VGC Newsletter

No 49 Autumn 1983




11. NEMZETKÖZI VITORLÁZÓREPÜLŐ
OLDTIMER RALLY
1983. VII. 23—VIII. 3. FARKASHEGY BIA
MAGYARORSZÁG




1929




1979



CAPTIONS FOR PHOTOGRAPHS

THE 11TH INTERNATIONAL VINTAGE GLIDER RALLY

Photos by Ken Crack and Jenö Novak.

Left to Right - Top to Bottom.

The Opening, which took place on the very spot of the first flight of a glider in Hungary during 1930, at the Farkashegy gliding site.

1. The plaquette of the 11th International Rally designed by Mitter Imre's son and worn by all participants of the Rally.
2. General Kiss Lajos, the Rally's Chief Sponsor and Representative of the Hungarian Aero Club. Mitter Imre, and Szepesi Joszef, Chief Organizer of the Rally. Chief of the Air Branch of the Hungarian Civil Defence Assn. Chief Secretary of the Hungarian Aero Club and former Fighter Commander.
3. C. Wills, Sabine Novak and a beautiful Hungarian girl.
4. Ken Crack and the VGC's Swiss Cow Bell at the Monument and brass plaque to commemorate the first Hungarian Glider flight .. a bungee launch with a Zögling. The aluminium wings are off a high performance sailplane designed by RubiK Erno. It was found that the thin aluminium skin was corrugated (in Junkers style) for torsional stiffness. However the corrugations do not indicate interior ribs. The ribs occur under flat skin, after every 5th corrugation.
5. Part of the crowd at the opening. The British were touched to notice that the Monument was in the form of a V, which only means Victory in English and French. The Hungarians have used this sign to symbolize the glorious achievements of their old pilots.
6. Szepesi Joszef makes his speech welcoming all participants to the Rally. He and General Kiss Lajos became so enthusiastic with the Rally and its participants that they have decided to give full support to the new Hungarian Vintage Glider Movement.

COVER PHOTOGRAPH by C. Wills shows part of the line of our gliders during the one day visit to celebrate the famous cross country site, Harmashatar-hegy's 50th birthday. On the right can be seen Werner von Arx's 1936 Minimoa, which won the first prize in the Concours d'Elegance. On the left, can be seen the transparent wings of the British T.31.

the Vintage Glider Club of Great Britain

President: C. Wills

Hon. Secretary:	R. Traves	Hon Treasurer:	K. Crack
Rally Secretaries:	G. Moore	Sales Manager:	P. Woodcock
	R. Moorey	Archivist:	Sally Shepard

VGC NEWSLETTER NO. 49

EDITORIAL

We are proudly able to report, that, during our 10th year in operation as a club, our gliders flew a record 630 hours at the International Rally in Hungary (with 43 gliders), and over 400 hours at the Lasham Rally with 27 gliders. These totals, added to that of a successful Rally held at Wycombe Air Park in June, means that Vintage gliders in our club's operations have flown well over 1,000 hours ..... without accident. We can truly say that our 10th year has been a vintage year.

In this number of the Newsletter, we are reporting on our International Rally in Hungary. Through lack of space, we have had to postpone the report on the Rendez Vous 83 Rally at Lasham, partly because we felt that it was so remarkable that it deserved space. The next Newsletter, No. 50, will contain the report on the Lasham Rally. We would like to say now how grateful we are to Colin Street for running it, how happy we are that the King Kite successfully flew there and how we should like to congratulate all pilots for making this Rally and the Rally in Hungary such successes, mainly because of their accident free flying.

Correction to Technical Article on the GOEVIER

The registration of the Goevier 2, now owned and flown by the Münster Oldtimer Club is D-1080 and NOT D-1008 as stated in the technical article.

Whereas, from 1935 - 1945, the gliders had been built by the firm Schempp - Hirth in Goeppingen and Kircheim, from 1942 a subsidiary firm had been started, i.e. Wolf Hirth, Nabern. It was this firm, Wolf Hirth, Nabern, that built the GOEVIER 3s between 1951 and 1954.

FROM THE SECRETARY

Approaching the end of 1983 it is my pleasant task to report that the VGC appears to be in very good health. The year has seen two major and successful rallies, an increase in membership to 450, the flight of the King Kite, and major progress on the Falcon. Gliders continue to find refuge from destruction. Progress seems to be taking place in all ways, and yet the club is facing a kind of crisis. Let us therefore examine the aims of our organisation.

Firstly, we aim to keep as many old gliders as possible airworthy - and to fly them sensibly and well.

Secondly, we wish to uphold the true sporting and comradely spirit of our 'gliding fathers'.

But a third objective is more difficult, and will inevitably become even more difficult as years pass. We can claim to be the archivists of gliding. If we wish to preserve information on the early days of gliding and the development of the sport and its associated technology, we have no time to lose. Material must be found, collected, catalogued and preserved for future generations. Few aspects of technology have had such a rapid flowering as our sport, linking teamwork with daring individual achievement. Many of the pioneers are no longer with us - but some remain, and their testimony must be preserved. We must seek out photographs, records, logbooks and any memorabilia that we can find, and ensure their preservation. A modest start has been made, but much remains. What an impact Sir George Cayley's models and man-carrying machines would have had on the next generation of would-be aviators if only they had been preserved! Yet how fortunate that his notebooks survived.

Let us act now and do our best to save what we can for posterity.

Subscriptions

With regret we have decided to increase membership subscriptions as follows:

1.	British Membership (U.K.)	£4
2.	European Membership	£5
3.	Overseas Membership	£5 + donation for airmail postage

We hope that the gratifyingly high level of donations will be maintained. It is our continuing policy to seek to improve the standard of the Newsletter and our other publications.

THE 11TH INTERNATIONAL RALLY FOR VINTAGE GLIDERS WAS HELD ON THE BUDAKESZI/FARKASHEGY AIRFIELD NEAR BUDAPEST FROM 23RD JULY TO 3RD AUGUST 1983.

Before crossing the Hungarian frontier, many of the VGC's members and aircraft met during the preceding week on the airfield of Trausdorf, near Eisenstadt, by the Neusiedlersee, in Austria. There we were most warmly received and entertained by members of

CAPTIONS TO THE PHOTOGRAPHS

The opening of the 11th International Vintage Glider Rally.

Photographed by Ken Crack and Mitter Imre.

From Left to Right - Top to Bottom.

1. The Rubik Erno High performance metal wings in V for Victory sign on the very spot of the first Hungarian glider flight in 1930.
2. The memorial in relation to the old Farkashegy Club house, photographs of which have appeared in our previous Newsletters. The old site is no longer used but has a museum of old aeroplanes, and a hangar in which Schmidt Lajos restores, and builds old gliders.
3. "Welcome to the 11th Oldtimer Rally" on a banner towed between a Wilga and a Gobe.
4. C. Wills makes his opening speech in 4 languages.
5. Part of the crowd at the Opening below the memorial on the hill.
6. The ringing of the Swiss Cow bell to signal the Opening of the 11th International Oldtimer Rally. C. Wills, Szepesi Joszef, a charming young Hungarian girl and Otto Bellinger, one of the earliest German Glider pilots from the Wasserkuppe and important gliding archivist and historian.

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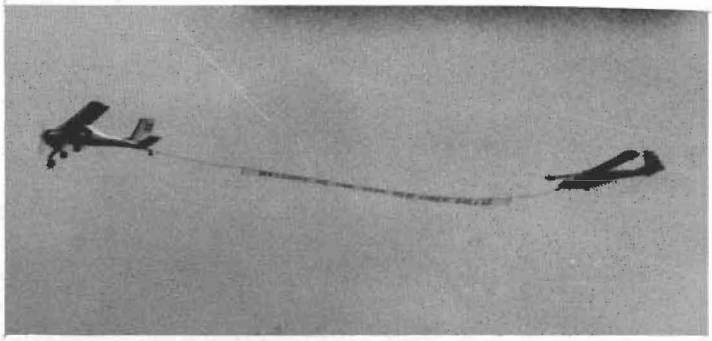
the Trausdorf Aero Club who, among their fleet, had four Bücker Jungmanns and two Jungmeisters, for aerobatic training, in the old style. During their time there, our members were able to fly their gliders in thermals, although wave might have been available. Restrictions due to the nearness of the Hungarian Frontier (3 kms) and Viennese Air Space prevented any great heights being achieved over the field although free airspace was available to the S.W. There were very good thermal conditions over Trausdorf and our members had many long flights. The Hungarian town of Sopron was visible from over the field. We wish to thank the Trausdorf members for their hospitality and we hope to see them again.

On 23rd July, VGC members crossed the Hungarian frontier at Nickelsdorf/Hegyshalom at between 1200 and 1400 hours, exactly as planned, without incident, and proceeded along the Vienna Budapest main road towards Farkashegy in good road and weather conditions.

THE 11TH INTERNATIONAL RALLY

We found ourselves in an idyllic bowl, surrounded by tree covered hills, amid golden fields, with a perfect blue sky above. Beyond the hills to the east was the magnificent Hungarian capital, Budapest, only 5 kms distant, with the Danube, splendid buildings, very cheap restaurants and gipsy music. Never before have we held a Rally in such a beautiful place, so near one of the most beautiful cities of the world, in such fine weather.







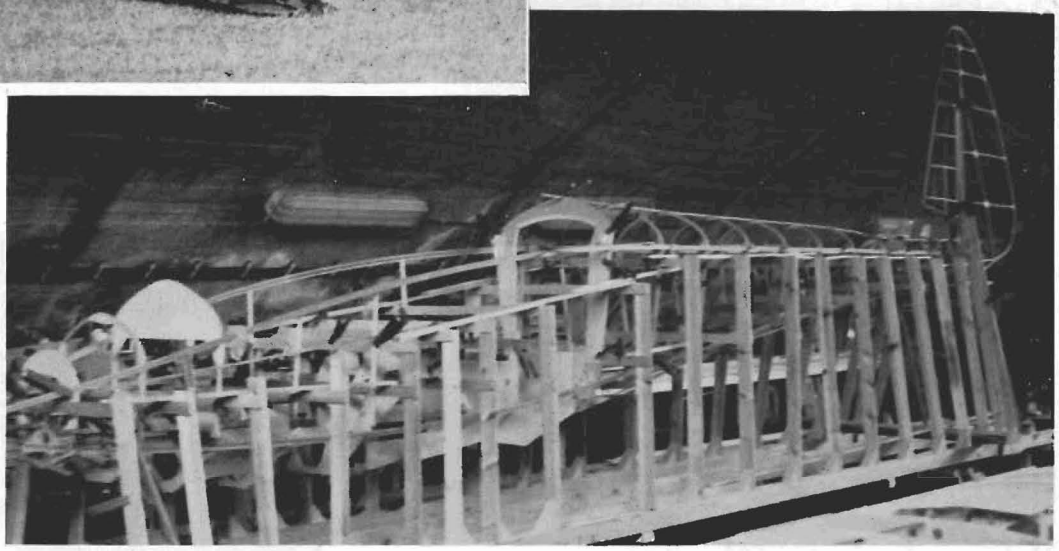



1929













CAPTIONS TO PHOTOGRAPHS

All photographs were taken by Ted Hull

Left to Right - Top to Bottom

1. Seen for the first time at one of our Rallies, the Breguet 904 of Guy Hamon. The first prototype of the 904 flew on the 26th May 1956. Guy and Chris Wills are about to fly it. Had we unrestricted airspace and the right weather, this machine would have been capable to some very long distance flights.

2. The newly restored Hungarian Junius 18, designed by Erno Rubik in the early 1950s, as an improvement of his 1944 Futar.

3. The next Hungarian Oldtimer to fly may be this replica CIMBORA, which is being built by Schmidt Lajos and two helpers in the hangar at the old site 1930, of Farkashegy.

4 & 5. In the Transport Museum in Budapest ... the old record breaker. This, in 1933, was the first Hungarian high performance sailplane which held the Hungarian records before Rotter Lajos's Karakan.
The Gyöngyös 33, at present, is the only sailplane on view in the museum.

