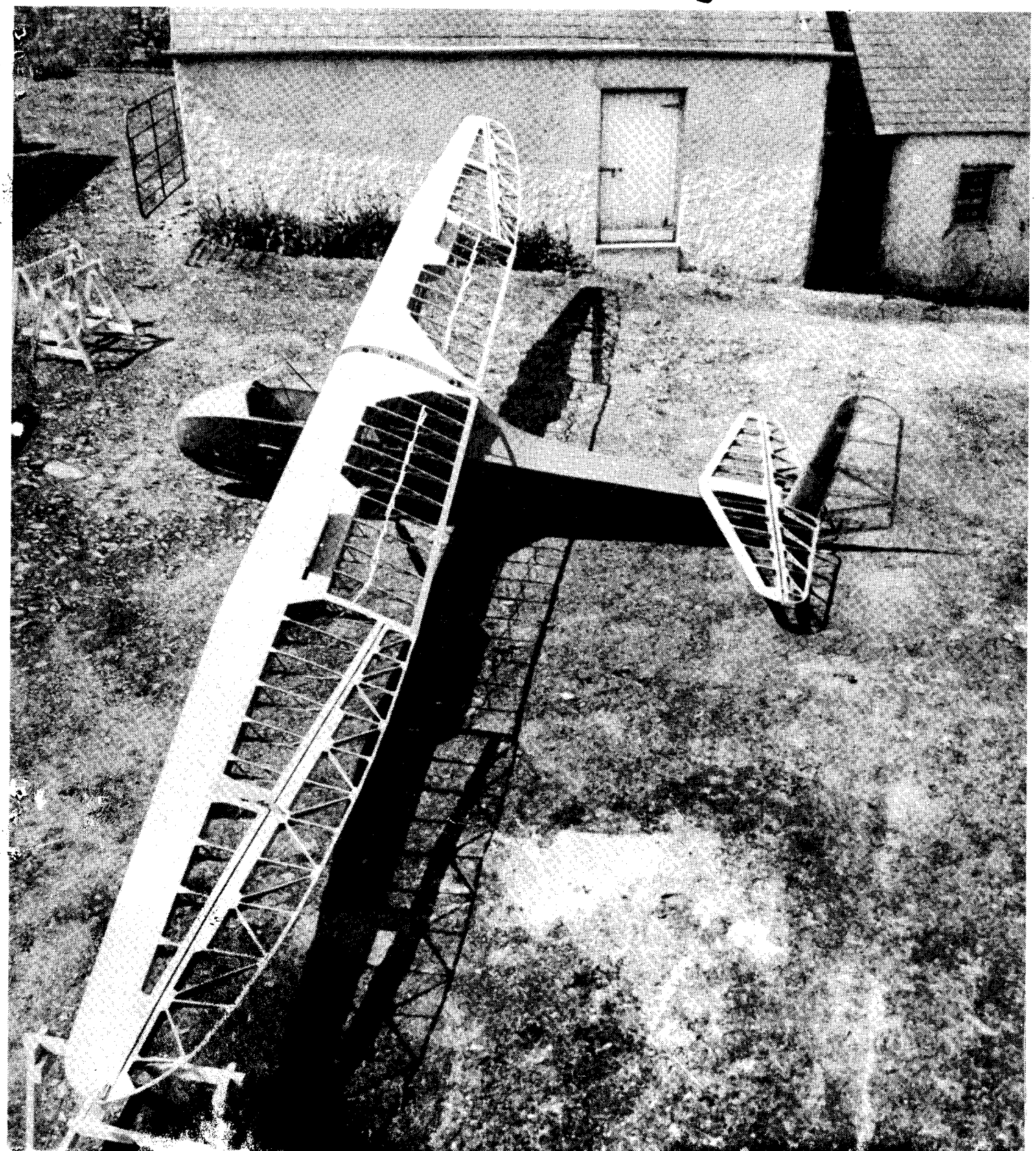
VGC News

No 51 Spring 1984



The 12th INTERNATIONAL OLDTIMER MEETING - TERLET

ATTENTION

Everyone who sends money, to the sum of £50 or more, must pay £6.50 extra. The Dutch organizers must also pay:- £6.50 extra per entry fee of £50 or more. This means that a total of £13 extra is having to be paid for every entry fee of £50 or more.

THE ORGANIZATION begins to take shape. Co-operation from the K.N.V.v.L. (Royal Dutch Aero Club) and Individual Clubs is excellent.

The PROVISIONAL RALLY PROGRAM is as follows:-

3. 8. Arrival and registration. With the arrival of every National Team, their flags will be hoisted.

4. 8. 0900 hrs. A short briefing for those who wish to fly on this day.
1600 hrs. "Great" Briefing.
1800 hrs. Opening with Air Show.

Official Opening by Chris Wills, VGC President.

Afterwards, we will have a drink.

Sunday	5. 8.	0930 hrs.	Briefing. (Every day there will be briefing at the same time.)
Monday	6. 8.	2030 hrs.	International "Country Evening". (Holland has an evening apart, as we are the Host.)
Tuesday	7. 8.	2030 hrs.	Slide and Film Evening with exclusive Dutch material.
Wednesday	8. 8.		Dutch Evening. You will make acquaintance with some specific Dutch matters.
Thursday	9. 8.		Reunion of veteran flyers with their own race with "modern" gliders. (This is an annual happening.)
Friday	10. 8.	2030 hrs.	Grand Dinner. During dinner: speeches, survey of flights, starts and hours, trophies, etc.

Official Closing by C. Wills, President VGC.

In the course of the Rally, there will be some further minor instructions.

MAIL FLIGHTS — There is much interest for the mail flights. (Take advantage of these.) They will be a beautiful memory. As far as is known, Hans Dykstra's Goevier (PH-209) will fly the mail from Eindhoven to Terlet, and the Goevier (PH-206) will fly the mail from Terlet to Teuge.

Advertisement — In connection for a Dutch proof of airworthiness for the T.31., I need elongation calculations, push and pull tests, drawings and everything that is important. Who can help me? :- Jan Forster, Poppelhoven 27, 6225 GX Maastricht, Holland.

C. Wills has already suggested to him that he should write to: VICKERS SLINGSBY, Glider Section, Kirkbymoorside, Yorks.

COVER PHOTOGRAPH:

Grunau Baby 3 in Ireland. This aircraft belongs to our member: M. T. A. Sands of Carvaghy, Banbridge, County Down, BT 32. As the photograph was taken some time ago, we imagine that this Grunau may not be in this form, but considerably restored.

the Vintage Glider Club of Great Britain

President: C. Wills

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

V.G.C. NEWS NO. 51 SPRING '84

EDITORIAL

The Newsletter

As we hope members will have noticed, attempts have been made to improve it. It seems that price is directly relative to number of photograph pages. The summer issue, No. 49, with 6 double-sided glossy pages of photographs cost so much that we felt that the VGC's finances could not sustain this expenditure for four Newsletters a year. Thus, No. 50 had to be reduced in cost. Three double-sided pages of photographs were the means of doing this. Our printers suggested that a further cost reduction might be achieved by use of matt paper for the photographs. As we think that our photograph production quality for the VGC News is not adequate on matt paper, we think we should return to three double-sided glossy pages of photographs for the next issue (No. 51). Our finances will not run to more than 4 issues of the VGC News per annum.

It was suggested at a meeting of members at Lasham last Summer that the VGC Newsletter should now be called the VGC News. We hope that our members, on whom we are dependent, approve of our efforts concerning VGC News. Any suggestions or articles + photographs (white and black) are always welcome. "Vertical" photographs are needed for the cover. This does not indicate that we never have enough materials for VGC News, but our members' contributions are always welcome.

Errata

There was an error in our Rally List which was part of our last sendout with technical articles on the Minimoa and four Russian sailplanes. Of course, the 12th International Oldtimer Rally at Terlet should be in. The Rally List should be as listed on Page 5.

Errors in the last VGC News, No. 50:

Concerning the Grunau Baby Rally in Holland, the prices should be in Dutch guilders, NOT £s sterling!

The original German wartime registration of the Mü 13d in Denmark should have been: WL-XI-217 not WL-XL-217. XI stands for Luftgau Kommando II which was the Hannover area.

1984 Vintage Glider Rallies

20-23 April. (Easter Weekend) Wycombe Air Park. Airline Pilots' Club's 25th anniversary.

26-28 May. RAF, Bicester.

28 April - 1 May. Angers, France. Details from: Christian Ravel, 89 Domaine des Ecots, St. Lambert la Potherie, 49000 Angers, France. Tel: (41) 48-62-87. This was the First National French Vintage Glider Rally.

9-12 June. Grunau Baby Rally. (flying also will be available during the following week). Lemelerveld, Holland. Details from: Neelco Osinga, C. Eykmanstraat 17, 7415 Ek Deventer, Holland. Tel: 05700-23199.

15-17 June. London Gliding Club, Dunstable. Barbecue evening of Saturday 16th June.

28 July - 3 August. Rendez Vous 84. Münster/Telgte, Germany. Details from: Paul Serries, Agnes Miegelstraase 1, 44 Munster St. Maurits, West Germany. Tel: 0251-31391. All members are warmly invited. They should inform Paul Serries as soon as possible if they are to attend, with what gliders.

3-10 August. 12th International Oldtimer Meeting. Terlet, Holland. Details from: Nel Dijkstra, Westlanderstraat 1A, 5310 XH Zaltbommel, Holland. Tel: 04180-4653.

25 August - 1 September. British National Rally. Yorkshire Gliding Club, Sutton Bank.

Keep your entries coming in for this rally. Already four Kite 1's have been entered and a AV22 flying wing is expected to arrive together with most of the regulars seen at other rallies. To enter send SAE with five pounds per flying pilot stating which glider you intend to be associated with, to the rally secretary, Geoff Moore.

Local accommodation addresses are available to any persons, otherwise camping and caravanning on the site will be possible. Limited bunk house space should be booked direct with the club steward at Yorkshire Gliding Club, Tel: 0845-597237. The local MP John Spence will open the rally at 10.00 am on Saturday 25th and inspect the parked gliders. Various daily tasks will follow each day with points awarded to the winners to decide the Rodi Morgan Trophy which will be presented at the Annual Dinner, which this year will be at Coventry Gliding Club, Husbands Bosworth, Saturday 29th September.

Annual Dinner. Saturday 29th September, 8.00 pm in the Coventry Gliding Club's clubhouse, Husbands Bosworth. Tickets £7.00 each, from Ron Davidson, 31 Lime Grove, Stapleford, Notts. Tel: 0602-392340. Please enclose SAE.

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All details of Rallies to be held in Britain can be obtained from: VGC Rally Secretary, Geoff Moore, "Arewa", Shootersway Lane, Berkhamstead, Herts. Tel: Berkhamstead (STD 04427) 73258.

It has been suggested that we should carry advertisements in the VGC News envelopes as loose sheets supplied by would-be advertisers. If anyone has the desire to advertise through VGC News in this way, or can suggest any firm that might, will they please contact the Secretary?

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BRITISH NEWS

The BAC 7 Project

Michael Maufe has sent us the following news:

Fuselage: "All woodwork on front and rear portions (except top plywood covering) is complete. I had to make it in two halves as my workshop is not long enough, and when the time comes to assemble it, I shall open a hole cut in the garage wall for the Kite!

Rudder: "Drone rudder has been modified as per BAC 7.

Tailplane: "From Drone - being modified to BAC 7 shape.

Wings: "Still in storage in Norfolk.

"Work is not yet started on the metal fittings". (from 14.3.84.)

The Hütter H.17a BGA 2847 has now been delegated to Mr. & Mrs. Brian Gillmore at Aston Down. Tel: 0452-740679. Bim Molineux, still resident near Kettering, retains full ownership of it, its trailer and equipment. The Hütter passed the winter under close observation in its trailer outside C. Wills' house. During the winter, the trailer suffered through the extreme cold and damp and part of the roof at the rear of the trailer started to split away from a side. Although damp did get in, there was no damage to the glider. The Gillmores will strip the trailer of its cloth, bitumen and paint, repair the roof and cover the trailer with fibreglass cloth as the Aston Down Club bas already done to Bim's Ka6 CR trailer. Obtaining exterior grade plywood and fibreglass was financially prohibitive and almost impossible to obtain in Kenya, where the trailer was built. For their work, the Gillmores will fly the glider and it is hoped that the Hütter will be taken to the International Vintage Rally next August in Holland, where the glider was built during the 1950's. Only the finest materials for trailers have a chance of survival during an English winter.

The Musger Mg 19A BGA 2903. This has spent the winter on an open trailer in a barn in the Midlands, where an all-metal trailer is being built for it.

To Take Part at Terlet (from Britain). We have heard that John Edwards intends to take his Grunau Baby 2b, as also does: Francis Russell his Weihe; Ted Hull his Moswey 4; Chris Wills - H.17a; Ian Smith - Sky BGA 685 and Olympia 463, BGA 1373; Tony and Michael Maufe - Kite 1, etc.

Computer Read Outs. Peter Woodcock, who handles VGC sales with Sally Shepard, has kindly allowed his Computer to be used for VGC affairs. Two readouts are now available to our members for £1 (nine photocopies pages) each.

1st - a name list + addresses of all members as per their membership numbers.

2nd - An alphabetical name list of members + their gliders.

Thus for the first time the VGC can make available to members this important information.

The Great Sale

We understand that replacement of all the RAF's and ATC's old Slingsby wooden gliders has been delayed through lack of funds. Apart from a few fibreglass gliders, which arrived last year, there have been no others, but funds for 100 new two-seaters have not been obtained (26.4.84). We are assured that the replacement will go ahead in possibly four months' time and that the T.31s, many of which are still in use, are to be burnt as "unairworthy". The great many T.21s are still to be sold.

Anticipating the destruction of T.31s (Cadet Mk. 3's) the VGC is considering putting in a tender for five of them, in order to ensure that the species does not become extinct. As "unworthy" aircraft, they should be very cheap.

In order to encourage us to put this tender in, we ask our members who would like to have them to once again inform Chris Wills. We must be certain that homes are ready for them, and trailers available to take them away, as soon as the balloon goes up.

Should the burning of 400 T.31's go ahead, as we have heard, it will be the greatest slaughter of gliders since 1945!

We believe that these gliders still have a place in gliding, for there are many pilots who wish to experience the thrill of flight in an open cockpit. To fulfil just this role, the Thames Valley Gliding Club has recently purchased a T.21b from RAF Bicester. Among the ranks of their members are many airline pilots who have never flown any aircraft with an open cockpit.

We think that the merits of the two aircraft are as follows:

T.31 (Cadet Mk. 3)

1. A small aircraft.
2. Easy to handle on the ground and in the air.
3. Easy to repair.
4. Easy to handle on aerotow.
5. A good aircraft to fly in hill lift.
6. An excellent aircraft to train pilots and would be suitable for use in schools.

