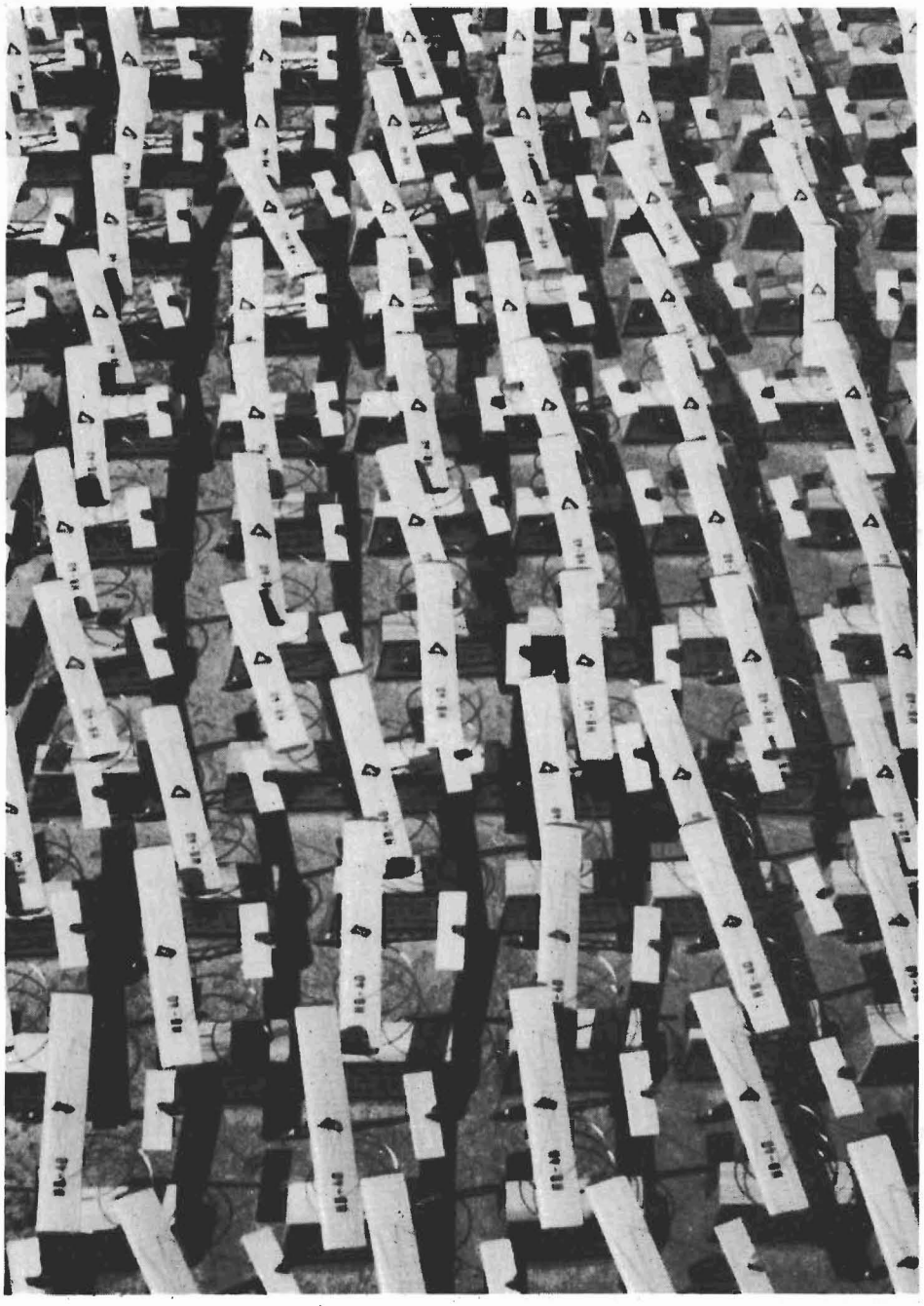
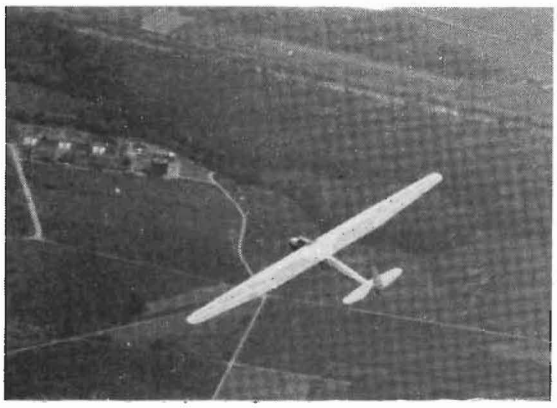
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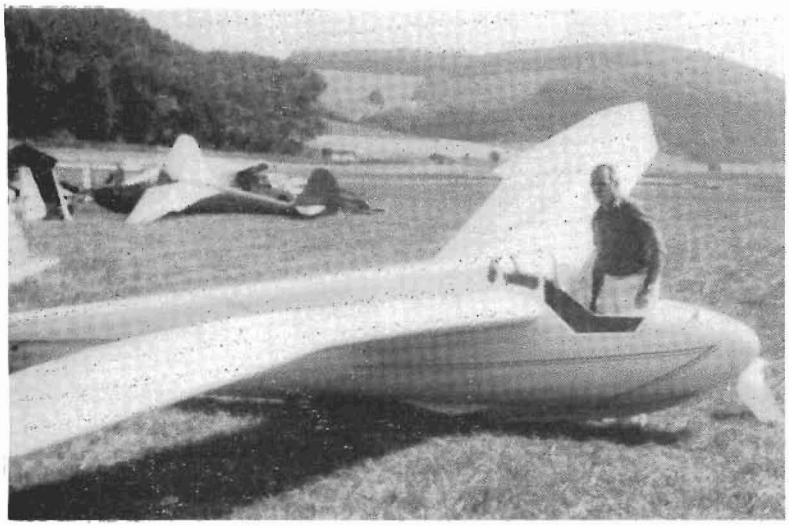