It was an Igen meleg Magyar Nyar (a very hot Hungarian summer) as one of the Hungarians said, and we certainly agreed with him as we attempted to tighten control cables.

The airfield was the home of the MAV (Hungarian Railways) and CSEPEL (agricultural Aviation) Flying Clubs and their two club houses, with a hundred beds, were most kindly put at our disposal. One end of Csepel became a first class restaurant, while one end of MAV became a first class bar. We should mention here that the MAV aeroclub is one of the oldest in Hungary, being formed in 1930 with three other aero clubs at that time. We must also mention at this stage that the organisation of every aspect of our Rally was excellent and catered for our every need. There were extra showers brought by the Hungarian Army, with a mobile heating unit, and a hangar packing Meister to ensure that all gliders were fitted in to three hangars. There was Imre Mitter as supreme organiser, Eva Simone Avarosy as Briefer in many languages, there was Gabor Fekecs, who translated into English and managed, with many beautiful assistants, the start lines and landing areas. There was Lajos Schmidt who was ready to work on repairs and all the tow pilots who managed to tow us very slowly and well with Wilgas and Gavrons. To all of them we say thank you. If these represent the old, and the new, Hungarian pilots ..... then, we must say that they come from a good school!

The Opening Ceremony. This occurred during the late afternoon of the second day, Sunday, at the monument, a pair of Rubik metal wings erected in an English V for Victory sign, above the old site of Farkashegy in the hills just above our airfield. Farkashegy was the oldest site in Hungary being founded in 1930.

There came the Hungarian public in their hundreds in their Sunday clothes, there came the old pilots, the Newspaper correspondents and there, after the speeches, the VGC's Cow Bell was traditionally rung to signal the start of the Rally. This was followed by a magnificent Air Display.

KATAPULT, the Rally's official journal describes the opening as following:

"July 24th. At the birthplace of the Hungarian Soaring Movement, in the Valley of Farkashegy, gathered the cream of International and Hungarian Oldtimer enthusiasts, to renew their friendship and commitment for the future.

"At the 50 years (of Hungarian Soaring's) Memorial, the Chief Secretary of the Hungarian Aeroclub, Joszef Szepesi, greeted the participants and guests. This was followed by greetings from the President of the International Oldtimer Movement, Chris Wills. Mr. Wills surprised everybody by thanking the hosts in Hungarian for organising the Meeting. After ringing the Cow Bell, he declared the 11th International Oldtimer Rally Open. He also greeted the new participants .... the Belgians and the Austrians. Then followed .... Janos Boros, parachuting from a two seater Bocian, made a perfect spot landing with a wreath, which he placed at the base of the memorial. After this were powerplane aerobatics by Pal Kovaks (solo) and then, with team .... Mihaly Erdos and Gyula Farkas, in formation with Zlin 526 Treners, and then Istvan Matuz wrote silently on the sky the beauty of soaring in an IS-28. Certainly, everyone enjoyed Ferenc Hlacs' powered ultralight productions (demonstration). Until the spectators' eyes searched the valley, where hot air balloons and the Vöcsök made preparations for a demonstration. Shortly afterwards, we saw the VÖCSÖK lifting over the valley from a bungee launch. The pilot was Ferenc Spang."

An impressive fly past was made by a Wilga towing a Gobe two seater with the tow rope carrying a banner, on which was written "Welcome to the 11th Oldtimer Rally". The three hot air balloons did not manage to lift off because the air inside them could not be made sufficiently hotter than the air outside!

"In the evening hours, the celebrations continued in one of the hangars. The Host, General Lajos Kiss, Chief Executive of the MHSZ, gave a friendly welcome to the participants promising all the help he could give for the further development of the Oldtimer Movement and General Aviation as well. He also called attention to the upcoming Aerobatic World Championship and hopes to welcome us all there again.

"On behalf of the Oldtimer Rally, Chris Wills gave thanks for the warm welcome and finished with the well known words written by the most famous Hungarian poet of the 19th Century, Petöfi Sandor (Talpra Magyar ... Up Hungarian!). The beautifully set out food and drink in the hangar was beyond everone's wildest dreams!

"The day's ceremony was closed with a camp fire, where even rain could not spoil the happy mood. Every good thing comes to an end .. and so did this first day too. It was nice."

NOTES. On the Farkas-hegy (Wolf Mountain) we noticed Erno Rubik who had designed no less than 23 types of Hungarian gliders before, and after, the war. He is the Father of the designer of the world

famous cube. Also met was Stefan Bedö, now a journalist, who related how "in his misguided youth", he had flown a Zögling for 1 hour 16 minutes over the Farkashegy slope. We enquired about how strong a wind was needed to slope soar a Zoegling. From another source, we heard that the wind had to be so strong that people were not able to stand up on the slope! It would seem that the first glider to fly from the Farkashegy in 1930 had been a Zögling.

The First Week

KATAPULT continues .....

"The first week of the Rally (until Friday) ended with an unusually hot spell. The Briefing on Monday lasted longer than we expected. This was necessary as most of our guests were not familiar with local rules, topography, etc. It was absolutely imperative to call everybody's attention to the necessity to obey the territorial and altitude limitations, which were a basic requirement set by the high Hungarian authorities. Also the signals and rules concerning winch operations had to be described.

But, every Briefing comes to an end and finally we could start flying. One after another, the beautiful birds appeared on the start line and the result of the 'warm up' was 35 take offs giving a total flying time of 45 hours 04 mins registered by our lovely timekeeper Kathy FARKAS.

During the Tuesday Briefing, Imre Mitter for the first time presented a little gift to the winner of the day ... a nice ceramic plate ... the product of pilot Miklos FEJER, and a bottle of Tokai wine, were awarded to Martin Kanstinger who flew 5 hours 12 minutes on Monday. This was followed by lots of flying. Excellent weather gave us a total of 66 take offs and 74 hours 01 minutes total flying time on this day. The hosts for the evening activities were the Dutch and the Belgian pilots. The guests, after the very good food and drink hardly wanted to finish the evening, but, as another day of good flying was expected, the happy time ended around midnight.

Wednesday. Engelbert Wiebler was awarded a prize for having flown the longest time on the previous day. This was 6 hours 42 minutes. Our meteorologist Valeria Sandor, predicted the end of the good weather. However, her prognosis did not yet come true, and pilots enjoyed still another day of good flying with 77 take offs and 90 hours 6 minutes flown. During the morning we had to say goodbye to our two Swiss Bücker Stars, Max Suter and August Beer, who had to fly home (they had a Bücker Jungmann with a Hirth engine!! CW). During the afternoon, two members of the Committee and the well known German flight archivist Otto Bellinger paid a visit to the famous Hungarian pioneer pilot Lajos Rotter, in hospital, where they presented him with the plaque of the Rally, and wished him, on behalf of everyone, a speedy recovery. Mr. Rotter wished everybody good soaring and a successful Meet. The evening was finished with the French team's soirée followed by lots of cheer and singing.

Thursday. The winner of the previous day was Attil a Ziermann who flew 7 hours 25 minutes. With his lovely decorated Moswey 2 named

"Nadi" after the outstanding Hungarian glider pilot Laszlo Tasnadi who died in a Bucker Jungmann crash in 1942. When Attila took the bottle from Imre Mitter, he was disagreeably surprised to find the beautifully wrapped bottle too light. In fact, it was empty and, amid much laughter, Mitter produced a second bottle, the "real" one and Attila joined the laughing. Erwin Lehmann (Switzerland) received a Happy Birthday Greeting with a real filled up bottle. Valery promised for sure the bad weather for today and, because of this, the briefing lasted a little longer again. But, once again, the Front did not reach us. However, we could feel the hot, humid, air which usually is the first sign of an oncoming front. Even on this hot day (38^{0}) there were some who felt that it must be more pleasant in the air and there were 31 take offs producing 23 hours 42 minutes flying time. One can imagine how, after such a hot day, successful was the Austro-German beer party that evening. To Sleep? Well, perhaps ..... after 2 a.m. ... may be.

Friday. Valery excused herself for the misprediction of the previous day ... but, this time, she had an easier task, as it actually started raining outside during briefing and most pilots left to ensure that their beautiful gliders were put in the hangars. Thursday's winner was again Engelbert Wiebler. He won his prize with a flight of 2 hours 53 minutes. The Briefing was adjourned. Since the weather was not too good for soaring, Chris Wills called together the International Rally Committee for their annual meeting where it was decided to accept the Dutch offer to host 1984's Vintage Glider Rally at Terlet in Holland. The Dutch were well prepared and gave a detailed programme to the President which was distributed among the other countries as well. In the Evening, Chris Wills and the other Englishmen played the roll of hosts very well. Although we have known the many sidedness of Chris, his talent for music was something new to Hungarians. Many of the melodic English songs were sung in different languages. (Chris Wills would like to compliment the British team, and particularly Peter Bourne on their outstanding effort on this evening. Peter Bourne's effort was so prodigeous that the Hungarians said that they were all coming to England to be Roman Catholics!!! Peter's contribution to the Rally as a whole, particularly with his superbly restored Scud, deserves praise. Where would we have been without him? Let us not forget Dave Richardson's work to get it ready.)

We were happy to welcome a nice newcomer, Werner Schleicher, from Poppenhausen/Rhön, who joined the Rally this evening. He gets younger and younger. Somebody greeted him has his ... Werner's ... own son!

Saturday. During the Briefing, no yesterday's winner was declared. However, the Briefing lasted quite a long time. The pilots were given details of the following day's programme at Varpalotapuszta and the special rules and limitations concerning flying at that airfield. In spite of the rather strong wind, the sky became quickly filled with gliders. The total for this day was 124 take offs, giving 113 hours 16 minutes. The day's winner was Peter Petzhold who flew 5 hours 59 minutes. In the afternoon a reception was given to old Hungarian glider pilots. The owners of the four Goeviers participating in the Rally made the friendly gesture of offering their aircraft to former Hungarian Goevier pilots. The first one off ... was Istvan Pogacsas who had created the present

airfield and had been its first airfield manager, with Paul Serries. After the flight, Paul declared .. 'now I know the Gövier's possibilities!' There were so many veteran Hungarian pilots present, that it was possible to notice on the airfield at once no less than three lots of seven generations of instructors!!!! The meeting of the Veteran pilots was coloured by an Oldtimer glider Beauty Contest. This was won with 42 votes by Werner von Arx's Minimoa. Gyorgy Zsombok Timar presented the "Beauty of the Rally" cup, from a Hungarian Newspaper Publishing Company. 2nd came Peter Bourne's Scud 2 ... and 3rd, was Karl Heinz Kellermann's ES.49. (20 votes). Very interesting films were projected after sunset. The first had been shot by Lajos Rotter showing Hungarian soaring during the 1930s. This was followed by Walter Sorg's film of the 9th International Oldtimer Rally at Burg Feuerstein in 1981. This was cheered by the participants.

Sunday morning, the Rally was separated. at 0900 hours, one party flew to Harmashatar-Hegy by aerotow. This was the site where Hungarian performance flying had been born. Many now became aware that the site had been Lajos Rotter's and Frigyes Hefty's discovery in 1933 and had been accepted as a glider field by the FAI after Rotter's 1 hour 30 minutes flight in a Hols der Teufel on 26.12.1933. In excellent weather, the visitors enjoyed the beautiful surroundings, and the good spirit was not even disturbed when Rainer Karch's Dimona had gone lame touching down ... who knows why?.. the landing was not at the T, where the surface was chosen with care. The winch launches and aerotows were coloured at first by the VOCSOK taking off from the top of the mountain by Bungee Cord, and later, by bungee launches just behind the start line. For some, this was their first experience of this ancient method of take off. The most surprising was the Mü 13's flying. Her pilot, after take off, had enough height to turn back and land down wind, up the hill. The other "bungee cord lover", the CUMULUS recalled the old times by demonstrating a couple of correct take offs and landings.

Meanwhile, at the "base", Farkashegy, a busy start line was observed also. After the first week, the "balance" had been favourably closed as regards the total flying time, and the participants' spirit.