Whereas its sinking speed is high and catching thermals from auto tow or winch launches is problematical, catching thermals from aerotows is possible. It is remembered how New Zealand gliding clubs standardized on T.31s, built there from kits, as club trainers. One, built from a kit by the unforgettable Fred Dunn, was successfully used as their only club trainer by the Canterbury (Christchurch) Gliding Club, and reached 19,000 ft. in wave lift, from 2,000 ft. over Christchurch Airport. This T.31 flew excellently in hill lift and accomplished other wave flights to over 13,000 ft. However horizontal performances were limited. Other NZ Clubs actually sent their members on Silver C Distance flights in hill and wave lifts in T.31s.

T.21b (Sedbergh)

1. An excellent side by side trainer. Communication between pilots ... no problem.
2. Easy handling on the ground and in the air, but rather sluggish controls.
3. Ideal for winch and auto tow launching. Good heights on the wire guaranteed.
4. Aerotowing possible.
5. Outstanding thermalling capability, especially when flown solo with ballast.
6. Ideal for use by schools. It has trained many generations of British glider pilots.
7. Rigging ... it is as a large Grunau Baby 2 (three wing/fuselage pick-up points).
8. It will stay up for prolonged flights in thermals and is an ideal "fun" glider for sampling the delights of the air over spring and summer countryside.

T.21s were once often flown in the British National Contests. Although speed performance is limited, many fine distance flights were carried out, including 100 km out & returns! One was also flown to 16,000 ft. by Derek Piggot in a cumulo nimbus.

Russavia

Mike Russell has stated over the telephone that he has set in motion a plan which will put his Kranich 2, BGA 1147, on the airfield of Duxford, airworthy, in pre June 1943 NSFK markings and colours, next year. The VGC welcomes this news. It is the last dive-braked-fitted, wartime built (by MRAZ), Chotzen, Bohemia), Kranich 2 in Britain. Long may it survive.

A Slingsby Cadet

From RAF Swinderby, where it had been put outside in the rain, this was rescued by C. Wills, who drove 400 miles with his Rhönbussard trailer. The aircraft has been placed in dry storage with Eric Rolf, at Moreton-in-the-Marsh in an operation that took 2½ days. We wish to thank Eric once again for giving a safe haven to poor vintage gliders without homes. However, a home must be found for this, and the C.25S (also at Eric Rolf's) soon. The VGC has bought the Cadet from Cpl. John Blackburn, who has restored its ailerons and tail surfaces. All parts for the aircraft are there except the wing struts. (Tailplane struts might have to be removed). It would be nice to have just one Cadet, without wheel, as they were originally. We feel that, if kept light, it might have quite a reasonable soaring capability. Barbara Reed has another Cadet which she intends to restore as original.

A Vintage Film Show

This was most well attended on February 11th at the London Gliding Club. We were very glad to have the kind services of John Tournier, who projected 8 films with his own equipment. The oldest film belonged to John. This was from the first French Gliding Meeting, held at Combregrass in 1922, when the first thermals were actually thermalled in. Two other films, kindly donated to the VGC by Dudley Hiscox, revealed Gliding at Dunstable, and the 1930 Rhön Contest, during the very early days. The 3rd film was perhaps our major presentation was the 1935/6 professionally produced documentary "Plane Sailing" by Philip Wills and Freddy Fieldman, etc. This film was a copy of the original kindly made for us by Karl Vey, the German Aero Club's official archivist, who also made a copy for the Germans. The original is now being sent back to the BGA. "Plane Sailing" is

complete with original sound track and brought back the past vividly (as did the other two films). Among the packed audience were many prewar pilots and personalities. The whole (almost) Stephenson family, John Ellis, Alan Yates, Tim Hervey, Ron Clear. Other films were one on the Nyborg Special being tested. This was kindly made available by Paul Williams and caused a sensation among the newer generation of glider pilots, and the more so when they heard that the remains of one of them is being stored by Eric Rolf at Moreton-in-the-Marsh. John Tournier's own contribution to the films were a German Gliding film revealing high drama in an early Grunau Baby and Klemm 25, and three comic films.

Dylis Yates organised the evening which we believe was a huge success. It is hoped that the VGC can show these films to other gliding clubs. We wish to thank the Germans once again for sending us a superb new copy of "Plane Sailing". Among the audience, we were glad to welcome a Mr. Tiltman from the USA, whose father designed, with Nevil Shute Norway, the 1931 Airspeed Tern sailplane, as well as all the other Airspeed aeroplanes and the R100 airship (which many consider to have been the best British Airship ever built.). As the Tern, which many consider to have been the first British high performance sailplane, appeared on the larger of the two of Dudley Hiscox's films, the VGC is hoping to be allowed to copy it for him. We were very sad that Dudley Hiscox himself was not with us. He is recovering from a fall and could not face the long journey. The films are now (27.4.84) being put on video cassette tape by the BBC who will be able to sell copies to anyone who needs them.

The Tern

Mr. Tiltman's efforts to trace his Father's Tern have led to the fact that it was sold by Andy Coulson of the Newcastle GC to an RAF Club at Cardington (where the R100 and R101 airships were ... their sheds are still there) between 1955 and 1958. Andy Coulson had made one Tern out of the two Terns built. Any news as to its eventual fate would be gladly received by C. Wills, "Wings", The Street, Ewelme, Oxon, OX9 6HQ. Tel: 0491-39245, and by: Peter Tiltman, 1648 Andalusia Way, California 95125, USA., who is researching his Father's aircraft. The VGC were luckily able to supply him with a large drawing of the Tern, kindly copied by Bob Larkin.

Petrel BGA 418

We have heard that Ron Davidson, its owner, has borrowed the canopy from Mike Russell's Petrel, BGA 651, in order to copy it so that BGA 418 can have an original style Petrel canopy to further bring back atmosphere. There is no doubt that nothing brings back the original atmosphere of a glider more than its original canopy.

Projects Needed. Kike Beech requires Vintage Glider Project to build, and also one to repair. For the former, he would certainly need a set of drawings. He wishes to buy a fine vintage glider needing repairing. Among the projects for building as replicas already being considered are Hjordis and Rhönadler. Should anyone have further suggestions, would they please write to: Mike Beech, 24 Coal Park Road, Twickenham, Middx. Tel: 01-892-9975. Mike has had considerable experience building and repairing. He has already built a semi-scale SE 5A, a full-size Bleriot and a Curtis and is currently restoring a BAC Drone which is nearly finished. He now needs further projects for after the Drone work.

Another Wren. Bill Manuel has announced his intention of building a Crested Wren. This was the first of his Wren sailplanes which he started building in 1931. He was also engaged in building gliders

(primaries) as early as 1928, before the Renaisance of British Gliding by Kronfeld and Magersuppe. Bill, who is now over 80 years old, has since his retirement built the Hawk, Condor, Gnat and an ultralight sailplane. If only we had more like him in the VGC!

Work Proceeding in Britain. Work is proceeding, or about to proceed, on the following aircraft in Britain: Gull 3, Dagling, Falcon 1, 2 Wrens, Kranich 2, BAC 7, with Mike Beech, a very skilled worker, actually wanting a further project to work on.

Gliders from 1935 and before. These are five Kite 1s, (will be) 2 Wrens, Falcon 1, Dagling, BAC 7, 2 Rhönbussards, Scud 2, Scud 3, 2 Hütter H.17s, Kranich, Rhönsperber, Grunau Baby 2as, 2 Drone Motor gliders. These gliders should all be airworthy in Britain by the end of next year. Perhaps a Rally should be held one day for the really old gliders? We wonder how much of this fleet should be unleashed on the Münster Minimoa's 50th birthday?

The Sevimia S.20. BGA 2921. Bravo Esparvieux! Vive le Sevimia!

We wish to congratulate our member Philippe Esparvieux who has managed to bring this tandem two-seater French motorglider to airworthy condition. This aircraft was designed and built during the early 1950s by the firm VMA (Victor Minie Aeronautique) at Saint Cyr. The firm had earlier built the French Weihes (VMA 200 "Milans"), which have no relation to the S.20.

The S.20 had its two pilots seated ahead of the wing leading edge. The wing plan form is reminiscent of that of the Slingsby Eagle. The engine should be mounted between the wings, facing aft with propeller parallel to the trailing edge, in pusher configuration. The tailplane, fin and rudder are carried on a boom from the underside of the cockpits, below the propeller. We have always wondered, after first seeing the drawings, where the C of G must be, with two pilots ahead of the wing, if the engine to balance them is not there. We imagine that ballast must take care of this? Whereas the wing platform and cockpit arrangement might be a little reminiscent of the Eagle, it is clearly a much lighter glider and it should soar very well with one pilot and without its engine. It has nose and a main wheel as undercarriages. The aircraft looks very impressive in the hangar at Lasham, where its test flights have been carried out. It is quite clearly a small aircraft to be a two-seater with an engine. We don't know whether Philippe has plans to fit the latter.

Philippe Esparcieux is a French glider pilot now working in Southampton as an engineer. We find it wonderful that he was able to bring this elderly French motorglider to Britain and to fly it. Clearly, it would have been much harder, if not impossible, to fly it in France. We hope that regulations will soon relax concerning the airworthiness of old gliders in France.

Most probably Philippe intends to reinstall an engine so that the Sevimia can return to France in triumph under its own steam, airborne! Perhaps other Vintage French gliders should follow?

Meise BGA 2273

With great sadness we have to announce that this glider has been seriously damaged. Whilst standing in its trailer on a layby opposite the Secretary's house, this docile old lady was set upon by a motor car. Travelling at speed in good conditions on an otherwise empty road, the car hit the verge, swerved and impaled

itself on the trailer drawbar. The impact drove the trailer several yards along the layby into the rear of a heavy lorry. The Meise never had a chance. The rudder, fin and wing roots were comprehensively smashed, and also the canopy, as the glider, attacked simultaneously from both ends, tried to escape through the trailer roof. Both ends of the trailer were demolished.

Fortunately, the driver and her companion were not injured. They were wearing seat-belts.

The Meise was built by Espenlaub, ostensibly in 1952, but may date from earlier, being casein glued throughout. The glue in the damaged areas is in excellent condition, and almost everywhere it has been wood that has torn apart, not the casein.

Obituaries

Alec Taylor. We are very sorry to have to report the death of Alec Taylor through cancer. He was 67 years old. The time from when he began to feel ill until his death was very short and we can only say that we are glad that he did not have to suffer long. He had been a glider pilot at Lasham since the 1950s. He had been there so long that he was recognised as part of the place. He was one of the owners of the prototype Slingsby Sky, BGA 685, and had done much work on it to keep it in good condition. In fact, when we think of that aircraft, we think of him. His quiet humour, sympathy and understanding gained him many friends and we regarded him as one of our best members. Those of use who knew him will never forget him.

Robert Bourne. We are sorry to report the sudden death recently of Robert Bourne, who although only recently a member of the VGC, had owned up to a few years ago a Grunau Baby. A founder member of the Strubby Gliding Club, he rebuilt a T31 and a T21 in his time, and helped to found the East Kirkby Soaring Group. We extend our deepest sympathy to Mrs. Bourne.

German Gliders at Farnborough in 1945

As mentioned in the last VGC News, the only method to obtain German gliders after the war from Germany was to say that they were needed for testing at RAE Farnborough. This was quite simply because the four power agreement, as per Morgenthau Plan, said that no gliders, aeroplanes, ships or anything industrial was supposed to survive in Germany and that the whole country was to be put to agriculture. Therefore, any gliders which survived were in theory illegal and there could be complaints from any of the powers should one discover that another was not keeping to the plan in any way. Thus, the husbanding of German gliders during 1945 had to be secretive, and the fact that the French were removing almost very glider they found was a brave act. The other allies destroyed them in large numbers, even also after they had arrived in America. (The Darmstadt D.30 "Cirrus"). The destruction must have been on a large scale, when one considers that probably over 16,000 gliders (among them probably over 9,000 SG.38s) were built during the war years alone.

Thus, we believe that in spite of the lists which we published in our last VGC News, the German gliders which actually arrived in Britain could be counted on the fingers of both hands.

Martin Simons has drawn our attendtion to "Sailplane & Glider" September 1946, Page 17. BGA News Circular 9/46 (Extracts) 1st August 1946.

3 Ex German Aircraft.

"Out of the six German aircraft collected from Farnborough, only four are in a state which enable repairs to be carried out. The

Kranich can not be repaired until missing parts are available, and one of the Olympias in in such bad condition that it is not worth repairing. The remaining four aircraft have been allotted as follows:

Bristol Gliding Club - - - - - One Grunau Baby 2 (BGA 447)
Midland Gliding Club - - - - - One Grunau Baby 2 (BGA 446)
Newcastle Gliding Club - - - - One Olympia Meise (NGA 449) awaiting repair at Truro. L.S. Philips, 14a Kenwyn St., Truro, Cornwall. C of A expired in 1970.
Surrey Gliding Club - - - - - One Weihe (BGA 448) currently awaiting repair by Richard Myhill at the London Gliding Club after having been blown over during 1979 at the Thun International Vintage Rally.

"The above clubs are being informed direct of the financial and other conditions which go with the loan of the aircraft".

Martin Simons writes: "A point about the sailplanes from Farnborough. One of the Two Grunau Babies, BGA 446, came to the Derby & Lancs Club (Not the Midland GC) at the same time as the Bristol Club got BGA 447. This GB 2b replaced Fred Coleman's "Black Diamond" (the famous GB 2 built by Fred in a Leeds bedroom in 1936. It has now been restored by John Smoker and is BGA 270).

"It was entered in the Bramcote Nationals (1947) with George Thompson, Roger Dickson and Phil Leach as pilots. It was cream all over with BGA 446 on its fuselage sides in dark blue. I think it was scrapped after a few years because of extensive glue failure".

We suppose that the Kranich 2 was BGA 494 which was given (?) to the Cambridge Gliding Club. (G-ALKH). This went to Eire as IAC 104 and was flown into the sea together with a Swedish Kranich by John Cochran during the making of a film.

Our comments on the above list are: that there may have been other German sailplanes at Farnborough not for allocation to the civilian clubs ... i.e. the Horten 4A LS-AC, BGA 647. To USA in 1950. Currently being restored by Planes of Fame Museum. Presumably the Weihe BGA 433 had been allocated to P.A. Wills before the above list was made.

For the record, P.A. Wills organised BGA 433 and BGA 448 from the Wasserkuppe in 1945. With them came another pair of Weihe wings. This, together with parts of a fuselage which P.A. Wills had sawn up to get in to an Anson, became a third Weihe (which was never at Farnborough). This may well have become BGA 642 in 1949 (or BGA 939). (G-ALMG). This went to the USA as N1900M. BGA 433 is currently being restored by Harry Smith of New Plymouth 329 Carrington Street, NZ. (as ZK-GAE). We still suggest that it is not beyond the bounds of possibility that there were other German sailplanes at Farnborough (AFH 10 Hannover?) which were not to be released to the clubs.

