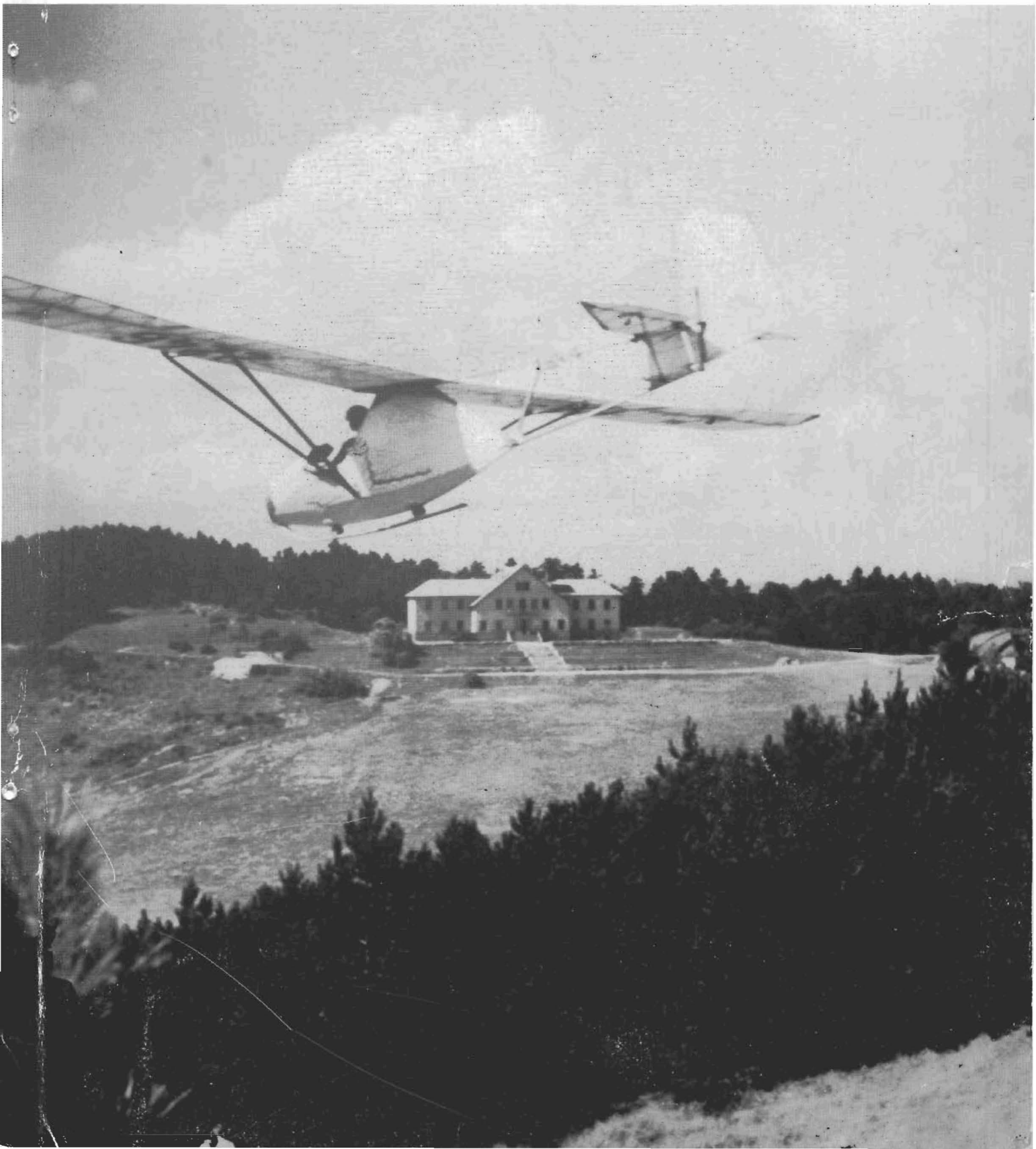
VGC Newsletter

No 47 Spring 1983



COVER PHOTOGRAPH shows VÖCSÖK after bungee launch at Farkashegy in 1956.

May 1983

EDITORIAL

The VGC has now reached its 10th birthday. Ten years ago, at Husbands Bosworth during our first International Rally, we were supported by members from Münster with one glider, and from Switzerland came two gliders. Most of those who brought them have supported us at every International Rally since. Therefore, we wish to say thank you to Paul Serries, Rainer Willeke, Max Müller and their families, and Willi Schwarzenbach, his daughters, and his wife Geraldine. We really have been very glad to have had them with us all this time.

Ten years ago, we could never have foreseen that we would have existed so long or that we would have held 11 International Meetings, or would have managed to bring back so many gliders of the past. We certainly would never have envisaged that a time would come when replicas of types no longer in existence would be being built.

It seems appropriate that during this, our Jubilee year, we should be going beyond the furthest frontier (or almost) to attend an International Rally in Hungary. It is the first time that our Movement will have gone behind the Iron Curtain, although there are indications that a vintage glider movement has existed in Hungary for some time.

Our greatest success is that our accident rate has been so low that, after prolonged negotiations between Tony Maufe and Carol Taylor, the Mowbray Vale Insurance Company (address: 8 Castlegate, Thirsk, North Yorkshire YO7 1HL. Tel: Thirsk (STD 0845) 23018), has now found it possible to offer an almost 50% reduction in annual premium for third party cover for gliders in the Vintage Glider Club. Carol Taylor, of Mowbray Vale will decide which of our gliders are entitled to this, but we understand that one of the requirements is that a glider should not exceed more than 40 hours flying in a year.

This is success indeed. We have clearly done well with relatively few accidents compared with those of the rest of the gliding movement in Britain. We congratulate our members and urge them to do all in their power to continue this good record.

Correction

Peter Riedel has asked us to correct some mis-information that we wrote about him in our technical article on the RHÖNSPERBER. Unfortunately, this information was copied recently by Bungee Cord when they borrowed our technical article.

The mistake occurred while we were describing Peter Riedel's flight in the SPERBER SENIOR over New York in 1937, while he was

practising for the US National Contest. We stated that he landed on an island airfield in the Hudson River. This was not so. The take off was from Roosevelt Field and the landing was also made there some time later, after a flight over the centre of New York to Newark and return.

Captions to Photographs

Photographs taken at Farkashegy during an Oldtimer Rally in 1981.

1. Club House has been heightened by one storey. In the foreground is a Malev DC-3 (Li ?).

2. Putting finishing touches to a just postwar Hungarian Futar sailplane.

3. A 1944 photograph of the site from above, showing soaring slope beyond the Clubhouse.

4. Taken during the 1981 Oldtimer Rally. In the foreground a Hang Glider. Behind, vintage aircraft and gliders. Centre Right - soaring slope. It is believed that the hill on the left obscures Budapest and the Danube.

The 11th International Vintage Glider Meeting

As announced in the last Newsletter this is to take place at Farkashegy-BIA near Budapest from 23rd July - 3rd August 1983.

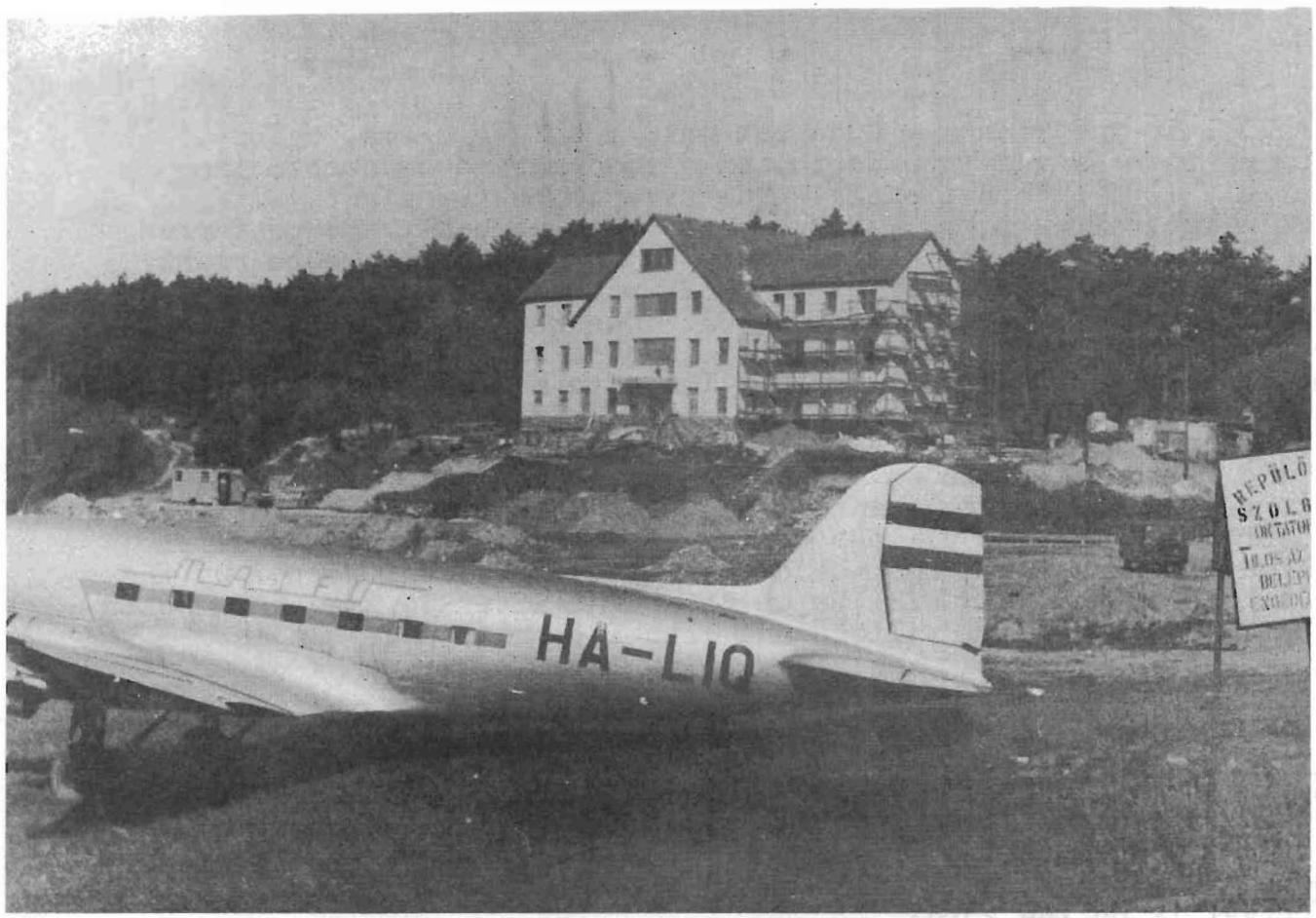
Information concerning this can be obtained by writing direct to:

MAGYAR HONVEDELMI SZOVETSEG REPULOFŐNŐKSEG,
11. International Vintage Glider Rally,
Budapest,
PF/P.O.B./Pf.21,
H-1450 Hungary.