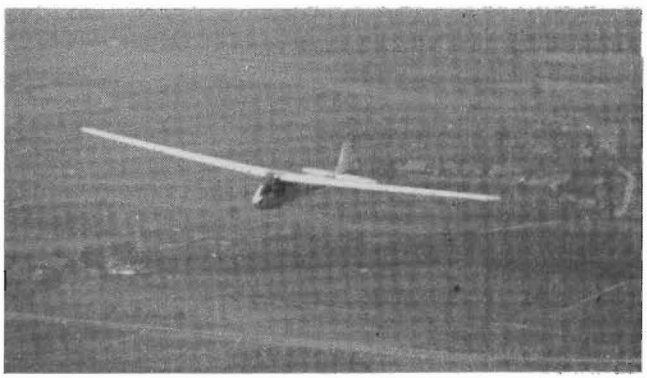


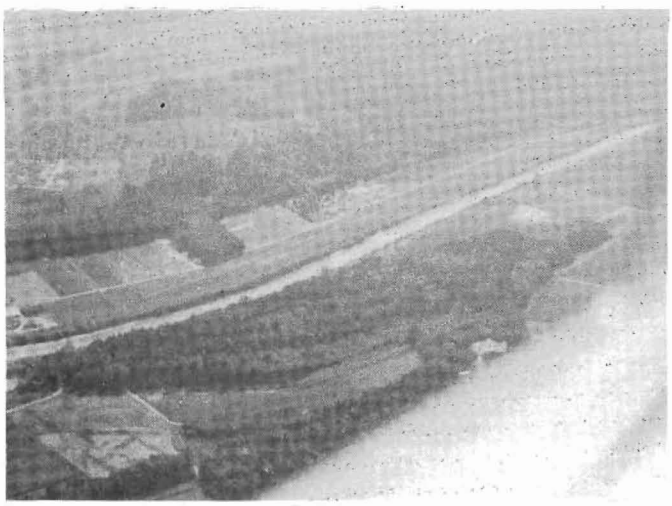

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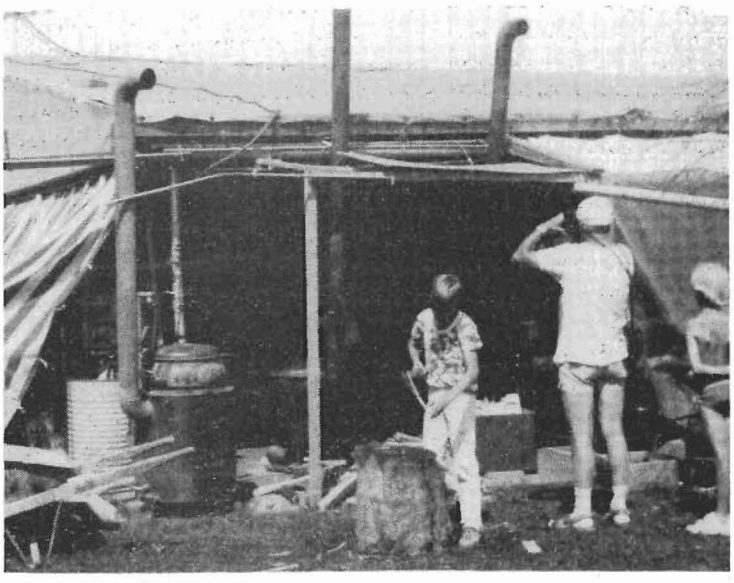












CAPTIONS TO PHOTOGRAPHS: . Top to bottom - left to right

1. The Wasserkuppe Oldtimer Club's ES 49 circling. This was the OSC Wasserkuppe's first restoration, the work being done in the original Schleicher workshop in Gersfeld. Photo from colour by Ted Hull.

2. The ES.49 D-5069 being pushed backwards to the start. This was Germany's first 2-seater sailplane designed and built after the war, the designer being Edmund Schneider of Grunau, Silesia, of Grunau Baby fame. After the war, he was persuaded to emigrate to Adelaide, South Australia, where his son, Harry, still is. Because of this, there is also an ES.49 in South Australia being restored by Kevin Sedgman of the Scouts' GC at Blanchtown. Kevin, who was with us in Blumberg Amlikon, is an active member of the Australian Vintage Glider Association. Since restoring the ES.49, the OSC Wa Ku has restored an SG 38 primary, which was also at Amlikon. They are now building a replica DFS Habicht. Photo from black and white by C. Wills.

3. The Hungarian entry this year consisted of no gliders, but this Hungarian built and restored Soviet PO.2. Originally designed in 1929, this Polykarpov was built 31 years ago. Its stalling speed was less than 50kph! It was flown operationally during the war by the Kazan Aviation Guards Regiment of women, who used it for, among other operations, dropping antipersonnel bombs at night. We cannot yet understand why these aeroplanes are allowed to be restored and flown in Poland and Hungary, and not old wooden gliders. Photo from colour by Ted Hull.

4. Ted Hull, who was kindly lent this Spyr 5 by Hugo and Werner Roth for the duration of the Rally, and soared it for many hours. It was completely restored by Werner after it had been found derelict and full of water in an open barn. Photo from colour by Ted Hull.

5. The superb recently restored Münster Minimoa. Rainer Willeke, its restorer, is by its nose. This machine is to have its 50th birthday celebrated in 1987. Behind can be seen the recently restored Shenstone Czerwinski Harbinger. This scene was taken at Blumberg in Germany, Black Forest Region. Photo from black and white by C. Wills.

6. "Kurt Schmidt" Ernst Walter coming in from below. Seldom was this fine, almost original, early Mu 13d seen from above. This is at present the only airworthy pre-war type Mu 13d. Photo from colour by Ted Hull.

7. An aerial view of the airfield at Amlikon. The thin strip of the airfield can be seen running along the opposite side of the river to the wood. Take off run was immediately adjacent to the river. Landings were parallel to the take off run. All landed gliders had to be immediately removed across the road to the little fields before and behind the rectangular area of trees. To the right of these dispersal areas, almost above the centre of the photograph, can be seen the clubhouse, hangar, camping site and swimming bath, etc. The reserve landing field must be almost under the glider... the Spyr 5 flown by Ted Hull. Photo from colour by Ted Hull.

8. The rear of the kitchen in the briefing hangar. One of three soup kitchens... left, and Jan and Patrick Förster...left. This hangar has been added to an existing hangar with carefully fitted pieces of wood (which may have done the job before) to give a seating area for 500 people.

COVER PHOTOGRAPH:

Not Swiss mass production of SG.38s for the new VGC Primary Class, but some of the 100 models set on mounts, suitably engraved, for participants of the 13th International Vintage Glider Rally at Amlikon, made in great detail and with endless patience, by our member Hugo Roth, who was also the Rally's Organisation Committee's President. We find his overall achievement to have been prodigious.

Photo - Hugo Roth

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.56

AUTUMN 1985

EDITORIAL

This year it was Britain's turn to have bad gliding weather, no doubt to make up for last year's good weather. However, the continent of Europe finally had good weather, no doubt to make up for last year's bad weather. The good weather there came just in time for our International Rallies.

The British National Rally at the Long Mynd also had some interesting weather with five flying days out of eight, in strong hill lift conditions. In fact, we did better than gliding events in the rest of the country for flying weather during that week.

From performances point of view, we are only able to report on Willi Schwarzenbach's outstanding flight from the Jungfraujoch, when he kept his Spalinger S.18 up for 5 hrs. 20 mins., climbing five times to above 3,000 m. We should also mention Francois Ragot's 300 km triangle flight in his Spalinger S.18 from Vinon.

No less than seven restorations have been completed by our members this year. These are: one in Germany (Minimoa), one in Holland (Fokker Olympia) and five in Britain (Harbinger, Eon Olympia, Prefect, Rheinland, Falcon I.... Falke replica).

For reasons of space, we can only include reports on the two International and one National Rallies in this issue. Reports on the extraordinary Jungfraujoch International Gliding Camp and the last British Rally of 1985 will have to wait until the next issue.

VGC Treasurer

Ken Crack very regretfully has decided that he should relinquish this post on grounds that during the last years he has felt that he has not been in the country long enough to do the job properly. He has now gone from the East to America to help his son start a business. Ken was one of the founder members of the VGC, offering his services as Treasurer during our inaugural International Rally in 1973. He had had past experience in this, and his advice in this matter was very much valued by us. Apart from this, Ken revealed to us that he was a very able organiser. His wife also helped us on many occasions and did a wonderful job. We hope that we shall see them again soon. They will be very welcome at all our functions. We thank them with all our hearts.