Chris Wills writes: concerning Harmashatar-hegy - For some of us it was the grandest moment of the Rally to be able to share with Hungarian pilots the experience of flying over this, their most sacred cross country site, on the occasion of its 50th birthday. The site itself was so beautiful as to leave us overwhelmed, but, even this was eclipsed by the view of the centre of Budapest, with its Parliament Building, the Danube, with all its bridges, and Margaret's Island, which opened up before us in all its grandeur, when we were airborne.

Lajos Rotter and Frigyes Hefty could not have found a better site for bringing gliding to the public of a leading centre of civilization. While we were there, the height limit of 700 metres was lifted to 1,000 metres, especially for us. Harmashatarhegy is on the "climb out" from Budapest Airport. We feel that all those who did not come with us really missed the occasion of a lifetime.

And so the Rally continued, as it had before, for a final few days. It was as if we were brightly coloured gold fish swimming in a bowl

CAPTIONS TO PHOTOGRAPHS

Vintage Glider types attending one of our International Rallies for the first time.

Left to Right - Top to Bottom.

1. The Edmund Schneider ES.49 which has been renovated by the Oldtimer Gliding Club (OSC) Wasserkuppe.
2. Seen for the first time in its original form. The 1932 built Scud 2.
3. The Belgian owned American Schweizer 2-22. This is the only US sailplane in Europe.
4. The Hungarian Junius 18. Designed by Rubik Erno during the late 1940s or early 1950s as a modification of his 1944 Futar. It has just been restored by the central workshops of the air branch of the Civil Defence organisation. The workshop has also just restored a Lepke (Butterfly) Primary.
5. A German registered French Fauvel AV.36 flying wing, which did aerobatics.
6. Franz Havlicek's L-Spatz, with non standard canopy, representing Austria.
7. As No. 6 above.

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amid a beautiful scenery of hills, rocks and trees. On the last day, a task was set .... using as turning points the five points which limited our restricted area. One of these was the old site of Farkashegy, 2nd point was the Janus-hegy, 3rd was Páty, 4th was just NE of Biatorbagy. 5th was the road junction North of Torokbalint. We made the total distance 30 kms.

The winners of this day were Werner Tschorn and Franz Havlicek in Weihe 50 and L-Spatz representing Germany and Austria respectively, who each turned the course 4½ times = 135 kms. Young Sikko Jan Vermeer turned the course 4 times in a Prefect! = 120 kms. We found the weather not good. At first, it was scarcely possible to remain airborne over the slope. In spite of the light wind, staying up over the slope was only possible with help from rare and low thermals. During the late morning, thermals gave us enough height to reach the Janus-hegy, which is a small castle on a hill above Budapest, and was one of the stops for the Pioneers' railway. The Janus-Hegy was often reached well below its top, and, on one occasion, the Pioneers' Train was actually coming the other way! Although it was not into wind, the slope above Budakeszi did produce thermals and it was possible to climb up over the trees beside the Janus-hegy. While this kind of gliding recalled the old days one sometimes wondered whether one should now be doing it with vintage gliders, especially as the two possible landing fields seemed rather far off. One also hoped that the slope would help one return to the site which was not far away. One felt that this task might have been more suitable set on one of the previous days of better lift. During two rotations of the course, thermals finally


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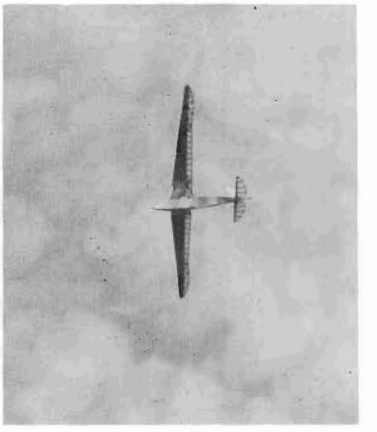


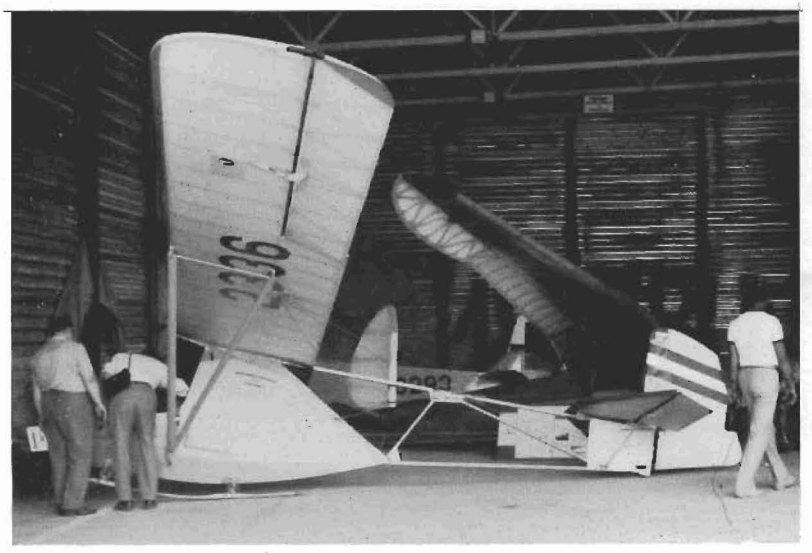











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CAPTIONS TO PHOTOGRAPHS

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1. Peter Bourne Centre and Colin Anson. Before Peter's first flight in the Scud at the 11th International Rally.

2. Last Briefing before the Scud's first take off at Badakeszi Bia. The old site (Hungary's oldest - in 1930) of Farkashegy is behind the hill to the Left of the Scud's rudder. The silvered light bulb for all round vision can be seen.

3. A 230 hp PZL Gavron, which is a Polish modified, with swept back wings and wing and plates, of the Russion Jak. These, and 230 hp PZL Wilgas were our only towplanes, but they, and their pilots, managed very well.

4. The Swiss 1937 Spalinger S.19, having its undercarriage installed.

5. It flies! As the Scud passed overhead during its first flight in Hungary, cheering and clapping broke out from the assembled multitude.

6. The Vöcsök, Scud 2 and Ernst Walter's Mü 13d in the hangar at our "base".

7. Now there are two! Whereas, last year there had been one. The Renard family's two Bouviers de Flandres - Twin and Olympia.

8. Heros from the old days. Hungarian glider pilots from 1940. Schmidt Lajos can be seen in the centre of the rear rank.

9. The start point in the heat at the end of the first week. Left is Maurice Renard. Next to him, with rope, is Csillag Sandor, the Chief Instructor of the site.

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took one to over 3,000 ft above the Janushegy, and from this height, a glide was made cross wind to Páty, 12 kms away. During this glide, out, there was almost never any regular lift. Páty finally caused the downfall of Bernard Meyer's Weihe and C. Wills in his Rhönbussard. Both landed in a magnificent cut corn field. C. Wills was most enthusiastically welcomed by Hungarian children with loud shouts of Bravo, Hurah, Hurah!!! and Remek (magnificent!). Not only the Weihe team but Imre Mitter and his son were there, who said that if this went on, the field would become known as the Páty repülötere (airfield). They transported Chris back to the "base" so that he could fetch his trailer. With full assistance, from Hungarian children, the Bussard was derigged in 25 minutes.

During the final night, there was the Hungarian Evening. The final speeches went on for over an hour as they had to be translated into four languages. Prizes were given. Mr. Joszef Szepesi said that we had made a very good impression on him and that he would do

everything possible to assist the vintage gliding movement, especially in Hungary. Food and drink was to be had in large quantities. Then the evening broke into music with an old flying song from Hungary, played on an organ. Finally, there was dancing to music from the organ. It did not seem possible that the 11th International Vintage Glider Rally was ending and the realisation did not reach many of us until next morning. It had been a grand experience.

The Airspace Restrictions. The height restriction of 1,500 m. above the site and a flying area, which amounted to little more than local soaring, took us by surprise. Quite clearly, these restrictions were dictated by higher authority as the only criteria in which they would allow the Rally to be held, as late as last January. Imre Mitter had told us last year that we would have unlimited airspace over Hungary. Most of us realised that there would be some restriction, due to us being so close to Budapest and its international airport. Had our members been told of these restrictions before they went to Hungary, some of them, who did in fact, enjoy themselves, might not have come. We are sorry if one team felt it could not fly under these conditions. However, we are sure that most of us had the "time of our lives". The Hungarian glider pilots and the people, the beautiful scenery, and cheap living ... and Budapest ... one of the most beautiful cities on earth. We were also so glad that we were allowd to come to Hungary to see the "other world". We feel that our visit has been instrumental in the founding of a strong and most exciting Hungarian vintage gliding movement. We wish to warmly thank the organisers and the authorities for their fine efforts.

Sponsors of the 11th International Rally

Host - General KISS Lajos. Cheif Executive of MHSZ. (Hungarian Aero Club)

BARDOSI Ferenc

FARKAS Endre

FARKAS Laszlo Foig - MALEV. FAZEKAS Joszef - MALEV

JAHODA Lajos

KATONA Istvan

KOVAGS Bela

Dr. POLINSZKY Karoly

RONAI Rudolf

RODONYI Karoly

RUBIK Erno - Glider Designer

SAROSPATAKI Zoltan

Dr. SZUNYOGH Karoly

Organisers of the 11th International Rally

SZEPESI Joszef	Leader of the Organisation. Responsible to the Hungarian Aero Club for the conduct of the Rally.
MITTER Imre	Deputy Chief Organiser.
CSANADI Norbert	Flight Programmes.
NEMES Sandor	Airfield Commander.
CSILLAG Sandor	Chief of Flights.
KILIAN Istvan	Business Executive.
BARGS Laszlo	MAV Aero Club Host.
ERDFALVI Janos	CSEPEL Aeroclub Host
ESZTERGOMI Joszef	Lodgings Organiser
SIMONE AVAROSY Eve	Responsible for production of 'KATAPULT' and for Translations
FEKECS Gabor	" " " " " "
HORVATH Maria	" " " " " "
DoLEVIGENYI Ferenc	" " " " " "
ZSILLE Peter	Excursions
Dr. CSENGODY Joszef	Doctor
VARHEGYI Aladar	Hangar Packing and Unpacking. Hangarmesternek.
SCHMIDT Lajos	Repairs to gliders

To them all we say THANK YOU FOR A FINE RALLY. YOU WERE AN EXCELLENT TEAM. To Aladar, who was always there to unpack, and pack the hangar, we say sorry that we could not always understand him. We will try to do better next time!

A record 630 hours were flown. There were no accidents. The 11th International Rally will have been one to remember.

Gliders seen for the First Time at one of our Rallies

From Germany

The ES.49. As can be read in the information in this Newsletter concerning the Wasserkuppe Oldtimer Club (OSC), this was the 3rd of 10 ES.49s built from a 1949 design by Edmund Schneider. As Edmund Schneider was working on it in 1949 one assumes that he was working on it illegally, as no gliding of any sort was allowed in Germany until 1951. The type was the first two-seater designed in Germany after the war. This one was built in 1952. D-5069 has been most painstakingly and elegantly restored by the Wasserkuppe members who were led by an old craftsman. We understand that it is rather heavy on the controls (ailerons?). If the OSC Wasserkuppe's future restorations are as good as this one, they will be a most important contribution to our movement. One other ES.49 is flying in South Australia and was for sale last winter (in Europe).

The Zugvogel 1. This was the first high performance design by Egon Scheibe after the war and has an NACA laminar wing profile. The performance was supposed to be comparable with that of a Skylark 3. The first one broke up over Camphill (in cloud?) during the 1954 World Championships and its Austrian pilot was killed. The second one is also believed to have crashed. This one is the 3rd prototype and it was flown to victory in the 1955 German National Championships at Oerlinghausen by Hanna Reitsch. If the first two prototypes were not strong enough, this one obviously is because it has lasted so long. The Mk. 3 has a 17m wing span and a max L:D of 1:35. There is no reason to expect that the Zugvogel 1's performance is inferior to that of the Zugvogel 3. The Zugvogel 1 is in excellent condition.