During the 1950s, another Kranich 2 was at Farnborough fitted out for blind flying by the Empire Test Pilots' school. We have no idea how this aircraft came there, or when, or of its eventual fate. Another Kranich 2 (or the same one) was at RAF Cranwell at about that time.

So, we have definitely a total of 8 German Gliders at Farnborough in 1945. 2 Grunau Baby 2bs, 2 Meisses, 2 Weihes, 1 Kranich2, and 1 Horton 4A. We don't know how to discover if there were any more. We suggest that the lists that we published in the last VGC News were "wishful thinking". 5 of these went to the civilian clubs, and one went to P. A. Wills.

If one adds the 2 Kranichs, Meise and Mu 13A brought in for the Royal Navy by John Sproule, one reaches a total of 10 German gliders brought into service in Britain immediately after the war.

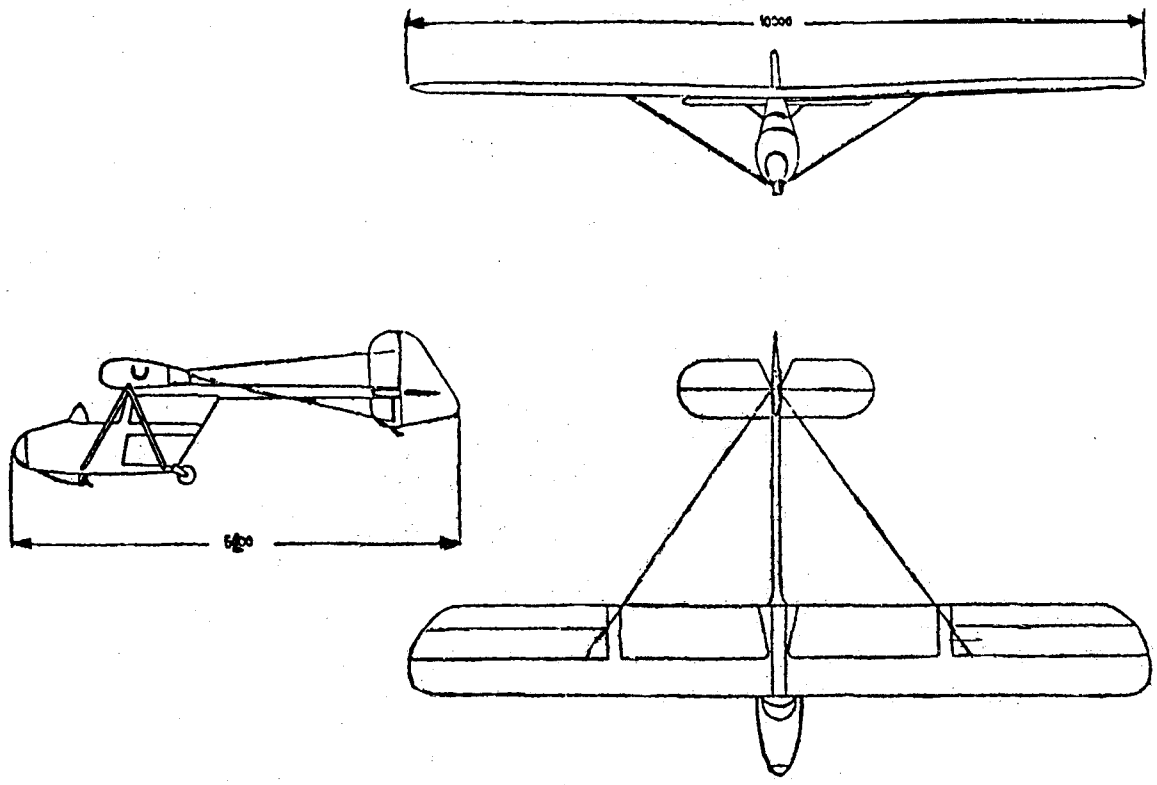
On the subject of the above gliders, P. B. Freeman writes "Mention of German gliders brought in just after the war reminds me of my first full (passenger) launch in a Kranich at Halton in 1946, where there was also a Grunau. I believe that, about that time, two Naval gentlemen claimed the British two-seater height record in another Kranich. Sorry, I don't know how this might tie in with the records of those at Farnborough. The Halton Kranich left its skid and some other woodwork on top of a brick built pill-box, in about August 1946, and was sent to St. Athan for repair. Possibly it was the same one that was swopped for a T.21 in 1949, with, I think, Cranwell, at the second aerotow attempt. The first try terminated when the Auster pilot in a fit of self-preservation "dropped" it at low level soon after take off and the Kranich just made it back over the hedge. That's all I can tell you, I'm afraid. I wasn't much involved in the scene at the time".

The above seems to confirm that there were four Kranichs in Britain in 1946. One at Farnborough, One at Halton, and two in the RN. As the one at Farnborough almost certainly went to the Cambridge GC, and as another one was at Farnborough later, there seems to have been the possibility of five Kranichs being in Britain soon after the war.

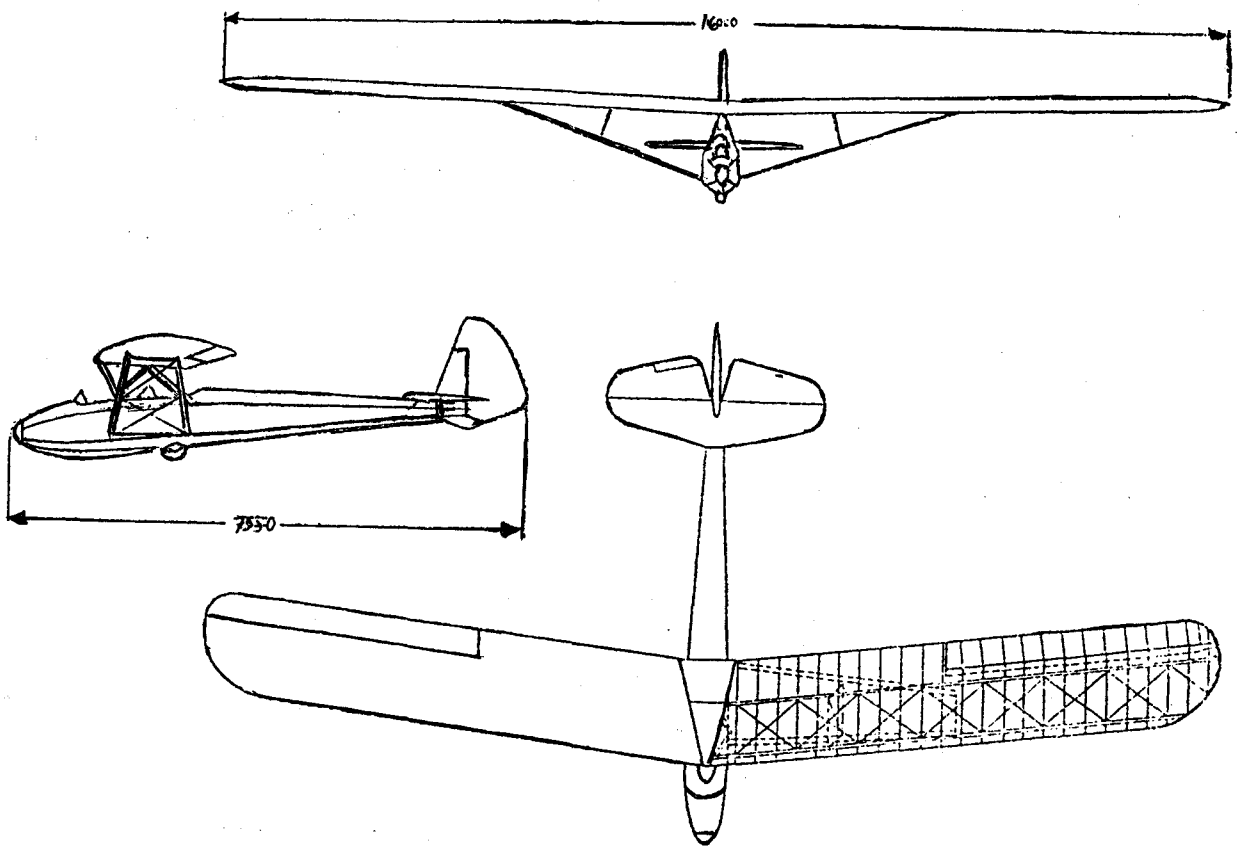
Weihe Drawings for BGA 448

C. Wills has recently brought the Weihe drawing prints, which were in the hands of Doug Jones at Nymphsfield (the Bristol GC) for the construction of a Weihe replica, from Doug Jones to Richard Myhill at the London Gliding Club. Richard has the damaged BGA 448 which he intends to repair as soon as he has a brick-built workshop (in the near future). Richard Myhill now has all the original Weihe pen & ink drawings (on loan from James Miller), microfilm of them and all the Weihe prints are available, so he should now have adequate drawings to save BGA 448, damaged at Thun in 1979.

BGA 448, after having been "organised" from the Wasserkuppe in 1945, is a standard 1943 JS production Weihe, and formerly the best sailplane in the Surrey Club's fleet. It is to be restored as it was in Germany but with transparent wings. (we hope).



The prewar Rubik designed Lepke Primary. This was the 3rd Hungarian Vintage glider to fly again. Restored by the Central Repair Workshop of the Agricultural Aviation, it joined the Vöcsök and the Junius 18, (also restored by the above organisation) last year.



If the necessary materials can be found to finish it, the CIMBORA replica should join the above three aircraft in the air, this year.

HUNGARIAN NEWS

Concerning the Soviet glider brought to Hungary during the war and registered HA-4040, Gabor Fcecs writes: "The cause of the crash was far from being flutter! Here is the true story. The glider, after being restored and painted yellow and green, had been tested by Lajos Rotter at HHH and a lot of flights were carried out there with it by different pilots. At a later date, the glider was transfered to Ferihegy (Budapest) Airport which was under construction in those days. The idea was also to test it under aerotow conditions. During these flights, it was realised that, should the joy stick get free from the pilot's grip, it would travel fully forward where it would be beyond the pilot's reach. The cause of the phenomenon was probably the lack of a trim. In spite of this knowledge, this very thing happened to a pilot. The joystick somehow became free and the glider drastically dived while on aerotow. The pilot, who had tried to slacken his harness to reach the stick, was thrown out. He safely used his parachute but the glider spun in to the ground. Unfortunately, its final fate is unknown, as all aircraft at Ferihegy were completely destroyed". Its crash occurred in 1943.

Gabor tends to believe that the glider was a GN-7 from photographs of it and the three-view drawing of it that the VGC has sent him. Thus, we have very valuable information probably of the sailplane used by Victor Rastorguev for his 1937 635 km World Distance Flight.

"The other glider which we had nicknamed 'Dzsunka' undoubtably was a G-9. Altogether, five such (Soviet) gliders were in Hungary. The fate of the one at HHH was described in my last letter". "I was present when it crashed at HHH in 1948 or 1949". Coming in to land at the lower field after slope soaring, it spun in from a height of roughly 20 m, having lost speed when turning finals. The pilot was uninjured, but the glider was a total loss". "I know that one of these gliders flew at HHH but I don't know where the others flew. Did you know that this type was used in the USSR to test launching gliders from balloons at great heights? In 1936 a G-9 was lifted by a 2200 m^3 balloon to 4,000 m. The pilot had managed to climb even higher after the launch!

The Soviet 2-seater nicknamed in Hungary as the 'Staxanoviets' was never that famous type. It was the SZ-10. I had seen this glider at HHH during 1947/8. It was never used regularly but only for pilots who wished to log a new type. It was heavy and, having no wheels, it was impossible to launch her safely even with a double bungee cord. So, only hops were affected at the lower field. It was destroyed when declared obsolete in 1949".

"As regards the Old Timer business, the official permission to rebuild the PILIS at Esztergom has already been granted. However, discussions to find ways of rebuilding old gliders in small private workshops, garages, etc, are not promising. The main problem is inspection. There is only one inspector for gliders in the whole country. In these days, when money is scarce, there is no chance to reinforce the MHSZ's (the Aero Club's) inspectorial staff which is hardly able to deal with the 200+ gliders in Hungary. The idea is to get voluntary or part time inspectors to do the work. It looks like the Oldtimer restoration in 'overtime' workshops of approved factories, such as the one at Esztergom, will have a chance to live. Last week, I was lucky to get wind that the archives of the MHSZ covering the period 1955 - 1976 were going to be liquidated. I got permission to go through the material. It is a Gold Mine! For

CAPTIONS TO PHOTOGRAPHS

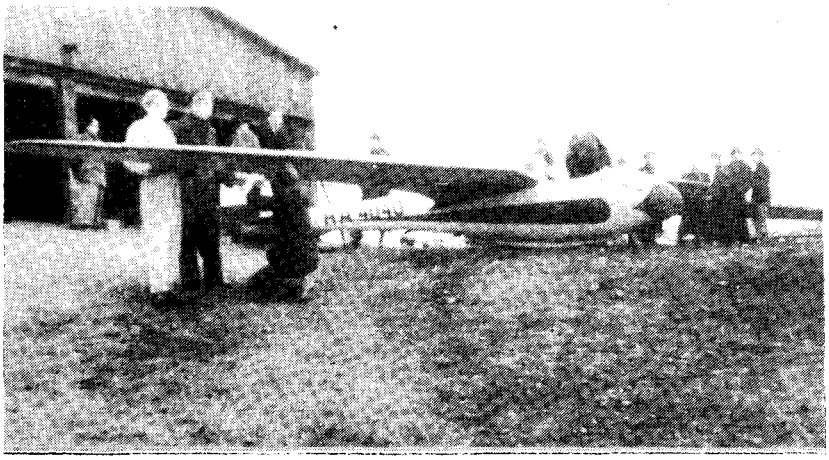
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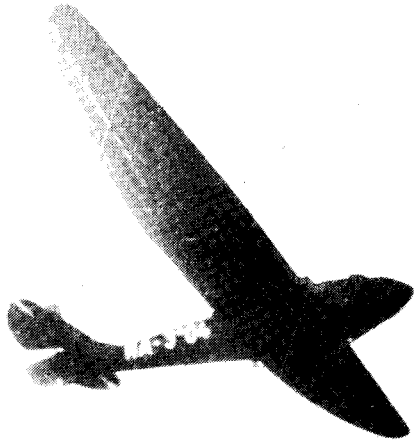
1. The captured Soviet Sailplane in Hungary during the war. We believe that it may have been the GN-7 type flown by Viktor Rastorguev for his sensational 652 km world record distance flight in 1937. As parts resemble the 1935 G-6 ... i.e. the fin and rudder and open cockpit, we believe that it might have been the prototype G-7. We ask our readers to compare the photographs with the three-view drawing published as a technical article on the Soviet Record Breakers.
2. One of the five captured Gribovski G-9 in flight.
3. Front View of the Groshev No. 7 (GN-7) sailplane in Hungary.
4. The great Soviet pilot Viktor Rastorguev who flew the records in the GN-7. He was killed as a test pilot during the war.
5. The GN-7 seems to have been a good sailplane for 1937. If it was the GN-6 it would have been a sensational sailplane for 1935.
6. Olga Klepikova, who flew a "Rot Front 7" over 749 kms in 1939. She is believed to be still alive as a school teacher.
7. The GN-7 sailplane after it had been abandoned unintentionally in flight during aerotow tests during 1943 at Ferihegy. From what can be seen, the fuselage and tail surfaces still seem to be undamaged.