Should anyone feel that they could be our Treasurer (which is very much a part-time occupation) would they please contact: Robin Traves, Rose View, Marden Road, Staplehurst, Kent. Tel. 0580 891625.

Doc Slater

Last winter he celebrated his 90th birthday in tremendous form, playing his penny whistle, etc. Since that time he has had unfortunate accidents, which completely disorientated him, and he had to go to a nursing home to recover. He has very much recovered and is again in good form, but, as he is still in the nursing home, he would very much like to have glider pilot visitors (and others) and especially vintage pilot visitors. He is at the Saffron Walden Hospital, Radwinter Road, in the Plover Ward. Visiting times are 1400 hrs. - 1600 hrs. and 1800 hrs. - 2000 hrs. each day, but these are flexible if visitors have come from a long distance. Visits can be made without appointment.

Marriage

We are very glad that our member Michael Schlotterbeck has married Kathrin Waldenmaier on Saturday, 12th October, in St. Michaels Kirche in Oberböbingen. We send them our best wishes. Michael, at the age of 16, ran an Oldtimer Rally at his club at Backnang in 1974. He is now a commercial pilot. He and his parents have always been among the truest friends of the VGC.

Death

We sadly have to announce the death on Friday, 11th October, of Audrey Street after a long illness, during which she bore herself with great courage. On behalf of all our members, we send our most sincere condolences to Colin. They had attended many of our rallies together.

RALLIES

It was decided by the International Rally Committee during a meeting at Amlikon that the following should take place.

Rendez Vous Rally 1986 - London Gliding Club, Dunstable, from Saturday, 26th July - Saturday, 2nd August. Contact address is: Geoff Moore, "Arewa", Shootersway Lane, Berkhamstead, Herts. Tel. 04427 73258 (omit first 0 of code when telephoning from abroad).

14th International Vintage Glider Rally 1986 - Lasham Gliding Centre during the period: 2nd - 9th August. Contact address is: The Rally Secretary, Vintage Gliding Club, Lasham Aerodrome, Alton, Hants. GU34 JSS, England.

Cheaper Channel Crossings

It is possible, by travelling at certain times, especially during nights and early mornings, to cross the channel at very much reduced cost for cars, trailers and caravans. However, on top of this, the Townsend Thorensen Shipping Co. have made the following offer (from letter dated 3rd June 1985, ref. RM/MP, to Ron Tarling)..... "I can confirm that we would make the same arrangements as offered this year for visitors coming to the UK in 1986. In other words, a 10% reduction (in price) to all bona fide participants (in the rallies) on the condition that they book and pay through our continental offices." This letter was received from: Mr. Monk, Continental Marketing Manager, European Ferries Group (PLC, Enterprise House), Channel View Road, Dover, Kent, CT17 9TJ. Tel. 0304 203388 (reservations), 210004 (Group Travel), 223000 (Admin. and Accounts). Townsend Thorensen's manager in Zurich is B. Krapf.

For members who may wish to bring (take) their caravans!
The Caravan Club (of Great Britain).

Address: The Caravan Club, East Grinstead House, East Grinstead, West Sussex. RH19 1UA. Tel. (0)342 26944. 1985 Entry Fee - £18.00. Favourable Cross Channel Fares have probably to be negotiated for 1986.

The M.25 London Ring Motorway North & South has now been opened and will greatly facilitate cars and trailers running from Dover/Folkestone/Newhaven... to Lasham or Dunstable.

Aeromodellers

Such is the tremendous interest shown by aeromodellers in our aircraft, that we are inviting them to come and display their magnificent scale models on one of the days of our International Rally at Lasham. Contact: The Rally Secretary, Vintage Gliding Club, Lasham Aerodrome, Alton, Hants. GU34 JSS.

The International Rally Committee which sat at Amlikon during the International Rally in July decided that the following future International Rallies should take place in:-

1987	Germany	...	Rendez-Vous 87 at Traben Trarbach between Trier and Koblenz. The 15th International Rally at Aalen-Elchingen near Stuttgart.
1988	France	...	Rendez-Vous 88 at Angers. The 16th International Rally at Bourges.
1989	Hungary	...	Rendez-Vous 89 at Farkashegy. The 17th International Rally either at Bekeshaba near the Roumanian frontier or possibly Szekzard on the Danube. Rallies to be held as 60th Anniversary of Hungarian Soaring.
1990	Belgium	...	The 18th International Vintage Glider Rally might possibly be held at the National Centre of St. Hubert. So far, indications are that we will be very well received there.

During the 16th and 17th July 1987 will be held the Münster Minimoa's 50th Birthday Celebrations at Münster/Telgte. Only gliders of that age, or older, will be invited. Contact: Paul Serries, Agnes Miegel Strasse I, 44 Munster/St.Mauritz, West Germany.

During 1988 will be held an Olympia Meise Rally to celebrate the Meise's 50th Birthday. All owners of Fokker Olympias, Nord 2000s, Eon Olympias and Meises are invited to attend with their aircraft. It is planned to hold the Rally at the same time as the Olympic Games, for which the Olympia Meise was intended. Contact address is: Dr. Jörg Ziller, Brucknerstrasse 20, Sindelfingen 7302, West Germany.

An International Rally in Austria?

The Austrians very much wish to break into our rally system to launch their own Vintage Gliding Club with an International Rally. Contact address is: Josef Sandhöfner, Flugplatz, Burgenland, Oesterreich (Austria).

LECTURE - History of the Akafliegs by Hans Zacher, Royal Aeronautical Society, 4 Hamilton Place, London W1V 0BQ. Tel. 01 499 3515.
During the evening of 21st April 1986, Hans Zacher, formerly of the Akaflieg Darmstadt (he test flew the D-30 "Cirrus"... Max.L/DI/37 in 1938!), will deliver this lecture entitled "The German Akafliegs", (history and activities of the Scientific Technical Student Groups) accompanied with slides and films.

The Running of the VGC

Many of our more recent members may wish to understand more about how the Club is run. There is no committee as such, but a team of voluntary officers amongst whom the labour is divided. By far the heaviest load falls on Chris Wills, who conducts voluminous correspondence. He is the "guru", and news, photographs and enquiries should all be addressed to him. Chris compiles these newsletters, and if they are the life-blood, then Chris is the heart of the Club, a true President.

Geoff Moore is the Rally Secretary, and he deals with every aspect of rallies and meetings, aided and abetted by Joyce.

Peter Woodcock looks after Sales, and has also given great help to the Secretary with his computer, saving many hours of clerical work. Please address your orders for goods directly to Peter.

Sally Shepard, who often accompanies Peter to our events, acts as the VGC Archivist. Any items of historical interest, particularly of a documentary nature, should be sent to Sally, who is a professional librarian (c/o 61 Matlock Road, Sheffield, S6 3RQ).

Membership matters, subscription renewals and donations should be referred to the Secretary. In the early days it was possible for the Secretary to write chatty notes to members and keep an intimate approach. However, with 600 or so members, this is no longer possible, and computerised reminders are the order of the day. When not keeping the books the Secretary helps to edit the VGC News.