Hungary

The Junius 18. (The significance of the name June 18th has so far escaped us.) This is a development of the 1944 Rubic design, R.22 "Futar", built during the early 1950s. It is also called R.22, but we could not recognise much of the "Futar" in it. The aircraft looked fast and was possibly aerobatic. It has some important distance flights to its credit. (Legenyei Lajos ... HHH-Szaszvaros (Roumania) 380 kns- distance record).

The Junius 18 belongs to the Civil Defence Association and was restored at Budaörs at the Central Workshop of the above Assn. It seems to be a fine airworthy job, painted in red and yellow. Also restored at the above workshop and now with a C of A, is a Lepke (Butterfly) Primary. At the time of the Rally, it still was not cleared as airworthy. It, the Vöcsök (Grebe) Replica, and the Junius 18, represent the first three gliders of the Hungarian Oldtimer Club. Junius 18's span is 18m (?), Max. L/D : 1:32. Futar's span = 15.8 m but max L/D = 1:33.

France

Breguet 904. 15 of these 20 metre 2-seaters were built, the first one flying first on 26th May 1956. We feel that at the time it must have been the best sailplane in the world. With its NACA 63 (the same as that of the Zugvogel) series wing section the French claim a max. L:D of 1:33 for it, and a max. L:D for the 17.32m span single seat Breguet 901 (of 19 54) as 1:36. We cannot believe that the Breguet 904 did not have a higher performance than the smaller 901. As the French claim a max. L:D of only 1:22.2 for the Weihe, which the Germans and British found in practise was better than 1:29 (and the Americans 1:31), we cannot understand how the French got such low performance figures and we suggest that the L:D of the 904 was as good as those of some fibre glass gliders (and better than that of the 901). Whatever the truth is, this sailplane is now very rare and we congratulate Guy Hamon on managing to get this one airworthy. The bringing of such a large, heavy glider to Hungary was a tour de force!

Belgium

Schweizer 2-22. This is an American two-seater trainer built in great numbers by the firm of Schweizer in the USA after the war. It is the only American built glider in Europe. The height of the steel tube fuselage above the ground has to be seen to be believed. It is kept in very good condition.

Britain

The Scud 2. This has been seen at our Rallies before but never in its present condition. After its restoration by Peter Bourne and Dave Richardson we feel that it brought more of the original 1930s atmosphere to our Rally than any other glider. It made a tremendous impression on everyone, both in the air, where it was often seen soaring at 4,000 ft., and on the ground. Peter Bourne is to be congratulated on producing an authentic Scud 2 in early 1930s style. It seemed to fly as well as it looked and was towed off behind Wilgas and Gavrons with no problems.

Austria

L-Spatz. This is the high performance (L - stands for Leistungs) version of the first single seat sailplane offered for sale in Germany after the war, in 1951. Its price then was 4,500 DM or £450. The 1951 Spatz had only a 13.2 metre span, for which a max L:D of 1:29 was claimed ... but of course this was impossible. We believe that the 15 m. version came out in 1953. The designer was of course Egon Scheibe of Munich, designer and builder of the well known Mü 13 series. As one would expect from the designer of such a stable, the L-Spatz is an extremely practical ... i.e. easy to rig and cheap to buy ... with a good performance, little sailplane. 500 km distance flights have been carried out in Spatz's. The L-Spatz 55 has a high wing, but the one with us in Hungary had the earlier shoulder wing. It was in extremely good condition and had a rather unstandard cockpit canopy.

Entry List. 11th International Vintage Rally.
Farkashegy-Budakeszi Airfield, Nr. Budapest, Hungary.
23rd July - 3rd August 1983.

Gt. Britain

C. P. Wills Colin Anson Lou Rotter Alan Costick	BGA 337 BGA 1376	Rhönbussard T.31
Peter Moran G-ALRH	BGA 629	Eon Baby
Thoby Fisher Peter Bourne	BGA 2080 BGA 231	Meise Scud 2

Switzerland

Werner von Arx	HB-282	Minimoa
Jurg Derendinger Erwin Lehmann	HB-373	Moswey 3
Attila Ziermann	HB-309	Moswey 2A
Jost Frei	HB-530	Weihe 50
Willi Schwarzenbach	HB-411	Spalinger S.18
Hansueli Renz	HB-225	Spalinger S.19
Peter Egger	HB-458	Spalinger S.18 III

CAPTIONS TO PHOTOGRAPHS

Personalities at the 11th International Rally

Left to Right - Top to Bottom.

1. Takacs Laszlo before a flight in the T.31. He is a very keen Hungarian Oldtimer enthusiast, who has a Pilis, at home in his garage, awaiting restoration.

2. Schmidt Lajos, who built the VÖCSÖK, and is now building the CIMBORA two seater. One can almost say that without him there would be no Hungarian vintage sailplanes flying.

3. Louis Rotter, whose Father LAJOS founded the most famous Hungarian cross country gliding site of Harmashatar-hegy together with Hefty Frigyes, in 1933. LAJOS, who carried out the great 360 kms flight in the NEMERE from Berlin to Kiel, in 1936, is dangerously ill in a Budapest hospital. It was appropriate that Louis was the first to arrive, in Thoby Fisher's Meise, to open the day's proceedings at HHH.

4. Ted Hull and FECECS Gabor talking together in the Budapest wild animal park. Gabor, who is an old Hungarian glider pilot, could not have done more to help the British team with translations. He also ran the Start and Landing points, as well as helping to organize the journal KATAPULT, which described the Rally in three editions, day by day.

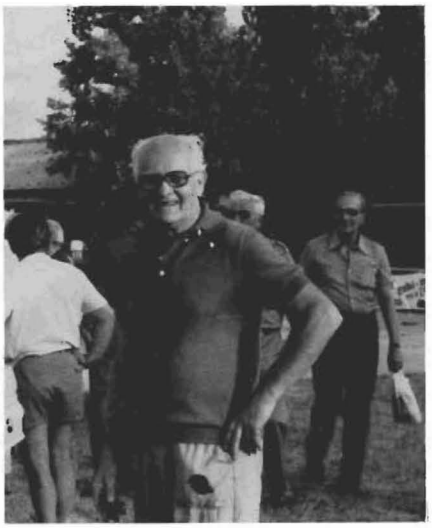
5. Werner Schleicher, Alexander's son, talks to Rainer Karch. Werner flew the Rhönbussard which his father's firm had built, together with 220 others, in 1937.

6. Some of the French team at rest.

7. Simo Avarosy Eva, who was our Chief Briefer in many languages, editor and writer of KATAPULT, and who is now foreign language representative of the new Hungarian Vintage Gliding Club, with unexpected but very welcome guest, Wolfgang Späte, very famous prewar Wasserkuppe competition pilot ... winner of the 1938 Rhön Contest ... Wartime fighter pilot and commander of Jg 400 ... the ME 163 Rocket fighters ... and C. Wills. Wolfgang Späte and his wife visited Rotter Lajos in hospital.

8. Wolfgang Späte and Mitter Imre, President of the new Hungarian Vintage Glider Club. Wolfgan Späte's book is now for sale (in German) on the ME 163 Komet.









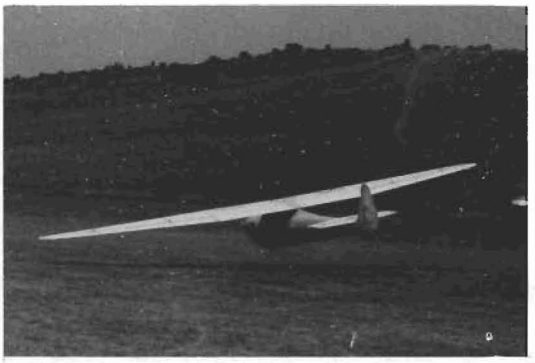






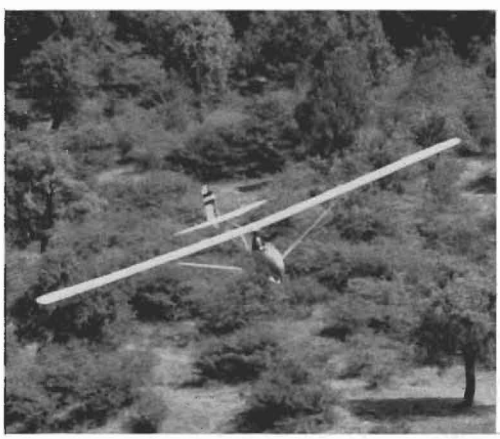







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CAPTIONS TO PHOTOGRAPHS

Dedicated to HARMASHATARHEGY (HHH) on its 50th Birthday.

All photos were taken by Ted Hull.

Left to Right - Top to Bottom.

1. Budapest - City of Dreams! On the far left, above the bridge, can be seen Margit Sziget (Margaret's Island). The Dome on the Right is the Parliament Building. The site of HHH was 3 kms to the Left of Margaret's Island. The view of Budapest which opened up before pilots flying from the site can be imagined. They will never forget it.
2. The Rhönbussard, flown by Chris Wills, takes off at HHH. The old hangar, which still contains old gliders, must be somewhere above on the slope.
3. The Vöcsök, a holy bird at a holy site, turns in for the approach down a valley between two hills.
4. Dave Richardson, who worked so hard to restore the Scud in time, takes the Scud out at HHH.
5. The Vöcsök low on the slope at HHH. The photos were taken from the hill above it.
6. "The Last of the Summer Wine!?" Ted Hull, Willi Schwarzenbach (VGC Founder Swiss member), Klaus Heyn (Göppingen Collection), and Otto Bellinger, an important German gliding historian on one of the hills above HHH.
7. The Austrian L-Spatz (Franz Havlicek) approaching over the trees at HHH.

Entry List (Cont.)

France

Alain Basuyans Jean Philipe Norberti Frederic Deboes	F-CRBI	Castel 301S
Maurice Renard Jean Pierre Cruba	F-CRFU	Nord 1300 (GB-2B)
Didier Fulchiron	F-CRGN	Nord 1300
Marc Bourdon		Cauldron C.800
Guy Hamon Dominique Gatard Jean Luc Delbera Danielle Jouen	F-CCFR	Breguet 904

Austria

Franz Havlicek	OE-0362	L. Spatz
Alfred Stickelberger	OE-0288	Grunau Baby 2B

Germany

Karlheinz Kellerman Josef Kurz Helmut Bolz	D-5069	ES.49	
Christian Kroll Gunther Frey Walter Sorg	D-6059	Cumulus 3F	
Peter Wenning Otto Bellinger	D-0117	Grunau Baby 2B Nord 1300	1946 French
Jorg Ziller	D-1420	Meise	
Hans Geog Mayer	D-8239	Weihe 50	
Erich von Hovel Gerhard Gottstein Hermann Farnung	D-7215	Grunau Baby 2B	
Karlheinz Kerkhoff Dieter Kerkhoff	D-6224	Grunau Baby 3	
Werner Tschorn	D-7080	Weihe 50	
Heinz Nierholz	D-8876	Mü 13d-3	
Peter Petzhold Engelbert Wiebler Martin Kanstinger	D-8873	Zugvogel 1	
P. Burwitz	HB-530	Weihe 50	
Paul Serries Rainer Willeke Sepp Koenig	D-1163	Minimoa	
Sven Poga Wilfied Reuter	D-1080	Goevier 2	
Adolf Zoeller Ruth Zoeller Kormendi Kalman	D-8564	Libelle L-10	
Ernst Walter Martin Pleizier	D-6293	Mu 13d	

Hungary

	HA-2336	Vöcsök
	HA-4133	Junius 18

Belgium

Jan Leyssens Desiree Quaehagens	OO-DAC	Schweizer 2-22

Holland

J. Wisselink	OO-ZUW	Goevier 3
Jan Vermeer	PH-192	Prefect
Martin Louwinger	PH-207	Goevier 3
Johannes Förster	PH-206	Goevier 3
Neelco Osinga	PH-214	Grunau Baby 2B

Hors Concours

Rainer Karch	D-KDIM	Dimona
August Beer Max Suter	HB-UUT	Bücker Jangmann (Hirth motor)

LATE HUNGARIAN NEWS

Because of the great success of our International Rally, the Hungarian authorities were so impressed with us that they have decided to give full support to the creation of a vintage Gliding Movement in Hungary. All gliding clubs are to be encouraged to restore any old gliders that they might have and to build replicas.

