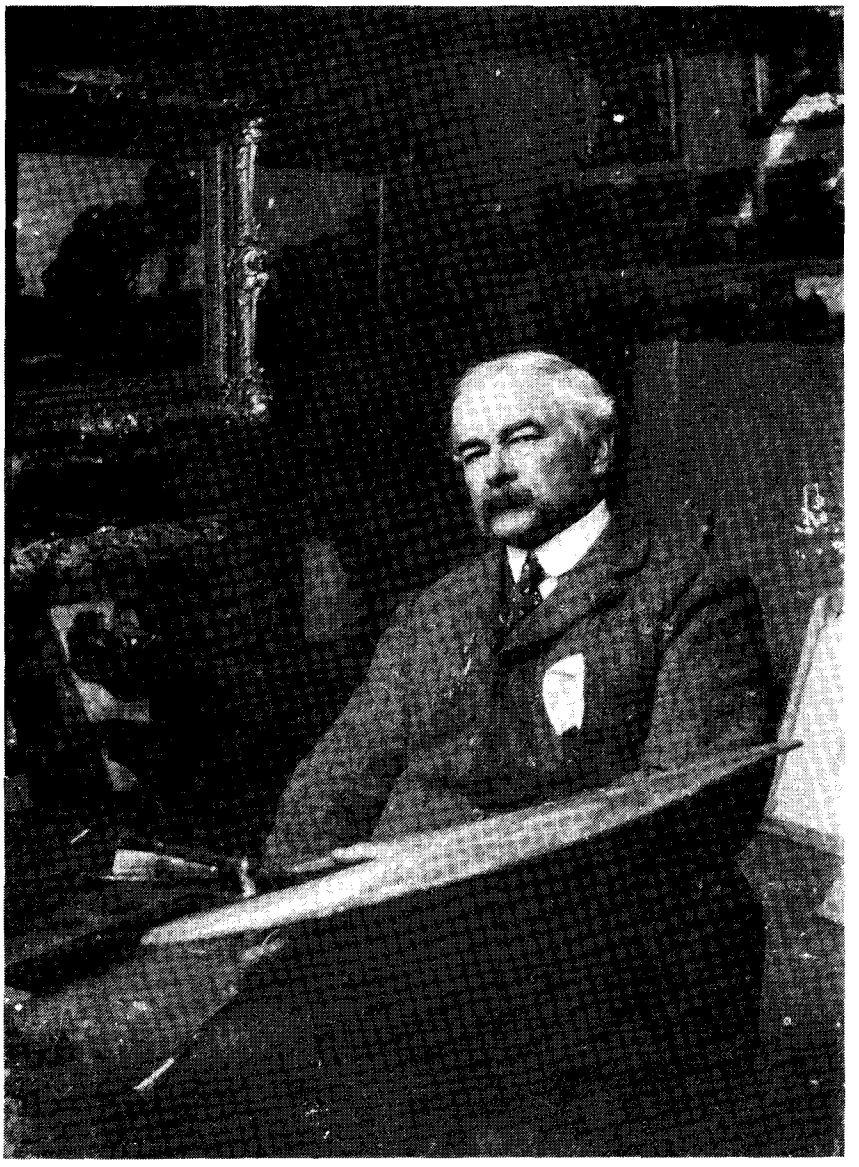
VGC News

No 52 Summer 1984



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. 52 SUMMER 1984

Editorial

This year is clearly becoming a vintage Cross Country year for vintage gliders.

It has long been our opinion that vintage gliders can still be flown on impressive cross countries, given the right weather..... and the right pilots. How these flights will appear in relation to the very good flights flown by modern gliders in this year's good summer weather is not yet clear.

Nevertheless, we give our pilots encouragement and wish them even greater flights in the future.

For while this goes on, our club and gliders live!

We send our best wishes to our members who are to take part in the coming International Rallies in Germany and Holland, as well as those who are to go to our National Rally at Sutton Bank, as well as any other Vintage Glider Rally.

So far as we know, the following are going from Britain to Münster and Terlet:- David Jones - King Kite; Peter Moran - Eon Baby; C. Wills - H 17a; Colin Street - T.21c; Ted Hull - Moswey 4a.

The 12th International Rally at Terlet, Holland, 3rd - 10th August

This was a great success. 52 gliders flew approximately 450 hours and all seven of the rally days were flying days. Average flight time was over 40 minutes. A full report of the rally and the preceding Rendez Vous Rally will appear in the next VGC News.

Going to Sutton Bank are:- Brian and Mrs. Gillmore - Hütter H.17a; Ron Davidson - Petrel; Lou Glover and partners - T.21b; Tom Gornall - T.21b; C. Wills - Rhönbussard; 4 Kite I s - Ted Hull, Tony Maufe, Duncan Andrews; Bob Boyd; Tony Smallwood - Gull I and/or Mg 19a..... and others.

FRONT PHOTOGRAPH (1909)

The Aviation Pioneer José Weiss, 1859 - 1919, as a landscape painter.

British Rallies 1984

25th August - 1st September British National Rally at the Yorkshire Gliding Club, Sutton Bank. All members and friends from at home and abroad are welcome to join us. Details from:- Rally Secretary, Geoff Moore, "Arewa", Shootersway Lane, Berkhamsted, Herts. Tel. Berkhamsted (STD 04427) 73258.

VGC Annual Dinner 29th September - 8.00 p.m. at the Coventry Gliding Club, Husbands Bosworth. Tickets - £7.00 from:- Ron Davidson, 31 Lime Grove, Stapleford, Notts. Tel. 0602-392340. Please send S.A.E. (stamped addressed envelope).

An Important Lecture at the Royal Aeronautical Society, 4 Hamilton Place, London W1V OBQ. Tel. 01 499 3515.

PILCHER'S PROGRESS - Highlights from a Pioneer's life... by Philip Jarrett.
25th September 1984 at 18.15 hrs.

Free admittance for all VGC members.

Percy Sinclair Pilcher (1869-1899), a contemporary of Otto Lilienthal, must be considered as the second British Aviation Pioneer, the first being Sir George Cayley. Those of us who attended the first VGC International Rally at Husbands Bosworth, will never forget seeing his Hawk, and the very spot where he was killed during a horse drawn launch. At the age of 30, he was the first Briton to give his life for flying.

Not much light has yet been shed on his work. This lecture should reveal all for the first time.

Addition to the technical articles on the Soviety Record Breakers

From Gabor Fececs. Budapest 12.5.84.

"I think that there is an omission in the list of World Records for the Stakhanoviets. Here it is:-

Multi-Place ..... Women

19.9.40 Olga Klepikova and V. Birdia. 443 kms from Tula to Konotor.
And there is another World Record missing from the list for the RF-7.

Goal - Women

E. Prokhorova. 343 kms
19.9.1940. E. Prokhorova. 343 kms from Tula to Oboniae."

Just think of that day back in 1940! Two World Records on the same day!

VGC aircraft

Further to our previous estimation in VGC news, according to the latest computer read-out, kindly made available to us by Peter Woodcock, VGC members own 67 vintage gliders airworthy in Britain and 50 aircraft airworthy abroad. Thus the grand total of VGC aircraft airworthy as per June 1984 is 117.

Another 16 vintage gliders owned by members are unairworthy in Britain, while 6 are unairworthy abroad.

Good News is that the Altair GC, which consists almost entirely of Vintage Gliders (a Weihe, Olympia, Grunau Baby and T.21) have moved from Goldharbour Farm to the magnificent site of Edgehill Airfield. Apart from this being a most useful airfield, it has Edgehill, a fine soaring slope on the edge of the Cotswolds facing the prevailing wind. This slope has been visited by many soaring expeditions in the past. We congratulate the Altair Club on obtaining this fine site. We hope that they will be kind enough to invite some of us to visit them there.

The Great Sale Latest news on the sale of ATC T.21's and T.31's as per 15.7.84.

Last April we heard that government money had been made available for the replacement of all wooden ATC gliders, with modern fibreglass sailplanes. Since that time, investigations were made to discover which German (or other) glider firm could undertake to supply enough aircraft quickly enough. On the above date, we learnt that the contract was being given to GROB as only this factory is large enough for the task.

We now understand that, although there are other problems such as no winches powerful enough to get the new sailplanes airborne, re-equipment with GROB twin Astirs will go ahead. We guess that the old wooden T.31's and T.21's will be put up in batches of approximately 25 for tender during the next year.

We have, we think:- two owners for T.31's in Holland (and one for a T.21), one owner for a T.31 in Switzerland, one in Sweden, one in the USA and one in Norway, as well as one in Britain.

The problems that we have are:- how to buy them at lowest prices.... for if we wait until the market is flooded, for the last batch to become available, there may be none or no good ones left. Secondly, to find dry storage for them. We would be very glad to hear from anyone who can offer any suitable storage space. (Please inform C. Wills.)

We would then ask their new owners, who should have trailers and dry storage space for their aircraft, to come and collect them as soon as possible. T.21 and T.31's were built with Aerolite glue, but this does not mean that they can be left exposed to rain or damp.

Approximate Prices We guess that the T.31's will be sold (as unairworthy aircraft) very cheaply (finally for less than £100??). In fact, they may be airworthy as we believe that some are still being flown.

The T.21's will be sold as very good airworthy aircraft but, as there are so many, they might finally be sold for £300 - £500??

The above prices are guesses.

C. Wills would be glad to hear from anyone else who would like these aircraft.

Late News Re the sale of ATC gliders.

A letter has been received dated 20th July 1984 from the Right Honourable Michael Heseltine, Minister of Defence, concerning the above sale.

The aircraft will be sold 'as seen' by competitive tender from 19th September 1984. No Sale date announced yet Limited spares may become available before then but, for obvious reasons, the bulk of the spares will not be disposed of until after the types have been finally withdrawn from service.

Further queries can be answered by:- Ministry of Defence, F6t (AIR) St. George's Road, Harrogate, North Yorkshire, HG2 9DB. Tel. 0423 793912.

It is rumoured that the T.21's and T.31's are being collected at RAF ~~St. Athans~~ Syerston in South Wales. (CW.)

C. Wills will bid for some of them for VGC members.

A T.21b in a bus

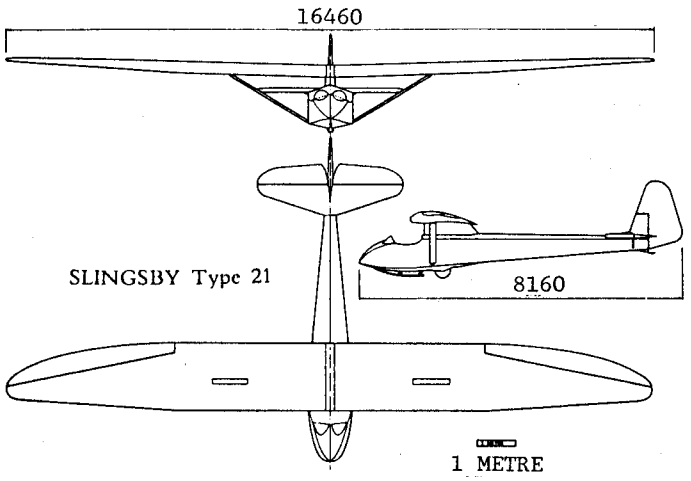
To resolve the problem of having a safe, dry home for his glider, "Ginger" Lake and his entire family have fitted their T.21b in to a single decker bus. To go one step further, "Ginger" has taken his HGV (Heavy Goods Vehicle Licence) so that he can drive the bus to take part in the International Rally in Switzerland next year, with his T.21b. "Ginger" bases his equipage at the Southdown Club at Parham.

(As previously reported in a VGC News, the Roth brothers and Chaseli have fitted their Spalinger S.19 into a postbus in Switzerland.)

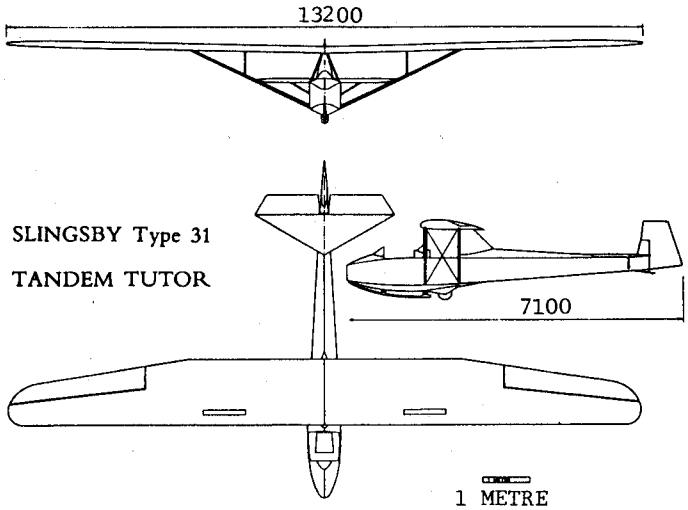
Blackpool & Fylde Club's T.21b - Restoration to "Concours d'Elegance" condition!

We are pleased to announce the completion of the restoration to the finest condition of the Blackpool & Fylde Club's T.21b. It is to be entered in our National Vintage Rally at Sutton Bank in late August. We congratulate Tommy Gornall and partners for having completed the work. We hope that now their T.21 is finished, the workshop will be clear for the Slingsby Gull 3 replica project.

We are beginning to think that 1984 should be called the Year of the T.21 because not only will many be for sale soon, but also others, including that of the many heroic cross countries, from Husbands Bosworth, will be entered in the Sutton Bank Rally.



Wing span: 16·5 m., 54′ 0″. *Length:* 8·16 m., 26′ 8″.
Wing area: 24·2 sq.m., 260 sq.ft. *Aspect ratio:* 11·2.
Wing sections: Gottingen 535 at root, symmetrical at tip. Braced wing, with no flaps, but upper surface spoilers were fitted.
Undercarriage type: Main skid, main wheel of fixed centre, plus tail skid.
Weights: Tare 272·16 kg., 600 lbs. A.U.W. 476 kg., 1050 lbs.
Wing loading: 19·6 kg./sq.m., 4·0 lbs./sq.ft. *Max. L/D:* 21.
The list price in 1948 was £780.



A two-seat tandem glider designed for use in the initial stages of glider flying, and for "circuits and bumps". Conventional wooden construction. The design used the wings of the Type 8 Tutor, and a similar tail unit. In A.T.C. use this glider was known as the Cadet TX. Mk. 3.
Wing span: 13·2 m., 43′ 3¾″. *Length:* 7·10 m., 23′ 3¾″.
Wing area: 15·8 sq.m., 170 sq.ft. *Aspect ratio:* 11·1.
Wing section: Gottingen 426 at root, sym. at tip. Braced wing, with spoilers, no flaps.
Undercarriage type: Main skid, mainwheel of fixed centre, tail skid.
Weights: Tare 176 kg., 388 lbs. A.U.W. 376 kg., 830 lbs.
Wing loading: 23·8 kg./sq.m., 4·88 lbs./sq.ft. *Max. L/D:* 18·5.
Speeds: Max. 130 km./h., 81 m.p.h. Stall 61 km./h., 38 m.p.h.
First flight of the prototype was in September, 1950.

Cross Country Flights in Vintage Gliders

The prolonged spell of unstable easterly air during the spring led finally to the following flights during the weekend of 12/13th May.

