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VINTAGE GLIDER CLUB GB

VGC News

No 53 Autumn 1984



the Vintage Glider Club of Great Britain

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V.G.C. NEWS No. 53 AUTUMN 1984

EDITORIAL

We have now held 12 International Rallies in our 11 years of existence. With 52 entries, our last International Rally was the largest that we have held.

The next International Rally and Rendez Vous Rally 85

During the 12th International Rally, the International Rally Committee met to decide on the locations and dates of the above Rallies.

Present were:-

C. Wills - President
P. Serries - Germany
Hansueli Renz and W. Schwarzenbach - Hugo Roth, Switzerland
Ken Bates and Angus Munro - Norway
Imre Mitter - Hungary
Jan Vermeer and Jan van Beugen - Holland
Didier Fulchiron - France
Colin Street - Britain

The Swiss Team put forward the suggestion that the 13th International Vintage Rally should be held at Amlikon airfield, 55 kms from Lake Constance, from the 20th - 28th July 1985, the organization largely to be undertaken by the Swiss Spyr 5 team led by Hugo Roth. This was gratefully accepted.

Paul Serries proposed that the Rendez Vous 85 Rally should be held at the airfield of Blumberg, from the 13th - 20th July 1985. This is near the other side of Lake Constance in West Germany. This was also gratefully accepted.

Jörg Ziller, Hans Mayer, Heinz Nierholz all fly from Blumberg.

FRONT PAGE PHOTOGRAPH:

This 1941 Rubik designed CIMBORA was built as a replica by SCHMIDT LAJOS and team, at Farkashegy, and was finished only just in time to come to Terlet. It is a magnificent replica of a type which no longer exists, and of which 150 were built.

EDITORIAL Cont'd.

Overcrowding

Concerning the possibility of a still larger entry than participated in Holland, it was recommended by Colin Street that no entry of a vintage glider with Cof A should be refused, and that, to prevent overcrowding of ground or air space, rigging or flying should merely be delayed until space should be cleared to a safe limit. It was pointed out that overcrowding and frustration would only be due to bad weather conditions. In good weather, the gliders would be up and away.... and the sky is large! However, it was mentioned that Amlikon is not a large airfield.

At Blumberg

The prices in 1984 were the same as at Münster. A very good sanitary installation, also camping and a special hangar for casein glued gliders, are available. Winch launches cost 6.50 DM. Aerotows cost 3 DM per minute. This means about 12 Sw fr. to 500 m.

Amlikon in Switzerland. This is 150 road kms from Blumberg. It is at 417 m A.M.S.L. altitude. It is out of controlled airspace. The grass runway is 1000 m long. Aerotows will cost 2.80 Swiss Fr. per minute. Prices quoted are for 1984 and may change. There is a club house and there are hangars for gliders on open trailers. There is also an excellent camping facility and swimming bath. Outlanding possibilities are very good. The village of Amlikon has two very good restaurants and shops. It is believed that there is also a restaurant on the airfield.

The 1986 International and Rendez Vous Rallies

It was proposed by Colin Street that the 14th International Rally for Vintage Gliders should be held at the Lasham Gliding Centre in the South of England and that the Rendez Vous Rally should take place during the preceding week to the International Rally, at the London Gliding Club. At Lasham, there would be the possibility to handle 60 - 70 vintage gliders. By 1986, the M25 London orbital motorway should be complete and this should greatly assist bringing gliders from East and South Coast ports. It was proposed that the Rendez Vous Rally should take place during the last week of July, and the International Rally during the first week in August.

STOP PRESS

13th International Vintage Rally

A letter has been received from Hugo Roth dated November 1984

"As we announced in Holland, the Oldtimer Meeting 1985 will take place in Amlikon from the 20th - 27th July. Amlikon is situated in the NE corner of Switzerland, about 10 kms SSW of Konstanz which is on Lake Constance (Bodensee)."

(Further direction - Amlikon is 4 km West of Weinfelden, situated between Weinfelden and the Autobahn ... Konstanz-Winterthur.)

"The grass runway 1000 m. x 60 m., direction 10/28, is right by a river, which is suitable for canoeing. It is possible to camp on the airfield and there is also a small swimming pool. A restaurant will be provided especially for the occasion. Unfortunately, there is no hangarspace available for rigged aircraft, but it is possible to put open trailers under cover. Shops and hotels can be found nearby. No excursions will be organized, but visitors will be advised of possible trips. We are going to make every effort to keep the cost of the rally as low as possible. Further information will follow at a later date." H. Roth

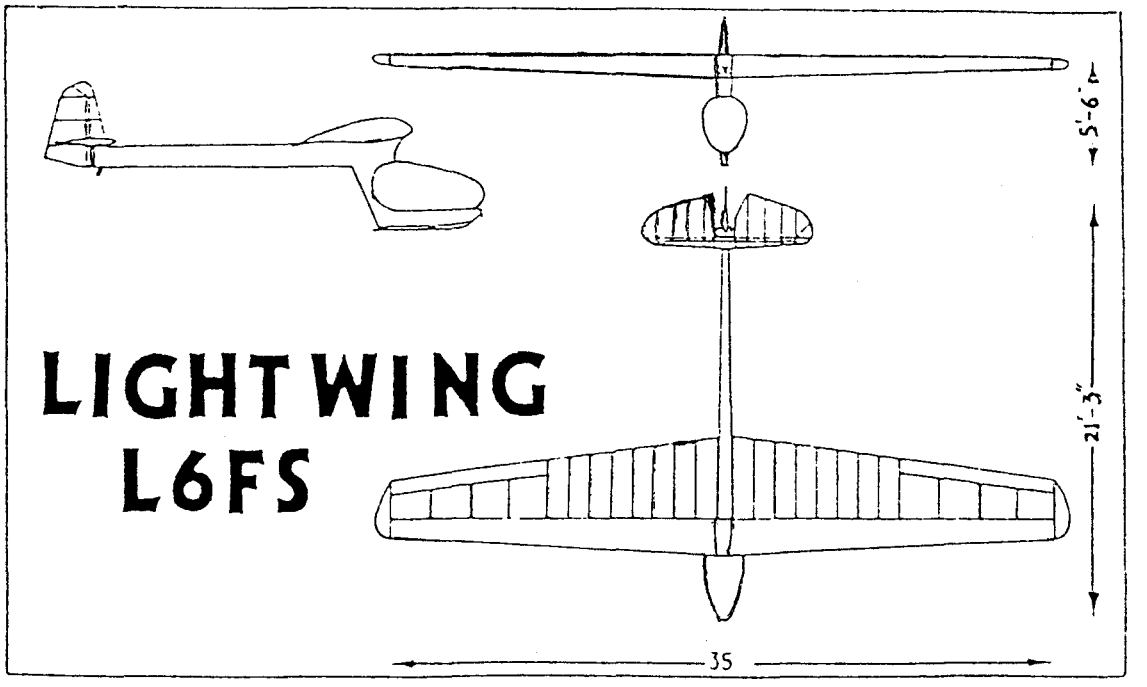
The VGC Annual Dinner, Prize Giving and Rally at Husbands Bosworth during the weekend of the 29th September 1984

Firstly, we must thank the Coventry Gliding Club for having us and allowing their whole club house to be used for our Annual Dinner. We particularly wish to thank Ann Welch who came as our Guest of Honour at only 24 hours' notice, John Cadman, the Coventry Club's Chairman and one of our members, being part owner of the Mg 19 two-seater.

We particularly would like to thank our members Ron Davidson and Pam, who organized our rally and the Annual Dinner, which caused him the greatest worries to the last moment, especially as we had received a terrible weather forecast and had no Guest of Honour until the last moment.

At least 100 people attended the dinner and we thank all our members for coming to it.

Ann Welch made a brilliant speech in which she said that she saw the Vintage Gliding Club "as a bridge between the Old and the New." The New, being a new class of Ultra Light gliders of which is heralded by John Lee's Light Wing L6FS.



She saw this class as a reaction to the fast heavy fibreglass machines, and would be super hang gliders having more efficiency and penetration than those already existing. Apart from all else, these would assure the development of less than MACH 2 tugs." These are, of course, what vintage gliders need, also.

The flying weekend was, in spite of all the bad weather premonitions, successful. On Saturday, the lift was weak to about 2,000 ft. Sunday was a super day with a very strong wind. The lift was 6 knots to cloudbase at 4-5,000 ft. It took courage to rig in the wind and some of us did not do so until after lunch, but it was worth it. The incredible H-Bosworth T.21 and its crew set off on yet another of its cross countries.... this time to Duxford, together with John Kangurs in an Olympia 463 (90 kms.). Indeed, in the strong wind, it was almost more difficult to stay within reach of H-Bosworth.

A Bergfalke 2, the Grunau Baby 2A-BGA 277; and Ted Hull's Kite I-BGA 394, the Mg 19a-BGA 2903, were all present and flown. During the evening, a front arrived quickly from the West, but we had had a flying day.

If the criterion for the new ultralight class of glider is an empty weight of up to 100 kg, then our Hutter H.17 definitely is a worthy contender for it.

Winter Storage

Once again we must advise our members that proper winter security for a vintage glider is in its trailer with ventilation, in a building. Metal trailers, if left outside, can mean a very damp glider inside. Metal conducts whatever is outside, and this means condensation inside if the weather is wet. The only way to cure this is ventilation, but clearly one cannot leave the doors open outside. Foam adhered to the inside of the aluminium skin can soak up the condensation if the foam can be guaranteed to adhere. The proper place for a trailer is inside a building, away from the gales and the rain. Only then can we be guaranteed sleep at nights and almost certainly having the same number of vintage gliders as we had this year, ready for next year's soaring.

VGV ANNUAL AWARDS

Every year, at the VGC's Annual Dinner, it has been customary to award Silver Prizes, suitably engraved, to pilots who have carried out the best performances in Vintage Gliders and to owners who have achieved the best restorations of vintage gliders during the previous year. It is particularly stressed that these prizes are also awarded to our foreign members so that they should feel themselves part of the club, which is based in England.

This year, at our Annual Dinner, which was held at Husbands Bosworth on the 29th September, engraved Silver Cups were awarded to:-

Lou Frank and Norman James for their distance flight in a T.21b of 317 kms from Husbands Bosworth to the centre of Plymouth. The cup was engraved VGC Performance 1984. 317 km T.21B

VGC Performance. YGC Syndicate. 10,800 ft. T.21b. This was carried out in wave over Sutton Bank.

VGC Performance 1984. Phil Lazenby - 19,600 ft. Olympia 463. This was carried out at our National Rally in wave over Sutton Bank and was the best height achieved by a VGC member.

VGC Construction 1984 - Schmidt Lajos - CIMBORA - Hungary for the superb replica of a Rubik designed 1941 two-seater, which we feel recaptured the spirit of the old days, more than any other glider this year.

VGC Performance 1984 Competition Enterprise - 10th Place. Tony Smallwood-Gull I. For cross country flights which more than demonstrated the staggering capability of this 1938 Slingsby glider and its pilot.

VGC Restoration 1984. Blackpool & Fylde Club Syndicate T.21b. This aircraft has been restored to mint condition by its owners.

VGC Restoration 1984. Hans Dijkstra - Goevier 3 - Holland. Although this prize was unfortunately not awarded at our Annual Dinner, it now has been. The Goevier 3 has been restored in light blue paint and transparent doped fabric and is a beautiful job.

VGC Restoration 1984. Minimoa 36.HB-282 Werner von Arx-Switzerland.

VGC Restoration 1984. E. Hull - Kite 1 BGA 394. Although this prize was unfortunately not awarded at our Annual Dinner, it now has been. The restoration was the result of 3½ years work in primitive conditions. Not only is the glider finished in yellow and white paint and transparent doped fabric, but its trailing edges have been reinforced to retain trueness and the aircraft's performance.

The Frank Reeks Trophy. This is awarded in memory of one of our most treasured members for the best "turned out" Grunau Baby at our Annual National Rally which is held in memory of Rodi Morgan. This year, the cup, which has its winners' names and their aircraft engraved on its base, was awarded to the Grunau Baby 2A, BGA 277 which was originally built by Fred Coleman in a Leeds bedroom in 1936. BGA 277 was completely rebuilt by its owners, John Smoker, Ken Harris and Bob Collison, and is now in superb condition and is very light.

The Rodi Morgan Trophy for the best performance at our Annual National Rodi Morgan Commemorative Rally. This was awarded to our Secretary, Robin Traves for his spirited flying at Sutton Bank. He first flew the Fauvette in wave to over 7,000 ft., and then the Gull 1 to 10,000 ft., only breaking off the climb through lack of oxygen.

Other prizes were given to Geoff and Joyce Moore, to Sally Shepard and Pete Woodcock, Pam and Ron Davidson, for their continued selfless service to the VGC, as well as to Ann Welch, who came as our Guest of Honour, at only 24 hours notice.

THE RENDEZ VOUS 84 RALLY at Münster/Telgte airfield - 28th June - 3rd August.

