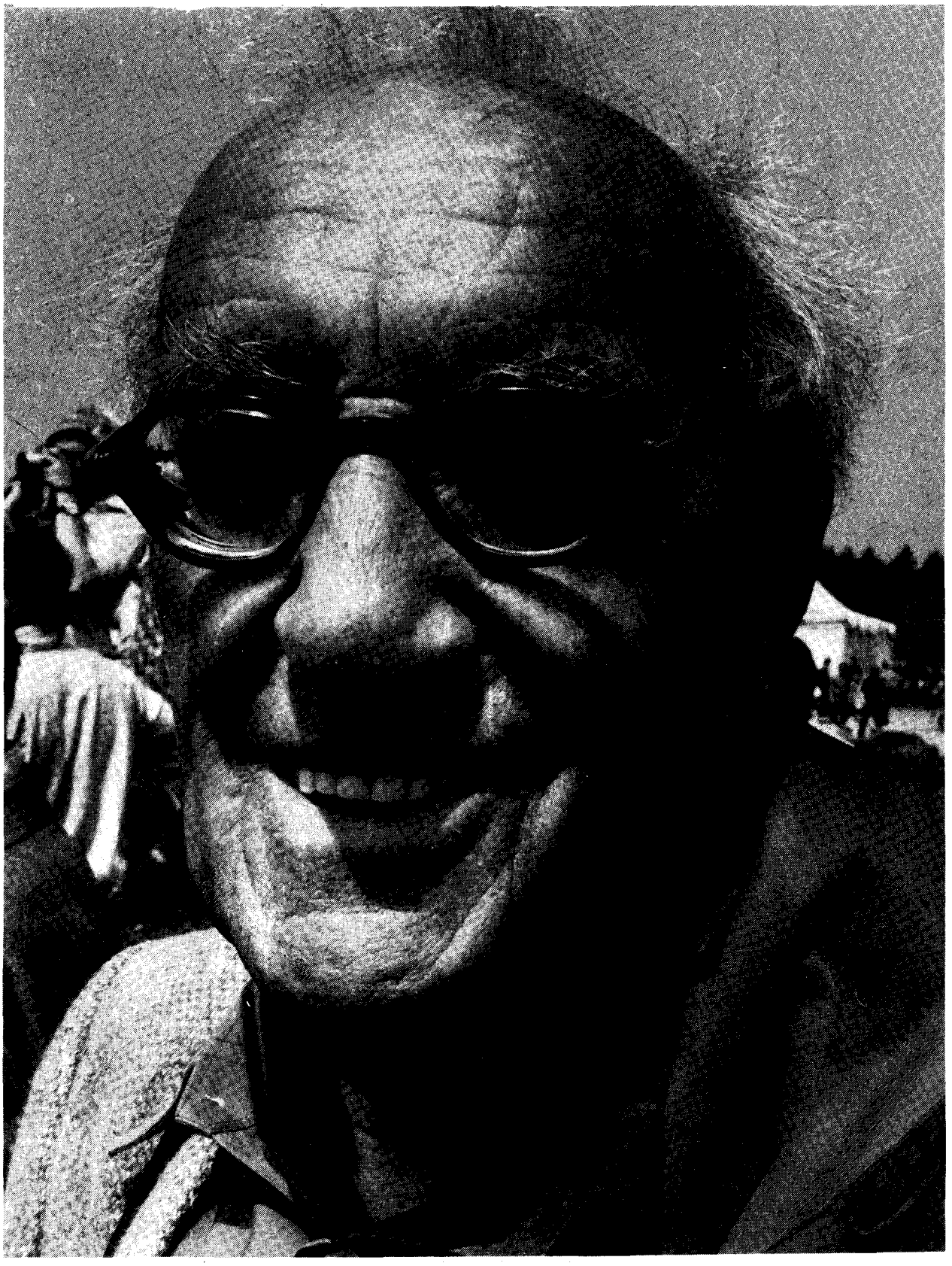
VGC News

No 54 Spring 1985



The Vintage Glider Club of Great Britain

President: C. Wills

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

V.G.C. News No. 54 SPRING 1985

EDITORIAL

We are very glad to report that several restorations and reconstructions of very old gliders from the 1930's, and even earlier, are now under way. One of them, a Falke (Slingsby Falcon I), we hope will be ready in the very near future. Others in Holland, Germany, France and Britain will join those which we have already flying.

We wonder if these should not have a special class with separate tasks during rallies and prizes for originality, etc.? Certainly it will come as rather a shock to see a 1931 BAC-7 two-seater alongside a 1956 Breguet 904, not that we wish to give offence to the owners of either! In fact, we will be very glad to have both in our club.

Meanwhile, we extend all our best wishes to those who are working on these projects in Britain and elsewhere, and we hope that we shall be lucky enough to have them with us with their creations at our rallies soon..... and especially at the 1986 International Rallies in Britain.

We thank everyone for sending us Christmas cards, letters, photographs, contributions, etc. We try to answer all of them but please forgive us if sometimes we omit doing this. Occasionally, we are overwhelmed by VGC work writing letters and VGC News, etc. Our hearts are in our work and you are with us in our thoughts, even if we do not manage to acknowledge all your letters. You, our members, are doing well, in fact brilliantly well. Keep up the good work!

We should like to submit a plea for good contrast, black and white photographs for the VGC News. Coloured photographs often lack contrasting tones when reproduced in black and white and there are are problems getting good prints from them.

We now have over 550 members! Latest enrolment No.767 (12.2.85).
We hope that they will not all write to us at once! We might still manage to have a Post Office strike!

FRONT PAGE PHOTOGRAPH:

Dr. A.E. Slater - 90 years old and still working for gliding. We send our best wishes to Doc. for the coming year.

Photograph by Rainer Willeke - Münster.

EDITORIAL cont'd.

The International Rallies - Rendez-Vous 1985... Blumberg... 13th-20th July

This town is very near Switzerland and is between Donauschingen in Germany and Schaffhausen in Switzerland. For information concerning this rally, one should write to either:- Paul Serries, Agnes-Miegel-Strasse I, 44 Münster St. Mauritz, West Germany, who is Germany's member on our International Rally Committee. A second informant, who is believed to actually fly from Blumberg, Heinz Nierholz, Im Tännle 7, D-7823 Bonndorf, Germany.

Tax on the Swiss Autobahns

Unable to bear the thought of foreign traffic wearing out their autobahns, sometimes just crossing Switzerland to reach another country, the Swiss have decided to place a high tax on cars and lorries using their autobahns. As this amounts to £10 for a car only, we cannot imagine how much a car and trailer would cost. Therefore, we urge our members to find alternative roads by-passing Swiss autobahns. Can Swiss members send details of the tax and suggest routes from Blumberg?

The 13th International Vintage Rally at Amlikon, Switzerland. 20th-28 July 1985. Location as described in our previous VGC News. Information about it can be obtained from:- Hugo Roth, Santisstrasse 1, 8472 Seuzach, CH-Switzerland. Information might also be obtained from:- C. Wills, Robin Traves and Paul Serries. Tel. Nos. respectively Wallingford (0491) 39245, (0580) 891625 and Germany (010 49 251) 31391 (from Germany 0251/31391).

1985 - Rallies

French National Rally, Bourges - foreign entries are welcome. We believe that it's dates are to be 6, 7, & 8th April. It is being organized by our old friend Philippe Prinet, who owns an immaculate Breguet 900. Confirmation of its dates and details can be obtained from:- Dédale (Marc Bourdon), Assn. Amateurs de Planeurs Anciens, Rames Moulis, 09200 Saint Girons, France. The above dates are the Easter Weekend. During the weekend will be held the Assemblée Générale 85 of the Vintage Gliding Movement in France.

Future International Rallies

The International Rally Committee met at Terlet during the 12th International Rally and decided the following dates and locations for the next International Vintage Glider Rallies.

1985	-	Amlikon, Switzerland
1986	-	Lasham, England
1987	-	Germany
1988	-	France
1989	-	Hungary (This has already been confirmed by the Hungarian
1990	-	Holland or Belgium (Aero Club.)

Rendez-Vous Rallies

It is hoped that locations can be found for those related to the International Rallies. So far, the following locations have been fixed.

Rendez-Vous 85 - Blumberg, Germany - 13th-20th July
Rendez-Vous 86 - London Gliding Club, Dunstable

We hope that rallies can be held in other countries besides the above, e.g. in Austria, Spain and Italy, where we are sure that there are many vintage gliders still.

BRITISH NATIONAL RALLIES

From Geoff Moore, our Rally Secretary, ("Arewa", Shootersway Lane, Berkhamstead, Herts. Tel. (04427) 73258). "Welcome to the New Season! If this year the flying is only half as good as last year, we are about to again excel ourselves with the thrill of flying vintage gliders and experience the real feel of gliding and soaring only experienced in our unique machines. Good Luck!"

Geoff has organised the following rallies in Britain for this year.

The South Wales Gliding Club, Usk - May 4th, 5th & 6th May Day Bank Holiday Weekend.

Camping and caravans are allowed on site. Temporary flying membership - £3.00 per day. Aerotows to 2,000 ft. - £8.50. Winch launches - £1.40. Club Secretary: Maurice Pack-Davison, Tel. Pontypool 55623 (evenings). Local pub accommodation is available. If you intend to come, please advise Geoff some days beforehand. When we last visited this site, some of us experienced wave flying with good views over the Bristol Channel.

The Royal Air Force Gliding Centre, Bicester - May 25th, 26th & 27th the late Spring Bank Holiday Weekend. Camping and caravans are allowed on site. Temporary flying membership - £2.50 per day. Aerotows to 2,000 ft. - £9.00. Winch launches - £1.50. Please note: Each glider operating from this site is required to be covered by the minimum £500,000 indemnity due to a new Ministry of Defence requirement. If you wish for this additional temporary cover, you should contact our VGC specialist insurance member, Carol Taylor, Tel. Thirsk (0845) 23018. During our last year's visit to Bicester, we experienced wonderful hospitality and a tremendous evening barbecue was enjoyed by all. They are keen to welcome us again.

The Annual VGC Rally, The Midland Gliding Club, Long Mynd, Church Stretton, Shropshire. August 18th-25th. This will be the VGC's only national week-long event. It is the Midland Gliding Club's official task week and you may feel tempted to join in. If not, the Mynd is a superb hill soaring site in a westerly wind and is very good for thermals in all wind directions (as we found when we were last there). Accommodation on site is likely to be very limited and so please advise Geoff early of your requirements. Camping and caravanning on site is free. Local B & B and accommodation list will be available from Geoff in due course.

We shall be awarding daily prizes. A barbecue is expected and films will be shown. If you have any, bring them along. Launching by Bungee into west winds will be arranged by the Midlands GC in true vintage fashion. Otherwise winch launching only is available (aerotowing is not allowed at the Mynd) at £2.20 a launch. Temporary membership is £3.00 per day on the days that you fly only. They may make a small increase during April. Official VGC entry fee is £5.00 per pilot. The VGC's marquee, together with sales counter, will be on site. Please forward your entries together with S.A.E. as soon as possible to Geoff, although you are welcome to turn up at any time during the week. It would be ideal if you could advise Geoff if you intend to come. We look forward to welcoming all our members and friends, and especially our newer members, to tell us of their activities during the week.

An invitation to visit the Deeside Gliding Club at Aboyne, Scotland, has been received from their C.F.I., Lemmy Tanner. Their address is: Deeside Gliding Club, Dinnet, Aboyne, Aberdeenshire, Tel. (0339) 85-339. The invitation was received too late for us to organize an official rally there for this year. However, if any of our members would like to go, would they contact Geoff Moore, who would put them in touch with each other in case a substantial VGC presence might be organized at any one time! We will be welcomed at all times. The site, amid the magnificent Dee Valley is well known for the best waves in Britain but also wonderful mountain thermals can be experienced. See the Highlands from the air in a vintage sailplane!! It should be mentioned that for altitude flying, some attention should be given to having closed cockpits and warm clothes (and even oxygen), although in summer temperatures should not be too low below 10,000 ft.