Bosworth T.21b flies to Cornwall

On Saturday, 12th May, the Husbands Bosworth syndicate owned T.21b, flown by Lou Frank and S. Cooper, reached Plymouth, 317 kms. Both pilots were almost overcome by the cold in the open cockpit.

We believe that this is the furthest distance ever flown by a T.21b since the design first flew in 1944. The owners had been trying for years to do this flight. At last they have managed it, and it is a superb achievement. On the same day, an Olympia 460 flown by Alan Kangers also landed at Plymouth, from Bosworth.

On the next day, the T.21 set off again, this time flown by C. Thomas and N. James. The extreme cold brought them down at Nymphfield after 92 kms.

Also, on Sunday, 13th May, our Rally Secretary, Geoff Moore, set off in his Mü 13d-3 from the London Club at Dunstable and landed at Wincanton in Somerset after 198 kms distance, flown in three hours. His retrieving team was Paul Davies and partners of the Kranich 3 syndicate, in which Geoff also is a member. They decided not to rig the Kranich, but to be Geoff's retrievers. They drove for 8 hours without a break. The weather on the Sunday had not been so good as that of the previous day, but both days were marked with a considerable north-easterly wind and cold temperatures, becoming even colder with height.

On this day also, Ron Davidson flew his Petrel from Husbands Bosworth to near Bristol. (This is BGA 418.) 160 kms. He has been preparing to fly his Petrel from Husbands Bosworth to Lands End for years. This would be well over 300 kms. We believe that the same flat area which brought Geoff Moore down, brought him down also. After their landings, the weather livened up, but generally, the weather on this day, the 13th May, was not so good as on the previous day, when the T.21 flew to Plymouth.

During the good weather in June, C. Wills flew his Rhönbussard (BGA 337) on two flights on the 27th, it being necessary to land after the first one to take part in the 75th Anniversary ceremony of the 1909 flight by Gordon England in a José Weiss glider. The first flight was 40 kms from Parham to Midhurst and return. The second flight was from Parham to a point near Petersfield and a return to Parham via Worthing and Shoreham. This distance was 80 kms.

Thus the Rhönbussard's complete distance on the 27th was 120 kms, half of which was against a wind; at altitude, which seemed to be 30 knots. During the first flight max. altitude was a little over 3,000 ft. above Parham. Max. altitude during the second flight was 5,500 ft. above Parham. The Bussard was penetrating at 45 - 50 knots against the wind and not coming down severely. The latter stage of the flight was over the South Coast and there was a superb view. The wind was from the NW which took one to the coast quite quickly, but, had it been possible to go down wind, 300 kms flights at least, in Rhönbussards would have been possible. During both flights, returns to Parham were made with thousands of feet in hand.

A Height Flight in a T.21b

We are pleased to report that the T.21b, BGA 945, owned by Phil Lazenby and partners, has reached 10,500 ft. in a wave over Sutton Bank during the last spring. We congratulate the pilots and imagine that they must have been very cold in the open cockpit. We are also very glad that this performance comes at the time when we are expecting in the near future to be deluged with T.21's for sale.

CAPTIONS TO PHOTOGRAPHS - All photographs taken at the London Gliding Club during the VGC Rally from 15th - 17th June.

Left to Right Top to Bottom

(1) Mg 19a after its first flight at the Rally. C. Wills and Ian Tunstall on board. Date 15th June.

(2) Moswey 4. BGA 2277. Owner - Ted Hull.

(3) Grunau Baby 2A, BGA 277.

(4) The true magnificence of the Mg 19 a "Steinadler" (Golden Eagle).

All photographs by the Tunstalls. The VGC wishes to thank them for their enthusiasm.

Competition Enterprise 1st - 8th July.

This was once again this year an outstanding contest, held in good thermal conditions.

Once again, the VGC was represented by Tony Smallwood and his Gull I and by Ron Davidson and John Cadman flying more modern gliders.

Whereas last year's contest was held at Aboyne in mid Scotland and Tony, although he got to over 12,000 ft., was outclassed by modern glass ships in wave conditions, he came 10th in this year's contest flying the Gull 36 hours and 1065 kms during the 8 days.

His longest distance flight was 250 kms during an attempt at a 300 km out & return task ... North Hill - Lasham and Return.

The Gull I won two days' tasks. Ron Davidson and his SB-5 won one day's task.

Tony's second longest flight was 205 kms getting to within three kms of North Hill during the out & return task of North Hill - Salisbury and return. On another occasion, he flew 180 kms in six hours, of a 220 kms triangle.

During the 5th task, the Gull managed to complete a 140 km Out & Return.

Tony also managed to come first during a 60 kms speed dash in 1 hour 25 mins. from North Hill to Weston-super-Mare. The task was either to go there directly, or via turning points. Tony chose to go there directly, where there were unexpectedly good conditions, and picked up a large number of points with his handicap.

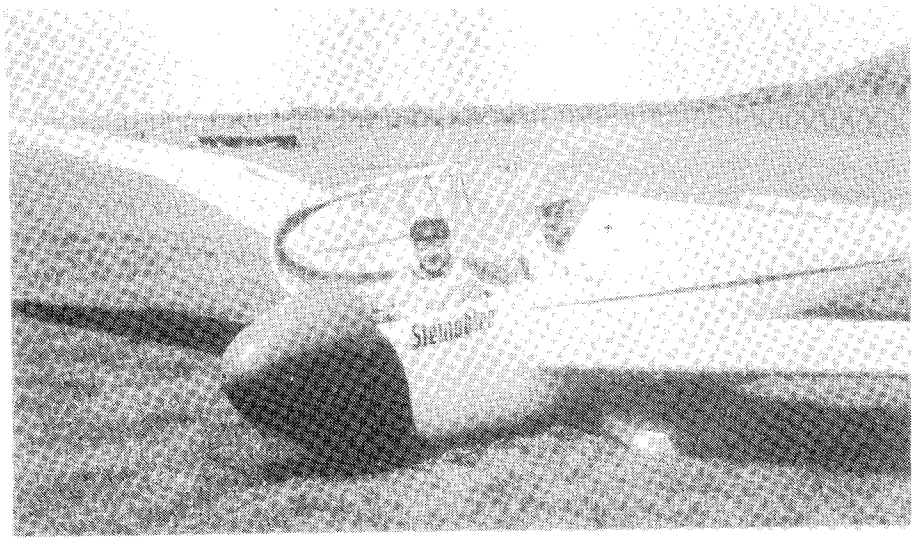
During the contest, 45,000 kms were flown, and every day brought superb thermal conditions and light winds, which favoured the Gull I.

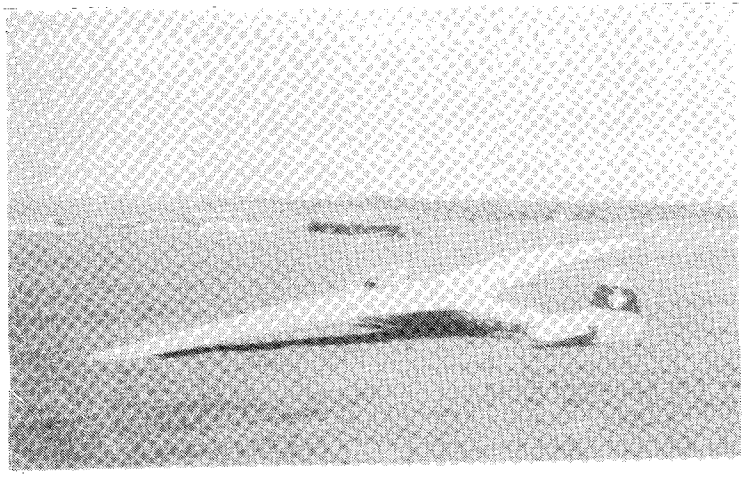
The VGC was once again very well represented at Competition Enterprise.

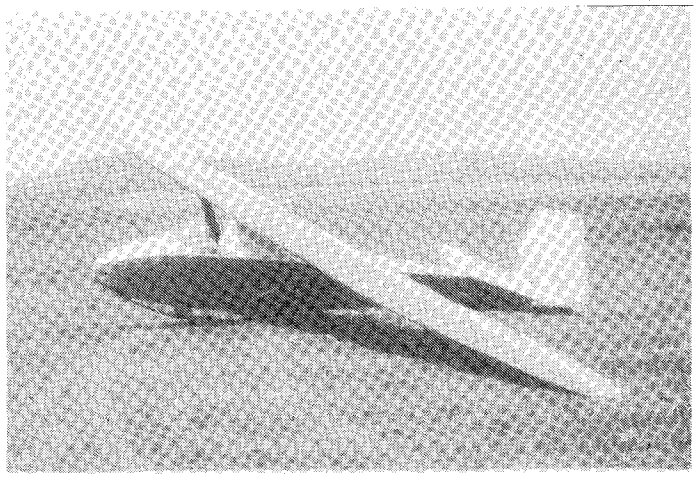
The contest was again organised by John Fielden.

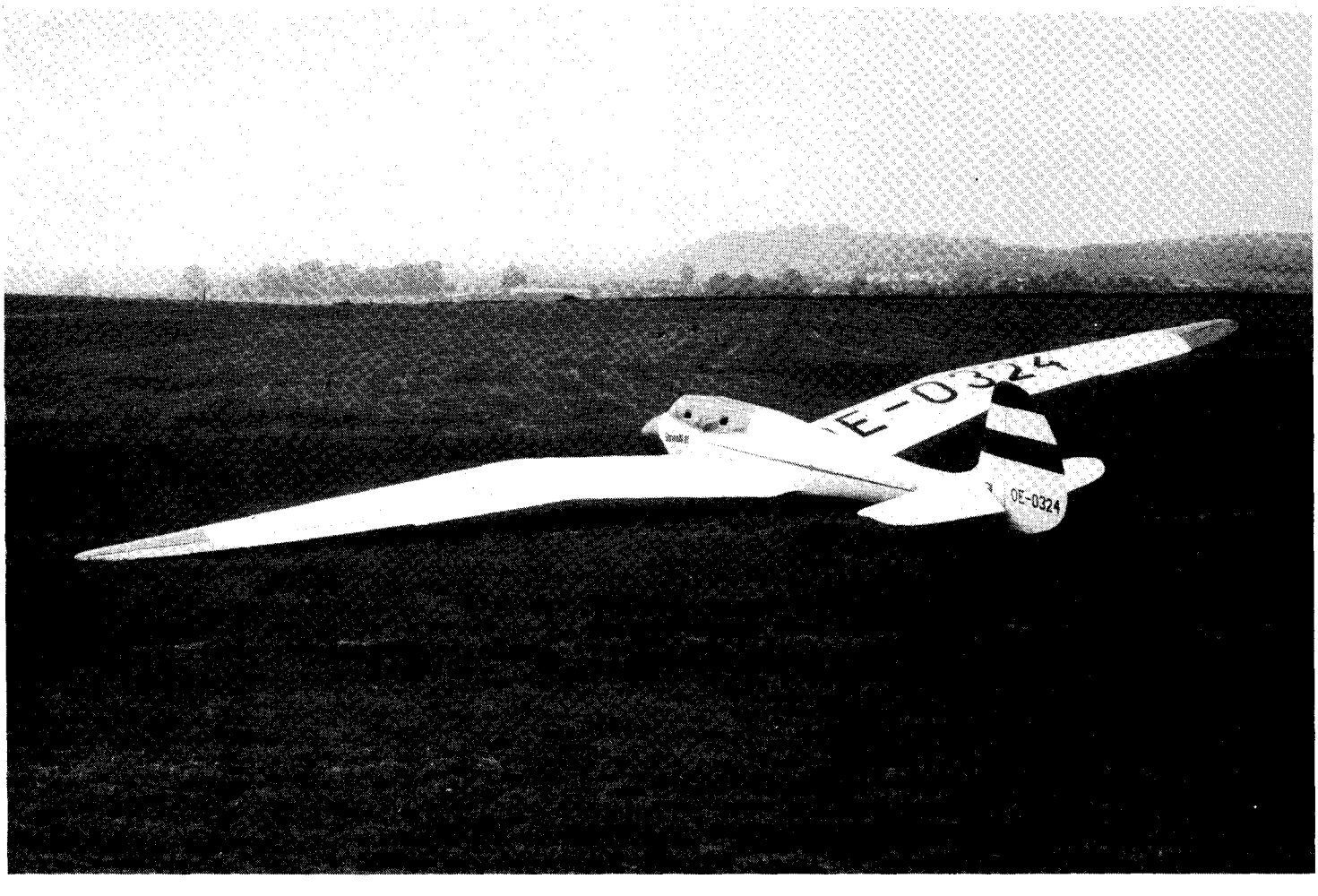
Accident to Grunau Baby

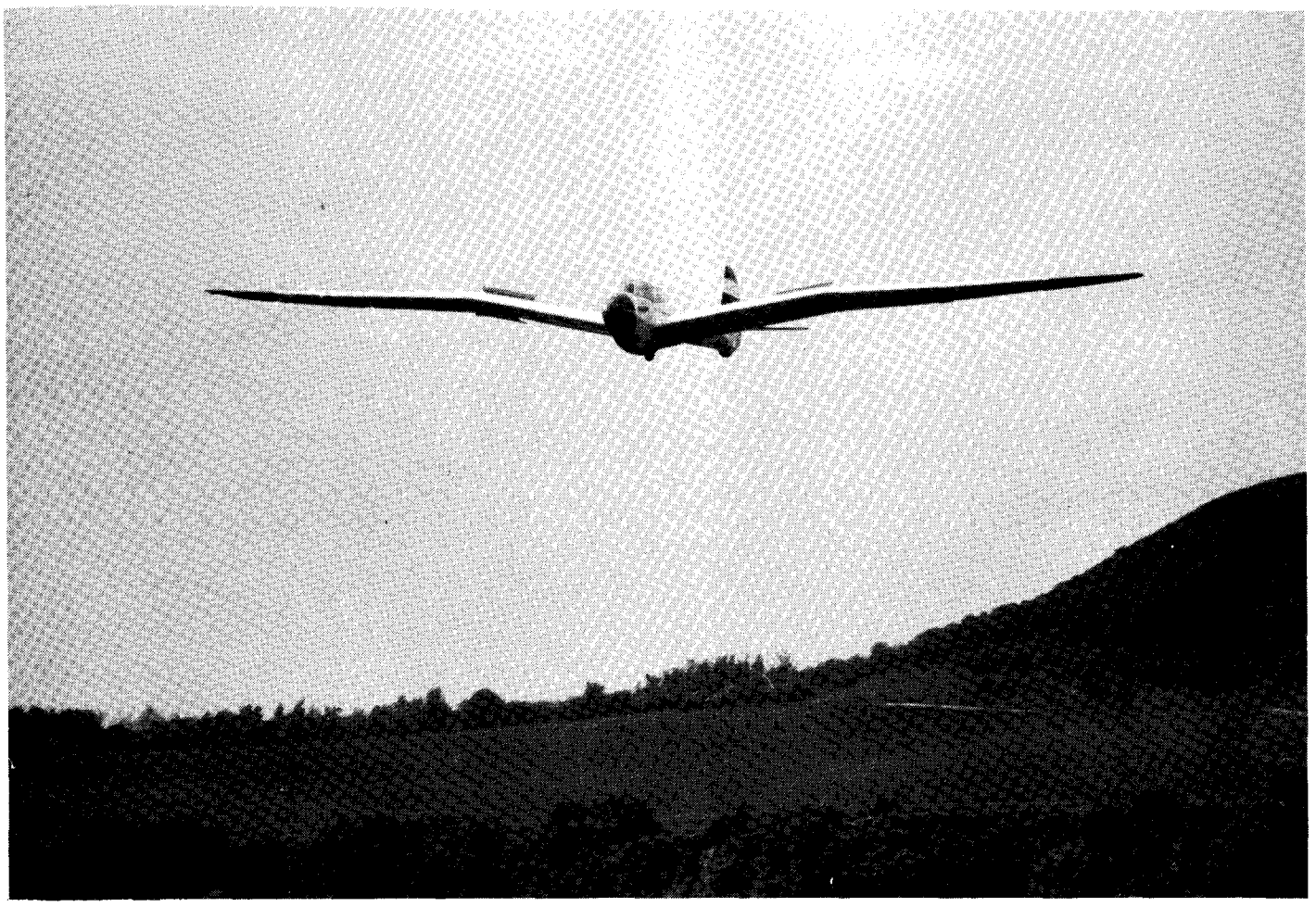
The 1936 Grunau Baby 2, BGA 1882, was recently badly damaged during a training accident at the North Wales Club. We understand that there are plans to repair it.