This summer, which was almost the hottest ever known in England, and went on for weeks and weeks, was almost the worst ever known in Europe. This was brought about by a succession of high pressure areas over Britain, which brought in bad weather round its edges over Germany. Thus, until we arrived, Germany had had a summer consisting of about two hot days. The green landscape and pale faces of the inhabitants contrasted with the brown, almost desert and sunburn of England and we wondered what we had come to. We had met the bad weather at the French Coast and it had continued all the way to Münster. However, as it happened, we were able to bring with us something of our British sunshine. After the first day, it became so hot that it was almost impossible to fly. The scene on the camping site was reminiscent of the television series "Tenko" and enormous mosquitoes came forth to harass us. The hot weather produced minimum thermal soaring conditions, possibly due to the high temperature and humidity of the air. However, some local soaring flights were had, usually rather late in the day.

The trying weather was offset by the magnificent hospitality of our Münster members. Paul Serries, who was Chief Rally-Leiter, had managed to cut the semi-tropical growth of grass on the airfield in 400 hours of work. Paul entertained and even accommodated some of us at his home. Rainer Willeke has hardly been seen this year through his having to work almost alone on the Münster Minimoa, which he originally brought back from Montargis in France in 1972. Onkel Max Müller, who restored the Minimoa after its return from France, was also present and presented some of us with small balsa mementos of his Minimoa. Rainer's work on the Minimoa is so beautiful as to be beyond belief. It will soon be finished and will surely be one of the most beautiful aeronautical creations in the world. He was quickly deserted by his young helpers and his old inspector died. He was so often away from home that his wife was beginning to ask who was the other woman! When we saw the aircraft, it was in three workshops, and most of it was covered with light cream paint and transparent doped fabric with a finish as smooth as silk. At Münster/Greven airfield, where one wing, aileron and tailplane of the Mini were, we were entertained by Horst Kiefer, who, after many bottles of wine, showed us his workshop, models and old photographs, one of which depicted the famous prewar German pilot Ludwig Hoffmann and course members before a Hütter 17. The photo was captioned "Leistungskurs Hütter 17" and inspired Chris Wills that perhaps his Hütter would be capable of something else than he had so far achieved (Leistungskurs = Performance Course).

The above visit was made on the Monday when there was tremendous heat. On their return to Münster, it was found that there had been some local soaring, particularly by Ted Hull in the Moswey 4a. On the airfield also was Bjärne Reier with his self built Grunau 9 Primary from Norway. He had brought it to Germany in the hope that the Germans would give it a Permit to Fly after the Norwegians had refused it one. Unfortunately, this Permit to Fly was not achieved until the next week, when it arrived in Holland/Terlet with German registration, and then it was only allowed bungee launches along the flat ground. Nevertheless, we were glad to have it with us and a bungee rope was specially brought from England by C. Wills for this.

Tuesday - This again was a hot day, but the weather suddenly became soarable at the end of the day. Among those to stay up were David Ballard - Olympia 463; Neelco Osinga - Grunau Baby 2b (Holland) and C. Wills, who kept the H.17 up for one hour. During this day, the Bourdon family arrived from the Pyrenees with their C.800 and the dog Stern in the boot (slightly open to allow fresh air) of their DS 19.

Tuesday cont'd.
Also to arrive were Mary Thompson and Peter Moran with their Eon Baby from the Blackpool & Fylde Club in Lancashire and Cheeseli driving a bus, which contained his Spalinger S.19.

Wednesday - Hugo Roth arrived from Switzerland with his Spyr 5. Also arrived was a magnificent homebuilt JS Weihe. This had been previously owned by the Swiss pilot Bernhard Müller, who had built it, using the wartime JS drawings. (JS = Jacobs Schweyer.) It is now owned by Ulli Seegers, who lives in Berlin, but he clearly does not fly it there.

Thursday - The evening of this day there was a barbecue and much singing to mark the Swiss National Day. There was a seemingly endless supply of beer and rockets.

Friday - On this day, there was a mass departure of cars, trailers and the bus for Holland.

Our memories will be of a delightfully informal Rally, which was started by Father Johannes, the legendary gliding padre, saying Mass in the Camping Site. We wish to thank our Münster members for their once again magnificent hospitality.

The following pilots and aircraft participated in the Münster Telgte Rendez Vous Rally:-

Spalinger S.18	Peter Egger - Switzerland
Spyr 5A	George Fliss - Switzerland
Hütter H.17A	C. Wills - Britain
Olympia Eon 463	Jane and David Ballard and Ian Smith - Britain
Moswey 4A	E. Hull - Britain
Minimoa 36	von Arx - Switzerland
Nord 1300	Didier Fulchiron - France
Grunau Baby 2b	Neelco Osinga and Wiel Zillen - Holland
Mü 13d	Ernst Walter - Germany
JS Weihe (modified)	Hans Meyer - Germany
T.21c	Colin Street, Peter Davis, Ron Tarling, Philip Tiley-Britain
Libelle L.10	Adolf Zöller - Germany
Meise	Jorg Ziller - Germany
Grunau 9	Bjarne Reier - Norway
Goevier 2	Münster Oldtimer Club - Germany
Spalinger S.19	Cheeseli - Switzerland
Spyr 5A	Hugo Roth - Switzerland
Eon Baby	Mary Thompson and Peter Moran - Britain
C800	Marc Bordon and family - France
JS Weihe	Ulli Seegers - Germany
Cumulus	Jurgen Dreyer - Germany

THE 12th INTERNATIONAL VINTAGE GLIDER RALLY held at Terlet/Holland from 3rd - 10th August 1984.

Terlet, the National Gliding Centre of Holland, is situated in a Nature Reserve between Arnhem and Apeldoorn. The site is amid gorse and heather on high ground for Holland, which drains moisture quickly. Thus, it is excellent for thermals. The sun only has to come through, and thermals are away. This has the one failing that pilots are tempted to leave on cross countries, only to find conditions not so good on leaving the area.

The gliding site is an enormous area; there being launch and landing strips so far apart that operations from one are out of sight of the other. Both are out of sight from the club centre and are reached by dirt roads through the heather. Thus, the Oldtimer Rally operated independently of club operations. So independently, that one hardly knew that the other was going on.

CAPTONS TO PHOTOGRAPHS:

Above - The unique Grunau 9 replica, built by the Norwegian, Bjarne Reier. It was finally cleared for Bungee launches under German registration at Terlet.

Below - Eric Fuchs in his Swiss Spyr 5a at Terlet. This aircraft won a day, flown by Hans Nietlispach, during the 1954 World Championships at Camphill. Built in 1949, it is the final development of the Spyr 5.




Odysseus

We were very lucky with the weather after the poor season. We had a NW wind, which can bring rain from the North Sea. This time, there was no rain and we had thermal flying on every day, with cloud bases from 3 - 4,000 ft. A fresh wind prevented the flying of tasks, except on one day, when three gliders completed an out and return to Malden (60 kms).

The Dutch ground organization was so good that rigging, two winch lines, four Piper Cub towplanes and landings all took place in the often small areas. It was not uncommon to see the Pipers landing with towropes, in formation, amid the landed gliders. We congratulate Hans Dijkstra, who was in charge of flying operations, and all the tow pilots and glider pilots on their magnificent efforts.

Before the start of the Rally, the Dutch organization team thought about how they could improve on the organization of previous Rallies. They decided (1) that there should be short, and to the point, briefings, and (2) that launches should be available, quickly, for anyone who wanted them. The above lessons were learnt during our visit of two years previously to the French Centre of Issoudun. As it was, excellent winch launches were available to 1,500 ft. and the 130 hp Pipers gave us all, including the mighty Breguet 904's and a skidded Weihe, fine aerotows to 800 m. The marvellous tow pilots included two members of the Dutch National Gliding Team, Dan Pare and Kees Musters, the World Champion. This perhaps explains some of the excellent Piper flying.

We were very lucky to have been at Terlet. We believe that everyone enjoyed themselves. The Dutch Organization was in every way first class. We thank all our Dutch members for doing so well for us. Our flying experiences were also most enjoyable.

The following are notes taken from the Dutch Gliding Magazine "Thermiek" October and November 1984 No.4, which gave us magnificent coverage, and furthermore have sent us their colour photo pages for VGC News. In fact, the five first pages of "Thermiek" were all given to the 12th Oldtimer Meeting and we thoroughly recommend our members to obtain copies of this beautiful edition.

"In the last week of July, a group of people arrived to "convert" the gliding centre of Terlet. Flag poles were put up, the old workshop received a tremendous cleaning and would serve as a briefing room for multifunctional occasions and bar, etc. Next door was converted as office, shopping corner and telephone booth. Behind the workshop was placed a shower waggon. Also arriving were a winch, two Volkswagens and four Pipers. The 12th Oldtimer Meeting was ready to begin.

Friday, 3rd August - At about 7 o'clock in the morning, the team of the Goevier 3 PH-209 left Terlet, airborne for Leende. At 12 o'clock, Jan Vermeer and Hans Dijkstra landed with PH-209 with the covers of the first Post Flight on board. These were 601 specially franked envelopes. Terlet had begin to fill with trailer/caravan - car combinations from all over Europe. As each new team arrived their national flag was hoisted on a flag pole before the restaurant (Bel). The camping area became over-full and airfield manager, Piet Vleesch du Bois, was running all over the place in great confusion crying "They are going to pack my whole airfield ." But later, he said that "It was all for a good cause." Cars and trailers were criss-crossed everywhere. Old friends were greeting each other, English, German, French. Everyone was helping each other to set up camp. In the evening, the Briefing Room was filled to capacity. Mary Thompson, who celebrated her birthday, received the first cheese in a real Dutch handkerchief.

Saturday, 4th August - Winch Launches 36; Aerotows 44. Hours flown: 73.36 mins. At 9 o'clock there was a short flight briefing. Start was opened until 3 p.m. A general briefing was held at 4 p.m. This was to enable subsequent daily briefings to be short, in three languages.

At about 6 p.m. the Opening Ceremony started. C. Wills was brought to the opening in Kees Musters' Traction Avant, a vintage 12 hp Citroen.

The Pepsipara Team opened the Show. Then Kees Musters, the Dutch World Champion, gave us a fine demonstration of aerobatics in the Ventus. Then followed the excellent and beautiful formation flight of the Gelders Cirrus team. Then came a contrast, Sikko Jan Vermeer with his Prefect, doing aerobatics. Then followed a dignified aerotowed formation of four of our best vintage gliders. The Piper tow-planes kept them in perfect diamond formation. Leading was the Minimoa 36 of Werner von Arx (Switzerland) now beautifully restored. Behind were Tony Maufe - Kite 1 (Britain) and Ernst Walter - Mu 13d (Germany). These were followed by Marc Bourdon with his C.800 (France). They were a magnificent sight with the light shining through transparent wings and were in great contrast to the speed of the Gelders Cirrus formation.

Then, Wim Adriaansen, President of the Dutch Gliding Assn., welcomed the partici-pants in their own languages, including Hungarian! Then Chris Wills, President of the VGC, in order to open the Rally properly, had to wear some Dutch clogs. He then managed to speak in Dutch (he hoped) and then other languages. Finally, he opened the 12th International Rally officially by ringing the traditional bell. The evening finished with much celebration. Until the evening, there had been good flying weather, and we believe that Hans Mayer flew his Weihe for over 5 hours.

Sunday, 5th August - Winch launches 36; Aerotows 16. Hours flown: 16.29
From Sunday, the daily briefing was at 9.30 a.m. The first launch of the Cimbora was allowed by the organization. It was flown by Istvan Killian. It is a magnifi-cent replica, which was completed just in time in Hungary to come to our Rally. It was designed by Rubik in 1941. It is an externally braced, parasol winged air-craft. The two pilots sit in open cockpits with small windscreens. The second pilot, who sits beneath the wing, climbs into the rear cockpit by raising the trailing edge mid section of the wing, which hinges upwards. The normal flying speed is 50 - 55 kph. It had Russian ASI's, altimetres and variometers. It has no dive brakes or spoilers, but side-slips well.

One of the participants, Hansueli Renz, had converted a large single decker bus as a camper. At its rear, are two doors and within is his 1937 Spalinger S.19. When Hansueli wishes to fly, he has to take the bus to the strip! In the middle of the camping place, where the bus resided during nights and, when not at "a trip", was the sign "Bushalte". At 12 o'clock at night, Käsli Hansueli Renz was dropped by his decorated bus, where an international party was waiting to congratulate him on his 40th birthday. For some, the party ended very late at night, after much singing.

Monday, 6th August - Winch launches 57; Aerotows 63. Total Flying Hours 70.58
At Briefing, the aero tow pilot, Piet de Crom, who also had his birthday, offered an aerotow ticket to 1200 metres as prize for the longest flight of the previous day. The lucky winner was Ian Smith, who had flown 2 hours 31 mins. At between 1315 and 1330 hours, thermals let us down and there were 42 landings in 15 minutes! Only by an all out effort of everyone present was disaster averted. C. Wills, who passed over the landing area in the Hütter at considerable altitude, imagined that he was witnessing a scene below similar to the Arnhem landings and hoped that space would be cleared in time for him to land. It was... in three minutes!