The International Grunau Baby Rally - Germany

This is to be held during the Whitsun Weekend on 25th-27th May at Hamburg-Boberg Airfield. For details, please contact:- Günther Zink, Friedrich Frank Bogen 76, 2050 Hamburg 80, West Germany. Tel. 040-7394465.

Vintage Gliders with which we have lost contact

During the last welve years we have lost contact with some owners of vintage gliders. These no longer answer letters so we have no idea what has become of their important aircraft. We ask our members to help us find them if they can.

In France - Rhönsperber (still in original condition in 1967). Contact was:- Monsieur Garandel, 2 Rue Martyrs, Champagne sur Oise (Seine et Oise), France. The aircraft was based at the Centre Inter Clubs de Vol â Voile at Persan Beaumont.

Goevier 2 At Beynes.

In Finland - DFS Weihe, OH-133. Built in 1939. Last contact: November 1975. It was in perfect condition and airworthy in 1972, but was modified from the original as regards its canopy and built-in landing wheel. It belonged to the Gliding Club Keski-Suomen Ilmailiyatri and was kept at Jyväskylä Airport. Contact was with: The Secretary, Risto Pynnönen, Varaslahti, 40800 Vaajakoski, Finland. This is the last early Weihe that we have been able to locate. Other contact was through: Gunnar Linberg, Keski-Suomen Ilmailiyatre, Jyväskylä, Finland. Tel. HOP 71565-4.

In Germany - We now have seen photographic evidence of a strutted Condor 2 (1935) in British Air Force hands at Scharfoldenhorf (RSS ITH) or Oerlinghausen in the late 1940's. Contact in 1981 was: Armin Späth, Birkenweg 17, D-5307 Wachtberg, West Germany, who said that he had seen it in the hangar roof at Hirzenhain in 1966. In the late 1940's, the Condor 2 was painted cream or yellow and had BAFO written along its fuselage sides (BAFO - British Air Force of Occupation). We feel that, if it can be found, it will be one of the most important vintage gliders in the world. It was such a machine that was one of the first four gliders to achieve 500 kms distance during the 1935 Rhön Contest. Four gliders landed at BRNO (Brunn) on the same day. As the Condor broke up during the return aerotow, it, and its pilot, who was killed, Rudolf Oeltschner, were awarded the new world record.

BRITISH NEWS

In this season of cold and damp, and thus miserable working conditions, it is hard to report on any great steps forward made with vintage gliders. We can state that, as far as we have heard, there have been no gliders damaged by the wind and the damp this winter yet. We can report favourably on three items.

The Falcon I Project (RRG FALKE 1926)

John Sproule has finished working on this replica, most of which is almost complete at Southdown Aero Services. John was to have finished the tailplane and elevator in December 84 and the rudder was scheduled to be completed in January 85. Thus, it well may be that by the time this is printed, the Falke will be finished, if not airworthy.

This is the second replica of a very old glider to have been built in England, the first being the King Kite. Others, and restorations, are to follow, so that we can hope that there will be a whole class of very old gliders taking part in the International Rally at Lasham in 1986.

The Gull 3

"Since November, the cockpit inner skin has been completed and, as other gliders that have shared our loft workshop are out of the way, the front fuselage has been moved forward, and the rear assembly mounted in position. The longerons are cut and clipped in place and the intermediate frames are having a little dressing, as, dimensions were once again in the Slingsby foreman's head rather than on the drawings. Anyway, we should have longerons and frames glued this side of Christmas and be able to get on with the skinning in the New Year, temperatures for glueing permitting. Concerning Chris Wills' plea not to increase washout, we weren't going to anyway."

Peter Philpot

Hütter H.17A, BGA 2847

The fuselage repair of this is coming on well but is now delayed through the winter cold preventing glueing. The trailer has now been fitted with a "pukka" air extractor to allow proper air circulation. The H.17 is now based at Aston Down.

The Great Sale

No more details have been received of this since the last VGC News. However, the first 25 of the GROB Twin Akros have arrived and the first cadet has been sent solo on one, successfully, from an aerotowed launch. Thus, the first sale of T.31's and T.21's should happen very soon. We have heard from Air Vice Marshal Don Spottiswood, who is in charge of the operation, that not quite so many Grasshopper primaries will be sold for the moment, as some of the schools are still using them. He has had them given back for the schools to use, for probably another two years, when they will be sold. Nevertheless, others of these aircraft will be for sale very soon. Our member, Derek Piggott, said that he had done the military acceptance tests on both the Slingsby Grasshopper and the Eon Eton (SG.38). He said that there were not so many Eon Etons (perhaps 17) compared with the Grasshoppers. Whereas, the Grasshopper had the 1936 Slingsby Cadet Wing (developed from that of the Zoegling) with no aileron differential movement, the Eton had the later 1938 SG.38 wing. Whereas the former could spin, the latter did not even have a stall; and was preferable, as regards flight handling. Both Grasshopper and Eton are cleared for aerotowing!

As some Etons (SG.38's) may be among the Grasshoppers being offered shortly for sale, C. Wills would like interested buyers among our members to inform him which one they would prefer.

Late News of the Great Sale

We have just heard from the Ministry of Defence that ten Slingsby Grasshoppers, all damaged, are to be sold at RAF Halton, near Aylesbury. Viewing dates for these aircraft are:- Wednesday and Thursday, 27th and 28th February 1985. Contact is:- Flying Officer Darling, Tel. (0296) 6253, Ext. 343. Viewing times are between 10.00 hrs. and 15.30 hrs. Location address is:- RAF Halton, Aylesbury, Bucks, HP22 5BQ. Tenders may be made for the aircraft after viewing. Tender forms may be obtained from the Ministry of Defence, F6t (AIR), Block 1, room K.6, St.George's Road, Harrogate, North Yorkshire, HG2 9DB, Tel.(0423-79) 3739 by direct dialling, or (0423-79) 3000 switchboard.

The Minimoa BGA 1738 is still in its trailer at Lasham. We understand that negotiations concerning its price are proceeding between its owner and an American. Of course, it is getting cheaper for him as the £ loses value against the dollar. However, we believe that a determined last minute effort (financial) might still save this fine aircraft for Europe! (The Americans already have three Minimoas and one of these came from England - Philip Brown's BGA 388, Feb. 39.) Rescuers should apply to:- John Coxon, c/o Southdown Aero Services, Lasham Airfield, Nr.Basingstoke, Hants, Tel.(025683)359. (We don't have J. Coxon's address.) In America, only one of the three Minimoas is airworthy.

Bungee Ropes

It is possible to foresee that when the RAF finally withdraws Primary gliders from service, production of Bungee ropes, which is their only method of launching from the schools' playing fields, may cease, and it may NEVER AGAIN be possible to buy Bungee ropes (Gummi Seilen, Sandows) again. Thus, we imagine that we may have only two years left to buy them new, as Air Vice Marshal Spottiswood has returned some of the Primaries to the schools, which are still to use them in theory for that time. They then might be replaced by motorgliders operating from some central airfield by a number of the schools together. Colin Anson has very kindly obtained for us the address of the firm which makes the Bungee ropes. It is:- Whiteley Products Ltd., Ravensbury Mills, Morden Road, Mitcham, Surrey, Great Britain, Tel.01 648 3807. Let us hope that we can preserve this ancient method of starting gliders. The price now (October 1984) is £330, for a 720 stranded rope with soft cotton inner and polished cotton outer sheath, to British Standard, and complete with coupling ring, and pulling ropes at either end.

The Ed Hall Trophy

This is of great splendour. It is to be awarded annually to the pilot who carries out the best flight in a vintage glider from Lasham, from where Ed used to fly.

The VGC wishes again to thank Ed Hall's syndicate members, his family and executors for this magnificent addition to the VGC's prizes. It is a cup and on it will be engraved annually the name of the winner and his glider.

FROM NORWAY - A Yearly Report from Bjarne Reier for 1984

"My Grunau 9 has, by the 22nd October, carried out ten test flights, since it was finished in Autumn 1983. Then started my battles with the aviation authorities. The first expert was a most reasonable fellow, but he was only a beginner. In order to receive a Certificate of Airworthiness, I would have to fly it for 50 hours! I told him that for that I would need several years! Then he reduced this to 50 starts. I would also need a few years for this too. Finally, we agreed on 10 starts, and this was written on a ticket. When I had accomplished the 10 starts, then the people said that the procedure would be as normal. However, I would then have to submit to them some documents. At this point, everything went wrong. An aircraft without Data sheet.... did not fulfil today's requirements. With its undercarriage it must not be flown. A home-built aircraft is an experimental aircraft and can't receive a normal Permit to Fly, etc. etc.

Our normal flying starts at Easter in Notodden.... not in good weather. I fetched A K-7 from North Norway, to overhaul it for the Norwegian Aero Club and to fit a tailwheel. It received its C of A only after a few months of work. Then finally, I had to go to North Norway on business, twice in one week.

The time approached for the Oldtimer Rallies at Münster and Terlet. The Grunau 9... on to a trailer... and down went the flag! Through Sweden and Denmark and past Hamburg... to quickly visit friends in Bremen. Then further... to Oerlinghausen for an inspection to receive a German Permit to Fly. There, there was no one available... and nothing to be done. Then, further to Münster, and I arrived early as first participant in the Rally. At first, there was no one here available. Then, at last, the situation resolved itself with a German owner from Steinfurt and an experienced inspector. Unfortunately, somewhat late, without papers, we came on to Terlet. The Grunau 9 was no longer registered LN-GHT but D-1167. In Terlet, the English had brought a Bungee rope and I could make five starts... three of them for a Dutch film company. I could not manage very much from the flat area of Terlet. Autotows were forbidden. My Grunau 9 was the oldest glider type there and was much photographed. Then started the journey to Steinfurt for an air display, and the return to Norway. A total distance of 3,000 kms. (2000 miles!).

Then quickly I made a journey by train for a school meeting, (Engineering school-Frankenhausen) to Volkach (Frankenland) to visit old friends. Then I had to make another journey to North Norway to fetch a K-8. Wings... good; fuselage kaputt! About 3,000 kms. Then, quickly again to Germany/Bamberg to buy an old K-8 fuselage. I quickly visited friends in Bielefeld, then to Werdohl, and Volkach (again friends visited). Then after Bamberg, I went to Gandersheim and Goettingen. I visited more friends and inspected a K-8 for the Technical Highschool at Drontheim.

Then at last... home. I had done another 3,000 kms. In the summer of 84, I had covered 20,000 kms. in all, by car, train and aircraft. Much time that I had planned for overhauls had been lost... but not really lost because of the great joy I had had in meeting old and new friends. Yes, everything is not beautiful free time. I have still my administrative work to do with the fire brigade... one day per week in Oslo. The K-7 for the Norwegian Aero Club is ready, and so also is a new trailer. I must now have a new trailer for the Grunau 9 and the K-8. My previous trailer was built for an SF-26. I will perhaps buy or build an Oldtimer... a Grunau Baby or something similar. In the meantime, I have three aircraft in for basic overhauls and two more in for repairs. The gliding club has no craftsmen and can do nothing for themselves. I am happy when I receive money just for the materials needed. More, have they not. And then I have to write the technical and historical articles for our club's newsletters. I should have flown the Grunau 9 more, but there was little time left for this. But now, the weather is not the best.

I have to travel 120 kms. just to reach an airfield.

I have been to the Hobby Exhibition in Oslo and received First Prize for D-1161, my Grunau 9. Not much more can now be done in the few days remaining of this year. The trailer is ready and so things can go further with the aircraft."

Translated from German by C. Wills.