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instance, there is a set of drawing prints for Lepke and Szello gliders and the C. of A.s of scrapped gliders. Agreement has already been made to store the material in the archives of the Museum of Transportation. Among the paraphernalia, a real piece of treasure was found. "Temporary Rules for Inspecting, Constructing and Operation of Gliders. Hungarian Aero Assn. 1935"! "It looks as if the microlight movement may spread much more quickly in Hungary than the Oldtimer Movement. I think that the main reason is the opportunity it will give people to simply get into the air. The gliding sport concentrates on competition exclusively, which means that clubs run after the more and more sophisticated "wonder machines" and no money remains to pursue other goals. The only opportunity left to us is to worm our way into the existing gliding system and to try to live on the morsels left to us. At present, efforts are concentrated to organise 3 Oldtimer Club sections ... two in the country and one at Budapest. I hope that this latter one will be at HHH. (Harmashatarhegy).

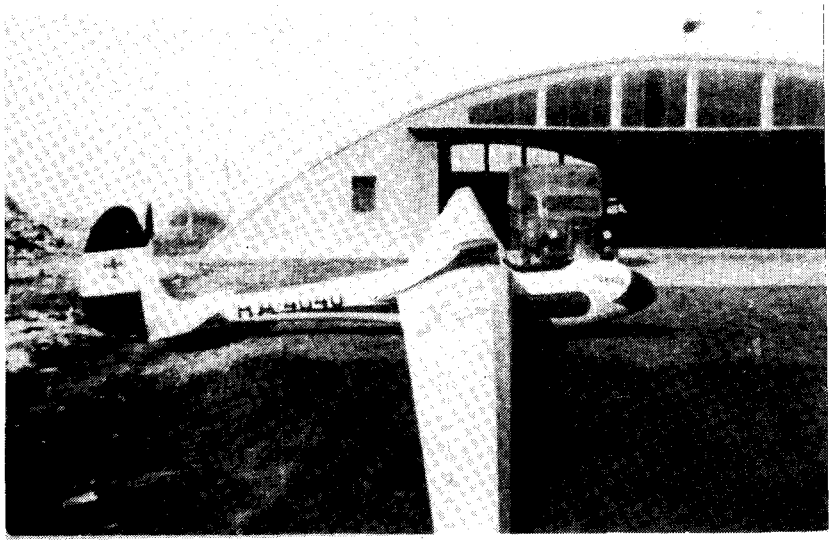
As regards the Rally at Terlet, it looks as if Hungarian participation will be slender. Maybe there will be no Hungarian glider there at all. Our only hope is the RSZ, the owner of the VOCSOK. The CIMBORA is nearing completion, but difficulties to obtain necessary materials within the RSZ is growing day by day, as complains Lajos Schmidt. The JUNIUS 18 will remain in Hungary for sure, due to shortage of hard currency.





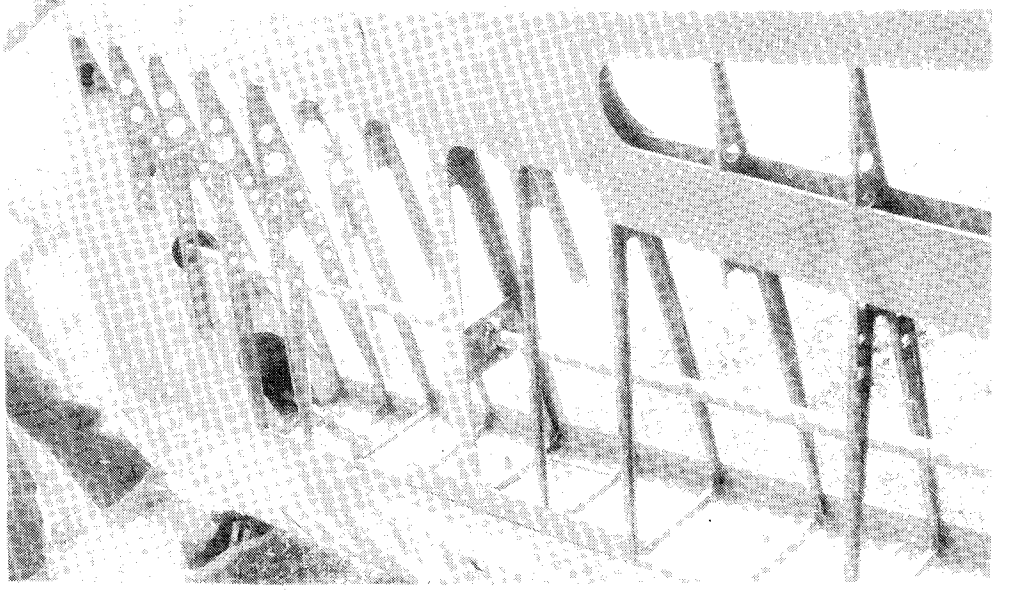


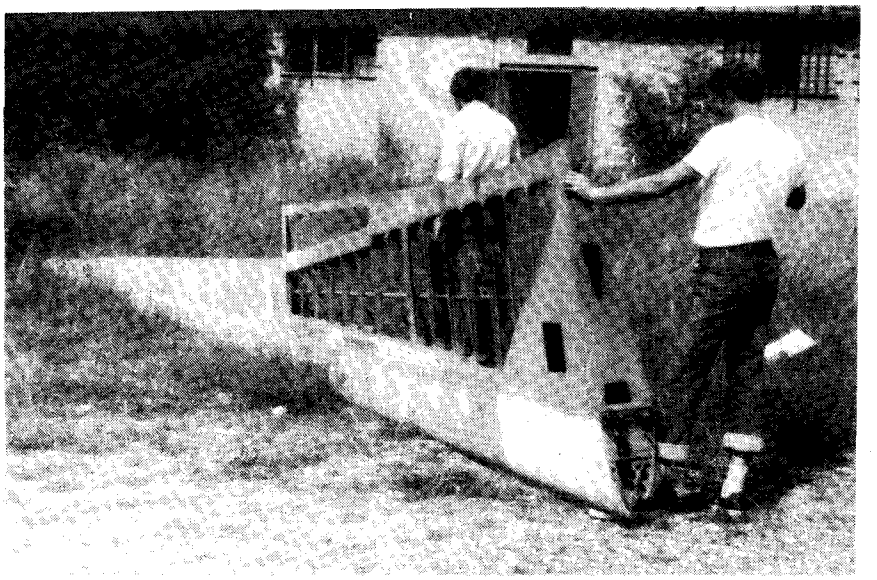














CAPTIONS TO PHOTOGRAPHS

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1. Seen during August 1983 at Schleissheim Airfield (Store Facility for Deutsches Museum, Munich), the Horten 4A, LA-AD. Wings only.

2. Horten 4A wing. LA-AD. Showing evidence of repair at root. Rainer Karch is nearest Camera. Centre Section has disappeared as also have the elevons off both wings. We hope that this Horten will one day be restored.

3. AVIA 40P model, painted exactly as BGA 680, which is being restored over many years by the Cornish Gliding Club at Travellas Airfield. We hope that this photograph will encourage its owners to finish the job. We also hope that it will encourage Maurice Renard who has components of an AVIA 40P in France.
This 1/4 scale model is the fine work of John Watkins, VGC membership No. A 495, address: 58 Hopton Cres, Lyndale Park, Wednesfield, Wolverhampton, WV11 3JQ. Its maiden flight was 1 hr. 15 mins, over the Long Mynd, where BGA 680 used to fly. It is fitted with radio controlled rudder, ailerons elevator and spoilers and he hopes to install aerotow capability one day. We hope that John will bring this model to our Rallies. We feel that he should be congratulated. One like this, four times the size, would be the real thing!

The gliding organisation aforementioned works in such a way that expenditures for participation in a meeting have to be included in a yearly financial budget. Such happenings can be planned, BUT THEY MUST BE SANCTIONED BY THE FAI. So our best proposition is to plan to take part in the 1985 Oldtimer Rally, if only something can be done within the FAI to recognise the International Oldtimer Movement and its Rallies.

The main problem this year is the World Aerobatic Championships to be held this year in Hungary!! Those people interested in participating in the Oldtimer Glider Rally are also involved with the Aerobatic Championships. Those people, other than those from the RSZ would have to attend the Oldtimer Rally as private tourists, since not enough people signed for an organised tour, because of the high cost (15,000 Ft+)".

NEWSFLASH: It now seems likely that the CIMBORA will be brought to the 12th International Oldtimer Rally at Terlet in Holland instead of the VOCSOK. We congratulate Schmidt Lajos and his helpers in managing to finish it.

GERMANO-BRITISH NEWS

Horten 4A

During his return from Hungary, Chris Wills was able, with kind co-operation from Klaus Heyn, Rainer Karch and two members of the German Museum's staff, to inspect and photograph for Paul Williams, the Horten 4A wings which are kept, with many other gliders, in store at Schleissheim Airfield, for the Deutsches Museum, Munich. With the help of Reimar Horten's and Peter Selinger's book "Nurflugel", we have been able to establish that this was D-10-1452, later LA-AD, the fourth of the four Horten 4As built. It was built at Goettingen and had its first flight on 20.6.43. It, and one other Horten 4A (D-10-1451) later LA-AC ..... now being restored by Ed Maloney's Planes of Fame Museum, USA) fell in to British hands in 1945. Whereas the latter went via Robert Kronfeld almost directly to RAE Farnborough for testing, was broken there, repaired and after being flown twice by Jock Forbes at Farnborough, sold to the USA for £1,000 in 1950, LA-AD stayed in Germany. After being used in 1947 at Oerlinghausen for C. of G. launch tests, where it was flown by Jock Forbes and Heinz Scheidhauer, (The two releases were installed either side of the centre section underneath the main spar of the wings), LA-AD was kept in store at Scharfoldendorf, the former Reichssegelflugschule which was then an RAF Rest Centre. Then there came an evening in 1949 when, after many beers, an RAF pilot resolved to fly it "if the Germans would rig it". The Germans, among whom was Sep. Niederstadt, were then not allowed to fly themselves and strongly advised against flying the Ho 4A at a hill site due to its, among other things, not very positive directional control, making landings and take offs having to be into wind and in calm conditions. The conditions were more likely to be experienced at a flat site. Nevertheless, as resolved during the previous evening, LA-AD was rigged and flown. Many photographs of the operation and reports testifying to the aircraft's beauty, high performance and what happened during the landing, have recently been shown to the author (C. Wills) by three former RAF officers.

It seems that during the landing approach, due to some turbulence, one wingtip touched the ground, rotating the aircraft in a ground loop. The port wing broke off at the root and the centre section came down heavily, even rendering the pilot unconcious briefly. It seems that Horton 4As were also severely damaged through ground loops at the Wasserkuppe and Klippeneck during the war, and at Farnborough (a flat site) after the war. It was stated by one of the aforementioned former RAF officers that, at that time, LA-AD had its metal wing tips. After the above accident, the Ho 4A was repaired and stayed for many years at Scharfoldendorf. We believe that it was during this repair that the metal wing tips were replaced with permanently installed wooden tips which have upper surface dive brakes, as drag rudders, as can be seen now. We have received evidence (from Bas. Dickson) that LA-AD was sold to the German Gliding Club at Frechen near Cologne during the late '50s (it was definitely at Scharfoldendorf as late as 1956). After this time, its centre section seems to have disappeared. If any of our members should know of its whereabouts, would they please inform C. Wills ("Wings", The Street, Ewelme, Oxon OX9 6HQ, England. Tel: 0491-39245) ... or Klaus Heyn (Klingenstrasse 23, 7352 Eislingen/Fils, West Germany. Tel: 07161-62400).

LA-AD's wings do not seem to be in a too bad condition but are less both their elevons and the before-mentioned centre section. The wooden wing tips might possibly render it more easy to repair should

it be ground looped again! No-one at present has volunteered to restore it.

The other two Horten 4As built probably met their ends at Hartau near Grunau (burnt with other gliders by the German rearguard in 1945) and in French North Africa, where a French pilot swears that he saw it.

Whereas the Horten 4A's flying qualities seem to have been beset by flutter at speed and some instability, those of the Horten 3's seem to have been very good.

Habicht Project

The Oldtimer Club Wasserkuppe is wishing to build a DFS Habicht. For this purpose, the VGC sent them microfilm of many Habicht drawings. As unfortunately no microfilm of the main spar was among them, the whole project was in danger of foundering. However, some Habicht drawings have now been found among Kranich 2 drawings which are being kept as VGC property, by David Almey of Peterborough Sailplanes, to enable him to repair the Kranich 2 formerly belonging to C. Wills. Among these newly found Habicht drawings, which were identifiable only by their being marked with 108-53 (the RLM number for the Habicht), was the vital one of the main spar. These drawings have now all been sent to Karl Heinz Kellermann of the OSC Wasserkuppe, as yet another example of international co-operation between VGC members. Karl Heinz will have them copied. We hope now that the Habicht project can proceed but we have heard from Klaus Heyn that the project is still a long way from fruition and that the finding of the main spar drawing may just be an important step in ensuring that one day there might be a complete set of Habicht drawings. We thank Dave Almey for looking through the Kranich drawings and sending us the all-important Habicht drawings that were among them. The OSC Wasserkuppe has now returned to us the Schleicher Anfänger (Hols der Teufel) microfilm and the VGC has now sent them microfilm of Rhönbussard drawings. In case the Habicht still cannot be built, the OSC Wa Ku intends to try to build a Rhönbussard, 220 of which were built by the firm of Schleicher before the war. The OSC Wa Ku has also located Habicht drawings in Turkey but the cost of reproducing them is prohibitive.

The Rhönadler

We are glad that we are able to report that Klaus Heyn has restarted work on his Rhönadler 35 Replica. Previously, we reported that he had stopped work, having finished the fuselage and tail surfaces, due to neighbours' complaints about noise in his attic. Now, after a two-year delay, he has restarted work on the wings. Nose ribs are in place along the main wing spars and he has started to install fittings to carry pulley wheels for the aileron cables. These have to be bolted on with bolts that run through from the front side of the spar to the rear. With the nose plywood in place, this would be impossible. At the time of writing (1.4.84) the temperature was still 10 degrees too cold to allow him to start gluing. When finished, this will be almost the only example of a sailplane which was the most important (in numbers) competition sailplane in Germany before 1939. 65 were built by Alexander Schleichers but many more were built by clubs and individuals (as well as possibly by other firms?) from 1932. Almost none survived the war, 5 examples in France, Switzerland, Britain and Hungary being destroyed quickly after it. The Rhönadler was the first of Hans Jacobs' designs and gained many national records in different lands, as well as being one of the four gliders to fly the first 500 kms distance in 1935. One other Rhönadler, built in the

USA, exists in storage at Larry Gehrlein's "Thermal G" ranch. The removal of Klaus's Rhönadler from within his roof when finished, should be an event and sight which should go down in gliding history!