In the evening was held the "International Evening". The British challenged the rest of the world to a game of cricket. It brought tears to the eyes to see the British playing a game of cricket on this far flung foreign field! Within there was cider, cake and jelly. The Swiss challenged everyone to bolder tossing (it weighed 31.6 kgs - and was only a small one!), which we suppose is a Swiss National Pas-time! Those who participated were offered wine and Swiss chocolate to recover. The Germans offered rolls, beer, sausages and schnapps. The French offered wine, cheese and pate. The Briefing Room was packed to capacity and very festive.

Tuesday, 7th August - Winch launches 25; Aerotows 19. Total Flying Hours 23.13 Thermals were not so good. Prizes were awarded during briefing. A cheese in a farmer's handkerchief and a pair of clogs painted by Netty van Beek.

The International Rally Committee held their annual meeting. Holland was represented by Jan van Beugen and Jan Vermeer. The Rally Calendar was made up as follows:-

1985 - Amlikon in Switzerland
1986 - Lasham in Great Britain
1987 - Germany
1988 - France
1989 - Hungary
1990 - Holland or Belgium

In the evening, old gliding films and colour slides of past rallies were shown. Slides of old Hungarian gliding were also shown, the first of which were of the captured Soviet record breaker (652 kms in 1937) GN-7 legendary Nemere.

Wednesday, 8th August - Winch launches 60; Aerotow 84. Total 131.21 hrs. Today's task was an Out & Return to Malden 60 kms, home of the Nijmegen Aero Club. Three pilots completed the task. Eric Fuchs in his Spyr 5A, Jörg Ziller in his Meise and Dominique Gatard and Guy Hamon in the latter's Breguet 904.

Willi Schwarzenbach landed at Malden. Hans Meyer flew to the West instead of South and landed in the Bommelerwaard. Fabrice Fazileau was "aux vaches" in Langbroek. The following also out landed:- Werner Tschorn - Weihe 50, Ted Hull - Moswey 4a, Francois Nuville and Ian Smith - Olympia 463. Christian Kroll made his 1000th start in his 1953 Cumulus 3F. It was by Bungee. The French AIR 102 was unfortunately damaged by a Dutch pilot in a short landing. Luckily, trees broke its fall.

Dutch Evening: There were stands with cheese, spirits, beer, boiled coloured eggs and real Dutch liquorice, while outside Simon Maas smoked eels and the Belgians had their French fried potatoes with mayonnaise. At 21.15 hrs., St. Nicholas came on a huge horse and his train of four black maidens into the Briefing Room. This caused some confusion. The celebration continued into the small hours, with a band playing dance music. Chris Wills danced the whole evening in clogs to add authentic Dutch atmosphere. Thus ended our best flying day.

Thursday, 9th August - Aerotows 119; Bungee 4. 60 hrs. 58 mins. The Bungee launches were all made by the Grunau 9 Primary of Bjarne Reier (Norway). Today we were visited by many Dutch veteran pilots from the 1930's era. They judged all the gliders for originality and beauty as follows:-

1st Scud 2 of Peter Bourne
2nd Minimoa 36 of Werner von Arx
3rd Kirby Kite 1 of the Maufe family
4th Cumulus - Jurgen Dreyer & Christian Kroll
5th Hütter H.17A of Chris Wills
6th Spyr 5 of Hugo Roth
7th Bob Persyn's Prefect
8th Raymond van Loosbroek's Fokker Grunau Baby 2b
9th Yugoslavian Weihe of Pieter Jansen

There was also a contest for older Dutch pilots.

In the afternoon, the Mayor of Arnhem gave a reception in the Town Hall. The VGC was represented by its President, who made another speech in Dutch, and one member from every National Team.

Friday, 10th August - 106 Aerotows; 3 Bungee Launches - 67 hours 58 mins. This was the last flying day. At 8 o'clock in the morning, the Goevier PH-206 with Jan van Beugen and Jan Förster on board, left with the covers for the second Post Flight..... this time to Teuge. The next to take off was another Piper with Hans Dijkstra and Rober van Alphen with open doors. They were to make a film for the Polygoon journal. During the evening, there was a marvellous buffet meal (Bourgondische Koffietafel) organized for 205 people by Hans van Beek and his men. After the meal, Hans Dijkstra and Jan Vermeer, who had run the briefings each morning, thanked everyone for their co-operation. The result was 213 winch launches, 430 aerotows, 9 Bungee Launches and a total of 444 hours 25 mins. and this averages 41 mins. per flight. Wim Adriaansen, President of the Dutch Gliding Assn. thanked the organizers on behalf of the Royal Dutch Aero Club, and Chris Wills finally closed the rally with another speech in Dutch and the ringing of the cow bell. There was some hilarity when not a sound came from the bell. The French had removed its clapper. They did not want the Rally to end.

Saturday, 11th August

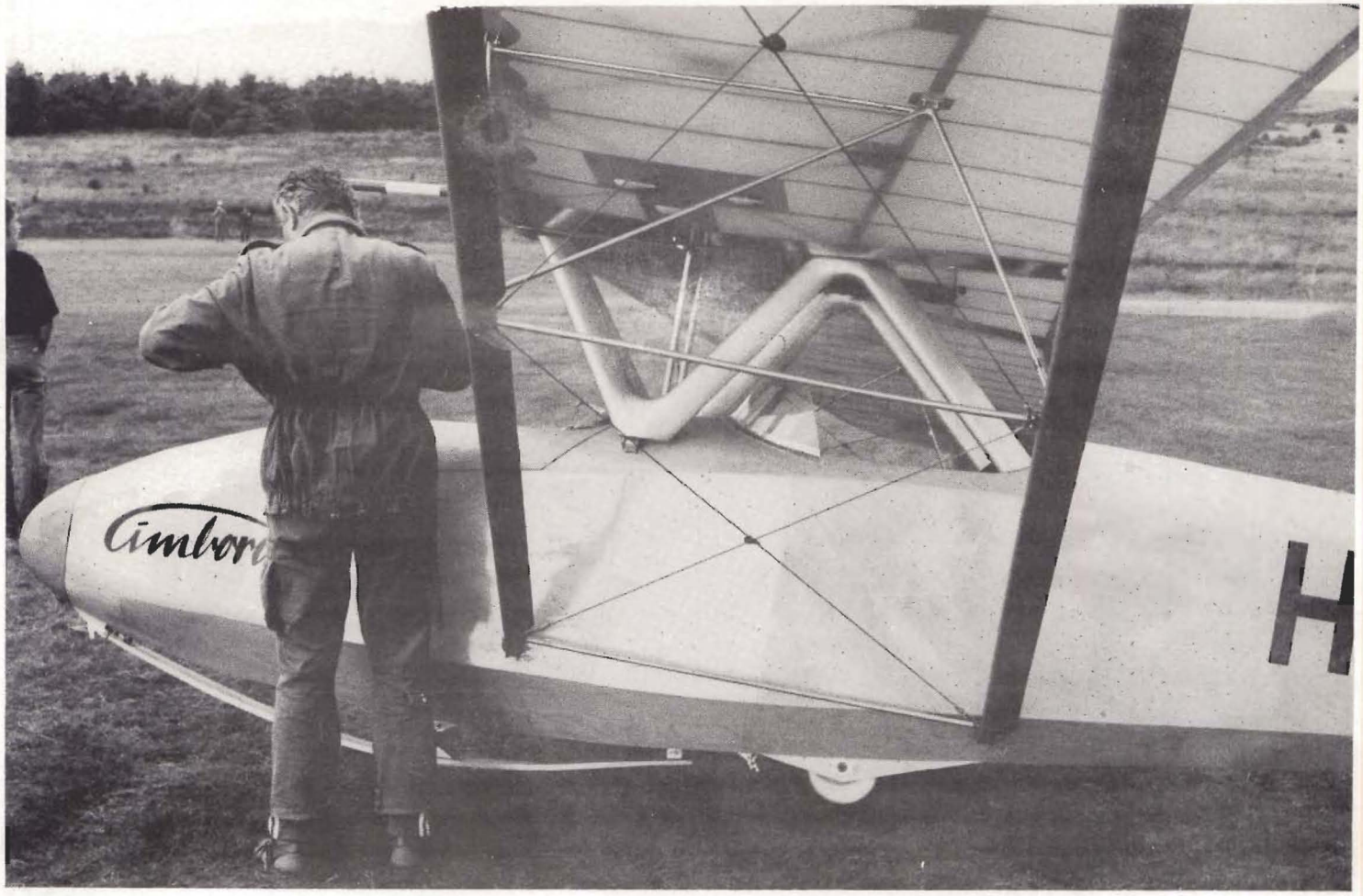
The participants said farewell to each other... Terlet became empty. There was a great feeling of loneliness. Nel Dijkstra closed her office, where she had worked the whole week long from early morning until late at night with the other girls Bouk, Camilla, An, Trees, Karin and Marcella. Where would we have been without them? The flags were lowered. Terlet returned to quiet.

Nel wishes to thank everyone for the friendship and assistance, which made this Rally a good one.

CAPTIONS TO PHOTOGRAPHS:

Above - Details of the CIMBORA's wing bracing. The portion of the trailing edge, which hinges upward to allow entry and exit into the rear cockpit, can be seen. Standing by the nose is Istvan Killian.

Below - D-6293 Ernst Walter's pre 1943 Mü 13d. Only the nose is modified from the original. The type went into large scale production in this form at the Schwarzwald Flugzeugbau Donauschingen. This was the version flown in 1938/9 by Kurt Schmidt and differs from 1943 versions by having a shorter square steel tube fuselage. The later 1943 versions had longer triangular steel tube fuselages. Two other original Mü 13d's exist in Denmark and in Rainer Karch's Munich garage (Francois Ragot). Behind can be seen Jan Vermeer's Prefect, Hans Meyer's modified JS Weihe, which once held the 30,000 ft. World Height Record (flown in a Cu Nim), and Hans Dijkstra's recently restored Goevier 3.




D-8239
PH-192
D-6293



Above - Restored as new. Werne von Arx's 1936 Minimoa. The colours are red, white and the fabric is transparent doped. HB-282 was built in Switzerland by Herr Wullschlegger before the war. It is now immaculate with the name MINIMOA painted in grey on the fuselage sides.

Below - Peter Bourne about to take off at Terlet in his Scud 2, which was judged the best old glider, restored in original form.



THE 12TH INTERNATIONAL VINTAGE GLIDER RALLY

Terlet/Holland - 3rd-10th August, 1984

Entry List

Country	Glider Type	Registration	Built	Team	Total No. of Persons with aircraft
Belgium	Schweizer 2-22	OO-DAC	1946	Dis Quaehagens Marcel Schuermans Charles van der Voort Jan Leysens	6 persons
Germany	Grunau Baby 3	D-6224	1952	Karlheinz Kerkoff	79 persons
	Cumulus 2F	D-6026	1953	Jurgen Dreyer	
	Goevier 2	D-1080	1952	Ingo Tegen Gisela Dreskornfeld Paul Serries Rainer Willeke	
	Mü 13d	D-6293	1936	Ernst Walter	
	JS Weihe	D-0700	1950	Ulrich Seegers	
	Libelle L.10	D-8564	1953	Adolf Zöller	
	Weihe 50	D-7080	1958	Werner Tschorn	
	Meise	D-1420	1956	Jörg Ziller Dieter Kollewe Klaus Heyn	
	Grunau Baby 2b	D-1658	1953	Wolfgang Schäffler	
	Cumulus 3F	D-6059	1953	Christian Kroll	
	Mü 13d-3	D-8876	1960	Heinz Nierholz Engelbert Wiebler	
	ES.49	D-5069	1952	Karlheinz Kellermann Josef Kurz Heiko Schneider Dagobert Peters	
Modified	JS. Weihe	D-8239	1943	Hans Mayer Peter Burwitz Martin Pleizier	
England	Hütter H.17a	BGA 2847	1958	Chris Wills	37 persons
	Sky	BGA 685	1950	Richard Moyse Ian Smith	
	Olympia 463	BGA 1373	1965	Jane Ballard David Ballard	
	T.21c	BGA 1030	1957	Colin Street Ron Tarling John Light Phil Tiley Jack Harris Peter Davis	
	Kite 1	BGA 310	1937	Anthony Maufe Michael Maufe Phil Lazenby	
	Eon Baby	BGA 629	1948	Peter Moran Dick Darbyshire	
	Moswey 4A	BGA 2277	1950	Ted Hull	
	Scud 2	BGA 231	1934	Peter Bourne	
France	Nord 1300	F-CRGN	1947	Didier Fulchiron	32 Persons
	Castel 301	F-CABJ	1947	Maurice Renard Didier Defontaine	
	Caudron C.800	F-CBAN	1946	Marc Bourdon	
	Breguet 904S	F-CCFR	1956	Guy Hamon Danielle Jouen Michel Vincent Dominique Gatard Hugues Beslier	

Entry List for 12th Internation Vintage Glider Rally cont'd.