DENMARK

Our member Niels Ebbe Gjørup has informed us that he has obtained a very battered 1943 Swedish Kranich (now fitted with Schempp Hirth air brakes), which he intends to rebuild to flying condition. He is an inspector and enjoys woodwork. He is 27 years old, takes part in contests and has his 500 km diamond, if not the others as well. Certainly, such a pilot flyinga Kranich 2 should be an important step in the right direction for us. The Kranich is very much damaged and has rotten kaurite glue. It is also incomplete concerning canopies and wing fuselage and main wing pins. To assist him in his mammoth task, the VGC is to send him copies of all its microfilm of Kranich 2 drawings, for him to print to any size he wishes. We wonder if somehow BGA 1092 at Peterborough sailplanes could not in some way be married up to this Kranich in Denmark. At least Niels would only then have to rebuild his wings.

U.S.A.

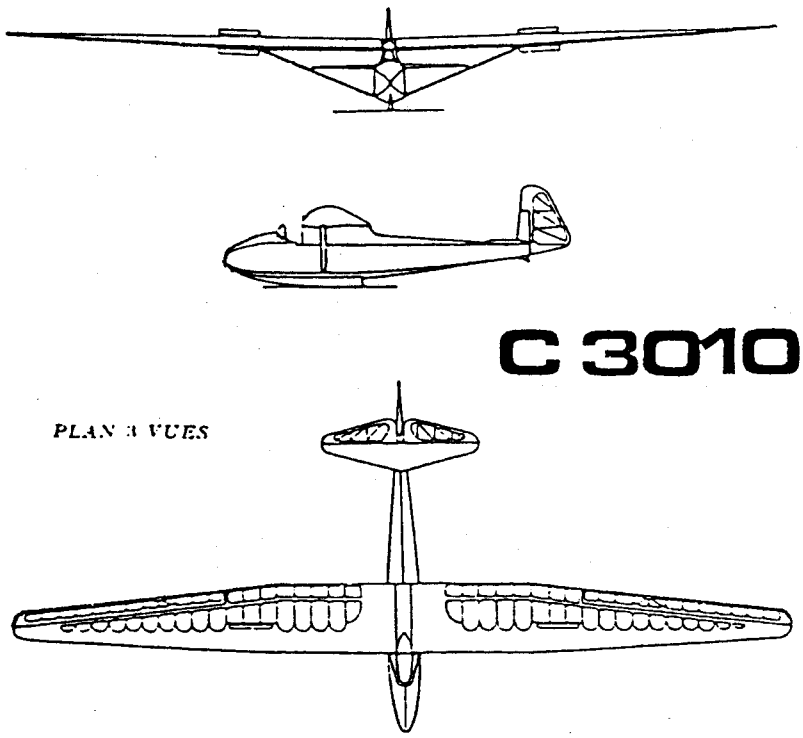
Niels Ebbe Gjørup last year visited Dale Busque. Dale now has the Zanonia, as well as "Cowboy" Jensen's Hütter H.28 from Denmark. This H.28 was flown by Jensen in the 1950 Swedish World Championships. Afterwards, it was spun in, and "Cowboy" Jensen had the remains sent out to him in America. Dale is now slowly repairing it, using 20 out of 25 of the set of H.28 drawings. The other five, he has not got and would like them to complete the set. We did not know that any H.28 drawings existed. It seems that not more than three or four H.28s were built and two of them still exist. We have seen Eugen Aeberli's H.28 at two of our International Rallies on the Wasserkuppe and at Gruyère. Never will we forget its completing the Wasserkuppe - Kreuzberg out & return task. The only turn it did was round the turning point and it made it back to the Wasserkuppe for a straight in landing. C. Wills flew against it in thermals with a Minimoa and a Kranich 2, could not get away from it. He was, on one occasion, left behind by it. Its wing root seemed as heavy to lift as the Kranich's wing tip. Like the H.17, the H.28 is quite some glider.

FRENCH NEWS

That the movement to save old gliders in increasing in size is evident by the revelation of yet another organization for their preservation. This is:-
Les Aéroplanes, Association Loi 1901, Amateurs de Planeurs et d'Avions Anciens, 4 Alleé Vivaldi, 44800 Saint Herblain, France. They even put out a smart Newsletter complete with black/white photographic reproductions. As we have just received their News Letter No.4 (Nov. 1984), we imagine that Les Aéroplanes must have been in existence for at least a year. They have already a complete SG.38 (we imagine that this, and the one owned by François Nuville must be the survivors of the fleet of over 100 Sg.38s that were brought to France from Germany after the war in 1945). Its registration is F-CBHK and it is numbered 124. The aircraft is complete with very few breakages, but the state of its glue gives little hope of it ever flying again. After repair of the broken parts and new fabric, this aircraft will seem as new for static presentation. It was bought at the beginning of 1984. Les Aéroplanes has also a Nord 2000 (Olympia Meise) still in original form, but not colour. This is F-CARZ and, obtained from Bordeaux-Saucats, it seems ready to fly. Also, there is the fuselage of an AV.22 which was acquired from Pont Saint Vincent and a Castel 310P which was bought from Sainte Foy La Grande. It seems that a C258, C.310, a Nord 1300 and a Nord 3400 aeroplane may soon join the collection. The AV22 was the 4th built in 1959 but its wings were used by Charles Fauvel for his AV221 motor-glider.

There is also a report in the Newsletter of a Castel C.3010. F-CREJ... No.1192. This is a mixture of a C.301 "Ailette" the fuselage, and the C.31 "Aigrette". (The wings)... M. Keller believes that five C.301s were modified like this and were part of a programme launched in 1942 by the Sports Aëriens for the equipment of the first National Gliding Centres in the German occupied zone of France. They were designed by the Etablissments FOUGA at Air sur Adour, which employed the engineer Castello. We do not know the difference between this C.3010 and a C.310P, which we understood had the C.301s fuselage with the new wings. Perhaps the C.310P's fuselage was modified a little also? Its max. L/D was 1:21, which is one point better than that of the AVIA 40P, 25(?) of which had been in general use since 1935 as the only quantity produced high-performance sailplane in France. It would be interesting to compare the performance of the C.3010 and 310P with that of the Slingsby Prefect, which seems to be very much of the same class. The builder of F-CREJ was SNAC Billancourt and it seems to have flown at Orléans until June 1964. It has now joined Les Aéroplanes, its restoration will start soon with a view to having it airworthy.

CASTEL MAUBOUSSIN



CARACTÉRISTIQUES

Envergure	14 m
Surface	13 m² 53
Longueur	6 m. 200
Allongement	14 m. 35
Hauteur	1 m. 780
Facteur de charge	9

RÉPARTITION DES POIDS

Poids de cellule	135 kg.
Equipements fixes	5
Poids à vide	140 kg.
Poids enlevé	87 kg.
Poids total	227 kg.

PERFORMANCES

(Poids total $\frac{P}{S} \simeq 16{,}6$ kg m²)

Finesse	21
Vitesse de descente verticale	0,76 m sec.
Vitesse au meilleur angle de plané	59 km h.
Vitesse à la vitesse de chute minimum	53,5 km h.
Vitesse de descente verticale à 100 km h.	2 m sec.

Thus we now have three Vintage Glider organizations in France, La Patrimoine Aéronautique at Angers, Les Aéroplanes, and Dédale, which does not own gliders as an organization but seeks to speak for, in its Newsletters, all the Vintage Glider activity in France. We know that there are other individuals, and perhaps even organizations, also restoring gliders in France.

In 1984, apart from attending the Rendez-Vous International Rally in Germany and the 12th International Rally in Holland, the French held their own National Rally, reported in our last VGC News, a small rally at Tarbes, in the far south of France, which was attended by C.800, C.311P and Breguet 904. In spite of poor weather, some flying was achieved. Another rally was held at Pont Saint Vincent, during which "Rampant stratus" only allowed winch launches by an SG.38. This glider and a Swiss Mg 19a, gave the rally an international flavour. Also present were the classic sailplanes, Ka6, Nord 2000 and Javelot.

GERMAN NEWS

The Münster Minimoa D-1163, has now had its basic overhaul and is superbly finished. The Münster Oldtimer Club is very proud of Rainer Willeke who has done all the work. We are sure that all other VGC members will be also, when they see it. It has been test flown since its restoration and it is now waiting for the fine weather to get after the thermals. It is Rainer's wish to do at least 300 kms in it.

From the Wasserkuppe The Oldtimer Gliding Club Wasserkuppe has now another workshop foreman (Werkstattleiter). This is Josef Kurz. He has Werkstattleiter Licence No. 096. In 1944 Josef was area winner for Aviation Handwork in Hessen-Moselland and this was besides achieving merit in the air. Everyone welcomes him becoming Werkstattleiter.

It had been the original plan of the OSC Wasserkuppe to restore a Grunau Baby, after having finished the E.S.49. However, the casein glue of the GB, especially in the wing torsion boxes, was found to be rotten. So the Grunau Baby is replaced by an S.G.38 for restoration. Ludwig Kronung is their inspector and it was hoped to have both the Sg.38 and its trailer ready by the end of 1984. Meanwhile, it is still planned to build a replica DFS Habicht. Martin Simons in Adelaide, South Australia, says that the drawings are in Germany with P. Selinger in Stuttgart, but he also believes that vital wing drawings, including that of the main spar, are missing. Martin thinks that, from all the available information on other drawings, it should be possible to redraw the main spar. We wonder if this would be acceptable to the Musterbetreuer and the LBA... if there is still a Musterbetreuer for a Habicht alive. We also wonder if the copying of available Habicht drawings in Turkey should be prohibitively expensive, whether it would be possible just to copy the few that are necessary? The OSC has planned one work weekend per month for the first four months of 1985, and will start work at 9 o'clock each morning. That is really an example for the whole VGC. There will be an Oldtimer Meeting on the Wasserkuppe on th 10th and 11th August 1985. This will be open to gliders and cars. The OSC will need the help of all its members for this.

The JS Weihe D-0700 An original canopy is being built for this by Ulli Seegers, one of its owners. The VGC has sent him drawings printed from microfilm for this. However, these are no longer necessary as Ulli, in the course of his work, was presented with a set of Weihe 50 drawings by someone who, a glider pilot since 1943, had intended to build a Weihe after the war. This unfortunately did not happen. It seems that the original Weihe 50 had an identical canopy to that of the JS Weihe.

CAPTIONS TO PHOTOGRAPHS:

Left to right - top to bottom

1. Pilou Bourdon - France and the dog "Stern" who came all the way from the Pyrenees in the "dickey" (open) of a Citroen DS 19.
2. Soon to appear at VGC Rallies. The Swiss Spalinger S.18, HB 510 which has just been acquired by Daniel Steffen ('photos taken four years ago).
3. Photographed at Münster, our Münster members Onkel Max Muller and Sepp. Koenig and his wife.
4. As 2.
5. Putting the 1937 S.19, HB-225, into its bus/trailer. Helping at the nose are Ulli Seegers and Jurgen Dreyer from Berlin and Wilhelmshafen, respectively, and owners of a fine JS Weihe (D-0700) and Cumulus.
6. Michael Maufe, Britain. Restorer of the 1936 Kite I, BGA 310, to original condition. He is now restoring a 1931 BAC 7 two-seater.

SWISS NEWS

A third Spalinger S.18 joins the Swiss fleet We congratulate Daniel Steffen on becoming the new owner of HB-510. This will join the S.18 IIs, HB-411 and HB-458 of Willi Schwarzenbach and Peter Egger. HB-510 has already attended an International Vintage Rally, that at Münster Telgte in 1977.
The history of HB-510 is as follows:

1939 The firm of J. Lemp, Wynau, builds an S.18 II, HB-303 (sale price Sw.fr. 2,500) for the Geneva Gliding Club.

1942 W. Schenkel begins to construct the fuselage of the S.18 III, HB-510.

1943 The S.18 II, HB-303 crashes at Contrin. It's wings and tailplane will become part of the S.18 III, HB-510.

1954 The gliding club of Zwingen takes over the work, still in its initial stages, and finishes it, using the above-mentioned major components of HB-303.

1959 On May 5th, HB-510 takes off for the first time.

1966-76 HB-510 was not flown.