GERMAN NEWS

The Münster Oldtimer Club has now reported that the C. of A. of their Goevier 2, D-1080, has been finished for some weeks at Münster/Telgte, and that the basic overhaul of their Minimoa, D-1163, has been proceeding at Münster/Greven as planned. D-1163 is now to have transparent fabric as it had in 1973 after it had been restored originally by Max Müller.

Otto Bellinger has now recovered, we are glad to say, from his circulation and heart condition but has had to reduce his workload at the Wasserkuppe Museum. His work is now mostly confined to typewriting. He is organising the 60th Anniversary of the RRG (Rhön-Rositten Gesellschaft) which later became the DFS (Deutsche Forschungs Anstalt für Segelflug), the German experimental institute for gliding.

Max Kegel. Very belatedly, we report the death last year of this pioneer. He was a First World War military pilot and came to the Wasserkuppe, with many others, when powered flying was no longer allowed in Germany. He set up the Kegel Segelflugzeugbau (glider factory) in Kassel, which was responsible for the Kassel 20 and 25, described in our last Newsletter, as well as a two-seater called Herkules, in one of which the British pilot Eric Collins set up a National Distance record (which was almost a world distance record) for two-seaters in 1934. It was 45 miles. His firm also built many other often very good gliders, in which he flew. The firm was later taken over by Gerhard Fieseler, the famous aerobatic pilot and the Fieseler Werk was later famous for producing the Fi Storch and V.1 flying bombs.

Max Kegel became very famous in the gliding world when he entered a cloud in 1926. What then happened is somewhat confused and his description was so terrifying that no-one entered cloud again for some years. What did happen was that Max was deposited by the cloud and landed after gliding over 50 kms. It was the first time that a glider pilot had used a cloud to gain altitude for a cross-country flight. An Australian report suggests that he had no instruments, however, we think that he had at least an ASI (a rotating cup air speed indicator or Schalenkreuzgeschwindigkeitsmesser!). This instrument, once set in rotation, was very good at telling you what had happened after it had happened, as it continued to spin! From this time on, Max Kegel was known as "Thunderstorm Max" or "Gewitter Max". Max Kegel was a flying instructor during the Second World War. Before the war he flew for the German Police Force. He died in Kassel on 7th April 1983, when he was 88 years old.

SWISS NEWS

We have heard that Werner von Arx's Minimoa, HB-282, is being basically overhauled, and will reappear in 1936 glory in transparent fabric. Thus, the two airworthy Minimoas in Europe are being basically overhauled and should be beautiful sights when finished. HB-282 is a unique example of a 1936 Minimoa, of which possibly less than 10 were built.

AUSTRALIAN NEWS

Winners of Annual Awards

Among these was the Harry Ryan Award, named in memory of one of Australia's pioneer glider pilots instructors and record holders. This is made in recognition of outstanding Service in the fields of airworthiness, design, construction or technical achievement.

This year, it was awarded to Harold Bradley of Adelaide. Included in his work for the gliding movement were the design, or assistance in the design, of three sailplanes, the construction of nine saiplanes, and many years of service to club's as a glider engineer. Born in 1899, he began gliding in 1927, and now, at the age of 84, has just completed the construction, almost single handed, of a HUTTER H.17a vintage sailplane. One other H.17 has been flying for some time in Australia and is a regular participant in vintage rallies. Another should be ready to fly having been restored by Ray Ash. Harold was a founder member of the Vintage Glider Assn of Australia. He has attended most of the vintage Rallies held in recent years, often travelling by bus many hundred of miles to do so.

Two successful vintage rallies were held during October 1983 by members of the Vintage Glider Assn, in spite of poor weather.

The Whyalla and District Gliding Club was the host to the first rally, held over the long weekend of the 9th-11th October. In spite of invitations being sent to all the known owners of vintage sailplanes in South Australia, the only visitor to the meet was Ralph Crompton of Adelaide with his Skylark 4. Other vintage gliders participating were those normally based at Whyalla which were Graham Thorpe's Nymph, Ron Dunn's Duster and the club's Ka 8b. To make up the numbers, the club's IS28 and Astir joined in.

The most oustanding performer was Ralph Crompton who logged 11 hours 52 mins. from four launches over the weekend. The Monday was the best day and an Out & Return of 158 kms was set as a task, with Quorn as the turning point. This involved crossing the upper part of the Spencer Gulf. The Skylark 4, Duster and Astir set off, but could not for a long time get above 3,500 ft. Finally the inversion lifted and they were able to reach 6,500 ft. The approximately 35 knot NW wind made the task impossible. Ron Dunn got to the water's edge three times but was carried back by the wind. He returned to the airfield. Ralph Crompton took his Skylark over the gulf but could not return and landed at Stirling. The 6 sailplanes logged a lot of flying from winch launches and the club members are wishing to make the vintage rally an annual event.

The second vintage rally was held at Bridgewater in Central Victoria over the weekend of 30-31st October. The host was the Midlands Soaring Club which participated with M.200 two-seater, Boomerang and Auster tug. Ralph Crompton again turned up with his Skylark 4 and four aircraft came from the Melbourne area. These were Keith Nolan's Olympia, the famous "Yellow Witch" (of the first 500 km triangle flown by a vintage glider), Alan and Ian Patching's "Golden Eagle" (which, originally designed in 1934, is Australia's oldest airworthy vintage glider), Garth Hudson's Grunau Baby 3, and David and Jenny Goldsmith's Hütter H.17a. The Altair was supposed to arrive by air from Bachus Marsh but the weather obviously prevented Doug Vanstan from getting away.

Cloud and a strong, cold, wind gave promise of a bleak day on the Saturday, but conditions have unexpected lift to 6,000 ft. and higher.

Ralph Crompton made the best flight of the day with 3 hours 33 mins. and a climb to 7,500 ft. Others who exceeded the hour were Alan Patching (Golden Eagle) 87 mins, Garth Hudson (GB 3A) 83 mins, and Ian Patching (Golden Eagle) 76 mins. The spot landing prize (a water melon) was won by David Goldsmith in the Grunau Baby 3A, who stopped with his wing tip only 52 inches from the balloon which marked the spot.

Ralph Crompton remarked casually that it was his 100th flight in his Skylark, for 313 hours soaring, in that aircraft. During the weekend, 40 launches were made for 33 hours soaring. The Midlands Club extended a warm welcome to the Vintage club to come back and visit them again, and this happened in December.

The VGA's first week-long regatta

This was again at the Midlands Club at Bridgewater, starting on Boxing Day, the 26th December 1983. 11 vintage sailplanes from three states took park in mediocre weather. Early in the week the mornings were marked by strong and gusty winds but these usually moderated by noon, and afternoon conditions were quite good. There were some showers on the Friday and the weekend was rained out, but this did not dampen the enjoyment.

The Midland Soaring Club's home site is the property of Mr. Clive Hokin, about 10 kms out of Bridgewater. The VGA is indebted to the club's CFI, Ian Duncan, and his charming wife Nancy (both VGA members) who made most of the arrangements.

Sailplanes attending were: The Altair (Ian Patching); Cherokee 2 (Craig Ligertwood and Nigel Baker); Kingfisher (Tom Hinton); Ka 6 (Ralph Crompton); Kookaburra (Lloyd Stewart); Olympia (Keith Nolan); Olympia (Kevin Sedgeman); Grunau 4 (Bob McDicken); Hutter H.17a (Dave and Jenny Coldsmith); Cherokee 2 (David Newman); and the Midland Soaring Club's Boomerang. Unfortunately, Dave Newman could not fly his Cherokee as he was required in Melbourne on urgent family business.

Though the strong and gusty wind delayed each day's start, thermals later became quite good and most pilots enjoyed strong but gusty lift. On most days, the air became smoother towards evening and several of the late starts resulted in pleasant climbs to respectable heights. The Bridgewater district has a local height limit of 10,000 ft., becoming lower to the East and South, and higher to the North and West.

The Altair and Ka 6 were the best performers. As well as several local tours, both Ian Patching and Ralph Crompton made quite good cross-country flights. Ian flew a quadrilateral via St. Arnaud, Donald and Charlton, 200 kms in just over 3 hours. Ralph made the only out-landing of the regatta when he failed by 8 kms to complete a triangle via Wedderbourn and Boorn, though he covered 140 kms in the Ka 6. Later he flew 200 kms via Kerang and Pyramid Hill in $5\frac{1}{4}$ hours, climbing to 10,200 ft. on the way. Both McDicken (Grunau 4) and Keith Nolan (Olympia) flew to Bedigo and back (about 60 kms.). Although limited to more or less local flying, other pilots often climbed to heights of 8 and 10,000 ft. Dave and Jenny Goldsmith could not arrive with their Hütter until Thursday afternoon when the weather had turned for the worse with heavy clouds over most of the sky. They could only manage some short flights. Lloyd Stewart of Swan Hill bought Kevin Sedgman's Olympia and his first flight in it was 98 minutes. A meeting of members unanimously agreed that the Schneider Award for the best-maintained glider should go to the Boomerang. Australia's first week long Vintage Regatta was a most enjoyable amd memorable occasion.

Golden Eagle attends Antique Fly-in. The Queen's birthday weekend in June is traditionally the time for the Antique Aeroplane Assn's annual Fly-In at Joe Drage's airfield at Wodonga, Victoria. This year, the Assn. invited Alan Patching to bring his Golden Eagle, the oldest airworthy sailplane in Australia. Alan was unable to attend through illness, but his son Ian was able to bring the Eagle to Wodonga and put it on static display. The Fly-In was well attended by enthusiasts and many old aircraft. The Eagle was joined by an ASW 15 from the Albury GC so that the public could see the changes in sailplane design since 1934. The Albury Club also had a Pilatus B-4 which put on a delightful display of aerobatics for the large crowd. Many people showed interest in the Eagle and a few, who had flown her many years ago, came back for nostalgic sits in her cockpit. Although the Eagle did not fly at Wodonga this year, it has been invited to return next year, when the Patchings hope to fly it.

Glider Museum may be opened at Tocumwal if plans by Bill Riley come off. He has gathered a collection of old sailplanes, usually as trade-ins on new sailplanes, by his firm Riley Aeronautics Pty Ltd. He wants to restore them as flying exhibits, or for static display in the museum. Already airworthy is a LO 100. Others now in storage include a T.31, T.35, Schweizer TG-3 and Schneider Glub 2-seater. Bill Riley would like owners to bring and store their old machines in the museum when not being flown. In return for free hangarage, they would become part of the Museum's display. (Tocumwal is World Champion Ingo Renner's Gliding Club).

AMERICAN NEWS

For the last year the VSA (Vintage Soaring Assn of America) has been asleep due to its executives having other commitments. No Bungee Cords (the official VSA periodical) have been received. Now the VSA has been revitalised by our member Jan Scott taking over editorship of Bungee Cord so that he and Bob Storck can deluge their members with 8 Bungee Cords during the next year. The last year's editions, all paid for, are to come out this year.

Jan, an airline pilot, has no less than 9 airworthy vintage sailplanes and would now like to sell five of them (one of them won't be his Minimoa). This is a first sign that in our last edition of Vintage News we seriously underestimated the number of vintage sailplanes owned by our members in America!

Flying Wing News as reported by Jan Scott is that the Fourth Symposium of Flying Wings held at Scheidegg, W. Germany, last Autumn indicated the rekindling of world wide interest in this type of aircraft. The Akaflieg Braunschweig has announced its intention of developing a 15 mtre span competition sailplane with one metre high wingtip winglets containing the yaw rudders. Triple elevons like those of the Ho 5, should ensure proper washout and lift distribution. The normally-seated pilot will be enclosed in a small pod in the centre section. The students have already been flying models of this aircraft, photographs of which have appeared in the April '84 Aerokurier. The models were flown during an Akaflieg winter meeting.

Students at a Technical School in Zurich are completing a rigid wing Hangglider with a span of 38 ft. based on the Horten Xc (Piernifero 3). The aircraft will have a performance similar to that of a Grunau Baby and is expected to fly this year.

The Horten Xb (Piernifero 2) continues to be the subject of enquiries from many homebuilders. The 80 lbs 33 ft. span foot-launched sailplane was built in Argentina by former Horten Test Pilot, Heinz Scheidhauer in 1955, but never completed. Scheidhauer now claims that his project

was evicted from the factory where he worked, after General Peron was overthrown and that no other suitable locale could be found to complete the aircraft. The Ho Xb was still intact and apparently in good condition 25 years later, when Jan Scott saw it in Cordoba. Two years ago, it was removed to a workshop in the basement of Roberto Tacci's house to be completed under supervision of Dr. Horten. The idea was to demonstrate it during the 1983 World Championships at Gonzales Chaves. After the Falklands Crisis and the removal of the World Championships to Hobbs, no-one seems to know what has become of the Ho Xb. Drawings exist but these will not be made available until satisfactory test flights have been concluded.

The Horten 1b in Gonzales Chaves is still intact, flyable, and apparently for sale at a very low price. Unfortunately it was built in one piece, to get round the problem of manufacturing metal fittings and no trailer exists for the 40 ft. wing. Dr. Horten suggests that it could be aerotowed to Buenos Aires and put on a ship there. Anyone interested?

A Two Place Baby Bowlus Albatross. As reported in the 1980 Winter Issue of Bungee Cord, such an aircraft had been purchased by Capt. Ron Nelson of Minneapolis, Minn, who turned it over to Frank Kelsey for restoration. On March 10th, this year, Frank said that he had almost completed the work after a considerable amount of work had to be done regluing especially the elevators and wing struts. In fact the wing struts were so bad that they had to be built again. Wings and ailerons are completed structurally and were awaiting warmer weather for recovering. Boom and pod are mated and the instruments installed. Frank is also building a trailer for it and expects to have it all ready for later this season. Ron hopes to bring it to a VSA Ragatta soon. This would be the first Bowlus design to enter a VSA Meet and should attract a lot of attention. Some lucky individual might even get a ride in it! This would be a perfect aircraft to represent America in the Vintage Rally in Europe. Is there any way we could do it?

It appears that a Paper Bowlus (1929 Bowlus Primary) still exists in California.

The 50th Anniversary of the German Soaring Expedition to South America and a World Record which was Never Flown. By Peter Riedel

On January 5th, 1934, the "Monte Pascoal" pushed its way through ice floes from Hamburg down the Elbe river towards the North Sea. On a warm summer night, January 22nd, she turned into the Bay of Rio de Janeiro glittering in its surrounding lights.