Country	Glider Type	Registration	Built	Team	Total No. of Persons with Aircraft
France continued	Breguet 904	F-CGFN	1958	Christian Ravel Fabrice Fazilleau	
	AIR 102	F-CAGQ	1950	Pierre Plane Francois Nuville Jean Daniel Goujon Jean Pierre Kruba Paul Derbier	
Hungary	Cimbora	HA-5035	1984 Replica	Istvan Kilian Istvan Dusz Nandor Liptai Imre Mitter	12 persons
Holland	Goevier 3	PH-207	1954	Martin Louwinger Wim van Beek	104 persons
	Rhonlerche	PH-246	1956	Willem Jansen Groesbeek Ewald Jansen Groesbeek Peter Deege	
	Goevier 3	PH-210	1956	Willem Kok Sjors van Duren Joep Oostermeyer	
	Ka-2	OO-ZQB	1955	Gerard van Bree Piet de Krom	
	Prefect	PH-194	1952	Bob Persyn	
	Grunau Baby 2b	PH-214	1951	Neelco Osinga Marja Osinga	
	Goevier 3	PH-209	1954	Hans Dijkstra Bert Kuyper Hans Wisselink Arthur Jongeneelen	
	Jugoslavian Weihe	D-5862	1953	Pieter Jansen Henk Braam	
	Doppelraab	D-5391	1955	Wiel Zillen Simon Maas	
	Prefect	PH-192	1951	Jan Vermeer Evert Jan Vermeer Sikko Vermeer	
	Prefect	PH-193	1951	Karel Goosens	
	Skylark 2	PH-222	1955	Udo Beeke Jan Paul Beeke Jeroen Beeke	
	Fokker Grunau Baby 2b	PH-152	1946	Raymond van Loosbroek Jan van Beugen Jan Förster Wim Adriaansen George Slot Hans Disma Daan Pare Robbie Senechal Wim Bergers Jan Peerlkamp Chris v.d. Meyden	
New Zealand				Harry Smith	1 person
Norway	Grunau 9	D-1161	1983 Replica	Bjarne Reier Ken Bates and Angus Munro	11 persons
U.S.A.				Jan Scott and Fred Hefty	2 persons

Entry List for 12th International Vintage Glider Rally cont'd.

Country	Glider Type	Registration	Built	Team	Total No. of Persons with Aircraft
Switzerland	Spyr 5A	HB-509	1949	Georg Fliss Eric Fuchs	30 persons
	Spalinger S.19	HB-225	1937	Hansueli Renz Hans Rothenbuehler	
	Spyr 5	HB-369	1942	Hugo Roth	
	Kranich 3	HB-538	1955	Jost Frei	
	Spalinger S.18 II	HB-411	1943	Willy Schwarzenbach	
	Spalinger S.18 II	HB-458	1944	Peter Egger	
	WLM2	HB-562	1954	Erhard Hunziker Roman Sommenhalder Hanspeter Wigger	
	Minimoa	HB-282	1936	Werner von Arx	

Starts Winch Launches 213; Aerotows 449; Bungee 9.
Hours flown during the Rally: 444.25 mins.

	Winch	Aerotow	Bungee
Norwegians		4	5
English	36	56	1
Germans	64	80	3
Dutch	90	119	
Swiss	13	49	
Hungarians	5	22	
Belgians		13	
French	3	60	
Americans	1	3	
Terlet	1	43	
	213	449	9

Piper Cub Towplanes (exc. Ferry) PH-KNT 14.46 PH-KNE 17.46 PH-KNF 17.32 PH-WDR 16.32

Fuel used Pipers: 2102 litres. Winch and cable retrieve vehicles: 384 litres.

Oil 22 litres.

THE RODI MORGAN COMMEMORATIVE RALLY 1984 held at the Yorkshire Gliding Club, Sutton Bank from 25th August - 1st September.

This can be considered as the British National Rally for Vintage Gliders for 1984.

It was held in decidedly interesting weather, probably the most interesting that we have ever held a Vintage Glider Rally in. Not only was hill soaring available almost every day, but thermal and wave soaring also. The wind strength increased from very light on the first day to almost gale force (gusts on the slope to 52 knots) during the last three days. It was the only Rally that the Vintage Gliding Club's tent actually blew down and stayed down. It was lucky that some of our gliders did not blow away and it is a credit to our pilots, many of whom are from flat sites, that they all learnt to fly, eventually safely, in these strong hill site conditions, which only could be described in Yorkshire dialect as "roof and toof". In the event, only one of our gliders was damaged, the little Hütter, but this should be repaired by now.

That we were very lucky with the weather cannot be doubted. The weather actually changed North of York from the hot foggy thunderstorm conditions of the South to bright and clear sunshine at Sutton Bank. In fact, we had a distinct impression on climbing the Bank that we had arrived in Paradise! However, it would seem that this weather was just for us, as until that day the weather had been extremely bad at Sutton Bank.

It is true that during the second half of the week, gliders had to be lashed down between buses and trailers, and covered in tyres, during nights, if not during the days, and the wind made rigging others dangerous, if not impossible, and the question always was, should rigging be achieved, would not a deluge of rain suddenly descend on us? Also, the giant primary wave from the Pennines formed as usual 6 miles upwind of the site over Dishforth and this was unattainable by vintage gliders, although on consecutive days a Nimbus climbed to 29,000 ft. in it. Nevertheless, some vintage gliders, notably the newer ones built during the 1950's, were able to fly on every day, the Gull reaching 10,000 ft. with Robin Traves on Wednesday and the Olympia 463 with Phil Lazenby reaching a staggering 19,800 ft. later. For vintage gliders, it was necessary for a wave to coincide with the slope lift, and this did not often happen except for very brief periods.

The second day, Sunday the 26th, was best for the pre-war gliders. A light wind and thermal conditions allowed Grunau Babies, Kite 1's, Fauvel AV22, etc. to complete a 48 km Out & Return Task to Castle Howard. The flying wing rocketed round the turning point, going like a "bat out of hell" (it was painted red also) revealing a remarkable speed performance. A brief description of each day's events follows:-

Saturday, 25th August - The beautiful sunshine produced no thermals and only delayed descents were achieved. There were 16 flights for a total flying time of 4 hours 11 minutes. Longest flights were 20 minutes each for Moswey 4 (Slobom), Kite 1 (Gaunt), Rhönsperber (F. Russell). There had been detailed briefing during the morning and a prize was given to Duncan Andrews, who had towed the longest distance to Sutton Bank. He had brought his Kite 1 from Devon.

Sunday, 26th August - On this day some unstable air started to arrive and prolonged thermal flights were possible. Our gliders had 30 launches and there were 4 flights of over an hour and even one of 3 hours 10 minutes by Bob Harding in the Rhönbussard.

Carol Taylor had his second flight in his Rhönsperber and kept it up for 1 hour 3 minutes. Other flights of over an hour were:-

	A. Maufe and R. Davidson	1 hr. 2 mins.	- Mg 19A
	M. Maufe	1 hr. 2 mins.	- Kite 1
	J. Smoker	1 hr.	- Grunau Baby 2A
while	A. Maufe flew	50 mins.	- Kite 1
	M. Gagg flew	52 mins.	- Olympia

Our gliders flew at least 14 hours 36 minutes in 30 flights. We do not have the times of Mü 13 d-3, Swallow, Gull 1 flights.

Monday, 27th August - More unstable air brought good thermals and a light wind. A 48 kms Out & Return task was set to Castle Howard. As no less than 14 of our gliders achieved the task, it was one of the best, if not the best, cross country days that the Vintage Gliding Club has ever had. One can imagine the great palace, garden and lake, a symbol of a bygone age, with the vintage gliders whistling around it, also symbols of a bygone age. Those to complete the task were, in the order of their times:-

1.	Ginger Lake	T.21b	1 hr. 11 mins.
2.	Darby	Bergfalke 3	1 hr. 12 mins.
3.	J. Edwards	Grunau Baby 2b	1 hr. 14 mins.
4.	Harrison	Skylark	1 hr. 18 mins.
5.	A. Maufe	Kite 1	1 hr. 22 mins.
6.	J. Smoker	Grunau Baby 2A	1 hr. 36 mins.
7.	D. Andrews	Kite 1	1 hr. 39 mins.
8.	B. Boyd	Kite 1	1 hr. 50 mins.
9.	I. Dunkerley	AV.22	1 hr. 58 mins.
10.	E. Hull	Kite 1	2 hrs.*
11.	D. Slobom	Moswey 4A	2 hrs.
12.	Spalding & Kangurs	T.21b	2 hrs. 14 mins.
13.	R. Davidson	SB-5	2 hrs. 30 mins.
14.	Derek Gurney	Mu 13d-3	2 hrs. 32 mins.

Other long duration flights were carried out by:-

M. Gagg	Eon Olympia	1 hr. 22 mins. He had to land after rounding the turning point
M. Hodgson	Tutor	1 hr. 39 mins.
J. Andrews	Tutor	1 hr. 25 mins.
A. Smallwood & Catlin	Mg 19a	1 hr. 22 mins.
D. Jones	King Kite	1 hr. 06 mins.

Once again, we are amazed by the performance of a T.21 and congratulate its pilot, Ginger Lake, on a marvellous effort. It is truly the year of the T.21.

On this day our pilots flew 700 kms approximately.
There were 32 flights for a total flying time of:- 39 hours.
This averages out at over 1 hr. 13 mins. per flight.

* Because of bad conditions over the turning point, when he was near it Ted actually turned at point further away than Castle Howard.

Tuesday, 28th August - The weather forecast was for an unstable SW wind... 250 degrees - 10 knots. During the afternoon the wind would increase and there would be more cloud. The task was a triangle: Sutton Bank - Osmotherly - Northallerton - Sutton Bank 46 kms. On this day our members experienced hill and thermal lift and for a very few - wave flying.

Aerotowing and winch launching were available. We have record of three aerotows. From one of them, David Jones flew his King Kite for 6 hrs. 30 mins. From another D. Slobom flew the Moswey 4A round the task in 1 hr. 13 mins. We have record of 27 winch launches, which were usually entirely adequate to get one into the hill lift unless it was being annihilated by sink from a cloud.

From a winch launch, Ron Davidson did the task twice in his not so vintage SB-5. It is thought that he took 7 hrs. 5 mins. He reached 8,000 ft. in wave. From another winch launch, Mike Gagg flew 5 hrs. 26 mins., gaining his Silver C 5 hours.
Geoff Moore flew his Mu 13d-3 to 5,200 ft. in wave.
Robin Traves flew the Fauvette to 7,000 ft. in wave.
Tim Harrison flew his Skylark 3 for 5 hrs. 13 mins. for his Silver C duration.
John Smoker flew the Grunau Baby 2A for 3 hrs. 7 mins.
There were other duration flights of over 2 hours.

THESE PHOTOGRAPHS WERE ALL TAKEN AT THE VGC'S NATIONAL RALLY at Sutton Bank.

Left to right:-

1. The Yorkshire Syndicate owned Tutor slope soaring the cliff, which is part of Sutton Bank's three slope system. The winch stood on top of the cliff.
2. Garden of Eden - the beautiful Yorkshire countryside and Gorma Lake. This is the end of the West slope.
3. Michael Maufe about to take off in the Yorkshire Club's Syndicate owned Tutor, which has transparent doped wings.
4. Derek Gurney and his Mu 13d-3, an ultra light wind soarer. Behind it is the Grunau Baby 2A and the Yorkshire Club's club house.
5. The Mg 19a takes off on a winch launch, flown by Tony Smallwood.
6. The Lake family's T.21 bus trailer (Britain's answer to Cheeseli), here seen towing its T.21 with light flashing. Note what is inscribed on its front.
7. The Lake family's T.21 and the Husbands Bosworth T.21 also were often left like this during nights and days of ultra strong winds.
8. The fine Tutor, of which David Chaplin owns a share, soared over the whole area before the ridge on one of the last days.

The Rodi Morgan Commemorative Rally, 1984 cont'd.

It was on this day that the H.17 was damaged in a ground loop while being landed parallel to the slope during what its pilot thought was a lull in the hill lift. It was possibly being annihilated by the sink from a passing cloud at that moment, but unfortunately its turbulence and curl were still there. It would seem that from this moment on, the wind and hill conditions were becoming too strong for the safe operation of some vintage gliders.

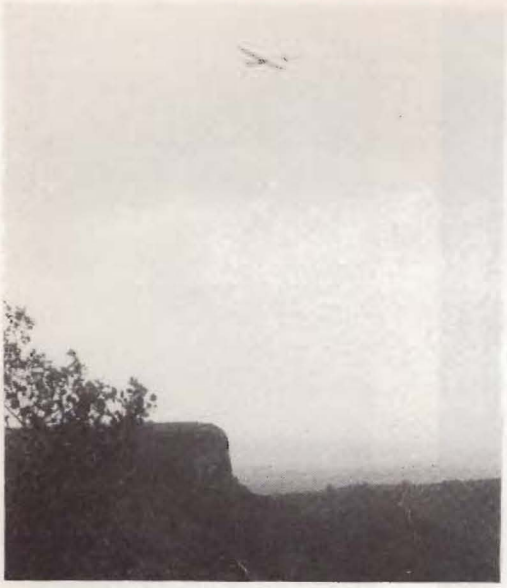
From the three aerotows, 7 hrs. 59 mins. were flown.

From the 27 winch launches, 65 hrs. were flown.

