure him that we consider him definitely to be one of the leading lights of the VGC. (Ed.)

BRITISH NEWS

A recent change of policy in ATC Gliding (Air Training Corps) for the first time ever since its inauguration before the war, has led to an order for over 20 ASK 21 high-performance two-seaters from Schleichers. This may well lead to the sale of redundant material such as T.21's and T.31's. The previous aim of the ATC was simply to train a boy to make one solo flight, thereby filling him with enthusiasm to join the RAF. The new policy will be to train pupils to soar as well. This seems to be a break-through after 40 years. One can only assume that a sum of money has become available to buy new equipment and, as no more Slingsby Motorfalkes are available, it was decided to buy revolutionary new equipment. We hope that this will also assure more RAFGSA world champions, and first-class cheap T.21's and T.31's for penniless civilians.

Princes' Vintage Glider Training

We have discovered that all three British Royal Princes have been trained to fly T.21's solo. Prince Andrew and Prince Michael have flown them at RAF Kinloss with an ATC unit, while HRH The Prince of Wales has flown one in the Naval Gliding Club at Lossie Milltown, a sattelite airfield for the Royal Naval Air Station of Lossiemouth (HMS Flumar). He almost certainly continued flying T.21's at Dallachy, which is further east. As all these three airfields are on the Morayshire coast, it is unlikely that thermals were ever encountered, but T.21's give an excellent introduction to vintage glider flying. Let us hope that the Princes will continue to have time to fly gliders, vintage and otherwise.

Rhönsperber BGA 260. This aircraft, formerly owned and restored by the late Rodi Morgan, has now been bought by Francis Russell and Carol Taylor of Mowbray Vale Insurance. It is at present based at the London Gliding Club.

Obituary

Terry McMullin, a member of London Gliding Club, was killed in a car accident on November 17th. His technical skill as a senior inspector and a member of the BGA technical committee made a great contribution to the gliding movement. He will be sadly missed at Dunstable, he seemed always to be ready at the launch point to tow a glider to the middle of a thermal with his Super Cub with uncanny accuracy.

He gained his Silver on 4th April 1959 by flying a Prefect to Chipping Ongar from Dunstable.

Our sympathy goes to his wife Margaret and daughter Frances.

Photos by C. Willis. Left to Right - Top to Bottom

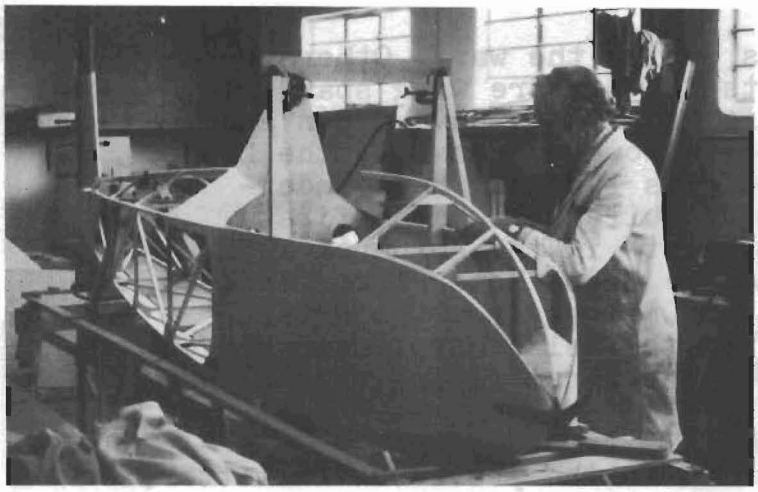
1. These photos show the state of the Falcon 1 in the workshop of Southdown Aero Services during the first week of November 1982. Top left - Bert Parslow working on the fuselage. The very high standard of his work is evident. Bert was once imprisoned for one night for daring to try to fly a Scud 3, which he had just repaired, during the war, when all gliding for civilians was illegal. The Scud 3 was that which was spun in while trying to take off against the London Club's hill, when the wind was blowing down it, in 1938.

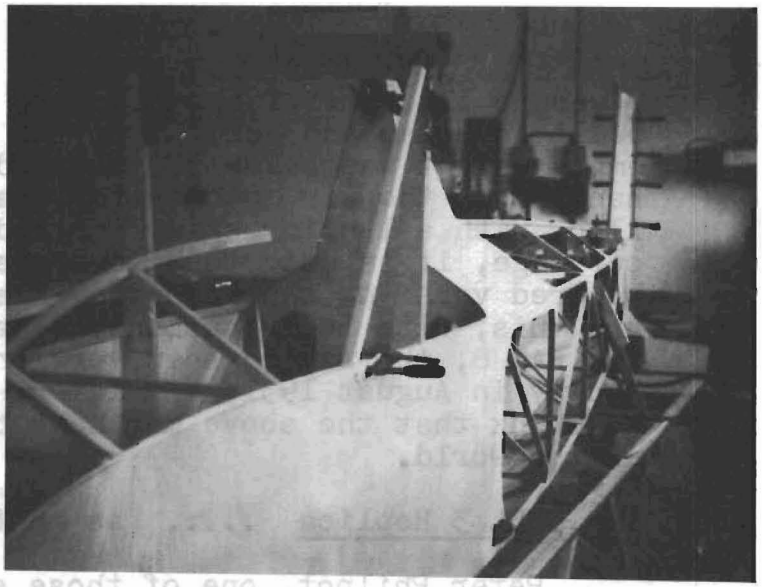
2 - 4. It is intended to have this Falcon ready to fly by next summer. The wings already exist and photos of them have already appeared in previous Newsletter. Its trailer is also ready. Its tailplanes, elevator and rudder are being built by John Sproule at his home in Shoreham on Sea. The aircraft is to represent the first glider built by Slingsby Sailplanes, in 1931.

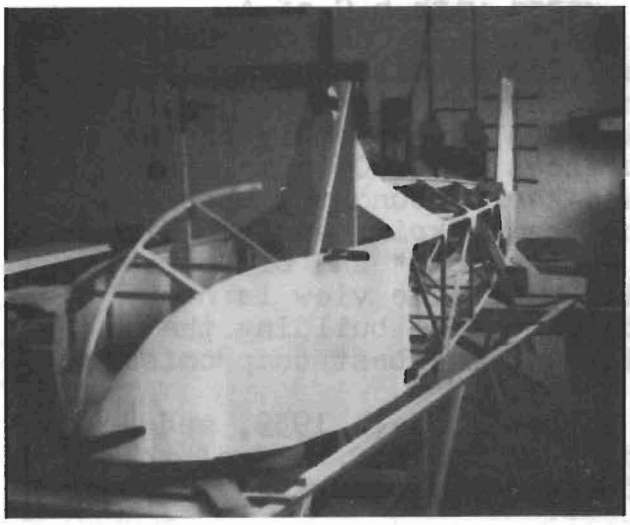
5, 7 and 8. These are the first photographs taken in England of the Mg 19A which was donated as a present to the VGC by an Austrian club, the Alpine Certrum of Traboch-Timmersdorf. It was also the first time that the machine had been rigged, so far as we know, for 4 years. We again wish to thank the Austrian club warmly. A small syndicate has been formed to get it airworthy. The glider was built in 1955 with Aerodux glue.