A Committee has been formed to serve the vintage glider revival. Imre Mitter is its President, and Eva Simo Avarosy will be dealing with International communications. The Committee will be answerable directly to Mr. Josef Szepesi, who is the Secretaty General of the Hungarian Aero Club which, in turn, is member of the FAI. At the same time, Mr. Szepesi is head of the Aviation Dept. of the Hungarian Civil Defence Assn. The Dept. controls the Aero Clubs as regards flying, instructional safety and technical standards, maintains many of the airfields, supplies the clubs with training aircraft, repairing facilities, spare parts, etc.

The Vintage Glider Committee will be responsible for formulating conditions of airworthiness, International Contacts, organisation of National Rallies and the participation in International Rallies, etc., etc.

It is also very possible that Vintage Gliders in the West could be restored in Hungary for 30% of the cost of having them restored in the West. The Moswey 2a, belonging to Attila Ziermann, has already been restored there.

Anybody wishing for contact with the Hungarian Vintage Gliding Movement should write to:

Mrs. Eva Simo Avarosy, XIII Szent Istvan Park 6.V.1., Budapest, H-1137, Hungary.

Future Stars

At present old gliders have been restored by: 1) The Central Repair Workshop of the Civil Defence Ass. at Budaörs. This Workshop has already finished the Junius 18 and Lepke (Butterfly) Primary.

Istvan Kilian is Deputy Director of the Agricultural Aviation Ass. and this organisation is sponsoring the 2nd Vintage Aircraft Facility .... the workshop in the hangar at the old gliding site at Farkashegy. This workshop is led by our old friend Lajos Schmidt who, now retired, seems to be getting younger every year ... such are the joys of aircraft restoration! Lajos, with two helpers, was responsible for the building of the Vöcsök (Grebe) primary glider replica which has flown at our last three Rallies. They are now working on the very intricate replica of a Cimbora two-seater. All parts are made and assembly of the fuselage has started. All our members were able to inspect the beautiful, clean, work. Lajos told us that all the difficult work has been done. From now on it will be down hill. Other old aeroplanes and gliders are in the workshop, and it is hoped that this workshop will be able to take on repairs and restorations from the West ... in order to bring more hard currency in to Hungary. A Pilis intermediate, high performance, sailplane was seen in the garage at the home of Laszlo Takacs. This did not seem in bad condition, and so we hope that both Pilis and Cimbora (Best Friend) will fly next year.

A future Replica project will be the construction of an M.22. Whereas all the previous restorations were designed by Erno Rubik, the M.22 was designed by Jancso and Szokolai. The M.22 was not only very aerobatic but had a good performance as well. The type is best known to British readers as the one in which Group Captain Mole carried out 147 consecutive loops during the war in Egypt. (This was the looping record and, almost certainly, it has never been beaten). Mole, who spoke very highly of the aircraft's aerobatic and soaring qualitites, also executed a Bunt in it. This impressed the RAF very much in Egypt for, at that time, they had no powered aircraft in service in the RAF which could carry out such a manoeuvre. The M.22 and two aeroplanes had been sent to King Farouk of Egypt before the war.

There are as many as 20 old gliders being kept for a new Aviation Hall in the Budapest Transport Museum. We sincerely hope that they won't have room for them all, and that the Hungarian Vintage Movement will be able to fly some of them. In particular, we hope and pray that they will be allowed to get the prototype Futar airworthy. We know that this exists and is not in bad condition. No other Futars survive.

BRITISH NEWS

The outstandingly good news is that David Jones' King Kite has successfully flown. Indications are that it is very good, and that only minor alterations will have to be made to rudder pedals and aileron bearings during the winter, before the aircraft will have a great and glorious future. We congratulate David for having successfully completed 3½ years of work within the narrow confines of his Coventry living room! He is now learning to weld so that he can build a trailer for it. We believe that the King Kite and Rhönsperber are among the greatest restorations ever carried out, and certainly by VGC members.

King Kites have not existed for more than 30 years. The first, of the three prototype King Kites built was destroyed by spinning in, immediately after a bungee launch, which was the first launch of a British Glider during the 1937 International Contest at the Wasserkuppe. The second King Kite broke up over the Long Mynd in 1946. The third King Kite was in military (ATC) service at Detling until about 1951, when it was taken out of commission through glue failure.

While mentioning gliders built at home, let us again remember the Grunau Baby 2A, BGA 277, that was built in a Leeds bedroom in 1936. Martin Simons in Adelaide - Australia sends us the information that he can remember rigging it during 1945/6. At that time its wings were still in four parts, the outer sections being bolted on outboard of the wing struts. The two piece wings were permanently bolted together, and the gaps between them faired over during an overhaul by Martin Hearn in, he thinks, about 1947. At that time, it was named "Black Diamond", its colours being .... clear doped fabric surfaces, orange plywood with black trim along the corners of the fuselage at the front, and a large black diamond motif on the nose, under the cockpit, with the name in block letters under it. The "Black Diamond" lives on in BGA 277, but if the truth be known only its fittings survive, for the rest has been rebuilt in every detail by John Smoker and partners, which was another magnificent achievement by VGC members.

Another Hütter H17a. We have recently heard news that an old gentleman in Lancashire is building an H.17a at home. It is becoming clear that the showing of the two H.17a's at Lasham during the last two years is going to encourage many people to build them. It seems also that sets of plans for this aircraft must exist not only in Britain but also in America and Australia, as well as Austria and Germany.

The Hütter H.17a, BGA 2847 (ex - PH-269). This little aircraft, which was originally built during 1958 in Holland and was restored by Bim Molineux in Kenya, was brought to England during September 1982. It has since been flown by experienced pilots at Wycombe Air Park and Lasham, and not one of them could fault its outstanding flying qualities. C. Wills flew it during the second half of the Lasham Rally in August. Not only was he able to outclimb almost all other gliders, ancient and modern, but he was unable to stall it in level flight (possibly because he weighs over 180 lbs ... it weighs only 205 lbs!). BGA 2847 got among the best car launches ... to the greatest heights, obtained by any other glider. Not only this, but it was often flown in the most turbulent lift in the smoke from burning fields of stubble. At times, the Hütter was thrown out of the lift, almost on its beam ends, with no speed. During all this, and much more, no bad flying qualities were ever experienced. A field landing was also carried out. Severe side slips (because of there being no airbrakes or spoilers) have no ill effect. There seemed no likelihood of a spin even from a steep turn ... but no spin test was carried out. It was thought that it would take an exceptionally bad pilot to get it in to spin.

The only abnormality experienced was the need for someone to depress the fin with both hands during take off to stop the little aircraft pitching forward, and then backwards, violently, because of the ultra short fuselage length.

We think that it, and the Mü 13d, are the two most practical old gliders ever designed, that we have had the good fortune to experience, and we feel that more Hütters should exist. It is a glider that is so light that two people can carry it about on the airfield. Whereas it does undoubtedly lack penetration, its gliding angle can seem remarkably good when there is a slight tail wind, or no wind at all. We feel that everyone should own an H.17, to experience the real joys of flying!

The Drone G-AEXU. We are glad to announce that Mike Beach has bought this last existent De Luxe version Drone, and one of the two last Drones existing, from Group Captain MacDonald at Wycombe Air Park. The De Luxe means that it is the more expensive Carden Ford version. It is in pretty good shape and should be flying by next year, certified as a motorglider by the BGA. With it are a great number of drawings and details in Robert Kronfeld's own writing, which is exceptionally interesting. It is now in the newly forming Brooklands Museum on loan.

Mike Beach is now a trustee of this new museum with a brief to formulate collecting policy and to organise limited flying displays. He was staggered to see some early film showing a glider being towed off the race track by a car, probably in about 1932 as the glider appeared to be a BAC 7 Mk. 2 (it flies through a bridge and loses a wing!). Mike asks urgently whether any of our members know of any

CAPTIONS FOR PHOTOGRAPHS

Left to Right - Top to Bottom

1. At Harmashatarhegy (HHH). The Belgian Goevier 3 seems to be about to devour some Hungarian children.
2. Peter Bourne was in church during the morning. This was him, and his Scud during the afternoon over HHH ... at at least 3,000 ft. with all Budapest before him!
3. Part of the Pioneers' train (not as seen by the pilot of the Rhönbussard), which ran up and among the Buda hills.
4. HHH. The line up, looking towards Budapest which is behind the hill.
5. The tower on the Janus-Hegy, which was a turning point during the task on the last day but one. Not as photographed by the pilot of the Rhönbussard (Aerial photography was not allowed) but it almost might have been, on more than one occasion!
6. Upper.. A scene at the "base". The MAV Clubhouse under the N.1300 wing with outdoor cafe before it. Right ... the hangar reserved (with two others) for the aircraft of the 11th International Rally.
7. Lower.. Everything airborne! Now the towplanes can rest. A scene from our airfield with vintage undercarriages to the fore.

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vintage glider activity at Brooklands and would be very pleased to receive details, photos of it, and dates. Mike says that this is very important and urgent!

G-AEKU seems rather heavy but, if it can be got successfully to fly, it will mean that two of our members, Mike Beach and Mike Russell (who has G-AEDB) have airworthy the last examples of a motorglider that, as the "Planette", have their origins far before 1935. We must mention that Michael Maufe has a third but we are not yet clear whether it is to be rebuilt as a BAC 7 2-seater glider or as a "Planette". The former originates from 1931 ... the latter ... from the autumn of 1932!

A Vintage Gliding Club. Keith Emslie has sent details of the Blackpool & Fylde Club's fleet, which appears to consist of many old gliders. We do not know whether this is for economic reasons, a sign of the times ... or what. Anyway, we hope that they bring light in to the gloom of the depression! The fleet consists of: Veteran ..... Kite 1 ... BGA 251 ... bought by Bob Boyd from Ray Steward.

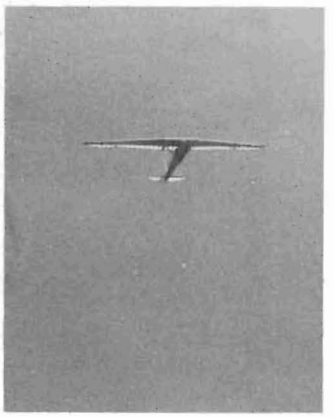
Vintage (1945-1954) (Goettingen Aerofoils)

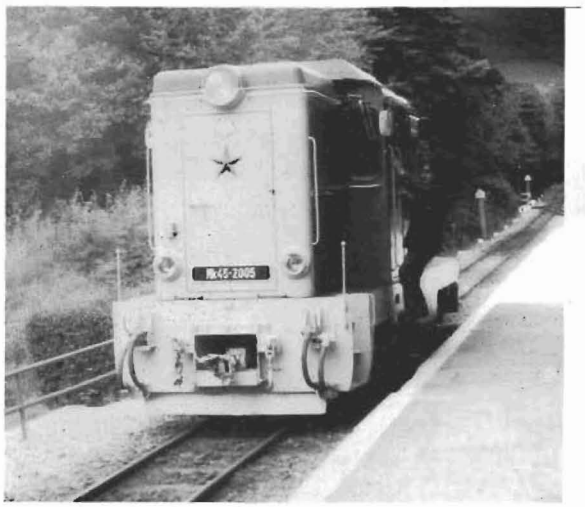
Eon Baby... BGA 629; Eon Olympia .. BGA 1056; Eon Olympia; T.8 Tutor; T.21b .. BGA 948; T.21b; Rhönlerche .. BGA 1781.

Veteran Replica being constructed..

