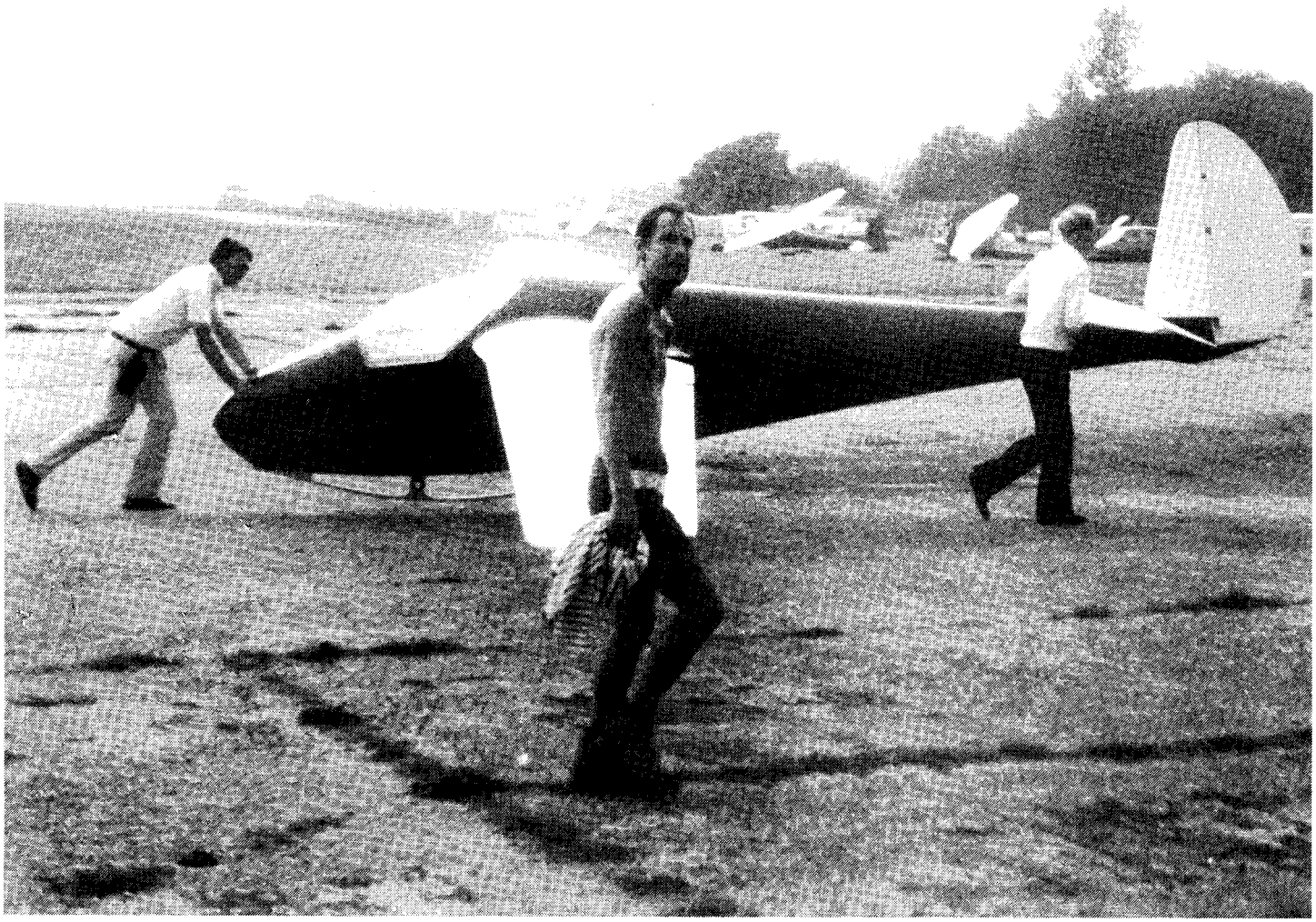
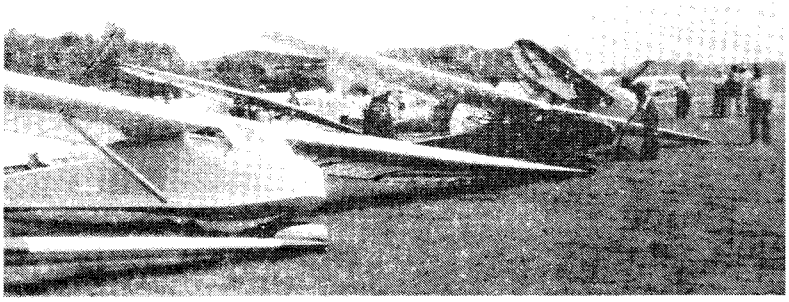
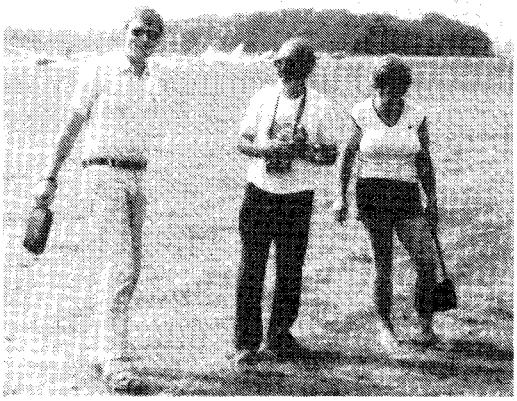
VGC News

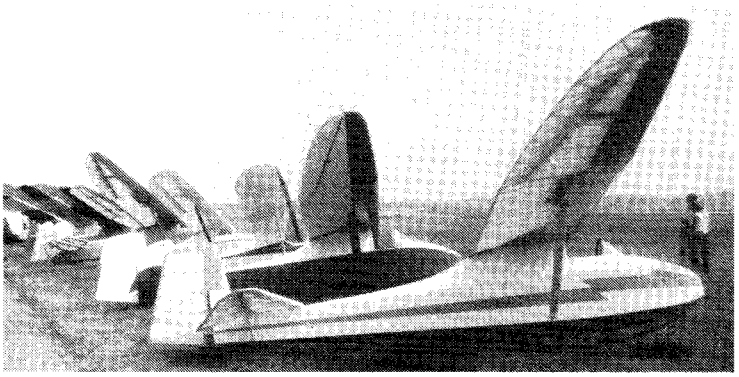
No 50 Winter 1984





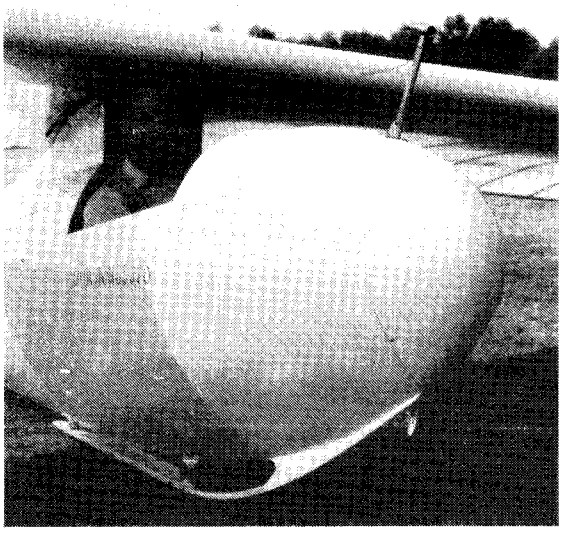














CAPTIONS TO PHOTOGRAPHS

Left to Right - Top to Bottom.

1. The recently restored T.21c belonging to Colin Street and partners. Behind it is the unique Skylark 1 (Peter Woodcock).

2. Neelco Osinga. John Edwards and his wife. John won the Frank Reeks Trophy for his restoration of Frank's Grunau Baby 2b (below).

3. Colin Street, Chief Organiser of Rendez Vous 83, to whom go all our thanks, having a word with Peter Bourne.

4. The "best turned out Grunau". Frank Reeks started work on this aircraft when it was in fact two hopelessly broken British and German Grunau Babies. Having accomplished the almost impossible task making one out of two Grunau Babies, BGA was finished (there was still plenty of work to do) by John Edwards and it has won the Frank Reeks trophy, which was donated by Beryl Reeks, in memory of her husband ..... one of our best members. If only he could see his aircraft now .....

5. "Biggles" Borrows in the H.17a. John, who works at the Ministry of Information, carried out the first 300 kms flight ever, at one of our VGC Rallies, by flying a Skylark 4 to Leicester East, and almost back, during Rendez Vous 83.

6. Martin Gagg, David Jones, Ian Smith, Michael Gagg and Neelco Osinga.

7. Ian Smith, who finished the Rally in second place in his Tutor, about to have a flight in the Rhönbussard.

Corrections to last Newsletter. Mike Beach has asked us to correct the following information on his Drone.

I/. Its registration is G-AEKV... Not G-AEXU.

2/. The statement that :-"G-AEXU seems rather heavy" is not true. In fact the weights of all compnents are well within their specified limits.

The reason why it did not previously take off very well was that there was a 9 inch difference between the pitches of the two propellor blades. One was I7". The other was 26". The Drone has been worked on for three months. It is hoped to fly it during the spring.

COVER PHOTOGRAPH. The King Kite is taken in after its second successful test flight. Neelco Osinga is pushing the nose. Tony Maufe is on the wingtip. David Jones carries the tail.

the Vintage Glider Club of Great Britain

VGC NEWSLETTER NO. 50

EDITORIAL

We have often been asked how many gliders there are in the VGC and we have had difficulty in answering. We are publishing a rather conservative estimate of gliders in the club, built before 1951 (and some others), and ask owners not to be angry with us if their gliders have not been included. We believe that we have about 66 vintage gliders in our club in Britain, airworthy, while another 29 need restoration. Of these, at least five could be quite quickly restored. Abroad, our owners own a further 58 gliders, while another 16 need restoration. We have about 450 members, but many of them do not own gliders. This means that in our club are about 115 gliders which are airworthy and built before 1951, if not 1945.

It was noticed that at our last Rally in Britain, there were 27 gliders entered, of which two came from abroad. Where were all the other vintage gliders that are airworthy in Britain? The answers to this are:

1. Other owners also have modern fibreglass machines as well and wished to spend their holidays flying them in contests, etc., or wished to do other things with their families. Our Lasham Rally could not be fitted in as well;
2. The distance to Lasham from other clubs in the far North, or West, was too far because of petrol costs, etc.
3. This answer highlights an important problem. There are so many airworthy vintage gliders in this country owned by too few owners. There are so few good owners that many of them are owning as many as three or four vintage gliders each, and can only manage to bring one of them at a time to a Rally. With so many pilots wanting to fly our aircraft, we say that they are doing the right thing to bring only one of their aircraft as it can become difficult to control who flies them from one moment to the next.

The ideal is to have one good onwer, owning one aircraft. Then it will be properly looked after, but that is not to say that some of our owners are not managing the near impossible in looking after all their gliders well. However, it is abundantly clear that the 29 vintage gliders needing restoration are going to take a very long

time to get airworthy. We hope that at least some of them will not take so long and that, during our second 10 years of existence, most of them can be saved. However, we cannot but highlight the desperate shortage of owners in that, at the moment, two of the very rare Grunau Baby 2As, a Cadet, a Castel 25, a Minimoa and the unique Rheinland, all urgently need to be found good owners. If we can't resolve the problem, many of them may disappear forever.

There is some hope that, as more and more skilled wood workers are "retired" early, they may like to take a vintage glider needing restoration into their homes to fill their leisure hours. We call upon our members who have these gliders and have kept them dry for so many years, to release them to anyone who is prepared to save them. There is already a sign that some people may want to do this but of course lack of space for working on large wings is a problem.

"Small is our number, Wild is our blood" (last verse of German song 'Red shines the Sun'), but there are just not enough of us to solve the problem.

In Britain

	A	N/A
Addyman STG		1
BAC 7		1
Bergfalke	1	
Castel C25S	1	
Caudron C.801		1+
Condor 4	1	
Cumulus		1
Cadet		2
Dagling		1
Goevier 2	1	1
Grunau Baby 3		1
Grunau Baby 2b	6	2
Grunau Baby 2A	2	2
Eon Baby	1	
Falcon 1		1 replica
Gull 1	1	
Gull 3		2
Gull 4	1	
Hütter H.17A	2	2
Kite 1	5	1
Kite 2	3	
King Kite	1	
Kranich 2	1	3
MU 13D-3	1	
Mg 19A	1	
Meise	2	
Moswey 3	1	
Noswey 4	1	
Minimoa	1	1
Nimbus (Short)		1+
Eon Olympia	5	
Olympia 463	1	
Olympia 419	1	
Petrel	1	1+
Prefect	2	
Rhönbussard	2	
Rhönsperber	1	
Rheinland	1	
Spalinger S.21		1
Sky	1	
Skylark 1	1	
Skylark 3	1	
Scud 2	1	
Scud 3	1	1
Tutor	2	
T.21b	2	1
T.21c	1	
T.31	1	
S.20	1?	
Viking	1	
Weihe	4	1
Wren		1+
	64	29
Drone	2	Motorgliders

At the time of compiling, Condor 4, Castel 25S, Grunau Baby 2b and Short Nimbus, Harbinger, are for sale, but at least the first two are airworthy except for C. of A.s. We also know that for various well understood reasons, the owners of another Weihe, Mü 13D-3, Grunau Baby 2b Harbinger and two whole Gliding Clubs, etc., etc., are not among our members, but we know that their owners are among friends. The above list is possibly pessimistic.

currently trying to produce a more accurate list of owners and their gliders. Among the to be restored gliders not owned by our members are an AVIA 40P and Meise. Of the unairworthy gliders at present owned by members, at least 5 should be able to be fairly easily restored (so far as we know) and we hope they are, others will be restored in the near future. Among these, we hope, will be the almost unique French AVIA 40P.

We apologise in advance should the list be wrong. It will be noticed that owners' names and BGA Numbers have been left out so as to leave the list vague on purpose. C. Wills will endeavour to provide owners' names and addresses and their gliders' BGA numbers on request.

We confidently hope that Falcon 1 and Mg 19A (which flew last year) will join us in the air this year.