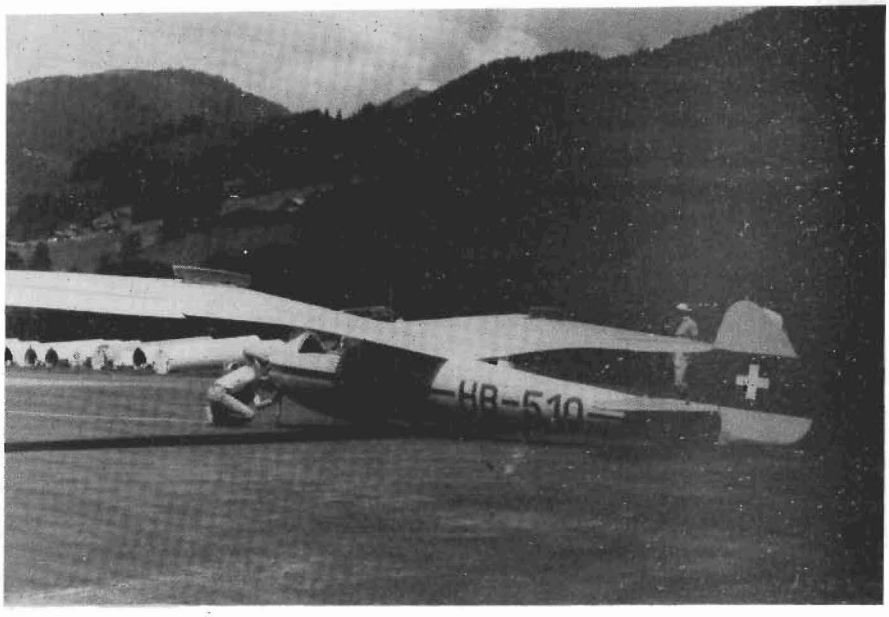
1976/77 HB-510 was restored by Peter Egger, who then flew it in our 5th International Rally at Münster/Telgte.

1984 Flights since 1939... 318 in 298 hours.

(VGC - This works out at over 56 minutes a flight. We think that this is an outstanding average for a vintage glider of that time. We hope that Daniel will be able to increase that average to over an hour per flight during the whole life of the glider.)

We are sure that Daniel will bring HB-510 to our 13th International Rally at Amlikon but he still has to buy a closed trailer for it.




HB-510

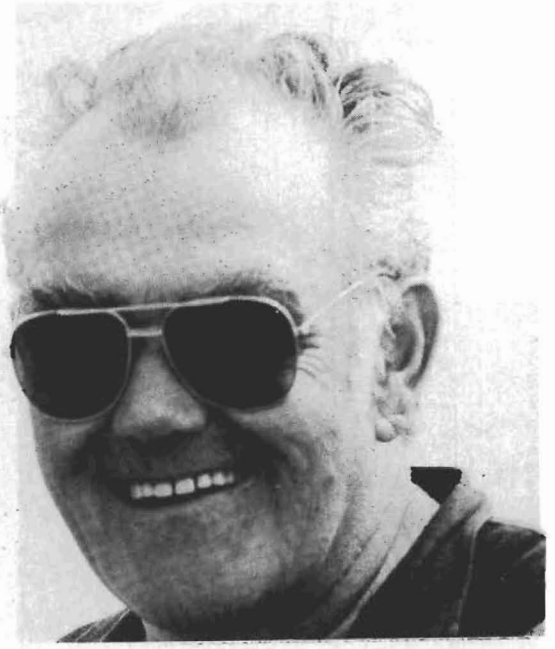

HB-510

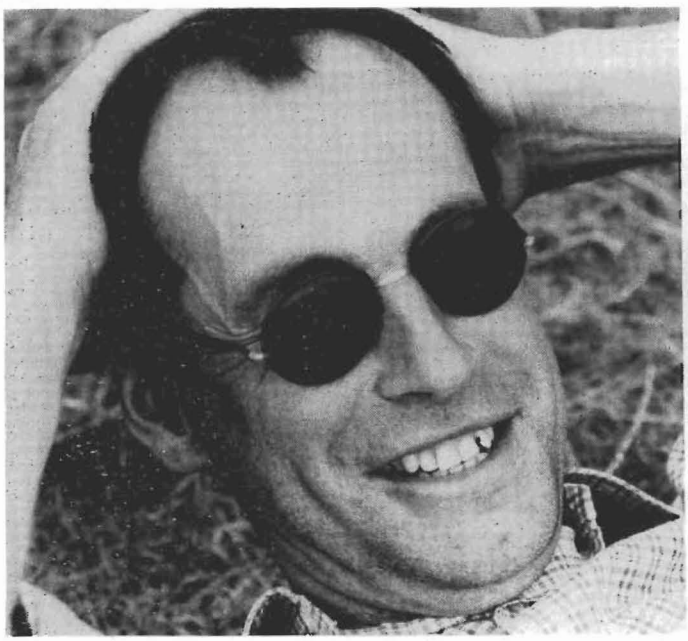


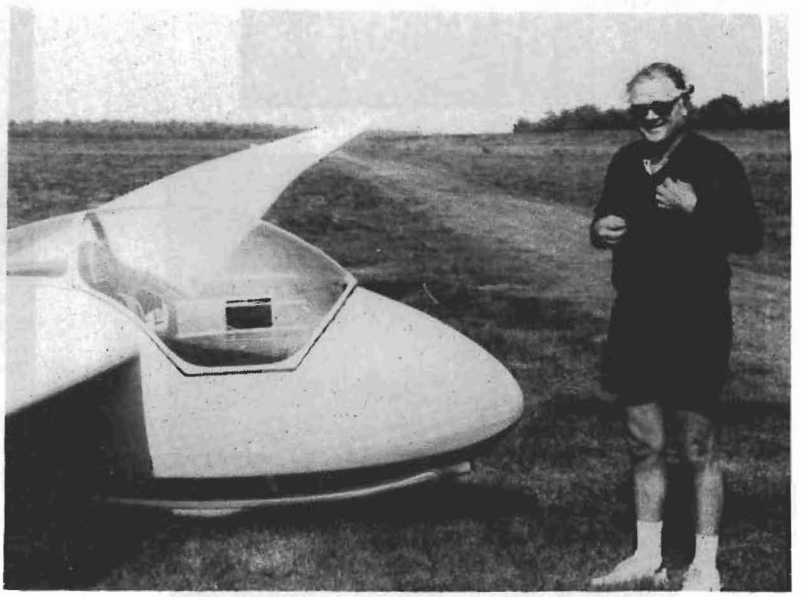

HB-225















DUTCH NEWS

The general enthusiasm for vintage gliders in Holland has continued. The Fokker Olympia belonging to Simon Maas must now be almost complete. We are pleased to report that the Grunau 8 two-seater, PH-70, is now in the hands of the Nederlandse Vereniging van Amateur Vliegtuigbouwers (Dutch assn. of amateur aircraft constructors) who are to restore it, if possible, to airworthy condition. PH-70, last airworthy in 1972, is now without one wing. Thus, a major part of the work is to build one new wing, using the existing one as an example. The whole project is being supervised by the NVAV technical section. PH-70 was flown before the war by the Teuge Flying Club. We have no idea exactly when PH-70 came to Holland, but it remains as a last example of a famous two-seater designed by Edmund Scheider in Grunau, Silesia, well before 1930. We hope that it will be able to take part in our future rallies in a class for very old gliders(designed before 1936) which is rapidly materialising.

Recently, an investigation was carried out into remaining parts of Grunau Babies. This revealed a Grunau Baby without airbrakes built by the Bauling factory at Teuge airfield before the war. It is almost complete, but needs a general overhaul. In the hangar and club house of two gliding clubs, were the right and left wings of two Grunau Baby 2b's. These are components of a series of 24 Grunau Baby 2b's which were built by Fokker in 1946. Restoration of these gliders is now being considered by Jan Vermeer, Hans Dijkstra and Wim Adriaansen.

The above Grunau Baby news was gratefully received from Wim Adriaansen.
(Two Fokker built Grunau Baby 2b's have been flying in Holland for some time.)

Late news (Feb. 85) concerning the Fokker Olympia is that 72 year old Dik Robeer, who has been gliding for 51 years, is working on it every day, except Saturday, from 8 a.m. to midnight. It is a gigantic task and every part, which is in the least questionable, is being renewed. The fuselage and tail surfaces are finished and now he is working on the wings. The wing tips and ailerons are finished. Possible completion date may be some time in May.

A Dutch Vintage Glider Club?

A meeting was to be held on Sunday, 3rd February, to decide whether there is to be such a club, as there is so much enthusiasm now for vintage gliders in Holland. The very successful International Rally, which was held last summer at Terlet, has done much to increase this enthusiasm.

Late News - Dutch Vintage Glider Club

The above meeting was held and the Dutch Vintage GC is indeed formed. This is to be known as "Vereniging Historische Zweefvliegtuigen". It has 35 members, with perhaps 35 gliders. Its committee consists of 6 persons. They are:- Nel Dijkstra, Jan van Beugen, Neelco Osinga, Jan Vermeer, Jan Förster and Martin Louwinger. We congratulate our Dutch members on forming their club and wish it all the luck, health and progress in the world.

CAPTIONS TO PHOTOGRAPHS:

Right to left - top to bottom

From Terlet - last summer - some of our members

1. Jan Förster - Holland. Committee member of the new Dutch VGC and Goevier owner. Right and behind, his Reinhard Thaler from Bozen (Bolzano), Italy.
2. Peter Egger - Switzerland. Owner of the S.18 HB-458.
3. Tony Maufe - Britain. Owner of the Kite I, BGA 310, one of the pièces de résistance of the British Vintage Glider fleet.
4. Excellent Rallyleiter Paul Serries, Münster, after a flight in the Moswey 4A. Founder member of the VGC.
5. Simon Maas. Owner of the 1946 Fokker Olympia.
6. Willy Zillen - Holland. Owner of the Doppelraab, D-5391, which was built in 1953.

Photographs gratefully received from Ted Hull.

AUSTRALIAN NEWS

Weekend at Waikerie by Genne Goldsmith (owner of an H.17). The story of Australia's 1984 Vintage Regatta.

Nine vintage gliders attended the rally at Waikerie over the weekend of 27th-28th October. The warm conditions and light wind provided a fine start to a successful rally. Three of the sailplanes came from Melbourne. They were the Olympia "Yellow Witch" (Keith Nolan), the Altair (Ian and Geoff Patching) and the Boomerang GTR (Theo Van Alkenade). Special awards were made to these three aircraft in appreciation of their efforts. Other gliders present were the Pelican 2 (Jock Barratt), Grunau Baby 2 GHM (Geoff Osborne and Terry Wynne), Spruce Goose (Merv Gill), Skylark 4 (Ralph Crompton), Ka 6 (Adelaide University GC) and Duster (Ron Dunn).

It would have been nice to have seen more vintage gliders at the rally, particularly those built by Schneiders in the 1950's. Let's hope we will see more next year. Waikerie was a home-coming for the 36 year old "Yellow Witch", as it had been owned by the Waikerie GC from 1950 to 1967. Keith Nolan generously made the "Witch" available to Waikerie members who had flown her during those years. David Jones, who won his Gold C in the "Witch" and Malcolm Jinks eagerly took up the offer. David made a long local flight on Saturday. Malcolm was not so lucky on Sunday, but enjoyed being back in the old "Witch". (For the uninitiated, the "Yellow Witch" is a Chilton Olympia built in Australia after the war, which its owner, Keith Nolan, flew on a 500 km triangle two years ago. We believe that this was the finest flight ever done by an Olympia.)

Though far from vintage, a welcome guest during the weekend was Harry Schneider's new two-seater "Platypus". Many pilots took the opportunity to fly this exciting new aircraft. To say that they were impressed would be an understatement. It was wonderful to see so many gliding pioneers at the rally. Dick Duckworth, Norm Hyde, Leo Dowling, Ken Davies, Geoff Richardson and Jim Robinson had made long journeys to be at the event. Also present were Jock Barrett, Kevin Sedgman, Alan Delaine and Harold Bradley. Talking to these men about early gliding is an experience. They have so much to tell.