Total: 72 hrs. 59 mins. in 30 flights = 2 hrs. 43 mins. average per flight.

Observations - The King Kite is now clearly very good. David Jones did his Silver C. Thermal conditions did deteriorate during PM. There was increased wind strength and clouding. This led to wave conditions over the site. The task during the afternoon was hard, unless wave lift could be found.

It was on this day that our member, Tim Harrison, flew his Skylark 3 to a landing near York, gaining his Silver C distance and Gold C height, by reaching 10,000 ft. in wave lift. Thus, in two days he had gained two Silver C and one Gold C legs. As he is a British Airways pilot, he could only spend two days at Sutton Bank, and so he had a very profitable time. C. Wills and Rice in the Mg 19 passed the first Turning Point, Osmotherly, to find thermal conditions weakening and the wind very strong, blowing along the side of the hills. Then followed over an hour of catching thermals, sometimes as low as 200 ft. above Sutton Bank, drifting back with them towards the East Coast, and then not getting back to where the thermal had been caught. Finally, the unequal battle was given up and a landing made below Carlton Moor. It was noticed how, from a very high close in approach, the Mg 19 had used only half of the into wind landing field (the only one into wind). If a relatively fast glider like the Mg 19 found the wind strong, how would Hütters, Mü 13d and Grunau Babies, etc. have found it? There were exciting landings behind Sutton Bank site by T.21's, etc. and an amusing retrieve with T.21's bus which served as its trailer. This day taught many the lessons of flying at a hill site in a strong wind.



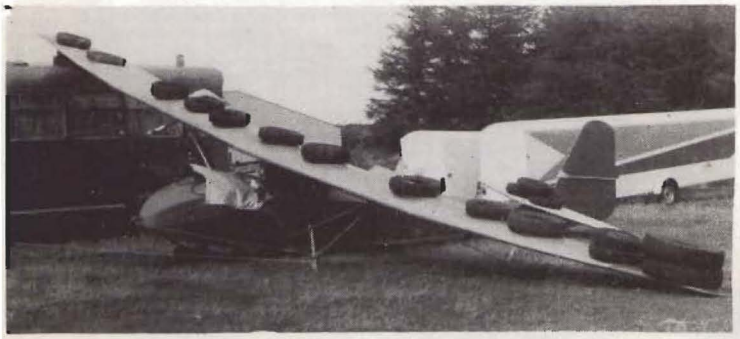























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THESE PHOTOGRAPHS WERE ALL TAKEN AT THE VGC's National Rally at Sutton Bank.

Left to right:-

1. Michael Maufe most originally restored this 1936 Kite 1, BGA 310, himself.
2. The Fauvel AV.22 flying wing being winch launched.
3. The British built 1936 Grunau Baby 2A with its owners, Bob Collison, Harris and John Smoker. This aircraft, BGA 277, has won the Frank Reeks Trophy for the best turned out Grunau Baby, this year.
4. Things that went by in the day - the AV.22.
5. Ian Dunkerley rigging his AV.22. It was the first time that we have had a flying wing taking part in one of our National Rallies. We hope that it will come again.
6. Tony Maufe and pre 1940 Yorkshire member, Brian Harkness, about to fly a T.21b. This is a red and white ex ATC aircraft, which was already obtained in a sale of damaged aircraft at RAF St.Athans last year.
7. There stood a winch on a far off lonely hillside. Actually, it was not always so lonely as half of Yorkshire used to congregate along the edge, along which is a public footpath. This winch became our only method of launching when the wind became strong. The launches from it were always very good.
8. On the right can be seen David Chaplin, the Yorkshire Club's President and one of his two sons.

The Rodi Morgan Commemorative Rally, 1984 cont'd.

Wednesday, 29th August - The task for today was an Out & Return to Harrogate - 70 kms. Forecast, Thermals, hill lift and waves.

The big moment of this day was the Luncheon Party for the Yorkshire Club's pre 1940 members. Many of them turned up, including: Harold Holdsworth, the Yorkshire Club's 1930's Ground Engineer; Arthur Spivey, who worked on the first Slingsby Gliders, including the Falcons; Richard Pick, who owned Mike Russell's Petrel in the late 1940's; Brian Harkness; Henry Blackmore. A fine meal, with champagne, was had in the club house, while outside, in good weather, Vintage Club flying was in full swing. During the afternoon, many of the vintage pilots flew in T.21's and Harold even experienced a fibreglass wonder!

On this day, there were 32 flights by vintage gliders, the longest being 4 hrs. 29 mins. by Robin Traves in the Gull 1. He reached 10,000 ft. in wave, only breaking off his climb through lack of oxygen. Meanwhile, the Bergfalke, with Beardsley and Newton, reached the turning point, flying for over three hours. Other long duration flights were Ted Hull, Moswey, 3 hrs. 14 mins., who nearly reached the turning point.

Total flying hours was 39.42. Assuming that there were 26 flights, this averages out at over 1 hr. 30 mins. a flight! There were two more flights by the M.200 for which we have no times.

In the evening, we had a fine barbecue.

Thursday, 30th August - Waves were forecast to 15,000 ft. with more stability. Wind 60 - 70 knots at 20,000 ft. blowing from 240 - 260 degrees at 10,000 ft. An altitude task was set.

Alone to fly were the SB-5 ... Ron Davidson, Mg 19a .... Smallwood, Eon 463 ... Phil Lazenby, who reached 19,800 ft.
The Bergfalke 3, which flew 5 hrs. 17 mins. for Silver C duration and height.
20 hrs. were flown in 9 flights by 5 machines.
It was on this day that a Nimbus contacted the primary wave 6 miles upwind and rose to 29,000 ft. a.s.l. Our gliders could not move that far upwind.

Friday, 31st August - The same weather situation as the previous day. There were 6 vintage glider flights, the longest being Beardsly in the Bergfalke, who flew 5 hrs. 7 mins.
Ron Davidson in his SB-5 flew 4 hrs. There were three T.21 flights.
A gust of 52 knots was recorded on the slope. The feeling was that if one's glider was not already rigged, it might be dangerous to rig it in the wind.
T.21's had been tied down at night, lashed to buses and trailers, and covered with tyres. The Bergfalke was also tied down at night. There was danger of rain also, but all gliders survived. The Nimbus went again to 29,000 ft. a.s.l.
A total of 10 hrs. 16 mins. were flown from 6 flights.

There was a fine final dinner in the evening. Presents were awarded to David Chaplin, Henry Doktor, Roy and Margaret Lang, Sally Shepard, Pete Woodcock, and Joyce and Geoff Moore.

Our rally had been a triumph of organization by the Yorkshire Club, especially by our member, David Chaplin, who is the Club's President. We thank them all for giving us such a good time. Pete Woodcock, Sally Shepherd, Geoff and Joyce Moore, and Robin Traves were constantly attending to administration and sales, and made our club a lot of money and gained new members, etc.

Henry Doktor, the Club's C.F.I. said that our Vintage Club had no chance to reach the big wave off the Pennines, 6 miles upwind. Just what we would have done with it, is impossible to imagine, but if the whole Vintage Club could have been at heights up to 10,000 ft., it would have been truly memorable. It was noticeable how, when the wind became strong, the slightly newer vintage gliders were at an advantage with their speed. Total flying time during the rally was about 200 hours in 149 flights. This averages out at 1 hr. 21 mins. a flight.

We especially thank Michael Maufe for setting the tasks and for compiling the flying data, which has been of great help during the writing of this. Tasks were flown by our gliders on three days, which may be a record for the VGC and a triumph for the task setter. He added great dignity to the occasion. It was grand to see 14 gliders, including T.21's, 3 Kite 1's and 2 Grunau Babies, finishing the 48 km Out & Return task. It must be the first time that this has ever happened. The Bergfalke 3 was flown with great determination and, being tied down outside at nights, could be made ready for flying at short notice. Its performance and pilots seemed good and it must be remembered that this very aircraft is the current holder of the British two-seater Goal flight record of 315 kms. 15 years ago, C. Wills was sure that his Kranich 2 could still beat the British National records, but he is amazed that a vintage glider can still do so.

The red painted Fauvel AV 22 - This very aircraft has a 500 kms distance flight to its credit. The original had a 15 metre span and a max.L/D of 26. This one has an increased span and so it should have an even better performance. One wonders how good the high performance Fauvel would have been had not its factory burnt down before it could be finished. The AV 22 and AV 36 were only supposed to be intermediate performance sailplanes. The 22 differs from the 36 in that it is a two seater and its wings derig from the fuselage. We hope that we shall see more of it at Vintage Rallies.

The Ka 3 seems to be an ultra small glider, which makes it seem like a high performance H.17a, but we believe its cockpit room to be less than that of the Hütter. We had four Kite 1's taking part. Two more exist in Britain.

During the latter part of the week, the wind became too strong for aerotowing from the hilltop. Very good winch launches were available in the hill lift. The Moswey 4 had to be taken back to Dunstable as it is not fitted with a winch launch hook.

Once again, one noticed the tremendously varied sizes, colours and forms of our gliders, which we believe makes our movement unique. In no other gliding meetings can one see this now. We also hope that we have restored some of the old atmosphere of gliding.

We thank again all members of the Yorkshire Club, and especially David Chaplin and Henry Doktor, for making our stay so enjoyable.

ENTRY LIST OF VINTAGE GLIDERS TAKING PART AT THE VGC NATIONAL RALLY AT THE YORKSHIRE GLIDING CLUB, SUTTON BANK, FROM 25th AUGUST - 1st SEPTEMBER 1984

Type	BGA No.	Built	Pilot(s)
Olympia 463	1369	1967	Phil Lazenby
M g 19a	2903	1955	C. Wills, A. Smallwood
Hütter H.17a	2847	1956	B. Gillmore
Fauvette (Breguet 905)	2844	1960	P. Woodcock, R. Traves
SB-5	2690	?	R. Davidson
Fauvel AV22	2344	1957?	I. Dunkerley
Moswey 4A	2277	1950	D. Slobom, Ted Hull
Mü 13D-3	2267	1956	G. Moore
Rhönbussard	2077	1934	B. Harding
King Kite	2769	1983	D. Jones
Bergfalke 3	1464		G. Beardsley
Grunau Baby 2B	963	1960 from others	J. Edwards
T.21b	945	1960 " "	P. Lazenby
Tutor	904	1959	D. Chaplin
Skylark 2 "Phoenix"	724	?	M. Haynes
Gull 1	378	1938	A. Smallwood
Grunau Baby 2A	277	1936	J. Smoker, Ken Harris, B. Collison
Rhönsperber	260	1936	Francis Russell, Carol Taylor
Kite 1	251	1936	B. Boyd
Kite 1	394	1939	E. Hull
Kite 1	310	1937	M. Maufe, A. Maufe
Kite 1	285	1936	D. Andrews
Eon Olympia 2	962	1960	M. Gagg
T.21b	1218	1965	"Ginger Lake"
Tutor	442	1946	M. Hodgson
Kä 3	2689	?	L. Hood

BRITISH NEWS

The Gull 3 Project

Concerning the replica Gull 3 that is being constructed at the Blackpool & Fylde Club, Peter Philpot, one of its builders, writes:-

"... progress has improved from the 'two steps forward, one step back' that I reported in a recent Vintage News. We now go three forward for each one back. The fuselage is almost complete as a skeleton from the nose to the wing rear pick-up frame. The aileron torque tube, the Ottfur and the wheel box are all assembled, this last item having been built to a Norman Ellison drawing. The wing is attached to the front fuselage and is complete, both sides, out to Rib 5, while the spars

carry on for another two feet round the bend (Gull). A rear fuselage sub assembly is complete, as are the rudder, tailplane and elevator. Progress is steady, although not as fast as we would like, as, though the group is made up of three inspectors all capable of working independently, we have to keep the Blackpool & Fylde Club's fleet flying, and members will keep inflicting minor damages to distract us from the much more interesting work on the Gull."

The VGC is very glad and congratulates them on their progress. The group has previously announced their intention of aiming to have the Gull 3 replica ready for the 1986 International Vintage Glider Rally at Lasham. We wish them all the luck and success for this worthy aim.

The King Kite

Last winter David Jones completed several modifications, which have brought the aircraft to new heights of technical excellence. Among them, are ailerons which are lighter to use now, even than those of the Rheinland. The aircraft is now complete and is, in every way, a great success. David has also built a very good enclosed metal trailer for it, having learnt every technique for its construction, including welding, while he built it. David cannot be congratulated enough for having brought to fruition one of the finest projects every undertaken by a VGC member. Davis is now trying to catch up on the three years of neglect to car, house and aeroplane.

The FVA 10b Rheinland

After much painful deliberation, David Jones has finally decided to sell the Rheinland to the owner whom he thought would be best for it... Michael Beech. Not only has Mike been a glider pilot since 1947, but he has already undertaken some staggering aeroplane construction projects. These have included a small size replica SE 5A, a full size Bleriot, a Curtis Biplane and a 1935 Drone Motorglider restoration. All were carried out to the utmost perfection. Mike now intends to re-finish the Rheinland to original form.... and then to fly it. So we hope that we shall continue to see this, one of the finest of our vintage gliders, at our Rallies. We are glad that the Rheinland's future is assured.