Slingsby T.15. Gull 3 (the sole prototype flew in 1940 and may well have been the best Slingsby glider produced to that time). The

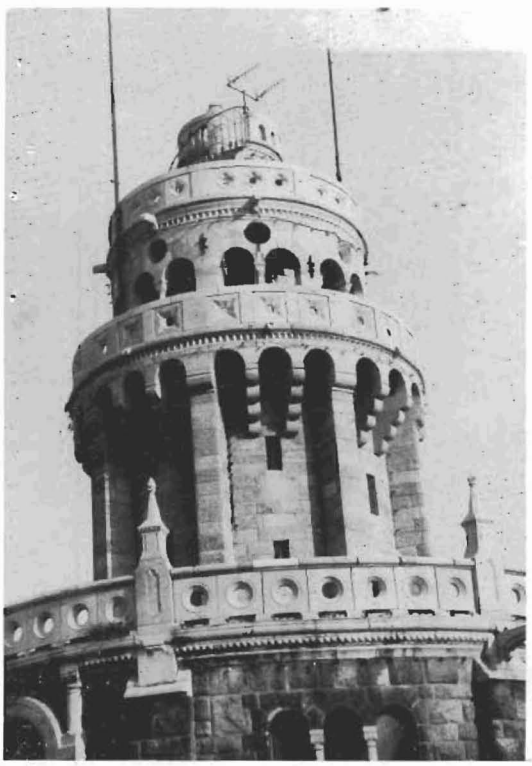

OE-03







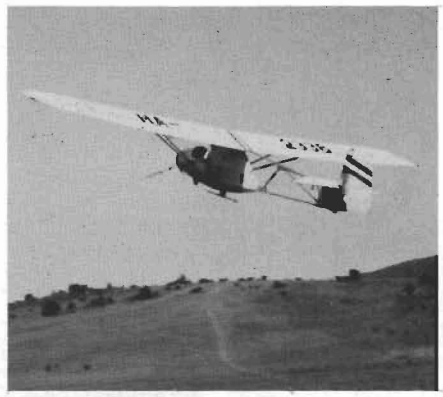

KÖSZÖNTJÜK A





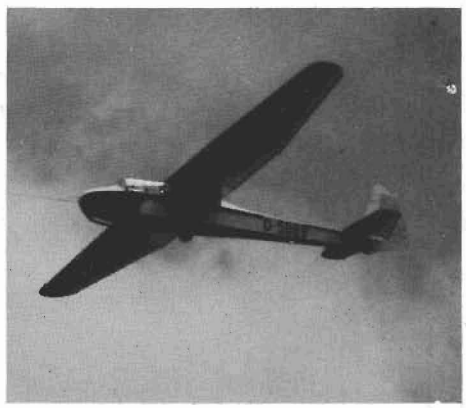

A 11. OLD-TIMER RALLY RÉSZTVEVŐIT






D-1080


Hädi



CAPTIONS TO PHOTOGRAPHS

All photographs taken by Ted Hull

Left to Right - Top to Bottom.

1. The 1937 Swiss Spalinger S.19, owned by Hugo Roth and partners, before the hangar at Budakeszi/Farkashegy Bia, our Repülőtere (airfield).
2. Peter Bourne takes his Scud 2 out to the start, during our one day visit to HHH. The Scud was the oldest (1932 built) sailplane taking part in our Rally. Photo by Imre Mitter.
3. The replica Hungarian Vöcsök, (1937) taking off at HHH.
4. The oldest Goevier, that of the Münster Mafia, being retrieved at Farkashegy Bia. This aircraft was built as a Goevier 2 by members of a German Gliding club in 1949/50. Ursula Dreskornfeld can be seen on the left.
5. A very Hungarian Swiss Moswey 2a. This aircraft, as can be seen from the decoration, was restored in Hungary. It belongs to Attila Ziermann who now lives in Switzerland. Nadi is the shortened form of Tasnadi Laszlo who, a brilliant Hungarian glider pilot, was killed in a Bücker Jungmann in 1942.
6. The recently restored Edmund Schneider ES.49 of the OSC Wasserkuppe in flight.

A HUNGARIAN/GERMAN EVENT

We are very glad to report the marriage of Sabine and Jenő Novak at the church at Tihany on Lake Balaton on 24th September. Everyone who was at our last two International Rallies will know them.

We send them our warmest regards and best wishes for the future.

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original still exists at St. Mary's Farm, Deddington, Oxon.

Classic (1955-1969 NACA aerofoils)

Two Ka 13s; two Swallows; four Skylarks; 2 Fauvettes; 2 Pilatus B.4s; Eon 463; K6E; Dart 17R; M.1000S.

Modern (1970 on Wortmann or Eppler Profiles)

Two SD 3s; IS 29.

We were very glad to see Bob Boyd and his Kite 1, BGA 251, at this year's Rendez Vous Rally at Lasham. It was the first time that we have seen him, and that Kite 1, at one of our Rallies and we hope that they will come again.

The Great Sale

During September, the first batch of ATC Aircraft were offered for tender at RAF St. Athans .. South Wales. This consisted of three T.31s (Cadet MK.3s), two T.21bs and 1 Swallow. All of the aircraft were in the process of being repaired after accidents, when the RAF carpenters were ordered to stop work on them. Two of the T.31s just needed fabric covering. The 3rd still needed some woodwork doing to one wing trailing edge and the tailplane, because a winch cable had been dropped on the aircraft. An instructor had badly broken the Swallow's nose during an out-landing. However, this was almost repaired. The cockpit just needed fitting out... i.e. torque tube and rudder pedals needed installing. Torque tube and cockpit canopy had been obtained new from Slingsbys. Only rudder pedal adjustment fitting and skid mounting fittings were missing. Of the two T.21s, one had damage to its nose. This still needed skinning underneath and repairs to the instrument panel bulkhead, and a complete inspection. The other T.21 had no mark on it. It had been overstressed during a tail slide, and needed a major inspection.

We understand that some of our Dutch members were making offers for two T.31s and perhaps the Swallow?

This was only the sale of the damaged aircraft. We believe that there will be some delay before the airworthy aircraft are sold.

A Grunau Baby 3 in Northern Ireland

This is complete, except for fabric. It is being restored by Alan Sands, Garvaghy, Banbridge, Co. Down, BT32 3SZ, N. Ireland. Tel: (023 855) 407. We hope to publish a photograph of this aircraft in our Newsletter soon.

FRENCH NEWS

We were very glad that so many of our French members were able to come to Hungary. There, among us, were Castel 301S, Nord 1300, Caudron C.800 and Breguet 904. In fact, there were even two Nord 1300s. Also, we noticed a German-flown AV.36 Fauvel flying wing. We hope that the French team enjoyed themselves as much as we did. There was no SG. 38 with them this time but we hope that it still exists. It is of an SG.38 that we have our first bit of French news.

Mr. Eugene De Velder (of Herzogenwijnyaard 22, B-300 Leuven, Belgium) reports that there is another one on the small airfield of St. Malo, France, but it only has one wing. Its registration is: F-LFEO. We hope that it may also be of interest to a member of Dédale.

Christian Ravel, of the Angers Collection, writes that his Breguet 904, No. 4, F-CCFN, has started flying again, after coming through its major inspection on the 30th June '83. The Fauvel AV.36, No. 3 is still having its major inspection. Christian apologizes that, because of his work, he could not come to Lasham to take part in the Rendez Vous Rally with an aircraft. We thank him for sending us some wonderful photographs of gliding in the Angers region during the early 1930s.

La Montagne Noire is to be opened for soaring again. This French National Centre, founded in 1930 on recommendation from Robert Kronfeld, was closed some years ago with other French National Centres because of lack of Government Funds. It seems that the nearby town of Revel is to reopen it as part of a drive to make the whole area a Sports' Centre. The Centre's buildings and staff are still there, and glider pilots are being invited with their aircraft to bring the centre to life again. We well remember La Montagne Noire as being the venue of our International Rally last year.

GERMAN NEWS

Oldtimer Segelflug Club Wasserkuppe Rhön e.V.

Allow us to introduce ourselves:

On the Wasserkuppe, the birth place of gliding, a number of admirers of old gliders and sailplanes gathered on 10th June 1982 and formed The Wasserkuppe Oldtimer Gliding Club.

The Club was formed not just to foster the traditions by collecting old photographs, but to rebuild old gliders, and to build replicas of early designs, which in their own time have inspired thousands all over the world to take up our wonderful pastime.

Because of structural considerations, like glue failure, etc., it is not always possible to make old craft airworthy. The Wasserkuppe Oldtimer Club's aim is to build some replicas as close copies of the original kites as possible and seeks the help of all enthusiasts in any way they can give support: technical, financial or just being a club member. Membership is open for anybody who wants to join.

One of the first gliders rebuilt by the Club is an ES 49. It took 2800 manhours, and was completed at the end of June 1983. She received her Certificate of Airworthiness on 13th July 1983, which made it possible to bring her to the Farkashegy Rally.

This twinseater was built by Edmund SCHNEIDER in 1949 and 'ES' represents his initials. Schneider was a joint partner with Wolf HIRTH in 1932 in the design and building of the GRUNAU BABY. After the Second World War, Schneider built the Grunau Baby II, and a

little later the Baby III, with longer fuselage and larger rudder. The ES 49 is not unlike the Baby family. Schneider then moved to live in Australia but returned to Nabern, in Germany, to build the ES 61 with Wolf Hirth, and then once more departed to Australia.

The Schleicher Factory at Poppenhausen built ten ES 49s altogether. The ES 49 had an open cockpit and was first flown in 1951. Later, the cockpit had a canopy and the ES 49 No. 3 had a longer fuselage and Flattner flaps were fitted. ES 49 No. 2 was the first two-seater to fly at the Wasserkuppe after the war, with the registration No. D-4302. This glider was bought by Gersfield Gliding Club in 1951 and was in club use until 1956, when it was sold.

The Wasserkuppe Oldtimer Gliding Club owns ES 49 No. 3, built in 1952, and was originally registered as D-5065. The total hours flown till 1971 was 802 hours.

Apart from the ES 49, the OSC Wasserkuppe also owns one Grunau Baby 2b and two SG.38s, which are to be restored.

In September the VGC sent them microfilm of the Habicht and Schleicher Anfänger (Hols der Teufel) construction plans, so that they can build replicas of the aircraft. They had asked for the plans of the DFS Habicht in Hungary. Many years ago 60 Anfängers and 8 Hols der Teufels were built in the very workshop that they now use. The Hols der Teufel and its later derivitive, the Anfänger, were very good soaring gliders during the early 1930s, while the legendery DFS Habicht is maintained by many to have been the best aerobatic sailplane of all time. To have these among the airworthy vintage sailplane fleet in Germany, and at our rallies elsewhere, will be a great step forward.

AMERICAN NEWS

We are surprised to learn that the unique Polish Orlik, having been restored to perfect airworthy condition, and then flown from Phoenix, Arizona, has been now donated to the National Soaring Museum at Harris Hill, Elmira, New York State. We only hope that the NSM will show the way to other museums in the world, and allow some of their aircraft to fly, if only once a year. For, in our opinion, if a glider is kept in a non-flying museum, some of the life seems to go out of it. We feel that they belong in their element ... the air.

The Orlik in America was the last airworthy specimen of a prewar Polish glider ... almost all the others having been removed to a Moscow glider factory in 1939. This Orlik 2 was exhibited at the World's Fair in New York during 1939 but the outbreak of war prevented its return to Poland. In 1942, it received the US air-force designation XTG-7 and was used as a training glider and in various service experimental trials. After the war, owned by Paul McCready and registered N23727, it took part in a number of US National contests, winning those of 1948 and 1949. It made several outstanding flights, holding its own as late as the early 1960s against the latest American sailplane designs, some of them over 20 years its junior. On 13st December 1948, it reached a height of over 9,000 metres (29,527 ft.) in the hands of Paul

McCready. This was better than the existing world's height record, but it was never recognised because the height was exceeded on the next day. We are sure that the Poles would like to have it back for their Krakow museum. An Orlik 1, in hiding, survived the German occupation in Poland and, after being overhauled, was flown there after the war for several years. However, we suppose that it does not exist any more.

It seems that the Orlik plans were sent to Yugoslavia and a certain number were built there. We feel that if another Orlik is needed, it might well be worth looking in Yugoslavia for one.

We have heard that the famous prewar record breaking US Zanonia sailplane has now changed hands again, and has not been presented to the NSM. The aircraft was previously in the hands of the late Dean Macmillan who said that it was now much heavier than it should be, and that perhaps the only safe place for it would be a museum.