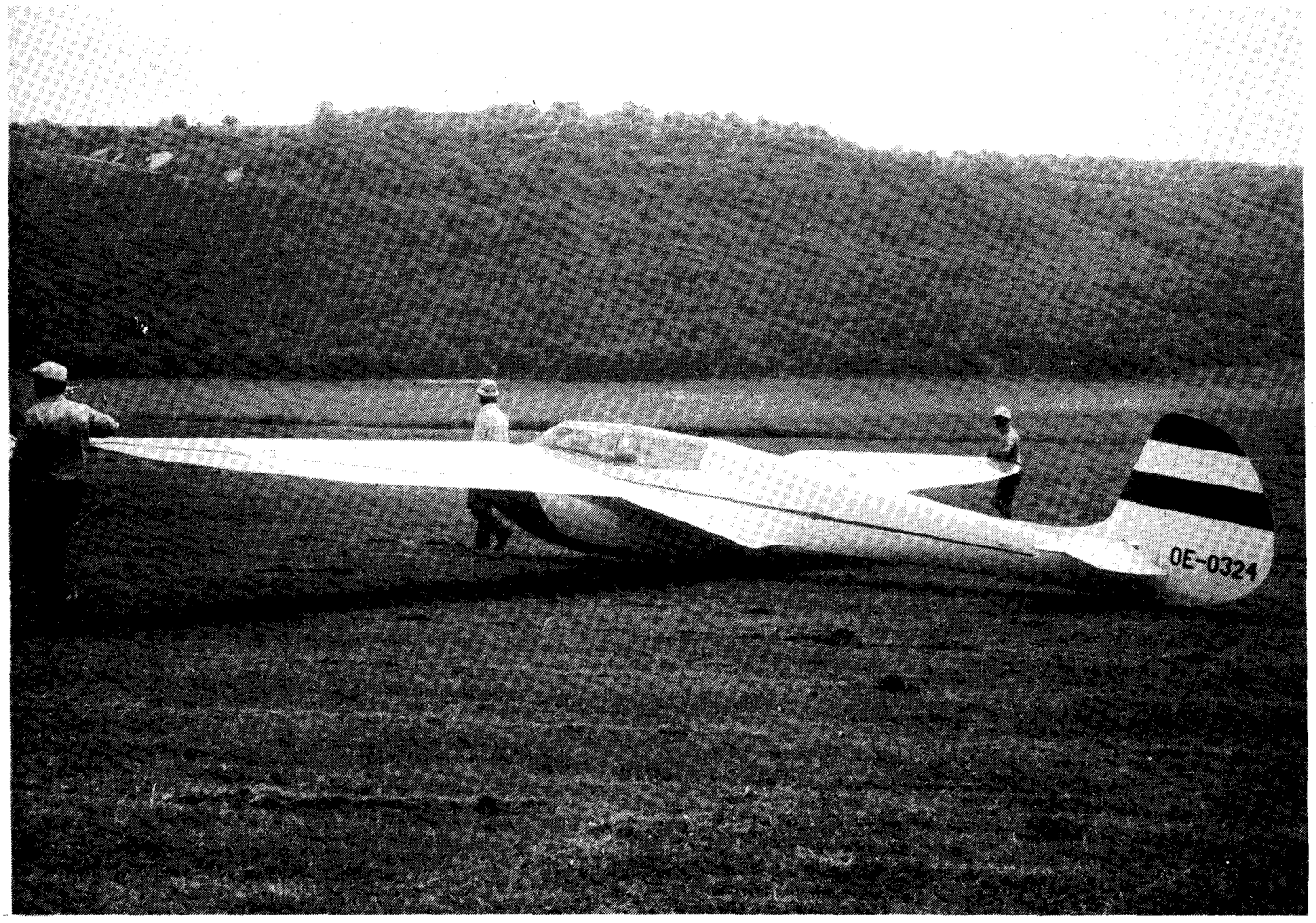







OE-0324




OE-0324

CAPTIONS TO PHOTOGRAPHS

Both photographs were taken during the VGC's Rally at the London Gliding Club 15th - 17th June 1984

(1) The Austrian Mg 19a two seater approaching to land from the Dunstable bowl flown by C. Wills. Photo by Ian Tunstall.

(2) The Mg 19a being taken out to the launch point. Photo - Mrs. Tunstall.

This magnificent aircraft was presented to VGC members by the Austrian club of Leoben Donnawitz which flies from Timmersdorf Airfield in Styria. During the Rally it was being revealed in the air to VGC members for the first time since its arrival in England. During the three days of the rally, it flew 5½ hours from five launches, and was found to fly as well as it looks. It already has many friends.

75th Anniversary of the first Soaring Flight 27th June 1984

This was held in brilliant sunshine on a hilltop near Parham on the very spot where the 17 year old Eric Gordon England was launched in a José Weiss glider on the 27th June, 1909.

After a short speech by the Director of the Storrington Museum, a plaque was unveiled by Josée Moseley Williams, daughter of the pioneer glider designer, and Mrs. Gordon England, the wife of Eric. Members of Josée Weiss's and Gordon England's families were present. Mr. and Mrs. Tom Zeally, Chairman of the BGA, were present as well as members of the Press and Television. The Vintage Gliding Club was represented by its President, C. Wills and his Rhönbussard, which was landed in the field on the hilltop near the launch point of the original flight. Josée Moseley Williams, the daughter of the pioneer designer, landed in the field also in Ka 13. She went solo at the age of 70 and flies regularly. Also representing the VGC was Peter Bourne and his Scud 2, which later reached 4,500 ft. Altogether, it was un unforgettable occasion. José Weiss's paintings and work in the field of aeronautics were later later the subject of a lecture. The Storrington Museum is to have a permanent exhibition of his work. The weather during the day was so outstanding that C. Wills flew his Rhönbussard for about four hours doing out & return cross countries before and after the unveiling of the plaque ceremony. He reached 5,500 ft and flew for a total of 120 kms, to celebrate the event. The latter part of the flight was an unforgettable experience over the South Coast.

John Lee was also present with his remarkable ultralight glider (Wing Loading- 2 lbs / sq. ft.) which he was unfortunately unable to fly from a BGA site as it is not yet approved by the BGA.

The Rally at the London Gliding Club 15th - 17th June

This was a hard rally to report on as there are so many vintage gliders and so many vintage club members based at Dunstable that it was hard to know which were taking part in the rally, and which were not. No less than 35 copies of VGC News No.51 were given out by hand to our members at Dunstable during the weekend.

Geoff Moore, our Rally Secretary, to whom go all honour and glory for having organised the event, has sent the following list of vintage gliders which appeared during the weekend. Grunau Baby 2a, BGA 277 - J. Smoker and partners from Weston on the Green; Skylark, BGA 724 - M. Haynes; Grunau Baby 3 - D. Underwood LGC; Rhönbussard - M. Harris LGC; Moswey 4 BGA 2277 - T. Hull; Gnat, BGA 2675 - Bill Manuel; Kranich 3 BGA 2814 - G. Moore, P. Davie, R. Stockham and J. Butts; Mg 19a BGA 2903 - C. Wills; Grunau Baby BGA 1910 - T. Stevens; Grunau Baby 2b BGA 963 - J. Edwards; Bergfalke BGA 1464 - B. Darby and partner; Y.31 BGA 1376 - Colin Anson and partners; Rheinland BGA 1711 - David Jones; Eon Olympia 2b BGA 606 - John Kirsch.

The weather was extremely warm and humid, the best conditions being, as usual, on the days before, and after, the rally. These conditions were so good that 300 km flights might have been tried by our members. Geoff Moore flew his Mü 13 many hours on Thursday. Conditions on Friday, the 15th June, did allow prolonged local thermal flights ... Ted Hull keeping his Moswey 4 up for three hours. The wind was very light from the north and N.E. on the two days. So much so that on the Saturday thermals actually came off the reverse side of the Dunstable Bowl, sending the Mg 19 up to cloudbase at well over 3,000 ft. On the Sunday, there was the danger of the sudden build up of thunderstorms, which have a terrifying reputation at Dunstable for throwing gliders up in the air. It was a small thunderstorm that brought many of our gliders down on to the field during early Sunday afternoon, their pilots believing that discretion is the better part of valour. Cloudbase on this day was a little over 3,000 ft.

Geoff Moore writes:- Although some of the visitors did not fly, it was encouraging to see the support indicated by their attendance at the Rally. We hope that all VGC members present enjoyed themselves. The Gnat, designed and built by Bill Manuel; the Mg 19 Austrian gull-winged two-seater, flown by C. Wills, the Terry Grunau Baby; and the Bergfalke flown by one of our newer members, John Darby, were gliders seen for the first time at one of our rally.

C. Wills adds :- The Mg 19a was flown almost for the first time in Britain during the rally. It accomplished 5½ hours flying in five flights during the three days of the Rally, and made an excellent impression. Another outstanding revelation was the Manuel Gnat which was flown almost continuously by Barbara Reed and Chris Duthie James and many other pilots who had varying degrees of experience, who had no problem flying it.

The Gnat is Bill Manuel's most valuable contribution towards the design of a practical sailplane to build and fly. Not only does it offer ease of construction with many original, simple and brilliant ideas, but its flying presents no problems as was evident at our Rally. Bill started designing gliders in 1926 and many of the characteristics of his 1931 Wren can be seen in the Gnat. It has laminar wing profiles coupled to a light wing loading and an open cockpit. The profiles give the Gnat an outstanding performance in climb and glide. It is an example of what these profiles can do when lightly loaded. Bill was present himself and flew the T.31 and Kranich 3. He has completed five gliders since his retirement.

There was a much enjoyed barbecue on Saturday night. Once again, the London Gliding Club revealed itself as a superb venue for a vintage glider Rally. The whole area before the hill can become a hot bed for thermals, but for those who wish to land, almost the whole club ground offers safe landing possibilities.

The 1941 Flugzeugbau Petera built Grunau Baby 2b, BGA 1910, now resplendent in yellow and red paint, was given its first flights after its restoration during the weekend. This aircraft was formerly much flown on cross countries by Andrew Humphreys. It is a special Grunau Baby, having slightly extended wing and tail-plane spans.

"D-DAY LANDINGS AT BIGGIN HILL"

"A major reunion for all veterans of D-Day is planned by the organisers of the Biggin Hill Air Fair on May 19th and 20th. The Air Fair will include a spectacular commemoration of the British 6th Airborne Assault which made British troops the first to land. Their objective was to seize the bridges over the Caen Canal and the River Orne, a vital part of the D-Day strategy in which they were completely successful. The British 6th Airborne assault will be represented at Biggin by a glider landing and massed parachute drop ..." DAILY TELEGRAPH

In April, show organiser Jim Maitland approached Derek Piggott for advice on assembling suitable gliders for the show. Derek introduced him to Bev George, who agreed to bring the Bergfalke (231) and to locate four other gliders (Jim had already booked a privately owned ASK-13). No Horsas being available, the search was on for large vintage two-seaters within aero-towing range (and enough tugs to get them all to Biggin and launch them during the display). Eventually, with the kind co-operation of the owners, we had a line-up of two Bergfalkes (one from Thame), two T.21's (from Lasham and Booker), a K.7 ("die Fledermaus") from Lasham, and the K.13. So five of the six would be 25 years old (at least as types), and it looked as if this would be something of a Vintage Event! (We had to hope that the crowd would not realise that four of the six were German gliders.)

It was not possible to have a rehearsal - or even a pilots' get-together - so we had to expect some difficulties. (Especially as it had been decided that as many gliders as possible should be twin-towed at the Display!) Delivery of the gliders would be by single-tow - before the show began ... or that was the idea ... One of the glider pilots found himself inexplicably back at Lasham after being on tow for an hour - and he was scheduled to brief the other pilots in thirty minutes time! After many 'phone calls and much nail-biting, new arrangements were made. Bob Bickers 'red-lined' his Rallye back from Biggin on a 'mercy-mission', and we shan't forget his efforts. (Nor the forty-minute 'hold', during which a slowly deteriorating fuel-state had Bob picking fields!)

By now the show had started; and what the commentator called 'the mighty tank-busting A-10 Thunderbolt' turned out to be a highly embarrassed Bergfalke!

Towards the end of the show it was time for our Big Moment - preparing for the finale. Two twin-tows and two single-tows took off in line astern to hold over Sevenoaks Lakes with the Jaguar and Harrier displays going on at Biggin, and three 'top cover' Dakotas rumbling overhead in the murk. After half an hour, the glider formation did a rapid let-down and run-in along the main runway, with the gliders releasing at six hundred feet and pulling up left for a rapid full-brake circuit. (It had to be rapid: the Dakotas had started their run-in to drop one hundred parachutists on top of us!)

On the Television News that evening the formation looked spectacular indeed. Two twin-tows in line-abreast, with the single tows wedged into the gaps. The writer is thankful that he was in the lead glider and could see none of this - it would have made him very nervous! Red Arrows, eat your hearts out! (And seriously, we were told that, as the Arrows had been forced to drop out of the show, the glider-landings were to be the show's high-point.)

The organisers were delighted; and we are told that the large gathering of D-Day veterans was visibly moved by the memories brought flooding back by the display landings. There had been an announcement to the effect that there was a spare seat going in one of the gliders; and it is to be hoped that coincidence alone is to blame for the absence of any claimant!

The Sunday display was almost rained-off. Visibility was about one runway-length, cloud-base a few hundred feet. So all the interest of an uphill twin-tow on soggy grass with saturated gliders and steamed-up canopies. But no parachutists. Just as well - there was enough going on without them to keep us very busy indeed! Over-all, the event was highly successful. Luck played a part no doubt, but a major contribution was made by a stalwart band of (generally!) uncomplaining pilots. There was rather more to complain about after the show - but nobody to complain to during the tow-home in pouring rain. Three gliders had to be left at Biggin overnight. The full details must remain shrouded in obscurity, just as the struggling tugs and gliders were, as they tried to remember that June 6th 1944 is supposed to have been even more of an experience ...

Written by Bev George, who organised the aircraft and led the "assault", which seems to have lacked none of the excitement of the original ....