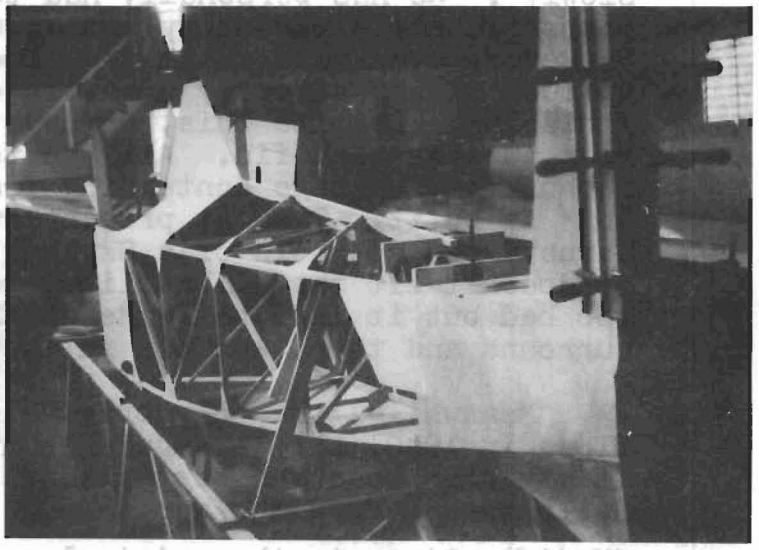
BAC 3. R. H. Grant of Dumfries has the parts of this 1930 British single-seater, the grandfather of all British single-seat sailplanes, which flew for the first time at Ditchling Beacon, Sussex, in October 1930.

A BAC 7. Subsequent to C. Wills discovering that almost his next-door neighbour had all the spare components of still existing BAC Drone motorgliders, Michael Maufe has now bought enough spare parts, less a fuselage to rebuild a BAC 7 two-seater. Tony Maufe has found drawings enough, we hope, for the task which will be a follow-on project after the Kite 1, BGA 160, which Michael completed last summer. We shall be for ever in his debt for bringing us back what was the first British designed and built two-seater glider. According to "British Gliders and Sailplanes 1922 - 1970" by Norman Ellison, the first flight of the prototype was at Gillingham, Kent, on 12th April 1931. After that, at least

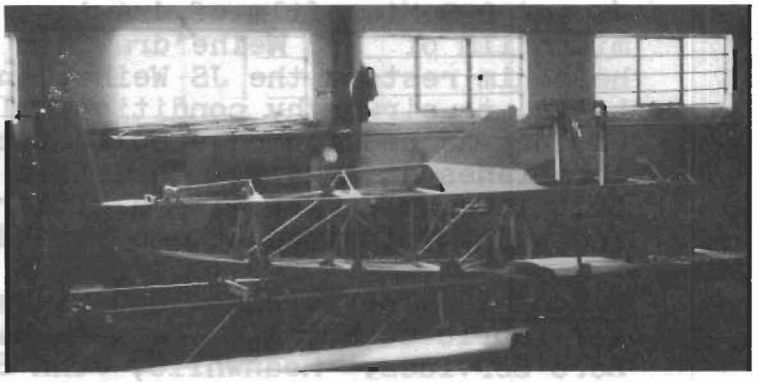
















7 were built, one of them as late as during the war. Others were built in homes and schools. With its 12.48 metre wing span, its empty weight was below 300 lbs and it is said to have flown and handled in the air much better than its powered version, the Drone. Also, with a landing skid, instead of its two mainwheel undercarriage, it is said to have stayed up quite well. The first powered version, the Planette, flew first in the Autumn of 1932 and this, with modifications, became the Drone Motorglider in 1935. The BAC 8, the flying boat version, flew first from the River Medway in August 1931, and later, from the Welsh Harp, near Hendon. We think that the above may have been the first flying boat glider in the world.

The GULL 3 Replica ..... as mentioned in the previous Newsletter.

Peter Philpot, one of those engaged with the project, has been kind enough to inform us about it. "It progresses - but slowly". He has personally had to be engaged with 6 C. of A. inspections + a mandatory anti-flutter mod. to his Open Cirrus. "However, even with unlimited time, the T.21b rebuild which fills up much of our assembly area, is only now showing signs of finishing. Despite this, we have completed a sub assembly of the rear fuselage and fin. All the tail surfaces are 100% complete. A chunk of fuselage containing frames and keels round the wheel-box* is built. I am at present building the cockpit canopy. Mike Garnett had got hold of a Skylark 4 or Dart bubble* and of course, it doesn't fit the Gull's lines too well. The side view is not too bad but it is a bit wide at the front, so I am building the surround and then, we fair in the fuselage to the best compromise".

Meanwhile, the only original Gull 3, designed in 1939, and flown in 1940, still languishes at Deddington, Oxon. We feel that it may have been the best glider ever designed by Slingsby Sailplanes before the war.

*Modifications to the original.

~~JS and DFS~~ Microfilm of Weihe drawings The VGC has been able to send microfilm of 298 Weihe drawings to Christian Ravel, at Angers, to help him restore the JS Weihe, entrusted to him by the Musée de L'Air, to airworthy condition. In our last Newsletter, we mentioned that he had formed a collection of vintage gliders and aeroplanes at Angers. Christian mentions that he hopes to come to Britain next summer with a glider, probably an AV.36 flying wing, and we have invited him to attend the Rally at Lasham.

Falcon 1 The fuselage and wings of this are now finished except for fabric covering. The work has been carried out at Southdown Aero Services. Meanwhile, John Sproule, who built all the fuselage bulkheads and made the metal fittings, is working hard on the tailplane and rudder. We are pleased to report that Ken Fripp, who had a collapse in Canada, has recovered and is again working. His interest in old gliders has led to his firm building a Sir George Cayley Man-carrying replica and the restoring of a Minimoa and Hütter H.17a. His contribution to the VGC's world is beyond measure. The Falcon already has a trailer completed for it.

King Kite This is finished except for painting. As it will have to be moved from its Coventry workshop (David's living room) for this, David has now started on its trailer.