The Treasurership is vacant at the time of writing. We are looking more for an experienced accountant or businessman to interpret our accounts and give guidance on how best to budget and plan our finances. The Treasurer will not have to handle money and bills! Once a year he/she will have to prepare the accounts for audit. (As the 1983 accounts are published in this issue, it is clear that the backlog is disappearing!)

Recently Ian Tunstall has offered his services as Publicity Officer. Ideas to him at Springfield Bungalow, Butlers Cross, Aylesbury, Bucks.

RENDEZ VOUS RALLY 85 - Blumberg 13th - 19th July

It has been the custom during the last years for the VGC to hold an informal rally during the week preceding the International Rally to allow the participants for the International Rally to form up before going on to the International Rally. It has also the double attraction of making a visit to a certain area, or country, more economic, especially for those who have to bear the high cost of getting a glider trailer over the channel. It was felt that a two-week International Rally was too long and too much work for the organisers.

This year's Rendez Vous Rally was held near the small Black Forest town of Blumberg at its gliding club. This is located nearer the Swiss Frontier than Amlikon is. The airfield lies in a valley between two ranges of hills amid the most beautiful scenery of woodlands and contoured agricultural farming. The airfield is damp and had to be drained with trenches. There was also a raised excavation on its approach. However, none of this, except the appearance of a few mosquitoes, worried us. Every day brought us thermals and occasional hill soaring so that many long duration flights were possible. Two very short, sharp, thunderstorms were experienced during early mornings at either end of the week. These were very dramatic with lightning, thunder, strong wind and rain. Some of us had to come through one on the way to Blumberg and progress was reduced to a crawl.

We were sorry that Kevin Sedgman from South Australia became ill and could take no part in the flying. However, for those not flying, visits were made to the Rheinfall (a tremendous waterfall) in Switzerland, and to Kaiser Wilhelm's Munitions' railway, which is now opened up for tourism, with original steam locomotives.

Brief Report on the Flying

Sunday, 14th July - Thermal flights... Among them was one by the Rhönbussard of two hours.

Monday, 15th July - Thermal flights... Werner Tschorn flew his Weihe for 5 hrs. 34 mins. Hans Meyer flew his Weihe for 4 hrs. 42 mins. from a winch launch. Jan Vermeer flew his Prefect for 4 hrs. 42 mins. C. Wills flew his Rhönbussard for 3 hrs. 38 mins. Didier Fulchiron flew his Nord 1300 for 2 hrs. 09 mins. Altogether on this day, 82 hrs. were flown from 73 starts!

Tuesday, 16th July - On this day, the weather was no good for soaring.

Wednesday, 17th July - David Jones flew his King Kite for 5 hrs. 10 mins. Ulli Seagers flew the Rhönbussard for 1½ hrs. C. Wills flew Rhönbussard for 1 hr. 10 mins.

Thursday, 18th July - Werner Tschorn flew his Weihe for 4½ hrs. Imre Mitter climbed in the Mu 13d to over 4,000 ft. C. Wills - Rhönbussard .. 1 hr. 16mins.

Friday, 19th July - Hans Meyer reached a great height in his JS Weihe, and the Harbinger, which at last had a working variometer, soared for two hours.

During very early Friday morning, the Harbinger was caught out, rigged, in a violent thunderstorm. It's owners hurled themselves from their tents on to it and were helped, in spite of the wind and heavy rain, by a German, Peter Huber, who drove up in a VW. The four of them were able to hold it down in the short blast of terrible wind. We don't know whether this area is known for these storms, but we never experienced them anywhere else.

Our members, Heinz Nierholz, Hans Meyer and Jörg Ziller organized the Rally and must be thanked for their fine efforts. The towpilot, Gerd Schmidt, always gave us good tows with the Piper Club. His wife was always very sympathetic to us in the bar and restaurant. The Club's President, Stefan Scherer, made fine speeches welcoming us and could not have been more accommodating. Especially remembered, will be the final barbecue when the young Wolfgang Schaeffler (or was it Wilfried Reuter?) owner of a Grunau Baby, suddenly became cook and Chris Wills attempted to provide musical accompaniment on his horn.

It was evident that, by the end of the Rally, far more of our members had turned up, many of them with machines and, on Saturday, 20th July, they all formed convoys, moving towards the nearby Swiss Frontier.

Entries at Blumberg

Werner Tschorn	Weihe 50	D-7080
Hans Meyer	JS Weihe (modified)	D-8239
Ulli Seegers	JS Weihe	D-0700
Jorg Ziller	Meise	D-1420
A. Zoller	Libelle L.10	D-8564
Paul Serries	Goevier 2	D-1163
Rainer Willeke	Minimoa	D-1080
Ian Smith, David Ballard	T.31	BGA 1376
Phil Tiley, P. Davis, Ron Tarling	T.21c	BGA 1030
David Jones	King Kite	BGA 2769
Geoffrey Harrison	Harbinger	BGA 1091
Bob Sharman	Prefect	BGA 2333
Bjarn Reier	Grunau 9	D-1161
Jan Vermeer	Prefect	PH-192
Richard Moyse	SKY	BGA 685
P. Egger	Spalinger S.18	HB-458
Stefen Daniel	Spalinger S.18	HB-510
Ernst Walter	Mü 13d	D-6293
Heinz Nierholz	Mü 13d-3	D-8876
Wolfgang Reuter	Grunau Baby 2b	D-1658
Didier Fulchiron	Nord 1300	F-CRGN
Wolfgang Schaeffler	Grunau Baby 3	D-1685
Werner von Arx	Minimoa 36	HB-282
C. Wills	Rhönbussard	BGA 337

THE 13th INTERNATIONAL VINTAGE GLIDER RALLY 20th - 28th July 1985
At Amlikon, Switzerland

This was one of our best rallies ever held, when over 500 hours were flown from over 500 launches by 45 vintage gliders. These launches included 17 bungee launches, from which flights of only 1½ minutes were possible, and winch launches were available for the Grunau 9, SG.38, and others. Day after day was bright sunshine with thermals to over 7,000 ft. above site. The first day brought cumuli and a strong south wind which made flights across Lake Constance into Germany very hard not to achieve. Temperatures on the next days soared to well over 90 degrees F and, on the last day, thermals were even better than they had been during the preceding days. Cumulus Club members told us that it was the best week of the whole year.

The Gliding Site of Amlikon is a long thin grass strip bounded on one side by hills, and on the other by the River Thur. Along the whole north and north-eastern horizon, could be seen from the air, the shimmering blue of Lake Constance. Along the eastern and south-eastern horizons could be seen a fantastic panorama of the snow covered Austrian Alps to the east, then the Säntis and then, far away, the Bernese Alps to the south-east.

So this was the sunlit setting for our 13th International Rally. Seen for the first time at our International Rally, was the magnificently restored Münster Oldtimer Club's Minimoa, the Wasserkuppe Club's SG.38 and Bergfalke, the French AV.36, the Belgian Specht, and the British King Kite and Harbinger.

The Swiss organisation undertaken by the Cumulus Club's members, and, in particular, our members among them, was hardworking, enthusiastic and happy... so happy, that they were sad when it was all over. A small club hangar had been extended by 100% to be our briefing, eating and entertainments room. It now could contain 500 people, and meals and drinks could be obtained at almost all times from Cumulus Club members.