The VGC Rally at RAF Bicester 26-28th May

This Rally was spoilt by rain which lasted for the three days. Nevertheless, this was compensated by the enthusiasm and kindness shown by all members of the RAFGSA Centre. They not only helped with the rigging and maintenance of the aircraft, but also laid on film shows and a tremendous barbecue on the Saturday evening.

Particular thanks should go to Air Commodore Max Bacon, President of the RAFGSA, Chief Tech. Paddy Hogg, Manager of the Centre and Sgt. Terry Joint, CFI of the Centre. Also we had tremendous assistance from Bob Welsh and others, including the son of Myrtle May. Myrtle May (now Scanes) visited us also. She is now a regular flying member at the Centre. Myrtle, Max Bacon, Bob Welsh and many of the others were once members of the RAF Germany (then BAFO) club at Scharfoldendorf (the former Reichssegelflugshule ITH) in the late 1940's. Many were the tales told and the photographs shown. Myrtle had photographs of the 4th Horten 4a (LA-AD) built and there was a sequence showing its last flight which ended in an accident. LA-AD's wings are still existent in store for the Deutsches Museum on the airfield of Schleissheim near Munich. LA-AD was the aircraft used for the comparison tests with the D.30 "Cirrus" during the war. After seeing the photographs, a member of the GSA resolved to try and obtain LA-AD for restoration.

From the above it can be gathered that the rally became a great social occasion. This was true, and it was decided that a Scharfoldendorf reunion should be organised as soon as possible.

However, there was a more serious side to the proceedings.

Chris Wills brought two gliders. The Rhönbussard BGA 337; and the Mg 19a, "Steinadler", BGA 2903, which was being revealed in public for the first time. Although the former was not rigged because of the weather, the latter was rigged in the hangar and seemed really magnificent. Much work was done on it, and so it is hoped that very little work will have now to be done on it for its new C of A (or Permit to Fly). This is hoped for as it only had had two short flights during its previous Permit to Fly period last year.

For 2½ days the Mg 19a stood alone in the hangar, with the RAF's superb Condor 4 BGA 2292 representing the VGC among the modern fibreglass phalanx. These were joined on the last day by Peter Woodcock's Fauvette, BGA 2844.

Also present on the last day, in its trailer, was John Smoker's and Ken Harris's Grunau Baby 2A, BGA 270.

Thus, the rally was attended by:- Condor 4 (owned by J/T Richardson, 29 Sqdn., RAF Coningsby, Lincs.), Mg 19a, Fauvette, while derigged in trailers were:- Rhönbussard and Grunau Baby 2a. Many more gliders would have come had the weather brightened up. We are once again indebted to Peter Woodcock and Sally Shepherd, who set up a VGC Sales Counter and made £40 for our club.

Among our members present were:- Dick Stratton, Chief Inspector of the BGA, Geoff Moore, our Rally Secretary, and his wife; Ian Carter, Terry Perkins and Ian Tunstall (an aeromodeller who is building a model of the Mg 19a), Tony Smallwood and Ken Crack, our Treasurer.

We hope that we can have more Vintage Rallies at RAF Bicester, and at other GSA clubs, because their spirit, facilities and cheap prices, are most attractive. We are very glad that the RAFGSA Centre is still in good hands.

(During the day after the Rally, there was, as usual, sparkling gliding weather, and the RAFGSA kindly allowed Peter Woodcock to fly his Fauvette.)

VGC Rally - Wycombe Air Park 20th - 23rd April (Easter Weekend)

This was held to mark the 25th Anniversary of the Airline Pilots' Gliding Club. This Club was started by Peter Ross and Bert Page with a Tutor and T.21 at RAF Booker (now Wycombe Air Park) in 1959.

The Rally was not well attended by VGC members because of club competitions during that weekend. However, the newly acquired T.21b, BGA 2495 of the Thames Valley Gliding Club was much in evidence. In fact, it was almost never on the ground, such was the craving of club members and others to experience open cockpit flying, which alas is now all too rare.

The T.21 was bought from the RAF at Syerston and has a closed trailer (suited for other gliders as well), which was much admired. This will, of course, allow the T.21 to do cross countries, and many members are already considering this. For others, the experience of flying in summer over the beautiful Chiltern countryside in an open machine will be an intoxicating experience, or at least one they will never forget.

The Easter weather was perfect for local soaring. A low inversion under the clear blue sky prevented thermals from getting higher than 2,500 ft. in the heat of the day. At 18.00 hrs. of Saturday, 21st April, Chris Wills and John Tournier showed old films.... the oldest.. 1922.. and the newest, 1936... of gliding in the old days. This was not attended by very many of the airline pilots, not because they were not interested, but because they were too busy flying gliders. This was lucky, as the room was not large enough for any larger audience than was already present. Among the films.... (of Combeegrasse 1922, The Rhön in 1930, Dunstable in 1932, "Plane Sailing") was a particularly fine Video Cassette recording of an extract from the Udet film "Wunder des Fliegens" (Wonder of Flight), showing a Rhönbussard doing aerobatics by the summit of the Zugspitze. Undoubtedly Udet was flying the Bussard. The technique and quality of this 1934 film reminded one of Fritz Lang's "White Hell of Piz Palu" classic film. The recording was kindly presented to the VGC by Klaus Heyn. The VGC wishes to thank its member, John Tournier, for once again giving his time and equipment to showing these outstanding films.

On the Sunday, Geoff Moore and Ian Carter brought their Mü 13d-3, BGA 2267, and Ted Hull and partner, their Moswey 4, BGA 2277. Unfortunately the weather did not allow them to soar, although both aircraft were flown by their owners.

On the Saturday, the Rhönbussard, BGA 337, received its C of A renewal by David Richardson, and was flown by Steve White and Chris Wills. After some adjustments, it was flown again on Monday, the 23rd April, by C. Wills and Chris Rolands, and outflew all opposition, although Chris Rolands had never flown it before. The inversion on this day once again held all thermals down to less than 2,500 ft. C. Wills flew the Bussard over the centre of High Wycombe, hoping there to find the best lift. There was lift, but he noticed below deserted streets. The natives had apparently fled into the bush, not because of the bird hovering overhead, but because the hot weather gave them ideas of the sea-side. The Rally was attended by T.21b, Rhönbussard, Mü 13d-3 and Moswey 4 and many hours were flown.

We were pleased to have with us Josée Moseley-Williams, the daughter of Britain's 3rd gliding pioneer (the others being Sir George Cayley and Percy Pilcher), whose gliders flew before the First World War. Her father, José Weiss, was a painter (originally from Alsace) who designed gliders as a hobby. Josée, now 78, recently learnt to glide, and is still flying. Also with us was Mrs. P.A. Wills, who was helping with the Rhönbussard.

These photographs were all taken by C. Wills during the VGC's Rally at the London Gliding Club, Dunstable, during 15th - 17th June.

PHOTO CAPTIONS

Left to right - Top to bottom

(1) Ian Tunstall, an aeromodeller, who is building a model of the Mg 19a, and one of our members, John Collison, with Ken Harris and their Grunau Baby 2A, which was originally British built in 1936... BGA 277 (270 was its RAF Number).

(2) John Collison and John Smoker, who rebuilt the Grunau Baby 2A.

(3) The Manuel GNAT which was seen for the first time at one of our Rallies.

(4) Ken Harris, the third owner of the Grunau Baby 2A.

(5) Bill Manuel by his GNAT. The propeller is from Mike Beach's Drone. The GNAT goes quite well enough without one. Bill started building and designing gliders in 1926, and has completed five since his retirement.

(6) Bill Manuel and Colin Anson. We are proud to have both as VGC members.

(7) The GNAT showing off its laminar profile.

(8) The cockpit of the GNAT, revealing basic instruments.

From Keith Emslie. Concerning Gliders from Germany in Britain in 1945.

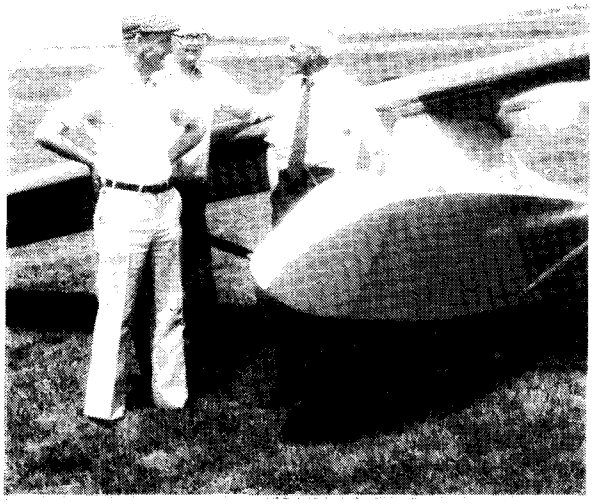
My gliding career started in 1948, at Farnborough, with the Technical College Gliding Flight. We used one of the SG 38's which Phil Butler lists (VP 559.. named Rook). Another was stored, mildly broken, but not repaired, between 1948 and 1950, named Raven, but I did not record its number.

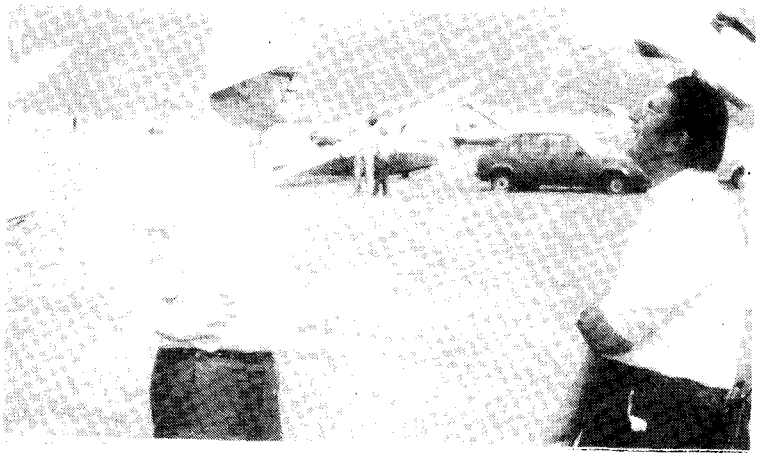
I was given two circuits in the Kranich VP 591, one with Bob Smythe, who is a test pilot with Marshalls. The RAETCGF also operated a Grunau, but I did not reach that level and so I did not record its number.

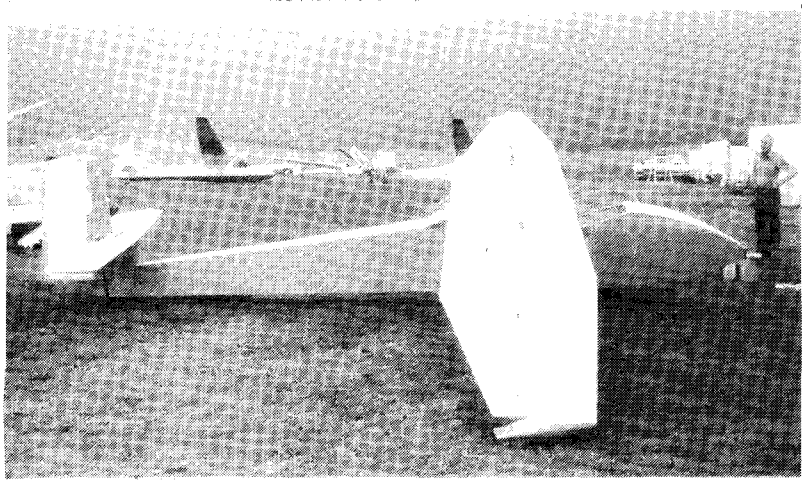
A fortnight at Detling in 1949 was memorable. In the main hangar were several specials.... the King Kite, Gull 2, T.20 and T.24..... while the highlight was a joy-ride in T.21b WB 924. There were dozens of bent bits of Cadets and Tutors.

In 1952 I moved to Cranfield, who operated a Grunau 2b BGA 604. I always imagined that this was one of the 1945 batch, but Alan Yates is the best contact, who should know. I got my Silver C (390) in BGA 604 and loved it. Later, it went to the Isle of Wight and I heard that it was bent. There was a second Grunau stored at Cranfield during 1950/52, well bent but never touched. Its registration is sadly not recorded.

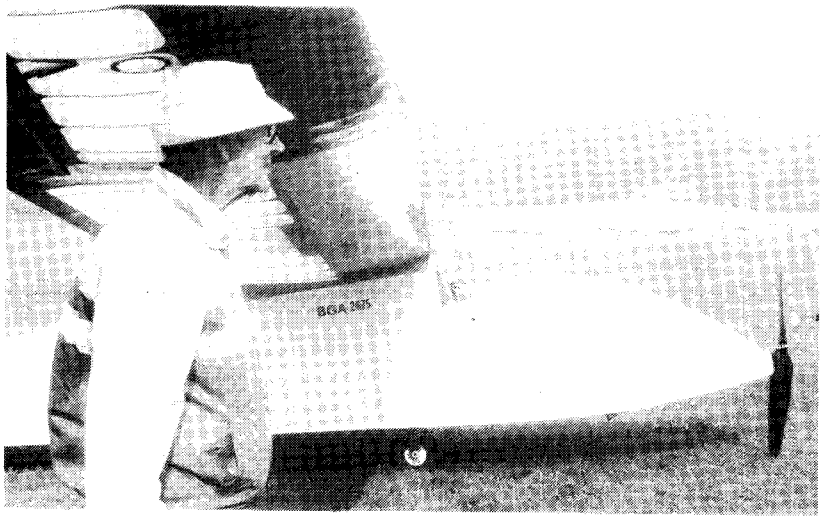
The Cranfield Eon Primary has survived, G-ALPS, stored at Twinwood Farm until recently (its BGA No is 580), but now moved out with other goodies... the Manuel Hawk and Peak 100.... presumably back to Cranfield.