The fine weather on Saturday led to the setting of a small triangular task around Waikerie area, which was devoured by those attempting it. The winner was Andrew McGrath in the Adelaide University Ka6. All who flew enjoyed good soaring with heights to 7,300 ft. Ralph (Feathers) Crompton made the longest duration by flying his Skylark 4 for 4 hours 23 minutes.

A nice Waikerie touch was a box of oranges at the Pie Cart with an invitation to pilots to help themselves. Launching during the weekend was provided by Waikerie's Pawnees and the Scout Flying Club's winch. This was the first time that a winch had been used on Waikerie's airfield since 1968. Kevin Sedgman did well in obtaining permission to use it. Winch drivers, Nigel Baker and Alan Mengersen of the Scout Flying Club, gave their time to winch driving. The dinner on Saturday night was attended by 136 people, about 50 of whom were VGA members and their spouses. We were treated to an entertaining evening of great fellowship. The dining room, in Waikerie's spacious club room and bar, was a picture. The place-carded, candle-lit tables, decorated with fresh flowers, gave atmosphere to the occasion. Mary Goodwin deserves great credit for her hard work here. During the dinner, we heard many amusing tales of early gliding days from pioneers Geoff Richardson, Harold Bradley and Jock Barratt. Jock told us (among other interesting stories) of his Gold C flight in the "Yellow Witch". In those days you had to go down to 1,000 m. to take turn point 'photos. This didn't help your chances of completing the task. Jock had no need to worry though. After his last turn point, he climbed to 12,500 ft. in hand. He was so pleased that he did 31 loops before landing.

It was considered appropriate to make presentation of the 1983 Harry Ryan Award to its recipient, Harold Bradley, during the dinner. This was presented by GFA President, John Brougham. The award is made in recognition of outstanding service in the field of airworthiness, design, construction or technical achievement. Harold Bradley, whose career in gliding spans nearly 60 years, has designed, assisted in design, or built many sailplanes and has acted as glider engineer in many clubs. He has recently completed (at the age of 85) the construction of a vintage Hütter N.17.

The award for the best presented vintage glider at the Regatta was made to Geoff Osborne and Terry Wynne for their beautifully finished Grunau Baby 2, VH-GHM. Geoff and Terry recently refabriced and refinished the Grunau, painting it in the old Adelaide Soaring Club colours of green and white. A gold trim completes it nicely. VH-GHM was built by members of the Adelaide Soaring Club in 1947-49. Alan Delaine, who built its fuselage, refamiliarised himself with the old bird, delighted to see it in such good condition. Alan was able to tell Geoff that GHM was the ASC Grunau well known as the "Golden Grunau" in post war years.

Another award, not made until the finish of flying on Sunday, was for the most time flown over the two days. This went to Ralph Crompton in the Skylark 4. After dinner, we watched old films from Kevin Sedgman's collection. Among other things, we saw footage of the Golden Grunau doing aerobatics at an air show. Also seen, were some flying shots of the ASC's two-seater, a modified Grunau built about 1949. Harold Bradley did the stressing for this aircraft.

Hardy's earned much appreciation for providing free wine for the dinner, as did the restaurant "Joan's Kitchen" for donating complimentary lunches as prizes. Some people enjoyed the evening so much that they were still partying on at dawn, when they hoped to see a hot air balloon launch. Sadly, this could not happen as the wind was too strong. Soaring conditions were not good on Sunday, though flying did continue. Harold Bradley enjoyed a flight in the Tiger Moth ART flown by Alan Marshall, and others were thrilled by their first flights in the "Platypus".

Many thanks are due to our hosts, Sue Martin, Maurie Bradney, and the Waikerie Gliding Club for their hospitality and use of their facilities. Thanks also to Kevin Sedgman for his excellent organisation and to the Scout Flying Club for the provision and operation of the winch.

A Week Long Rally

At least six vintage sailplanes are expected to attend the rally at Derby airfield, Bridgewater, in central Victoria, from 5th-13th January. The total may be as high as 10. It is expected that VGA members will come fron NSW, Victoria and South Australia to attend the rally. Launching will be by the Midland Gliding Club's Auster.

HUNGARY

A factory in Hungary for Vintage Gliders

We are very pleased to announce that the Hungarian firm of AEROFA (Aero Wood) is now in business. This firm is now able to take on repairs and restoration of Vintage Gliders as well as the building of replicas of them (providing they have the drawings) at a fraction of the price that such work would cost in the West, (at least, we believe that the prices will be cheap). For repair quotations, etc. one should write to its foreign trade agent:-

TECNIKA KÜLKERESKEDELMI VALLALAT, p.f. 125, 1475 Budapest, Hungary.

Aerofa's parent company is FOVAROSI FAIPARI ES KIALLITASKIVITELEZESI VÁLLALAT, pf 17, 1456 Budapest, Hungary.

We believe that the above information will be of extreme interest to our members in Europe and also to our members in Britain as, even with the crossing of the channel costs, it will still be cheaper to get a glider restored professionally in Hungary than to have to pay the British £10 an hour labour cost.

The VGC has already sent AEROFA all the information it has concerning the airworthiness and testing of old wooden aircraft structures, the use of AEROLITE and AERODUX approved aircraft glues, the application of made-made fibre aircraft fabric, etc. The VGC and AEROFA wishes to thank Dick Stratton, the Chief BGA Glider Inspector, and one of our members for having helped to send the Hungarians relevant information for modern vintage glider restoration. Among those working at AEROFA are Schmidt Lajos and his team who have already produced excellent replicas of the Vöcsök and Cimbora, Rubik designed gliders. Aerofa has already started by repairing a damaged Pirat for the Hungarian Aero Club (MHSZ) and has since repaired Attila Ziermann's Moswey 2a, which was badly damaged by hail.

Attila Ziermann attended a contest held in August in Hungary in which his Moswey 2a (names NADI after the famous Hungarian glider pilot Tasnadi Laszlo, who was killed flying a Bücker Jungmann during the war - 1942?) was an unofficial entry. Three or four weeks before the contest, bad weather swept over Europe, causing torrential rain and hail everywhere. (In Hungary, more than 20 glass fibre gliders were damaged by hail.) Attila, then back home in Switzerland, opened up his glider trailer after the storm to drain water from the trailer and to dry the glider. When, after arriving in Hungary, he wanted to rig "Nadi", badly rotten places were found in the wings! Attila was in despair, but AEROFA stepped in and repaired the glider within eight days, so that Attila could fly in the last tasks of the contest.

Then, Attila was told by one of the Austrian pilots competing in the contest, Herbert Nolz, that he owned an old Hungarian Super Futar (1957... designed by Erno Rubik... wing section at root to mid-span Goettingen 549... max. L/D I/30.2... info. from World's Sailplanes, published OSTIV June 1958) and that he would ask only a nominal price as the machine had not flown for ten years. Returning to Switzerland, Attila inspected the aircraft and bought it on the spot. The agreement that AEROFA would repair it had already been reached, so Aerofa's foreign trade agent took over and had the Super Futar brought back to Hungary in a Hungarian lorry returning empty from West Germany. It also brought back the Super Futar's unserviceable trailer. Now, both are being repaired by Aerofa.

Concerning Certificates of Airworthiness, we imagine that AEROFA will issue restored vintage gliders with Hungarian Cs of A. Knowing of Schmidt Lajos' high standard of work, we imagine that this would translate into a British C of A easily. The obtaining of European Cs of A would not be so easy, but we imagine that the gliders could continue to be flown under Hungarian Cs of A, either by them being returned to Aerofa's representatives coming to them.

A Remembrance of Robert Meray Horvath

There was once a brilliant personality in Hungarian sporting aviation. He was born on the 25th April 1922 in Budapest. He concluded his mid school studies at the Realgymnasium Toldy Ferenc and, after his Arbitur, he studied for three years at the Law Faculty in the Elizabeth Science University in Pecs. During this time he made acquaintance with gliding. At the age of 10, he visited the Farkashegy airfield for the first time, and from that time he became a permanent guest there until he could start gliding training in 1938. In quick succession, he took his A and B Certificates and, on 11th September, he gained his C Certificate with a flight of 37 minutes. His C Certificate was number 148. With it started incomparable series of successes. At the age of 19 in the summer of 1941 he gained his Silver C (ISTUS No. 1954) No.41 in the Hungarian list. After this, he made grandiose plans. Namely, he wanted to beat the long standing duration record. After many 5 hour flights, he succeeded on the 8th November 1942 in beating Ludwig Rotter's 1934 record of 24 hours 16 minutes, with the MOVE Rhönadler which was at last ready. The record attempt was suggested by Professor Geza Toth of the Meteorological Institute and he started at 4.15 in the afternoon. During the long winter night he had not only to fight against sleep, but also with heavy snowfalls. It fell to him to carry out the first night flight from Farkashegy. The next day went much easier for him. The new record had to be 5% above the old record and therefore, in order to make this clear to him, the gliding pupils formed up in the figure 5 on the ground. He was able to overfly the critical time and was brought down only by the weakening wind. He landed in the valley by the stream (Brunnental) at 7.10 with the help of lights from motor-cycles. For his great success in flying 26 hours 55 minutes, he was awarded his flying instructor's licence by the President of the Aero Association. For the next year he planned to attack the world record of 36 hours (Kurt Schmidt- Grunau Baby 2 - 1933) and later planned to achieve the two-seater world's duration record of 52 hours. (Bodecker/Zander - Germany - Kranich 2 - Rossitten 9-11.12.38.)

In the meantime, the 19 year old Robi had gained a rival in Istvan Kiraly, who had already several times tried to break Rotter's duration record. In a spirit of healthy rivalry, Kiraly managed to better Robi's record by flying 29 hours over HHH in a north-east wind in November 1942. The longer, and more favourable for night flight, N.E. slope of Harmashatarhegy was not left in peace for long by Robi, who waited only for a correspondingly good N.E. wind. Well prepared, he started in a DFS Olympia Meise and succeeded in gaining a new record - he flew for 33 hours 10 minutes. In the meantime, the first Hungarian Gold C had been won by Laszlo Tasnadi, who flew 315 kms in an M.22 from Budapest to Banffyhunad, and with it had gained the National Height record of 3770 metres.

Also Robi was pressing forwards, spurred on by Nadi's achievement, and gained Gold C height with a flight to 3030 metres. From now on, he spent all his free time on the Farkashegy. His university studies made it possible for him to train for distance and blind flying. At his disposal now, besides the slow Rhönadler and Meise, was a two-seater Kranich 2, which the MOM flying group had bought. This machine spurred Robi on to further performances. With this, he took over the training of the MOVE pilots and his influence extended to the pupils of the MOM factory. During 1942/43, countless A, B and C Certificates were gained with the "Frici", the name of a Vöcsök. This wonderful training machine with someone in the saddle had lorded it over the north-west slope. She flew above all other training gliders, at the same height as the performance sailplanes. He was justifiably proud of his pupils and their achievements.

The sailplane Kranich had fulfilled all its promises. On 30th May 1943, Robi disappeared in a good north-west wind into the clouds, with his pupil Ing. Jeno Luxemburger, to reach his goal, Belgrade. This flight meant not only his Gold C, but also the goal flight record of 315 kms and the height record for two-seaters of 2378 metres. His Gold C badge had the ISTUS number 45. During the next month, at the gliding camp of Hajduszoboszlo, he flew an M.22 270 kms to Balatonfüred. Several of his pupils achieved their Silver Cs. During the summer he worked tirelessly, instructing in gliding camps. On the 8th August, again in a NW wind, he put the Kranich's undercarriage in its rear seat and - OFF! - to Koloszvar. In the evening, the airfield at Dezmer reported that Robi had landed there and thus a new goal flight record of 372 kms had fallen to him. He excelled in everything and no one could now deny his success.