DUTCH NEWS

G8-4 Meeting Woensdrecht, 9th - 12th July 1983

The first G8-4 meeting was in Münster in 1982. The winner of this meeting (Hans Dijkstra) had to organise the next meeting, and that was at Woensdrecht.

5 G8-4s appeared, 1 Ka-2 and 1 Schweitzer SGU 2-22. Taking part were the well-known G8-4s PH-206 and 207, the German G8-4 D-1080 and, as a new participant, the G8-4 OO-ZHW, with Belgian registration but stationed in Holland, belonging to Arthur Jongeneelen and Hans Wisselink. This G8-4 was restored beautifully, it is the ex D-6041, D-5846.

Another new participant was PH-210 from the Aeroclub Uden. It had been overhauled by some members and looked perfect.

Hans Dijkstra's G8-4, PH-210, did not fly because of an overhaul. Hors Concours, the Belgian registered Schweitzer OO-DAG (the white stone) participated: a wonderful glider - in the front, the canopy, and in the back, the open air.

Further, the 'Kerkhoff' baby, D-6224, and a Ka-2b, OO-ZQB, owned by Pieter de Krom (English instruments, miles/knots/feet, with German indications in kilometers and metres) were taking part.

Umpire was Jan Vermeer with his Prefect PH-192.

In moderate thermals and strong wind, 40 hours were flown from 75 starts. Winners were Wim van Beek and Martin Louwinger, who will organise the next G8-4 rally.

Jan Förster

The Next International Rally

During the 11th International Rally in Hungary, an International Rally Meeting was held in the British tent and all countries were represented.

Minutes of the Meeting of the International Rally Committee of the Vintage Glider Club held on 29th July 1983 during the 11th International Meeting at Budakeszy, Nr. Budapest, Hungary.

Present:		
	Chris Wills, President	(G.B.)
	Eva Simo-Avarosy	(Hungary)
	Jan van Beugen	(Netherlands)
	Didier F ulchiron	(France)
	Franz Havlicek	(Austria)
	Willy Schwarzenbach	(Switzerland)
	Paul Serries	(W. Germany)

During the 1982 International Meeting at La Montage Noire, France, two possible locations for the 1984 Rally were mentioned, i.e. Switzerland or the Netherlands. The Committee's decision was for the Netherlands in 1984 and Switzerland in 1985.

The members of the Dutch organising committee were introduced:

Hans Dijkstra
Nell Dijkstra, Secretary
Jan Förster
Jan Vermeer

They propose the rally to be held at Terlet, Near Arnhem, Gelderland, from Friday 3rd August to Friday 10th August (8 days). This proposal was accepted. Preliminary discussions had been held with the Dutch Aero Club, who agreed for the rally to take place.

Mr. van Beugen thanked the International Committee members for the decision to accept Terlet, and their secretary distributed some brochure information. Unfortunately, there is no hangar space available at Terlet, but the organising committee will try to get the use of one of the hangars of the nearby military helicopter base, The members agreed that every location had its disadvantages. The costs (at present) were: Aero tows to 500m (4 Piper Cubs available) Fl.30.-, winch launch Fl.10.-. These fees were comparable to other Western countries. Entrance fee Ll. 150.- per aircraft with 2 pilots. Camping on field; a tent with 2 people Fl. 8.- per day, each additional person Fl. 2.50/ day. Restaurant on field, price for a meal approx. Fl. 15.-; efforts will be made to try for reductions for participants. No excursions are planned, but information will be provided and there is a tourist office at Arnhem.

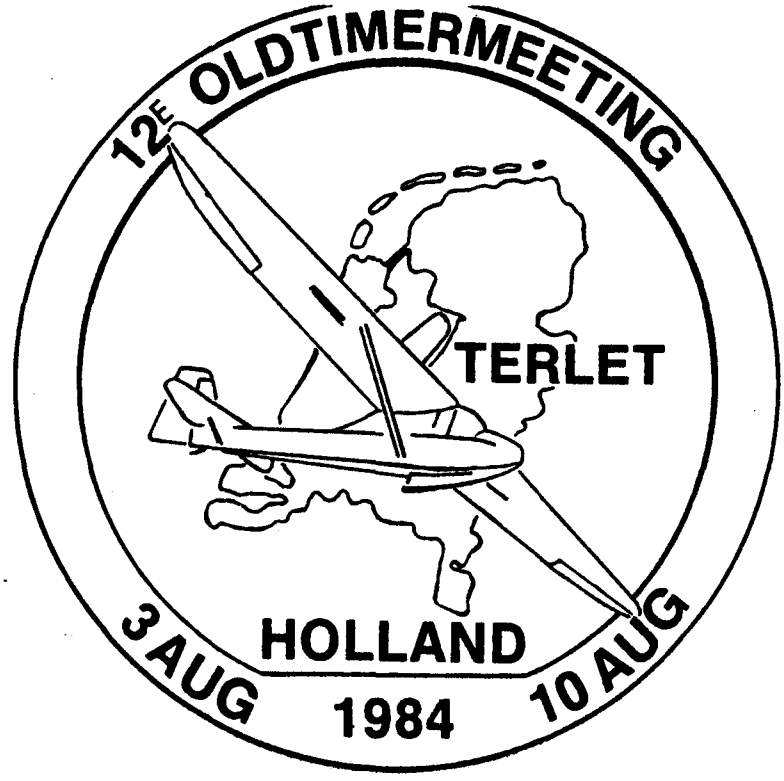
Mr. Serries said that there would be an introductory rendez-vous at Münster, W. Germany, from 25th July to 1st/2nd August 1984. There is no set programme, but he should be advised of the names of those wanting to take part. There is a motorway drive of 2 - 2½ hours from Münster to Terlet.

There followed a discussion on the subject of national evenings. It was felt that it was getting difficult, especially for small groups, to keep up with the growing numbers of participants. It was unanimously agreed to have in future one social evening with each group having its own stand. This will bring a reduction in costs and more free evenings. It will thus be implemented at Terlet, with the hosts still arranging a special Dutch evening.

The rally for 1985 was proposed to be held at Amlikon, NE Switzerland with an introductory rendez-vous perhaps N. of Lake Constance,

(within flying distance).

Proposed future rallies: 1986 England (possibly Lasham)
1987 W. Germany



12th International Vintage Glider Rally in Holland!

It is with great pleasure that the Dutch members of the International Vintage Glider Club kindly invite you to participate in the next year's rally, that will be held, for the first time in the history of the International Vintage Glider Club, in the Netherlands.

Place: Terlet (52°3' - 5°56').

Period: from 3rd August 1984 through 10th August 1984.

Startmethods: Aerotow, winch, bungee cord.

Facilities: camping for tents and caravans on the airfield, showers, toilets, restaurant for snacks and meals, bar, terrasse, briefing room and professional glider repair workshop.
Hotels nearby.

Hangar-room: Unfortunately, there will be no hangar-space available, but negotiations are going on with authorities to solve this problem, by requesting the use of one of the vast hangars of a nearby military helicopter base.

Location: Terlet is situated in the central part of the Netherlands, approx. 5 km north of Arnhem. It is the national soaring centre of the Dutch Civil Aviation Association, and they are pleased to offer hospitality to the Vintage Glider event. The thermal

conditions for soaring are excellent, as the centre is located in the middle of an area with sand dunes, moors and forests.

The aerodrome contains a number of grass runways of which we will permanently use one. The other strips will be used by the flying school of the centre without causing any trouble to one another.

For non-flyers there are numerous possibilities for interesting day-trips. Tourist Information will be available.

We look forward to meeting you in Holland. Please put your name on the entry list.

Our address is: Dutch Vintage Glider Club,
Secretary: Nel Dijkstra,
Westlanderstraat 1A,
5301 XH Zaltbommel.
Tel: 04180-4653.

Other members of the organising committee:

Hans Dijkstra	flying operations
Jan Vermeer	ground organisation
Jan van Beugen	internal affairs
Jan Förster	public relations

P.S. Prior to the official Rally, there will be an international Rendez-Vous, organised by the Oldtimer Club of Münster-Telgte, West Germany.

Further details to be obtained from Paul Serries.



OTHER RALLIES 1984

1984's Annual (National) Rally - News from our Rally Secretary Geoff Moore

The Annual VGC Rally will be held in Yorkshire from 26th August - 1st September 1984. The Yorkshire Gliding Club have warmly invited us to hold the rally at their Sutton Bank site, to commemorate its 50th Anniversary Celebrations. Full details will appear in the next Newsletter together with an entry form. It is hoped that as many of our members as possible will come to the rally to meet the pilots who flew from the site in the old days, and to take part in the flying programme. Camping and caravans will be permitted on the airfield. The restaurant and bar will be open for service at usual times. A computer is available to let you know how your flying account is standing at any time. What more could you want? So, please book this date.

The date for our Annual Dinner is expected to be at the end of September in 1984. Its exact date and venue will be announced in the next Newsletter.

A French Weekend Rally. Christian Ravel has written saying that a vintage glider Rally will take place at Angers during the week-end of 2nd May 1984. Anyone interested in participating in this event should write to:

Christian Ravel,
89 Domaine des Ecots,
St. Lambert La Rotherie,
49000 ANGERS,
France.

Tel: (41) 48-62-87.

A Future Event .. 1987. The Münster Minimoa will be celebrating her 50th birthday. Only gliders which were built before 1938 are to be invited.

BOOKS FOR SALE

Peter Riedel. Vol 2 of his Wasserkuppe History. "Von Hangwind zur Thermik" is now with the Motorbuch Verlag (publishing house) Stuttgart and should appear during early 1984. This describes Wasserkuppe History from 1926 - 1936, and translates into English as "From Slope Lift to Thermals". It is only in the German language. It is hoped that an English translation will appear later. The book will be lavishly illustrated.

His Vol. 3, concerning Wasserkuppe history from 1937 - 1939, "Über Sonnige Weiten" (Beyond Sunlit Horizens) is in the last stages of preparation.

After this, he is hoping to write his Lebenserrinerungen (his Memoirs) when he has finished the Wasserkuppe histories. He has been rushing backwards and forwards to Germany to complete Vol. 3, which he has had to finish himself; Peter is now an energetic 78 years old and his contribution to gliding history and literature has been beyond value. The Publisher is: Motorbuch Verlag, Postfach 1370, D-7000 Stuttgart 1, West Germany.

Ann Welch: Happy to Fly - Ready Now.

An autobiography published by John Murray @ £10.50.

This is a remarkable book about a remarkable person, and one cannot but be impressed by her enthusiasm and dedication to flying, which comes across in this book.

The first chapters cover the pre-war years and reflect her ambitions to fly from an early age, and to her eventual first solo in a D.H. Moth at the age of seventeen. This is followed by her introduction to gliding, and the subsequent founding of the Surrey Gliding Club.

The war years as an A.T.A. Pilot are vividly described, and one is left with a profound respect for the way in which aircraft of such complexity and variety were ferried about the country.

The post war years cover her personal gliding experiences, and the transition from the B.G.A. Examining Panel through to her involvement with the World Gliding Championships, and the administration of Hang Gliding and Micro Light flying. The chapters are punctuated with those lovely stories that can only happen in aviation and they keep the book lively reading.

In all it is a book about, and by, one of our most august members of the V.G.C., and some chapters will be of particular interest to our members. Not withstanding that it contains a great deal of aviation interest, it is still very readable to anyone, and a must for the gliding enthusiast.

Reimar Horten & Peter Selinger. Nurflügel (Flying Wings).

It is still possible to obtain copies of this rare book from:

Beaumonts Aviation Bookshop,
656 Holloway Road,
London, N19 3PD.

Tel: 01-272-3630

Wolfgang Späte "Streng Geheime Vogel - ME 163".

In German .... On Sale Now. £13.25.

FOR SALE

Slingsby T.7 Cadet. Needs fabric covering. Ailerons already done. Offers to:

Harry Worth,
18 Rutland Way,
Ryall,
Nr. Stamford.

Tel: Stamford 64128.