Insurance for Vintage Gliders

Last September the VGC commissioned Tony Maufe to look into the matter of cheaper insurance for Vintage Gliders. He has been assisted by Ted Hull. Min. 3rd party cost of £75 per annum seems beyond all proportion to the amount of flying a vintage glider does during a year and we have been forced to the conclusion that we are paying a rate comparable to that paid by a glass fibre sailplane owner, who flies at least 10 times as many hours per year as we do. The £75 seems even more ridiculous if only £59 is needed to insure a VW Beetle fully comprehensive for a year, and this car is driven every day. One wonders what the insurance companies think we are capable of doing. Are we so much more lethal than a VW Beetle?. It has now been discovered that insurance premiums in Germany are roughly half what ours are, and that in Australia they may be cheaper still. Thus we may discover that it will be cheaper for us to insure abroad in future. Further information should be obtained from: A. Maufe, Corner House, Lyng, Norfolk. Tel: 060544 (Gt. Witchingham) 737.

Microfilm of glider drawings

The VGC now has at its disposal microfilmed drawings of the following gliders which are still airworthy. Kranich 2, JS Weihe, Grunau Baby 2B, Meise, Hütter H.17a, Rhönbussard, Minimoa and a few of the Rhönsperber. Microfilm of drawings of types no longer active is as follows: Rhönadler, Hols der Teufel, Hütter H.17b, FVA 11 "Eifel". Copies of this microfilm, or prints from it, can be obtained, should any of our members need them. The VGC still awaits GB and Meise microfilm from America.

Beryl Reeks

She has very kindly sent us some money to obtain microfilm of Grunau Baby drawings from America, and has obtained a small trophy to be presented to the owner(s) of the best-turned-out Grunau Baby of the year, in memory of her late husband, Frank. It seems that, for the same money, the Americans are also to send us microfilm of the DFS Meise drawings. We thank Beryl and her son from our hearts. Frank was always helping us, as well as rebuilding a Grunau Baby in his garage. Now, Beryl and her son are helping us also. We are sure that Frank would have liked this to happen.

SG 38 from RAFGSA Bicester. This aircraft has now been obtained in an uncovered condition by our Secretary, Robin Traves, who is assistant headmaster at Wilmington Grammar School. The school has taken it over as a project and is restoring it to airworthy condition. When airworthy, this 1948 built Eon Eton will be used for flying training of the boys under direction of Robin.

Russavia Mike Russell has sent us the following information. He now has: the Petrel (solely owned), Kranich 2 (partly restored in store, Wren (in store), Short Nimbus (for sale but not for silly offers). Dagling. (This is being restored by Peter Underwood, sponsored by Mike and owned by Ivor Stretch.) AV 36 (Mike has a quarter share of this. It is coming on slowly in David Almey's hands). Mike's time recently has been spent restoring the Tiger Moth G-MOTH, but he might be able to build the Wren's permanent trailer this winter.

Minimoa BGA 1639 The dust-sheets at Dunstable have been flapping recently. Work is steadily going ahead with the major refit. Mike Boxall and team are responsible.

Photos taken by Robin Traves during the VGC's annual dinner.

1. Ursula and Hugo Roth, our very welcome members from Switzerland.

2. Peter Banting, intrepid pilot (one of them) of the Tutor, who was our Master of Ceremonies.

3. Rex Moorey, one of our two Rally Secretaries. Tim Harvey - Guest of Honour --- First World War fighter pilot, pioneer glider pilot in Victoria, Australia, CFI of the London Club from 1936 - 1940. Trainer of wartime military glider pilots --- and artist, speaks to C. Wills - president of the VGC.

4. Geoff Moore, one of our hard-working Rally secretaries and organisers of the Rally, owner of a Mü 13D-3 and a 1944 German Grunau Baby 2B, which he and Ian Carter have recently restored. Colin Street, owner and present restorer of the T.21C. He also owns Prefects and has built a two-glider trailer. Mrs. Moore.

5. John Coxon and Mike Russell.

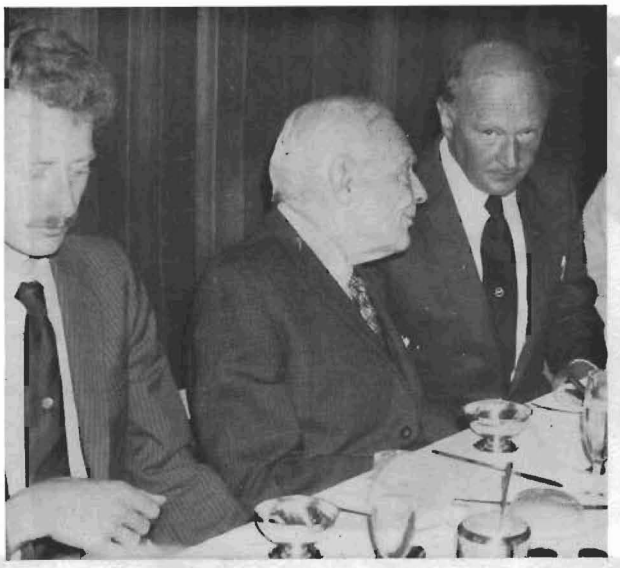
6. Mary Thomson and Peter Moran - part-owners of the Blackpool & Fylde based Eon Baby, BGA 629.

7. That without which no British gliding party is complete. The traditional "Eine Kleine Nachtmusik". Doc Slater's penny whistle recital.

8. Doctors in conversation. Doc Slater and Dr. Newton.







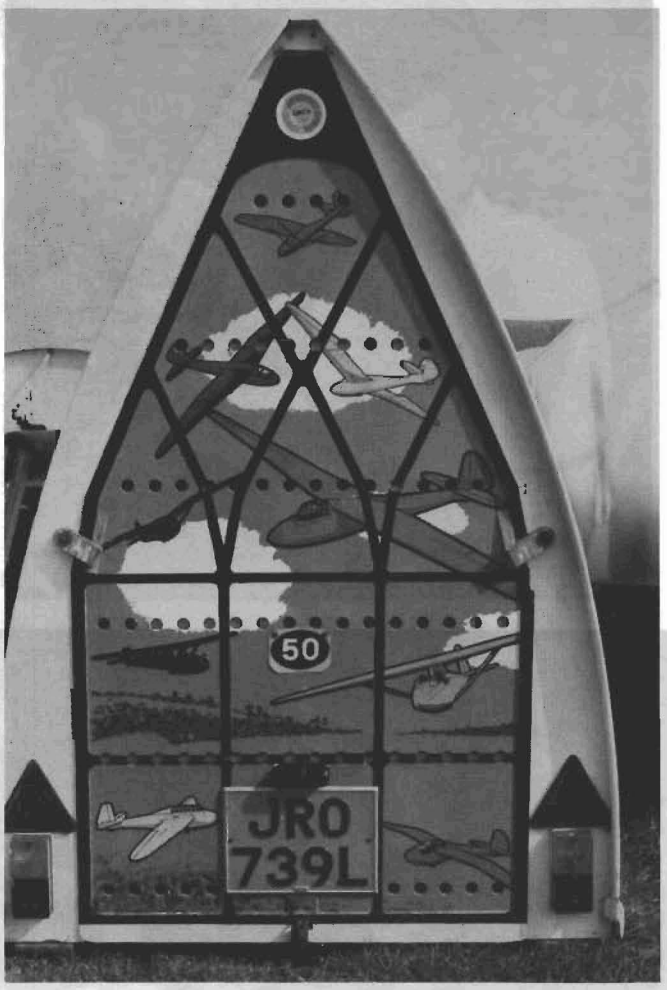











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Competition handicaps for Vintage Gliders

It is thought that some of our members might like to have official BGA Handicaps should they ever wish to fly their aircraft in a handicapped contest. It would seem that many of our aircraft were contest flown long before any BGA handicaps for gliders ever existed.