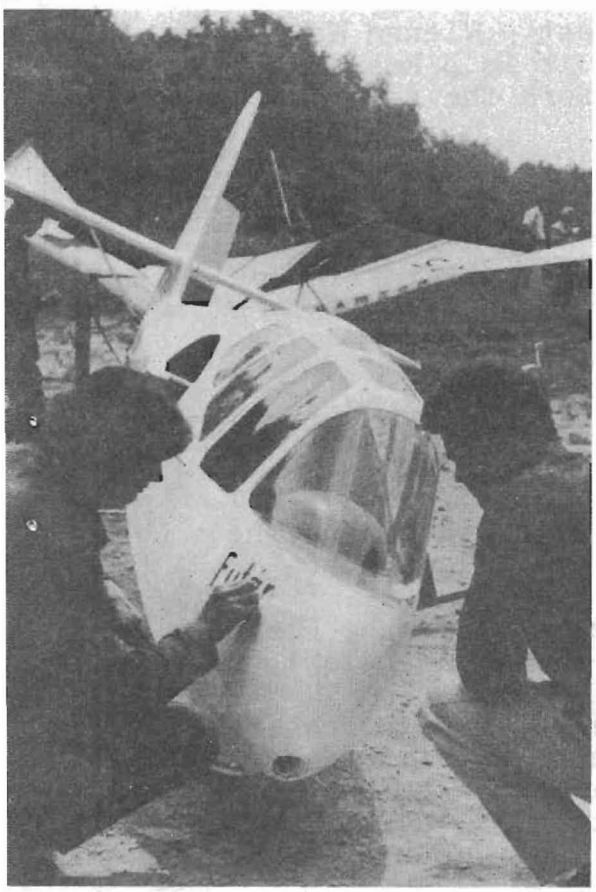
or from: C. Wills, "Wings", The Street, Ewelme, Oxon OX9 6HQ. Tel: 0491 39245.

Essential information is that: Frontier Crossing point is: Hegyeshalom/Nickelsdorf, which is East of the North end of Neusiedler See (Lake) which is S.E. of Vienna. C. Wills will be at the frontier from 12.00 hrs. to 14.00 hrs. on 23rd July to assist frontier crossings, but no difficulties are anticipated. The Site for the 11th International is 3 kms North of the Vienna - Budapest main road which sometimes achieves Autobahn status. To reach the site, one can leave the main road at any of three exits. The first is after the village of Biatorbágy (on right of road), 18 kms from Budapest. One leaves the main road to the right, but passes almost immediately to the left of it to continue S.E.

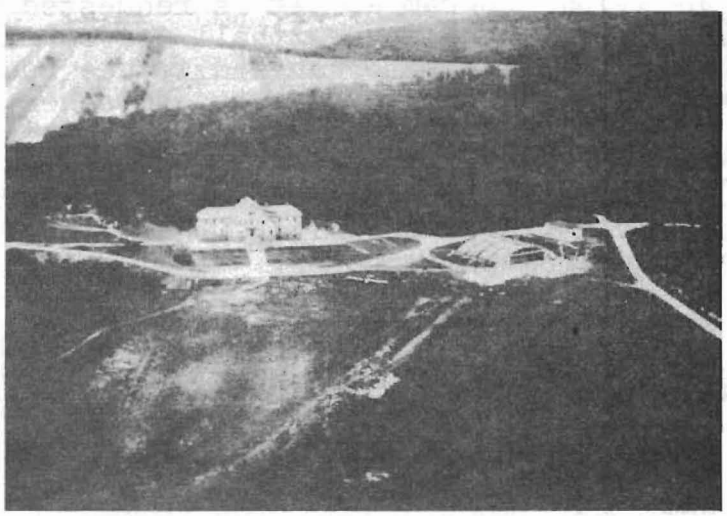
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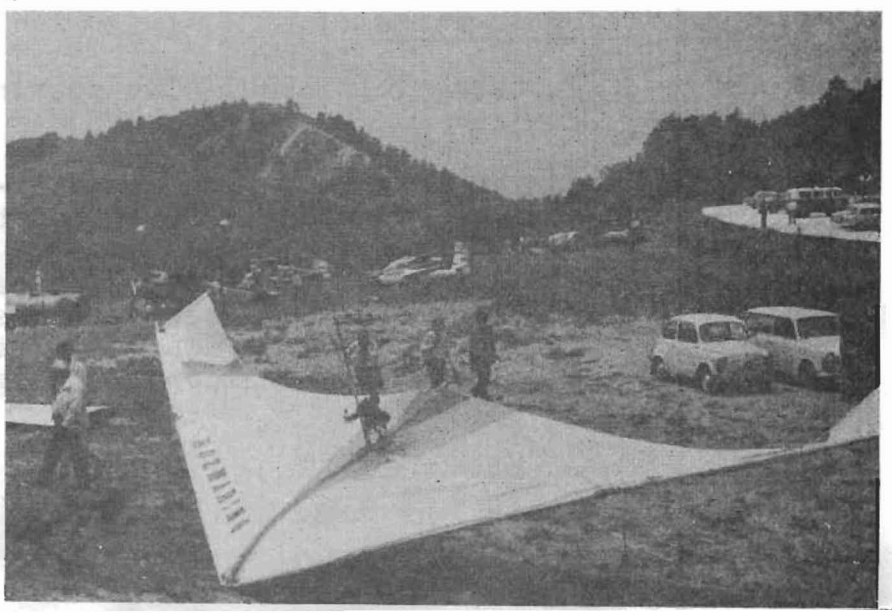
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parallel to the Vienna - Budapest main road for 4 kms, before turning back NW and then North, on a road marked Budakeszi (and probably 11th International). The site is on the right, after a hill climb, after 3 kms. The second exit (probably the preferred) is 10 kms from Budapest immediately after a small lake on right of the main road. The right turn off will be marked the village of Törökbálint (South of Main Road). One should leave the motorway rotating right, to pass under it to head first North, then immediately N.W. and then North. The site marked BIA is on right of road after 4 kms, after a hill climb. Signposts will probably show Budakeszi (village) and 11th International. The third exit is at the village of Budaörs 5 kms from Budapest. One leaves the motorway to the right, then rotates left under motorway, North to Budaörs, left in the village centre, to head West, back parallel to the motorway for 2 kms, before turning right, and North, up the hill. The site (BIA) will be on the right after 3½ kms. Signposts should show Budakeszi village and 11th International. It is important to know that the BIA gliding site is 1½ kms NW of Farkas-hegy, the old bungee site.

Accommodation. This is in the club, camping on the Airfield, or in the nearby Budapest hotels. Budapest is only 8 kms from the site as the crow flies. Costs are said to be very cheap in Hungary.

Opening Ceremony. This will take place on 24th July at 4.00 p.m. (Arrival is on the 23rd).

Non-flying programme. It is requested that the national teams should bring the wherewithall for evening entertainment parties. Excursions will be organised to see Budapest, Lake Balaton and the Danube (Duna-Donau), etc.... and other airfields.

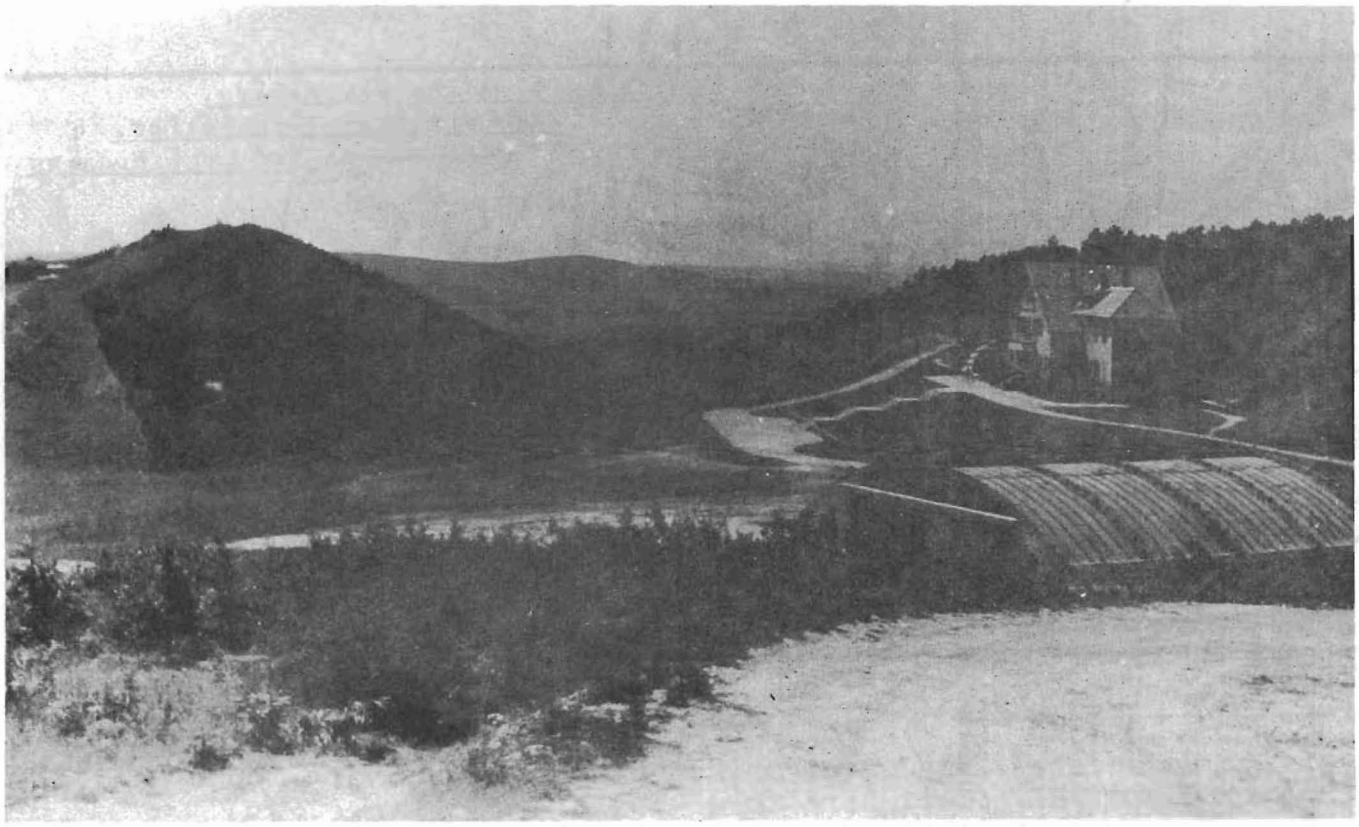
To reach the Site. Exit No. 2 from the Budapest - Vienna Motorway (10 kms from Budapest) should be preferred as it is 3 kms almost exactly South of the site. The hill climb before the site has been guessed from photographs.