Abroad are the following aircraft, owned by VGC members:

Switzerland	A	N/A
Moswey 2	1	1
Moswey 3	1	
Spalinger S.18	2	
Spalinger S.19	1	
Spyr 5	1	
Weihe 50	1	
Minimoa 36	1	
	8	1

France		
Nord 1300	2	
C.800	1	
Breguet 900	1	
Breguet 904	2	
AV 36		1
AVIA 40P		1
Castel 301	1	
	7	2

Austria		
Grunau Baby 2b	1	
L-Spatz	1	
	2	

Hungary		
Vöcsök	1	
Lepke	1	
Junius 18	1	
Pilis		1
Gobe		1
	3	2

New Zealand		
Weihe		1

USA	A	N/A
Minimoa	1	
Pratt Read	1	
Wolf	1	
LK Flattop	1	
Baby Bowlus		1
H.28		1
	4	2

Germany		
Libelle L.10	1	
Weihe 50	2	
Meise	2	
Minimoa	1	
Goevier 2	1	
Cumulus	1	
Grunau Baby 3	1	
Mü13D	1	1
Mü17	1	
ES.49	1	
	12	1

Mü 23 Motorglider

Australia	
Grunau 4	1
Golden Eagle	1
Pelican 2	1
	3

Many other vintage gliders exist there.

Holland	
Goevier 3	4
Grunau Baby 2	3
Prefect	1
	8

Belgium	A	N/A	
Schweizer 2-22	1		
Goevier 3	1		
Rhönbussard		1	
Specht	1	)	
GB 2B	2	)	
GB 3	1	)	
AV 36	1	)	
L-Spatz	3	)	Eleven airworthy from
C.800	1	)	Firmin Henrard's collection
Rhönlerche	2	)	"Les Faucheurs de
Avialsa A60 (Spatz 15)	1	)	Marguerites"
Ka 2b	1	)	
Sohaj	1	)	
	13		4

Another 40 aircraft are being reserved for museums and will not fly again. Also in Switzerland are H.28 (airworthy), Spyr 4 (airworthy), and Rhönbussard and Kranich 2 which, unairworthy, are not owned by our members. There is also a 2nd Spyr 5.

Thus a conservative estimate is that VGC members own 124 airworthy gliders and another 15 which need restoration.

FRENCH NEWS

Christian Ravel writes concerning his organisation "Le Groupement pour la Protection du Patrimoine Aeronautique" at Angers. The situation now concerning his vintage gliders is as follows: Breguet 904, F-CCFN No. 4, has been flying again since 30th June 83. The AV 36 No. III F-CBRK, is being fabric covered. SG.38 No. 15 is being rebuilt.The Caudron C.800, F-CAHE No. 338, has been rescued by the Assn. He is awaiting hopefully many VGC entrants for his meeting at Angers (announced in the last Newsletter ... Nr. 49) from 28th April - 1st May 84. Address for entries: Christian Ravel, 89 Les Ecots, 49000 St. Lambert la Potherie, France. It will be the first National Vintage Glider Rally held in France.

The Assn 'Dédale' now has a very good newsletter. 'Dédale's' Annual General Meeting will be held during the rally at Angers during 1984.

The situation at present concerning vintage gliders in France is as follows:

Denis Sarranea. Tel: (62) 35 04 16 (evenings). By day at works: (62) 98 00 49. Is looking for an AIR 100 or AIR 102.

Jean Daniel Gujon has an M.1300 F-CRHA for sale in the hangar of Rodez Marmillac for 2,500 Fr, but he does not state what condition it is in. At the above address, Jean Daniel has also the C.311 F-CARO for sale for 500 Fr. but does not state its condition.

Yves Saudit has the C 25S F-CRIN. He wants to know more about it. When it was built etc? AVIA 15A primary (probably the oldest existing French glider. Yves Soudit has seen it derigged at Paray le Monial. (At least he has seen its remains). It belongs to a M. Hugues Aucheres, 2 rue Leneveux, 75014, Paris. Registration is F-CASH.

C.311 F-CALS belongs to the same person as above.

Jean Maurice Keller asks what has happened to the C.800 F-CASL which was, according the the last Dedale News, based at Le Blanc. He

could find only its Carnet de Route and no trace of the machine.

It is now clear that two Br 904s are flying in France, that of Guy Hamon F-CCFR, and that described above owned by Christian Ravel.

The C.800 F-CCAF is being given its major inspection by Frank Descatoire and will be repainted. It is No. 346!

The C.800 F-CRAN was just finished by the family Bourdon before going to Budapest. It has been flying ever since, after some adjustments. An attempt has been made to give it its original finish. It only lacks the inscription "Epervier" on the side of its fuselage.

Phil. Gourges wishes to lend his AIR 100 to someone in Dédale for its restoration and flying. He reserves the right of ownership and the right to fly it at Vintage Rallies, etc.

Chantal and François Nuville have now a baby daughter since 2.9.83. Catherine. Congratulations to them both!

BELGIUM

Firmin Henrard now has 15 vintage gliders of which no less than 11 are airworthy! These are: L-Spatz, OO-SZA; Ka 2B, OO-SZB; Rhönlerche, OO-ZPI; Scheibe Specht, OO-ZCN; Grunau Baby 2, OO-ZFH; L-Spatz, OO-ZFL; AV-36, OO-ZOG; Sohaj ..?; L-Spatz, OO-SZB; Rhönlerche, OO-ZUG; C.800, F-?; Grunau Baby 3, OO-ZMP; Grunau Baby 2, ????; Avialsa A.60, OO-ZWF; Rhönbussard, OO-ZVA.

Regulations concerning vintage gliders in Belgium almost don't exist!

BGA TECHNICAL COMMITTEE. TECHNICAL NEWSHEET. TNS (10.83)

PART 1. AIRWORTHINESS AGGRO

1.1 FLUTTER - Cable Tensions. Loss of friction in the control circuit of the ailerons of a Grunau Baby, resulted in serious flutter. The very hot/dry weather will have caused significent changes in cable tension of most wooden aeroplanes. Backlash in all circuits should be checked periodically.

The above problem was much experienced by VGC aircraft during the Hungarian expedition.

1.2 T.21 Sedbergh. Cracks in bolt holes in front pylon at drag spar attachment. HQ. Air Cadets have reported cracks due to wood shrinkage.

1.5 KA 6 Spar failure in New Zealand. The following factors contributed to an in-flight wing separation during an avoidance manoevre in NZ.

a. An Open Crack in the end of the spar boom;
b. Deterioration of the wood strength properties due to iron staining of the spar boom;
c. In-built Stresses in the spar boom as a result of poorly controlled manufacturing conditions;
d. Stresses in the Spar Boom due to swelling corrosion of bolts;
e. Poor Wood Quality.

N.B. The NZ accident investigators report concluded that "the parachute worked uneventfully".

This type of deterioration may occur in any glider of similar construction.

R. B. Stratton. BGA Chief Technical Officer.

22nd September 1983.

Accidents to two Fauvel AV.36 flying wings in Germany. Main wing spars failed during aerobatics because of their being built with Brasilian Pine, in which small fungi, which were impossible to see, had formed. It is believed that the spars were built by a subsidiary firm to Schempp Hirth. AV.36 spars built by other firms should not be effected. The type AV.36 have been grounded in Germany.

RENDEZ VOUS 83. LASHAM. 13th - 29th August.

This, a successful Rally from the point of view of organisation, participation and weather, was organised by Colin Street and his partners of the T21C syndicate, to whom go our warmest thanks.

The Rally lasted two weeks in the hope that at least some good weather would occur during the longer period. During this time, Colin and his partners were hosts to any of our members and their aircraft who turned up. This was a gruelling task for him and although he had no chance to fly, he showed little, if any, signs of strain. We must also thank the Lasham Gliding Centre for having us and putting at our disposal two rooms in their new building ... one of which became our administration centre and club house, and the other, our briefing room. Also on display were Ken Fripp's rigged H.17A and the already completed parts of the Falcon 1.

In all, 27 gliders took part in the rally, although some of them were not there for all of the period. The weather, although often not always suitable for cross country flying, was soarable on most days. The wind was predominantly from the east although there were days with southerly and northerly components in it. This often resulted in misty conditions which gave very limited horizontal visibility. This, and the fact that one might not get back against the wind, did discourage some cross country flying, although Out & Return tasks were set. Thermals often gave out at 1600 hours but lift production was then taken over by farmers setting light to their fields of straw. Never before has such powerful lift been encountered to such great heights, as in the smoke from these fires! The combination of the cold sunless air and the heat from the burning fields produced lift of volcanic violence, and the scattering of ash over widespread areas of countryside caused a national outcry! This makes one wonder whether 1983 had the strongest smoke lift from burning fields ever experienced? We wondered what else might be going to come at our gliders in the smoke, besides straw, and whether they might not catch fire. However, here was the only lift ... and, into the smoke we went ... and did not catch fire!

We were very pleased to have with us Hugo and Ursula Roth with their Spyr 5 from Switzerland. Many of us were permitted to have flights

CAPTIONS TO PHOTOGRAPHS

Left to Right - Top to Bottom

1. The Line Up, less Scud 2, and Spyr 5 (already returned to Switzerland) on the last Saturday of the Rendez Vous 83 Rally.
Left to Right are: King Kite, T.31, Rhönsperber, Grunau Baby 2B, Grunau Baby 2A, Hütter H.17a, Hütter H.17a, Grunau Baby 2b, Thönbussard, Tutor, Kite 1, Sky, Bergfalke, T.21c, Skylark 1, Grunau Baby 2b, Kite 1, Grunau Baby 2b (Dutch), Skylark 3, Moswey 4. Photo by Ted Hull using Barry Smith's camera. (from an aeroplane).

2. Michael Gagg about to have a flight in the Rhönbussard. Standing by cockpit is Martin Gagg while, on the right, is Tony Maufe.

3. The line up on the last Saturday. Nearest the camera is Ian Smith's Tutor, which finished second, after a five hour 20 minute flight on the last day, only three points behind Bev George in the Berfalke. Behind the Tutor is the Rhönbussard and two H.17as.

4. The line up during the last Saturday. In the foreground are the two Hütters.

5. Ted Hull, David Jones, Barry Smith, John Light, Mary Thompson and Peter Moran.

6. The Dutch-built Kenya-restored Hütter.

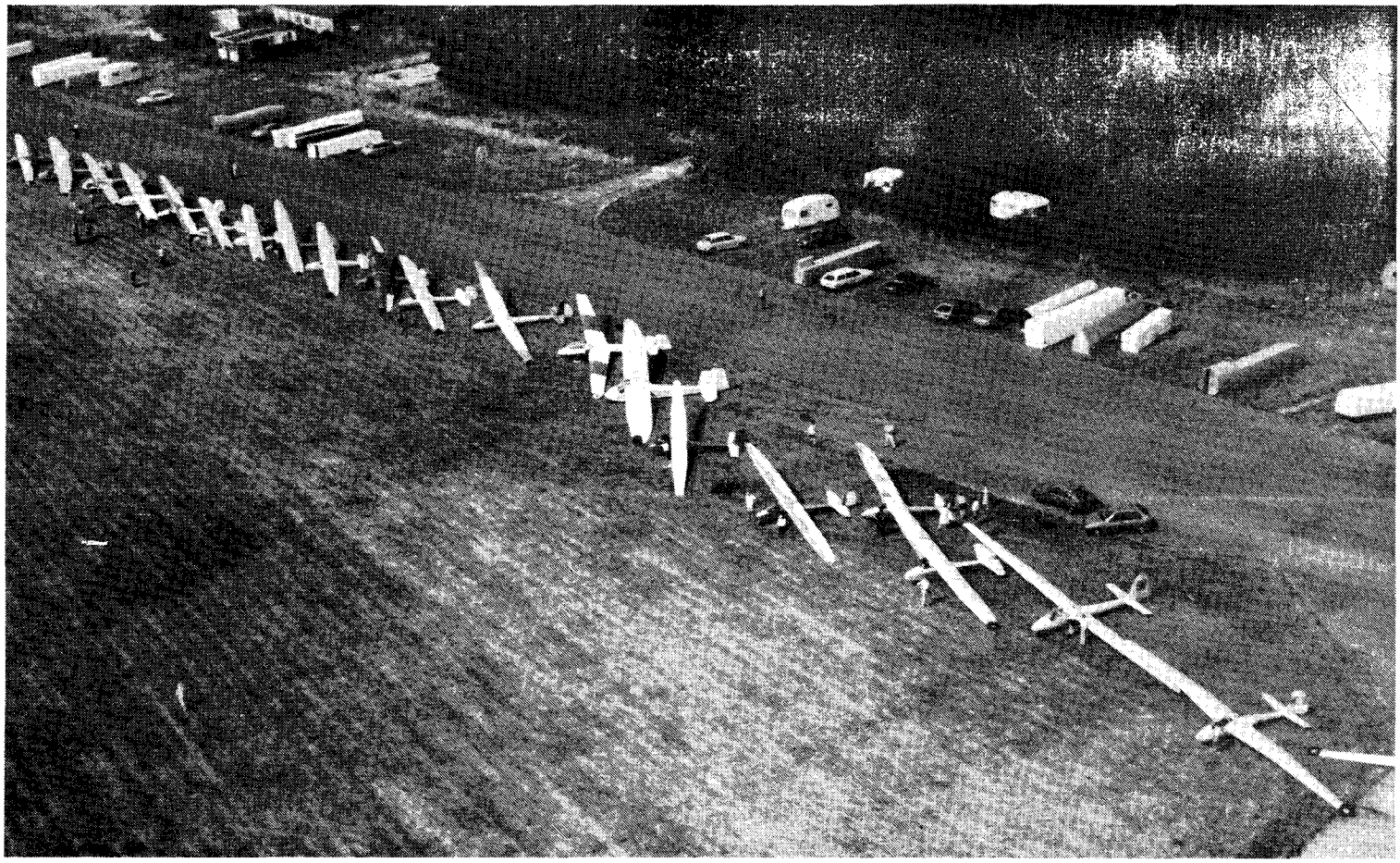
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in this aircraft and we enjoyed them very much. Later, we were joined by Neelco Osinga, Wiel Zillen, Simon and Geoge Slot, with the beautifully restored Grunau Baby 2b, PH-214, from Holland. We were so glad that they thought us worth visiting and thank them very much for coming.