Peter O'Donald, address: 13 Archway Court, Cambridge, CB3 9LW, has very kindly offered to represent us on the BGA Handicap Committee.

Should anyone wish to have a handicap for their vintage glider(s), would they please send him the minimum information: of their glider's Max.L/D and the speed at which it occurs, and its minimum sinking speed and the speed at which that occurs. (Polarcurves would be appreciated if possible.) We know that many of our prewar gliders had their performances calculated only and that they were never proved in practice. For want of better information, these figures may be the only ones that can be submitted.

*Ken Fripp offers the following interesting information when he witnessed Robert Kronfield flying his Austria 2 in England. Attached to the jettisonable undercarriage was a 2 - 3 metre length of rope, to which was attached a 3 - 4 lb weight. This was to damp out its bounce after hitting the ground, to prevent damage to the glider. Robert Kronfield had practical answers to problems.

T31b Conversion

Mark and Jenny Wakem, who live in West Sussex, have recently bought a Slingsby T31b and intend to convert it into a single-seat motorglider. (Motorbrick?)

Photos. These were taken by Robin Traves during the last days of our 1982 annual Rally at the London Gliding Club during September.

From Left to Right - Top to Bottom.

1. The somewhat Gothic trailer door, painted by Andrew Coates. The gliders depicted are Tutor at the top (as always). Reiher, Minimoa, Gull 1, Weihe, T.31, T.21, Kranich 2 and Moswey. The holes are for ventilation. The trailer was built by Arthur Cleaver for the 1950 Swedish JS Weihe. Andrew Coates now owns this Weihe, which was the last one built in Sweden. All the others having been built in 1943/4.
2. Men who are the spirit of the VGC. Left to right. Ken Harris, who, with John Smoker, completely rebuilt every part of the Grunau Baby 2A, which was originally built in a Leeds bedroom in 1936 by the late Fred Coleman. David Jones, restorer and owner of the Rheinland, who has now finished a new King Kite. Ted Hull, owner Rhönbussard, Kite 1 and Moswey 4, who apart from restoring all three aircraft, has built 10 trailers!!!
3. Right Central - Hugo and Ursula Roth, our Swiss members, whom we were very glad to welcome. Hugo, his brother and a syndicate are restorers and owners of a Spalinger S.19 and Spyr 5. The former - from 1937, and the latter - from 1941.

4. John Jefferies and his wife. John has been CFI/Manager of the London Club for many years, and once flew a Tutor 121 miles.

5. John Coxon, owner of the Minimoa, BGA 1738, which we were lucky enough to have flying with us.
Mike Russell, who visited us with his 1935 Drone motor glider which he recently restored. He also owns other light aeroplanes and gliders.

6. The Slingsby Tutor which has attended many of our Rallies. Owners are: Mike Hodgson, Peter Banting, & Co. It seems to soar when others fail.

7. Ron Davidson at bay ... and Pat.
He owns the beautiful 1938 Petrel.

CANADA

The latest issue of Bungee Cord relates how a Shenstone Czerwinski Harbinger was built in Canada and was flown for many years in a club. It has recently been put into a museum. Thus, it would seem that two of the type were built. The other of course is in England. The Harbinger is a last relation of the fleet of gliders that went from Poland to Russia in 1939, where they were never heard of again. The Harbinger in Britain may be still for sale at: Speedwell Sailplanes, Shepley Lane, Hawk Green, Marple, Cheshire. Bungee Cord also included our technical article and three-view drawing of the sailplane.

NEW ZEALAND

Dick Georgeson, who was trained at the London Gliding Club and flew his Silver C from there, in a Gull 1 in 1949, and his wife Helen (who became New Zealand's first Silver C pilot gained there), have now set up a new World record for Goal Flight, flying a two-seater Janus 1018.5 kms from Alexandria in the South Island to Gisborn in the North Island.

Dick Georgeson, being the first Silver C pilot in New Zealand, imported Philip Wills' Weihe (formerly BGA 433, G-ALKG and now ZK-GAE) in 1951 and flew all the first NZ records with it. After becoming NZ's first Gold C pilot in a Skylark 3 and representing NZ in the World Championships twice, he has set up World records for distance, Out & Returns and Height. We believe that the Weihe, ZK-GAE, is still being rebuilt by Harry Smith of 429 Carrington St, New Plymouth, but no news has been heard from him for some time.

GERMAN NEWS

Correction to last Newsletter

Paul Serries mentions that the Goevier 2, D-1080 will, on the 27th March 1983, take part in a great Air Travel Exhibition, Aero 200, at Friedrichshafen on Lake Constance, to mark the first Balloon ascent in 1783. Friederichshafen is also famous for being the birthplace, and the production site, of Dornier flying boats and Zeppelins. A list of gliders to attend includes 42 types from 1811 to 1958, including such exotica as the Hütter H-28, Elfe - 1, HKS-3 and the D-34C!

Mü23 Motorglider flies again Rainer Karch has at last got his veteran motorglider flying again and it performs very well. He has recently been wave soaring at Innsbruck but had to break off the climb at 5,000 metres due to cold and lack of oxygen. Rainer reports that on that day, the Innsbruck wave was taking gliders from winch launches to 8,000 metres in 10 metres per sec lift!

The Rhönadler Due to complaints about the noise from a next door neighbour, Klaus Heyn has had to suspend all work on the wings, which have not yet been assembled, although all the ribs have been built.

Vintage Gliders in two of the three German not-to-fly-again collection.

The Fritz Ulmer Collection is situated in a hangar on the small airfield of Goeppingen/Bezengenriet. Although some of its aeroplanes have been for years kept on the airfield of Goeppingen/Berneck, it would now seem that the entire collection is now to be assembled at the former airfield. As well as a fine collection of historic light aeroplanes, the gliders in the collection are as follows: Kranich 2, D-1768; 2 Meises, HB-514 and HB-386; Minimoa OE-0230; Goevier 3, D-8504; Hirth Kria; Hütter H.17 b's., D-4703, D-8045; Rhönbussard HB-258; Grunau Baby 2b, D-8019; Rhönsperber D-6049; LO-150, D-8265; Spalinger S.15K, HB-489 ... some components only.