The Drone - G-AEKV, de Luxe version, 1935 Motorglider, has now been restored by Mike Beech and looks very fine, ready for flight.

The Rhönsperber: BGA 260

This is now back in the air after an overhaul and now has much better handling qualities than it had before. We have heard that it is now a delight to fly, with much lighter ailerons. Also, a very fine metal trailer has been built for it.

Hütter H.17a original drawings

These were most kindly given to C. Wills by Ernst Sanders (one of the three builders of the Molineaux H.17) in Holland. Now sets of prints to build a similar aircraft to BGA 2847 can be made available quite cheaply. Already six sets have been distributed. It is like sowing seed. We hope that one or more will fall on fertile ground and will spring up in the form of H.17's.

The Kite 1, BGA 394 which received its first C of A in March 1939, and once belonged to Amy Johnson, the famous pre-war Cirus Moth record pilot, has now been restored by Ted Hull after 3½ years work in the less than ideal conditions of the London Gliding Club's private owners' workshop (when there was room for it in it). BGA 394 is now in far better condition than it ever was in before and has been reinforced with plywood, covering wing, tailplane and rudder trailing edges, to preserve their trueness, we hope, for ever. We feel that Ted deserves full recognition for having completed one of the restorations of the year in Britain. Ted also owns the Moswey 4, BGA 2277 and the Rhönbussard BGA 2077, both of which he keeps in first class flying condition. To grapple with the problem of he who owns more than one aircraft only flies one of them, he has syndicated the Moswey and Bussard to other London Club members.

The Minimoa BGA 1639 - This being slowly still worked on in the afore mentioned workshop. One wing and fuselage are said to be structurally complete. There remains one more wing to work on as the tailplane is to be rebuilt professionally. Then will follow a considerable fabric covering job. It's owners have built a wide, enclosed, metal trailer for the aircraft.

The JS Weihe, BGA 448 and the prototype Kite 1 BGA 236

The restoration and repair of these two 1943 and 1935 very original aircraft, is awaiting a better workshop, which is planned. The two owners, Rick Myhill and Terry Perkins fully intend to restore these aircraft soon. Meanwhile, they have been engaged in restoring a Ka 4 "Rhonlerche" two-seater of 1955 vintage.

The Minimoa BGA 1738 at Lasham

This aircraft is still being offered for sale and is currently being offered in America (Shock!) for 10,000 dollars! As this is written, an American is even now trying to buy it (more SHOCK!). It would be a tragedy if this fine machine should leave us.

Old Films

The VGC has had some old films dating back to 1930, which include the poetically beautiful "Plane Sailing" of 1936 copied on to a Video Casette (VHS) by the BBC. The BBC now holds the master copy, but should be able to make recordings off this for anyone who wishes them. We have neither seen the Video Casette to inspect its quality, nor do we know its cost. However, copies should now be available from:- Chris Wills, "Wings", The Street, Ewelme, Oxon. Tel. 0491 39245.
Should anyone have any more pre-war gliding films which they would be prepared to lend for copying by the BBC on to the Video Casette, would they please let C.Wills have them. Copying on to a Video Casette seems to be the best and cheapest way of preserving old films for ever.

Josée Moseley-Williams was interviewed by Robin Day on television during October. At 78 she is the oldest glider pilot still flying, certainly in Britain if not the world. Josée, who appeared in our last VGC News No.52, is the daughter of the gliding pioneer Jose Weiss, who died in Sussex before the end of the first world war. She felt that she owed it to her father to go solo at the age of 70! Long may she keep flying!

Hanna Reitsch

During October, Hanna was brought back to us on a television programme called "Test Pilot". The programme was entirely devoted to only some of her exploits.

The Ed. Hall Trophy

The former syndicate members and executors of the late E.J. Hall have proposed that a trophy in the form of a cup should be awarded each year to the pilot making the longest distance flight in a vintage glider from Lasham during that year. The VGC has thought this to be an excellent idea, and a cup is to be purchased and suitably inscribed. It is to be known as the Ed. Hall Trophy. The VGC wishes to thank Ed. Hall's syndicate members, family and executors for this kind thought.

News from Wales

We have heard that at the Vale of Neath Gliding Club near Rhigos in Mid Wales, the Eon Olympia BGA 709 has been put to good use by Des. Lovis. He gained his five hour Silver C Duration in it by flying for 5 hrs. 15 mins.

The Great Sale

As reported in our last VGC News, we now know the locations of this, but not its dates. One sale will take place at RAF Syerston, Nr. Nottingham. This will consist of 13 T.31's (only 3 of which are complete), 12 T.21's (only one of which is complete). It is regretted that the RAF have found it necessary to canabalize aircraft to keep others airworthy. This will inconvenience foreign buyers, many of whom require their aircraft to have British Cs of A, because of difficulty in obtaining their own National Cs of A for them. A British C of A can, of course, only be given to complete airworthy aircraft.

At RAF Halton

9 Slingsby Grasshopper Primaries (all damaged) will be sold. If they have contacted C. Wills, people interested in buying these aircraft have had their address sent to the M.O.D. so that they will be circularised direct with condition of aircraft, their identity numbers, locations and dates of sales. There will be two days to view the aircraft, after which financial offers may be sent in by post. The highest offer will buy an aircraft. There will then be 7 days in which to pay the money and 28 days after that in which to remove the aircraft.

More information can be had from:- The Ministry of Defence, F6t (AIR), St.George's Road, Harrogate, North Yorkshire, HG2 9DB. Tel. 0423 793912. It is anticipated that more complete aircraft will be sold at later sales.

Mike Reeves

We are sad to report the death on 18th July of Mike Reeves of the Blackpool & Fylde G.C. as a result of injuries sustained in a tragic flying accident on 15th July during a soaring flight in a Fauvette over Fairsnape Fell.

Mike came into gliding with a background of building and flying model aircraft, joining BFGC in 1977. His relaxed, easy manner soon established him as a respected member of the club and election to the committee followed in 1981. A careful and steady pilot, he was a member of the Fauvette syndicate and was also involved in the construction of the Gull, where his engineering experience and meticulous attention to detail were much valued.

He was always one of the first to welcome new club members to "show them the ropes". Anyone who ever had his first lessons on cable laying and how to cope with the eccentricities of the club tractors would bear witness to his patience, common-sense and dry humour. Mike was the type who got on with things and set an example to us all of what the gliding movement is all about. He will be greatly missed.

Our heartfelt sympathies go to his wife Janet, his son and daughter, and to the rest of his family.

GERMAN NEWS

The Minimoa, D-1163 of the Münster Oldtimer Club must now be airworthy again thanks to the almost solo efforts of Rainer Willeke, who rescued it originally from Montargis, France, in 1971. Some of us who visited the Rendez Vous Rally at Münster/Telgte had opportunity to see his superb work, which was then being accomplished in no less than three workshops. We hope that his countless hours of work will be rewarded with some fine flights in it. It will certainly be a work of art. If drawings of it can be found, there is intention to build an original canopy for the Goevier 2, D-1080. If anyone should have these drawings, would they please contact:- Paul Serries, Agnes Miegel Strasse 1, 44 Münster/St.Mauritz, West Germany.

The Wasserkuppe Oldtimer Group is now restoring an SG.38 Schulgleiter, to be a companion for their ES.49. They have the intention to build a replica DFS Habicht but are having the greatest problem in finding drawings, particularly of the wing main spar, for it. The VGC has some time ago sent them all the microfilm it has on Habicht drawings. There is the possibility to obtain drawings from Turkey, where the Habicht was built under licence. However, as the cost of copying them in Turkey is prohibitive, every effort is being made to find some others. Anyone who might be able to help with drawings should contact:- Karl Heinz Kellermann, Beethovenstrasse 64, 6000 Frankfurt I, West Germany. Tel. 0611 - 74 54 75.

It is believed that there are still five Weihes flying in Germany. This is the same number as there are still airworthy in Britain.

The Deutsches Museum, Munich

We are sorry to say, that as far as we know, in spite of a considerable wealth of old gliders at their storage facility at Oberschleissheim, their new Aviation Hall has no glider on display from the period 1924 - 1955 (Ka 6)... but does display a great number of American rockets and helicopters, etc. However, at least one can be glad that a good number of sailplanes from the "missing period" are still being flown by our members in Germany and these do include many from the new German youth.

Late News - Goevier drawing prints found! But in Australia.

A recent visit to Britain by Alan Patching, President of the Australian Vintage Glider Movement, and owner of the Golden Eagle (1934), Australia's oldest glider, revealed that he is caring for Goevier drawings. We have already asked whether he could send C. Wills copies of the canopy drawings, for distribution to Münster. We know that Klaus Heyn's Rhonadler 35 prints also came from Australia. We wonder whether any other drawings might exist there?

Horten 4A. LA-AD's, Centre Section

Ian Dunkerley address: 1 Prospect Place, Sheffield, S17 4HZ, has told us that while he was serving with the RAF in Germany, he was shown in 1959 the Horten 4's Centre Section at RAF Gutersloh. There was no sign of its wings. As the wings, less elevons, are now at Oberschleissheim and the Centre Section is missing, perhaps it might still be rewarding to make enquiries for it at Gutersloh. We have by no means lost hope that we shall see the last example in Europe of this fabulous flying wing at least complete, if not airworthy. AD was the fourth prototype. No others were built. AC is in the Planes of Fame Museum USA, still being restored.

Martin Schempp

Martin Schempp died on the 9th July aged 79. He was born in Stuttgart on the 23rd March, 1905. In 1926, he went to America and there made friends with Lindbergh, the Atlantic Ocean flyer. His friend, Wolf Hirth, brought him back to Germany in 1928. He gained his power flying licence on a Klemm.

In 1929, he was back in America where he founded a US Gliding School. He flew his Silver C (ISTUS No.8), more than satisfying the requirements for it. His distance was 102 kms, his height 1,600 metres and his duration 6 hours. He held the US Gliding Licence No.23, signed by Orvil Wright

Wolf Hirth brought him back to Germany for the second time and founded with him in 1935 the Sportflugzeugbau Schempp Hirth, at first in Göppingen, and then in Kircheim Teck. Here, they were responsible for the Göppingen series of gliders, which included the Minimoa and Goevier. After the end of the war, Martin, because of his good relations with the Americans, became Mayor (Burgomeister) of Kircheim Teck.

When gliding was allowed again in Germany in 1951, he started building gliders again at Kircheim Teck. Among them were the Standard Austria, and SHK. In 1972, he retired and handed over his firm to Klaus Holighaus. Another of gliding's pioneers has gone.

We hope to include a longer memorial to him, written by Peter Selinger, in our next VGC News, when we should have more room.

FRENCH NEWS

It would seem that there have been three Vintage glider meetings in France this year, recent one having taken place at Tarbes in the South of France. This club has three immaculate vintage gliders, among them, a Castel C 311 (designed in 1950). A more recent one was to have taken place at Pont Saint Vincent (the former National Centre) near Nancy. However, by far the largest Vintage glider event was the following reported by Christian Ravel.

The 1st French National meeting of Vintage Gliders - Angers .. 28/4 - 1/5/84.

Dédale

At first, Dédale was an association of owners and enthusiasts of old gliders. Its members came from all corners of France and exchange technical and historical information about gliding in the past. Recently, this association has been structured and has become the section for vintage gliders of the French Federation for Vintage Flying Machines (FFAC). Normally, the A.G.M. was at Chateauroux..... chosen for its central position. Last year, the Assn. for the Protection of our Aeronautical Heritage (GPPA), based at Angers, offered to host Dédale's A.G.M. and to organize the first National Rally of Vintage gliders during the weekend, 28th April - 1st May.

The Rally

This was held on the Angers-Avrille Site where the Gliding Section (ASVV) of the Western Aero Club willingly provided hangarage for the machines. We had some worries. The Rally tug was on C of A renewal. Would it be back in time? It only returned three days before the Rally. The weather had been set fine for a week already. Would it last for another four days? Not to mention all the organizational details such as accommodation and food, etc.....! Our English friends would have said "a bit of luck". Everything went of well, thanks to the understanding and good humour of everyone. The President of FFAC, Jean Pierre Sauval, had placed his MS 317 at our disposal, but it was based at Nancy-Luneville. We had fetched it on the Friday... three hours of sensational flying... head in the slipstream, in splendid weather.

On Saturday morning, three trailers arrived at the site. The Castel 25S F-CRIN, belonging to Yves Soudit, came during the night from Paray-Le-Monial; The Breguet 904, F-CCFO, with Frank Descatoire, young aero engineer and stalwart of Dédale, and, finally, the Breguet 900 belonging to the Prinet family. All that added to the Breguet 904, F-CCFN of GPPA Angers. It began well. Shortly afterwards, there arrived the Tarbes' crew with the magnificent Castel C 311P of Philippe Comte. After greetings over coffee, the machines were rigged and the first flights began. Blue sky... but a strong wind, allowed only the Breguet 904's to fly. The A.G.M. was held that evening during a good meal at a restaurant owned by a friend. We had expected 25 people to attend, but nearly 50 turned up. Thanks and congratulations to the cook! A surprise arrival was Guy Hamon with his Breguet 904 F-CCFR.