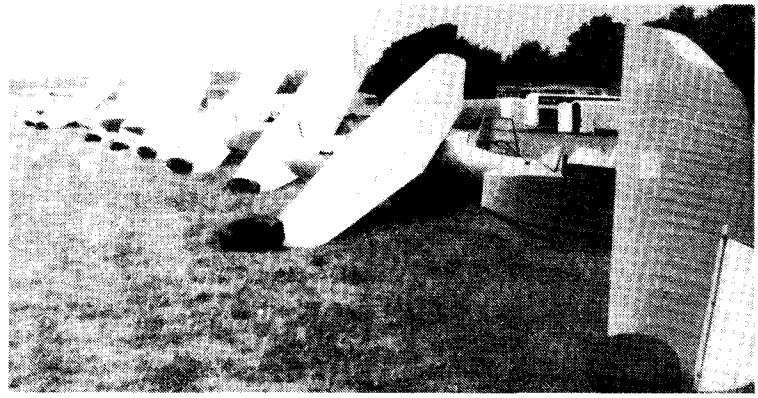
Highlights of the Rally

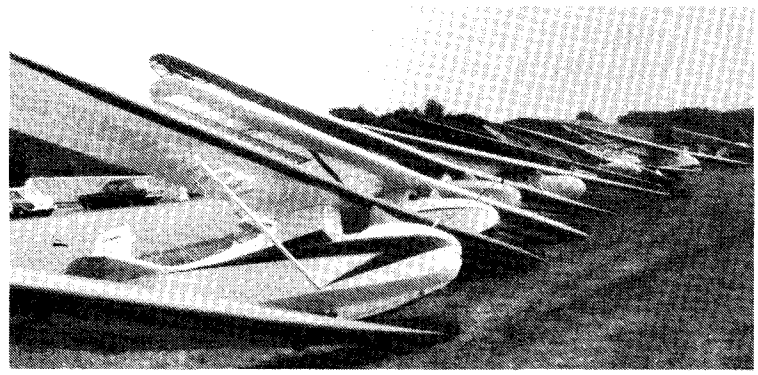
Day 1. Chris Wills arrived directly from Hungary with his Rhönbussard at 0400 hrs in the morning and wondered why the VGC was not on the end of the runway .... Ready! The rest of the Rally started at a rather more dignified hour!

Day 3. 15th August Task - Lasham-Hungerford, Popham-Lasham. 85 kms. John Borrows in the Skylark 4 did the task twice. C. Wills flew the Rhönbussard to Greenham Common Air Base and Return. The return was across a rather strong SSW wind and there was no sun. Every weak thermal from Kingsclere seemed to drift the Bussard towards A.R.E. Aldermaston. Almost 3,000 ft. was necessary to get from one end of Greenham Common's runway to the other. (into wind). However, eventually, some cumuli lined up to allow the Bussard to get back. (Total distance 80 kms).

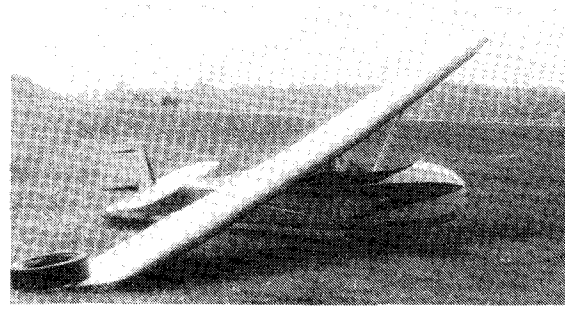


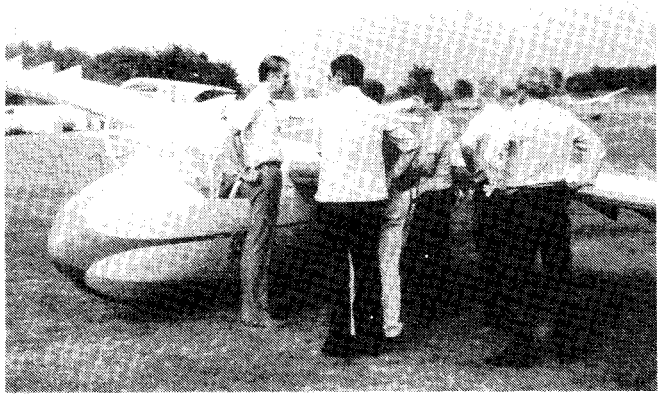


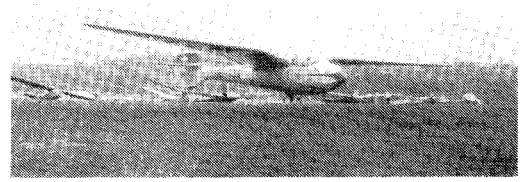


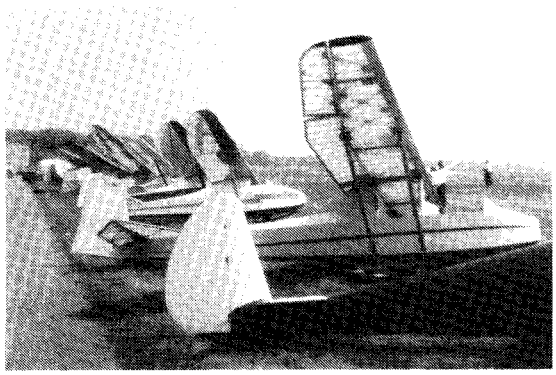


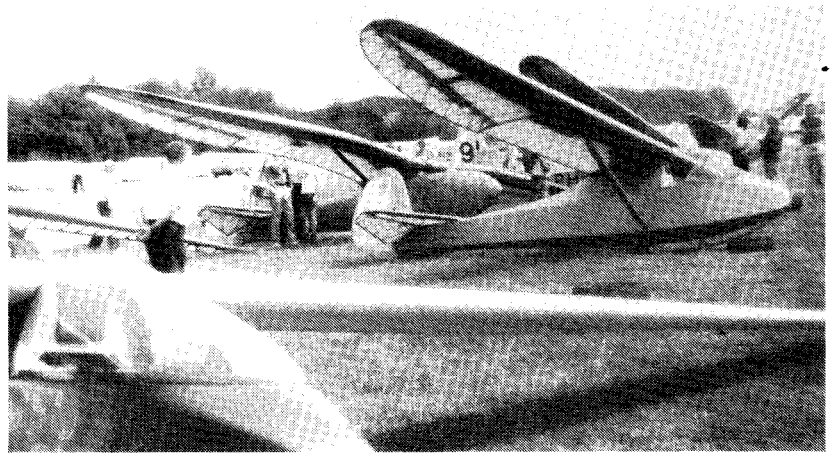


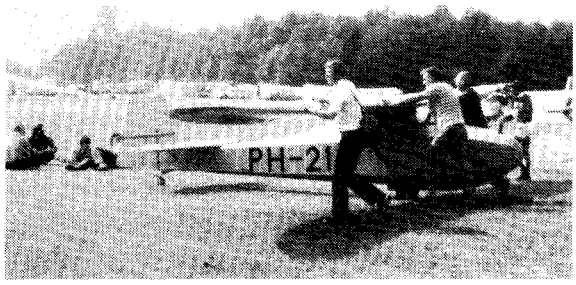




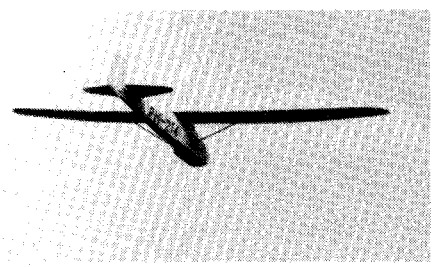




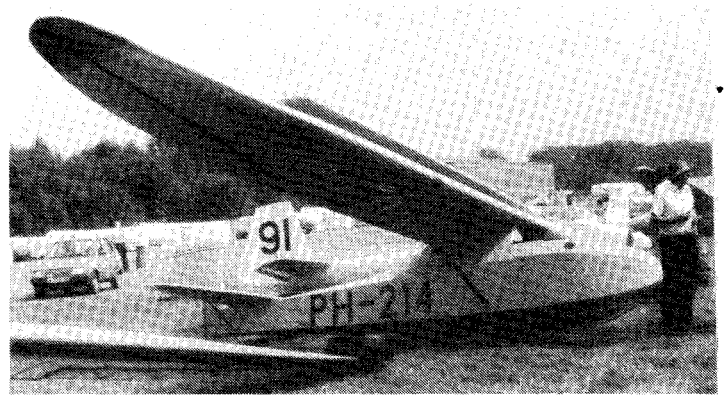

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PH-21








91
PH-214

CAPTIONS TO PHOTOGRAPHS

Taken by C. Wills at Rendez Vous 83 .... Lasham.

Left to Right - Top to Bottom

1. The Swiss Spyr 5 two-seater. Its owner, Hugo Roth, can be seen in the centre of the group, facing the cockpit. On the left, can be seen Bill Scull, the BGA Coach.

2. The Spyr 5 in flight.

3. The recently restored T.31 owned by Colin Anson and Partners. This aircraft was also with us in Hungary.

4. In the foreground is the unique Skylark 1. Right of centre is Barry Smith's rather anglicised Grunau Baby 2b which was the first British entrant in a Babytreffen (Rally) held in Germany in 1983.

5. In the background is the magnificent Kite 1 restored in 1982 by Michael Maufe.

6. Neelco Osinga's Grunau Baby 2b which he recently had restored in Holland.

7. Left .. Peter Moran, Barry Smith, Governor of HM Prison, Portland, David Jones and Ray Bridgen.

8. Peter Moran, Michael Gagg and, facing camera, Neelco Osinga. In the background is the Scud 2's wing.

9 and 10. The Dutch restored Grunau Baby PH-214 ... in flight and on the ground.

We were very lucky to have Swiss and Dutch gliders taking part with us in Rendez Vous 83.

Day 4. 16th August. Task - Lasham-Hungerford-Lasham. (86 kms). Peter Davis flew the Skylark 3 from Lasham to Hungerford and returned to a landing near Basingstoke. J. Borrows completed the task with the Skylark 4. Other vintage gliders could not beat the strong wind. Smoke from fires gave strong and violent lift to 4,000 ft.

Day 5. Tuesday 17th August. Spot Landing Contest only. Bev. George landing his Bergfalke 1 ~~ft~~. from the spot. Weak thermals did not allow task.

Day 6. Thursday 18th August. This brought, until 16,00 hrs, the best weather conditions of the Rally. Task was Lasham-Old Sarum Race Track for Silver C aspirants and others 54 kms. or self-imposed task. The sun and thermals did "switch off" at shortly after 1600 hrs. From then on there was only lift from fires. Some of the Grunau Baby pilots reached Old Sarum only to find that landings on the Race Track were impossible. As the weather had now become "dead", they could do nothing else but search for other suitable landing fields. Among them was John Smoker, in his beautifully restored Grunau Baby 2A. C. Wills was persuaded to try

an Out & Return of 80 kms to Thruxton. Due to having to work at home he was only able to start at 1500 hours. Arriving over Thruxton at 1600 hours, he caught his last thermal as thermal conditions died. The return was made in seeming hopeless conditions against the wind, with the help of one fire, East of Andover. John Borrows and Bev George declared, in Skylark 4 and Bergfalke, respecitvely, a 319 kms out & return to Leicester East. Bev gave up the task over Reading, but flew for 7 hours 4 mins, landing back at Lasham. John Borrows carried out the best flight of the rally by turning Leicester East, and getting back as far as a field north of Basingstoke. At 15.05 hours, over the turning point, thermals gave out and he had come all the way back using lift in the smoke from fires, 150 kms against the wind. It was the first time that a 300 km flight had been done at one of our Rallies either in Britain or in Europe. One had the impression that the Skylark 4 was considerably better than any of our other gliders taking part (we had no Weihes or Kranichs there) and that John Burrows was a good pilot. We would have liked to have seen what he could have done in the Moswey 4, etc. John had flown his Skylark 20 hours 21 minutes in four days! (from Monday to Thursday).

During the afternoon, Hugo and Ursula Roth arrived with their Spyr 5 from Switzerland, but were too late (and tired) to get it airborne. We believed that Ursula had arrived by air and that Hugo had met her at the airport, having towed the Spyr solo from Switzerland.

Day 7. Friday 19th August. The task was a Goal Flight of 65 kms, to South Marston, home of the Swindon Gliding Club. Perhaps, because of poor visibility, no one tried the task. The day was won by Hugo Roth and C. Wills flying the Spyr for 2 hours 30 mins.

During the Weekend, Neelco Osinga and team arrived with their beautifully restored Grunau Baby 2b from Holland. During the evening Ron Tarling prepared a magnificent meal, which was eaten by candle-light in the new building, to celebrate the Dutch team's arrival. On Sunday, as the weather was not suitable, the Dutch team visited aeroplane collections at Blackbush and Wycombe Air Park, where they were able to inspect three Spitfires being renovated. They were able to sit in a fourth. The Roths visited the South Coast, in particular HMS Victory, and the sea.

Tuesday, 23rd August. It was on this day that the Hütter H.17A, which recently had come from Kenya, having been built in Holland between 1954 and 1958, was rigged and flown. The Dutch team knew about the aircraft and its builders, who are still alive, and were very happy to fly the aircraft. The Hütter staggered everyone with its ability to stay up. Cloudbase was variable at about 2,000 ft, but C. Wills won the day with the Hütter by keeping it up for 1 hour 23 mins. Second was A. Maufe, who flew his beautiful Kite 1 for 1 hour 9 mins. C. Wills and the VGC wish to thank Bim Molineux for bringing his Hütter back to Europe from Kenya and allowing them to keep and to fly it.

Wednesday, 24th August. During the evening, there was a party for Ursula and Hugo Roth who unfortunately had to return to Switzerland with the Spyr during the next day. A marvellous meal was prepared by the Maufe family. Hugo Roth produced 6 bottles of wine and smoked meat, the Dutch team also produced wine and everyone else donated their daily prizes of beer. David Jones was even persuaded to leave

his King Kite, which he had been finishing, working day and night, since the beginning of the Rally, living in his trailer beside the workshop. It was clear that the King Kite would have its first flight on the next day.