The Segelflug Museum Günzburg - Herr Welshofer This collection is kept in two hangars on the airfield at Günzburg, although alternative accommodation is being sought in or near the town, which will be more suitable for public viewing. Permission to view the aircraft might be obtained from Herr Welshofer who is in the Gasthof zum Hirsch in the centre of Günzburg. The aircraft in the collection are as follows: SG.38, Grunau 9 (Skullsplitter), Zoegling, Falke, Hütter 17a (with steel tube fuselage), Rhönbussard BGA 394, Rhönsperber, Kranich 2 D-9019, Goevier 3, Condor 4, Horten 15 side-by-side 2-seater, MBB Phoebus, and the Landsmann aeroplane, without power unit. This is an extremely historic ultralight aeroplane, which was built at the University of Stettin during, we believe, the early 1930s. Herr Welshofer would like to exchange it for a left-hand drive British vintage sports car. The Rhönsperber was formerly owned by The Wasserkuppe Museum.

AUSTRALIAN NEWS

The Australian soaring season is now in full swing and so it is only right that we should include news from Down Under. Information in Vintage Times reveals that during this season, two weekend Rallies have been held at Whyalla, during 9th - 11th October, and at Bridgewater, home of the Midlands Soaring Club, during 30th - 31st October.

Whyalla

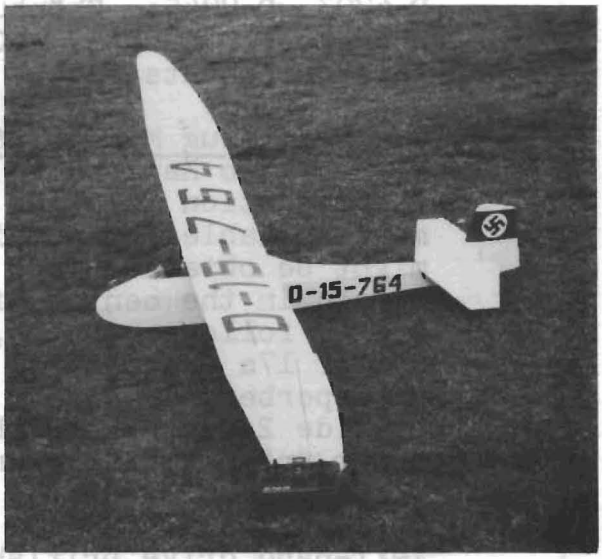
On Sunday, 28 launches with 6 aircraft flying, the Skylark 4, Ralph Compton; Graham Thorpe's Nymph; Ron Dunn's Duster; and the club's Astir Ka 8b and IS28 managed flights of 1 - 3 hours each in poor conditions.

Monday looked like being the best day and a 158 km out & return task was set to Quorn. This meant crossing the upper part of Spencer Gulf. The upper wind was 30 knots. As the out journey








D-15-764
D-15-764



was into the wind, it just was not possible, with thermals going only to 3,500 ft., to cover ground into wind, although Ron Dunn pushed his Duster to the water's edge before a week thermal drifted him half way back towards the site. In the evening, the thermals suddenly broke through the inversion to 6,500 ft, and Ralph Compton, whose Skylark 4 was the only visiting aircraft, managed the best flight, although he also could not complete the task. Launching was by winch. A most entertaining time was had by all members in the evenings. The club would like to hold another Vintage Rally during a weekend next year.

Photographs from Australia

Left to Right - Top to Bottom.

1. "Yellow Witch", at Bridgewater. October 1982. This is the Chilton Olympia that has achieved the greatest flight ever done by a sailplane of that era, a 500 kms triangle. On this day of lowering clouds, 2 - 4 m/sec thermals took gliders to over 7,000 ft.
2. Also at Bridgewater. Ken Davies gets a briefing from Keith Nolan flying "Yellow Witch", which he helped build during 1948-49. Keith Nolan is the owner of Yellow Witch and flew the 500 triangle in it, as well as 300 kms triangles.
3. David Goldsmith helps his wife Jenne Prepare to fly their H.17. It will be remembered that her Silver C cross country in this machine was described in our Newsletter No. 43.
4. Not the Grunau Baby 4, but a model of a Grunau Baby 2b in accurate NSFK markings and colours from 1937-1943. The model was built by Frank Smith, 2/2 Queens Parade, Burwood, Victoria, Australia 3125. We commend him for his expertise.
5. The oldest airworthy sailplane in Australia, the Golden Eagle. Designed by Geoff Richardson, who built it in Melbourne between 1934/37, it is in excellent condition and has made flights up to 300 kms. Here, Alan Patching, formerly of Lasham, and now President of the Vintage Glider Association of Australia, prepares to fly it at Bridgewater.

The photos of the gliders were kindly sent us by Allan Ash, 2 Heath Avenue, Frankston, Victoria 3199, Australia, who publishes "Vintage Times", the Vintage Glider Assn of Australia's Newsletter. The photo of the model came from Frank Smith.

Ray Ash writes that he now has a short-winged Kookaburra and a Hütter H.17a to restore. The latter should be flying again before the end of the Australian summer and may well be kept at Mangrove Mountain, North of Sydney. It was one of two H.17s built by Alan Milligan and Neville Wynn of Perth around 1950 and were named Fleetwings and Sweetwings. Over 15 - 20 years, the two little sailplanes did a lot of soaring, including some short distance flights. For the last 5 or 6 years, Fleetwings has been sitting in its trailer at Camden aerodrome, near Sydney, neglected. The owner is Don Wylie who was not interested in flying it or selling it. However, a group of Sydney pilots have now offered to restore it in return for being allowed to fly it. Ray says that it was suffering more from dirt than damage. Several months of work have got the Hütter almost ready to fly again and the team are now working on its

trailer.

It should be mentioned that another Hütter H.17a (VH-GYX) is currently for sale. Its last CofA was in 1977 and it has not flown since. Its condition is good but some minor repairwork is needed. It also has an enclosed trailer. Tel: (060) - 490 158 (BH) or (060) 255 617 (Home).

Recently flown again is the Lo 150, which was imported by Tony Goodhart in 1956 to break world records for 300 km and 260 kms triangles in NSW. It is now owned by Peter Rigby and, to date, it has logged 1430 launches for 1100 hours and about 20,000 kms of cross-country flying.

Geoff Osborne of Woomera in South Australia, should by now have finished restoring the 1949 Grunau Baby 2, VH-GHM. After its 30-year overhaul, he is to keep the GB at the famous Waikerie soaring site.

Bridgewater

This was attended by the Midland Club's M.200 and Boomerang, the Golden Eagle flown by Alan Patching; the Olympia "Yellow Witch", Keith Nolan; Hütter H.17 - Jenne Goldsmith; Grunau Baby 3A - Garth Hudson; and Skylark 4 - Ralph Compton.