At Cranwell, and also believed to be for sale are: Slingsby T.42 Eagle and Slingsby T.8 Tutor.

Dittmar Condor 4. With Open Trailer. It can be seen at R.A.F. Cosford. Offers to:

John Richardson,
1 Rooks Nest Cottage,
Weston Road,
Stevenage, Herts.

Tel: Stevanage 721322.

It is to be sold with instruments in front and rear cockpits. The trailer has a canvas cover. The Condor 4, BGA 2292, has had no C. of A. for a year due to the owner having had no time but the a/c has been stored in a dry RAF hangar and is in good condition. John Richardson is looking for offers around £1,200.

In 1951, the Condor 4 was among the first three two-seaters to be on sale in Germany after the war. The others were Mu 13E, costing 7,500 DM, the Kranich 3, costing 16,000 DM, and had a max L/D of 1/31. At that time, a world's speed record was set up in it. E. G. Haase/Piccio - 100 km triangle at 80.33 kph. 13.8.52. From the Klippeneck.

Slingsby Tutor. Offers to Southdown Aero Services at Lasham. Aircraft is with C. of A. and is in first class condition.

Tel: 025683 357.

Grunau Baby 2A with open trailer. Owners are desperate to sell and will consider reasonable offer at knock down price. Can be seen in the Lasham hangar. Offers to:

Bob Pirie,
c/o Lasham Gliding Centre,
Nr. Basingstoke, Hants.

Tel: Herriard 270.

For three Olympia 2b (EON), see October /November Sailplane & Gliding adverts.

Three gliders: Doppelraab 1V; Scheibe-Specht; Scheibe-Sperber.

All gliders are two-seaters, built in 1956/57, with papers, but without instruments and trailer, good conditions. Offers to:

Rolf Struckmeyer,
Klosterstr. 7,
2804 Lilienthal,
West Germany.

Tel: 04298/2664

Slingsby T31B. Conversion to Motor Tutor started: nose removed, engine bulkhead and frames made up. Fuel tank and u/c legs. Also included: rough but useable open trailer. £500 or offers. Loss of workshop forces sale.

Mark Wakem,
Steyning 815014. (W. Sussex)

OBITUARIES

Lawrence Wright

It is our sad duty to record the passing of a once very famous London Club member from before, and after, the war.

Lawrence was above all an architect with a great talent for perspective drawing. We imagine that this might have helped when he produced the famous gliding cartoon film, "Cloud Cuckoo". He also produced a long film with many "stills" on the history of gliding. Some of the material from this latter film, he most kindly gave to the V.G.C.

He started gliding long before the war and, those who were with him, wondered whether he could see because of his thick glasses. But, he did as well as any of them, flying the Daglings, Falcons and Grunau Babies.

When the war started, he was one of that small band of civilian glider pilots to whom fell the lot of training military glider pilots, at first using the very few civilian sailplanes (Kirby Kite 1s) available.

He has written a history of the Gliders in World War 2, called "The Wooden Sword", which is very well worth reading. Throughout the book, his great humour comes through. A humour which used to make club members laugh even in the worst weather.

After the war, he became owner of one of the four Gull 4s, and it is almost certainly the one which still exists at RAF Cranwell. Then he owned the Minimoa, with which P. A. Wills set up the National height and distance records before the war.

We shall always remember him as a man of modest size, but with great artistic talent and humour. He was one of those great characters in British Gliding from the old days. Neither Gliding nor the London Club was ever the same again, after he retired to live near New Alresford.

Peter Fletcher

It is with deep regret that we announce the sudden death of Peter at his home in London. He was one of those who worked and worked and received not much glory.

He was air crew in bombers during the war. He was a member of the London Club since shortly after the war. He repaired the

Gull I, a Slingsby Cadet, in which John Jefferies made a long cross country flight, and, working alone, brought back, during a freezing winter at Dunstable, the Short Nimbus. He must have worked on many other gliders for no charge, but found, after his retirement, no clubs in which he could afford to fly. However, he still came out them on a small motorbike, or with his sister in her car. He was a great character and British Gliding was the richer for his passing. He knew what he was talking about when it came to old gliders. He had flown I07 types for I,700 flying hours and had been an instructor. He will be remembered by his many friends for ever. Peter died through a heart attack during the morning of Friday, the I4th October. Our sincere sympathies go to Barbara , his sister and to all his friends.

ROTTER LAJOS (Ludwig Rotter)

Very sdaly, we have to announce the death in a Budapest hospital, after illness of the Father of Hungarian Gliding, on October thr I9th.

Lajos was one of those very rare combinations.... an expert aeroplane and sailplane designer, a very good pilot... and a discoverer of new gliding sites.

During the I930 s, no encouragement was given to aeronautical engineers in Hungary, and so, he had to work on his four aeroplanes and three sailplanes in his spare time.
The aeroplanes were designed and built together with an engineer called Feigl. Thus, they wewre called FEIROS after their creators.
In I933, Hungary's first high performance sailplane, the Gyöngyös 33 , gained the National refords. However, in August I933, Lajos' first sailplane, the KARAKAN, began to take these records. Whereas, the Gyöngyös perhaps resembled a Professor, the magnificent KARAKAN more than rivalled the WIEN for splendpur.
After the KARAKAN, Lajos, together with Janka Zoltan, who had cretaed the Gyöngyös, designed and built the strutted intermediate sailplane VANDOR.

It was in I936 that Lajos suddenly gained dazzling international gliding fame when he flew his absolutely new NEMERE sailplane 336 + kms from Berlin to Kiel during that year's olympic sailplane trials which were being held in conjunction with the Berlin Olympiad. The flight was carried out from a mid day start, cross wind, over unsuitable,damp, low country and was almost certainly the longest distance flight made in Germany during that year. It was said to have linked the Berlin Olympiad with the Kiel Yachting Olympiad and to have braught Hungary in to second place behind Germany for International Gliding Expertise. He was given a tremendous reception and entertained to a banquet by the Admiral of the Kiel Regatta . He returned to Budapest as a hero and married. Lajos gained many other National records and, among other projects, worked on two Rhönadlers being built in Hungary, designing new cockpits for t em giving their pilots more room.

In I933, Lajos, and Frigyes Hefty discovered the beautiful Gliding Site of Harmashatarhegy on the doorstep of Budapest. As far as we know, no other country had a major gliding site from which local flights could be made over the centre of a capital city, and, at that, one of the most beautiful cities in the world. Its standard cirquit pattern was within two miles of the city centre. Budapest's citizens did not need to be informed about gliding. It was there, in their midtst !

Rotter Lajos was given a Flyers' Funeral at the Farkasreti Cemetary on October the 3Ist. Our heartfelt sympathies go out to Mrs Rotter and their son Louis, who both attended the International Vintage Glider Rally, held last July near Budapest.... to his family , to all his friends... and especially to the Hungarian Glider Pilots.

Lajos' Berlin to Kiel Flight was carried out on the I2th August I936 after a start at I2.26. The flight took 4 hours 34 mins. As he was towed I0 kms out along the course, he was credited with a 326 kms goal flight. This was almost certainly the longest distance flight carried out in Germany during I936.

CAPTIONS TO PHOTOGRAPHS

Most photographs taken by Ted Hull.

Left to Right - Top to Bottom.

Social Events

1. The Swiss Evening. Willi Schwarzenbach in Vollen Einsatz!
2. FLAMME EMPOR! The Swiss Evening which later had a distinct Hungarian Gypsy atmosphere!
3. The British Evening. C. Wills, Edit Ziermann and Mitter Imre and his son, who designed all the badges and posters for the Rally.
4. The British Tent, where a good cup of tea could be often had .. and many other things. All our thanks must go to Mrs. Crack and Mrs. Anson who manned it at all times.
5. Ken Blight and Mary Thompson during the British Evening.
6. C. Wills playing his horn and Peter Bourne singing British songs during the British Evening.
7. The Final Ceremony during the Hungarian Evening during the last evening. Willi Schwarzenbach, C. Wills, Simo Avarasy Eva, Szepesi Joszef, Fececs Gabor.
8. Nemes Sandor, Mitter Imre, and C. Wills, with the flag of the Hungarian Aero Club.

There was, apart from the evenings photographed, a Dutch/Belgian Evening, a French Evening and a Germano-Austrian Evening. There was also a very fine Hungarian philatelic exhibition concerning aviation in Germany, Austria and Hungary, in one of the hangars. Unfortunately, the lack of space does not allow us to print photographs of every event but we hope that such photographs as are shown reveal something of the scintillating atmosphere of the occasions.

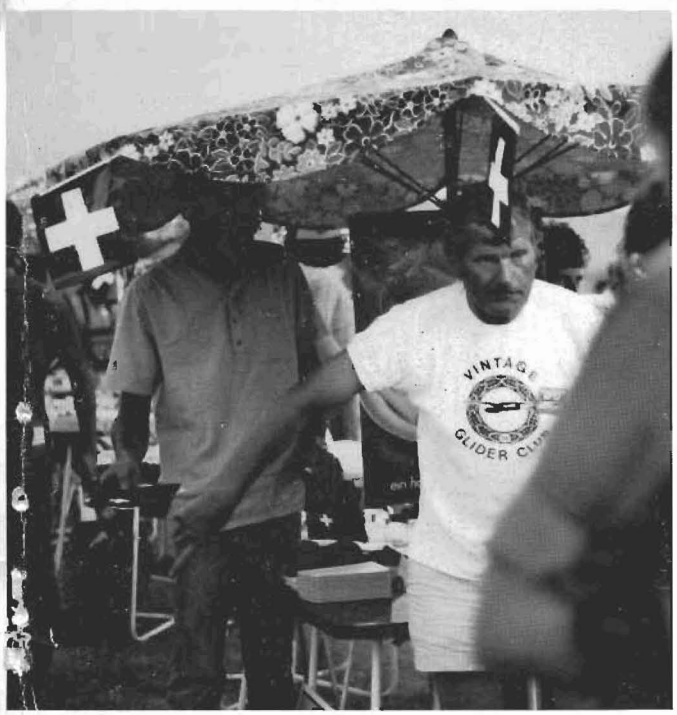
As is the Hungarian custom, we have printed Hungarian names with Christian names second.

REAR COVER PHOTOGRAPH by C. Wills. Part of the line up of our gliders at Harmashatar hegy (HHH). The Mu 13 d-3 is in the foreground. We visited HHH for one day to celebrate its 50th birthday. For the occasion, the height restriction over the site of 700 m. was lifted to 1,000 metres.

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Edited by : C.Wills,
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Ewelme, Oxon OX9 6HQ.
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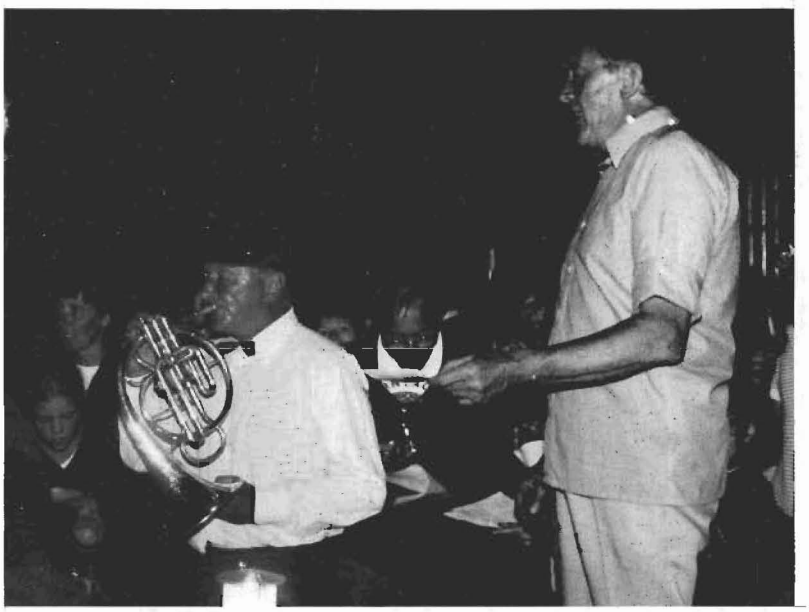
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