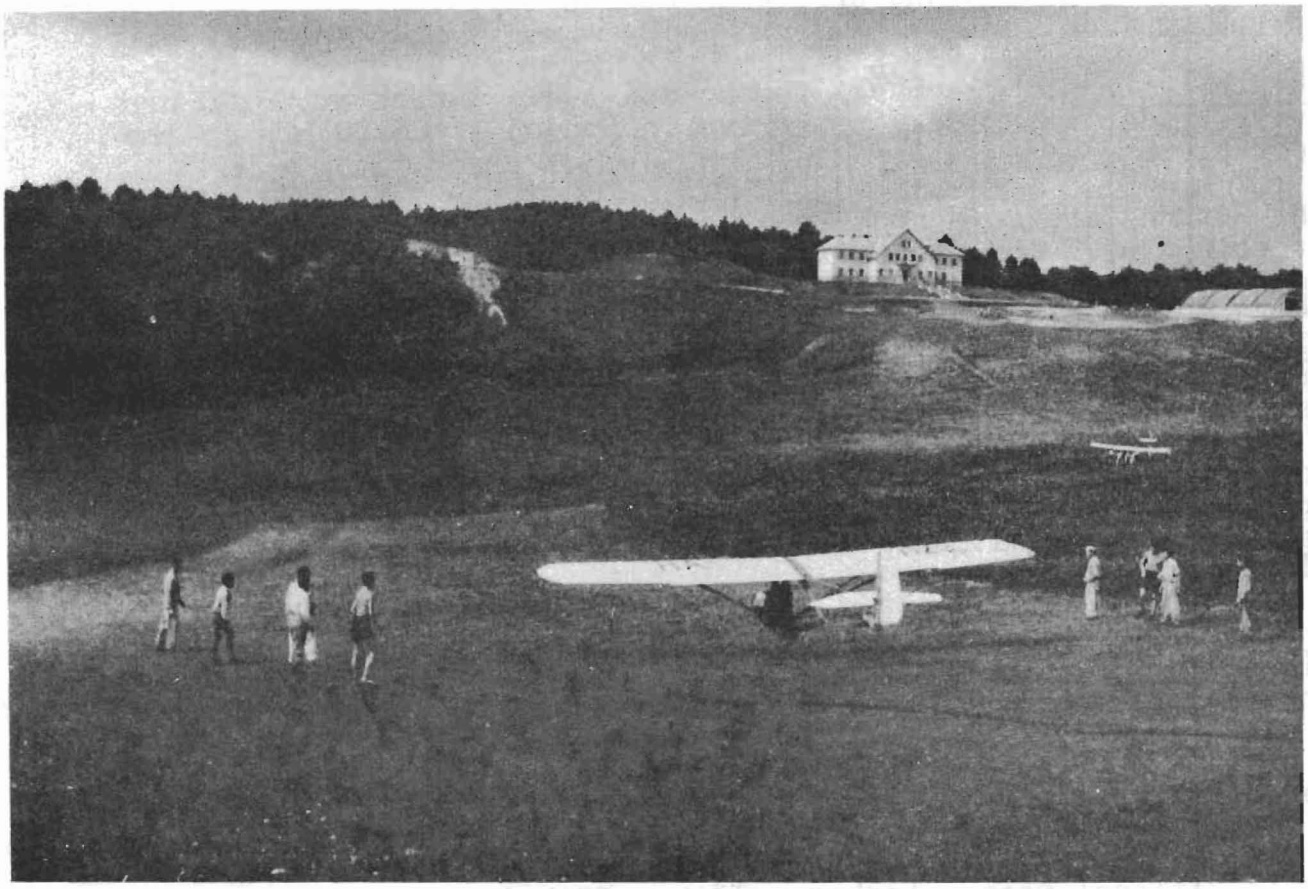
Captions to Photographs

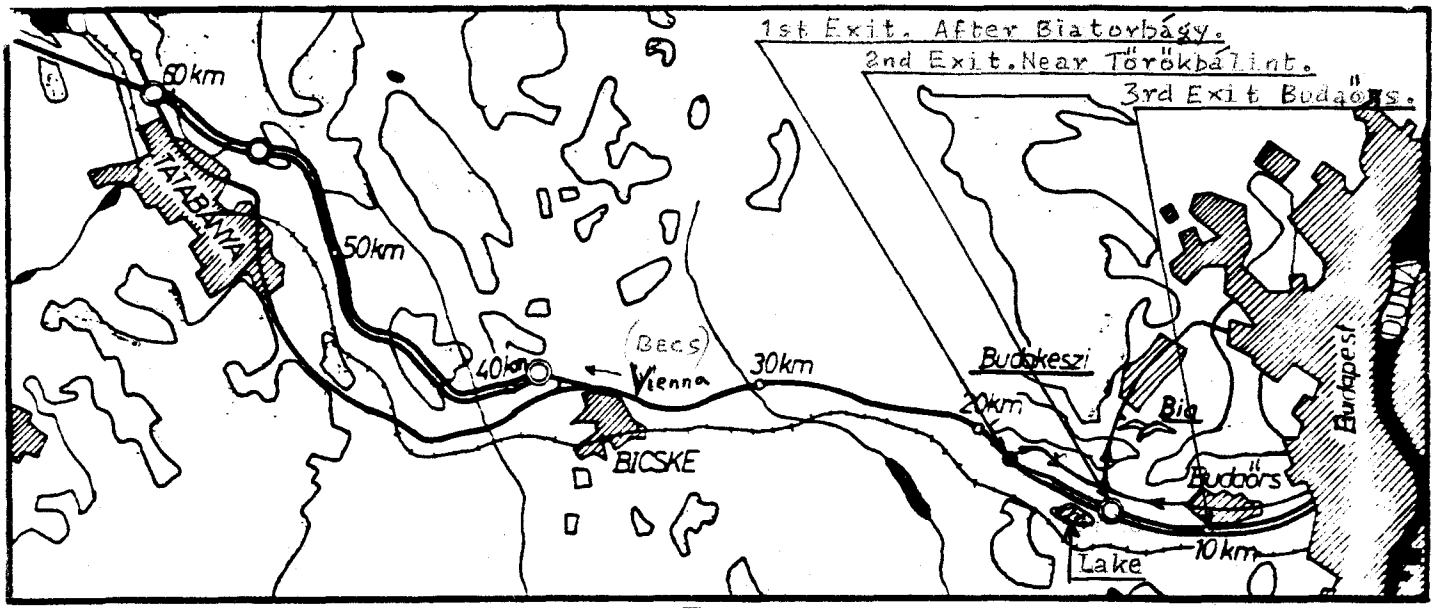
The site of Farkashegy in 1944. The soaring slope is behind the club house.

Top — Hangar in foreground. Clubhouse - right. Danube Plain in centre. Budapest is obscured by the hill on left.

Bottom — Vőcsők doing ground slide, Clubhouse is above its starboard wing. The main hill soaring slope must be behind the clubhouse. Vőcsők is descending the bungee launch slope which rises to a considerable height behind the camera.







Transport to Hungary

Bus to Budapest. This is organised by: C. Komassy, 4 Mount Road, Bradford BD8 7EY. Tel: Bradford 495311.
The above service is organised essentially to take Hungarians, living in Britain, home ..... and to bring them back again.

Alternatively, it is possible to travel by bus from Victoria Coach Station to Munich ... and then to travel to Budapest from Munich by train. The buses leave Victoria Coach Station every Friday and Sunday at 20.30 hrs and arrive in Munich at 19.00 hrs (7.00 p.m.) on the next day.

For the return. The buses for London leave Munich at 08.00 hrs every Friday and Sunday to arrive in London at 08.00 hrs on the next day.

The Return fare to Munich from London costs £73.85. The buses are organised by Europa Tours in conjunction with the Deutsches Reisebüro and Sealink.

VISAS. These are necessary to go to Hungary, and can be obtained from the Hungarian Embassy, address: 35 Eaton Place, London, S.W.1. Tel: 01-235-4048. Office Hours: 10.00 - 12.30 Monday to Friday.

To obtain a Visa, it is necessary to give/send your Passport, together with £5.00, to the Embassy. A visa can be obtained three* days after application. This process can not be speeded up.
*Three working days.

Registration with the Hungarian Police. Visitors must do this within 24 hours of their arrival in Hungary, and at every new location where they might find themselves.

Peter Fletcher has supplied the above information.

VCS's National Meet. Lasham. 13th - 29th August 1983

As a special prize is to be awarded annually "for the best turned out Grunau", we give a special welcome to our Grunau Baby owners and hope that as many Grunau Babies as possible will be present. The prize is the Frank Reeks Trophy.

Anyone wishing to attend this Rally, with a glider, and who has not already had an entry form, should write as soon as possible to:

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

Those wishing to attend the VGC's Annual Dinner to be held at Lasham during the Rally, during the evening of Saturday, 27th Aug, should also write to Colin for an attendance form.

The winner of the above Rally, to be decided after the flying of tasks, will receive the Rodi Morgan Challenge Trophy, an annual award. Last year's winner (the first winner) of the above trophy was C. Wills in his Rhönbussard. The Trophy takes the form of a silver plate, the names and aircraft of the annual winners to be inscribed on its centre.

"Rendezvous 83"

I am pleased to report that we are receiving a steady stream of entries to the Rally, and in this respect would like to thank in particular our Dunstable based members for their prompt and large entry.

One of the advantages of Lasham is that we can handle a large number of entries, so keep them coming. I wish this was also true of the seats available for the GVS Annual Dinner; sadly this is a finite number and so you are advised to book early to avoid disappointment.

Entrants will start receiving their entry acknowledgements and Rally information shortly.

I would like to make the following requests: If you have access to any Vintage film or photographs that you think will be of interest do please bring it along. In addition, we are planning to hold an auction in aid of VGC funds, so if you have any gliding bits and pieces, tools, books, etc., that you care to donate or have sold on commission, then bring those along too. Finally of course, we must have a raffle and we therefore rely on prizes being donated; so please help us to make your Annual Rally a success.

Colin D. Street

At this time (Mid April) we have 25 entrants, so I imagine we shall end up with between 30 - 40 gliders participating.

BRITISH NEWS

Good wishes for the new season.