The next morning the following passengers stepped on Brazilian soil: Professor Dr. Walter Georgii, the director of the German Research Institute for Soaring (DFS) as leader of the expedition; the pilots Wolf Hirth, Hanna Reitsch, Heini Dittmar and I; Wilhelm Harth, a meteorologist of the DFS, and Richard Mihm, the technician who would service the Messerschmitt M.23 tow plane and repair the sailplanes.

The planes were promptly unloaded: Dittmar's "Condor", Hirth's "Moazagotl", a Grunau-Baby for Hanna Reitsch and the "Fafnir" for me. Unfortunately, the Brazilian Customs held them for many days during which soaring conditions were excellent. Finally they were released and our flying could begin. The military airport Campos dos Affonsos became our base.

Our towing plane was flown by Mr. G. A. Wachsmuth, a local pilot. Hanna Reitsch and Hirth alternately demonstrated stunting with the "Grunau Baby II" while Heini Dittmar and I made soaring flights. I flew about 15 miles towards Rio's down town area, circled around the large Christ statue on top of the 2300 ft. Corcovado, enjoying the view, well-known on all post cards. Finally I landed on the Ipanema-Race course close to Copacabana's famous shore. Shortly after 2 o'clock p.m. the daily sea breeze destroyed the thermal formation close to the coast line, ending the day's soaring. That was among the first things we learned about Rio weather.

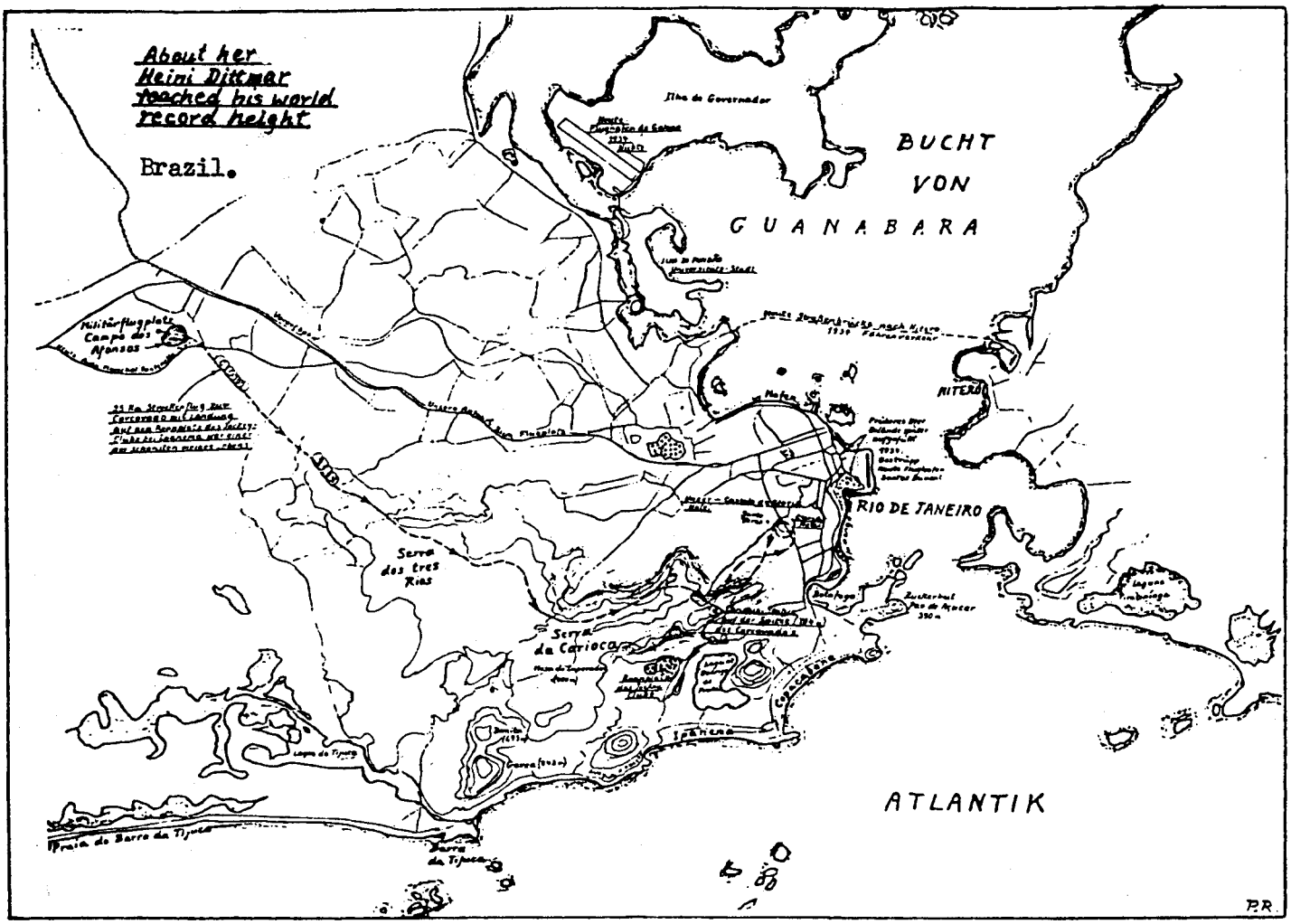
On February 16th, Heini Dittmar braved the turbulence inside a powerful cumulus cloud and climbed to a 4350 m (14260 ft) altitude gain. He surpassed the 2560 m (8393 ft.) world record established by Robert Kronfeld on July 30th, 1929. This feat alone guaranteed the success of our expedition, which had been initiated by an invitation from Brazil's Aero-Club.

Around the end of February we arrived in Sao Paulo, 2700 ft. above sea level, with its many skyscrapers as a back-drop to our airfield at the Tiete river. Twice I tried flying cross country, but had to land on my second flight after only 130 km (82 miles) near the small town of Tatuhy. Further West large forests spread to the horizon without a chance for a safe landing. Therefore we spent most of our time just soaring above the nearby city.

Our journey continued by boat from Santos to Buenos Aires, Argentina, where we arrived on March 14th, 1934. Military trucks immediately brought our soaring planes to El Palomar, the airport of the Argentine Army Air Force. The M-23 was flown from the near-by harbour airport to Palomar. However, the clouds were grey and misty rain reminded us that this was autumn weather. The civilian airfield Moron was already inundated. A week passed before we could even think of making a flight.

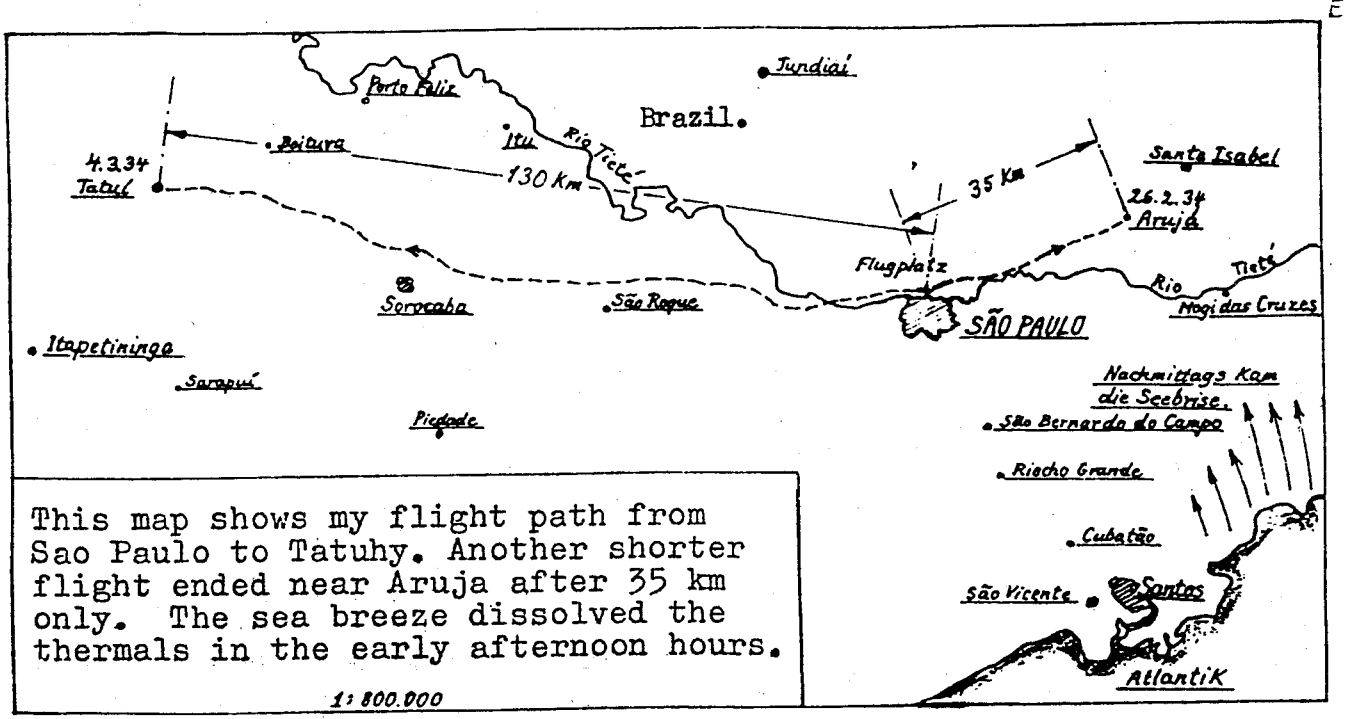
On 21st March the weather cleared up enough for me to try our first distance flight, but there was an inversion at 2300 ft. and the thermals remained weak. After one hour my "Fafnir" came to a stop on the airport of the French airline "Aeropostale" near Jose C. Paz, 35 km (21 miles) from Palomar. Antoine de Saint Exupery, the writer, had flown from this field a few years earlier as a pilot of the "Aeropostale". Wolf Hirth towed me back to El Palomar.

B



Rio de Janeiro and surroundings

E



This map shows my flight path from Sao Paulo to Tatuhy. Another shorter flight ended near Aruja after 35 km only. The sea breeze dissolved the thermals in the early afternoon hours.

1:800.000

On the 22nd the inversion had risen to 1000 m (3300 ft.) and we all flew cross-country. I made it 135km (84 miles) to Santiago Larre, a lonely ranch with its own railroad station. Hirth landed after soaring 70 km (44 miles) into the middle of nowhere. Gaunchos brought him to the next town, Canuelas, on a decrepit two-wheel horse-drawn cart, after Hirth made it clear that due to his artificial leg he could not use the riding horse first offered to him. In Canuelas, after about 15 km (10 miles) through pampas grass, he found Hanna Reitsch and Heini Dittmar. They had landed 55 km (34 miles) from Buenos Aires. Hirth and Hanna returned home per automobile, while Heini stayed with the two sailplanes. After two days in Santiago Larre Hirth towed me back to El Palomar.

Alarmed by the unfavourable weather Professor Georgii went by night train to Cordoba, 660 km (412 miles) inland from the capital, but his hope to find better thermals there were disappointed. It was simply the autumn weather. However, one day we could use the thermals developing above the city itself, though a SW wind discouraged any long distance attempts. It would have taken us downwind over the large expanse of the La Plata Bay. I soared about seven hours and finally landed on the small harbour airport, mentioned before. Otherwise, we could only demonstrate soaring around the airport, rather disappointing for all concerned.

Then came a break in the weather. On April 2nd I flew 145 km (91 miles) along the Parana river to Baradero. The others did not even try that day. On April 6th, Heini Dittmar and I went cross-country together, but soon we lost sight of each other. He landed after 135 km (85 miles) near Del Carril. I soared 165 km (103 miles) to Perez-Millan, again along the Parana river.

This was all we could achieve in Argentina at this time of the year. The autumnal weather limited the size of our performances. Also one should remember that the gliding angles of our planes were considerably lower than today's: Grunau Baby II = 17; Condor 1 = 20; Fafnir 1 = 21 and Moazogotl = 25.

Nevertheless our expedition seems to have fulfilled its purpose. In both Brazil and Argentina soaring movements grew, so that in 1960 Argentina even produced a World Soaring Champion: Rudolfo Hossinger.

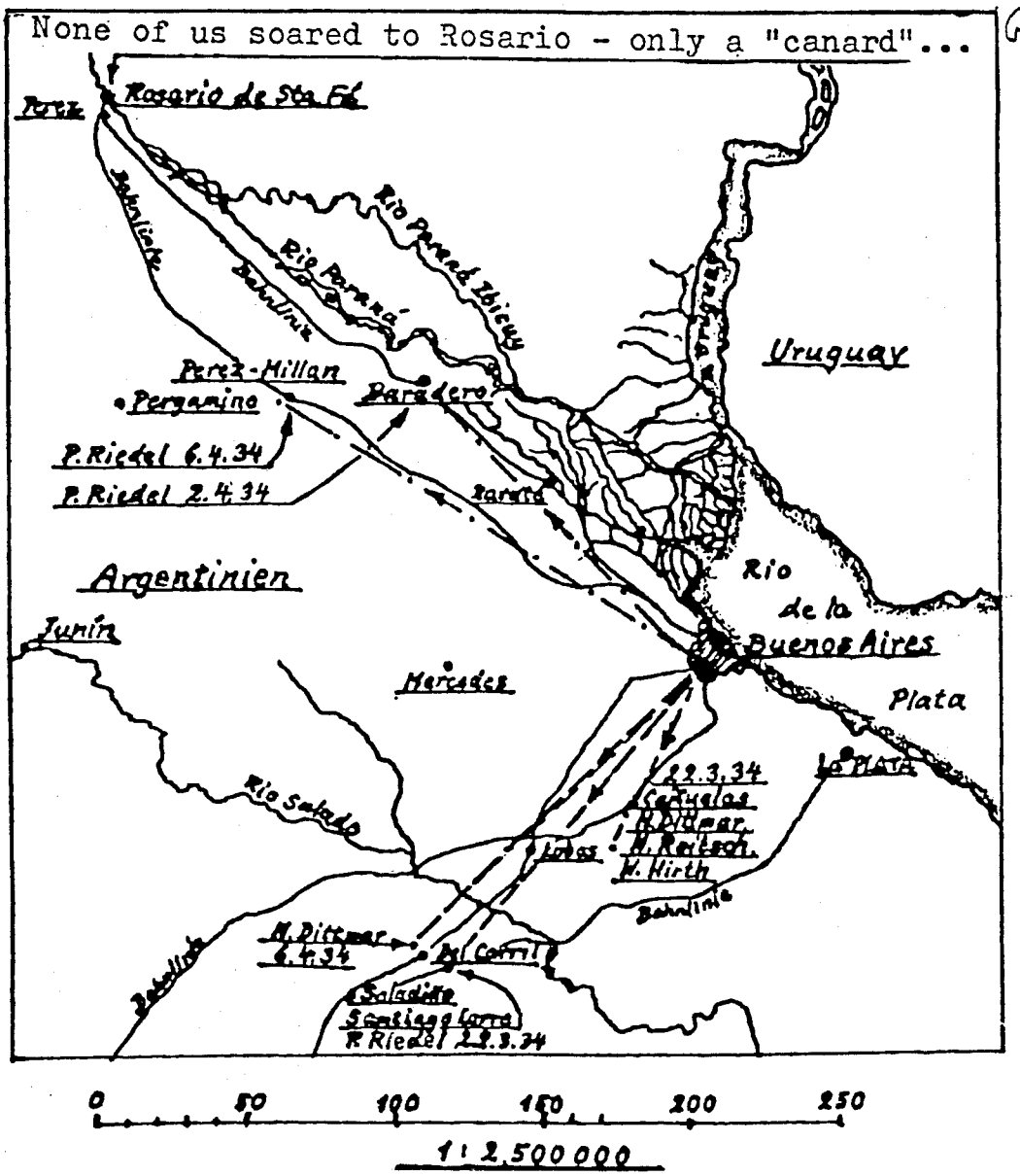
A World Distance Record which was never flown .....