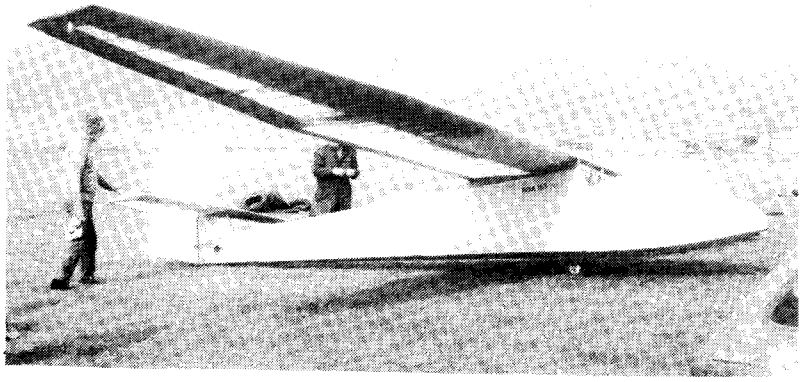




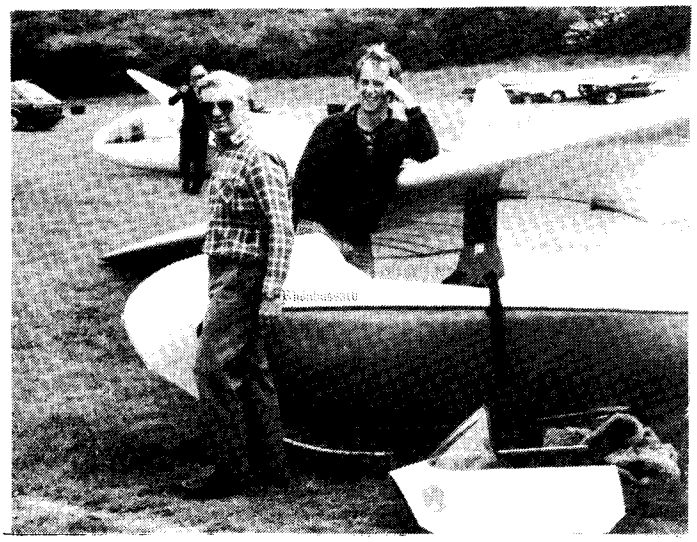


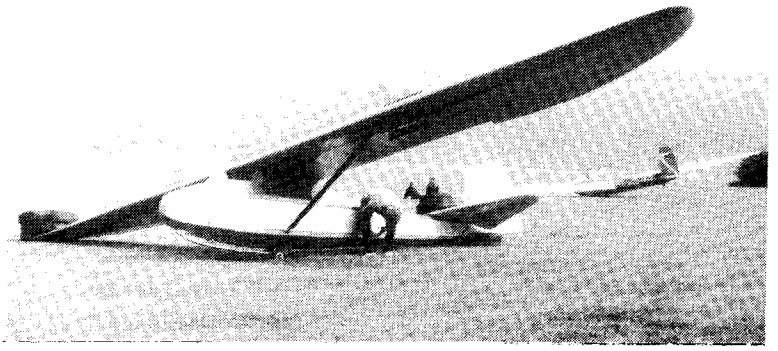

BGA 3625

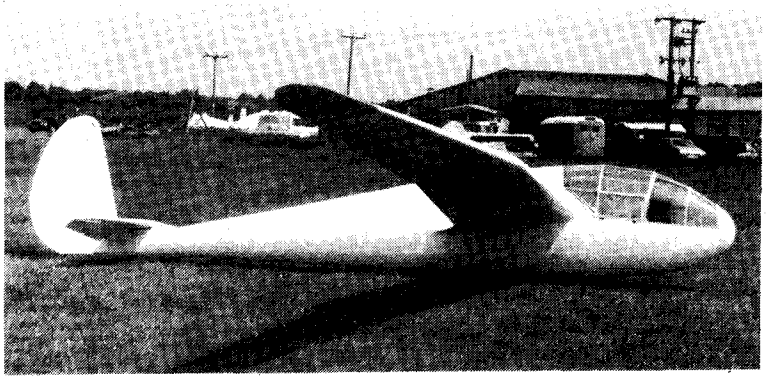




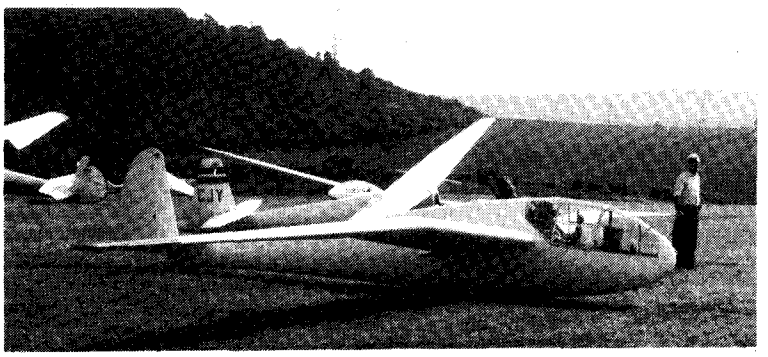

GNAT
W.L.MANUEL
1978-80

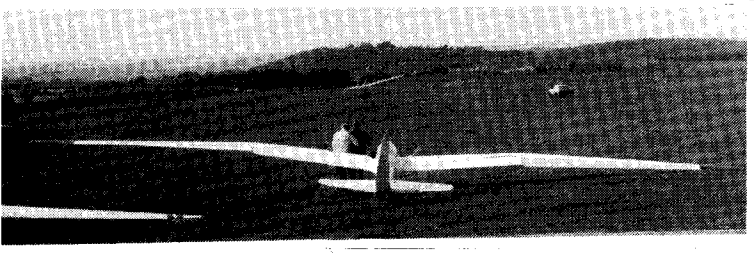


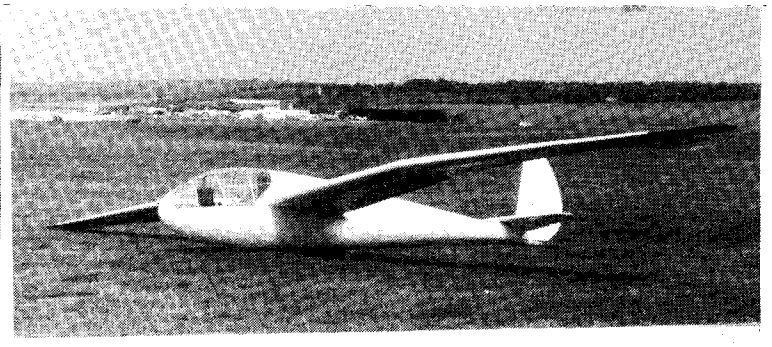


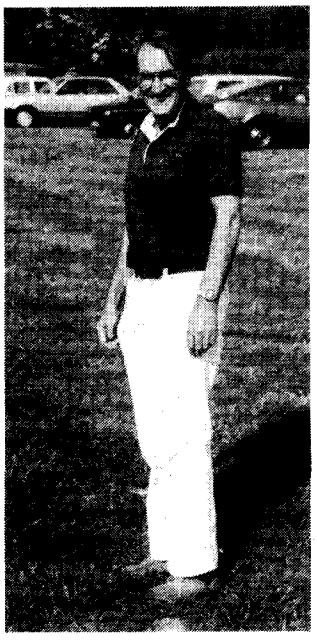




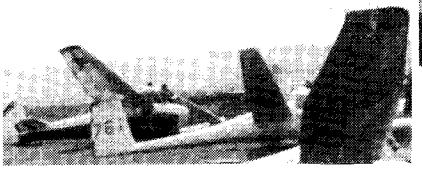














CAPTIONS TO PHOTOGRAPHS Left to right. Top to bottom.

These 'photos were all taken by C. Wills at the London Gliding Club, Dunstable, during the end of June and beginning of August, 1984.

(1) Ted Hull and his Rhönbussard, BGA 2077.

(2) The newly restored Flugzeugbau Petera 1941 built Grunau Baby 2, BGA 1910. The machine is now resplendent in red and yellow paint, and flies better than it did before. In the background is the only Kranich 3 in Britain.

(3) Air Commodore Max Bacon in the Rheinland. He is president of the RAF Gliding & Soaring Assn. We are proud to have him as one of our members. He hopes soon to own a vintage glider.

(4), (5), (6), (7) These 'photos are all of the almost unique *FVA 10b Rheinland, which was well known to RAF glider pilots at Scharfoldendorf (Ith) during the late 1940's and early 1950's. In 'photo No.5, Ted Hull is about to take off in it.

*Another is in the Krakow museum.

(8) Lou Frank, who was one of the pilots who made the astonishing 317 kms flight from Husbands Bosworth to Plymouth, earlier this year, in a T.21b.

(9) T.21b über Alles! This T.21b is soaring over the fibreglass phalanx and Ted Hull's Rhönbussard at Dunstable, and is not the one which made the 317 km flight.

(10) David Jones in the Rheinland and Ted Hull. David later flew it for four hours. The Rheinland is one of the best, if not the best, sailplanes in the VGC's fleet.

Finally, the Hawkridge Dagling BGA 493, was bought by Jack Aked from Camphill, rejecting a second one; one starred in the film "Wings for Pauline" with Harry Midwood doing crazy ground slides. Jack used it at Blackpool for slides, but wouldn't allow it to get airborne, saying it had a cracked main spar. Has it? He used a Cadet for hops and circuits. Launching was by car tow, Jack sitting on the flat bed facing rearwards, operating a hand throttle, while the driver steered and braked. Later, Jack interested an old gentleman (Herbert Liver) in our sport, who bought the Eon Baby BGA 629 for club use. Later, Jack and Mr.Liver together bought the Eon Olympia BGA 1056. Both still fly with us partly from sentiment, but partly because they were willed to us for club use, but, if they were ever sold, their proceeds would revert to their estates. Somehow, this has not happened! The Baby is operated by a group, and the Olympia is still available for all club members.

I hope that my jottings fit in with others' records, to build a complete picture of the ex German fleet from 1945.

K. Emslie.

It is now clear that the Kranich 2,VP 591 was the one which was previously at Halton.

The Merseyside publication "British Gliders" (Phil Butler) gives details of the Kranich 2, BGA 494, constructors' Number 828, receiving its BGA C of A in October 1947, Ex German aircraft, Mraz built, previously tested at RAE in 1945. Registered G-ALKH.. Flown with the Cambridge Gliding Club, taking part in British National Contests during 1949 and the early 1950's. Later to EIRE as I.A.C. 104. Finally destroyed after landing in sea, with another Swedish Kranich, during the making of a film, by John Cochrane of Lasham.

Thus, we have definitely two Kranichs, and two more belonging to the Royal Navy, in Britain during 1945.

A further Kranich 2 is known to have been ar Farnborough fitted out for blind flying and records, by Bill Bedford of the Empire Test Pilots' School. It is clear that this was a German aircraft, and not the Swedish Kranich BGA 964, which formerly the property of the Civil Service GC, and flown at Farnborough during the 1960's, is currently owned by Paul Williams, and stored, airworthy, with Eric Rolph at Moreton in the Marsh. We have, as yet, no details of the German built Kranich 2 at Farnborough during the early 1950's, and would be most interested to learn when it arrived in Britain.

GERMAN NEWS

Otto Bellinger reports that the new Aviation Hall of the German Museum in Munich has now been opened. He has sent photographs of the Hannover Vampyr, 1921, a Ka 6 CR 1955 and the Phoenix 1957 (the world's first fibreglass glider). Also in the photographs were American helicopters, jet fighters and rockets. We imagine that there must be some gliding history on display in between 1921 and 1955? Good news is that Gero von Langsdorff is now head of the Aviation Section of the German Museum and that he is orientated towards gliding. During the opening and consecration, the Museum's Golden Ring of Honour was awarded to the famous rocket pioneer, Hermann Oberth, who is now (25.6.84) 90 years old.

Otto is now actively preparing for an exhibition on the work of the DFS (Deutsche Forschungsanstalt für Sefelflug). The result of this, may well be a book on the DFS, using the material which has been gathered together for the exhibition. DFS was formerly the RRG (Rhön Rossitten Gesellschaft). The exhibition will therefore celebrate the 60th Anniversary of the RRG.

Old airfield to be restored

On the 1st April 1912, Prince Regent Luitpold of Bavaria founded the airfield of Oberschleissheim for the Imperial Bavarian Fliegertruppe. Recently, the German Museum in Munich has been storing historic aircraft there, of which only a third can be on exhibition in the museum. Chancellor Helmuth Kohl has now given encouragement to the idea of saving the buildings so that future generations can see the aeroplanes, gliders, models and balloons of the past. It would seem that, as there is not enough room in the Deutsches Museum to do full justice to past aviation, another aviation museum will be created at Oberschleissheim.

The airfield's land belongs to the Government. Nobody yet knows where the money to restore the airfield buildings will come from.

A Göppingen I "Wolf" is arriving at Bremerhaven from Jan Scott in Virginia, USA, complete with swastika-bedecked rudder. This aircraft was built in the USA in 1941 from German plans. It has now been bought by Herr Welzhofer for his sailplane collection on the airfield of Günzburg, near Munich. This "Wolf" now has clipped wing tips and a simplified, modified, nose.

It is to take part, less swastika, in the 50th Anniversary celebration of the Schempp Hirth firm. It was the first type to be produced by the firm in 1935, and more than 100 were built.

Meanwhile, a second "Wolf" is being built, new, by some enthusiasts near Stuttgart.

The Rhönadler

Klaus Heyn is continuing to work on the wings, gluing, before going to work in the morning, because of the hot weather. The glue is going off too quickly to allow him to get the plywood skin on the wing roots. The heat has caused him to lose 9lbs in weight. Earlier, the weather had been too cold for gluings.

From the Wasserkuppe

Whit Sunday - 28th May 1944

The weather was fine and this drew many visitors to the "Flyers' Mountain".

The ravages of war have left the area still unspoilt, and hardly anyone notices any more occasional enemy aircraft flying over the Wasserkuppe. So, it is not remarkable that also, on this day, no one should give a thought to the first American bomber formation appearing over the Wasserkuppe. Others soon followed. Towards 15.30, the fifth formation flew directly over the mountain, and some of the visitors noticed bombs suddenly detaching themselves from the aircraft. As air raid shelters were not at hand, Destiny took its course.

It was later established that 208 bombs and two land mines had come down in the Wasserkuppe area. Damage to material was limited, but the Martens Flying School, the Mountain Inn (Berggastnof) and the agricultural buildings of the German Flyer's Hotel (Hotel Deutscher Flieger) were more seriously damaged. A large number of the Reichssegelflugschule's buildings suffered splinter damage. Totally destroyed was the "Hermann Goering Halle", the great hangar that could contain 60 fully rigged sailplanes. Petrol from an aircraft's leaking fuel tank set the hangar on fire. As water on the Wasserkuppe was very scarce, efforts to put the fire out were severely hindered. No one was hurt among the Reichssegelflugschule's personnel. As it was the Whitsun holiday, there was no flying, and so many of the employees were off the Kuppe at the time. However, the visitors did not get off so lightly. Eye witnesses reported that there were 80-100 dead and many severely injured, who were taken to the Fulda hospital, partly on the fire engines, as there were not enough ambulances.

This was a BLACK DAY in the Wasserkuppe's history, and no memorial or anything else records it. Only the initiated know where to look to find, in the wood beside the path which leads from the Hotel Deutscher Flieger to the Absroda Kuppe, bomb craters which remain as silent witness to that fateful day.

It is now thought that the two Weihes, that came to Britain from the Wa Ku in 1945 (BGA Nos. 448 and 535), must have come from other buildings on the Wasserkuppe, than the Herman Goering Halle. It is sad that it was destroyed as it would have been a very useful hangar to have had there now... for a museum, if not for sheltering gliders.

Wasserkuppe's 1984 Programme:-

21st-22nd July	- Meeting of the Deutsche Forschungsanstalt für Segelflug (DFS). Oldtimer Meeting for Sailplanes, Aeroplanes and vehicles.
12th August	- Otto Lilienthal Memorial Celebration.
18th-19th August	- Karl Pfeifer (winches) Memorial and flying model contest.
1st-2nd September	- Meeting - "Reichssegelflugschule".

German Glider Camouflage abridged from "Luftwaffe Camouflage and Markings 1935-45" Vol. 3. Kookaburra Tech. Publications.. Melbourne, Australia.