Weather conditions were deceptive throughout the weekend. Heavy cloud and strong, gusty winds created a depressing atmosphere as gliders were taken out on the Saturday morning. However, when Alan Patching was launched in the Golden Eagle he was quickly taken to 6,500 ft. in a good lift. Pilots found the air very rough but lift was of 2 - 4 metres strength. The 7 sailplanes flew for a total of 13 hours from 17 launches, with Ralph Compton making the best duration and height with 3 hours 33 mins. and 7,500 ft., in his Skylark 4. Garth Hudson (Grunau Baby 3), Alan Patching (Golden Eagle), Ian Patching (Golden Eagle) flew for over an hour and most of the others had flights of between 30 and 60 minutes with several exceeding heights of 7,000 ft. David Goldsmith won the spot landing prize in the GB 3A by landing 4 ft. 4 ins. from the mark. A barbecue dinner and a social evening finished off a pleasant day. Conditions on Sunday were the same as those on Saturday, except that the wind had turned from West to South.

Ralph Compton again made the best flight with his Skylark 4, and out & return to St. Arnaud, 135 kms, reaching a height of 6,000 ft. (his lowest being 1,900 ft). This represented his 100th flight in the Skylark 4, for a total in the aircraft of 313 hours. Not a bad average.

Altogether, 23 launches were made on this day for a total of 20 hours flying time. The second best duration for the day was 1 hour 49 minutes flown by Jenne Goldsmith who reached 6,100 ft. in the H.17. Other good flights were had by Alan Patching (Golden Eagle) - 5,000 ft. - 80 minutes and by an MSC pilot, Col. Hokin, who, on his first flight in the Olympia, reached 5,500 ft. for 64 mins. Other pilots flew for 30 - 60 mins. during the day.

FRENCH NEWS

"Un Départ au Sandow" is the French term for a bungee launch. Sandow was the name of a German strongman who, born during the last century, became the physical culture advisor to King George 5th. Apparently, Sandow used such a device to improve his muscles! (Both his and the King's!)

An AVIA 15 nacelled Primary? Our Dutch member Udo Beeke has kindly sent us information which we feel may be of the greatest interest to some of our French members, for on the airfield of Roman s. Isère, East of Tournon, which is N.E. of Valence in S.E. France, is what may be the last existing pre-1935 French nacelled Primary glider, and is, with 3 AVIA 40 P's, among the last survivors of the 200 strong French prewar glider fleet. The aircraft is derigged in the hangar. All its components are there and are dry. Although wings, tailplane and rudder are fabric covered, this is not in good condition. Also the very fine nacelle may need some plywood covering. The aircraft is still probably in salvageable-to-airworthy condition and is certainly a MUST for any French vintage glider collection. We feel that action should be taken to ensure its survival as quickly as possible. Its serial number is 35. We do not know whether this means that it was the 35th AVIA 15 built by the AVIA factory or whether it was the 35th aircraft built, of any type, by the factory.

French Glider numbers as seen on their rudders It was noticed that gliders obtained from Germany in 1945 sometimes had their name and number written on rudders ... i.e. Minimoa No. 3, etc. However, very high numbers were noticed on AVIA 40P rudders in photographs at La Montagne Noire. These numbers were often far higher than the 20, or 35, AVIA 40P's that were said to have been built.

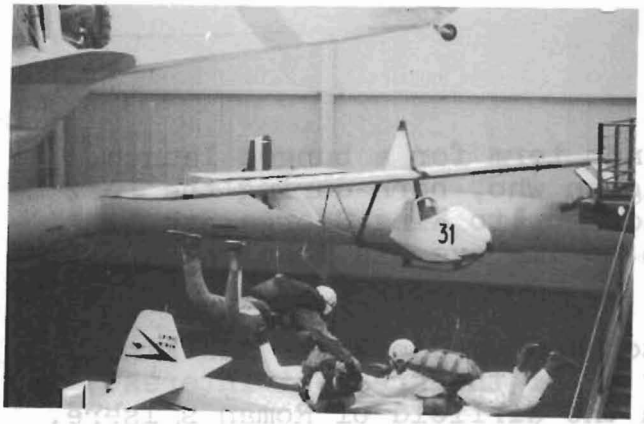
All the Breguet 904 2-seaters, which, as property of the state, were all in danger of being destroyed as they were "too complicated" to be delivered into private hands, have all now been found good homes (in private hands). One of the new owners is Frank Descatoire of Dédale who may bring his 20-metre monster to the next Vintage International in Hungary.

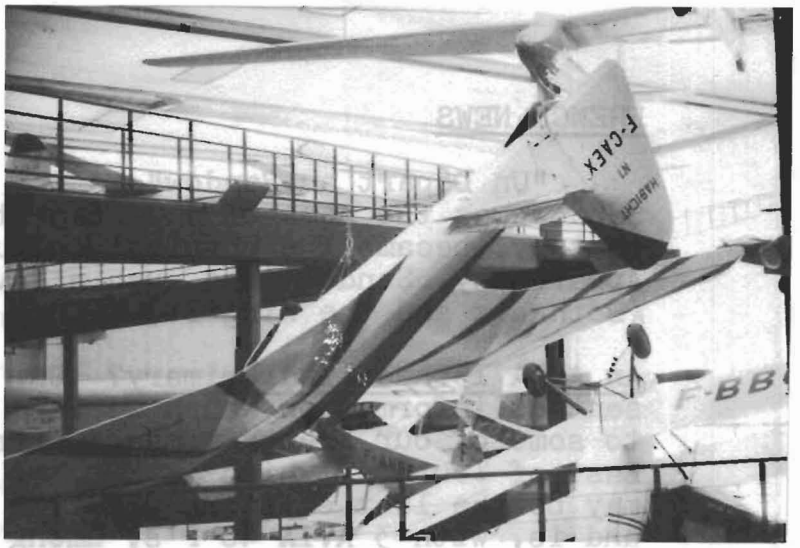
The owner of the Arsenal 4.111 No. 1 at Périgeux has been approached by Dominique Gatard, one of the students who own the Arsenal 4.111 No. 2 but he is a "romantic poet" and has not answered letters. It is not yet known what sort of condition the aircraft is in.