In those days there existed no reliable telephone connections between the above mentioned landing sites and Buenos Aires. Instead we asked at the closest railroad station to transmit our landing report via their telegraph system. Thereupon somebody in the Buenos Aires railroad station would phone the Jousten Hotel where we all stayed. This worked out alright every time until something went wrong with my landing report from Perez-Millan. In the hotel it was understood that I had landed in Perez, another station on the same railroad close to Rosario, Argentina's second largest city. With 265 km distance this would have meant a new world distance record. The error was recognised only the next morning when the mailman delivered the written telegram to the hotel. This was too late to stop the headlines in the Buenos Aires newspapers, but now it was known where I was waiting. Wolf Hirth flew to Perez-Millan and towed me back, as he mentioned it in Rolf Italiaander's book "Wolf Hirth erzÄhlt". (Wolf Hirth narrates), page 149.

But this was not the end of the story!

3

None of us soared to Rosario - only a "canard"...



Our Distance Flights from Buenos Aires.

22 March I934

H. Reitsch to Canuelas	55 kms.
H. Dittmar to Canuelas.	55 kms.
W. Hirth I5 kms SSW from Canuelas	70 kms.
P. Riedel to Santiago Larre.	I35 kms.

2. April I934.

P. Riedel to Baradero-Parana	I30 kms.

6. April I934.

H. Dittmar to Del Carril.	I35 kms.
P. Riedel to Perez-Millan.	I65 kms.

Two days later all German newspapers reported a new 265 km soaring world record flight from Buenos Aires to Rasario, but the pilot's name was ... Wolf Hirth. Professor Georgii told me about this in a confidential manner expressing astonishment about such a turn of events. Since my distance flights had been made with so much effort and cliff-hanging moments of suspense in miserable soaring conditions, I was certainly not happy about these false reports.

"Newspaper stories are soon forgotten ..." the Professor told me as a consolation and I tried to resign myself to the unfortunate situation.

To have newspapers retract false reports is of very little use. The impact of the first news does the damage and retractions make no headlines. That was Professor Georgii's opinion and so he issued no denial of the news about "Hirth's world record". Besides, it certainly had increased the prestige of his expedition. Wolf Hirth did not revoke it either. After our return home I started as a Lufthansa pilot. This completely new activity absorbed all my attention and I disregarded the false world record.

In 1980, while researching in the Congressional Library in Washington, D.C., for my "Rhoen-History AS I SAW IT" (Erlebte Rhoengseschichte), I discovered by chance that the German aviation magazine "Flugsport", the French "Les Ailes" and others had reported Hirth's false world record in a big way. They had even illustrated the news item with the same special geographical map, showing the area between Buenos Aires and Rosario. Later I found Hirth's "265 km world record" in Walter Hochberg's booklet "Segelflug" (Scaring) (1935) on page 153, with the remark behind it "on South American expedition....".

What was to be done? I asked myself at the time deep in the stock rooms of the Library, but reasoned finally that all this didn't mean so much today. On the other hand it should eventually be reported as an oddity and also in order to straighten out a kink in the record of soaring history. So I have waited until 1984, the 50th anniversary, to tell the story. It is a world record in itself that the "canard" has lived half a century before being shot down as it deserved to be on the very first day.

Whoever wants to check this story can do so in Hanna Reitsch's book "Flying is my life", Van Rees Press, New York (1954), on page 78, or in the German version "Fliegen, mein Leben" (1951), page 115.

There is another even clearer report to be found but in German only, in Hubert Zuerl's "Der Segelflug im Wettbewerb der Völker" (1941); it is a survey of soaring activities around the world up to that time. On page 178 Mr. Raul M. Olivares, the author of the chapter "Argentina", wrote that Helmuth Teichmann in the spring of 1940 soared 230 km distance in Argentina, "thereby surpassing his mentor Peter Riedel, whose flights had remained unbeaten for six years".

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This story will appear along with many other lively experiences in my three volumes "Erlebte Rhoengeschichte" (Rhoen History As I Saw It). To be more specific: the above will be in Volume 3 "Ueber sonnige Weiten", (Beyond sun-lit horizons), covering the years 1933 to 1939, scheduled to be published in autumn of 1984.

Volume 2 "Von Hangwind zur Thermik" (From slope currents to the thermals) 1927 to 1932, will appear in March of this year. Volume 1, "Start in den Wind" (Take-off into the wind) 1911 to 1926, came out in 1977 and is nearly sold out. Publisher: Motorbuch-Verlag Stuttgart, West Germany.

CAPTIONS TO PHOTOGRAPHS

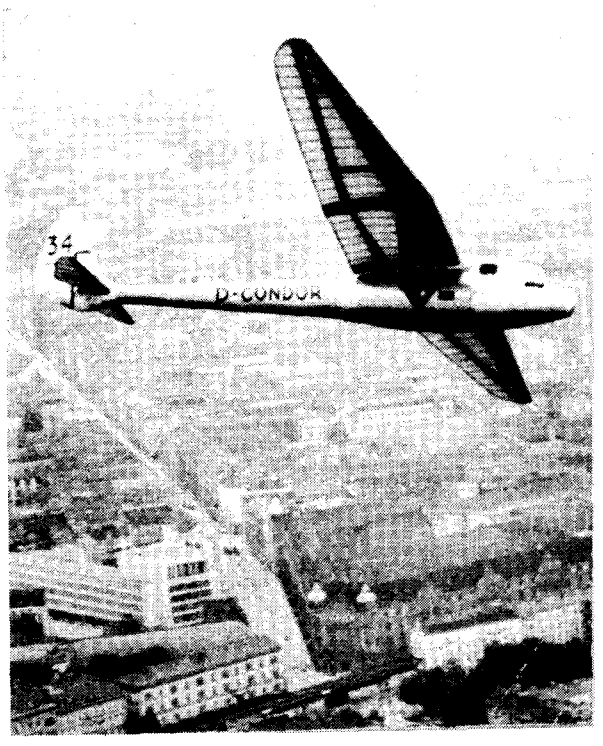
Photographs of the German Soaring Expedition to South America in 1934

Left to Right Top to Bottom

1. The first Condor, soaring over Berlin. It had been designed and built in 1930 by Heini Dittmar, who designed all later Condors.
   This was the aircraft with was flown to a new World Height record in a thunderstorm of 13,780 ft. (4;200 m), over Brazil. This was 12,630 or 3,850 m above the ground. The previous World Height record was 2,589 m or 8,484 ft. set up by Robert Kronfeld in 1929.
2. Members of the German Soaring Expedition to South America. Dittmar, Hirth, Georgii, Riedel, Harth. Hanna Reitsch is standing before Prof. Georgii.
3. Sailplanes of the expedition in the hangar. Left to Right: Grunau Baby (Hanna Reitsch), Towing Aeroplane Messerschmitt 23b, Condor 1 (Heini Dittmar), Moazagotl (Wolf Hirth), Fafnir 1 (Peter Riedel).
4. Wolf Hirth's Moazagotl as it was in 1935.
5. The Fafnir after it had been repaired by Peter Riedel, after Groenhoff's fatal accident in 1931. Having to land after its pilot had abandoned it, it was very badly damaged. By 1936, it had been put in the Berlin Museum where it was destroyed by bombs in 1941.
6. On the return from South America. Professor Georgii, Hanna Reitsch, dressed as a little seaman, and Captain Schenk.

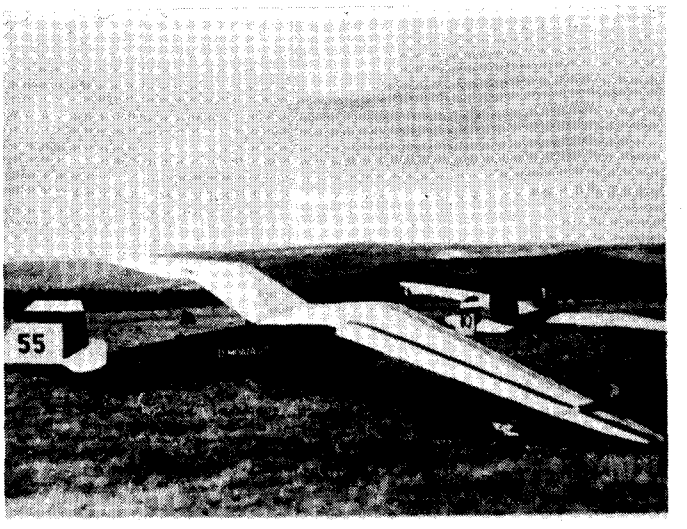
An abridged version in English of my Rhoen History is considered due to widespread interest among English-speaking soaring pilots and aviation history buffs.

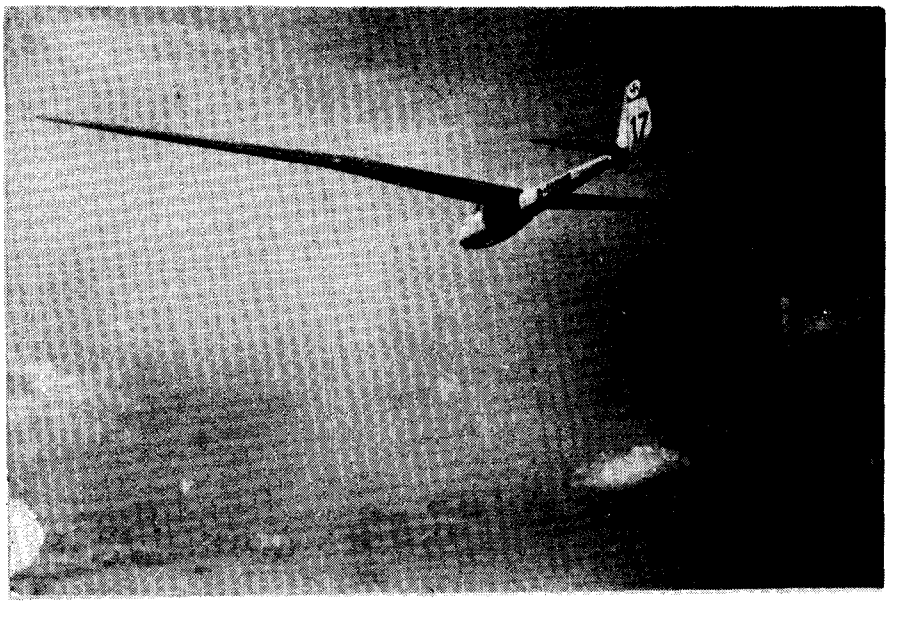
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D-CONDOR



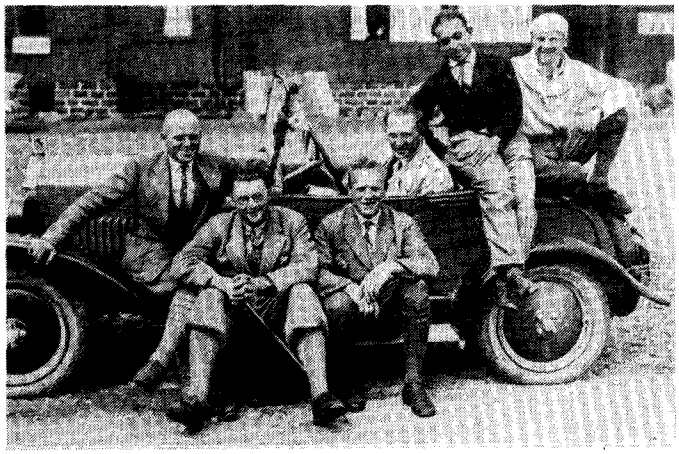


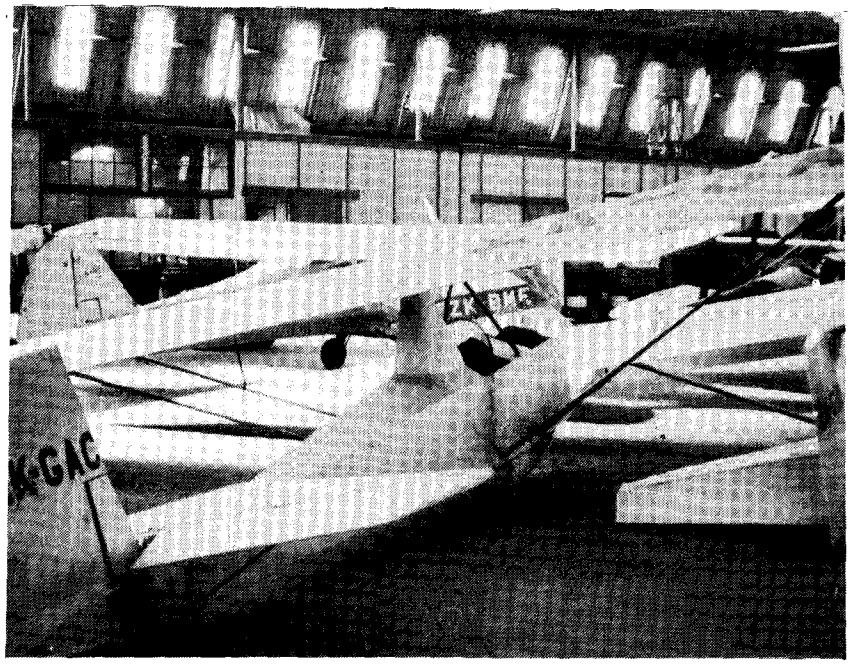

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CAPTIONS TO PHOTOGRAPHS

1. The late Max Kegel (Known as Gewitter Max ... Thunderstorm Max) before the start of his record flight of 55.2 kms on the 12.8.26 on the Wasserkuppe. His Schalenkreuz-Geschwindigkeitsmesser ("Shell-cross speed-meter" ... or rotating cup air speed indicator) can be plainly seen before him on the nose of the aircraft.

2. The gliding aces of 1926. From Left to right - Max Kegel, Wolf Hirth, Ferdinand Schulz, Fritz Stamer, Robert Kronfeld, Edgar Dittmar.