"With the increasing appearance of allied fighters over Germany, an order was issued on the 1st July 1944 calling for the camouflage of gliders. "For the duration of the war, sailplanes & gliders are to receive camouflage paint, effective immediately. All parts visible from above & fuselage sides are to be camouflaged with paint type 7174-81 (brown Violet) and 82 (dark Green) until rescinded. The camouflage colours are to be applied in a similar manner to the mottle scheme on powered aircraft. Where mottle schemes have not been distributed, they may be requested from the NSFK supply depot at Worms am Rhein airfield". It appears that the order for camouflaging gliders was not universally adopted. Günther Welzhofer, while serving with the NSFK recalls that gliders at his school were camouflaged around August 1944 following Mustang fighter attacks. Heinz Birkholz, on the other hand, states that gliders at his school were never camouflaged before the end of the war."

AMERICAN NEWS

After a recent visit to the USA, our member Les Moulster reports that the Polish ORLIK, rather than being confined in the NSM, as reported in one of our previous VGC News, is still rigged in the hangar of Phoenix Arizona and is still being flown. It is in immaculate condition, in the Polish national colours of red and white. It was recently restored to this beautiful condition by John Serafim. Les has photographed the ORLIK in the hangar.

He also reports, and has photographs of, the Horten 4A LA-AC, at Ed Maloney's Planes of Fame Museum. Its centre section is now restored and painted. Its wooden wings are being worked on. As yet, he could find no signs of metal tips for it. The centre section is beautifully finished and painted white. It is as it was after the Mississipi State College on direction from Gus Raspet had modified it to cure a slight airflow breakaway behind the canopy. This modification reversed the reflex profile of the wing in its centre, just where it should have been most pronounced for the second centre of pressure which is necessary to obtain pitch stability for a flying wing. Because of this, it was found that LA-AC would only achieve its best glide angle condition with very much, if not total, up elevon, thus creating such inefficiency that the Americans found that its max. L/D was not better than 1128. Before, during the war in Germany, the max. L/D of the Ho 4A (LA-AD) had been proved to be better than I:35. We can understand that the Mississipi State College wished to improve the Horten 4A, but to destroy the fundamental aerodynamics of a flying wing does not, to us, seem excusable. We hope that Ed Maloney will do something to return the wing to its original reflex section in its centre as well as trying to rid its airflow breakaway behind its canopy. While this might seem two contradictory requirements, we would like to suggest that the Horten 6, with its greatly increased chord of centre section (relative to that of the Horten 4A), might just have managed to do this. We do not know whether Ed Maloney intends to fly LA-AC, but his restoration of its centre section is immaculate.

DUTCH NEWS

B.C. Persyn (Mauritslaan 9, 1211 JX Hilversum, Holland) writes that he and his colleagues have made 15 new drawings from the 36 Minimoa microfilm prints that the VGC has sent him. To make new drawings for the Minimoa is a lot of work. After the Terlet International Rally, he and five friends are going to start building a Minimoa. They have received from the Dutch authorities, (RLD), technical details of the Minimoas PH-80 and PH-390, that were once in Holland.

B.C. Persyn hopes to take part in the 12th International Rally at Terlet, with the Prefect, PH-194, if he can get it ready in time.

Late Dutch News from Willy Zillen dated 18.6.84

"Our Doppelraab is flying now. We have also built a very nice closed trailer for it.

My friend, Simon Maas from Slagharen,* has a Fokker Olympia (built in 1947), which is Casein glued. A Dutch technician is repairing it. We hope that it will fly in September this year. It will have the registration PH-176. We are very happy to have a Fokker Olympia back in Holland.

The Grunau Baby Rally at Lemelerveld was a great success. I have helped Neelco Osinga with the organisation. We had about 25 entries, including the oldest Dutch Grunau Baby PH-152, Go 4's, Prefects, (also the late Martin Goosen's one - his son has it now), Christian Kroll's Cumulus (I had a fly in it for 2½ hours), and our Doppelraab. This weekend, we are to have our Go 4 Rally at the airfield where I normally fly, at Hoogeveen. We have about 12 entries, including Doppelraab, Prefect, Schweizer 2-22, and a Grunau Baby. We are very glad to report that flying vintage gliders in Holland "is in Lift"."

* We believe that some of us met Simon when he attended our Rally at Lasham last year. We congratulate him on having acquired the Fokker Olympia.

SWISS NEWS

Hugo and Ursula Roth have just had a baby son.... not a daughter, as previously reported. They already have one.

HUNGARIAN NEWS ... from Fececs Gabor

Correction concerning the news of the LEPKE in the last VGC News.

"It was restored by the central repair shop of MHSZ and not, the Agricultural Aviation and, unfortunately, has not joined the very thin Hungarian Vintage Fleet as yet. Overburdened by repairs and overhauls to the regular glider fleet, the workshop dropped the project temporarily and was not able to complete it for the International Rally at Farkashegy. At present, we can only hope that some day the LEPKE will be completed and airworthy."

"Though things are going slowly, there is a heartening development. A new section, called AEROFA (in English AEROWOOD) was established this spring, within a woodworking industrial firm to create a repair facility for wooden gliders. At present, mainly PIRATS and FOKAS are being repaired there for customers such as the MHSZ and its Aero Clubs (MHSZ = the Hungarian State Aero Club). The idea came from Ervin Rotter, Louis's brother, who has been working at the firm for years. The boss of AEROFA is Willy Simo, Eva's husband, who is an aircraft engineer. Schmidt Lajos will also work for them. Their future plan covers building replicas of old gliders and restoring old wooden gliders as well. They are thinking of customers from abroad. The workshop of AEROFA is already accepted by the authorities as a suitable one for aircraft business. However, to obtain Certificates of Airworthiness for old wooden gliders in Hungary, a lot remains to be done."

"The main problem is a reliable examination method. There is an idea that research concerning acceptable destruction-free methods to test old wooden structures has to be done, the result of which could be the basis for an official examination procedure. It might be that such a research has already been done somewhere in the world. Would you notify me if you know of any such research?... Here at home, the opinion at present is that to fly old wooden gliders is a suicide act!"

Desperate last minute efforts are being made to finish the CIMBORA in time to take it to Holland. After having seen it in pieces in Hungary last summer, we congratulate Schmidt Lajos and his team for having done so much work in a short time.

"Finally, the newest Vintage News! An old towing plane, a PO-2,* has been rebuilt by the Repair Workshop of the Agricultural Aviation at Kaposvar, and it flew at the traditional spring airshow at Farkashegy. This is held on the 1st of May every year and is jointly organised by my club and the MAV club."

(*The PO-2 is an ancient Russian biplane with a I30 radial engine. CW.)

AUSTRALIAN VINTAGE NEWS

Ray Ash writes 18th June 1984:-

The Vintage Glider Assn. of Australia continues to be very active, and we are slowly adding to the number of sailplanes in operation. Last summer was spoiled by a lot of rain and wind, but the autumn was better and our members managed a reasonable amount of flying. Several of them flew Silver C legs in their vintage sailplanes and two of our members took part in the Sports Class Championships at Horsham during February. There have been no spectacular flights by our members during the last year, but a lot of hours have been logged. Genny and David Goldsmith flew their Hutter H.17 for about 15 hours during February. Best flight was 3½ hours duration. During March, David flew an 80 kms triangle in the Hutter and Genne managed an out & return of about 55 kms. Not bad for a Hutter!

Ray hopes to be in England for two weeks during September and will try to make contact with Robin Traves or Chris Wills, if only to say "Hello".

FRENCH NEWS

Claude Visse now has a Breguet 900 but no trailer for it. He could bring it to Terlet if he could obtain a trailer. We imagine that this cannot be the Breguet 900 of Pierre Prinet, which we believe was damaged. (This flew from Bourges.) The Breguet 900 is very rare as only 6 were built from 1950.

A Vintage Glider Meeting at Tarbes (Pyrénées)

The Association Velivole de Tarbes has invited all vintage gliders in our club to take part in an "Old Gliders Friendly Meeting" from August 31st to September 2nd 1984. They will be happy to see English gliders with their owners, and we would be really welcome. Camping on the aerodrome is available, but you will have to come fully equipped. You can stay as long as you like.

More details can be had from Mlle MERCIER Marie Françoise, Association Vélivole, Aerodrome, 65310 Laloubère, France.

The airfield is Tarbes-Laloubère (Hautes Pyrénées Department). It is known as Centre Départmental de Vol en Planeur des Hautes Pyrénées.

Another French Rally

The Aero Club of the Haute Moselle at Pont Saint Vincent is to be named after its founder.... Monsieur Albert Mangeot.

To celebrate this event, the club is to organize a Vintage Glider Rally on the Saturday and Sunday of the 15th and 16th September. The large hangar of the former National Centre will be able to shelter all the gliders rigged.

The vintage gliders will be classed in the following criterions:-

1. The age of the glider.
2. Quality of its restoration.
3. A spot landing contest.

All vintage gliders and their owners are warmly welcome.

Those wishing to take part should write to:-

Mr. Mathieu Ch. B.P. 32, 54181-Heillecourt Cedex, France. Tel:- 8.355.05.35 or 8.355.22. 54.

Indicate whether you will participate YES or NO.
Type of glider.
Number of persons accompanying it.
Estimated time of arrival.

JOSE WEISS - British Gliding Pioneer

To celebrate the 75th Anniversary of the World's First Soaring Flight made on the 27th June 1909, by Gordon England, flying one of José Weiss's gliders from Amberley Mount, the Southdown Gliding Club organized an event on the 27th June this year, at which Josée Moseley Williams, José Weiss's daughter, was guest of honour. C. Wills and Peter Bourne were present with Rhönbussard and Scud 2 respectively to add atmosphere, although these aircraft, designed in 1932 and 1933, were very much younger than any Weiss glider.

We publish extracts from articles by Dr. Slater and Peter Brooks in 1969.

"Two important anniversaries occur this year, both connected with the same man, José Weiss..... On 21st January 1859, he was born in Paris, his family having come originally from Alsace, and, just 50 (now 75) years ago, on 27th June 1909, a Weiss glider made the first British Soaring Flight, piloted by E.C. Gordon England, who rose 40 ft in slope lift over Amberley Mount and remained airborne for 58 seconds.

First are some personal reminiscences of José Weiss by his son, Mr. Bernard Weiss, who, under the name of J.B. Weiss, published in 1923 a book "Gliding and Soaring Flight", a copy of which is in the BGA Research Library. Mr. Talbot, who learned to fly with the Royal Flying Corps in the first World War and later became a barrister, has undertaken to give a talk at the Kronfeld Club about his father's work. In those days "induced drag" had not been heard of, and Weiss's papers in the 1907 and 1908 Aeronautical Journal show his conviction that if a glider could be as perfectly shaped as a soaring bird, with just the right amount of elasticity in each part of the wing, it could "sail" on a practically horizontal path, because the only loss of height would be due to the drag of skin friction, which could be made minute. In fact, he gives the impression of regarding upcurrents as playing a rather subsidiary role in "sailing flight", by merely making up for the very slight sink caused by skin drag.

Mr. Gordon England, whose soaring flight in a Weiss glider is described by Peter Brooks in the last article, once described at a lecture to the BGA, in its early days, how he came into aviation. He was fired with enthusiasm on visiting the Aero Show at Olympia in 1909. At the age of 17, he tried to get a job with one of the exhibitors, and succeeded with Mr. Weiss; hence his choice as pilot for the first man-carrying glider."

AES

The Centenary of José Weiss.. written by B. Talbot-Weiss in 1959

From the "West Sussex Gazette", Arundel.

"It is easy to forget the names of those to whom we are most indebted for the basis of our knowledge of the principles of heavier than air flight. Prominent among them was José Weiss, the centenary of whose birth fell on 21st January. In an age when faith in the conquest of the air was generally scorned and encountered every discouragement, his perseverance and the sacrifice of his time and his means were rewarded by discoveries which did much to lay the foundations of the science of flight. Those, at least, who derived profit from his labour may well rank him with the foremost pioneers of British Aviation.

José Weiss was born in Paris on 21st January 1859. Some 25 years later, he adopted this country, becoming a naturalized British subject. An artist by profession, he soon came before the British public as a painter of British landscapes. For 23 years from 1897, he lived in West Sussex at Houghton House, Houghton, and drew his inspiration from local Sussex scenes in all their diverse moods and aspects. His production was prolific. Examples of it can be found in collections in many parts of the world, especially in America where his style was held in high esteem.

Though, by the sale of his pictures, money was earned with comparative ease, all that remained after meeting domestic needs was entirely absorbed by the cost of his experiments in aeronautics. Recognition is due to José Weiss for his patient

CAPTIONS TO PHOTOGRAPHS

Left to right. Top to Bottom.

(1) Mr. & Mrs. Gordon England as Guests of Honour at a Vintage Air Display at Wycombe Air Park during the early 1970's. Photo by C. Wills.

(2) Eric Gordon England after judging the Vintage cars at the above Vintage show.

Eric, after working for José Weiss before the first World War, became the BGA's first Chairman. In 1930, he visited the Wasserkuppe and was so impressed that he decided that a similar centre should be set up in Britain. At that time there was a Governement subsidy for gliding and Eric resolved that it should all go in to this centre instead of to the gliding clubs.

(3) The 17 year old Eric Gordon England about to fly the Weiss glider "Olive" in 1909. This was the aircraft which made the first soaring flight from Amberley Mount on 27th June 1909. The flight lasted 58 seconds and went almost a mile. Eric later flew in the 1922 Itford Gliding Meeting, which is recognised as the first gliding meeting (contest) to take place in Britain.

(4) A Weiss Glider exhibited in the Science Museum, South Kensington, London. Pitch control was by moving one's body weight. Wing tips could be warped but it is believed that this did not turn the aircraft very rapidly.