As stated previously, the club site is long and thin, so that landed gliders had to be removed quickly, as there were basically only two lines... one for takeoffs and the other for landings, although there was room for gliders to land short and long. Cumulus Club members, in particular Phipps Rothenbuhler, Werner Roth and his son and Thommi Aebersold, had to clear the landing area by removing landed gliders over the road to dispersal areas as soon as possible. So worried was the organisation by the lack of room for landings, that an alternative landing field had been prepared, fully marked out with dayglow markers, on the other side of the River Thur. This was never used. In fact there were only two outlandings, one by Angus Munro in a Weihe, and the other by Bob Sharman in his Prefect, during the whole Rally period.

The organisation worked so hard that they became visibly tired, especially Thommi Aebersold, who undertook also the winch launching. Our thanks go to them all, especially Hans Schlatter, Cumulus Club President, Peppi Schäuble, a Swiss military Hunter jet pilot, who undertook our briefings and actually woke us up one morning when his entire Hunter squadron appeared in no uncertain fashion over the camp site. Our thanks also go to Hugo Roth, our member who quietly undertook the organisation as chief; his wife Ursula, who was always at the information desk; Jost Frei who undertook collection of pilots' and gliders' documents; Cheeseli, and all the others who made our Rally such a success.

More of our members seemed to be present than before, and the tents in the camping site seemed to go on for ever. The camp site had built in washing facilities and a magnificent swimming bath that was almost always full, due to the hot weather. Food could be obtained either in the hangar, or from the shop in Amlikon. Fresh flowers on the briefing room's tables every morning were a nice touch and livened up the environment.

A popular visitor during the week was the Swiss Ju 52. This stayed for a whole day giving rides. Rides were also available in the finely restored Hungarian Soviet P.O.2 biplane. Both seemed to have superlative slow flying abilities.

The Opening

At 8 o'clock on Saturday, 20th July, the briefing room became full up with our members listening to a tremendous rendering of music by the Amlikon Village's brass band.

At 5 minutes past 8, Hans Schlatter, as Chairman of the Cumulus Gliding Club of Amlikon, introduced Karl Steinmann as representative of the village, and welcomed everyone. Then followed powerplane aerobatics, then a brief folklore contribution by Albert Fassler and his men (yodelling, bells playing, and Schuhplattler, etc.). In no better way could a Swiss Vintage Gliding Camp have been opened more successfully. Chris Wills then made a speech welcoming everyone in German, French and English. Pepi Schäuble put on a fine aerobatic demonstration in a twin Astir (Akro?).

Then followed further village music and an invitation by Hans Schlatter for everyone to partake of supper, supplied by the canteen in the hangar. Far into the night and into the early morning, first in the hangar and later in the cool bar below the hangar, people celebrated, and there rang out the tunes of glory (and many others) accompanied

by the local brass. Chris Wills discovered that his horn was in tune with them and was delighted to be able to play also. Such a party, which reminded one of the old days, was an ideal way to start a vintage gliding rally and heralded every success for it.

The following are daily notes written by C. Wills:

Sunday, 21st July - Strong 50 kph wind. Thermals to 5,300 ft. under Cumuli. The problem was how to get back from Lake Constance (Bodensee). Only the JS Weihe flown by Angus Munro lands out 6 kms away. Very good view of Lake Constance and sailing boats on it. The problem was how not to get blown over it. Conditions do not look as if they would be for long good downwind over Germany. Sky, Weihes (Tschorn), S.18 (Schwarzenback) and Harbinger, all had long flights. Strong wind prevents Mu 13d (Ernst Walter) and Grunau Babies from flying. In the evening, there was a hair-raising flying demonstration by the P.O.2. The wind dropped during the night.

Monday, 22nd July - At briefing, members of the Cumulus Club stated that they were deeply impressed with the piloting of the vintage pilots during the previous day in strong wind and difficult thermals. Hans Meyer had flown his Weihe for 3 hrs.37 mins. Werner Tschorn had flown his Weihe for 3 hrs. 20 mins. David Ballard had flown the Sky for 3 hrs. 11 mins. Altogether, on the previous day, 40 hours had been flown from 49 launches.

On Monday Thommi Aebersold was on the winch. Signals were for - Too Fast ailerons. Too Slow .... Lower the glider's nose. Dry thermals were forecast to 2,300 metres. 1/8th cumulus was forecast over the Alps. Light winds of 5 knots at 1,000 m. Forecase for tomorrow ... swimming in the Bodensee. The Rhönbussard was flown for 2 hours by C. Wills and for 50 mins. by Mike Wood.

Tuesday, 23rd July - Very hot. Mostly dry thermals. Heights in excess of 2,000 metres were achieved. The Bussard was flown by Jan Förster, Jurgen Dreyer and Firmin Henrard, who was most impressed with it. He owns one at home in Belgium, which he has not yet flown. C. Wills flew the AV.36 (Christian Ravel) and the Cumulus for 1 hour 10 mins. In the evening, films were projected of Swiss jet fighter flying and a war-time film (black and white) of Swiss glider training with Zoeglings up to high performance sailplanes.

Wednesday, 24th July - Junkers Ju 52 day. Circuits - Säntis Mountain hut on peak, St. Gallen - Bodensee - return. 45 minutes. Excellent slow flying characteristics near mountain. During taxying - two pilots standing in cockpit - one turning wheel to raise flaps, the other - with hands on outboard engine throttles which work wheel brakes. A double tow of "Cumuli" behind one aeroplane startled everyone.

Good weather - dry thermals. George Slot soars the AV.36. Willi Simo Avaraosy flies the Rhönbussard for 2 hrs. 48 mins. Thermals to 7 p.m. Best duration of the day was 6 hrs. 18 mins. flown by Attila Ziermann in his Moswey 2.

Thursday, 25th July - 5th day of good weather. Swiss ground crews are very tired, as also are the tow pilots. Peter Bourne flies the Scud for 4½ hours, reaching over 7,000 ft. David Jones flies his King Kite for 5½ hours, reaching 6,900 ft. This is the highest that he has ever been in a glider. As Amlikon is 1300 ft. asl, this meant that the Scud had equalled its 1934 British National height record of over 8,300 ft. in a thunderstorm (flown by Mungo Buxton). The longest flight of the day was by Werner Tschorn in his Weihe from a winch launch... 7 hrs. 17 mins. 2nd longest flight... 5 hrs. 30 mins. was by David Jones from an aerotow. 3rd longest flight... 5 hrs. 24 mins. was by a Dutch pilot, who gained his Silver C duration with it.

Some bungee launching experiments were carried out from Amlikon, using the British bungee. These failed to lift the Spyr 5 (flown solo) off the flat airfield.

In the evening was the "football" match in fancy dress. This was a hideous sight and bore little resemblance to a game of football. Rules seemed to hardly exist and the goals were like guillotines. One team was led by C. Wills (in goal) and seemed to consist of almost only British VGC members. The other team, led by Hans Schlatter, consisted of the younger Cumulus Club members. The game was very rough, but we think that the score was equal at the end. Willi Schwarzenbach gave a commentary from the "touch"line. The spectators were almost in as much danger as the players and Chris Wills was "ausradiert" several times and was even hurt for several weeks.