3 SG.38 Eon Etons being worked on at RAF Odiham; Cpl. Patrick Worth is also working on one. A- frame is now finished in natural wood and clear varnish. Tailplane and rudder are also finished but the wings still need repairing and recovering. He hopes to finish it in light blue or cream. He has some Eon Primary drawings but has lent them to the group at Odiham for copying. His address is: 18 Rutland Way, Ryall, Nr. Stamford.

Robin Traves' Eon Primary is being worked on at his school.

Grunau Baby 2b BGA 1415 suffered considerable damage after being in collision on the motorway with two TR 7s last September. The accident occurred on the M 1 when members of the Altair Club were bringing it back from a week at Camphill. BGA 1415 has now been repaired by the Altair GC's CFI, and BGA senior inspector, Derek Godfrey, although its trailor and towing car were written off. BGA 1415, owned by a syndicate led by Brian Roberts, will, it is hoped, be flying again in its new orange and white colours, in the skies above Chipping Norton.

Falcon 1 (Falke). The fuselage, wings, struts and trailor for this aircraft have been finished by Southdown Aero Services. They now only await fabric covering and the rudder, tailplane and elevator which are being built by John Sproule at his home at Shoreham-on-Sea.

Problems with workshop space at Dunstable. The one, rather small, private owners' workshop at the London Gliding Club has become so filled with parts of sailplanes, ancient and modern, that restoration of vintage gliders has been retarded. Those which have particularly suffered from this have been the Minimoa BGA 1639, and Ted Hull's Kite 1, BGA 392. (That which belonged to Amy Johnson in 1937). We sympathize sincerely with our members at Dunstable who have had to endure these conditions for years, and will do everything possible to find a better workshop for them as soon as possible. Another glider awaiting restoration at Dunstable is the prototype Kite 1, BGA 236. Apart from bringing the Rhönsperber BGA 260 into an "instant readiness" condition, another project is to restore Peter Bourne's Scud 2 to prewar state before it goes to Hungary in late July for the 11th International Vintage Rally. So many vintage gliders at Dunstable deserve a good workshop.

King Kite. Production of this aircraft has been continued at a leisurely pace throughout the winter. David Jones plans to test fly it at Duxford during the early summer of this year.

At Lasham. Work has continued throughout the winter to recover the T.21 C in the new buildings at Lasham. Not far from it, the prototype Slingsby SKY BGA 685 (that which was named "Elizabeth" at the London GC and was flown by Frank Foster in the 1952 World Championships in Spain) was undergoing its C. of A.

The Nord 2000. BGA 2534, which is owned by a syndicate at Booker, has now been leased to the Thames Gliding Club, so that its members can have cheaper flying. A French built M 100 will soon follow it.

The Scud 2, BGA 231, is to be done up as original, before going to the 11th International Oldtimer Rally in Hungary. The work is being carried out by David Richardson, with assistance from Peter Fletcher, at Wycombe Air Park, Booker. This is the oldest airworthy sailplane in the Vintage Gliding Club.

The Rhönbussard, BGA 395. This aircraft was taken to the Günzberg Collection last October by C. Wills and A. Maufe, who then returned to Britain with the same trailer laden with an Austrian Mg 19a. We are pleased to say that BGA 394 is now restored in the Deutscher Luftsport Verband's Luftsportlandesgruppe 4's Prussian colours of black and white of 1936. BGA 394 was recently on exhibition with many other vintage gliders, including a Rhönsperber in hangar No. 5 of the Friedrichshafen Aero 83 exhibition. We are sad that Britain has lost a Rhönbussard but we are happy that it is again in good condition.

The Mg 19A. This aircraft has now been given a C. of A. by Eric Rolfe but efforts to find it a closed trailer have failed, due to its gulled wings taking up too much trailer space. An attempt will now be made to enclose the open trailer that it came to England on. By the time that this is distributed, its first flights in Britain should have taken place, probably at Bickmarsh. It is hoped to take this machine to Hungary.

Sailplanes on British Register From Page 19, Australian Gliding, March 1983. The BGA has given details of the 1482 sailplanes holding British C. of A. at the end of June 1982 .....

The most numerous sailplanes were Ka 6 CR (70 aircraft), K6E (61), Standard Libelle (56), K8B (53), K13 (51), Kestrel 19 (50), Astir CS (49), Pirat (47), Eon Olympia 2 (46), K7 (40), Olympias 460 and 463 (38), Skylark 4 (36), Skylark 3 (36), Swallow (35), T.21b (34), Standard Cirrus (34), Blanik (35), Dart 17R (32), Vega T65A (30).

It will be seen that vintage Eon Olympias and T.21b, both of 1947 (although the prototype T.21A flew in 1944) are still very much in evidence and are very welcome in the VGC. That there are so many, is testimony of the good work carried out by the firms of Horace Buckingham (Elliotts of Newbury), and Fred Slingsby, and also of the excellence of the at that time new synthetic resin glue, Aerolite 300.

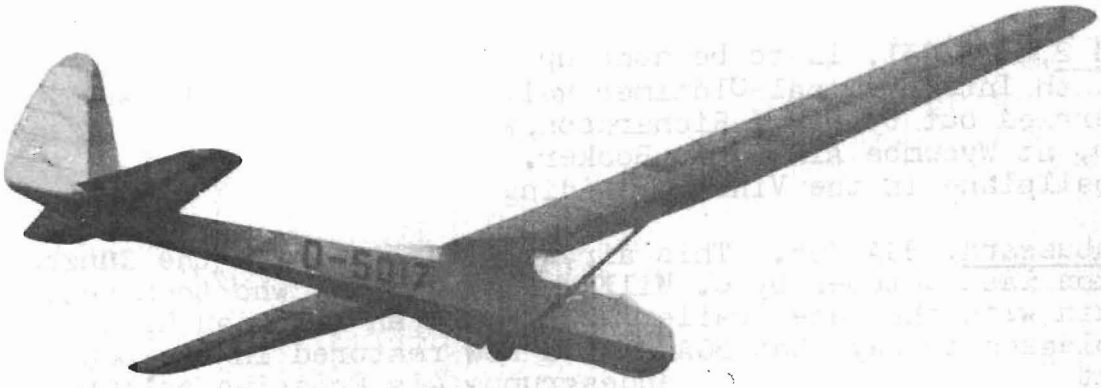
A Brave Dog

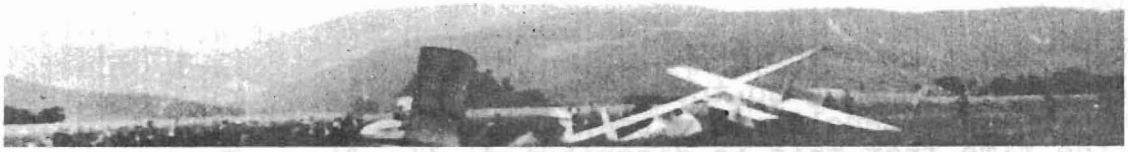
During the very early 1930's, before there were ever Zoeglings and Daglings in Britain, there was an ancient Primary glider of extreme primitivity, called a Dickson, The plans of this were obtainable from the "Aeroplane" in 1930, and before long several were built and flown, if this is the right word to describe ground slides, by several of the clubs, notably the Bradford GC and the Yorkshire GC and the London GC at Dunstable.

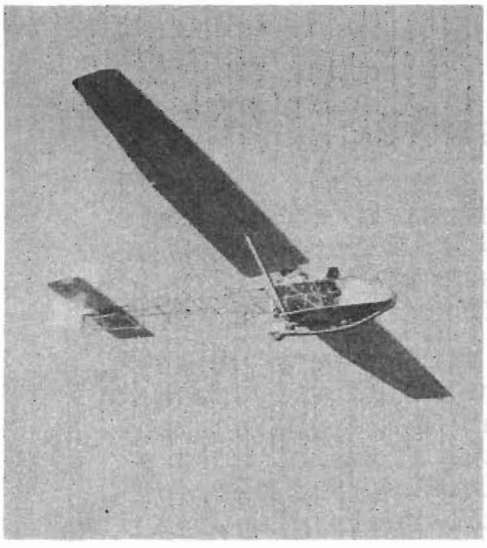
On one occasion, a Dickson was to be launched by Bungee from the top of Dunstable Downs. As the glider started moving, Bill Manuel's dog, imagining that it was some prehistoric monster chasing two groups of terrified men down the hill, dashed forward and seized it by a flying wire ..... and did not leave go ..... all the way to the bottom of the hill ..... watched no doubt by the spellbound bungee crews and spectators. The ensuing arrival of the Dickson at the bottom of the hill plus the added weight of the dog, was enough to break its main spar ..... which was not very strong anyway!

The dog was held responsible for the broken spar and thus became the only dog ever to have seriously damaged a glider.

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ICELAND

Ann Welch has informed us of a broken German JS Weihe and Grunau Babies in Iceland. These are in need of rescue. Also, still existing, are a very few remains of the Minimoa, Werk Nr 158 (BGA 338 - G-ALLZ). This was damaged by snow and fire. It was owned in England before the war by P. Wills, and after the war, by Prince Bira of Siam and then Lawrence Wright. Icelandic registration was TF-SOM. The Weihe and Grunau Babies might be easily obtained.

CAPTIONS TO PHOTOGRAPHS

Top ES.49. This is the first glider of the oldtimer Segelflugclub Wasserkuppe. (OSC). It was also the first two-seater built by the firm of Alexander Schleicher after the war.

Middle Henrard Firmin's oldtimer club in action near Hamois Mohiville, Belgium.

Left to right - Bottom to Top. Ka-4 Rhönlerche in flight with uncovered fuselage. Henrard in his Grunau Baby 2b. The Ka-4 after landing. A Winch.

NEWS FROM JAPAN

During the winter, acquaintance was made with a prewar Japanese pilot, Morio Kawashima, who is still flying airliners. He told us that he could remember a Minimoa which was towed by a little Klemm 25, piloted by Wolf Hirth. He last remembers seeing the Minimoa's fuselage broken in three pieces, but its wings were alright. It seems that the first two, of the three 1935 high wing prototypes of the Minimoa went to Japan. The third went to Rumania. We do not know whether it was the first or second Minimoa prototype that Mr. Kawashima saw broken in the hangar. He also mentioned that Professor Sato, who used to be a frequent visitor to the Rhön contests, and the Wasserkuppe, before the war, is still alive, and living near his (Morio's) daughter. Our last two newsletters have been sent to Professor Sato, via Isamu Oda, from Mr. Kawashima. Isamu Oda, also a veteran Japanese glider pilot, is going to the USA to represent Japan at the forthcoming World Championships.

Morio Kawashima recently climbed to 17,000 ft., without oxygen, in an Astir, for his Gold C.height. He had previously been to 18,000 ft. while instructing in a Betty bomber, during the war. He had been young then, but he had felt, even at that time, that it had been much too high without oxygen.