In the meantime, he skiied in winter with no small amount of success.

(1) Countless mid school championships.
(2) Often in the National Team of the "Levente" Youth Movement.
(3) Highschool Downhill Championship.
(4) National Team for Ski Jumping. Twice.
(5) Slalom National Team.
(6) National Team for Ski Jumping.
(7) In Garmisch-Partenkirchen 1942. The best Hungarian skier.
(8) In the Swiss Hungarian Highschool Championship in Murren in 1943, he won the Swiss Gold Medal and achieved second place in the Slalom.
(9) In the Championship on the Mencsul in 1943, 1st place in the Giant Slalom and Grand Prize of the Ministry of Merchandise and Traffic.

In 1944 thunderclouds appeared in the heavens; the wind of war interrupted the upswinging progress of Hungarian aviation. Robi spent the five months of the summer at Pipishegy, near Gyöngyös to try out the meteorological conditions and the flying possibilities among the Matra foothills with his expert experience. In the experimental camp under his direction were 300 hours and 6 flights of over 3,000 metres flown, of which Robi had made two. With a pupil in the second seat, Robi started on the 2nd July with the two-seater Kranich and reached 4,100 metres above sea level, which meant a gain of height of 3882 metres, which was a new National height record for two-seaters. This was also the International record because Wolf Hirth's Handbuch at that time gave no better record. Unfortunately, during the war, the FAI would not accept any record claims. On the 1st August, he had a winch launch in a Meise to 150 metres (about 400 m. above sea level). It was a day heavy with thunderstorms and he circled for 10-15 minutes in zero lift, when suddenly he noticed a Stork nearby. Quickly, he flew to it and found half metre lift. There, he climbed to 800 m. Around, more and more thunderclouds were building. Under one cloud, he found 2-3m. climb and circled until his aircraft disappeared into the large cumulus. In this unfriendly darkness, he climbed to 2,600 metres. Then he left it and flew over Gyöngyös town into the highest tower of cloud. With 2.5m. climb, it continued until the instruments showed 4,000 metres. Icing of instruments and leading edges began from about 3,000 metres. He left the cloud and inspected it from outside to see where the highest towers were. Then he entered it again. Inside the thundercloud he was greeted with hellish thunder and lightning. In this large thunderstorm was hail and severe turbulence. There was lift in the order of 5 m/sec... The ASI became frozen and so the only indication of speed came from stick feel. Above 5,000 metres, the ailerons began to freeze up, but he was able to break the ice with powerful control movements. He could only still use the turn indicator. Anoxia made itself noticed. Slowly, the rate of climb became less. The altimeter's needle showed 6,100 metres. So he flew towards the SW out of the cloud. Around him were cumuli with approximately 1,000 m. higher towers. His altitude of 5778 metres gained was a new Hungarian record. With this, he had almost come within 1,000 metres of the International height record of the time which was held by the Lufthansa Captain Drechsel and his Minimoa.

His fine performances had not made him conceited. Always, he remained a modest, amiable, flying comrade, liked by all and who was known by all as "MUNYO".

On 1st November, he was called up to the Aviation Academy. Because of the advance of Soviet troops, the Academy was evacuated behind the front to Szentkiralyszabadja in Transdanubia. The Academy's students were temporarily sheltered in wagons, but there was no more talk of flying. Robi and his colleagues saw that it was only a question of time before they would be moved to Germany and, at Christmas, they wanted to say goodbye to their parents in Budapest, who were staying behind.

After many difficulties, he reached his parents' home, but to leave had become impossible as the Soviet ring had now closed around Budapest.

During the attack, Robi came across his Chief Flying Instructor, Jozsef Szonyi, who said, as he turned to say goodbye with his always smiling face"But you will also manage to fly after the war". But in Robi's case, destiny was cruel. He was taken by Russian soldiers to become a "small robot". It was not possible to establish what exactly happened during the snow clearing work. Most probably, he cut by mistake with his shovel a telephone cable in the snow and was brought down by a salvo of machine pistol fire. A version also came to his parents that the work group had been decimated by Soviet soldiers - and he was in it..... The tragedy played

itself out not far from his parents' house in Kutvolgyi Street on 7th January 1945. He was buried on the building site of Gsipke Street I. However, his mother searched for him for months in the prison camps. After long investigations, his remains were exhumed first in November 1945. He was identified through his ski pullover and his ski boots. His worldly remains were interred on 7th November 1945 in the Farkasret Cemetery.

After the war, gliding began again - but without him. The large family of glider pilots cannot forget him and are holding his memory in unfading love.

Imre Mitter writes: "I enclose a couple of old photographs and a list of Meray-Horvath Robert's flights that I have collected. This proves that no one in the world can boast such results as he managed to achieve during the war, at the age of 22, within such a short time!

Robert was not only the brightest star in Hungarian gliding history, but is unparallelled throughout the world!

We shall commemorate the 40th anniversary of his death on January 7th 1985 in the Farkasret Cemetery."

Table - Meray-Horvath Robert's flights

Date	Place	Time	Height	Distance
11.9.38	Farkashegy-C Certificate	37 mins.		
1939	Farkashegy	5 hrs. 03 mins.		
29.7.40	Farkashegy.. Meise		1025 m.	
17.8.40	Farkashegy.. Meise		1400 m.	
1940	" "	5 hrs. 01 mins.		
1940	" "	5 hrs. 28 mins.		
1940	" "	9 hrs. 11 mins.		
1940	" "	8 hrs. 38 mins.		
25.3.41	Farkashegy-Tapiosag			51 kms.
5.41	Farkashegy		1105 m.	
7.8.41	" M.22	5 hrs. 20 mins.	1368	
14.8.41	" M.22		1278 m.	
8/9.9.41	" Rhönadler	26 hrs. 55 mins.	Hungarian National Duration Record	
3/4.6.42	HHH Meise	33 hrs. 10 mins.	" " " "	
	HHH-Totkelecsémy		3500 m?	
14.9.42	Farkashegy-Gyöngyös			80 kms.
22.4.43	Farkashegy-"Rhönadler"	5 hrs. 44 mins.		
24.4.43	Fhegy-Fülek "Kranich" with J. Luxemburger		2030 m.	110 kms.
15.5.43	Fhegy-Szolnok "Rhönadler"		3030 m.	100 kms.
19.5.43	Fhegy-Andrasfold "Rhönadler"		2600 m.	185 kms.
29.5.43	Fhegy-Szolzok		1700 m.	100 kms.
30.5.43	Fhegy-Belgrade. Kranich with J. Luxemburger		2378 m.	315 kms. Nat. Record
13.6.43	Fhegy HHH "Kranich" with Bajza I	7 hrs. 15 mins.		
21.6.43	Hajduszoboszlo-Balatonfüred "M.22"		1844 m.	270 kms.
14.7.43	Fhegy-Fusesgyarmat. Captured Soviet "G.9."			175 kms.
17.7.43	Fhegy-Orvend. "M.22"			255 kms.
8.8.43	Fhegy-Kolozsvar "Kranich"		3920 Nat. Height Record	365 Nat. Goal Record
23.8.43	Fhegy, "Kranich" with F. Csucsi	6 hrs. 19 mins.		
2.7.44	Gyöngyös, "Kranich" with I. Csepan		3882 m.	
	Gyöngyös, "Kranich" with Novendek	15 hrs.		
1.8.44	Gyöngyös, "Meise"		5778 m. National Height Record	
7.1.45	Killed Budapest... 22 years old!			

Among other flights during those years were:-

In 1941 Laszlo Tasnadi flew 315 kms from Budapest-Banffyhunyad in an M.22.

In 1942 Retkes Sandor and Stolte Janos flew a Cimbora 20 hours 44 mins.

In 1942 Laszlo Tasnadi flew 335 kms from Budapest to Topaszentkiraly.
Nagy Gyorgy and Horvath Tibor flew a Goevier 2-205 kms.
Makai Bela flew 272 kms from Budapest to Titelbe.
Stolte Janos flew from Feruhegy to Belgrade 315 kms?

and the following height flights were carried out:-

17 May 1942	Laszlo Tasnadi - 3770 m. in "M.22"
10 July 1942	Balazs Andor - 3642 m. in an "M.22"
15 July 1942	Struczky Istvan - 3333 m. in a "Pilis"
23 July 1942	Jaromy Arpad - 3690 m. in an "M.22"
23 July 1942	Balasz Andor - 3845 m. ..... Hungarian record
23 July 1942	Csinos Jozsef - 3004 m. in a "Pilis"
24 June 1943	Grohmann J. - 3300 m. in a "Rhönadler"
14 July 1943	Stolte Janos - 4083 m. in a "Kevely".... Hungarian record
14 July 1943	Beniczky Lajos - 3157 m. in an "M.22"
28 July 1943	Bollmann Bela - 4273 m. in a "Kevely".... Hungarian record
28 July 1943	Vojnich Pal - 5053 m. in a "Kevely".... Hungarian record

One can understand that these were exciting gliding times in Hungary and why the Hungarians want to "bring back" these gliders. We hope that it will be possible to see at our future rallies the 1937 "M.22", the "Pilis" and the "Kevely".

From the above, it is quite evident that there was gliding in Hungary, as well as in France and Denmark, and in the neutral countries ... Switzerland and Spain, during these times.

Translated from German and Hungarian by C. Wills.

CAPTAINS TO PHOTOGRAPHS:

Hungarian History

Left to right - Top to bottom

1. Heroes from the days of glory before an M.22. Note the one-piece moulded canopy which was something rare on gliders in those days. This is a 1942 photograph sent by Imre Mitter, who is third from left.

2. The brilliant Hungarian glider pilot, Robert Meray-Horvath, with the Meise that he used for the records. The photo was taken either after his duration record of 1942 OR after his height record of 1944. We think the latter to be more likely as he looks too fresh for just having landed after a duration record. Also, he seems to have field-landed the Meise, which is a very likely possibility after a thunderstorm flight.

3. Robert Meray-Horvath, after having landed the Kranich at Koloszvar (Cluj in Roumania) on the 8th August 1943. The 365 kms distance was a single seat Hungarian Goal Flight record. The Kranich's undercarriage was carried as ballast on the rear seat. He had reached Transylvania, the land of Count Dracula, Vampyres and sinister castles.

4. The Meise's instrument panel. We understand that Robert carried out his thunderstorm height record flight with this machine. Note that there is no artificial horizon, only a turn and bank indicator.* Note also the oxygen installation equipment on the right of the cockpit. This evidently was not working when he climbed to over 5,000 m. in cloud.

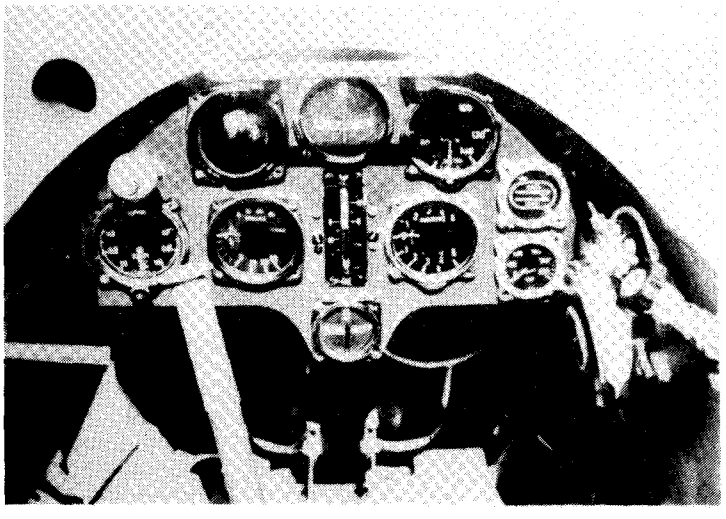
*Two turn & bank indicators.