CAPTIONS TO PHOTOGRAPHS

Top to bottom - Left to right:

1. The interior of the Münster Minimoa's cockpit. This matched the finish of the interior with a polished wood instrument panel. This one, and Werner von Arx's HB-282, have both been superbly restored recently and are the last airworthy Minis in Europe.

2. The Münster Minimoa, with Rainer Willeke, its restorer (he also restored its trailer and his Citroen DS 19 car, also in the same colour). He retired from teaching on medical grounds a year ago.... and has been restoring ever since! Paul Serries, also of the Oldtimer Club, Münster, is on the right. Rainer managed to get the Minimoa back from Montargis in France in 1971 for a crate of beer. It was the last of four Minimoas which were taken to France in 1945. Dr. Max Müller, an old NSFK Werkstattleiter, originally restored this Mini after its return to Germany. He also built its trailer. The Mini took part in our first International Vintage Rally at Husbands Bosworth in 1973.

3. An open Weihe. Can this be unique? Its owner, Ulli Seegers, built its open canopy very quickly to satisfy his desire for open cockpit flying. This is a JS Weihe, but was built in Switzerland after the war (by Bernhard Muller) to the war-time plans. Flying in an open Weihe must have been a real pleasure in the very hot weather. Here it is seen being rigged on the Ottoberg, the bungee launch site, on the last Friday. 17 bungee launches were carried out in almost no wind in 95 degrees F. The longest flight was 1½ minutes by Hans Schlatter, the Cumulus Club at Amlikon's President, in a Ka 8. Photo from colour by Ted Hull.

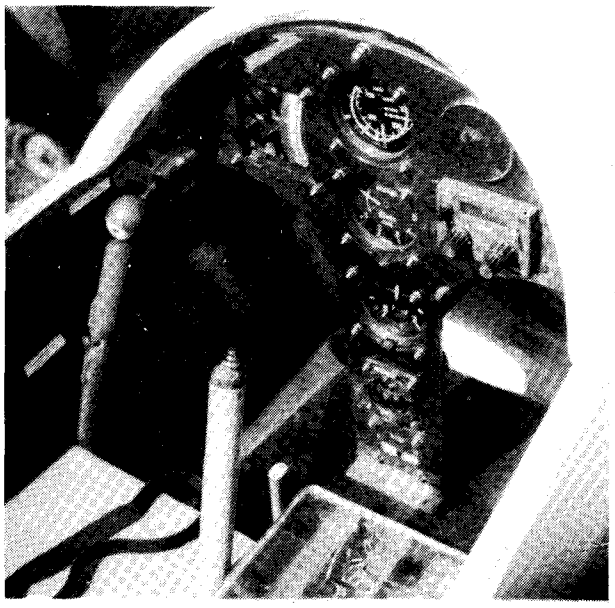
4. The bungee launch of a Cumulus (Christian Kroll). Ulli Seegers, left, and Werner Roth's son, right. The kitchen thoughtfully provided cold tea from urns, etc. in the woods above the bungee point. The bungee used was that veteran of many VGC campaigns, which later went to the frozen Jungfrau. It belongs to a Dunstable syndicate, who were suitably remunerated for its hire. Photo from colour by Ted Hull.

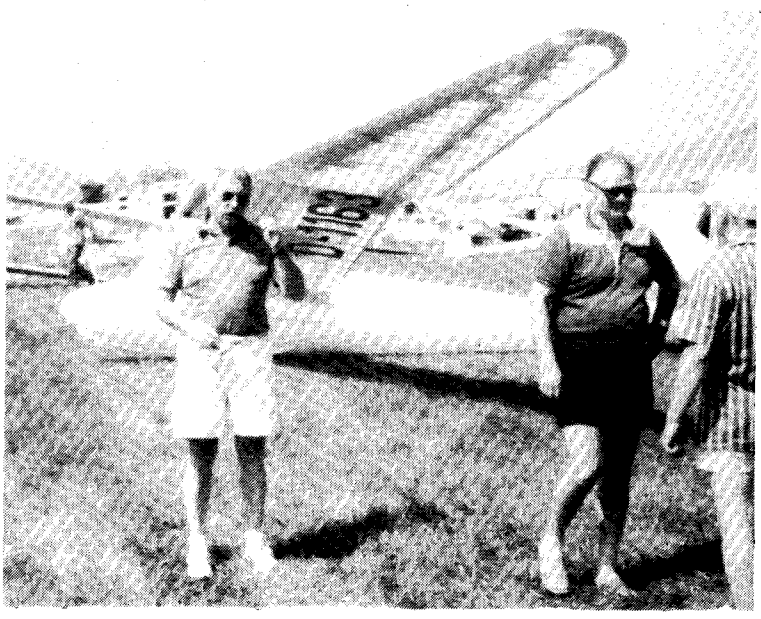
5. The Scud 2. The weather was so good that many gliders were left out rigged for the duration of the Rally.... but not this one. Peter Bourne managed to equal the type's 1934 height record by climbing to over 8,300 ft. asl on one of the last days. It was, as usual, the oldest glider present. Photo - black and white by C. Wills.

6. Part of the Vintage aeroplane static exhibition. The HB-IKO, Swissair's first aeroplane named "the Gentleman". Ju 52, which was not static, is seen manoeuvring in the background. It is one of three, maintained airworthy in Switzerland, with original BMW engines. Photo from colour by Ted Hull.

7. Confusion of powered wings. Parts of Fairchild Argus, PO and Ju52 can be seen in this very atmosphere catching photo from colour by Hugo Roth.

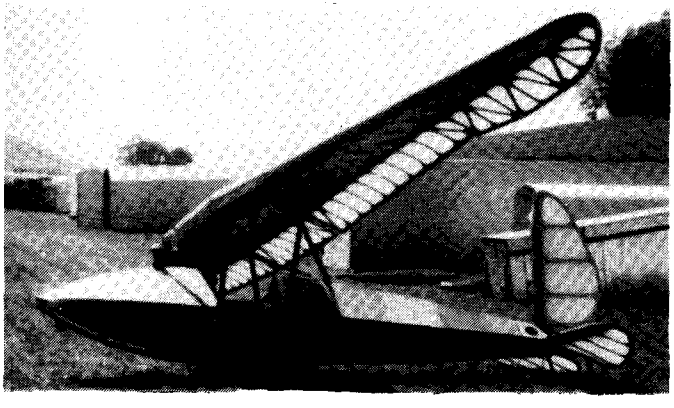
8. A four-blade propellered Piper Cub... nicknamed "Rasenmäher" (Lawn Mower) partly on account of the noise it made. The propeller was made by Hoffmann, Bavaria, who also make Spitfire propellers, among others.