From the 17,000 ft., still below cloudbase, over Waikerie, South Australia, he had done the fastest 100 km triangle of his life.

BELGIUM

Our member Henrard Firmin has mentioned that, apart from getting married, he has now bought the Rhönbussard OO-ZVA that was formerly at Verviers, and also a Spatz 55 and an Avialsa A.60 and that all three are in flying condition. The Rhönbussard has an enclosed canopy. He now wishes to install the original cockpit cover (open with windscreen). The VGC has sent him a drawing printed from microfilm.

HOLLAND

A group, in which is included a Mr. B. C. Persyn (Mauritslaan 9, 1211 JX Hilversum) is wishing to build a Minimoa if permission is granted from the Dutch aviation authorities. For this purpose, the VGC has sent copy of the microfilm of the Minimoa 36 drawings.

As the Minimoa design is very strong, and also, as the type is known in Holland, the last one having been there in 1968 (PH-390 ... now BGA 1639), we hope that the Dutch authorities will smile kindly on the idea. Perhaps a G8 3 will one day join the G8 4s there?

USA

Jan Scott writes that he is now on the board of Trustees for the National Soaring Museum. A result of his activities there has been the transfer of old soaring films on to video tapes. These he hopes to get narrated by oldtimers such as Ralph Barnaby and Peter Riedel. Thanks to the efforts of VSA member Jim Furlong, several old films have been preserved in this manner. He has gained tentative approval to acquire one of the Horten 3s at the NASM for the Elmira museum. This was accomplished as follows. Peter Selinger helped Jan obtain a set of aperture cards (microfilm mounted in card) of the Horten 9 (the twin jet fighter) drawings, which the NASM needed for their upcoming restoration project. Instead of giving them to the NASM, he gave them to the Soaring Museum, which used them for stock in trade for the Horten glider. The Horten 3 will remain at the Silver Hill, the NASM's storage facility, until the Elmira museum's restoration shop is completed in its phase 3 expansion programme. It will never fly again, but at least it will be accessible to the public.

It will be remembered that the NASM has two Horten 3s. These were among the last of 19 built and were completed in 1944. One is the Ho 3f, the prone piloted version, and the other is the Ho 3h*, the unique tandem two-seated version. It seems that the wings of both were severely damaged when a helicopter was dropped on them. Other Horten sailplanes at the NASM are the last surviving of the two 1944 built Horton 6s and a Horten 2. The Ho 6 was also damaged in the helicopter accident and has its very complex main spar broken.

* From the recently published book "Nurflügel", we understand that this was probably a modified Horten 3g.

SWITZERLAND

We are very glad to report that Thommi Aebersold now has a good workshop for his prototype 1936 Moswey 2. This aircraft is very well worth saving as it was the first of all the little gull-winged Mosweys. It took part in the 1937 International contest at the Wasserkuppe, as well as in many Swiss National Contests. The restoration may take long but we believe that its metal fittings will be minimally corroded as most of them were made of dural.

Edit Beck and Attila Zierman, who everyone knew at La Montagne Noire, have married. We send them our warmest congratulations. Attila has often taken part in our International Rallies with his Moswey 2A.

Willi Schwarzenbach writes: "My S.18 is still in good condition. I did some maintenance work during this winter on the Grunau Baby, HB-120, and built it an open cockpit cover. This Grunau Baby is also in airworthy condition. The gliding season has already started here but the rain, before and after Easter, kept us on the ground".

Obituary

August Hug. The Swiss Aero Club has announced the death at Bern on 30.3.83, of this legendary Swiss Gliding pioneer and designer. He was 89 years old. He was designer of the famous Spyr sailplanes.

Willi Schwarzenbach writes: "We should certainly remember him as he attended our International Rallies at Gruyeres and Thun, as President of the Swiss Gliding Veterans. August was one of those outstanding and legendary pioneers of Swiss gliding. He became very popular when he built the Spyrs, which, at that time, were equal to the best German gliders. We are happy that at least three Spyrs are still airworthy and that a Spyr 3 (that which made such an impression at the 1937 World Gliding Contenst at the Wasserkuppe, when, flown by Hans Sandmeier, it finished 4th ahead of Hanna Reitsch and Kurt Schmidt), is in Lucern.* As far as Willi is informed, the technical documents for these gliders will be kept by the Ae.C.S. Archiv, which is also in this museum. Mr. Hug was for a very long time also the President of the Swiss Soaring Committee and he introduced competitions and championships".

* In the Verkehrsmuseum, (Transport Museum). Lucern.

AUSTRALIA

A successful Rally was held at Bridgewater, NSW, at Pipers Airfield, the home of the Bathurst Soaring Club, on the weekend of the 12-13 February. Gliders attending were: ES 49 Arrow, owned by Brian and Judi Pettigrew of Waralda; two Grunau 4s flown by Ray Ash and Bob McDicken. Photographs reveal that this aircraft may be more closely related to the Australian Kookaburra 2-seater than to the Grunau Babies from Silesia; a Mucha Standart owned by the Murray Nelmes syndicate, 2 Cherokees and Ray Ash's K-7 (also owned by Fred Brown, John Daniels and Brian Hemmings). The very good condition of all the aircraft taking part is also evident from the photos in "Vintage Times". The light rain (most unusual) soon gave way to good soaring conditions with cloudbase at 5,000 ft. The longest flight of the day was Bob McDicken's in his Grunau 4. The evening was graced with a magnificent barbecue, a presentation of impressive prizes, and a film show by Ray Ash of the International Rally at Sutton Bank and of the Australian Vintage Rallies at Blanchtown, Bacchus Marsh and Benalla.

Sunday brought a skyful of cumulus. Flights of up to 1½ hours took place only as, due to a threatening storm, it was thought prudent to return to the site. However, the storm only produced light rain and cleared after 90 minutes. It was then thought to be a little late to fly again.

This had been the first Vintage Rally to have been held in NSW. The Bathurst club members had been able to maintain flying operations alongside those of the Vintage Rally. The club members showed tremendous interest in the Vintage Rally and a packed audience watched the film show. It is felt sure that a Vintage Rally would be enthusiastically received there again.

During the weekend of 5 - 6th February, good soaring conditions were experienced in the hills North of Adelaide. This was one week before the fires broke out. Ralph Crompton, starting from his home base, Stonefield, managed a 220 km triangle, with turning points Morgan and Hallett, in his Skylark 4. As the Sunday promised even better conditions, he declared a 500 km Out & Return. At noon, he was winched to 1,200 ft. and contacted weak and broken lift.

Conditions were at first poor and he was once down to 1,400 ft. but, over Eudunda, on the edge of the hills, things picked up and he found 1000 - 1200 fpm lift to 9,500 ft. Pushing on, he actually flew through 1000 - 1200 fpm lift, as he had 9,000 ft. in hand. Soon afterwards he encountered more good lift and realised that the thermals were not only strong but close together. From Eudunda to Burra (60 kms) he did not make a turn and was fascinated to watch the altimeter climb a further 3,500 ft. to 12,500 ft.! Ground temperature was C43° and freezing level was at 14,000 ft. Some nice cu were forming ahead on track. For the next 20 minutes he was never below 10,000 ft. From this height he did a straight glide to the turning point, Quorn, took his photos and started back. The clouds began to overdevelop. He pushed up his speed as conditions began to look worse. On his radio he heard that some pilots over the Barossa valley were finding things difficult, due to growing cirus cover. He decided to get as high as possible and stay there. With 14,000 ft. in hand, he felt reasonably safe but this was not the case. With the overdevelopment almost complete, he got his strongest lift of the day with 1400 - 1600 fpm, taking him back up to 13,000 ft. After this it was a long glide to the next lift. With about 150 kms to go, he heard over the radio that Gawler had a 15-20 knot sea breeze from the South. With still 100 kms to go, he got his last thermal to 11,000 ft. Now it was just a question of sitting back and hoping. Then he ran into the sea breeze, which provided a headwind of at least 20 knots. After flying a total of 460 kms, he had to land. Words cannot describe his disappointment but, looking at the other side of things, it was the most pleasant flight he had had in the most fantastic conditions he had ever encountered.

During the past summer, the Zephyrus 2-seater had been flown around three 300 km triangles by members of the Beaufort Gliding Club. The Zephyrus was designed by Doug Lyon during 1950 but did not fly until Dec. 1966! Several distance flights had been made by Zephyrus in the past mostly of the 50 - 150 km range. The best recorded before this summer was 250 kms. This year it was taken to the club's Christmas camp at Corowa where it made its first 300 km triangles. The first was as a two-seater. The second was during February, when it was flown solo round a triangle of 305 kms by Christ Thorpe for his Gold C distance and goal diamond.

We have no idea what the Zephyrus looks like, but we have published this account and the previous one concerning the Skylark 4, as both are considered vintage gliders in Australia.

FRANCE

Following suggestions in our Newsletter and in "Bungee Cord" that although the movement to save vintage gliders in France is now widespread, it is not united. Marc Bourdon has the following to

say: "It is true that there are many associations working on this problem, but most of them - and the FFVV (Fédération Français de Vol à Voile?) - think that Dédale gathers together nearly all the people concerned with saving vintage gliders. The difference is that many associations are created to save one, two, or more, gliders owned by them. Dédale is not, and never will be, I think, the owner of any glider, and our aim is to be regarded as the mouthpiece for the whole movement. I notice that four presidents of associations (with vintage gliders) are members of Dédale, and we generally work together, even if the weakness of our number is a handicap.

We shall have in April our General Assembly at Châteauroux, where none of us lives, and you will read of the problems discussed in our next information letter. All the staff is to be changed this time.

We have received an information sheet from Hungary, and everyone here is writing for Visas and preparing for the 11th Rassemblement. The Bourdon family is working on a C.800, but it seems that we shall be worried by its long storage. It needs a new C. of A. and this may be difficult to obtain. However, we go on sticking wood and changing material, etc.

Further news from Dédale is that its treasurer is satisfied that the accounts of the 10th Rassemblement have balanced. In spite of the Vent d'Autan, rain and a west wind, not favouring it, the Rally did produce every day, or almost, pilots who wished to fly.

There were	269 hours 20 minutes	flown from	265 aerotows.
	2 hours 16 minutes	flown from	43 winch launches.
	7 hours 12 minutes	flown from	12 bungee launches.
Totals	279 hours 07 minutes	flown from	320 launches of all kinds.

This was achieved in two weeks. We can recall the memory of Brienne, when 600 hours were flown in one week !!!