On Sunday morning, the weather was the same... sun and wind, but we still flew - because that is why we came. Thermals were broken with a lowish ceiling. Again, only the Breguet 904's flew. We were thus able to introduce our friends to this fantastic machine. The evening was much better. Together with our power flying friends, we had a kebab. Evening followed with V.F.R. night flight. Complete success! Yves Soudit introduced us to his Charollais leather sausage - very good - just what our culture needed! Between kebabs, several MS 317 flights revealed the charm of flying vintage aircraft to certain of our friends. You should have seen their grinning faces afterwards! Finally, VFR night flying was a new experience for several glider pilots. It goes without saying that Monday morning started late. By a miracle, no wind, but sunshine and thermals to 5,000 ft. Everyone airborne. It was going up everywhere. We tried out each others' aircraft and took heaps of photographs on the ground and in the air. Imagine a formation of three Breguet 904's! Majestic.... Extraordinary! ... and, in the same thermal, the Castel 25S, the 311P and the Breguet 900. The Angers pundits will never get over it! "Yes, it flies... it even flies well"! It is simply a different form of our favourite sport. On Tuesday..... Poor weather. Some desultory winch launches, and then the gliders were de-rigged. Its a long way to the Pyrenees.

In conclusion

A very friendly re-union, which brought us together with old machines. The important thing is the quality of the overhaul work and finish evident on certain gliders. The preparation of old sailplanes is just as exacting as powered aircraft for C of A renewals. The Aeroplane Preservation Movement has its shrine at La Ferté Alais. When will we get a site where a flying museum dedicated to gliders will be based?

We look forward to the 2nd National Meeting next year at Bourges.

C. Ravel, President GPPA Angers.

HUNGARIAN NEWS

The Cimbora, Vöcsök and the Soviet P.O.2 biplane were all demonstrated during the air display at the conclusion of the World Powered Aerobatic Championships at Bekescsaba in the East of Hungary. The P.O.2 aerotowed the Cimbora and the Vöcsök was winch launched. We suppose that this happened on the 27th August.

SWEDISH NEWS

We are indebted to our member Bengt Micrander for having sent the following very interesting information, on September 9th 1984.

"In August, a Glider Museum was opened at Alleberg, the Central Gliding School, approximately 100 miles N.E. of Gothenberg. They do not have a lot yet. I am proud to say that most of the jobs in connection with assembling and restoring old gliders were done by the Gothenberg G.C.

The Anfanger (the improved Hols der Teufel) was built by the Tranas FC in 1936. the ESG 1 (also ESG-1 for some reason) was, to the best of my knowledge, built by the Schneider Flugzeugbau in 1932 (I do have documents here) and could be regarded as the forerunner of the Grunau Baby. In 1933, it was flown across the Sound to Copenhagen by Herr Sparman, an Austrian Aero Engineer, working in Sweden, after a high aerotow over Malmö. It was flown by the members of the Chalmers Technical University Gliding Group of Gothenberg (which later developed into the Gothenberg GC) up to 1947. It is still to be restored to better condition. There are not so many exhibits yet, but several machines are awaiting restoration. There is also a very good Hutter H.17, built by Kanoverken in Halmstad in 1939. Other exhibits are Weihe, Meise, Grunau Baby, Kranich."

"One interesting thing at the museum is all the Glider Logs that have been kept through the years, so that visiting "old" pilots can check what they were flying. The Alleberg School started in 1940."

The Museum also wishes to try to buy one of the ex ATC T.21b's, as this type was also used by the school.

....."there is also SE-ATI, the Alleberg glider tug, built in Britain in 1932 and, in all probability, the oldest existing Tiger Moth in the world....."

One of the fascinating things about the Vintage Gliding Movement is how old gliders even now keep being discovered. However, that a Hols der Teufel (Anfänger) and an ESG 31 (Edmund Schneider Grunau 1931 "Stanavo") should now reveal themselves, we find nearly incredible. The Stanavo (we believe that two were built), was developed from the "Wiesenbaude 2" and designed by Wolf Hirth and Edmund Schneider and used as the test aircraft for the smaller first Grunau Baby which had a 98 kg empty weight and a span of 12.87 m. The Hols der Teufel was designed by Alexander Lippisch in 1923 for training, for the Rhön Rossiten Gesellschaft (RRG). 8 Hols der Teufels were built by the Alexander Schleicher Flugzeugbau between 1926 and 1931. 60 Anfängers were built by the same firm between 1929 - 1936. Drawings of them were distributed for clubs and home builders. The VGC has them on microfilm. The main difference between the Hols der Teufel and Anfänger is that, while the former has Zoegling type square wing tips, the latter has them rounded for improved aerodynamics. Both were large, nacelled, open primary gliders and, although they were not so easy to fly on account of their large sizes, they stayed up very well. They were "high performance" versions of the Zoegling which was the school basic trainer of that time.

Scandinavian Glider Inspectors

While we are very glad that Sweden has joined the very small number of countries that have glider museums... America (NSM), France (Musée de l'Aire), Poland (Krakow?), we deplore the attitude of their inspectors. All their old inspectors are no longer working and their places have been taken by young white collar workers who sit behind desks in Government offices and never go out to gliding clubs. For their own security, they think that is far safer to "ground" all wooden aircraft when they are 10 years old. Therefore, in Denmark, Sweden, Norway and Finland, there is almost no hope yet on old aeroplanes or gliders flying again. The above attitude must be EVEN MORE TYPICAL OF THE ADVANCED BUREAUCRACIES IN THE EASTERN BLOC COUNTRIES. We hope that this attitude can be changed.

K.S.A.G.

The Royal Swedish Aero Club has now affiliated to the V.G.C. This must be good news, and one suspects that the credit, or most of it, is due to Bengt Micrander!

AMERICAN NEWS

The Ho 9 v.3
From "Bungee Cord". Vol. X. No.3. Fall 84

A group of Germans were recently seen in the Paul Gerber facility of the National Air & Space Museum taking notes and measurements of the Horten 9 V3 jet propelled fighter flying wing. Rumours suggested that they were planning to take it back to Germany to restore it for display in the Deutsches Museum in Munich. The loan agreement was apparently cancelled when it was found that the wing would not fit inside a 747 freighter.

An amazing Horten 9 V.I. Lookalike

This is under development by the wing research Corp. but is apparently of fibre-glass construction and will be supposedly offered to home builders as a kit for 8,500 dollars. It has a 34 ft. span, which is 12 ft. shorter than the Horten. Its designer is sensitive to his creation being referred to as a Horten. Rod Schapel claims that it is his own design right down to the Airfoil.

A letter from Reimar Horten dated 17.5.84 from Athos Pampa, Argentina:

"Dear Mr. Scott,

I am sorry to say that after more than 30 years, no drawings of the Horten 1B are in existence.

I have seen and given my approval to the manuscript of Dr. Myhra's book. It is a wonderful picture book, completely without technical information, and therefore, not a competitor to my Flying Wing Book (Nurflügel). None of the problems with the development of the Horten 9, such as the mixing of charcoal in the glue of the plywood skin to protect the steel tube structure (of the centre section) from radar detection, or the fuel proof glue that would allow the fuel to be stored in the wooden wing structure, is not mentioned at all. These revolutionary ideas are not sufficiently covered in "Nurflügel" either.

Few people seem to understand the significance of the aerodynamic shape of the Ho 9, which, like the Ho 6, had a rearward break in the c/4 line, that destabilised the aircraft, and thus improved its controllability at high speed. This break was enlarged against my recommendations to accommodate the larger diameter engines. I was eagerly awaiting the flight test results from the Ho 6 in the autumn of 1944 in order to address this problem.

I do not intend to provide drawings for any of the Pianiferos (Ho 10's), but might be able to help serious designers of similar aircraft.

Mr. Tachi came out here with some people and assembled a Hang-glider. It looked beautiful and also aerodynamically good. But the flexing of the wing gave it a glide ratio of only II! To go further, a rigid wing with the control surfaces of the Ho 10c is the answer."

Translated from German by Jan Scott.

The book referred to is a second book (title still unknown to us) on Horten aircraft which is being prepared in America. The book entirely consists of photographs of the Horten aircraft from Heimar Horten's original negatives and collection in Argentina. The book is being printed in Hong Kong to reduce the cost.

DUTCH NEWS

The Fokker Olympia

In our last VGC News we stated that this was owned by Simon Maas. However, not only has Fokker given financial aid for its restoration but a 70 year old wooden aircraft craftsman has been working full time on it. One has the impression that by the time this is printed, it might already be restored to airworthy condition. It is clear that Simon is on a good wicket.

A Horsa

At Terlet, we heard that a Horsa had been found which was being used by a farmer for his livestock. Just what sort of condition this wooden aircraft can now be in, we have no idea. It must be one of those which arrived during the military operation of Autumn 1944. It may be the last Airspeed Horsa troop-carrying glider which is anywhere near complete. We believe that the Horsa was built in far greater numbers than any other troop carrying glider.

Stronger Control Cables

After all these years, the Dutch CAA has decided that all Goevier control cables should be changed from 2.8 mm thickness to 3.2 mm thickness. Goevier owners imagine that by the year 2000, their CAA may require winch cables to be used for control cables if they continue to think as they do now!

Goeviers

There are now five Dutch registered (and one Belgian registered) Goeviers airworthy in Holland.

The Goevier Rally

All the above Goeviers were present at Hoogeveen but, unfortunately, strong winds prevented flying.

AUSTRALIAN NEWS

A Vintage Regatta was held during the weekend 27th - 28th October at the World Championship site of Waikerie in South Australia. Keven Sedgman made special efforts to attract vintage owners from other states. At least 12 vintage sailplanes are owned by VGC members in S. Australia. Harold Bradley of Adelaide, now aged 84, has been building a Hütter H.17 for years and was to make a special effort to have it ready for Waikerie. As one would expect from someone who has been involved with design or construction of at least 6 sailplanes since 1930, his workmanship is of an extremely high standard. This will be the 3rd H.17 known to be in Australia. Others are owned (and are we think airworthy) by Alan Ash and Jenne Goldsmith. The Rally was being organized jointly by the Waikerie gliding club and the Scout Gliding Club of which Kevin Sedgman is a member. Waikerie is on the Murray River and is excellent for thermals which can go to 17,000 ft.! Thermals are frequently used by pelicans and eagles and are often marked by dust devils. The oldest glider at Wakerie is the famous Pelican 2-seater which is owned and flown by Jock Baratt, an honorary VGC member. Waikerie is run by Sue and Bob Martin, who are in the Australian gliding team, and is often frequented by the other Australian aces. We wonder what the gliders will have managed to do in the super thermal conditions.

LETTERS

In reply to Chris Wills' article in the last VGC News "To wash out or not to wash out", Keith Emslie writes:-

"Your letter should have gone to Peter Philpot, who took over the project from Garnett. I am not involved. However, quite by chance I have a professional interest in the wing design and I am able to comment helpfully on the problems of wing twist, tip sections and wing dropping.

Wing planform is the major factor, because it controls how the wing tip vortices distribute the inevitable downwash across the wing span. Elliptic wings have the same downwash angle (reducing the effective angle of incidence) at all spanwise stations. Parallel wings (Constant Chord) have more downwash at the wing tips than the root, and are so protected from wing drop. Highly tapered wings (Hjordis, Petrel) produce very little downwash at the wing tips, and drop a wing viciously at the stall. Double taper and modest linear taper is an approximation to the elliptic planform, and should suffer only a mild wing drop, which can be an acceptable flying characteristic.

So, why did so many Slingsby gliders require extreme washout? Prefect, T.21, Capstan..... I think that the answer probably lies in the choice of wing tip section. Washout in the geometric sense is easy to visualize. The wingtip stalls early; so twist its nose down to delay it. But, then "aerodynamic washout" was invented; use less camber at the tips, which moves the zero lift line more nose down, so that the wing does not look twisted. In fact, it behaves as though twisted, and it is a pointless cosmetic exercise to disguise the fact. Worse, it brings a serious snag, in that the symetrical section might actually stall at a lower angle of incidence than would be the case if the root section had been used out to the tip! Possibly with a sharper stall as well! This is in fact the case with Kite 2, a noted wing dropper. The NACA0009 section at the tip stalls 2 degrees earlier than the NACA 2412 used for the inner wing..... and drops instantly from 1.2 to 0.8 lift coefficient, whereas 2412 subsides gently. This tip section is a dead loss! The intended cure made the wing drop worse, and even 9 degrees of negative twist still was not fully sufficient!

But the Gulls 1 and 3 used quite different sections, NACA 4416 and RAF 34 "modified". A horrid word.... it might mean anything - or ruin everything. Anyway, Peter will show me his "nest of ribs", and I will try to divine if this wing tip will be a late/soft staller, or an early sharp one. Fortunately, the Gull 1 has an identical wing, so we will have a good preview.