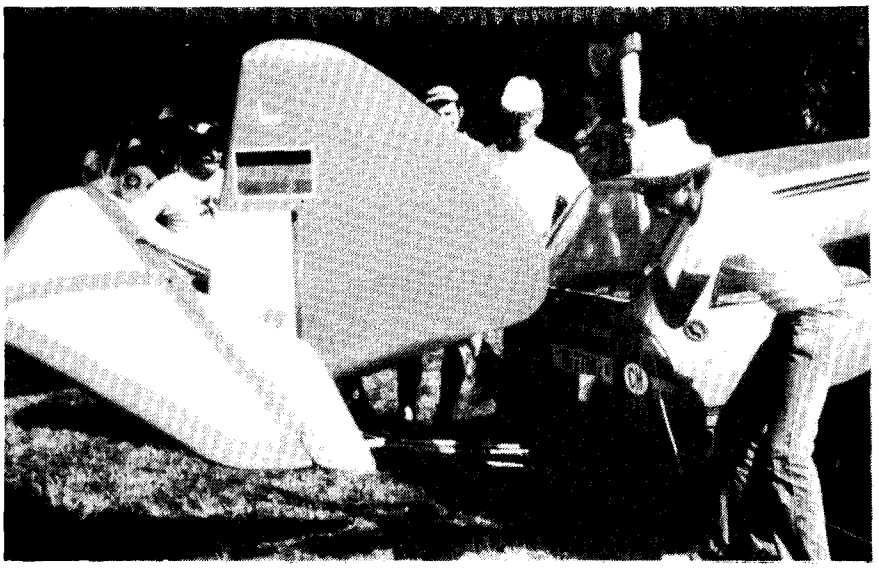




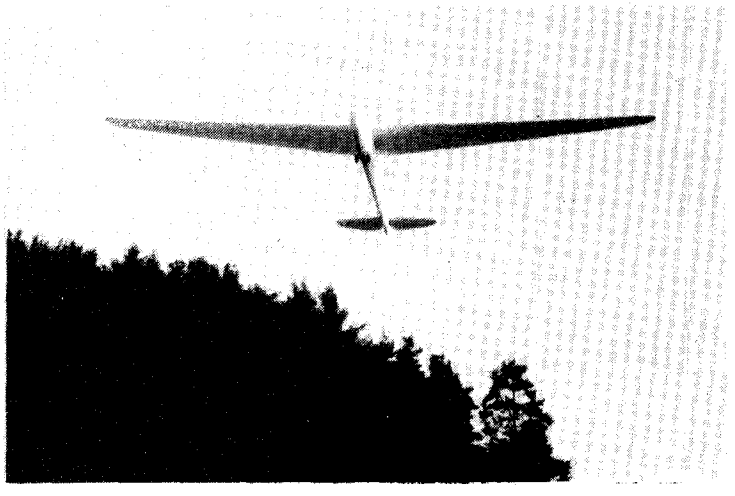

HB-IKO

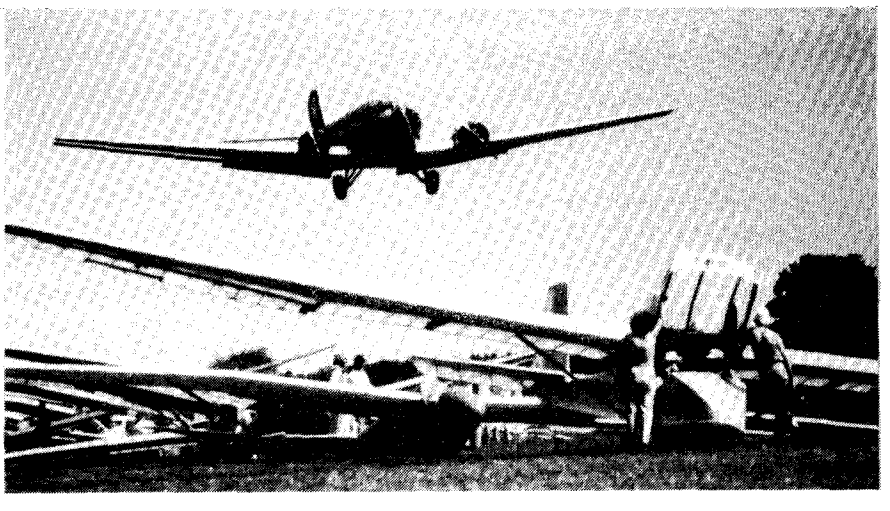












Friday, 26th July - Again hot weather with blue thermals. Possible thunderstorm in the evening. The wind was forecast at 10 knots 240 degrees at 1,000 metres height. This was the hottest day, with the temperature at 34 degrees C. In spite of the heat Cumulus, JS Weihe, Rhönbussard, Spalinger S.18, Scud 2, Ka 8 and Ka 6 were all bungee launched from the Ottoberg in almost no wind. All landings were made in a convenient field below, which was at right angles to the launch site. The maximum duration, 120 secs., was flown by the Cumulus Club's President, Hans Schlatter, in a Ka 8. Many members were having their first bungee launches and some of the gliders were bungee launched many times. Klaus Heyn took charge of the bungee launching with "Cassius" Ewald releasing the tail restraining rope. At the end of the day Klaus was able to report the successful completion of 17 bungee launches, there having been only one unsuccessful one when a Ka 8's tail was released early (not by "Cassius") before the Command "LOS". The Ka 8 was easily held from running down the hill on its wheel brake. Klaus did report that for the Ka 6, with its somewhat higher minimum flying speed, had to have the bungee at full stretch (it needed 15 kms more speed). The Ka 6 was launched three times.

It had been hard, hot work rigging and derigging and for the bungee crews. The atmosphere of a real oldtime Swiss gliding camp was more than brought back by the kitchen, whose members served cold tea and sausages in the woods above the launch site. During the day, there had been 53 starts from which 41 hours had been flown. The longest flight had been by Jorg Ziller ... 2 hrs. 45 mins. in his Meise. The 2nd longest flight - Daniel Steffan ... 2 hrs. 33 mins. - Spalinger S.18. The 3rd longest flight - Udo Beek ... 2 hrs. 27 mins. - Skylark 2.

Saturday, 27th July - There was still good weather on the last day in spite of the forecast that there would be an influx of colder air from England and the Atlantic. On this day some of the Swiss organisers were able to fly some of the gliders, which until now they had only been able to look at. Hugo and Werner Roth flew the Rhönbussard. During the whole Rally Hugo had lent his Spyr 5 to Ted Hull for joy-riding.

The Closing Ceremony took place in the evening. We had the distinct impression that everyone was rather tired after the very successful Rally.

CAPTIONS TO PHOTOGRAPHS

Taken by Hugo Roth during the 13th International Vintage Rally at Amlikon.

1. During the last Friday. "Cassius" Ewald (Aachen) in characteristic attitude for dispatching at Cumulus for a bungee launch. Actually the tails were released by a rather more modern release. Watching the proceedings with great thought before the rudder are Hansueli (Cheeseli) Renz and behind the rudder "Phipps" Rothenbuhler of the organisation.

2. Ursula Roth at the information desk, where she was almost always. Her devotion to this post was matched by the great enjoyment she had in meeting everyone. In the background is a very original Australian, speaking perfect Australian one minute and perfect Schwäbisch the next.

3. Not a JS Weihe being winch launched... but an enthusiastic bungee launch in 95 degrees F. This JS Weihe was built to the original war-time drawings in Switzerland after the war. It is now owned by Ulli Seegers of Germany, who was flying it with an open canopy. The first landing with wheels on over-ran the landing field into some corn. During the second landing its wheels were released on approach before landing by Angus Munro.

4. One of three airworthy Swiss Ju 52's landing over the T.21c and David Jones' King Kite. The Ju 52 gave rides during the whole of one day.