Gilles Meric sends news that Louis Faux from Forstfeld, is restoring a DFS 230 troop carrying glider. We do not know whether this 21.98 m. span, 10-seater is to be made airworthy, but, if it is, we imagine that it will take rather more than a Morane 500 300 hp Storch to get it off. We believe that this is the last troop carrying glider in the Western world to exist, and we think that it might have been found in the Massif Central where it had been involved in an anti Maquis operation in 1944. The type is a very famous German troop carrier, having been involved in the taking of Eben Emael, Crete, and the rescuing of Mussolini.

La Montagne Noire Fin

In a previous Newsletter, we mentioned that a large number of German gliders had been taken to this National Centre in 1945. We asked many of the old pilots and technicians of the Centre what they could remember about them.

The Hütter H.17 was seldom flown and then only by the CFI. The Rhönadler had been rescued from Germany in 1945 but had been entirely burnt in 1950/1 due to Kaurite glue failure. There were memories of a Göppingen 2 two-seater. This was a 1935 designed

Sportflugzeugbau Schempp Hirth enclosed version of the much earlier Grunau 8 (one of which still is stored in Holland). The G8 2 was named the Blind Cow by its pilots because of the poor visibility, at least from the rear seat. We imagine that the G8 2 at La Montagne Noire may have been the last one airworthy.

A photograph in one of La Montagne Noire's Golden Books almost certainly revealed the fate of the 3rd of the 4 Minimoas imported into France. The photo showed it badly broken in the trees.

The Habicht was flown, and aerobatted, at the centre until about 18 years ago. This is the aircraft, F-CAEX, on display in the Musée de l'Air.

Both Spalinger S.18s, imported from Switzerland to support the very small French high performance glider fleet, in 1941, and the Rhönbussards, which arrived in 1945, were remembered with affection. The Wolfs were not talked about very much.

GERMANY

The Oldtimer Segelflug Club Wasserkupper Rhön e.V is well on the way to restoring an ES.49, which was the first 2-seater built by Schleichers after the war. Not only are they doing this but they are also publishing a Newsletter illustrated with photographs, which is called OSC-AKTUELL.

On the initiative of the Schleicher firm, they have been able to hire Alexander Schleicher's original workshop in which, during the 1920s, 8 Hols der Teufels were built. Some of these were sold to Austria. In the same workshop, two "Luftkurort Poppenhausen" gliders were built under the direction of Alexander Lippisch. In this most holy place, for the firm of Schleicher (and for gliding history), now stands the ES.49 of the OSC Wasserkuppe. The workshop is on the ground floor of: Remmerz 3, 6416 Poppenhausen. The club members have insulated the walls with foam, have renewed the electrics for lighting, etc., and there are two oil stoves to assure heating to allow work on the ES.49 to be carried out in winter. OSC members invite any of our members who are passing to visit them.

German Production figures again

The OSC Aktuell has published details of Schleichers production figures of gliders from 1926 - 1945 and we feel that they will be of the greatest interest to some of our members.

Type	Nos built	during years	Designer	Version - Details
Hols der Teufel	8	1926-1931	Schleicher/ Lippisch	Nacelled - to Austria.
Prüfling	2	1927-1929	Fritz Stamer	With float - to Africa. Without float - to America.
Professor	1	1928-1929	A. Lippisch	To America.
Zoegling	15	1928-1935	Stamer/ Lippisch	with & without nacelles 1929 - to America.
Anfänger	60	1929-1936	Schleicher/ Stamer	without nacelles

Type	Nos built	during years	Designer	Version - Details
Rhönadler	1	1929-1930	Lippisch	16m tandem 2-seater.
Luftkurort Poppenhausen	2	1930-1931	Schleicher/ Lippisch	Tandem 2-seater.
Falke	25	1931-1935	Lippisch	Span 14m
Obs	1	1932-1933	Hans Jacobs	Steel tube/wood. Span 26m. Side-by-side seated.
Rhönadler	65	1932-1940	Hans Jacobs	17.4 m. span.
Rhönbussard	220	1933-1940	Hans Jacobs	14.3 m. span. Aerobatic.
Seeadler	1	1935-1936	Jacobs (DFS)	17.4 m span. Flying Boat.
Zoegling 35	20	1935-1938	Stamer/ Lippisch	Span 12 m. with & without nacelle.
Condor 2A	12	1938-1939	H. Dittmar/ H. Gomolzig	Cantilever 17.24 m. span.
SG.38	500	1938-1942	E. Schneider	Span 10 m.
Condor 3	10	1938-1941	Dittmar/ Schleicher	Cantilever 17.24 m. span.
Olympia Meise	25	1939-1941	Hans Jacobs	15 m. span.
Grunau Baby 2A	20	1941-1943	E. Schneider	13.2 m. span. Without air brakes.
EW 18	5	1942-1944	Ernst Weber	Wood. Allu/steel. 18m span.
Grunau Baby 2B	40	1943-1945	E. Schneider	13.2m. span. With air brakes.
**Kunz Schüler	200	1943-1945		Ground Trainers for gliding.

Previous to this we have published details of German wartime glider production but, although the firm of Schleicher was mentioned (SFP), its figures were not included.

If we now add the SG.38, Grunau Babies and Meises built by Schleichers to the already published figures of the same types built by other firms, we come nearer to authenticating a true Grand Total of gliders built in Germany during those years. If the Schleicher production of before the war, of some of the most popular types flown in Germany at that time, is added some more idea can be gained of the vast fleet of gliders which awaited the world in 1945.

SG.38s

The following numbers were built by the firms:

Pander Zweefvliegtuigbouw, Holland	3381
Petersen Flugzeugbau, Hamburg	1380
KFW?	2684
RFN?	1300
Alexander Schleicher	500
The Grand Total built by firms comes to	9245

Many more must have been built by groups.

Grunau Babies

The following numbers were built by the firms:

Edmund Schneider Flugzeugbau, Grunau	2134
Jacobs Schweyer Flugzeugbau	425
Schwarzwald Flugzeugbau	225
Petera Flugzeugbau Hohenelbe	830
Alexander Schleicher	60
The Grand Total built by firms is now -	3674

Many more were built by groups.

Olympia Meisses

The following were built by the firms:

Ferdinand Schmetz Herzongenrath	601
Alexander Schleicher	25
The new total is now	626

Our previous total of gliders built during the war in Germany was 14,845 c/a*. If one now adds the survivors of the 110 Minimoas, 220 Rhönbussards, 65 Rhönadlers, 100 Rhönsperbers, 60 DFS Weihes? = 555 a/c, we can say that probably at least 16,000 gliders awaited the world in 1945. Comments on the above are:

1. Wartime glider production far exceeded prewar production;
2. The 9245 SG.38s were very basic gliders;
3. The Alexander Schleicher Cantilever Condor Production (22) was probably the total number of the type ever built;
4. Whereas we are getting nearer the true story of the production figures, there probably were other firms building gliders. We have no information as yet about the prewar production of Kranichs (and DFS Weihes?) from the Flugzeugbau Schweyer.

It would also be very interesting to learn of the production figures for SG.38s, Grunau Babies, Kranich 2s and Weihes in Spain.

* We think that the original figure (4104) of Grunau Babies built was in error.

** The Kunz Schülers were very basic non-flying devices for children designed by Seff Kunz, and we think should not be counted among the gliders.

That the over 16000 gliders, of which over 9000 were primaries, did not "greet the world in 1945" was because nearly all of them were destroyed, by Germans, displaced persons, and by the allied armies under orders to destroy aircraft, ships, industry, etc., everything except farms.

Aero '83. International Lake Constance Fair, at Friedrichshafen. 19 - 27th March 1983.

Part of this was a special show in Hangar 5 which traced the design of gliders from Lilienthal to Phoenix ..... i.e. 1911 - 1958, in Germany.

The following gliders and sailplanes were on show:

Type	Registration	Date of 1st Flight	Designer	Lent By
Taylor of Ulm reconstruction		1811	Berblinger	G. Welzhofer, Günzburg.
Lilienthal glider Replica		1895	Lilienthal	M. Platzer, Ellenberg
Pelzner Biplane glider Replica		1920	Pelzner	M. Platzer, Ellenberg
Schulz Broomstick replica		1922	Schulz	G. Welzhofer, Günzberg
Grunau 9 Skullsplitter replica		1925	Schneider	Klaus Heyn, Göppingen
Falke	HB-16 & D-Falke	1930	Lippisch	G. Welzhofer, Günzberg
Rhönbussard		1934	Jacobs	G.Welzhofer, Günzberg
Rhönsperber		1935	Jacobs	G. Welzhofer, Günzberg
Kranich 2	HB-475	1935	Jacobs	
Minimoa	HB-282	1936	Hirth/ Hütter	W. von Arx, CH-Riehen.
Hütter H.28	HB-223	1937	Hütter	E. Aeberli. CH- Erlenbach.
Spalinger S.19	HB-225	1937	Spalinger	W. Roth CH-Weinfelden.
Goevier	D-1080	1938	Hirth/ Hütter	Oldtimerclub/ Münster.
Weihe 50	D-6084	1951(1954)	Jacobs	K. H. Schmid, Spaidingen.
Olympia Meise 55	D-8569	1955(1939)	Jacobs	Luftsportclub Weinheim.
Grunau Baby	D-1261	1939(1933)	Schneider	Fliegergruppe Grabstetta.
SG.38	D-8783	1938	Rehberg/ Schneider Hofmann	B. Graf, Niederhalle.
Mü 13D-3	D-8876	1936(1943)	Akaflieg Munich	Luftsportvereinigung Schwarzwald-Baar.
Elfe 1	HB-402	1939	Pfenninger	H-P Baumann. CH-Horgen
Spyr 5	HB-369	1942	Hug.	W. Roth. CH-Weinfelden.
Mü 13E	D-8017	1951	Scheibe	Segelfluggruppe Binningen
Doppelraab 4	D-9015	1951	Raab	Fleigergruppe Kornwestheim
Condor 4	D-8802	1952	Dittmar	G.Welzhofer, Günzburg

Type	Registration	Date of 1st Flight	Designer	Lent By
Ka 1	D-8899	1952	Kaiser	A. Gunthert, Bruchsal
Ka 2	D-9051	1953	Kaiser	Fliegergruppe Aldingen
Scheibe Specht	D-8266	1953	Scheibe	Fluggemeinschaft Leibertingen
L-Spatz 55	D-8314	1955	Scheibe	Flugsportvereinigung Radolfzell
Zugvogel 1	D-8773	1954	Scheibe/ Kaiser	Luftsportvereinigung, Schwarzwald Baar
AV 36	D-1151	1954	Fauvel	Fliegergruppe Blaubeuren
Lo 100	D-5793	1952	Vogt	L. Fuss, Garching
Cumulus 3F	D-0234	1953	Rheinhard	Sportverein Wacker-Burghausen
Ka 4 Rhönlerche 2	D-9006	1954	Kaiser	Segelflugschule Hornberg
Elfe M	HB-534	1956	Pfenninger	H. Gissey, CH-Winterthür
Geier 2	D-9192	1956	Allgeier	Luftsportverein Schwarzwald Aichhalden Rothenbach
Phoenix	D-8411	1957	Nägele/ Eppler	R. Lindner, Walpertschofen

It will be seen above that this was by far the largest collection of vintage (and newer) gliders ever gathered together in Germany. Of them all, only the Lo 100 flew, and did aerobatics.