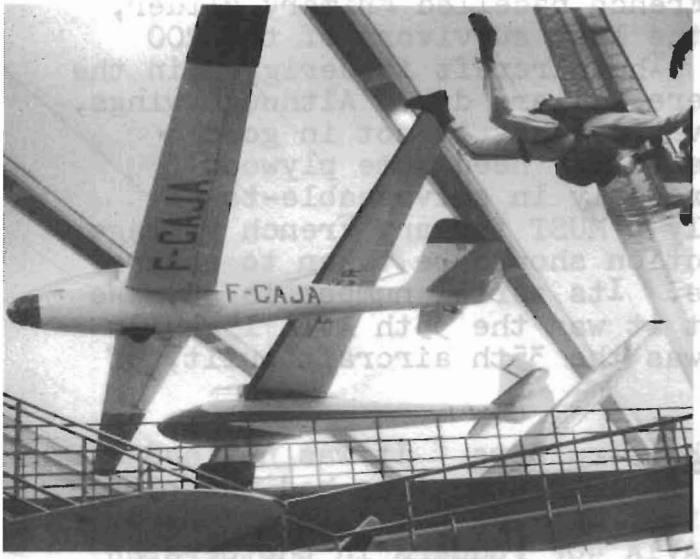
History - from La Montagne Noire

By talking to many of the centre's old pilots and technicians, we were able to learn the following.

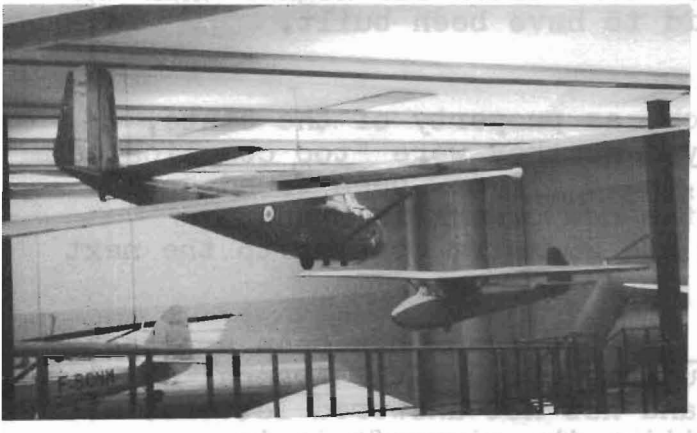
Both the Wien and Austria 2, both originally belonging to Robert Kronfeld, came to France, and also England, after Robert had to leave Germany in 1933/4. Both of the aircraft spent some time at La Montagne Noire. While none of the veteran pilots know what had become of the "Wien" after it had been bought by Monsieur Lumière in 1934 and had joined his collection of old cars, etc., Monsieur Thomas, who had founded La Montagne Noire as a gliding site after advice from Kronfeld in 1931, said that the Austria 2 2-seater had been very badly broken, if not finally destroyed, by a French pilot, on La Montagne Noire's slope in 1936.

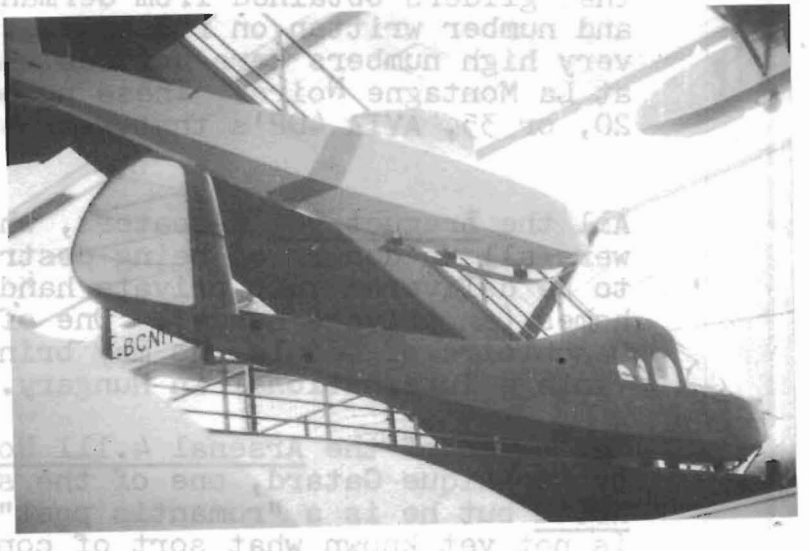

31


F-CAEX


F-CAJA
F-CAJA











Photos taken by C. Wills during late July showing the new Sporting Aviation Hall at the Musée de L'Air at Le Bourget airport, Paris.

Photos - Left to Right - Top to Bottom

1. One of two SG.38's which may have been brought to France from Germany during the summer of 1945. This one is nacelled, but the nacelle seems not original, being built, not of wood, but of a light steel tube structure.

2. The only Habicht that is known to be in existance. This one came to France in 1938 and was the winner of the World Glider Aerobatic Contest held in France during 1939. The victorious pilot was Marcel Doret. Registered F-CAEX, it was flying until 17 years ago at La Montagne Noire and was at that time still doing full aerobatics. The French state then stopped it flying, as together with all other German gliders, it was supposed to be built of Kaurite glue. As this was a wartime glue, we think it more likely that it was glued with Casein, a glue used until recently for all French wooden aircraft ("La belle Certus"!".

3. The prototype Breguet 901. Jean Cayla was the then young designer of gliders at Breguet. This aircraft won the world gliding championships in England in the hands of Gerard Pierre. Above it is a Weihe in a very original form. There was a rumour that this is a French-built Weihe (VMA 200 "Milan") but no mention of this was made in the museum.

4. The DFS Habicht in characteristic attitude.

5. A Caudron C.800 in military colours. The two-seater, designed by Jarlaud, in 1942, was produced in greater numbers than any other French glider. Behind it can be seen an Emouchet. Although designed before the war, this was built in enormous numbers after the war. All were withdrawn from service during the 1960's.

6. The fuselage only of a Castel 301 and a Castel 242. two seater. The latter is a relic from the war. 10 were built in 1941. It is interesting to note that the fuselage size is not much larger than that of the 301. The cramped instructor's position can be seen below the wing.

7. Plan view of the fuselages of the Castels 242 and 301. Note the instructor's upwards clear vision panel. Note also the varnished mahogany plywood then in use on AVIAS and Castels.

8. The forward fuselage of the 242. Note the door for access to the instructor's "cabinet". This is a glider from legend! The type broke duration and height records during and after the war and was flown over 340 kms distance.

The Musée de L'Air is well worth a visit. The Sport Aviation hall is a marvel to see, but the AVIA 40P is kept in the hangar next door.

AVIA 40P's The veteran French pilots were mostly unsure as to how many AVIAS had been built but most of them confirmed that only a small number, probably 20, had been built in 1935. However, one of them confirmed definitely that 35 had been built in 1935 and that, almost certainly, none had been built after that time. When asked about the AVIA 40P, which is at Perranport, having been built in 1942, he asked whether we were sure that this was not the date of its rebuild. The type had been the only high performance sailplane built in any quantity in France before the war, the only other high performance type being the much larger AVIA 41P, four examples of which had been built in 1931. This latter had had the highest performance of any sailplane designed and built in France, but its complexity had prevented its production in quantity. The AVIA 41P had been inspired by the Wien.