3. The T.31 which reached over 19,000 ft., as it was at the time of the New Zealand height record, in the hangar of Christchurch Airport .... Harewood. As ZK-GAC, it was the third glider registered in New Zealand. The Weihe, ZK-GAE, was the 5th glider registered in NZ. (Its owner Harry Smith is coming to Europe this year and will visit VGC Rallies). The T.31 was built from a Slingsby kit by the unforgettable Fred Dunn, and was later fitted with a canopy. ZK-GAC later reached heights of 13 and 14,000 ft. Its height flights were all carried out in waves.

FOR SALE

Eon Olympia 2b. Very good condition. Dart Canopy. Wood/Glass trailer. Parachute. New PZL Variometer fitted this year. £1,900. Can be seen at the London Gliding Club. Tel: Whipsnade 872220. Any evening after 6.00 pm.

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

Castel 25S in very good condition. Restored by Fred Stickland. Standard French side by side training two-seater. 16 m Span. It can be seen by appointment at Eric Rolph's House, London Road, Moreton-in-the-March. Tel: 0608-50530. Offers to Billie Caldwell, 14 The Towers, Grand Avenue, Worthing, Sussex. Tel: 0903-40418.

Slingsby Cadet. Fuselage and wings need restoring. All parts are there, except wing/fuselage struts. Tailplane and elevator and ailerons are already fabric covered. It can be seen by appointment at Eric Rolph's address (above). Offers to C. Wills. Tel: 0491-39245.

Grunau Baby 2A. BGA 1432. No sensible offer refused. With open trailer. It has been modified with Schempp Hirth air brakes. Offers around £350 to: Bob Pirie, c/o Lasham Gliding Centre, Lasham, Nr. Basingstoke, Hants. Tel: Herriard 270.

Grunau Baby 2. BGA 370. One of the very rare (now) British built Grunau Babies from before the war. Construction year 1938. Last Log Book Entry: 23.5.76. Inspected by Eric Rolph. It needs some regluing and, no doubt, covering. Sale price £400. P.L. Wilkins, 117 Waithorpe Road, Grantham, Lincs. Tel: Grantham 64132.

STOP PRESS

MAY DAY BANK HOLIDAY MEETING, CAMPHILL, 5 - 7th MAY 1984

Four vintage gliders made the journey to Camphill in response to the invitation from the Derbys. & Lancs. G.C. to join their "Open Weekend" to which the public at large was also invited to see what gliding is all about. Our vintage gliders, supported by the resident Camphill vintage gliders, attracted considerable attention from the steady stream of visitors.

Visiting members were: Phil Brennan & family, Oly 2b, BGA 1417 "Buttercup"; John Edwards, Grunau Baby 2b, BGA 963; Brian Roberts, Grunau Baby 2b, BGA 1415; Peter Woodcock, Fauvette, BGA 2844; who were assisted by Camphill residents Ian Dunkley, Fauvel AV22, BGA 2344, with the most enormous trailer you ever did see, and the Oly 2b "Pennine" syndicate to whom I apologise for not knowing their names.

The weather was not ideal for soaring our vintage gliders. A bitterly cold easterly wind was blowing off the main ridge for the whole weekend and we had to content ourselves with relatively short flights. The local pundits were able to get to the Mam Tor ridge which was working, and a (nearly) vintage Super Javelot in the hands of a local pilot achieved his Silver Duration on the final day.

As usual the Camphill club made us most welcome, even when bodies wearing VGC sweat and tee-shirts took over half the bar demanding food and drink. We were well looked after by the staff who were already run off their feet catering for visitors.

We hope we helped the club in a successful public relations exercise fifty years after gliders first flew at Camphill.

CORRECTION TO MINIMOA ARTICLE AS KINDLY SENT BY PETER RIEDEL

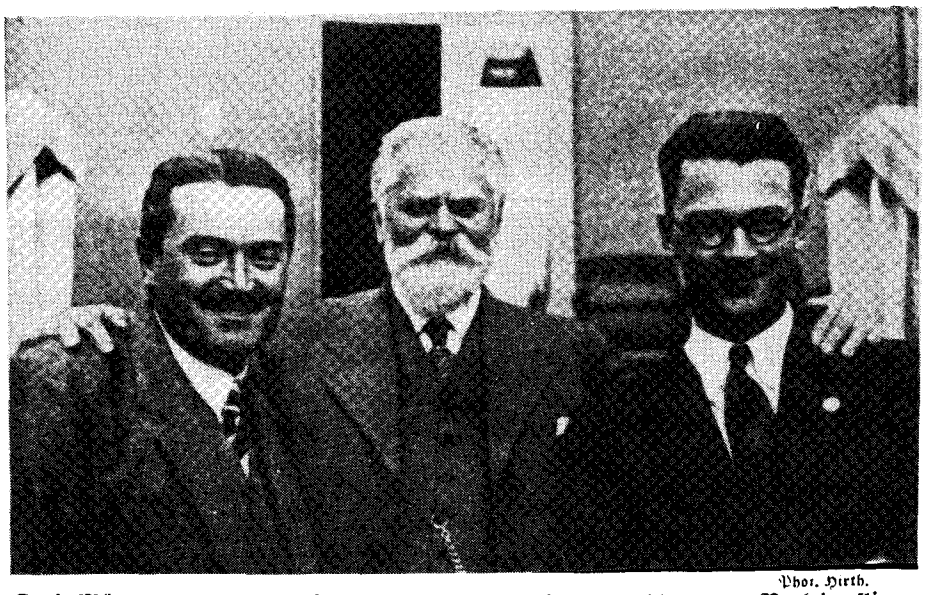
"Accident to Weltensegler. This is clearly explained on pages 129 & 131 of "Start in den Wind". Elevator control was achieved by the wing tip trailing edges being pulled DOWN by cables running to the stick in the pilot's gondola beneath the wings. UP elevator was achieved only by the tension of return springs running from the upper surfaces of the wing tip trailing edges, to horns on the upper surfaces of the main planes. Thus, the pilot could only pull the elevators down. They were supposed to return to their UP position automatically by means of the springs. The fatal accident to Wilhelm Leusch occured when he flew the Weltensegler out from the Wasserkuppe's slope and met sudden cloud lift, which lifted the nose of his machine. Leusch's application of DOWN elevator brought the Weltensegler's nose down and its speed up. The increased speed and load on the elevators prevented the springs from ever bringing them UP. The resultant dive caused a wing to fracture.

"Dr. Wenk, who designed the above aircraft, was a meteorologist working for some meteorological establishment. Edmund Schneider was never an employer of Dr. Wenk. Dr. Wenk worked with Wolf Hirth on the design of the Moazagotl". The confusion here was because the Moazagotl is also called the Grunau 7. It was therefore assumed that Wolf Hirth and Dr. Wenk must have worked with Edmund Schneider who also designed and built "Grunaus".

The 1938 World Height Record - Walter Drechsel "was able to leave the cloud and land in almost complete darkness on the airfield of Marburg at 19.28 hours." Impossible! At 1928 hrs on August 8th, the sun is still high in the sky of central Europe, as it is at Southampton which is on the same latitude as the Wasserkuppe. I have never heard of this claim before ... Certainly not from Drechsel, a reliable, sober, sort of man. Drechsel's flight was on 8th August.. His landing .. in full daylight". The translation of this was from Flugsport, or the NSFK Bulletin of the 1938 Rhön Contest. We have also wondered about "the almost complete darkness", but assumed that it was definitely caused by the proximity of the thunderstorms.

The Design Philosophy. "The Minimoa was to be so strong that it could be modified to the following versions". i.e. Two-seater, powered glider, etc.. etc. "It was supposed to be so strong ... in actual fact, there were several wing failures". P. Riedel.

Note on the Hirth Family. From Left: Hellmuth Hirth, the famous pre World War I engine builder. Father: Albert Hirth, who rose from being a mechanic's apprentice to being one of the great Swabian inventors and Industrialists (about 360 patents). He was also a balloon pilot. Wolf Hirth, Younger Son, glider designer, builder and pilot. 28.11.09 - killed 25.7.59.



Phot. Hirth.

Drei Männer der deutſchen Luftfahrt: Hellmuth Hirth, der bedeutende Vorkriegsflieger, Dr.-Ing. h. c. Albert Hirth, der Freiballonfahrer, und Wolf Hirth, unſer Meiſter im Segel- und Motorflug.

We are pleased that Peter Riedel has kindly corrected us. Only through corrections will we discover the truth.

BOOKS FOR SALE

Nürflugel (Flying Wings). This is the long awaited book on the Horten aircraft. The first edition of 1000 copies is now sold out. However, a second edition is now ready. This is the first book that describes the work of Walter and Reimar Horten in Germany and in the Argentine. It is a very good book illustrated with photographs and three view drawings. There is an adequate English translation of the text.

It is possible to buy this book from Beaumonts Aviation Literature, 656 Holloway Road, London, N19 3RD. Tel: 01-272-3630. Also from Weisshaupt Verlag, GRAZ, Austria.

Von Hangwind zur Thermik (From Slope Lift to the Thermals)

This is Peter Riedel's second self-experienced Wasserkuppe History from 1926 - 1936. The first "Start in den Wind" was Wasserkuppe History until that time. If it is as good as the first book, it should be well worth having. This must now be being sent out by Motorbuch Verlag Stuttgart. As above ... Beaumonts Aviation Literature. No information yet on price. In German only.

Happy to Fly Ann Welch. Autobiography. Published by John Murray. £10.50. Very interesting and readable.

Streng Geheim Vogel - ME 163 (Top Secret Bird - ME 163)

This is the story of Germany's rocket propelled fighter. The writer was the Kommodore of the unit that operated them. He also was a very distinguished prewar German Competition Glider Pilot, winning the 1938 Rhön Contest with the far from perfect prototype REIHER. In German.
On sale at Beaumonts Aviation Literature (see above). £13.25.

Planeurs et Motoplaneurs - A.Schleicher 1951 - 1983 by Richard and Monique Ferrière. Published by Seidec, BP 28 - 78241 Chambourcy, France. This beautifully produced and well-illustrated book covers every type that Schleicher built during the period and looks back over the history of the Grunau Baby. Illustrations include 26 3-view drawings of A4 format, many black and white and colour photographs, polar curves and, of interest especially to modellers, the co-ordinates of the aerofoil sections used by Schleicher, from Göttingen 532 onwards.
The binding of the review copy leaves much to be desired and one expects better in a comparatively expensive book (circa £25). Nevertheless, Planeurs et Motoplaneurs is a useful addition to the list of reference books. It is not known whether an Engish or German edition is planned.

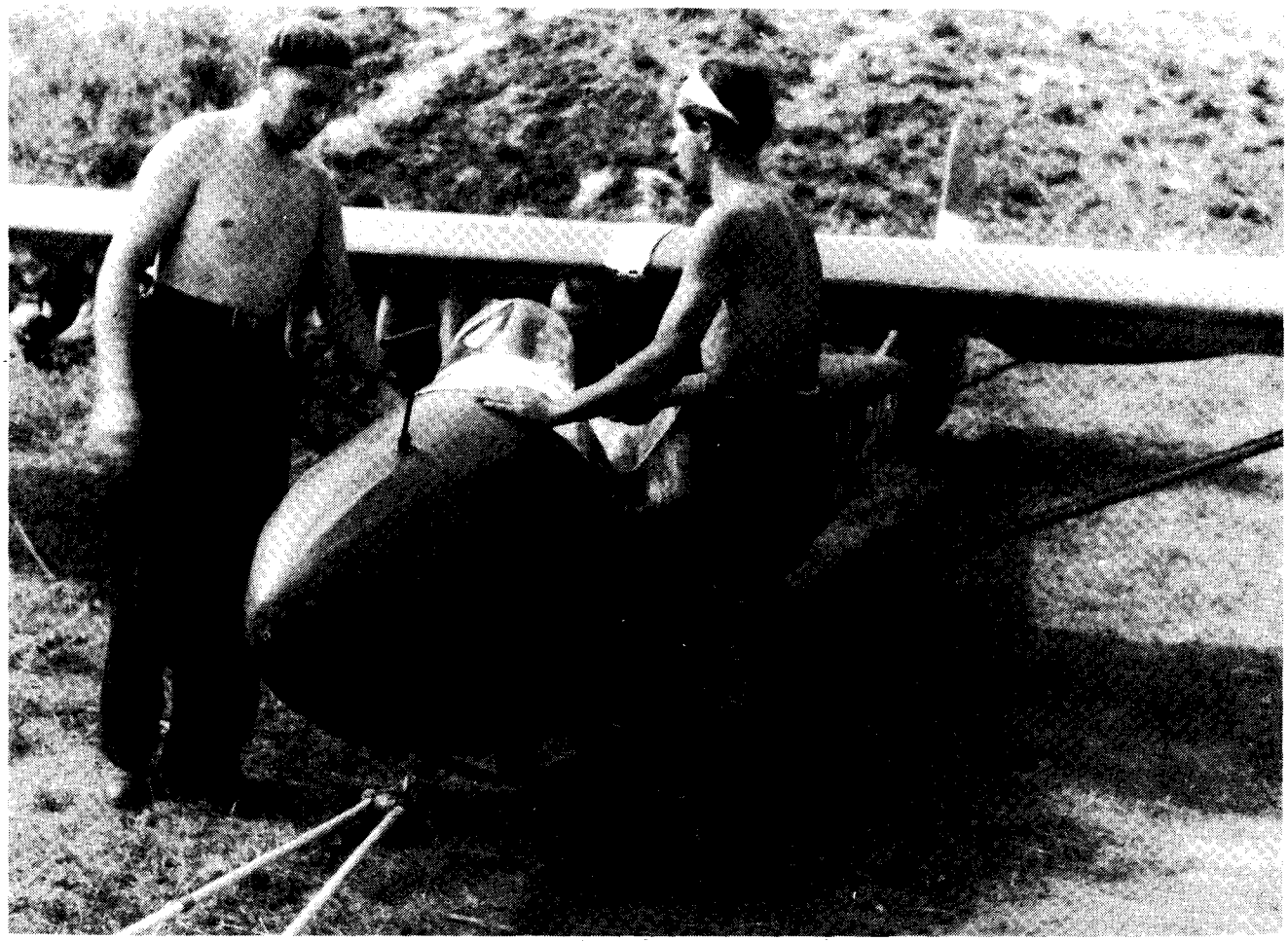
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A Soviet sailplane G-9 designed by Gribovski. It was one of five being flown during and after the war in Hungary, after they had been captured on the Russian front. The Russians used this type for training, especially in aerotowed flight. It also accomplished several remarkable duration and height flights and was even launched from a balloon at 12,000 ft., and then climbed higher than the launch height. We believe that it was designed in 1934.



The Australian two-seater Zephyrus which, designed and built during the 1950's, accomplished three 300 km triangles in Australia during the season before last. These were the best performances by a vintage glider anywhere in the world at that time. The aircraft is call "the mighty Zephyrus" in Australia, possibly because of the not inconsiderable power needed to move its rudder in flight. Although the glider was built during the 1950's, it counts as vintage in Australia.

The VGC looks to Australian pilots to show us what vintage gliders can do.