The Fair was opened by a mass departure of 40 hot air balloons. Also on display were several aeroplanes including a Dornier Libelle flying boat, a Bleriot 9 replica, a Horlacher manpowered aircraft (incomplete), and an unfinished, home built, half size, FW 190.

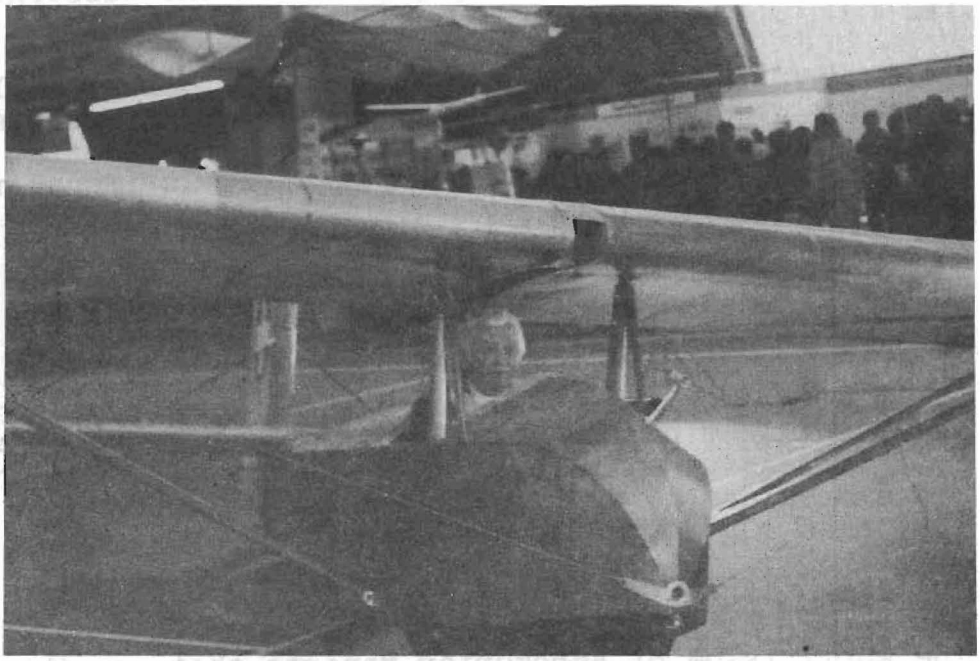
Captions to Photographs taken at the AERO 83 Exhibition at Friedrichshafen, 19 - 27th March 1983.

1. TOP Elfe 2. Built 1944. 10.6 metre span. Empy weight 65 kgs. Two were built. One in Switzerland by the brothers Suter. The second was built by Herr Widmer in Sao Paulo, Brazil, at the same time. Behind the Elfe is Eugen Aeberli's Hütter H.28 of 1937. Behind the H.28 is the Rhönbussard (BGA 395 formerly of the Rodi Morgan collection) now restored in 1936 German colours (of Prussia).

2. The RRG Falke restored by Klaus Heyn in half Swiss (where the aircraft was found) and half German markings. In the cockpit is Otto Bellinger.

3. The following two photographs show the work of the Swiss modeller, and musician, Friedrich Fischer. On the left, uncovered, is a Slingsby Gull 2. On the right is one of the first Spalinger S.18-1s as it was when it took part in the 1937 International Contest on the Wasserkuppe. Holding it is no lesser person than its designer, the over 80 year old Jakob Spalinger, one of the fathers of Swiss gliding. The very high quality of Friedrich Fischer's work is evident.


HB-223
Elfe







Karl Vey, Otto Bellinger and Klaus Heyn honoured

After the opening of the 58th German Airtravel day which was held at the Friedrichsafen Aero 83 Exhibition, Georg Brütting, President of the West German Aero Club, awarded a number of medals. A Silver medal of honour was awarded to Karl Vey who has collected for many years, as official archivist of the German Aero Club, many valuable documents, films and flying equipment. Much of it, collected for the Wasserkuppe Gliding Museum patronized by him, was on display in the Aero 83 Museum. He is a master at putting up special exhibitions and this was once again in evidence at Friedrichshafen.

Otto Bellinger was awarded a Silver Daidelos Medal. He has been involved with airsport for 60 years. His field of action has not only been on a National but also an international level. He has carried on where his instructor, Fritz Stamer, left off and has created many more enthusiasts for airsport. His very rich aviation archive has always been at the disposal of the German aero club, and he has especially patronized the Wasserkuppe Museum with it.

Klaus Heyn was awarded also a Silver Daidelos medal for his honorary work at the office of the Bavarian Wuerttemburg Airsport Association, which he has led with great expertise and foresight for almost 10 years. He has brought about improvements of technique and impulse.

All the above three men are very well known to our members and have often attended our international Rallies. We send them our heart-felt congratulations.

The AERO 83 Exhibition, which was to commemorate Montgolfier's balloon flight of 200 years ago, was a huge success. Besides the most impressive exhibition of vintage gliders, a great number of new fibreglass aeroplanes and sailplanes were also on show. No less than 100 aircraft were sold.

Wolfgang Hütter - Manpowered flight

The April issue of Aerokurier reports that, on the 12th March, Projekt HVS had its first official revelation to the press at Leipheim airfield where, 40 years ago, the ME 262 twin jet fighter also had its first flight. The H (in HVS) stands for Wolfgang Hütter (73). V- Franz Villinger (75) was technical director of the project and S-Wilhelm Schüle (74) built it. The HVS is radically different from other manpowered designs in that it is relatively small, its wingspan being only 16.6 metres, and this is in common with other Hütter sailplanes which were always half the size of anyone else's. The HVS was flown in rather difficult conditions by 23 year old Oskar Staudenmaier, a glider pilot and athlete, over a distance of between 500 and 600 metres. The goal of the HVS team is the winning of the Kremer prize, open to non-American pilots and aircraft for a flat figure of eight over a course of a mile. While this goal is foreseeable, the HVS team are worried as the 15000 hrs. work and the 10,000 DM guessed material costs mean that they need further sponsorship to put in hand necessary modifications with sometimes very expensive materials. The first flight of the HVS, which has many of the lines of previous Hütter sailplanes, was in secret on the 20th June last year. It has since had 14 test flights and, on the 14th December, it was flown its greatest distance of 700 metres.

NEWS FROM DENMARK

Niels Ebbe Gjørup, a 25 year old member of the KZ-and Veteranfly-klubben formed in 1969, has at last expanded its interest to vintage gliders. The club has 500 members and is situated at Stauning, in Western Jutland.

The club was originally founded mainly to save some Danish built light aeroplanes from the company "Skandinavisk Aero Industri A/s". The managers of this company were Kramme and Zeuthen (Hence the KZ) and they led the Co with great enthusiasm during the period up to 1951, when production of aeroplanes had to cease. Beside the aeroplanes, one primary glider, the KZ-G1, was built in 1943. This aircraft is still in existence and, although in bad condition, it is exhibited in their 1400 sq. m. museum hangar in Stauning.

Also exhibited is the Danish 2-seater 2G built in 1946/7 by the two young engineers Hogslund and Trangot-Olson. An old Grunau Baby 2b is there also, and, two months ago, to their surprise, they were given a Mu 13E as a present.

Niels has also informed us of two Rhönbussards which were home built during the war in Denmark.

The first was OY-43, later registered OY-DIX. This was built by a young gliding enthusiast, Henry Fugl, from Vordingborg, during 1940-42, and was presented to the gaping masses in September 1943, during a gliding camp at Sjaellani. The extraordinary fine workmanship was appreciated by all who saw it. Later in the year, Mr. Fugl received the Göta award for his fine wrok. OY-DIX had no airbrakes, but could be landed easily by side slipping. Years later, a bubble canopy was added and this Bussard competed in both Swedish and Danish National contests. After only 9 years of flying, OY-DIX was destroyed during a hangar fire at Sandholm aerodrome. Only the rudder remains, as a beloved memory of a good glider.

The second one, OY-DXA, was built in 1941 by a group called "Stamgruppen" of Copenhagen. This had the DFS type airbrakes and even a trim, landing wheel and bubble canopy. Unfortunately the ship crashed in 1961, hitting some power wires. (The pilot was able to walk away). Sadly, the remaining pieces were taken by a summer fire.

Niels is interested in all vintage gliders and he has joined our club.

BOOKS

Coming Shortly: An autobiography by Ann Welch.

"Vom Hangwind zur Wolke" (From slopelift to the clouds) by Peter Riedel.
Experienced Gliding at the Wasserkuppe from 1927 - 1935.

Already in Print: "Nurflügel" ... Limited edition of 1000 copies only. The Story of the Horten Aircraft from 1933 - 1960. By Reimar Horten and P. F. Selinger. This can be obtained from: Herbert Weishaupt Verlag, Postfach 29, Berlin Ring 4, Graz, Austria. The book is expensive costing an equivalent in Austrian Schillings of about £26. This is because of the limited edition.

The book describes the battle of two brothers to create flying wings as practical aircraft. Between 1933 and 1955, no less than 65 of their aircraft, both unpowered and powered, had been built often in the most terrible conditions during the war and, afterwards, in the Argentine. Whether they succeeded in their goal will be up to the reader to judge. What these two brothers could have done under ideal conditions is also up to the imaginations of our readers. We hope that this book will stimulate renewed interest in flying wings so that the discoveries of the Horten brothers can be taken further. It is an incredible story which all aviation enthusiasts should read. The text in English, supporting the German text, is very adequate, although, ideally, readers should know a little of both languages. The book is illustrated with many photographs and often original three view drawings.

Peter Selinger, born in Friedrichhafen on Lake Constance in 1940, has done very well, for it was he that brought this book to publishing stage. He has previously produced "Segelflugzeuge von Wolf zum Mininimbus" and was co author of "Das grosse Buch von Flugsport". Nurflügel does both him and Reimar Horten (who wrote it) credit. There are also contributions from many other people, so that the finished work can be considered an international effort. Jan Scott of the Vintage Soaring Association of America has translated the German text into English. Reimar Horten now lives in retirement in the Argentine. Lt. Colonel (retired) Walter Horten lives now in Baden Baden. Through this book, their work will live on.