Emouchets The prototype of this flew first in 1938, but there is no evidence that any were built during the war. Only their drawings were prepared by a design buro under Jarlaud, at Castelnaudary, for the Sports Aériens, during 1941. The type was built in huge numbers after 1945.

During 1936, the Castel 24 two seaters were built. As is the French custom, two prototypes only were built and they were the first gliders ever to have been designed and built by the Engineer Castello. They were beautiful gliders to look at with varnished mahogany ply covered fuselages and transparent doped fabric but they were difficult to fly and hard to instruct from. Nevertheless their 18.6 metre wing spans gave them good L/D's and they were able to climb sensationally, especially when flown solo. The most famous of these flew 200 kms flown by Collin and Metteton of the Billancourt Olympic Club in 1939. This was the first high-performance two-seater designed in France and was used for advanced training and pupils were sent solo simply by their instructors getting out. In 1941, the Sports Aériens decided to build 10 of an improved version, the Castel 242. This had a new wing which was swept back to improve trimming. For both aircraft, the Goettingen 535 profile was used. The wingspan of the 242 was reduced to 18 metres. In December 1951, 5 were still in service at La Montagne Noire, Troyes, Grenoble, Lyons, Persan Beaumont. At La Montagne Noire, one was kept especially for duration records. Four of these were set up: the longest of which was by de Lasageas and Noirtin who flew on the 23.6.1948 for 28 hours 50 minutes. The longest distance flown as a two-seater was 237 kms from Beynes by Miss Choisnet and Miss Gomichon. Solo, a C.242 was flown over 340 kms. As the C.24 was very heavy, some original methods of take off were conceived. A watering can was fixed above the skid to wet the ground to decrease skid's friction and sometimes the aircraft was bungeed to assist aerotowed starts.

During 1941, because of the very limited visibility from the rear seat of the C.242, the Sports Aériens embarked upon a programme of building side-by-side two-seaters for training. It was at this time that the Guerchais 105 and Pm 200 (The French licence built Goevier) were built. These were only constructed as prototypes but the Caudron C.800 and Castel C.25S, 2 prototypes each of which were built in 1941/2, were built in huge numbers after the war.

Mx L:Ds for Castel 24, 242, C.25S, CM.7 and CM.71, were 23, 20, 20, 27 and 29 respectively.

FOR SALE

The 1952 World Championships Winning SKY This famous aircraft, which brought Britain a first World Championship win, in the hands of Philip Wills, has been having a long period of hospitalization, after having been spun-in in Wales. The repair was started by Martin Breen, who then sold it to a syndicate led by Chris Verity. This aircraft (BGA 691, PH-232), later to BGA 1073) is now almost complete except for fabric and is now for sale, with a metal trailer. All materials are there except for fabric, to finish the job.
Offers should be made to Chris Verity, 71 Longmoor Road, Long Eaton, Derbyshire.

Nord 2000 For Sale: blown canopy, with trailer, parachute, Audio Vario. Excellent soarer and very good flight handling. Can be viewed by appointment at Booker. Price: Complete £2300 ono. Tel: Staines 53274 daytime, Winkfield Row 2805 evenings.

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

Castel C.25S A 1941 designed, French standard training two-seater. One once flew 370 kms. With instruments and in perfect condition. It can be inspected by appointment at Eric Rolph's premises, London Road, Moreton in the Marsh, Glos. Tel: 0608-50530. Offers should be made to: Billie Caldwell, 14 The Towers, Grand Avenue, Worthing, Sussex. Tel: 0903-40418.

Grunau Baby 2A German built 1951. BGA 1432. Now fitted with Göppingen system dive brakes. With open trailer. Can be inspected at Lasham where owners are: Ted Hatch, Niger Palmer + syndicate. No reasonable offer will be refused.

T.21 and Tutor Good condition. New Cs of A. Offers to John Marshall. Tel: 0289-7409 (daytime), 0289-86369 (evenings).

Ka 2 two seater. Good condition. Basic instruments. 2-piece canopy. Offers. Tel: Doug Gardner. Tel: Brighton 400232 (evenings). East Sussex GC.

Nord 2000 Now modified with wheel. Excellent condition. resprayed. £1600. Tel: 0790-53503.

T.21b Best offer over £1000, or part exchange for Ka 13 or similar. Tel: Blandford 51139.

Bergfalke 2b Current C. of A. Complete with instruments and open trailer. £2150 No VAT. Also single-drum diesel winch on vintage Dennis lorry. Offers to G. Goodey. Tel: Barnstaple 3123.

T.21b, T.21C. L-Spatz 55 with trailer and C. of A. Humberside Aviation, Woodside Road, Wroot, Doncaster DN9 2BF. Tel: 0302-771005 (770101 home).

Bergfalke 1/6th share: £600. Two seater, Parachutes, radio, trailer. Hangared, rigged at Avon Soaring Centre. Fly 7 days a week. Low hrs acceptable. Tel: Martin. Worcester 424676.

L-Spatz Works No. 531. Built 1954. German C. of A until June 1983. Good condition. Price: 2.500 DM ono. Offers to Gerhard Merle, Godekinstrasse 68, 4600 Dortmund 30, W. Germany. Tel: 0231-542 (work), 0231-461717 (home), 02301-3321 (airfield).

BOOKS - Peter Riedel. He has found that he has amassed so much material on gliding from the Wasserkuppe from the period 1927 - 1939 that he has had to divide it into two books.

The first "Vom Hangwind zur Wolke" (eng. From Slope Lift to the Clouds) concerning gliding at the Rhön from 1927 - January 1933, was sent to the publisher in October 1982 and thus, should be out soon.

He is now quickly concluding Vol. 2, "Über Sonnige Weiten" (litt - Over sunlit spaces - but we have translated it as Beyond Sunlit Horizons) which concerns gliding from the Wasserkuppe between the time February 1933 until the outbreak of war.

Thus Peter Riedel has produced the following three works.

1. "Start in den Wind" (Take off in to Wind). Experienced Rhön stories from 1911 - 1926.
2. "Vom Hangwind Zur Wolke" Gliding at the Rhön from 1927 - January 1933.
3. "Über Sonnige Weiten" Gliding at the Rhön from February 1933 until the outbreak of war in 1939.

P. Riedel, the late Jochen von Kalkreut and W. Späte, are making a most important contribution to the written history of the world's gliding.

Information (Bulletin No.1) in English, German and Hungarian, has been received by C. Wills on the 9th Feb.83., concerning the 11th International Oldtimer Rally- 23.7.83 - 3. 8. 83. Farkashegy. Everybody wishing to receive the above should write to C.Wills at :- "Wings", The Street, Ewelme, Oxon OX9 6HQ or telephone 0491 39245.

FOR SALE. The uni que airworthy 1939 built Rheinland, with modern closed trailer. Offers... to David Jones, 170 Lavender Avenue, Coundon Covenrty. Tel:- 0203 592565.

Newsletter issued by:

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