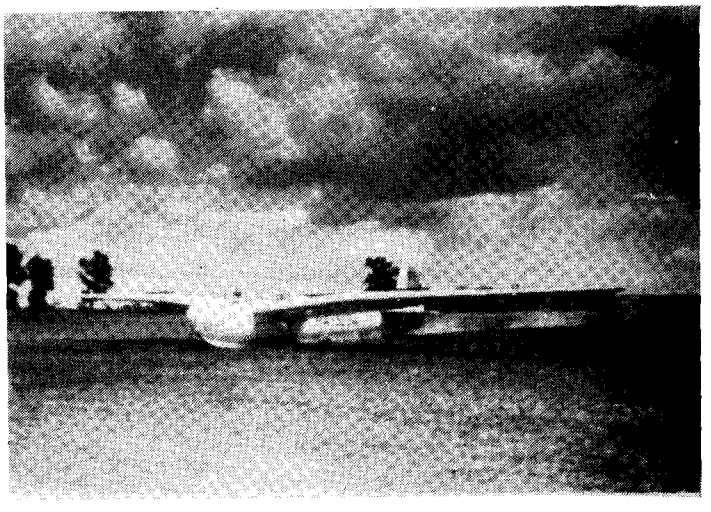
5. The Kranich 2, HA-5064 landing in Hungary during the 1950's. Could this have been the aircraft used by Robert?


VÉRCSE












PH-209

CAPTAINS TO PHOTOGRAPHS:

Top to bottom:

1. Terlet Postflight. Jan Förster and Jan van Beugen in a Dutch Goevier 3. Both are Committee members of the recently formed Dutch Vintage Glider Club. Copyright CITOPRESS Photopress Service (LID N.V.F.).

2. Beautifully restored in light blue paint and transparent fabric, Hans Dijkstra's Goevier 3 PH-209. This aircraft, or rather its owner, received a VGC prize for restoration last year. Behind it can be seen on the left, one of the two last remaining Fokker Grunau Baby 2b's. Before it can be seen the British 1936 Kite I, BGA 310, which was restored to original condition by Michael Maufe.

BELGIAN NEWS

A.S.B.L. "Les Faucheurs de Marguerites" Planeurs Anciens ("Daisy Cutters")
"Social Seat" (Base)

Rue de Porcheresse II
5361 Mohiville - Hamois
La Belgique... (Belgium) Tel: 03/61. 21. 94

This association has been founded to safeguard and maintain the Heritage of Gliding. It seeks to collect together all the enthusiasts for old gliders, whether they are owners or not. Our members have already collected together 21 gliders dating from 1936 - 1965.

At Mohiville, the social base of our association, a hangar has been finished which can shelter up to 12 machines. At the same location a workshop will soon be modernised to restore members' aircraft and eventually this will become part of the organization "Construction Amateurs".

A Grunau Baby 2B-2 from 1939 has been restored and flies regularly. During the next "good gliding season" in summer, the other restored gliders will be made airworthy. It is planned to make a two-seater airworthy for the 1985 season. The association plans to produce for its members three times a year a revue which will contain technical details and other information relative to the machines and their restorations. All details, photos and material that concerns us, as well as all offers of aid, are welcome.

To become a member, it is sufficient to send 300 Belgian Francs to:

"Faucheurs de Marguerites ("Daisy Cutters")
rue de Porcheresse II,
5351 Mohiville-Hamois,
La Belgique (Belgium).

300 Belgian Francs is 45 French Francs, 20 Dutch Guilders or £5.50

Entry forms can be obtained from C. Wills, "Wings", The Street, Ewelme, Oxon OX9 6HQ, England. Tel. (0) 491 39245 or from the above address.

LETTERS

This letter has been received from the KSAK - The Royal Swedish Aero Club, dated 8.1.85:

"Dear Mr. Traves, Thank you for your letter and acceptance of the KSAK as an affiliated member of the VGC. The club magazine is an interesting one, which gives a vivid picture of the happenings in this field in Europe. We have indeed received No.53, of which one page is devoted to Swedish affairs.

The information supplied by Bengt Micrander is basically correct, but it must be emphasized that the contributions made by the Falköping community and the KSAK have made the museum a financial possibility. The voluntary work contributed by club members and others has been vital in making the museum a reality. The contributions made by a few stalwart fanatics from the Gothenburg G.C. is nothing short of fantastic.

Space limitations have precluded that all available gliders be put on show, but if the entire hangar could be made available, the number of exhibited gliders and tugs should be virtually doubled.

The description of the "glider inspector situation" in Sweden, however, is a very biased one and very far from the truth. All but one of the inspectors are more or less active gliding instructors, the majority of whom are very active club people. Two out of seven may possibly be termed "Government people" being employed by KSAK, but neither they nor the others are employed by the state. To clarify: KSAK is responsible for all technical matters concerning gliders on behalf of the Swedish CAA, but KSAK is neither "Government" nor "State".

Not to knowledge has a single glider been grounded on account of its ten years of age. On the other hand, there are registered, with valid Certificates of Airworthiness, more than sixty wooden or part wooden gliders which are 25 or more years old. At the present time, an SG.38 and a Grunau Baby are being restored to flying condition and they will eventually get fully valid C of A's - and the interest for this kind of work is mounting.

Mr. Micrander's role in connecting KSAK with the VGC is not unimportant, but you might also note that KSAK among its employees has a long time VGC member, being one of the alleged "anti-veteran" inspectors, Mr. K.G. Bask.

I hope that you will publish this letter in the next issue of your very interesting magazine. Kindest regards.

Sven Hugosson. Secretary General of the Royal Swedish Aero Club.

Twist was a Washout! by Keith Emslie. 5 Nov. 84

Many gliders were given a lot of wing twist, or special aerofoil sections at their wing tips, to avoid the dreaded wing drop from an early tip stall. Twist has now disappeared from the scene, and one wonders why, and if, it was really necessary?

The relevant feature that started the rot was the extreme taper and tiny wing tip chords of Wien, Austria, Fafnir, Rhönadler, Hjordis and Petrel. This gave deep wing root space, but caused the wing drop for which twist was a cure. It was known that the elliptical wing gave the least induced drag, and a curved planform was used on a Grunau, though not exactly elliptic. However, the effects of wing taper were probably not known, in the sense of how the (inevitable) downwash was spread along the wing span. The elliptic wing derives its efficiency from the fact that every part of it suffers the same angle of downwash, a constant proportion of the wing angle of incidence to the airflow direction. A wing with constant chord (parallel edges) has more downwash at the wing tips than at the wing root, which acts to protect it against tip stall and wing drop. A modestly tapered wing (2:1 or 3:1) is a closer approximation to elliptic and the double taper of a Ka 6 is even better, giving an efficient wing that stalls simultaneously, which is quite satisfactory if the aerofoil stalls gently. However, the extreme tapered wing (5:1) suffers less downwash over the wing tips and more, over the wing root. The wing root is protected, and the wing tip stalls first, usually one before the other. Designers then used twist as a palliative, instead of going for the full cure of less taper.

Geometric twist, using the same aerofoil from root to tip, needed to be rather extreme, in order to overcome several degrees of variation of downwash. Then, when the glider was dived to high speed, you could see that the wing tips were being bent down due to them being at negative incidence, and generating high downloads. It was probably also realised that this was also a source of extra profile drag which is very detrimental at high speed.

Aerodynamic twist looked much better, because you off-loaded the wing tips by reducing their camber and the wing did not look twisted. In fact, you were twisting the "zero lift line" (the airflow direction that would give you zero lift). Off-loading the wing tips by reduced camber was just as effective as reducing the angle of incidence by geometric twist... and gave just as much download at high speed; the only slight benefit was that the profile drag was not increased quite so much. Unfortunately, the aerodynamic twist tended to lose its effect just when it was most needed... at the stall. When carried to the extreme, using a thin symmetrical

section at the wing tips, it actually promoted tip stall and wing drop. The airflow separates suddenly above the thin leading edge, instantly losing lift. When the nose is thick and cambered, the airflow can survive, and later separates gently and gradually from the rear of the aerofoil. The Kite 2 illustrates this precisely. The main wing was given a modest camber and 12% thickness, NACA 2412, giving reasonably high lift, gentle stall, and reasonable drag at high speed. With modest wing taper, this aerofoil could have been used throughout, giving a mild stall with perhaps a mild tendency to drop a wing. However, the wing tips were instead given NACA 0009, which in fact stalls 2 degrees earlier than 2412, and loses lift instantly. The wing drop was vicious, and not completely masked when several degrees of geometric twist had been added. A poor workman got blamed for misreading a drawing giving the wing a wing/body setting that was supposed to have been twist, but I can't blame him for thinking that so much twist looked wrong. Two generations of gliders went astray and carry the mark of it, shown instantly by a glance along the wing. Prefect, T.21, Swallow, Capstan. It is not until you reach the Skylark that you can actually see the penny dropping. Modestly cambered tips and 3 degrees of twist... until you reach the Skylark 4, when the tips were given increased camber, NACA 6415 instead of 4415.. and the negative twist was finally reduced to zero! Hallelujah!

To answer a previous letter, Bill Manuel has told C. Wills that he used the same wing profile throughout the entire wing span of his Wrens... there being no geometrical or aerodynamic washout.

A COMPARISON BETWEEN DFS AND JS WEIHES

Some of our members have asked for the exact differences between these two aircraft. Here they are... as we know them. We would be grateful for corrections should we be wrong.

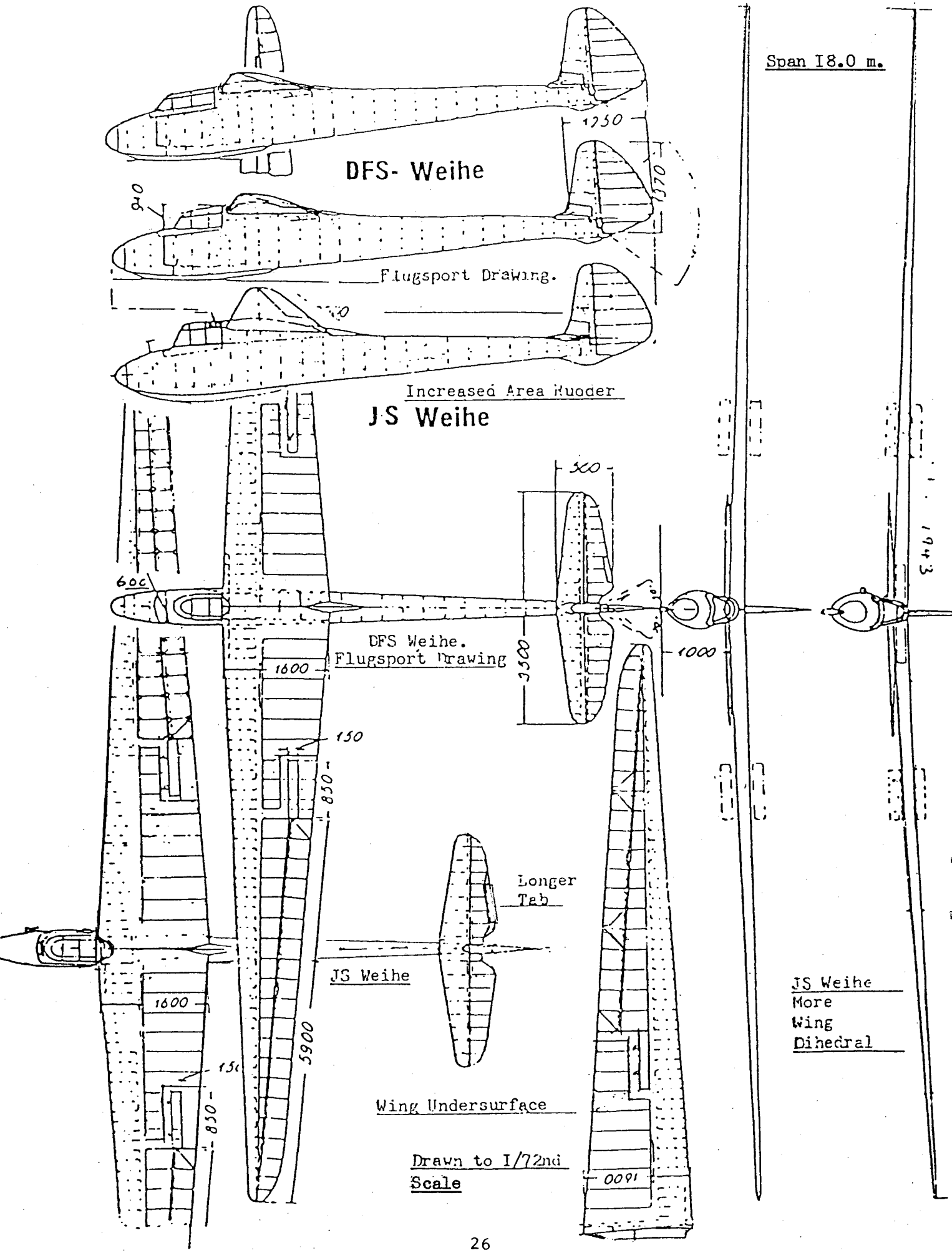
For the DFS Weihe, we have assumed that it was the aircraft of that name, 60 of which were built by the Flugzeugbau Schweyer for RM.3, 695, in between 1938 and 1940.