Thursday, 25th August. Task - Hungerford and Return, 80 kms. In the event, the wind was so strong from the NE that almost no progress into, or across it, was possible. There were dry thermals and smoke thermals. The Skylark 4 and H.17A landed two fields apart downwind of Lasham, near New Arlesford. Their pilots, J. Borrows and C. Wills, had not intended to land out. Once down, or crosswind from the site, the Hütter had no chance to get back, although weak thermals to over 3,000 ft. were found. Using them caused too much drift downwind. A last thermal to 3,000 ft. over New Arlesford allowed a glide into wind of only 3 miles but the last 1,000 ft. was taken in choosing the very best landing field. This was flat, large, and into wind, but was very dirty, having just been burnt. John Burrows had to be quickly rescued from a small field, which had just been set on fire. He was finally retrieved by a cavalcade of three cars ..... one of them towing his!

In the evening, David Jones flew his King Kite for the first time. His problems were first ... a slow aerotow and, then, failing evening light. He landed, happy with the King Kite's handling and high speed performance. Thoby Fisher, one of its original designers, was on hand to advise. He had made its metal fittings .... and restressed it. This was the successful culmination of three and a half years' work in his Coventry living room, for David Jones.

Friday, 26th August. On this day, the Hütter, and C. Wills, redeemed themselves by doing an out & return to a point past Odiham. The return was made from 2,000 ft. in poor visibility. By lucky navigation, the Golden Pot (Pub) was pin pointed 1,000 ft. below in the fog and the east of Lasham was reached with 700 ft. As more height was needed to get to the other end of Lasham for a landing, smoke from a recently started fire was entered, which hurled the Hütter to 5,000 ft, creaking in every joint. When two minutes before, a landing had seemed imminent, now the situation was dramatically changed! It was noticed how the Hütter had climbed as well as a well-flown Ka 8, and how it could not be stalled from a gentle pull up in straight flight. It just hung there with its nose well up, refusing to drop. Finally, it was landed after a two hour 10 min. flight. We were glad to notice that the Dutch team had opportunities to fly many other aircraft including the Rhönbussard and Sky.

Saturday, 27th August. During the morning, there was a most impressive line up of all the aircraft, less Spyr, attending. It seemed to some that the seemingly endless line of vintage gliders represented every vintage glider in the country. This was not so, as at least the same number again of very important vintage gliders exists here. The line up was enhanced by the arrival of Peter Bourne's Scud 2, now finished in early 1930s style. Some of its previous owners were there to admire it.

During the evening, the VGC held its Annual Dinner in the Lasham clubhouse, prepared magnificently and served by Kathy Burton and other beautiful helpers. Ron Clear, our guest of honour, gave an interesting talk. We were very glad to have Mr. & Mrs. Clear with

us. C. Wills gave the following VGC prizes. The Rodi Morgan Plate went to Bev George who had won the Rally with his Bergfalke. 2nd, in a Tutor, after a magnificent flight during the last task, of 5 hours 20 mins, was Ian Smith; Those of us flying open machines could appreciate the cold he must have experienced, as he reached 4,700 ft. on several occasions. The Frank Beeks Trophy for the best turned out Grunau Baby, went to John Edwards who had finished BGA 963, Frank's old Grunau. Frank would have been glad to see it now in such good condition. It really had been in a very bad state when he started work on it. Other restoration cups were awarded to Peter Bourne, for his restoration of the Scud 2, to Colin Anson and partners for their restoration of their T.31, and to the Hungarians for their Junius 18. A performance cup was presented to the Roth brothers, in their absence, who had flown their Spyr 5 a total of 300 kms during two attempts in Germany on two consecutive days.

C. Wills finally mentioned that it was his birthday and that, usually it had been a bad day for him as everything went wrong. However, this time, at the end of a successful VGC Rally, it had been the finest birthday that he had ever had. He was then presented with presents including a magnificent electric typewriter for VGC work.

Over 400 hours had been flown without accident during the rally. This, added to the over 600 hour total flown in Hungary, meant that the VGC had celebrated its 10th year of operation with well over 1,000 hours of accident free flying. We hope that the gliding world and the insurance world will recognise this triumph!

During the Sunday we were able to see the incredible spectacle of the two Hütters soaring together over Lasham. A sight that was reminiscent of a circus of fleas!

We wish to thank Pete Woodcock and Sally Shephard for their tireless and excellent sales effort, which has made a very substantial contribution to VGC funds.

ENTRY LIST Rendez Vous 1983. Lasham. (British National Vintage Rally). 13th - 29th August 1983.

Rhönsperber	BGA 260	Francis Russell
Tutor		Ian Smith
T.21C	BGA 1030	Street Gang
Sky	BGA 685	
Moswey 4	BGA 2277	Ted Hull
Skylark 3		Peter Davis
Grunau Baby 2b	BGA 963	J. Edwards
Kite 2	BGA 633	Pat George
Bergfalke 2	BGA 2750	Bev. George
Rhönbussard	BGA 377	C. Wills
Grunau Baby 2A	BGA 277	John Smoker and partners
Skylark 4		John Burrows
Skylark 1	BGA 725	Peter Woodcock
Olympia Eon 2b	BGA 860	Don Green
Grunau Baby 2b	BGA 2709 D-1128	Richard Gowderoy
T.31	BGA 1376	Colin Anson and partners
Grunau Baby 2b	BGA 2433	Barry Smith
Spyr 5	HB-369	Hugo Roth
Kite 1	BGA 310	Antony and Michael Maufe

Kite 1	BGA 251	Bob Boyd
Grunau Baby 2b	PH-214	Neelco Osinga and partners
Scud 2	BGA 231	Peter Bourne
King Kite		David Jones
Hütter H.17A	BGA 2847	C. Wills
Hütter H.17A	BGA 490	Ken Fripp
Grunau Baby 2b	BGA 1289	Geoff Moore
Tutor	BGA 442	Mike Hoagson

During the period of the Rally, it is believed that almost 500 hours were flown without accident by 27 gliders in two weeks.

BRITISH NEWS

Addyman STGs. Two of these exist. Two were built, the first flying in June 1934. STG means standard Training Glider. They were very refined nacelled primaries. Mr. Addyman died in 1963 and may have built some of his gliders with one hand as he lost the other in a glider crash. He made a considerable impression by hitching lifts to gliding meetings with his glider on a trailer.

The first STG is owned by: Ray Hill, The Chairman of the Aeroplane Collection, Warmingham, Cheshire, who lives at: 46 Landcross Road, Failsworth, Manchester.

The other STG is owned by our member: Nigel Ponsforth, 4 Park View, Kirkby Overblow, Harrogate, North Yorks. He is also building a Flying Flea.

Both STGs are in poor condition.

Nigel informs us that the old gentleman in Lancashire who is building a Hütter H.17A is Norman Ellison (another one). He used to be a member of the prewar Accrington Gliding Club and was an ATC instructor during the war. Since then, he could not afford to get back in to gliding. He has had the H.17 drawings since before the war. The VGC is sending him drawings of the fuselage to further complete his set. Norman Ellison is about 70 years old.

From Dunstable. During a Sunday in November, vintage gliders once again proved the ability to outsoar all others by making prolonged flights up to 3,000 ft. in wave lift. We are pleased to report that Ted Hull's Kite 1, BGA 394, is now almost ready to fly again, resplendent in transparent fabric, after restoration. We congratulate Ted on finishing the work, which was much delayed simply because there was no workshop space.

The King Kite. David Jones has already put in hand modifications to rudder pedals, seat and aileron hinge bearings. The trailer has been made in prefabricated form. He is now working on the aircraft's dolly undercarriage (non-jettisonable). (it has to be removed before take-offs and replaced after landings.) David has continued to work on it in his living room throughout the winter.

The Meise, BGA 2080. Thoby Fisher has continued to work on this aircraft and its trailer. The Meise, which has just had a "professional" C. of A. is now equipped with radio, and can be fitted with oxygen, ready for wave soaring. BGA 2080 was found to be in good condition. Thoby has also repaired the trailer, which had its top damaged in Greece (a low bridge) and he has made it watertight. He has spent hours and hours working on the Meise and

its trailer so that both should be very efficient in 1984.

The Gull 3 Replica. Peter Philpot writes: " Work continues on this project "on a 'two steps forward and one step back' basis. The cockpit area is now recognisable but we have decided that it would be easiest to locate the next frames aft by finishing the wing roots. Mike Garnett had built the inboard halves of the spars, plus a lot of leading edge, so we are now assembling the drag spars and inboard trailing edge ribs. Unfortunately, though Mike had made the drag spars exactly to the drawing, they did not fit. The Slingsby draughtsmen had forgotten that Rib 1 is very deep, as part of the wing root fillet, so when he called for a straight taper along the spar from root to tip, the spar was about 15 mm too deep, where it was supposed to pass through Rib 2! New spars have been made and some six ribs have been glued in place. The mention of a possible (International) Lasham Rally in 1986 has given us a target date."

The Falcon 1(RRG Falke). We have heard that all the parts made of the aircraft's tail surfaces are made by John Sproule at his home. All that is now needed is a "final assembly". This has been delayed through John not being well. He hopes that this will be resolved in the near future.

The BAC 7. To clear up what was written in the last Newsletter, Michael Maufe writes that he is restoring a BAC 7 two-seater and will only convert it to a "Planette" if drawings of the original can be found which would enable it to be fitted with a modern power unit. As a BAC 7, it will be the oldest airworthy glider in the world and a piece of British gliding history. Its first flight was at Gillingham, Kent, on 12.4.31. It was the first British two-seater. At least seven were built and the last was being constructed by schoolboys as late as during the war.

The Eon Olympia BGA 962. Michael Gagg writes: "There is a bit of personal sentiment about my owning this particular aircraft. She is the 24th aircraft of the second batch built by Elliotts. She was delivered new to the Coventry Gliding Club in February 1959, when I was a member there, and I fell head over heels for this beautiful sleek machine. At the time, I was a humble Tutor pilot and to fly an Olympia was the summit of my ambition. Even although there were Skylarks around, there was something about its lightness and its handling which appealed so much. I started to fly at Dunstable and so lost track of this particular aircraft, but that first impression has stayed with me over the years, and, after the Rally at Lasham this year I made up my mind that an Olympia was the glider that I would like to own. Partly sentiment, partly the fact that everybody talks with affection of the "Oly", and yet, it is a type not well represented in VGC cicles ..... I am referring of course to the Eon versions ..... not the "Meise" or the Nord 2000. I was thinking of finding an aircraft needing some attention really, and putting it back in to flying order.

"I answered an advertisement in S & G from someone in Gloucester who wanted to sell an Olympia ..... went to look and, bless me, it was the very machine that had started my love affair with the type. She was out of C. of A. but in good order, and original. The only modifications have been to fit a nose pilot, instead of the external type, and she has some modern instruments. Eric Rolfe did the C. of A. for me and, on the 5th November I flew 962 for the first time at Cosford, and promptly had a thermal soaring flight! I do have a restoration job however, on the trailer. It is the original

one, a 1950 style "Gipsy Caravan" shape on an old type axle with 16 inch rim wheels and has rather deteriorated through being stood outside. The aircraft, by the way, had been hangared at South Cerney rather than in its trailer .....Mike Davis, our CFI, has been very helpful in getting the aircraft accepted at an RAFGSA club, by becoming a syndicate member with me. This ensures that no-one flies the aircraft without his permission, which will not be lightly given."

Russavia. Mike Russell reports. The Petrel is now grounded "sick" and has been for some time, but the "Dagling" and Kranich 2 progress slowly.

The JS Weihe. BGA 1093. Andrew Coates spent last summer building a workshop for it in his garden. His intention is to restore it to its original Swedish colours when it came second in the World Championships there in 1950, when flown by Paul McCready of America. Should anybody have a photograph of it at that time, would they kindly send it to Andrew Coates, 17 Shaftsbury Road, Watford WD1 2RG. Andrew is currently working on the aircraft.

Peter Underwood has now rebuilt tailplane, elevator, rudder and ailerons of the Dagling, BGA 471, and is now working on its A-Frame. His work is beautiful and clean and the aerodux glued parts are now probably better than they were when first built. There remains the not inconsiderable task of rebuilding its wings and nacelle. This Dagling, although built after the war, is the last survivor of Britain's Ab-Initio training fleet and will be an example of what gliding training was once like. Peter is restoring it near Dunstable but the aircraft is Mike Russell's property. Peter is also restoring the tailplane of Mike Russell's Kranich 2, BGA 1147, which, established as having been built by Mraz at Chotzen (does anyone know the Czech name of this town now?), Bohemia, in 1942, is now the last German dive-braked Kranich 2 in Britain. The tailplane does not seem to be in too bad a condition. Peter has also just acquired the T.8 Tutor, BGA 833.

Duncan Andrews has just written saying that he at last has a trailer for his Kite 1, BGA 285. and is about to C. of A. the aircraft, which he bought from the Maufe's. He is to fly the aircraft from the new airfield of Eaglescott, Burrington, Moor Cross, Amberleigh, Devon. Eaglescott is to become a Flying Centre with gliding, microlight flying and powered flying included. The Gliding will become known as the North Devon Gliding Club. The airfield is grass, devoid of handy ridges but is quite thermic and winch and aerotowed launching will be available. Duncan has already entered his Kite in the Sutton Bank Rally this year.

5 Kite 1s. It is now evident that soon five Kite 1s will be air-worthy in Britain. One more, the prototype, is in dry storage near Dunstable. 25 were originally built, as it was the first sailplane to be quantity built by Slingsbys, starting in 1935. As two more exist in America and South Africa, the type has survived well, especially as it was the initial basis for military glider pilot training in Britain. The Kite 1, believed to be airworthy in South Africa, was taken there in 1936 by P. A. Wills to start gliding in that country. We are not sure whether the Kite 1 in the USA was not built there (as was their Gull 1) but we are almost certain that it was exported from Britain. It was formerly the property and test vehicle of Dr. August Raspet of the Mississippi State College, before he used the R.J.5 and Horten 4A. The Kite 1 in America is

said to be now reposing with other vintage sailplanes at the Scott Air Park, Lovettsville, Virginia. Kite 1s in Britain can be found: at the Blackpool & Fylde Club, Sutton Bank, Duxford, Dunstable and North Devon.