What records are there, from the BGA, or the constructors, of the original test flying results and handling characteristics? Some of the older machines might not be able to be kept airworthy for many more years, so perhaps it would be wise to carry out some careful test flying to measure their behaviour and performance before it is too late. Also, certain brethren will remember sagas and features that ought to be recorded. The Kendall Crabpot story.... Sigma, Broburn Wanderlust. John Gibson and I have records of the developing features of the series:- Moore Gypsy, BG 100, BG 135, YS 55, SD3, 13V and 15T ... and we could probably trace c/n C of A and unused C of A numbers and sadly w/o (write-offs?). It will be my intention to tidy this material up one day, and leave it for the VGC to store long term. There is every good prospect that these airframes will have a very long life indeed.... and not the least trace of a wing drop! We cheerfully pull ours gently through the stalling angle and sit there under full control, pancaking down at a rapid rate of descent. Of course, if you use the rudder as you stall, you trigger a normal spin, needing full recovery action when fully established. But parallel wings, using a soft stalling aerofoil, can completely avoid wing drop. The dive brakes are fabulous too.

I will comment further on the Gull 3, probably to reinforce your instructive rejection of extreme twist for the Gull 3. But NOT for many other gliders."

Concerning the Gull 3's wing tip washout, Peter Philpot, one of its builders, replies to C. Wills' letter:-

"... The drawings we collected from Betty Garnett include two nests of wing sections. One is a print of a very tatty original bearing the legend NACA 4416 & RAF 34. 4 Degrees Theoretical Twist (Aerodynamic?) One Degree Geometrical Twist. The other print looks as if it is of a much newer original and shows considerably more washout. I guess that the first one is the original Gull 1 wing, and the latter is either a proposed alternative, or may be a drawing done for Mike Garnett by Norman Ellison.

Having written the above paragraph, it occurs to me to rummage through the correspondence between Norman Ellison and Mike, and I find a reference to a set of Gull

drawings in the American National Soaring Museum showing rib profiles NACA 4416 and RAF 34, also reference to a "new drawing" done as a design exercise. Anyway, rest assured, our wing is to be built to what we think is the original shape. Mike had made all the ribs and we certainly aren't going to modify them all."

From Martin Simons, Adelaide, South Australia:-

"I must confess that I was a bit disconcerted by some of the technical matter in VGC News No.52. The item about "spirals" seems to me to be rather misleading and perhaps even dangerous. It reads as if written by someone whose language is not English, but I hope that is not an insult. Anyway, what he seems to be talking about is spinning in turns, not spiral diving, and this ought to be made clear, especially to inexperienced readers. His remarks about induced drag are also misleading, but to go into this would take far too long.

About washout, your own item is also a bit too simplified, and I think Bill Manuel is not being altogether clear about this. It is very important to distinguish between geometric washout, which is to do with lines drawn on the designer's paper, and aerodynamic washout, which is what saves lives or can kill if it is not done properly. Also, it is not true that the Condor 4 has a Goettingen 549 profile, and although I am not sure about the Mg 19, in all cases that I know if, old sailplanes do not maintain a constant aerofoil all the way to the wing tip. There is practically always a considerable change of aerofoil towards the tip, often tending to be a symmetrical section, whatever the root section may have been. (The Condor's root section is Goettingen 532.)

The effect of the change of section is to make quite sure that the aerodynamic angle of attack (which is what counts in actual flight) does change towards the wing tip, whatever the pencil lines on the drawing board look like. The geometric lines used for laying out the wing chords may be line tangential to the undersurface of the aerofoil, as was often the case with the older Goettingen Profiles, while for symmetrical sections these reference lines were usually drawn from the Leading Edge to the Trailing Edge. If you think about this, it becomes clear that if a wing is laid out with a change to a symmetrical tip section and a chambered root profile, some washout is necessarily incorporated in the wing if the undersurface reference line is used for the root section. So, if Bill Manuel means he incorporated no drawing board washout, he almost certainly did build in some aerodynamic washout. I am sure that he would know this, but the article does not make it clear.



As for your Bussard, it is a good example of a sailplane with washout. From the end of the centre section, where the parallel chord changes to a tapered part of the wing, the section changes progressively to a symmetrical profile and that ensures plenty of washout aerodynamically. If you don't believe me, do some measurements! By the way, Spilger's flight test report gives the Bussard a min. flight speed of 13.9 m/sec., a best glide ratio of 1:19.8 at a flight speed of 18.7 m/sec. At 100 kph, he got a sink rate of 2m per sec. This was an aircraft tested in 1933, at a flying weight of 240 kg. and wing loading of 17.1 kg/sq.m. I must doubt that you are getting a better performance now in your aircraft - but all the more credit to you for the fine flights reported in the VGC news..."

Re:- German Sailplanes in 1945 as reported in previous VGC News

Captured German sailplanes in Britain in 1945

Alan Yates writes:-

"Re Keith Emslie's note in the current VGC News, the Cranfield College of Aeronautics in 1946 received one damaged Grunau Baby ex Germany and it was made airworthy by Bolton of Dunstable.
The Empire Test Pilots' School, also at Cranfield during 1946/47 had another Grunau which their pilots flew. In the spring of 1947, it crashed mildly on the airfield (broken skid and bottom of fuselage), the pilot reporting that "the stick appeared to have become independent of the elevator". As a civilian pilot, the RAF consulted me. The elevator circuit seemed complete and I assumed that he had merely stalled it in. The RAF were suspicious of an aircraft which didn't respond to elevator movement and decided to catagorize the damaged glider as E.2, which meant "scrap it". I generously offered to take away the wreckage for the newly formed College of Aeronautics and it was eventually flying again. (My log Book says:- "March 25th 1951 - First Test of Grunau after rebuild and new C of A".) I also flew it in 1952 and 1953... I regret that I do not know the official numbers of either Grunau and nor do I know their subsequent fate."

Almost certainly, one of the Grunau Babies had the 1943 Wehrmacht Luft registration LN &STand was given a British military VW number. This aircraft still exists in a damaged state, but will be repaired. CW

Alan Yates also writes that the Horten 4a, LA-AC was given two aerotows behind a Tiger Moth on 7.5.50 flown by Jack Forbes, who then wrote a favourable report on it (which is in the hands of the VGC) prior to it being sent to Hollis Button in America. CW

NEEDED

T.31 Struts to make a Tutor aerotowable. Offers to:- Ian Smith, Glenvale, 20 King's Mede, Portsmouth, PO8 9TN.

Habicht Drawings particularly those of the main wing spar. If copies or microfilm or prints are available, please contact:- Oldtimer Segelflugclub Wasserkuppe, Karl-Heinz Kellermann, Beethovenstrasse 64, 6000 Frankfurt 1, West Germany. Tel: 0611-74 54 75. The club has some microfilm of drawings but needs others before it can start building a Habicht.

Goevier 2 - Canopy Drawings required by the Oldtimer Club, Münster, which wishes to build an original canopy for their Goevier 2. Perhaps the Goevier 3's canopy is the same? Offers to:- Paul Serries, Agnes Miegel Strasse 1, 44 Munster St. Mauritz, West Germany.

2 Syndicate Members needed for Austrian Mg 19A two seater based in Britain with large closed trailer. 5 people are already in the syndicate. Anyone interested should contact:- A. Smallwood, 6 Church End, Bletchingdon, Oxon, OX5 3DL. Tel. 0869 50098.

FOR SALE

Hütter H.17a Drawing Prints from original drawings that have just been received from Holland (Ernst Zanders). Cost of prints:- £6.00 from C. Wills, Wings, The Street, Ewelme, Oxon, OX9 6HQ. Tel. 0491 39245.

Weihe 50 built 1953, from:- Frau Elfriede Meyer, Spalenring 119, CH 4055 Basel, Switzerland. The aircraft can be seen on the airfield of Grenchen and is complete with instruments, radio and fabric covered trailer. The minimum price that can be accepted is 10,000 Swiss fr. This was formerly the aircraft of Bernhard Meyer, who died on 6th November 1983. His wife wishes now to sell it.

Grunau Baby 2b, Open Cockpit. Ceconite covered. Main wheel fitted, enclosed alloy trailer. Excellent condition. All documents available from factory until the present day. Price 995. From:- 7 De Aston Square, Scunthorpe, South Humberside, DN15 8JL. Tel. 0724 840157.

Castel 25S two seater. An admirable French training two seater. Can be seen by appointment with Eric Rolfe, London Road, Moreton in the Marsh, Worcs. Tel. 0608 50530. Offers to:- Billie Caldwell, 14 The Towers, Grand Avenue, Worthing, Sussex. Tel. 0903 40418.

Slingsby Sky BGA 691 (PH-232). This is the Philip Wills 1952 World Championship Winner and MUST have a good home. It has been extensively rebuilt and is now nearly complete but needs finishing and fabric. It has a metal trailer, but would consider selling both separately. Offers to:- J. Bird, Stoneleigh, Sturt Road, Charlbury, Oxon, OX7 3EP.

French Emouchet training gliders are possibly available from:- Christian Ravel, 89 Domaine des Ecots, St. Lambert La Potherie, 49000 Angers, France. Tel. (41) 48.6287. The type was developed from the pre-war Polish Salamandra primary and has approximately Grunau Baby performance with sensational climb ability. Many hundreds were built, but they have been grounded for years as the modern towplanes were too fast for them. It is felt that they now could be put into the air again.

VHS Video Cassettes of old gliding films, including the 1936 Plane Sailing are available from the BBC via:- Chris Wills, "Wings", The Street, Ewelme, Oxon. Tel. 0491 39245.

Ka-4 Rhonlerche in good condition. Offers to:- Air Marshal Spotiswood, Chairman, RAF GSA, RAF GSA Centre, Bicester Airfield, Bicester, Bucks.

SF26 in good condition with open trailer. Offers to:- Paddy Hogg, RAFGSA Centre, Bicester Airfield, Bicester, Bucks. Tel. 0869 243030.

Eagle No.11 - Winner of last world 2-seater championships and past holder of U.K. 300 km triangle record. Prince Philip has flown in this superb glider. Good condition with current C of A. £3,600 including instruments, parachutes & trailer. Base Lasham. Telephone: R. Cole - Winchester (0962) Home 54565 Office 882222.

BOOKS

Uber Sonnige Weiten (Beyond the Sunlit Horizons) the 3rd of Peter Riedel's trilogy on pre-war Rhon Gliding, should be published by the Motorbuch Verlag, Stuttgart, within the first three months of 1985. This book, as yet, only in German, will cover the period of Wasserkuppe gliding, including the Rhon Contests, during the period 1932 - 1939. This is the first time that a book has been written on this period of gliding history at the Wasserkuppe and should be of great interest. Almost certainly, an English language edition will be published.

Vom Hangwind zur Thermik. Peter Riedel. Experienced Rhon History from 1927 - 1932. (From the slope lift to the thermals.)

P. Riedel writes:-

"After Groenhof's fatal accident with the Fafnir at the Wasserkuppe in 1932, "the machine was repaired in the workshop of the Rhon Rossitten Gesellschaft (RRG) under the direction of A. Lippisch and H. Jacobs. I could not have done it. I am not an experienced craftsman. I wish I were."

Start in den Wind. Peter Riedel. Experienced Rhon History from 1911 - 1926. (Start in to wind.) These are the 2nd and 1st books of Peter Riedel's Rhon history. Both are published by Motorbuch Verlag, Stuttgart and are believed to be available through Beaumonts Aviation Literature, 656 Holloway Road, London N19 3PD. Tel. 01 272 3630. It is believed and hoped that English language editions of these two interesting books will be published.

"Nurflügel" - Reimar Horten and Peter Selinger. The story of the Horten aircraft from 1933 - 1960, (with some English translation) 2nd Edition. H. Weishaupt Verlag-Graz. This also should be available from Beaumonts Aviation Bookshop, Holloway Road, as above. Tel. 01 272 3630.

A new book on the Horten Aircraft is being prepared in America, using Reimar Horten's original photographic material. This will be mainly a picture book, with minimal technical information, but is written in English. To keep its cost down, the book is being produced in Hong Kong. The author is Dr. Myhra. We still do not know its title. Reimar Horten likes the book and says that it will support his other book. He lives in Argentina and has his photograph collection with him. More information, and possibly the book's distribution, will be from Jan Scott, Scott Airpark, Lovettsville, Virginia 22080, USA. Tel. 703/822 5504. The book should be available during early 1985.

Happy to Fly. An autobiography - Ann Welch. £10.50 John Murray. A fascinating book.

Hanna Reitsch. Höhen und Tiefen. 1945 bis zur Gegenwart. In German. Heights and Depths... 1945 until the present time. Published by Herbig. This describes her experiences at the German National Contest in 1955, which she won, at the World Championships in Spain 1952 and at St. Jan in 1956, and in India and Africa where she had been invited to start gliding schools by Pandit Nehru and Kwame Nkrumah respectively. Special space is given to the Alpine gliding club of Timmersdorf in Styria, where she finally went with her Cirrus 75 and found true contentment and comradeship. This is the Austrian club which so kindly gave VGC members the magnificent Mg 19A two seater. For those who can read German, the book is fascinating from beginning to end and is illustrated with many photographs.

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

Tel. 0580 891625



VGC's National Rally, 1984.
Scene at Sutton Bank on the first day.