Unfortunately, only 1000 copies have been printed. Hence its not inconsiderable cost. In spite of this we feel sure that the 1000 copies will quickly sell.

If the book is ordered from the Austrian publisher, it should arrive accompanied by a bill in Austrian Schillings. This money can be obtained from banks and sent quite simply by registered mail.

FOR SALE

Kite 1, 1936 Transparent doped wings. Yellow fuselage. Complete with instruments. New C. of A. Fitted steel frame aluminium clad trailer. Offers should be made to: R. J. Steward. Tel: Burton-on-Trent 46232.

Avialsa A.60. Built 1964. Airworthy. Nose Pitot ... without instruments. Photographs can be sent. Offers should be made to: Henrard Firmin, rue de Porcheresse 11, 5361 Hamois Mohiville, Belgium.

Trailer Preferably Closed - for Grunau Baby 2b urgently needed to take aircraft to 11th International Vintage Glider Rally in Hungary. Offers to: Heiner Morsch, 4134 Rheinberg, Johannes-Laers-Strasse 45, West Germany.

Information Concerning Museums which display gliders, etc., their addresses and opening times, near any of our members. Please send information for this Newsletter to: C. Wills, "Wings", The Street, Ewelme, Oxon. OX9 6HQ. Tel: 0491 39245.

Soon For Sale.

The Air Training Corps has now taken delivery of ASK 21s and ASW 19s. We believe that this heralds the imminent sale of a very large number (possibly 70!) T.21s and T.31s. It is believed that they may be going to be auctioned in lots.

For Sale Ka 1 Ultralight. Empty Weight:- kgs. Wingspan-10m. Max. L:D-1:20 at 75 kph. All wood. V-tail. First sailplane to be designed and built by Kaiser after 1945. Strutted. Profile Go 549 . Min.Sink-0.95 m/sec at 65 kph. Equipped with Altimetre, A.S.I. Vario and Compass. Basically overhauled in 1980. With German LBA CofA. Modified with landing wheel in skid. With open braked trailer. Glider in first class condition. Price DM-9000. Seller:-Ewald Sammet, Ulmer Str.6,7140 Ludwigsburg-Ussweil, West Germany. Tel:- Private:-071411.860093. and 07151.64081.

For Sale: Vintage 1932 Winter Barograph in working order. Offers to:-Allen Parnell C/O Lasham Gliding Centre, Lasham Airfield, Nr. Basingstoke, Hants. Tel:- Herriard 270.

Spatz 55. High wing. Airworthy. +Pitot but without instruments. Photos can be sent. Offers to Henrard Firmin at the above address.

Grunau Baby 2A. German built 1951. Now fitted with Dive Brakes. BGA 1432. With open trailer. Can be inspected at Lasham. Offers to: Bob Pirie, c/o Lasham Gliding Centre, Nr. Alton, Basingstoke, Hants.

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

Castel C 25S. 1941 designed French 2-seater, built in 1947. It was, with the C.800, the standard two-seater in use in France and one once flew 370 kms. In perfect condition and with instruments. It can be inspected by appointment at Eric Rolfe's premises. Tel: 0608 50530.

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The unique 1939 built airworthy Rheinland, with modern enclosed trailer. Offers should be made to David Jones, 170 Lavender Avenue, Coundon, Coventry. Tel: 0203 59265.

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The 1952 World Championships winning Slingsby SKY (in the hands of P. A. Wills). The aircraft is almost finished after a long rebuild, and now needs fabricing. All materials are there, except the fabric, to finish the job. With metal trailer. Offers to: Chris Verity, 71 Lonmoore Road, Long Eaton, Derbyshire.

WANTED

T.31. by Hans J. Danielsen, Rugdevei 11, 1364 Hvalsted, Norway.

NEW MEMBERS 1982/83

J. W. Ansell	1 Bushey Close, Stonesfield, Oxford. OX7 2EY.
D. Baker	301 Cortez Crescent, Comox BC, V9N 7Ke, Canada.
A. Basauyaux	40 rue Sarrail, 10600 la Chapelle St. Lue, France.
S. Benn	19 Balmoral Avenue, Shepshed, Loughborough, Leics. LE12 9PX.
K. Blight	5 Richmond Road, Bedford, Beds. HK40 3DG.
W. Bolte	4440 Rheine, Beethovenstr 107, Germany.
R. Bourne	Flat 4a, The Terrace, Spilsby, Lincs.
F. Bradbrook	74 Sandybank Avenue, Rothwell, Leeds, LS26 0ER.
A. Bradford	55 Leaves Green Road, Keston, Kent.
P. J. R. Bradshaw	88 South Road, Pertishead, Bristol.
D. Brown	19 Berwick Drive, Fernwood, Preston, Lancs.
P. Brown	570 Duffield Road, Allestree, Derby. DE3 2ES.
A. Burmeister	Isartalstr 45a, 8000 Hünchen 5, Germany.
R. Collisson	2 Malt House Lane, Bodicote, Banbury, Oxon.
J. Cook	7 de Aston Square, Scunthorpe, S. Humberside.
J. Ealy	The Hill School, Pottstown, P.A. 19464, U.S.A.
J. Edwards	Greatstones, Hare Street, Nr. Buntingford, Herts. SG9 0HI.
C. Flogdell	Cabot House, Brandon, Suffolk.
D. Fulchiron	7 rue Louis de Cardonnel, 38100 Grenoble, France.
B. Gabolde	Terre Blanche, 31540 St. Felix Lauragais, France.
Mrs. B. Garrett	22 Church Road, Thornbury, Bristol. BS12 1EL.
B. W. George	10 Bracewood Gardens, Park Hill Rise, Croydon, Surrey.
G. Hanron	17 rue Mercadet, 75018 Paris, France.
P. H. Hargreaves	Boyden End, 260 Hayes Lane, Kenley, Surrey. CR2 5EG.
J. Haverley	26 Frithview, Chapel-en-le Frith, Derbyshire.
R. R. Hawkesford	83 Whyteleafe Hill, Whyteleafe, Surrey. CR3 0AJ.
F. Hefty	734 Ashland Avenue, Santa Monica Ca 90405, U.S.A.
R. K. Hendra	18 Grange Court, Old Ruislip Road, Northolt, Middx.
K. M. Herridge	93 Rodden Road, Frome, Somerset.
N. V. A. Heyden	Vertestraat 45, 5411 EA Zeeland, Holland.
P. Jarrige	St. Ferreol, 31250 Revel, France.
B. Johnson	21 Jillian Street, Riverton, Western Australia.
A. Jongeneelen	Rudyard-Kiplingert 18, 3315 AA Dordrecht, Holland.
H. Kalinke	36 Gray Gardens, Rainham, Essex. RM13 7WW.
A. Klimmer	53 Bonn 3, Hosterbacherstr 58, Germany.
P. Kneulman	Ereprijsstraat 223, 3765 AJ Soest, Holland.
W. Kok	Wilhelminastra. 113, 5401 CE Uden, Holland.
D. B. Massey	2 Hill Road, Clevedon, Avon.
H. G. Mayer	Wächbersbergstr. 52, 7277 Wildberg, Germany.
B. Micrander	Carin Bjelkes Väg 13, 44300 Lerum, Sweden.
P. Meyers	164 Halifax Road, Nelson, Lancs. BB9 0EL.
G. v. Os	Brikkenwal 19, 2317 GT Leiden, Holland.
Jutta Paneke	4400 Münster, Werneweg 60, Germany.
P. Privet	25 Ter rue Juliette Dodu, 93100 Montreuil, France.
D. Quaeyhaegens	Boomlaarstraat 09, B-2500 Lier, Belgium.
C. Ravel	89 Domaine des Ecots, St. Lambert la Rotherie, 49000 France.
M. Renard	8 rue du Moulin, Creney, 10150 Pont St. Marie, France.
A. A. Roberts	52 Gonville Park, Thornton Heath, Surrey. CR4 6DB.
M. Schweremans	Papenhofstraat 60, 2800 Mecheleu, Belgium.
R. Sciot	Zandstraat 3, 3383 Hoeleden, Belgium.
Sally Shepard	9 Moorlands, Wickersley, Rotherham, S. Yorks. SG6 0AS.
J. L. Smoker	9 Anson Way, Bicester, Oxon.
R. Stahel	19 Central Avenue, Cleveleys, Nr. Blackpool, Lancs. FY5 2JR.

D. Staver	8 Green Lane, Watford, Herts.
L. Takats	H-2462 Marton Vasar, Sporttelep ut 26, Hungary.
I. Tegan	4408 Dülmen, Rödderstr 4, Germany.
R. Thaler	Quireinerstr 26, 39100 Bozen, Italy.
E. J. Vermeer	Acaciastraat 40, 2404 VB Alphen a/d Rijn, Holland.
C. Visse	05130 Tallard, France.
G. Watson	93 South Beach, Troon, KA10 6HD, Scotland.
M. Werren	Weidenweg 30, 3608 Thun, Switzerland.
C. Williams	25 Hinton Close, Blandford, Dorset.
S. Westley	65 Brooklands Drive, Leighton Buzzard, Beds. LU7 8PE.
M. Beach	24 Cole Park Road, Twickenham, Middx.
R. R. Krueger	16 Bevlin Court, Albany Creek, 4035, Australia.
T. J. Harrison	17 Swan Close, Moreton-in-Marsh, Glos.
K. Graf	8793 Trofaiach, Bergmanngasse 11, Austria.
H. Ottrin	8772 Timmersdorf., Weinbergsiedlung 17, Austria.
P. Schauble	Zelgistr, 8450 Alten, Switzerland.
K. Kellermaun	6000 Frankfurt, Beethovenstr 64, Germany.
M. Nietzer	Roseustr 6, 8853 Wemding, Germany.
J. Zimmermaun	Huttenstr 36, 1000 Berlin 21, Germany.
N. Gjørup	Silkerborgvej 2, DK-7400 Herning, Denmark.
W. Adriaansen	Blommesteinsingel 44, 2804 EG Gouda, Netherlands.

STOPPRESS The Munster Oldtimer Club will be pausing during the 18th-19th July at the Bavarian Alpine Gliding Centre at Unterwössen, on their way to Budapest. They would be glad to have any others of us with them, who are also on their way to Hungary.
BEWARE of German and Austrian winch launches! (especially those at Unterwössen) They are FAST, and MUST be slowed up for us. It is also possible that opposite signals, to those used in England, are used. ie.. TOO FAST- Aileron. TOO SLOW - RUDDER.

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FARKASHEGY in 1944. Vöcsoks and Pilis before the club house.



Ludwig Rotter, Father of Hungarian Gliding, in Rhönadler, 1940.