The missing Mu 13A. This aircraft, together with a Meise and two Kranichs were brought from Germany by Lt. Cdr. John Sproule for the Royal Navy in 1945. These aircraft all met their ends at Royal Naval Air Stations in Britain during the 1950s (with the exception of the dive braked Kranich which was destroyed in Australia). The Mu 13A was broken, we think, during 1957 and was removed for repair by a Chief Petty Officer. We call upon anybody in RN gliding at the time, and especially John Stanley, who we believe was in charge, to reveal the name of the CPO, if not the whereabouts of this aircraft. As the machine was said to have been 'undershot' into a hedge, we cannot believe that it was damaged beyond repair and we think that the aircraft still might be somewhere.

Barbara Reed. We welcome Barbara to our club with an ancient Grunau (prewar) and a 1944 Cadet.

German Aircraft at Farnborough?

During 1945, the only way to bring German sailplanes to Britain was to have written authorisation that they were needed for testing at the RAE, Farnborough. These aircraft were sometimes released to civilians after their testing was finished.

Phil Butler of the Merseyside Aviation Society Ltd. (35 Gawsworth Road, Golborne, Warrington, Cheshire WA3 3RB) who is already responsible for the excellent publication "British Gliders" (one of the three most important reference books on the subject) has asked us to publish the following list which he has extracted from official documents printed in 1947.

German Gliders brought to the UK in 1945 + Cat. 1 were aircraft required by the RAE, Farnborough.

	Cat. 1	Others
Grunau Baby	6	3
Hannover	1	-
Olympia Meise	2	1
DFS 108/43	1	-
Kranich 2	2	1
SG.38 Schulgleiter	2	-
Minimoa	-	1
Mu 13	1	-
Reiher	1	-
	16	6

The table does not tie in very well with other records. The list of German sailplanes shown at RAE shown in a 1945 document, while incomplete, includes: 2 Grunau Babies, 4 Olympia Meises, 3 Kranich 2s and the Horten 4A. Phil raises the following queries:

1. What is the Hannover design referred to (sometimes called Hannoveraner in other sources)?
2. What was a DFS 108/43?

(Paul Williams thinks) (It was the Lippisch„Kormoran"Motorglider)

Any thoughts on the above records will be received with interest.

Our Comments

Grunau Babies. One Grunau Baby was released to the Bristol Gliding Club. Two more were seen in the Army Gliding Club at Lasham during the early 1950s. These two may have been brought in unofficially for the Army Club, from Germany.

The "Hannover" We presume that this was the AFH 10, as the AFH 4 broke up during the 1938 Rhön Contest (with six other sailplanes in thunderstorm). Rumours of gull-winged sailplanes at Farnborough, together with the fact that the Hannover would never be released to the clubs, was heard in the Lasham Bar during the early 1950s. However, the Hannover might have been in Germany in a RAF club there. It was very likely that the Hannover would have been in British hands as the town Hannover, together with its Akaflieg, which owned the Hannover, was in their zone. We ask our members if they have any more information on the AFH sailplane.

Any comments from our members, particularly our French members, are welcome.

U.K. RALLIES 1984

1. V.G.C. Annual Rally, Sutton Bank

The Yorkshire Gliding Club have invited us to run our rally in conjunction with their own 50th Anniversary Celebrations during the week. Tasks will be set each day for the Rodi Morgan Challenge Trophy to be competed for by our pilots. A number of oldtimer pilots are expected to attend the rally and celebrations together with a number of newly restored gliders, including the Mgl9 gull-wing two-seater not seen previously at any of our rallies. A bungy launch rope is expected to be used if the right launching conditions occur. Tents and caravans will be allocated a special reserved area adjacent to the existing caravan park at the flying field. Normal clubhouse meals (Breakfast, Lunch and Evening meals) and bar facilities will be available the whole week. Limited bunk house accommodation is available for which intending persons should book direct with the Club Steward by telephoning or writing direct to the Yorkshire Gliding Club, Tel: Thirsk, STD code 0845, 597237. Local accommodation addresses can be obtained through the Rally Secretary when confirming your entry. "T" shirts and stickers for the rally, together with VGC drinking mugs and other goodies will be obtainable at the static display in the briefing room. Peter Woodcock and Sally will be in attendance during the week and would be grateful for relief helpers to offer their services at running the table during the week, please come forward. If you have any interesting items to display, i.e. model gliders, photos, magazines, old parts of gliders or even non-flying ones (we can accommodate anything of interest) please bring it along.

Some dates for the diary:

Saturday	25th August	Opening Ceremony by John Spence, M.P. and Grand Glider Static Display 10.00 am followed by flying and tasks each and every day.
Wed.	28th August	BarBeQue 8.00 pm with VGC in charge (very good cooking?).
Saturday	1st Sept.	Final Party Night.

Film and Slides evening to be arranged (please bring films and slides of interest).

Payable in Advance: VGC Rally Entrance Fee, £5.00 per member, should be forwarded to Rally Secretary, Geoff Moore, Arewa, Shootersway Lane, Berkhamsted, Herts, Tel: 04427 73258. Please indicate as to whether local accommodation addresses or camping preferred together with SAE.

Payable on arrival at VGC reception: temporary membership to YGC for the week, £10.00 per flying member, any officially entered day flying members £2.00 per day. Camping facility fee £5.00 the week per unit. Launch fees will be at standard club aerotow and winch rates. Our members are expected to settle these daily or on the day of their departure with the LGC office where a computer is installed which will give a print-out after flying hours of your account if required.

We shall be glad to welcome members and friends again and extend a warm welcome to any of our friends from Europe and abroad who join us.

Sutton Bank Entry Forms available from Geoff Moore, Arewa, Shootersway Lane, Berkhamsted, Herts.

2. VGC Meeting at RAFGSA Centre, Bicester, Late Spring Bank Holiday, 26/28th May.

We have an invitation to meet the RAFGSA folk at the Bicester Gliding Centre this weekend by kind permission of Air Commodore G McA Bacon. The site entrance is from the A421 two miles north of Bicester town (Buckingham). At the guardroom it would be helpful if VGC members had personal identification but this is not essential. Ask to be directed to the gliding hangar for advice on crossing the airfield safely. There is plenty of room for camping and caravanning should you wish at no charge. Food and drink is available during flying hours from a bus on the airfield. At other times there are restaurants and pubs in Bicester. VGC members are welcome to use the RAFGSA bar in the evenings. It is a very busy gliding centre with winch and aerotow available. We would remind our pilots to be very careful about not infringing adjacent flying areas, in particular Upper Heyford and Weston-on-Green. All pilots should ensure that they arrive with suitable maps to show these airfields, also up-to-date limits of controlled air space above and to the south of Bicester. Temporary membership at present costs £2.30 each pilot for the weekend. Launch fees £4.50 aerotow and winch 60p. (these charges, however, may be reviewed in the new year). Flying tasks are likely to be set according to demand. We will operate under the direct authority of the CFI Sgt. Terry Joint. Please advise that you are coming in good time, contact Rally Secretary, Geoff Moore, Berkahmsted 73258.

3. Vintage Glider Club Annual Dinner

By kind permission of the Coventry Gliding Club we have pleasure to announce that the dinner will be at Coventry Gliding Clubhouse, Husbands Bosworth, Saturday 29th September. Seating capacity will be for 150/175 diners where, together with our hosts and president, we shall once again enjoy a relaxed evening with friends. Details will appear in the next Newsletter for tickets.

4. Booker

News from David Richardson at Thames Valley Gliding Club, Wycombe Air Park, Booker, is that they are again inviting VGC members to a vintage flying weekend and social party evening at the Easter Weekend from Friday 20th April through to Monday 23rd April. Take along your glider for a rejuvenating experience of flying the Chilterns Ridge. The party night is planned for Saturday in their clubhouse. During our Rally at Booker last summer members experienced good flying conditions together with excellent beer in the evenings. This year should be rather special as it is the 25th anniversary weekend of the founding of Booker Flying Club.

5. London Gliding Club at Dunstable are planning to run a vintage flying weekend from Friday 15th/16th/17th June. Any members who require details should telephone Geoff Moore. Please book early for overnight accommodation by contacting Dunstable 63419.

DENMARK

The Mü 13d. Niels Ebbe Gjørup has kindly sent us the following news about this aircraft which formerly belonged to our member, the late Signe Skaf Møller. This Mü13d, OY-MUX, is one of the only three original Mü13d, from before 1943, existing. Niels has been studying its Log Books and papers. A short summary is as follows:

> 1st July 1939. The sailplane was finished in "Rohbau" (less fabric) at the Schwarzwald Flugzeugbau, Donauschingen. The first German Log Book mentions the type as a Mü 13 d-11 ("this 11 is a little strange. Do you know if it means the serial version? The original 'Segelflugzeug-Prüfschein' does not mention the 11, so maybe it was written in the Log Book after the Mü13 d-111 version had been produced. One will never know").
>
> 14th July 1939. Fabricing and painting was finished and the machine left the factory (probably). WE GUESS that it was sold to the Russians but no papers exist to tell us whether we are right or wrong. WE KNOW that during an inspection in 1947 a Hammer and Sickle became visible under the old paint that was removed from the rudder. We believe that it is well possible that the Russians bought it from the factory and transported it to the USSR, where it was captured by the Germans during their 1941 invasion, and sent back to Germany again. (We cannot be quite sure of this, but the idea is not so silly as we had another sailplane in Denmark that was being used by the Luftwaffe after the Germans had "found" it in Poland. This was the Polish designed sailplane "DELFIN" which later some Danes bought and had it civil registered OY-DYX.
>
> 16th April 1942. The Mü had its German "Zulassungschein" (Certificate of Airworthyness) and was registered D-WL-XL-217.
>
> The VGC thinks that it should be WL-XL-217 without the D. This would make it a typical Wehrmacht Luft registration of between 1939 and 1943. 'D' began the civil (NSFK) registrations until 1943, whereas WL began the armed services Gliding registrations from 1st January 1939 tuntil 25th June 1943.

25th April 1942. The first start from Fassberg airfield was made. Here, at Luftgau II, some 193 starts and 76 hours were flown.

26th August 1942. The Mü was moved to its new home at Lübeck-Blankensee where 100 starts were made.

5th September 1942. The Mü had a crash and broke a wing. After repair the aircraft was taken to Denmark to amuse the German Forces there.

2nd June 1943. The first start in Denmark was made from Vaerlose Airport.

3rd June 1944. It had been moved to Lundtofte Aerodrome where only 6 starts were carried out.

Here, the story of D-WL-XL-217 stops. One year later, the war was over and the Mü was left behind in a hangar. Not many of the German gliders had this fortunate fate. Most were destroyed before the capitulation - by Germans.

Juridically, the sailplane now had become Danish State Property. The Ministry of Commerce decided to let the aircraft have an inspection, so that a price for it could be established. In the Spring of 1947, the Danish Gliding Union bought the Mü for 2,500 Danish Crowns, so that now at last they had a sailplane capable of breaking records! Its new registration was OY-MUX. Many good flights were made in it by pilots like Svend Michaelsen, Carsten Thomason and Signe Skaf Möller. Its longest flight was performed by Age Dyhr Thomsen, who flew it 332 kms to a landing in Sweden! This was on 17th August 1953.

The last owner of OY-MUX was Signe Skaf Möller. Her longest flight was 271 kms into Germany, the Müs home country.

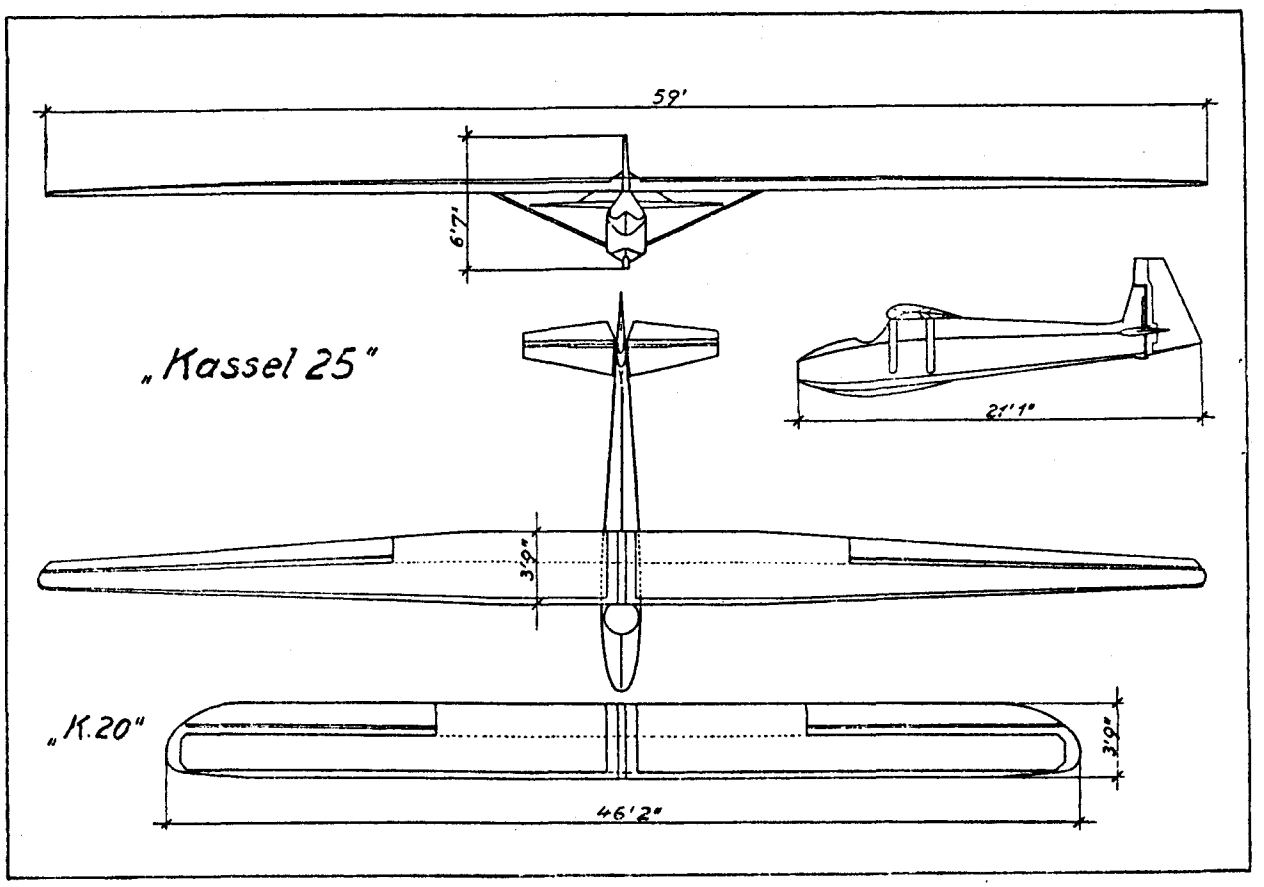
After Signe's death, nobody flew the Mü as its C, of A. had run out. For some years, it stood in the hangar of the Arnborg Gliding Centre.