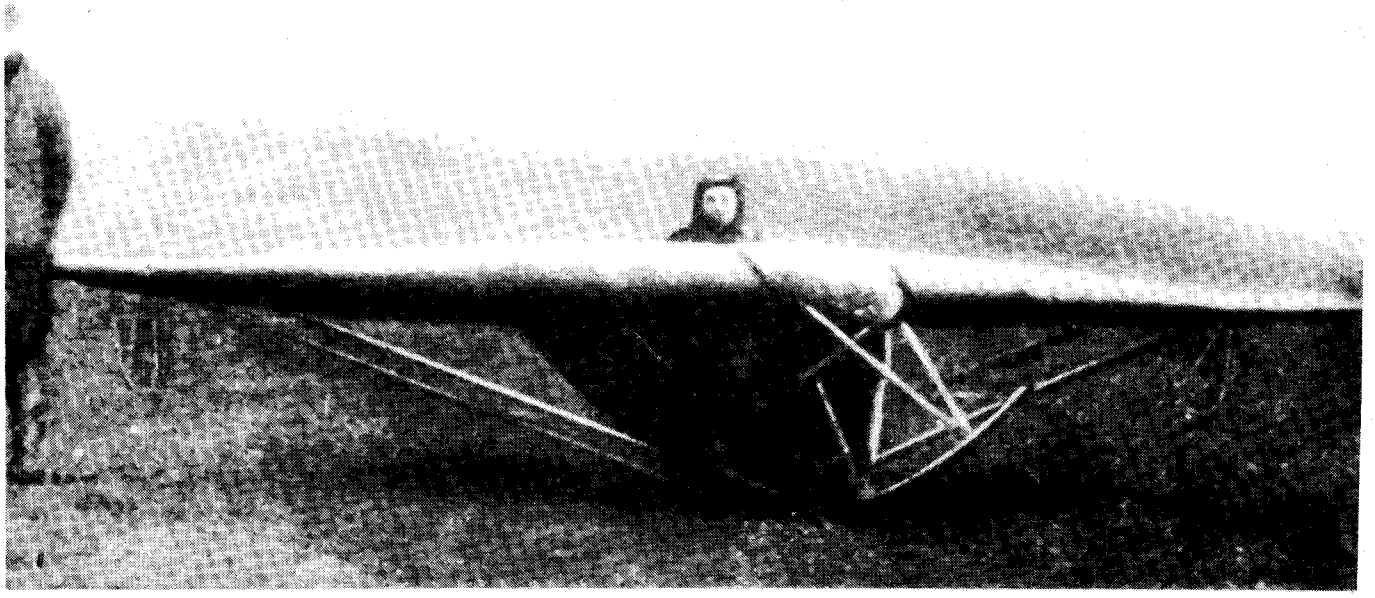
---

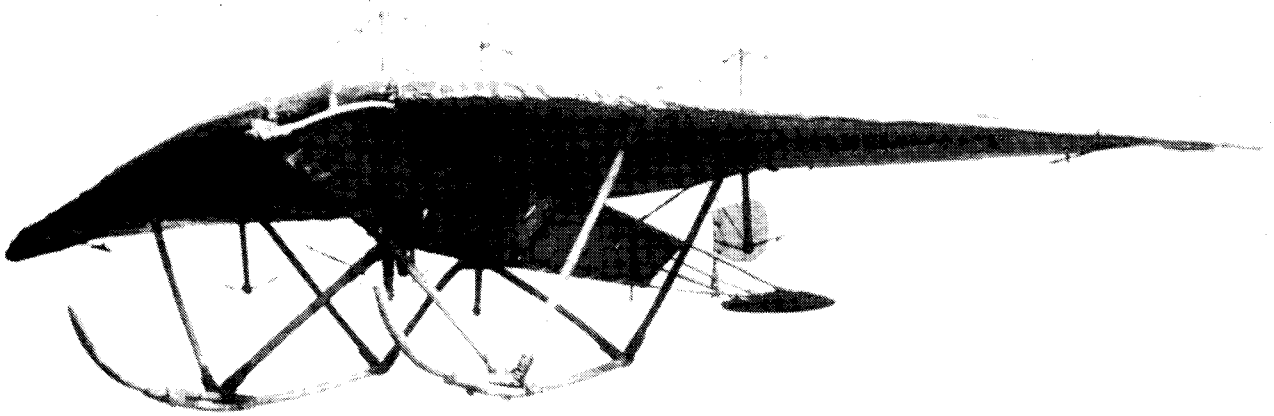
researches in the field of natural flight and in the application of natural principles to the wing and body design of aircraft. At an early age, in the mountains of Austria, he had speculated on the mystery of the effortless flight of eagles, and from then on he devoted himself to an intensive study of the problems of aerodynamics. It was perhaps the intuition of a great artist that enabled him to perceive solutions which conventional scientific approaches had failed to reveal. In particular, he applied the knowledge gained by his researches to the achievement of natural stability, a quality so notably lacking in the aircraft of those days, and the result of his work has undoubtedly influenced many successful designs of inherently stable aeroplanes in this country and abroad. The many other theories derived from his exhaustive study of birds are, for the most part, embodied in papers read by José Weiss before the Aeronautical Society (not then Royal) in 1907 and 1908.

His first experience with dead birds - rooks, gulls and an albatross - were followed with experiments with model gliders. These models, ranging in weight from 2 to 100 lbs, were thrown from a tower standing 42 ft from the ground on a slope of Houghton Hill. On attaining their normal flying speed, they would immediately right themselves and, in favourable conditions, would reach a gliding angle within three degrees, or even two degrees from the horizontal. In ascending currents they would frequently rise to considerable heights, travelling against or circling in the wind in the manner of soaring birds. For one of these models, he was awarded a special medal at the "Premier Concours d'Aviation de l'Aero Club de France" in Paris in 1905. Another is preserved in the Aeronautical Section of the Science Museum at South Kensington. Yet, in spite of these achievements, the attitude of the public was one of scepticism. Indeed, the lay press lost no opportunity to ridicule the enterprise.





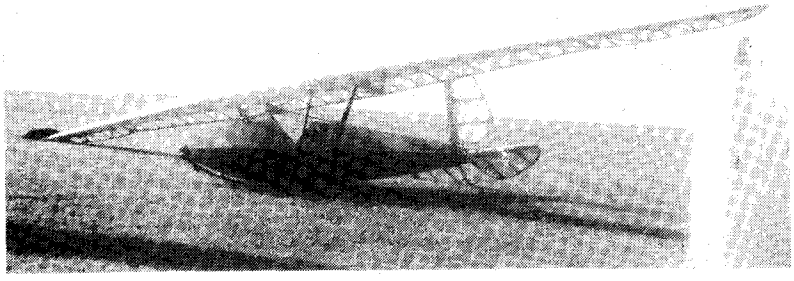


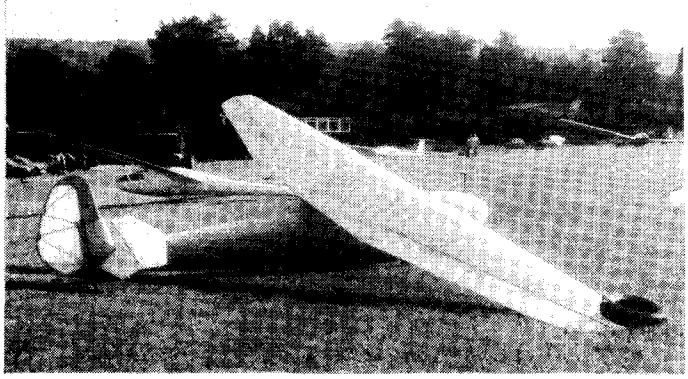


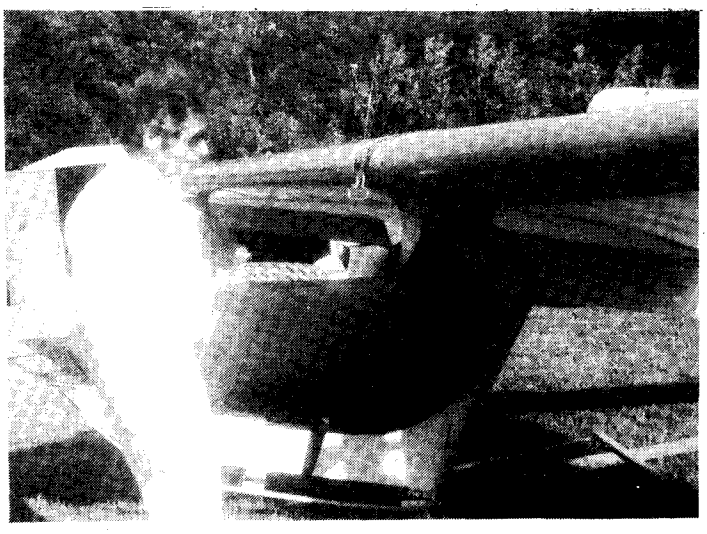












CAPTIONS TO PHOTOGRAPHS

All photographs taken on 27th June 1984 during the ceremony (and afterwards) to commemorate the 75th Anniversary of the World's First Soaring Flight by Eric Gordon England in a José Weiss glider from Amberley Mount on 27th June, 1909.

Photographs - Top to Bottom... Left to Right.

(1) The moment of unveiling the Plaque on the launch point of the original flight on 27th June 1909 by Doris Gordon England, Eric's wife... Josée Moseley Williams, the daughter of José Weiss, is left central.

(2) The Plaque to José Weiss and to Eric Gordon England.

(3) C. Wills and his Rhönbussard. After a short out & return flight, he landed it in the field on the hill top, from where the original flight took place, in time for the commemoration ceremony.

(4) Peter Bourne's Scud 2, which certainly added atmosphere to the proceedings.

(5) The Rhönbussard after its return to Parham, after an 80 km out & return flight. The launch point of the 1909 flight was from the distant hill top above the tyre on the Bussard's wing tip.

(6) John Lee beside his ultralight glider.

The Centenary of José Weiss continued

Later, and for larger models, launching was effected by means of an inclined slipway on a rigid structure of steel joists. This structure was erected on Bury Hill about half a mile North of Whiteways. It was mounted on four rollers running on a circular rail fixed to the ground. The last experiments with piloted gliders were made on Amberley Mount without the aid of any launching appliance. The glider was placed on a trolley which would run to the edge of a slope, when a push from behind would launch the machine over the brink into ascending currents. The craft differed only in size from the smaller models. In June 1909, Eric Gordon England, who with great daring manned this machine, and who later was to become famous as a pilot, designer, works manager and consulting engineer, attained a height of 400 ft above the valley and covered a distance of 1½ miles from his starting point - a remarkable gliding record at that time. These flights attracted a number of pupils and the group became known as the Polytechnic Gliding Club, probably the first Gliding Club to be created.

Successes with gliders led to the construction of power driven craft. Mr. (now Sir Frederick) Handley-Page, who was then conducting experimental work at Barking, had long been interested in the Weiss principles. A Weiss Handley-Page monoplane was exhibited at the Aero Show at Olympia in 1909 and the first Handley-Page machines of 1911 and 1912 were still in general accordance with those principles. They owed their exceptional flying qualities to the design features of their wings. One, piloted by Edward Petre, was the first aeroplane to fly over London when it voyaged up the Thames from Fairlop in Essex to Brooklands.

Among the beliefs of José Weiss, there were many that were far ahead of his time. Yet he spoke with confident authority, and the path that he pointed has been proved to be right. By nature, José Weiss was endowed with the temperament of a philosopher. He envisaged aerial communication as a means of promoting universal peace. He abhored the cruelty of war and it grieved him deeply that the emergence of the aeroplane to which he had devoted so much of his energies should be seized upon for the purposes of war. Chagrin may well have contributed to failing health, ending in his death in 1919. Above all, his memory will linger as an object of singular veneration by students of aeronautical history. He had indeed a striking personality displaying a coalescence of the vision of an artist with the acumen of a scientific mind. It has been said, and perhaps with truth, that posterity will class José Weiss with the geniuses of his age.

José Weiss continued

The World's First Soaring Flight by Peter Brooks

At the time this flight in a Weiss glider was made, the Wright brothers had already maintained height in their gliders for up to two minutes, but Mr. Brooks claims that the soaring flight here described was the world's first because it included a well defined gain of height. The article first appeared in the "Redhill Newsletter" for February 1951 and in "Gliding" for summer 1952.

"Fifty years ago what was probably the world's first Soaring Flight was made by E.C. Gordon England over Amberley Mount near Arundel in Sussex. The date was 27th June 1909, and the aircraft a Weiss glider. The following details of this little known bit of history are largely taken from a French book - "L'Histoire du Vol a Voile" by Eric Nessler, although certain obvious inaccuracies in his account have been corrected.

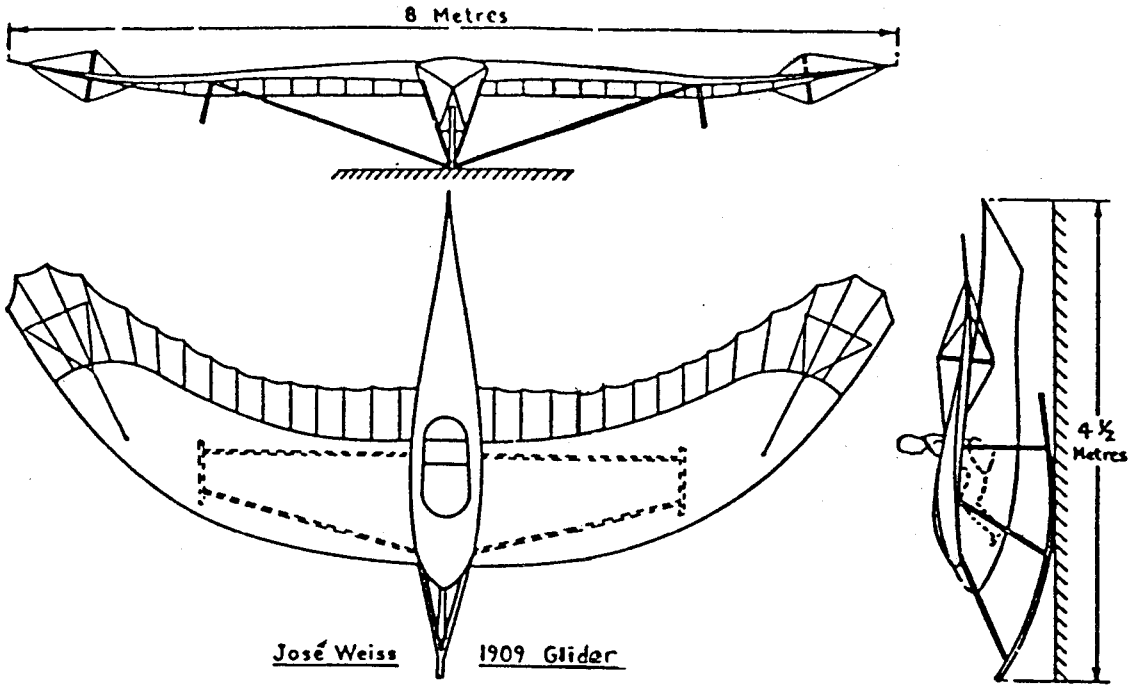
The early Weiss designs were automatically stable, tail-less monoplanes with crescent shaped wings. The characteristic Weiss wing was very thick at the root and tapered sharply in chord and thickness towards the tips, which were markedly swept back and "washed out".

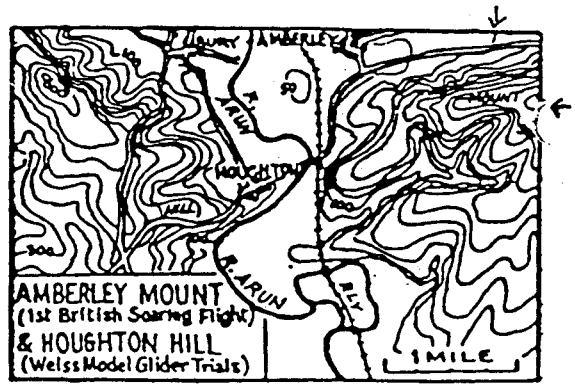
From 1905 to 1908, Weiss made hundreds of tests with model gliders built to his general layout, either on the western and northern slopes of Amberley Mount or on the flat ground nearby. For certain of his later experiments he launched the models from a wooden tower nearly 100 ft high. Some of the models weighed as much as 85 lbs with a wing area of 40 sq. ft.

At the end of 1907, the trials at Amberley had progressed to a stage where a machine large enough to carry a man could be built. This full sized glider was very similar to the models that preceded it. Its 26 ft span wings were braced to two pylons and had an area of 108 sq. ft. The fuselage was in the form of a nacelle immediately beneath the wing. There was no tail unit. A single long skid beneath the fuselage and two spring hoops at the wing tips served for the undercarriage. Empty, it weighed about 100 lbs. Like the models, it was automatically stable. Fore and aft control was achieved by moving the pilot's weight backward and forward on a sliding seat. A transverse lever warped the trailing edges of the wing tips for lateral directional control. There was no rudder. This glider was flown on brief hops, first by Weiss, then by Gerald Leake, Dr. Alexander Keith and E.C. Gordon England, all three of whom were helping Weiss with his experiments. Gordon England quickly progressed beyond the stage of short hops. For launching, the glider would be placed, facing the wind, on a crest of the hill and the pilot would then wait for a gust which, aided by a good push from a helper, would lift him into the air. He then usually glided down into the valley. However, on 27th June 1909, Gordon England, by getting into the slope lift over the western face of Amberley Mount, succeeded in gaining about 40 ft above the launching point and then achieving a glide lasting about a minute and covering half a mile. As far as is known, this was the first soaring flight with clearly defined gain of height ever made. Lilienthal, the famous German pioneer, probably attained a brief moment of sustained flight in August 1893. However, as he does not appear to have gained any height above the launching point, he can hardly be considered to have made anything more than a delayed descent.