The JS Weihe This was the modified version that was built by the Flugzeugbau Jacobs Schweyer between the years 1941 and 1944 and was also at that time, and later, built in other countries. We have two figures for the German production-280 and 340. 24 more JS Weihes were built under licence in Sweden in 1943 (the last one was built in 1950) and 29 more were built from German parts as VMA 200 "Milans", in France in 1950. At least 35 more were built with small Schempp Hirth airbrakes and moulded canopies from 1951 - 1960 in Yugoslavia. The JS Weihe was also built under licence in Spain during, and after, the war but we have no Spanish production figures as yet. A modified version of the JS Weihe was built in Germany after 1951. This was the FW Weihe 50. We have read in the OSTIV publication:- "The World's Sailplanes" that only 9 were built. Probably, this was due to their high price of 11,000 DM, compared with the 4,500 DM needed to buy a Spatz at that time. The Focke Wulf Plant Bremen's overheads were too high. It is certain that other Weihe 50's were built by individuals (Werner Tschorn) and clubs. The Weihe 50 has a one-piece moulded canopy, landing wheel, and later versions had short span ailerons.

From the above information, which is not complete, it is possible to come to the conclusion that between 441 and 500 Weihes were built.

Differences between DFS and JS Weihes

1. The DFS Weihe had less wing dihedral than the JS Weihe. Flugsport states that it was 2.5 degrees. Martin Simons states that it was 3 degrees. Nowhere can we establish the dihedral for the JS Weihe, but it was certainly much more than 2.5 degrees.
2. Wingtip profiles Flugsport states that the tip profile of the DFS Weihe was Goettingen 676, converting to that profile at the root of the aileron from the Goettingen 549 at the root. Martin Simons and OSTIV (The World's Sailplanes) state that the wingtip profile is M.12.
3. The Canopies The Flugsport drawing indicates that the DFS Weihe had a short small canopy. Whereas there may have been DFS Weihes with such a canopy, we have seen photographs of four Weihes, one of which, we believe, was the prototype, with a much longer canopy, sloping down towards its front.


DFS- Weihe
Flugsport Drawing.
Increased Area Rudder
JS Weihe
Span 18.0 m.
DFS Weihe.
Flugsport Drawing
Longer
Tab
JS Weihe
Wing Undersurface
JS Weihe
More
Wing
Dihedral
Drawn to 1/72nd
Scale

4. The Rudders The JS Weihe had a rudder of increased side area to that of the DFS version.

5. Elevator Trim Tabs The JS Weihe had an elevator servo/trim tab of increased span over that of the DFS version.

6. Inter wing (at leading edge) and tailplane/fin fairings Those on the DFS Weihe were smaller than those of the JS Weihe, which means that they had smaller gaps to cover.

7. Major Components of the two Weihes are not interchangeable without considerable modification.

DFS Weihes were seen by the author in Spain in 1951 and England in 1954. The DFS Weihe in England was taking part in the World Championships at Camphill in 1954 in which, flown by Seppo Relander, it finished 5th. This was OH-WAB (later OH-133). The DFS Weihe in Spain was EC-RZZ at Huesca from where it had broken many records in 1943 and later. Both these Weihes may still exist. Photos have also been seen of a DFS Weihe at RAF Fassberg in 1949 and 56. Another was in France. The Spanish pilots said that RZZ was the highest performance sailplane in Europe, but probably this was in comparison with their JS Weihes as, at that time, Spain was isolated from all other countries, especially from Mr. Attlee's socialist Britain.

From the drawings can be seen that there were many differences. The author thinks that the JS Weihe was a "terrible come down from the real thing" artistically, but almost certainly the JS Weihe was the better aircraft to fly. The smaller wing dihedral of the DFS version would probably have given it a better performance over that of the JS version.

FOR SALE

Free for collection

Enough bits to rebuild Grunau Baby 2b-2, built 1943, shown on cover of VGC Newsletter No.48. Still with the, from June 1943, Wehrmacht Luft registration LN+ST, this glider is, as if it is from a time capsule, as it is in the original colours and markings of a German military (as opposed to NSFK) gliding club of between 1943 and 1945. We hope that whoever takes this project on will keep it in these colours as a valuable representation of that time.
Present owner is: J. Cook - Tel. 0724 840157

Tipsy Nipper Aeroplane.

Completely re-built and re-sprayed, new engine, permit, aerobatic and easy to fly:- Offers, or will part exchange with glider or motorglider.
Contact address is: Shrimpton, 48 Langdon Road, Bath. Tel. 0225 315082 5951.

Slingsby Sky BGA 691 (PH-232)

This is the Philip Wills 1952 Spanish World Championship winner and MUST have a good home. It has been extensively re-built after a severe accident. It is now nearly complete. The woodwork is done, but it still needs fabric covering. It has a metal trailer, but its owners would consider selling separately. Reason for sale: Syndicate is dispersed.
Offers to: J. Bird, Stoneleigh, Sturt Road, Charlbury, Oxon,OX7 3EP.

SF.26 in good condition with open trailer. Offers to: Paddy Hogg, RAFGSA Centre, Bicester Airfield, Bicester, Bucks.

Blue Eagle No. II with which N. Goodhart and F. Foster won the two-seater world Championships in 1956 at St. Jan, France, (the last two-seater World Championships). It is a past holder of the UK two-seater 300 kms triangle record. Prince Philip has flown in this superb glider. Good condition with current C of A.
Price: £3,600 including instruments, parachutes and trailer. Based at Lasham.
Tel. R. Cole - Winchester (0962) home 54565; office 882222.

Grunau Baby 2b-2 and enclosed alloy trailer Open cockpit, ceconite covered. Landing wheel fitted. Excellent condition. All details available from factory until the present day. Price: £995. Offers to: 7, De Aston Square, Scunthorpe, South Humberside, DN15 8JL. Tel. 0724 840157.

Sets of Hutter H.17a and Grunau Baby 2 (1933) drawing prints are available from: C. Wills, "Wings", The Street, Ewelme, Oxon OX9 6HQ. Tel. Wallingford (0491) 39245.

Weihe 50 built 1953 from Frau Elfriede Meyer, Spalenring 119,CH-4055 Basel, Switzerland. The aircraft can be inspected on the airfield of Grenchen, and is complete with instruments, radio and fabric covered trailer. Min. price that can be accepted is 10,000 Sw. francs.

Castel C.25S Two-seater. This is a classic mass-produced, closed two-seater, designed in 1942, with the C.800, to fulfil plans for a huge expansion of French gliding at that time. Due to the war situation, it did not get mass-produced (107 built at least) until between 1945 and 1948. Side-by-side seated, the type held the French two-seater distance record of 370 kms in 1953. Casein glued, it will need some attention to a wing tip. Offers to: Billie Caldwell, 14 The Towers, Grand Avenue, Worthing, Sussex. Tel. 0903 40418.

Eon Baby Excellent condition - semi aerobatic, BGA 1252. Can be seen rigged at the Welland GC. C of A until 21 April 85. Aerolite glued. Recently recovered. Eligible for the Babytreffen. Closed trailer with fibreglass top. Price: £1200. Owner is: Ray Clarke, "Jilyn House", Drayton, Market Harborough, Leics. Tel. 085883 284.

Grunau Baby 2A Open trailer. German built post-war. Full history to date. C of A to June... we will renew it if required. Offers - over £400 to: A. Garton, 23 Baysdale Road, Ashby, Scunthorpe, South Humberside. Tel. 0724 862579. It is possible that they have a T.21b for sale also.

BOOKS

We have heard that Motorbuch Verlag, Stuttgart, has reprinted the "Flugzeug Typenbuch 1944" for the 5th time! This is the German wartime bible of light aeroplanes, sailplanes, 3-view drawings, photographs and statistics. Details from Beaumonts Aviation Literature, 656 Holloway Road, London N19 3PD. Tel. 01 272 3630. Price: £8.95

The World's Vintage Sailplanes 1908-45 by Martin Simons. This has been delayed by a legal problem. We hope that this will be resolved in a court case in Adelaide, South Australia, on 11th March 85.

Über Sonnige Weiten (Beyond the Sunlit Horizons), in German by Peter Riedel. This will describe gliding at the Wasserkuppe from 1932 - 1939. To be published sometime during the first half of this year. If it is as good as his previous two books on Wasserkuppe history, it will be worth having, even by those who cannot speak German. Motorbuch Verlag, Stuttgart. Information can be received in Britain from Beaumonts Aviation Bookshop.

Vom Hangwind sur Thermik (From Slope Lift to the Thermals) in German. Available now. Peter Riedel. A really brilliant book describing Wasserkuppe self experienced history from 1927 - 1932. Motorbuch Verlag. Photographs, drawings, text, etc.

A New Picture Book on Horten Aircraft (in English). Being published in America, using Reimar Horten's original photographs. The author is Dr. Myhra. Information can be received from: Jan Scott, Scott Air Park, Lovettsville, Virginia 22080, USA. Tel. 703/822 5504.

Happy to Fly - an autobiography by Ann Welch. £10.50 - John Murray. Well illustrated and brilliantly written. From British Gliding Clubs and Beaumonts Aviation Bookshop. It can be ordered through any bookshop.

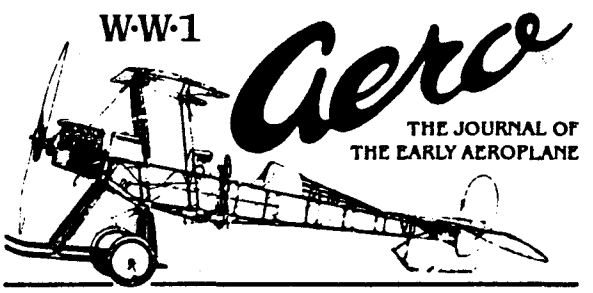
NEEDED

Two syndicate members for 1955 built Austrian Mg 19a two-seater. This aircraft has an enclosed aluminium trailer and can be flown from anywhere it's owners wish. In the syndicate at present are A. Smallwood, John Cadman, C. Wills and Tim Harrison. The aircraft has approximately a Kranich 2 performance, but has more visibility from the rear seat. Those interested should contact: A. Smallwood, 6 Church End, Bletchingdon, Oxon OX5 3DL. Tel. 0869 50098.

DESPERATE TUTOR PILOT REQUIRES

1 pair of T.31 front struts
1 pair of T.31 jury struts
1 pair of T.31 jury strut wing fittings

If you can oblige, please contact Ian Smith, 20 Kingsmede, Horndean, Hants. Tel. 0705 592839. He wants to aerotow it!



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BACK PAGE PHOTOGRAPH:

A 1984 photograph showing Peter Philpot before the replica Gull 3, which is being built at the Blackpool & Fylde Club in Lancashire.