In 1978, the Mü was bought by Erik Holten who wanted to make sure that this rare sailplane did not get destroyed. Later, a foundation was founded and some 20 people sponsored its restoration. At least, they donated a sum which was not nearly enough to get the sailplane restored.

Today, Erik Holten and some other people are hoping to get the restoration done. Sad to say, OY-MUX will only be brought up to 'Museum Standard'. When the "Danish Aircraft Museum" has been found new premises, the Mü 13d will be there on display together with all the other gliders in the collection.

Niels continues: In our club we have almost complete sets of Grunau 9, Grunau Baby and 2s (a Danish two-seater primary) drawings. He is very keen to obtain photographs and reports about old gliders from old pilots, etc. "Sometimes, one can get frustrated if it is not possible to find ANYTHING about a certain glider. For example, the Viborg Club (my club) had a KASSEL 20 back in the 40s. Except for some bad photos, I can not find out anything about it in any literature. I know that it was something like a Kassel 25 but had different wings. Every trace seems to have gone, even although we have three members who vaguely remember that they flew the bird".

Niels' Address is: Silkeborgvej 2, 7400 Herning, Denmark. Tel: 07-12 75 09. MÜ 13 owners and other members might like to correspond with him. We have sent him 3-view drawings of Kassels 20 and 25.



Built by the former (Max) Kegel Flugzeubau which had been taken over by Fieseler, the German Aerobatic pilot. The firm also built Zöglings, Prüflings and the two-seater "Hercules". The Kassels were a further development of the "Prüfling". The Kassel 20 weighed only 225-230 lbs. During the Rhön Contest of 1931, this machine showed good flying qualities, which might be accounted for by it having differential aileron movements. "It is, at all events, an outstanding example of high class and, at the same time, a not too expensive sailplane. The Kassel 20 costs £49 in Germany while the price of the Kassel 25 is £75! Low prices have been made possible by the splendid organisation of the works ..." - Kronfeld on Gliding & Soaring. Both Kassels were to be found in England and in Northern Ireland.

GERMAN NEWS

The Münster Minimoa is receiving a general overhaul at Münster/Greven, and should reappear in glorious transparent doped fabric! The Münster Goevier 2 is being C. of A.d at Münster Telgte.

Otto Bellinger has been ill with heart and blood circulation troubles. We believe, and hope, that he has fully recovered. He has recently been used in an advisory capacity for the Air Travel Dept. of the new Berlin Museum für Verkehr (Traffic) and Technik, which was opened on 14th December 1983.

Photographs from the Rendez Vous 83 Rally at Lasham during last August.

CAPTIONS TO PHOTOGRAPHS

Left to Right - Top to Bottom

1. "Now they tell me. I only stuck the ..... thing together"!! David Jones' comment after learning that Slingsbys might have in error incorporated 'Wash In' instead of 'Washout' to the wing tips of the 1936 prototypes. (giving them most undesirable spinning characteristics.) The new King Kite has a 'changed' wing.

2. Ken Fripp stands on the left while "Lofty" Russell tries out the cockpit for size.

3. The two Hütter H.17as in the line up during the last Saturday. That on the left is the H.17 belonging to Bim Molineux. Having been built during the years before 1958 in Holland, it has been since then in Kenya. It has the shorter nose of the 1935 Prototype. The H.17 on the right was restored by Southdown Aero Services, and, owned by Ken Fripp, has the 11 inch longer nose of the later deluxe versions. Its longer-span ailerons give it a sensational rate of roll.

4. David Jones working in the Lasham hangar to finish his King Kite, after 3½ years work on it in his living room!

5. "Lofty" Russell tries out the King Kite for size while David Jones stands on the right.

6. The King Kite after its first flight with flaps set for landing.

7. The King Kite bedded down for the night.

8. Ron Clear, our Guest of Honour, stands behind the Scud 2 which he and his wife once owned.

9. Hütter H.17a landing.

10. Martin Gagg, Michael Gagg, Neelco Osinga, Wiel Zillen, Alec Taylor, before the Dutch Grunau Baby 2b.

Urgent ! VGC members in Britain Only. Last Call for cheap Insurance.

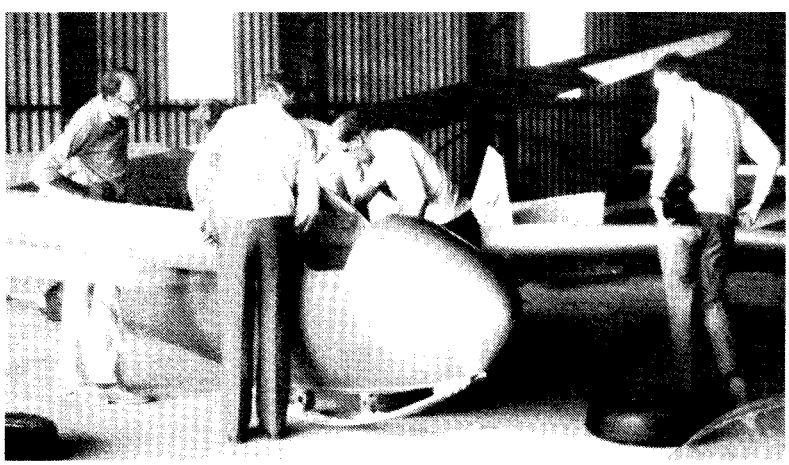
Insurance forms were disributed with the last News Letter, for hoped for cheaper Insurance with the Mowbray Vale Insurance Co. Members were asked to submit these forms to :- Tony Maufe, Corner House, Lyng, Norwich, NR9 5AL.
There was poor response. It was planned to send in a "block entry".
Members still wishing to have cheaper Insurance for their gliders should immediately write to Tony Maufe. This really is their last chance.