Returning to the Weiss experiments, although numerous other glides were made with the same aircraft, none matched this effort of Gordon England's, apparently because the full significence of holding the position in the best lift over the hill's crest was not appreciated. The pilot of a Weiss glider, it is true, had little say in the matter because the machine seems to have been so stable as to be uncontrollable. Nevertheless, Gordon England, by a combination of luck and good judgement in launching himself from the right part of the hill top, certainly flew for an appreciable time in the best lift in his historic flight.

We believe that José Weiss was the third British aviation pioneer, being preceded by Percy Pilcher, 1869 - 1899; and Sir George Cayley, 1773 - 1857.





Technical

This is a technical Notice to all new vintage glider pilots (and some others) who have been trained on modern gliders.

BEWARE THE SUDDEN SPIRAL!

It is well known that most vintage gliders suffer from considerably more induced drag than modern ones.

This is to say that during a turn, the outer wing, moving much faster than the inner one, is lifting more and rolling the machine inwards, about the horizontal centre line of its fuselage. To counteract the roll, the aileron, of the much more slowly moving inner wing, has to be down... sometimes on old gliders... a very long way. Thus, we have the situation of the already slowly moving inner wing having a lot of down aileron, giving a dangerously high angle of attack to the airflow. This is even more dangerous as the down aileron is counteracting any wing tip wash out that is supposed to maintain wingtip flying when the rest of the wing is stalled.

As can be now imagined, we have a terrifying situation, which is only saved by the excellence of the design aerodynamics of a particular sailplane.

A sudden up gust on the inner wing will produce complete airflow break away from the wing, without any stall warning of lack of feel, lack of sound, or of high flying attitude. The machine will suddenly rotate about the horizontal datum line of its fuselage and roll past the vertical and the glider may well be on its back with its nose pointing towards the earth. If the ground or other aircraft are too close, the glider will certainly go into them.

The only thing working for the pilot and the glider against their complete annihilation is that the aileron of the faster moving outer wing is up, tending to roll the aircraft out of its spiral dive, and this may mean that the aircraft may only do one or two turns of a spiral dive.

Pilots may say... rig the ailerons up... give the wings, by doing so, more wash out. This in theory should not correct anything, as the inner aileron will always have to be down in a turn to stop the rolling moment in the direction of turn. Thus the inner wing must always be at an effectively high angle of attack.

The way to remedy the above situation is to fly a little faster, especially in a steep turn, or near the ground.

It can be imagined that the above condition is very likely to occur as pilots often try to fly at minimum speed while turning in lift to achieve the maximum rate or climb. In the event of incipient spiral, full opposite rudder will speed the lower wing up. Many may laugh at the above and say that our gliders have lasted so long that it can never happen. However, it certainly has happened in the past, and that probably is why certain old gliders are no longer with us.

The writer of these lines, who will remain anonymous, as so will his glider, has had it happen to him more than once and has lived to tell the tale, as also has his glider. But, he has been warned and thinks that others should be also.

SUDDEN GROUND LOOPS ON TAKE OFF

This has also happened often to the above writer. Alan Patching, the President of the Australian Vintage Gliding Club, has said that it always occurs in a cross wind and is due to the wing tip vortex of the towplane coming back to the opposite wing tip of the glider and throwing it into the ground. The glider pilot will be able to do little to correct it. On two occasions the author has had the towplane pull him out of it, which was the best solution. The glider had been suddenly lifted off the ground with its nose up and was cartwheeling on a wing tip. Had he released, the glider would have been in little bits! Pilots are recommended to be ready for a Ground Loop and to prevent a sudden nose up attitude on lift off. We had previously thought that a Ground Loop was due to the slip stream from a powerful tug getting at a wing tip. It is recommended that wing tip runners on the down wind side of the glider should hang on to their tips as long as possible, especially on skidded gliders, which will gather speed very slowly before what may be a sudden lift off. It is worth giving consideration to which way the towplane's propellor is turning in order to counteract its torque with wing tip runner and aileron in the hope that the wing is not stalled. Into wind take offs should eliminate almost all danger of this Ground Loop. In strong cross winds, the wing tip runner will have to be on the into wind wing tip. In this situation wingtip vortices or slipstream will be blown well clear of the glider. Perhaps longer tow ropes are indicated.

It is hoped that the above recommendations will save our pilots and their gliders.

Technical - To Wash Out ... or Not to Wash Out?

Wash-out is a negative twist to a wing tip. The wing tip is then presented to the air flow at less of an angle of incidence than the rest of the wing and thus, its critical angle of attack leading to a stall or spin should be achieved after that of the rest of the wing. Thus, the wing tip should still have flying speed after the rest of the wing is stalled. Therefore, aileron control at the wing tips should still be possible when the inboard wing is stalled, making it possible for a pilot to pick up a stalled wing with aileron (not recommended!).

Another way to produce a delayed stall in a wing tip is to use wing profiles which stall after those used for the inner wing.

Very often, both negative twist (wash out) and lower stalling speed profiles are used to produce absolutely vice free stalling characteristics.

However, there is also a third method. This can be found on the Austrian Mg 19a. This is a length of triangular section wood glued to leading edge of the inner wing. This method, also used on Chipmunk wings, will cause air flow break away over the inner wing at a progressively higher speed than at the tip.

Whereas, methods one and two, will increase drag to the wing tips as speed increases, method three will not.

Method one will cause so much drag as speed increases that wing tips will even be seen to bend down. In fact, negative twist (wash out) will only be used by designers when other methods have failed.

Stall warning to the Mg 19 is the sound of a rushing waterfall, after which there is a very gentle wing drop. Wing tip delayed stall is only otherwise achieved by using a tip profile which stalls at a lower speed to that of the inner wing.

It seems incredible that so much washing out has been done to gliders in the past. We ask our members to look at the wings of the Mg 19a, the Kranich 3 and Condor 4. These aircraft were among the last to be designed using the old Goettingen 549 wing section. We believe that their performances are so good that they will give Ka 6's and even some fibre glass gliders a run for their money. The Mg 19, Kranich 3 and Condor 4 were all designed in 1951, which was the year in which the Slingsby Sky was designed, which has the same wing profile.

Bill Manuel says that he never used wing tip wash out and that the recent article in Sailplane & Gliding by Dr. Slater about his Wren, cannot be right. Bill Manuel said that he never believed in wing tip wash out and that a pilot who flies in such a way to get in to spin, should not be flying.

Clearly, the much better trained new glider pilots, are unlikely to get in to spins (we hope), and should not use aileron to get out of them even if they do.

We have heard that the Blackpool & Fylde syndicate who are building the new Gull 3 intend to greatly increase its wing tip wash out. We implore them not to do this. Why saddle at birth what was probably the best Slingsby pre-war sailplane, with built in drag from its wing tips, which will never let it have a good speed performance? The author of these lines has flown the original Gull 3. It was quite good enough.

David Jones, who has just finished his King Kite replica, has reduced its Wash Out to two $\frac{1}{2}$ degrees. This will give it the greatest speed of any vintage glider, as the original had.

It is well possible that the Soviet sailplanes which flew the great records before the war, had no wing tip wash out..... to give them phenominal speed.

Those who advocate more Wash Out for the Gull 3, or any other glider, should come and see the author's Rhönbussard, which, with next to no wash out, he thinks, has a very good all round performance, especially at speed, relative to its small size. They should also look at the Rheinland's wings. No wash out - just change of profile at tips.

Chris Wills.

The above gliders are currently at:- Rhönbussard-Wycombe Air Park; Mg 19-H-Bosworth; Kranich 3-Dunstable; Condor 4 - RAF Coningsby. They may all take part in the Rally at Sutton Bank in late August. The Rheinland is currently in its trailer at Dunstable.

Technical

Keith Emslie writes:-

"Several points of stability and control are described in the article on Minimoa that justify some more discussion.

First, the plan form. Sweep-back is valuable on a tail-less aircraft, like the "Weltensegler" that preceded Minimoa, to give more tail arm for the pitching moment control. However, sweepback is a complicated way to increase pitching stability; a longer nose to move the pilot's weight forwards will do the trick much more easily... moving the glider's centre of gravity forwards, rather than the wing's aerodynamic centre aft.

The complicated gull shape in the wing is not the only way to get a lot of rolling moment due to side slip. Straight dihedral is effective, if you raise the wing tips adequately. You need a lot of wing dihedral, and a large fin, to get the right combination of lateral and directional stability in order to achieve steady turns without a tendency to spiral dive. This would have been desirable during early cloud flying, and, in no way inhibiting to control by the ailerons.

Differential movement of the ailerons is provided to counteract the yawing moment that tends to produce a sideslip instead of a cordinated turn. This aileron yaw comes from the extra induced drag of the wing with the drooped aileron, and vice-versa. Differential ailerons are supposed to increase the profile drag on the raised aileron more than on the drooped aileron, to at least partially offset the induced drag effects. Differential ailerons are irrelevant to the rolling moment due to sideslip. "The positive roll stability of the gulled wings", and they don't increase the power or the rate of roll achieved. From the viewpoint of today's knowledge, the early gliders were often unnecessarily complicated, though often more artistic than today's functional layouts."

Keith Elmslie, 5 Croyde Road, Lytham St. Annes, Lancs. FY8 1EX

BOOK REVIEW

"Vom Hangwind zur Thermik" (From Slope lift to the thermals)
"Experienced Rhön History from 1927 - 1932" "Erlebte Rhöngeschichte 1927-32"
by Peter Riedel... Published by:- Motorbuch Verlag - Stuttgart. It can also be obtained from Beaumonts Aviation Bookshop, 656 Holloway Road, London, N19 3RD. Tel:- 01 272 3630. Price unknown.

This is Peter Riedel's second volume of self experience Rhön history. His first "Start in den Wind" (Start in to Wind) covers the period 1911-1926. A third volume "Uber Sonnige Weiten" (Beyond the Sunlit Horizons) covering the period 1933-1939, will soon follow.

"Von Hangwind zur Thermik" at least matches the quality of the previous volume "Start in den Wind", which he produced together with the distinguished Alpine glider pilot, author and photographer, the late Jochen von Kalkreuth.

"Vom Hangwind zur Thermik" is magnificently produced with fine quality photographs, drawings and original accounts by Groenhoff and others. We hope that soon an edition in English will come out so that the English-speakers can appreciate the fine descriptive writing, to re-live the experiences of those tremendous times. One can say that if you were not there, and wish you had been there, this book will take you there, as far as any book can. This book will be a magnificent sensation to everyone who owns it, even if they cannot understand German. Besides the Wasserkuppe, glimpses are also revealed of Rossitten, Grunau, the Jungfrau expedition and America.

Peter came as a 14 year old, with his second glider (a replica of which was built by Peter and flown at our Rallies), to the 1920 Rhön Contest, where he learnt to fly it. Since that time, he has been gliding for over half a century over many continents, often setting up records. He was the winner of the 14th Rhön Contest in 1933, and he was the most successful participant of the German 1934 South American expedition as regards distance flying, although Heini Dittmar gained the World's Height Record. He was a winner of the Hindenburg Prize. From 1936 he took part in American gliding, carrying out many sensational flights in the Sperber Senior over New York, and in a Kranich 2. In 1976 he, at the age of 70, flew from the Wasserkuppe into the middle of France, to gain his third (the 500 kms) diamond in a Ka6 (the fibreglass gliders did not get so far!).

He is clearly one of the greatest glider pilots of all time. Not only could he fly gliders with expertise, but he could also repair them. A photograph of the crashed Fafnir, after Groenhof's fatal accident, reveals just how badly damaged it was before Peter repaired it to fly at the Rhön and in South America. Now, he is giving us these magnificent books. The book has been dedicated to Beate Riedel, Peter's sister, and to Groenhof.

"Vom Hangwind zur Thermik" is a must for every pilot's library. It will give the vintage Gliding movement tremendous encouragement. Of particular interest to British readers might be photographs of the late Beverley Shenstone and his wife Helen, together with Lippisch, Hans Jacobs and Groenhoff, on the Wasserkuppe in 1930. Bev. Shenstone went on, after having worked on the Spitfire, to become BEA's and British Airways' Chief Engineer.

FOR SALE

A 25 year old L-Spatz 55 Mid wing 15 metre span.

It has flown about 700 hours. Landing wheel. Standard Austria Canopy. It has flown 7-300 km flights. Without trailer - Price 3,000 DM. C of A until May 83. Very good condition. 2 Channel Radio and Westerboer variometer to be sold separately. The owner must sell because he is sick.
Thomas Walter, Achalmstrasse 4, 7257 DITZINGEN, West Germany. Tel: 07156-7367.

Castel C.25S ex Rodi Morgan Collection.. in store with Eric Rolph, London Road, Moreton in the Marsh. Tel: 0608 50530.
Now, with some glue deterioration in a wing tip. We cannot believe that no owner can be found for this classic French two seater.
Offers to:- Billie Caldwell, 14 The Towers, Grand Avenue, Worthing.
Tel:- 0903 - 40418.

Cadet..

Needing restoration. Ailerons, Elevator and tailplane are newly fabric covered. New wing struts must be found. In store with Eric Rolph at the above address. Can be seen by appointment. Offers to:- C. Wills, "Wings", The Street, Ewelme, Oxon. OX9 6HQ Tel:- 0491 39245

L-Spatz 55 (15) I:29. Built 1955-56.

Basic instrumentation + Westerboer acoustic variometer. Overhauled during winter of 1980-91. Wings-aerodux glued with trailer and cover. Price DM 4,500.
Reinhold Ening, Grunring 89, D-4407 Emsdetten, West Germany. Tel:- 02572-82959.

Minimoa

John Coxon, Penfound, Stane Street, Pulborough, Sussex. Tel:- 07982-2862
Price .. Offers around £8,000.

Kranich 2

Less wheels, but some instruments can be provided.
It is considered to be still airworthy. Price - £6,000.
Yugoslav Aeronautical Museum, Belgrade, Yogoslavia (one should write to:-
Cedomir Janic, Director of the Yugoslav Aeronautical Museum.)

EoN Olympia 2B

Built 1947 - Dart canopy, audio vario, barograph. Complete with enclosed trailer. Contact 01-777-9186.

NEEDED

Advertisements for the VGC News.
Would anyone wishing to advertise, please get in touch with our Secretary:-
Robin Traves, "Rose View", Marden Road, Staplehurst, Kent. Tel:- 0580 891625.

Published by:

C. Wills,
"Wings",
The Street,
Ewelme,
Oxon.

Tel: 0491 39245

R. Traves,
"Rose View",
Marden Road,
Staplehurst,
Kent.

Tel: 0580 891625