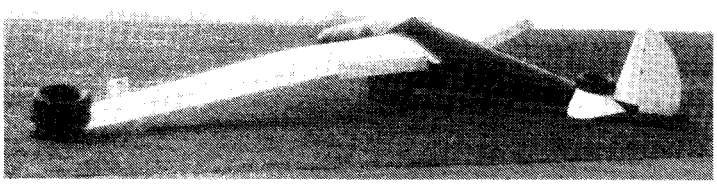


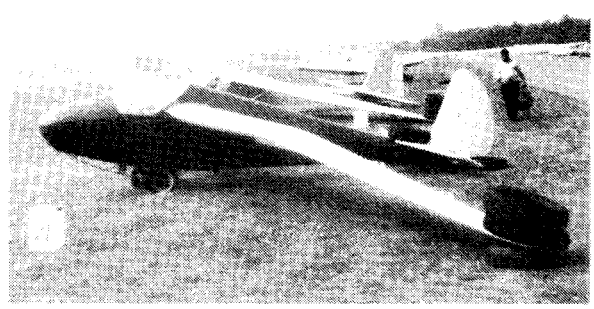


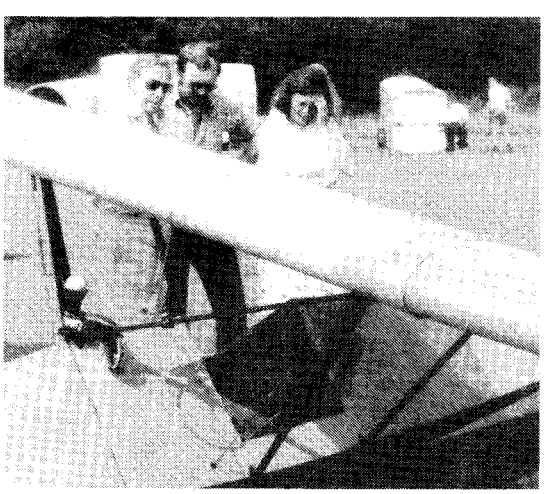


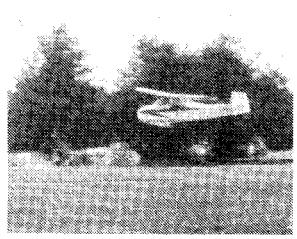




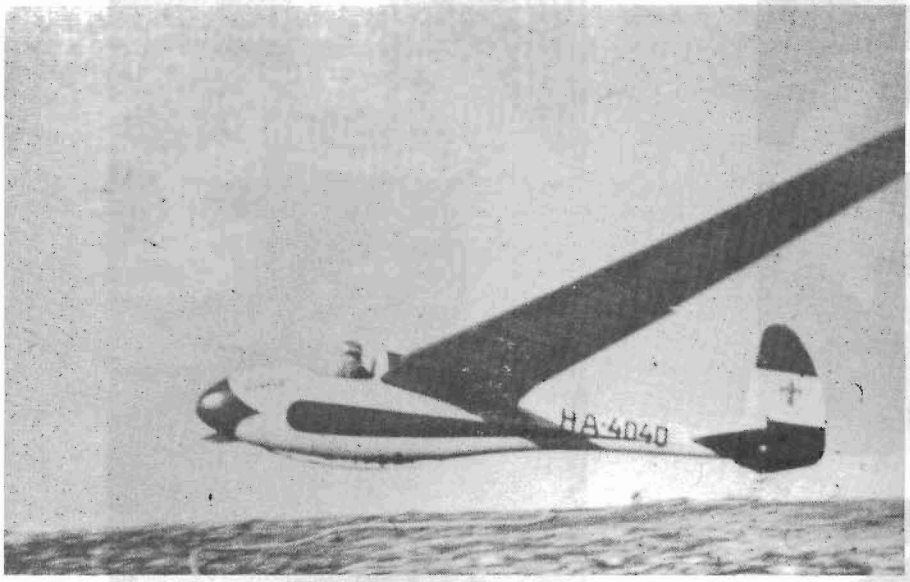


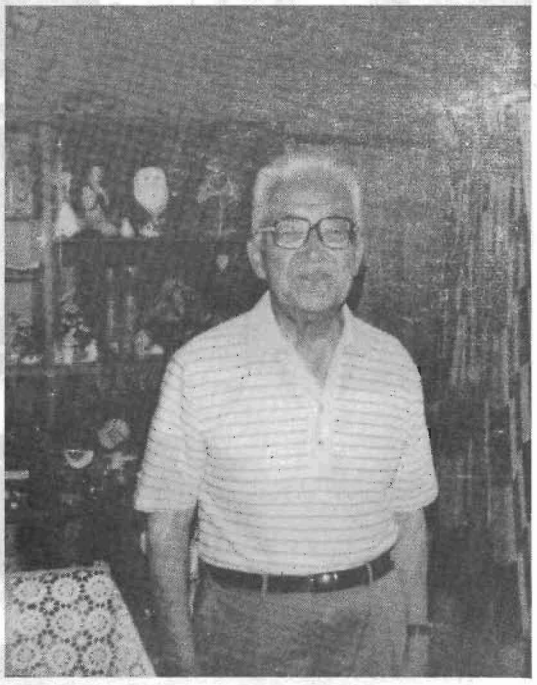


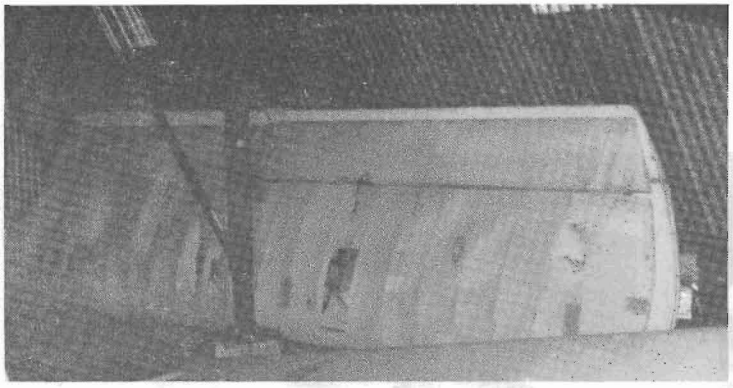




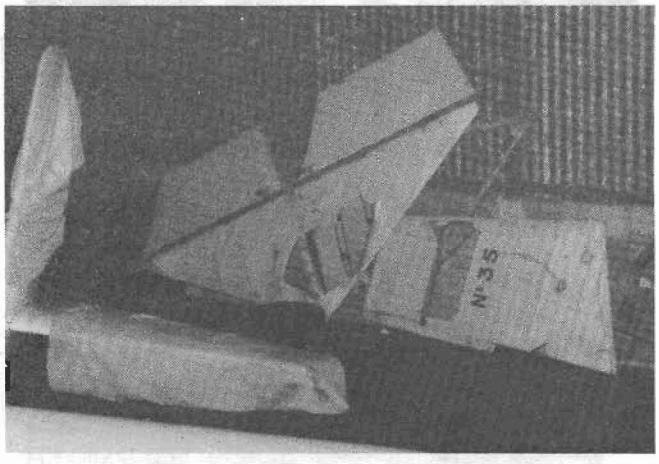


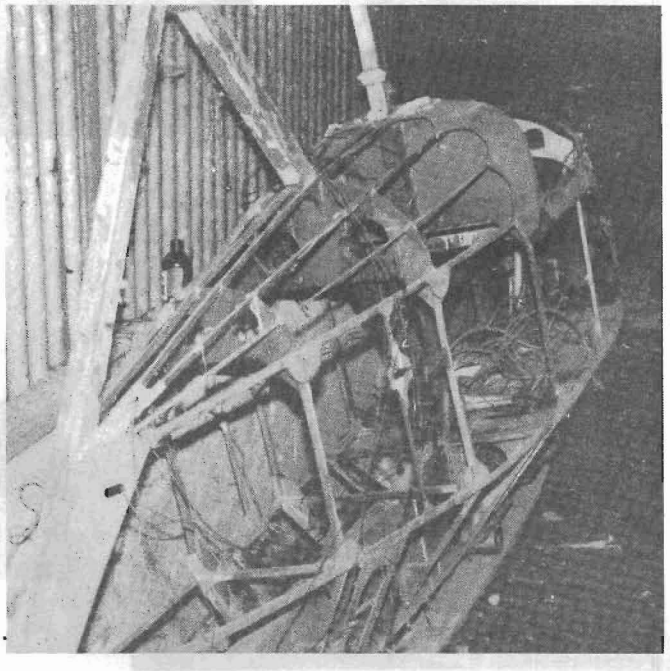

HA-4040

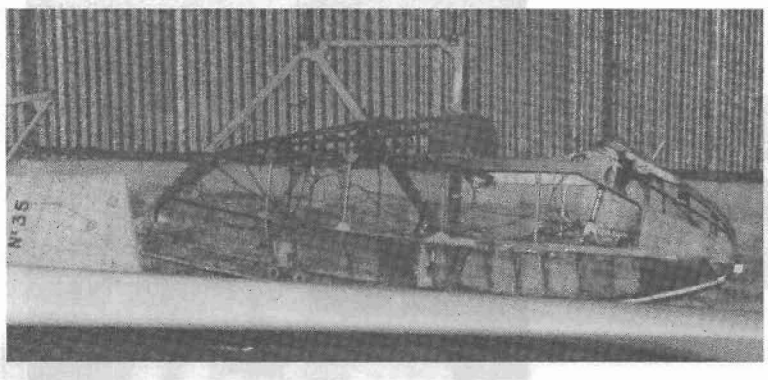







N°35




N°35

CAPTIONS TO PHOTOGRAPHS

Left to Right - Top to Bottom

1. Taken during the war in Hungary. Although we were told that this was the famous 749 km record breaking Rot Front 7 of Olga Klepikova, we believe that it is in fact a Soviet 1935 sailplane designed by Groshev; a Groshev Number 6, i.e. GN-6 sailplane. Shortly after this photo was taken the GN-6 had to be abandoned in flight because of uncontrolled fore and aft pitching. The pilot, who descended by parachute, is still alive today. The aircraft was captured on the Eastern Front.

2. Professor Hiroshi Satoh, the father of Japanese gliding. The photograph was taken by Captain Morio Kawashima in June 1983.

3. The wings of the oldest glider in France ... an AVIA 15c. Our Dutch member Udo Beek photographed the aircraft on the airfield of Roman s. Isere in 1982. We now hear from Dedale that this, or another AVIA 15c is stored on the airfield at Paray le Monial. Can it be the same aircraft, or are there two? It and three AVIA 40Ps, are the sole survivors of the 200 strong prewar French glider fleet. The AVIA 15 was the main trainer from that time, and during the war. We are indebted to Udo for the photographs.

4. Professor Hiroshi Satoh, who was a frequent visitor to the Wasserkuppe before the war, and airline Captain, Morio Kawashima, who can remember seeing in 1938 the remains of one of the first two Minimoa prototypes in a hangar in Japan. We warmly thank him for sending us the above photograph.

5. More photographs of the AVIA 15c primary, which we are sure could be saved. Members of Dedale now know of its existence but not about what condition it is in. We call upon every true blooded Frenchman to go forward to save it! Allons Enfants! L'etandard sanglant est levé. It faut le capturer pour la Patrimoine Aeronautique!

6. and 7. As above.

GERMAN NEWS (Cont.)

Erich Klöckner, who is remembered for his sensational height flight in a Kranich 2 to 11,410 metres, over the Austrian Alps on 11.10.40, while working for DFS, has celebrated his 70th birthday.

Rainer Karch writes: "Saurier" (Mü 23 motoglider) is expected to fly again in March 1984. (All parts of broken undercarriage and prop shaft are completed) The Dimona (broken in Hungary) flew some hours but is grounded again through leakage in the fuel system. The

Mü17 is waiting for spring in its trailer in our garden. The Mü 13d (Ragot) will be soon shown to our C. of A. inspector Silbersdorf to establish a rough estimation of the work necessary (for its restoration).

We congratulate our member, "Cassius" Ewald, who, still at the FVA, has just gained his aerobatic licence in an Lol50, which he thinks will soon be vintage.

SWISS NEWS

We sadly have to announce the accidental death of Albert Neukom, while flying his latest powered ultralight. He had taken on the designing, building and testing of the Elfe sailplanes after their original creator, Dr. Pfenninger, had departed for the USA. All the Elfes since 1950 had been designed and built by Albert Neukom, developing Dr. Pfenninger's ideas further. He still had many more ideas to try out and his loss will be a serious blow to gliding. He was killed during an air display to celebrate the 50th Anniversary of the Schaffhausen Gliding Club, on 10th September 83. Three AN 20Bs were carrying out a formation flight in rather turbulent conditions. After a first successful circuit, a rather faster run was attempted. Suddenly, while at 60m height over the runway, one of the wings failed. Albert was killed instantly on impact. He was born on 23rd July 1925 in Zurich and started gliding for the first time on a Zoegling in June 1942. Two years later, he flew his own glider, a Spalinger S.12, for 2½ hours. He was responsible for many designs from Standard Class sailplanes to the variable geometry AN 66C (which he produced before Sigma, FS 29, SB 11 and Mü 27).

His many sailplanes and powered gliders flying throughout the world will be memories of him. Schaffhausen was his gliding club.

We are pleased to announce that a baby boy has been born to Ursula and Hugo Roth. We send them our congratulations belatedly. At last, the Spyr's rigging team is taking shape! Hugo and Chaeseli have recently been fitting their Spalinger S.19 into an old post bus, which is to be its "powered trailer"!

FROM HOLLAND

The 5th Baby Rally

From: Neelco Osinga, ARTS, Prof. C. Eykmanstraat 17, 7415 EK Daventer, Holland. Tel: 05700-23199. December '83.

"Dear Baby Friends, During the previous year, it was decided at Bohmte that the 1984 Rally for the Baby family should take place in Holland. The Airfield "Lemelerveld" between Zwolle and Deventer seems to offer us excellent possibilities.

The prices should be approximately as follows:

6 starts - £75.00
9 starts - £100 All starts by winch
Camping - £2.00 per day, per person and per tent/caravan.

Entry fee is not yet known but will be as cheap as possible. The site offers all facilities ....a roomy hangar, a comfortable camping

site, a well laid out workshop, a beautiful canteen which can offer, if necessary, all meals, etc.

The surrounding area offers everything that tourists could wish for.

We warmly invite you to take part in the Baby Meeting during Whitsun from 9.6.84 - 12.6.84. We can also fly at the site during the following week.

Please send the entry form to take part in the 5th Baby Meeting to the address overleaf.

Entry Form

I will/will not take up the kind invitation to participate in the 5th Baby Meeting at Lemelerveld. I will be coming with ..... persons.

Name .....
Address .....

Please copy the above and send it to Neelco at the address overleaf.

The 12th International Vintage Glider Rally

As we agreed in Hungary, we have the honour to organise a Rally in Holland for the first time.

We are sending you the following information.

1. Period: 3rd - 10th August 1984.
2. Place: The National Soaring Centre Terlet (52 3' - 5 56'), 8 kms North of Arnhem on the Arnhem-Apeldoorn road.
3. We can use the grass runway. Unfortunately, there is no hangar space available for rigged gliders. We are looking for a way to solve the problem for difficult-to-rig gliders. Terlet is situated in a great forest/moor area. Thermal conditions over Terlet are excellent and it is a good starting point for cross-countries. There is a glider repair workshop, a very good restaurant, bar and briefing/festivity room.
4. Camping for caravans and tents. Electric installation is possible. Showers and toilets will be organised. Hotels: there are sufficient hotels nearby, but please reserve accommodation, if you wish to, as soon as possible.
5. Start Method: Aerotow, winch and bungee cord. There is only a small hill ... no hill soaring.
6. Tourism: Terlet is situated in the central part of the Netherlands, 8 kms North of Arnhem. Within 1½ hours, you are in Amsterdam or Schiphol. The Veluwe Lake is one hour away from Terlet. The surroundings offer sufficient possibilities for family and children: Shops, museums, play-garden, zoo, cruises, swimming, etc.
7. Festivities: Opening. Nationalities Evening (one evening in which every nationality is host in a corner of the festivity room). Dutch evening. Film evening. Closing evening.

8. Expenses : (£1 = f.4.48). Registration Fee: f.150 (£33.50) per glider with one pilot, f.50 (£11.20) for additional pilots. Camping: f.7 (£1.55) for two persons with tent or caravan per night. f.2.50 (£0.55) for each additional person per night. (Under 14 years old - free). Aerotows: f.27.50 (£6.15) to 500 metres. f.40 (£9) to 750 metres. Winch launches: f.7.50 (£1.75).

9. Entry Forms can be obtained from the Secretary: Nel Dijkstra, Westlanderstraat 1A, 5301XH Saltbommel, Holland. The other members of the organisation are: Hans Dijkstra - Flying Operations; Jan Vermeer - Ground Organisation; Jan van Beugen - Internal Affairs; Jan Förster - Public Relations.

We hope to see you at Terlet.

Jan Förster

HUNGARIAN NEWS

Fececs Gabor sends the following news.

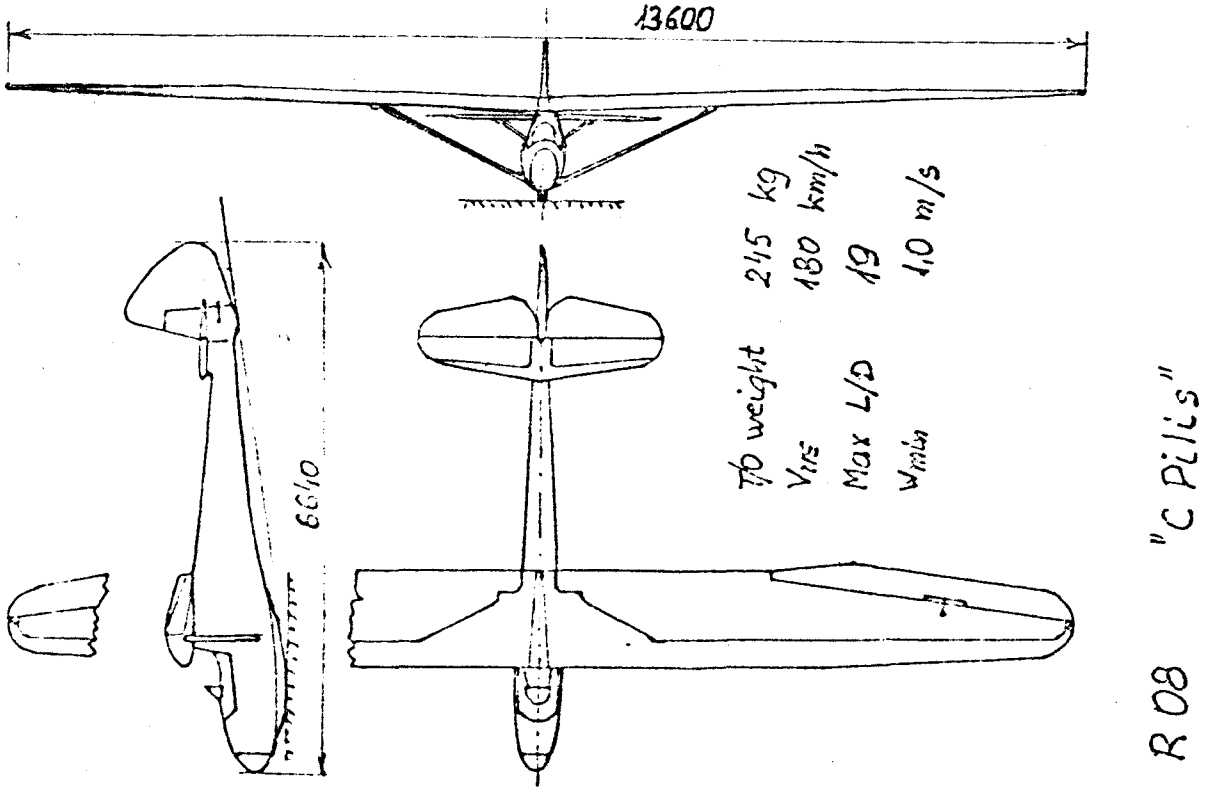
"It looks as if the restoration of the Pilis may start soon, by a group of enthusiasts at ESZTAGOM, where the Gobes were once built. Management, as well as workers, are showing an interest in restoring old gliders".

This is the Pilis which was seen last August in the garage of Laszlo Takacs. He has saved this aircraft by keeping it safe for some years. The Pilis is a Rubik, strutted, advanced-intermediate sailplane, which, designed and built prewar, has some good flights to its credit.

In Hungary we heard rumours that the NEMERE had been seen, repaired, and painted yellow, flying in Hungary after the war. Previous to this, we had heard that it did not survive the war, being destroyed by the Soviet army putting their horses in with it (in a hangar). Gabor has now discovered what happened to this greatest of all Hungarian sailplanes. After a quick restoration, she flew in 1945, until gliding was banned by the Allied Control Committee. A more thorough repair followed during the ban. She flew again during 1947 and 1948, but only occasionally, as the NEMERE was still owned by Rotter Lajos, in contrast to other gliders which were owned by clubs. It is interesting that only a few gliders were privately owned in Hungary, before the war as well. In 1948, NEMERE and other gliders were declared obsolete (by the authorities) and destroyed. This crazy system to destroy every glider which has become obsolete, officially prevails even today. The criteria of a glider becoming obsolete are that its official flight time or age has reached the value given by the builder (designer?) as its lifetime, or crashed beyond repair. This system has begun to crack up and our International Rally last summer in Hungary has given momentum to this". It has been reported that Nemere's drawings do still exist but it would be too expensive to attempt to build this super sailplane again.

Note on Soviet Sailplanes in Hungary

Gabor described how during the war, Soviet sailplanes, captured on the Eastern Front, were brought to Hungary, tested and flown. It



would seem that among them was Gribovski's G-2, a training intermediate sailplane, designed well prewar, which, apart from being suitable for aerotowing and training, had some notable thunderstorm height flights to its credit. Another Soviet sailplane brought to Hungary, was said to be the Rot Front .... the famous sailplane of Olga Klepikova's 749.5 kms, 1939 world distance record. While not denying that there may have been Rot Front 7s in Hungary at that time, we wish to respectfully suggest that the photographs kindly given us by the Hungarians of HA-4040, which was declared to be an RF-7, was in fact a 1935 Groshev No. 6 sailplane (otherwise known as GN-6). We believe that this sailplane did not put up sensational performances but it is interesting in that it is directly related to the very famous 1937 GN-7, in which Rastorguev flew, among other great flights, his sensational 1937 World Distance Record of over 635 kms.

At that time, the Hungarians did not know very much about Soviet gliding, or gliders. The GN-6 was tested, but was abandoned in flight because of uncontrolled pitching (elevator flutter?) at speed. The pilot, who parachuted safely, is still alive, and still thinks that he was flying a Rot Front!

A Tribute

Lajos ROTTER, the greatest personality in creating and promoting Hungarian soaring as well as the only Hungarian world record holder in soaring, died on October 19th, 1983. The whole soaring world, particularly the Hungarian one, will miss his spirit and drive just

as his sound technical judgements. For a great many of the older generation outside Hungary this name Lajos ROTTER is still identical with Hungarian soaring.

Born on July 18th, 1901, he was interested in the new technical branch, flying, from his childhood, and his attention was caught by the idea of soaring from the beginning. It is remarkable that his perception of the Harmashatarhegy in Budapest being an excellent soaring site dates back to as early as the 1910s.

Having a technical frame of mind, he, as yet a highschool student, was working in 1918 at the Hungarian Aircraft Factory's airport in Albertfalva, then a satellite village of Budapest. His flying career started there. Though he had completed the ground school for would-be pilots of the Hungarian Aero Association in 1921 and he eventually had taken up flying in practice, he got his pilot licence only in 1928.

After having been discharged from military service, which he had been enlisted for after the war, he pursued studies at the faculty of mechanical engineering of the Technical University in Budapest. Still as a student, he competed for and won the first prize offered for a helicopter design by the director of the Institute Orell Füssli, Zürich. In 1922 he was elected to be a member, the 4th Hungarian, of the "Wissenschaftliche Gesellschaft für Luftfahrt", Berlin. Other clues to his activity at that time are his winning the first prize offered for an aircraft design by the Hungarian Ministry of Trade, and his glider design, the first Hungarian one, which was being built by the Hirman Factory, Vac, though it was never completed due to inadequate financing.

In 1923 he was the co-founder of the FEIRO/Feigl and Rotter/ Aircraft Factory, where the first Hungarian passenger aircraft, the FEIRO 1, was built. This was duly followed by the FEIRO DONGO and FEIRO DARU, the latter being the first passenger aircraft, which the aerofoil designed by professor Zsukovskij, member of the Academy of Sciences of USSR, had been applied to and its usefulness had been proved in service as well. The DARU's general arrangement is commonly used ever since/closed passenger cabin, high wing, monoplane/.

It seems natural that he was the initiator and one of the founders of the Aero Club of the Technical University, the first one in Hungary. This AC became the centre for development of sailplanes as well as powered sport planes in the '30s and early '40s.

He was there at the first stages of Hungarian soaring, getting his C badge in 1931. He had started and won the fight for the recognition of Harmashatarhegy as a soaring site, and even received the FAI's acceptance, staying up over the site with a Hols der Teufel more than an hour on December 26th, 1933.

The following year yielded successes for him. In 1933 he organised, as a part of the Jamboree held in Hungary that year, a gliding sub-camp with participants from abroad, which was the first of its kind in the world. During this meeting two national records were accomplished by him with the KARAKAN, the first Hungarian high-performance sailplane, designed by him as well, and he eventually took his - and the first Hungarian - Silver C badge bearing the international serial number 18.

In 1934 a 24 hours 14 minutes duration, and in 1935 a 276 km, cross-country flight indicates his drive and success. In 1936 at the first international soaring competition held in Hungary, he was the winner in the cross-country category. In the same year, at the Olympics in Berlin, where invited pilots were demonstrating the new branch of sport, he took part with his own design, the NEMERE, which was an excellent sailplane even measured by world standards. The characteristics of the design rendered the adoption of his own newly devised soaring method possible, which is called dolphin flight nowadays. He tried it for the first time during his epic Berlin - Kiel 336 km goal flight, which is the only Hungarian world record ever since.

During these active years of soaring he had even time for theoretic work. He wrote the first Hungarian technical book on soaring. He was the first, who, in 1935, at the conference of ISTUS/an international committee formed to study soaring/ presented a paper dealing with the rotor theory, which plays an important role in wave flying.

In 1937 the honour of getting the newly established ISTUS gold ring, which remained the highest distinction in soaring for 20 years, was conferred upon him, first in the world, for his life-work.

One might believe that he was fully engrossed in soaring but this was not the case. He was promoting every issue concerning Hungarian flying in general or aircraft history. Holding high managerial positions in the late '30s and early '40s at big factories belonging to the mechanical industry, he insisted at every possible forum on the importance of setting free the Hungarian aircraft industry of the dependence on German and Italian industries. One of the results of his opinion was his having been registered in the books of State Security Authorities as a communist, though he never touched politics. When in the course of one of his presentations at the Engineers' Society, he branded the Air Force with treason for its buying aircraft from Germany and Italy, he was suspended for a period and was even detained for weeks in custody.

From 1938 till 1943 he was the co-chairman of the Hungarian Aero Association. In 1939 he was elected as a member to the pilots' committee of FAI. In this capacity he became one of the jurors entrusted to judge designs invited to an international competition to choose the Olympics' standard sailplane.

During the war, when Hungarian Nazis assumed power, he was replaced as general manager of the Danuvia Works. From then on he continued to raise difficulties for the transport of the factory's machinery to Germany (as the head of the tool designing department).

After the war he threw himself into restoring flying and the aircraft industry. In 1945, as one of the top managers of the Danuvia Works, he was working for the new Hungarian government residing in Debrecen, meanwhile, however, he was entrusted with finding and saving the aircraft and other values of Hungarian flying left after the war.

He was active to restore soaring as well. Among other things he gave lectures at the Hungarian National Aero Society's member clubs, in one of which he was the president. In 1948 his merits in promoting sport flying after the war were publicly recognised by

the Society.

During the first part of the '50s he held a position as technical manager at a military aircraft repair plant in Szekesfehervar. He enjoyed high reputation and even got proposals from high soviet military circles to work in the USSR, but he did not accept them.

Though he was never flying regularly after the war, his interests in the sciences of flight, particularly in its technical aspects, never ceased just as his connections with soaring people in Hungary and all over the world were active till his death. He was the most active member of the Aero Section of the Mechanical Engineers' Society in the '60s and '70s. During the late '60s he paid a few visits to his son, "small Lulu", who is living in England. On the occasions of these trips he flew with Meise and ASK 13/solo/ at the Long Mynd, and with Slingsby Swallow and Olympia at Portmoak, Scotland, staying up more than once for 3 plus hours.

He had made his appearance at every notable soaring event in Hungary until his continuously worsening illness put an end to this. His closest circle of friends included Erno Rubik Sr., the noted sailplane designer as well as other personalities of the soaring world. During the 11th International Oldtimer Rally held at Farkashegy, in Hungary, in August 1983, many of his friends from abroad visited him at his sickbed, as he was already too ill to attend the Rally.

At September 17th, 1983, the crowd commemorating the 50th anniversary of the opening of Harmashatarhegy as a soaring site greatly missed him. A small delegation of the organisers presented him with the memorial plaquette at the hospital.

We, the Hungarian soaring fraternity, will miss him and, as heirs of his rich life-work, our duty is to live up to his standards in flying, to develop further his ever far-sighted ideas and above all to preserve the dearest place for him, the Harmashatarhegy. Every flight over this wonderful site will ever remind us of its discoverer.

Eva Avarosy and Gabor Fekecs

FOR SALE

Grunau Baby 2. BGA 370. This is one of the now very rare British-built prewar Grunau Babies. Construction Year 1938. Last Log Book Entry: 23.5.76. Inspected by Eric Rolfe. It has completed 2,454 launches. It requires some reglueing and no doubt covering. Sale Price: £400. P.L. Wilkins, 117 Waithorpe? Road, Grantham, Lincs. Tel: Grantham 64132.

Olympia 401. Built 1959. Served in the RAFGSA for a long time and was part of the Crusaders Club Fleet for some of the time in Cyprus. Since 1978, it has been based at Ringmer and looked after by a six man syndicate in the East Sussex Flying Club. It was given a general overhaul in 1979 when the wings were recovered. The present syndicate is splitting up and the glider needs to find a new and caring owner. She is a good looking machine and is very comfortable to fly. Although the '401' is insured for £2,500 and its all metal trailer for £1,000 (the trailer was built in 1981, the syndicate would consider any near offer. For further details, please contact: Bill Nicholson, 50 Glenleigh Park Road, Bexhill-on-Sea, East Sussex. Tel: Bexhill (0424) 215957.

Slingsby T.45 "Swallow". In good condition. Large canopy. C. of A. till May. Serviceable closed wooden trailer. Basic instrument panel with T/E and T/S fitted. Accelerometre if required. An ideal first syndicate glider. Very strong and light. Simple to fly and rig. Powerful Air Brakes. Eligible for membership of V.G.C. Complete outfit for only £1,200.
Telephone: G. Dale at Bournemouth (0202) 528370.
View at: Old Sarum Airfield, Salisbury, Dorset G.C.

Urgent Sale. Castel 25. in very good condition. An ideal side-by-side seated French training two-seater. Only 16m span. It can be seen derigged at Eric Rolfe's address at London Road, Moreton in the Marsh. Tel: 0608 50530.
Offers to Billie Caldwell, 14 The Towers, Grand Avenue, Worthing. Tel: Worthing (0903) 40418.

Urgent Sale. Slingsby Cadet. This is now a very rare type ... only two others existing. It needs recovering except for ailerons which are done. Less struts. Minor damage. T.31 or Tutor struts should fit the Cadet. This type, originally designed for Slingsby Sail-planes by John Sproule, was British glding's first training sailplane suitable for C certificate aspirants. We feel that one should be preserved in 1936 condition.
It can be seen at Eric Rolfe's. Contact C. Wills.

Minimoa. John Coxon's magnificent aircraft is now for sale with trailer. Asking Price is £7,500. Offers to John Coxon, "Penfound", Stane Street, Pulborough, Sussex. Tel: 07982-2862.

Grunau Baby 2 BGA 1432. This is another example of a Grunau Baby that started off in life as a GB2A, but now, has been fitted with Schempp-Hirth Airbrakes. To be sold with its open trailer.
For Urgent Sale. Offers around £350, to: Bob Pirie, c/o Lasham Gliding Centre, Lasham, Nr. Alton, Hants. GU34 5SS.

Breguet 900. Front fuselage rebuild needed. Details from Pierre Prinet, 25 Ter. rue J. Dodu, 93100 Montreuil, France.

Avalon A60 (Spatz 15). Good condition. Offers to Firmin Henrard-Pierard, 5361 Molisville (Hamois), rue de Porcheresse 11, Belgium.

WANTED

Photographs, drawings and any technical or historical details for a technical article on the MG 19 Steinadler. Please send to:
Ian Tunstall, Springfield Bungalow, Butlers Cross, Aylesbury, Bucks. HP17 OJS.

NEEDED for the 12th International Rally, Terlet. A serviceable BUNGEE ROPE for use at this event. Please contact: Hans Dijkstra, Westlanderstraat 1A, 5301 XH Zaltbommel, Holland.

BOOKS FOR SALE

Nurflugel. (Flying Wings). by Reimar Horten and Peter Selinger. The first edition, of which only 1,000 copies were printed is sold out. However, a second edition is now ready. This is the first book that describes the work of Walter and Raimar Horten in Germany,

and, after 1945, in the Argentine. The name Horton is synonymous with flying wings. It is a very good, well-produced, book with drawings (many of which are original) and photographs and also an abreviated English translation.
It is possible to buy this book from: Beaumonts Aviation Bookshop, 656 Holloway Road, London N19 3RD. Tel: 01-272-3630. Also from Weishaupt Verlag, GRAZ, Austria.

Von Hangwind zur Thermik by Peter Riedel. Wasserkuppe History from 1926 - 1936 should now be available from the Motorbuch Verlag, Stuttgart. (Translated name "From Slope Lift to Thermals"). This should also become available from the above address: Beaumonts Aviation Literature - in German.

Happy to Fly. Ann Welch ... Autobiography. Published by John Murray. £10.50.

Streng Geheime Vogel - Me163 .... Wolfgang Späte. The story of the world's first rocket-propelled fighter, its development and attempts to bring it to operational status. There is also a description of its brief combat life. The writer was not only the Kommodore of the unit that flew them, but also a very famous prewar German glider pilot, who won the 1938 Rhön Contest with the first REIHER.
On sale at Beaumonts Aviation Bookshop for £13.25.

STOP PRESS .....

Derby and Lancashire Club are offering a 3-day Rally on 5th, 6th and 7th May to coincide with their Club Open Day. The inducements are: free temporary membership and camping. Anyone interested should contact our Rally Secretary, Geoff Moore.

Correction to this News Letter (VGC News). The description of the accident to the Soviet Sailplane in Hungary (HA-4040), during the war, is not true. The true story of what happened will be in the next VGC news.
It is even possible that it was the GN-7 type which flew the 635 km world distance record in 1937. If any of our readers could help us with its identification, we would be very grateful.

STOP PRESS For Sale :- L-Spatz 55 (high Wing) v.g.c. Totally Overhauled 1980/81. Wheel &Skid. Normal Instruments+ Acoustic and Westerboer Varios. White, with rd Nose, rudder and wing tips. Long, Open Trailer with waterproof Cover. Asked For Price:-DM.4,500. Offers to Reinhold Ening,D-4407 Emsdetten, Grünring 89,W.Germany. Tel:-(0)25 72. 82959.

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