List of all participating gliders in Amlikon

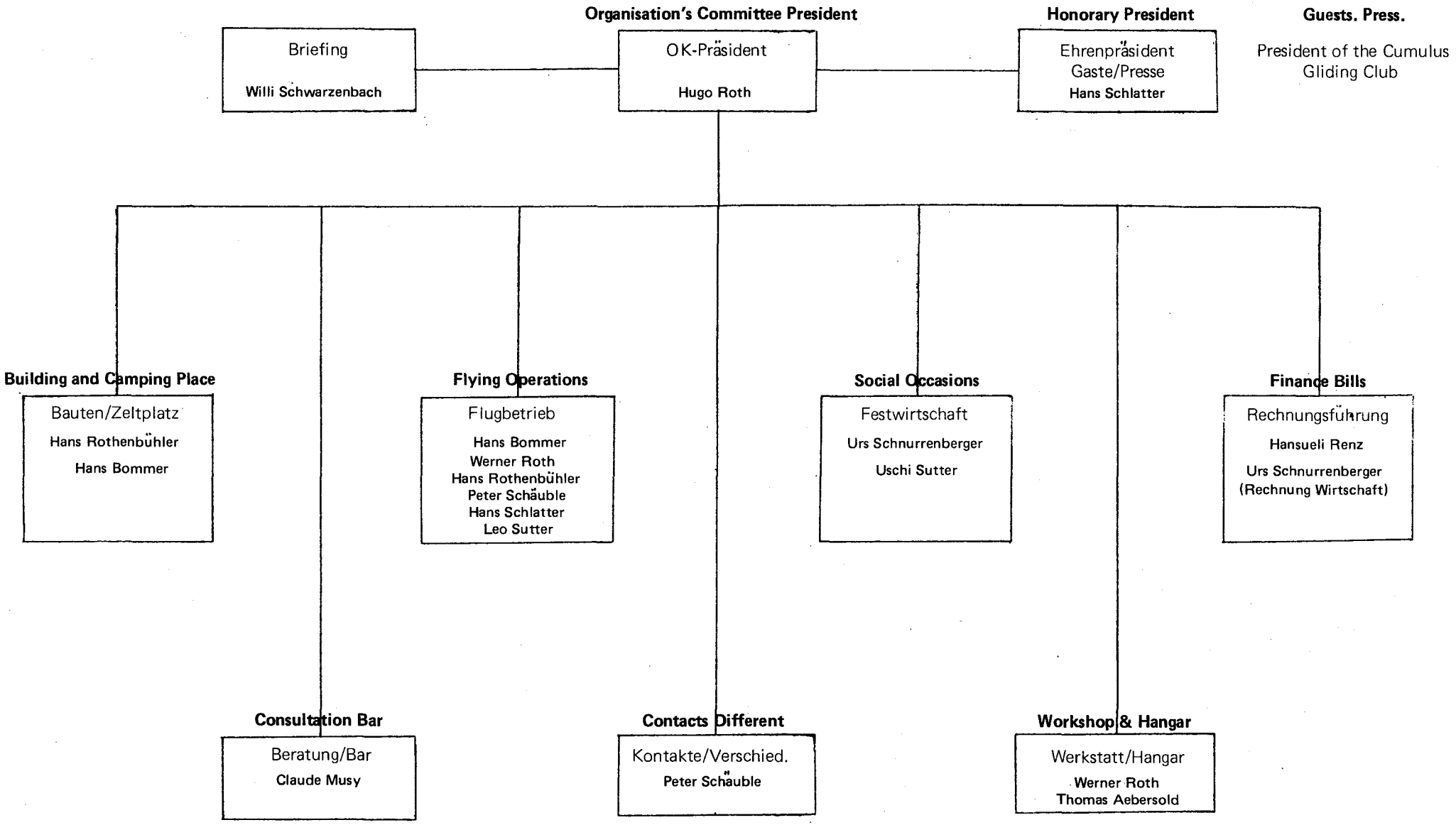
Firmin Henrard	Scheibe Specht	OO - ZCN)	Belgium
Leyssens Jan	Schweizer	OO - DAC)	
Drey Juergen	Lumulus	D - 6026)	
Grzechza Karl	Mü 13	D - 1232)	
Hartwein Hermann	Baby III	D - 1459)	
Huber Peter	Bergfalke	D - 1595)	
Kellermann Karl-Heinz	ES 49	D - 5069)	
Kerkhoff Karlheinz	Baby III	D - 6224)	
Kroll Christian	Cumulus	D - 6059)	
Kurz Josef	SG 38	D - 7051)	
Mayer Hans Georg	Weihe 50	D - 8239)	Germany
Schaeffler Wolfgang	Baby III	D - 1685)	
Seegers Ulrich	JS Weihe	D - 0700)	
Serries Paul	Minimoa	D - 1080)	
Tschorn Werner	Weihe 50	D - 7080)	
Walter Ernst	Mü 13d	D - 6293)	
Willeke Rainer	Gö 4	D - 1163)	
Ziller Jorg	Meise	D - 1420)	
Zöller Adolf	Libelle L.10	D - 8564)	
Ballard David William	T 31	BGA - 1376)	
Bourne Peter John	Scud II	BGA - 231)	
Harrison Geoffrey	Harbinger	BGA - 1091)	
Jones David G.	King Kite	BGA - 2769)	England
Moyse Richard	Slingsby Sky	BGA - 685)	
Sharman Robert	Prefect	BGA - 2333)	
Street Colin Douglas	T 21	BGA - 1030)	
Wills Christopher Philip	Rhönbussard	BGA - 337)	
Fulchiron Didier	Word 1300	F - CRGN)	
Gatard Dominique J.M.	Fauvel	F - ?)	France
Hamon Guy Pierre	Brequet	F - CCFR)	
Ravel Christian Adolphe	Brequet	F - CBRK)	
Beeke Udo	Skylark II	PH - 222)	
De Croom Piet	Ka 2	OO - 2QL)	Holland
Vermeer Jan	Prefect	PH - 192)	
Wisselink Johan H	Gö 4III	Ph - 209)	
Reier Bjarne	Grunau 9	D - 1161	Norway
Von Arx Werner	Minimoa	HB - 282)	
Egger Peter	S - 18 III	HB - 458)	
Fliss Georg	Spyr 5a	HB - 509)	
Frei Jost	Kranich 3	HB - 538)	
Renz Hansueli	S 19	HB - 225)	Switzerland
Roth Werner	Spyr 5	HB - 369)	
Steffen Daniel	S - 18 III	HB - 510)	
Vogel Fridolin	Meise	HB - 384)	
Ziermann Attila	Moswey IIa	HB - 309)	

The Rally's success was due to this STRUCTURE and the people in it.

ORGANIGRAMM

des

13, Internat. Segelflieger-Oldtimer-Treffens 1985 in Amlikon



13th INTERNATIONAL RALLY cont'd.

Wednesday Evening was also International Evening and each team produced good food and drink. Music was kindly provided by Charles vom der Voort and his piano accordion. We were lucky to have a back-up team come through from Britain consisting of Geoff Moore, Peter Woodcock and Ted Hull. The first two assured continuity of sales, renewal of memberships, etc. from a caravan kindly put at their disposal by the organisation. Ted Hull was lent the Spyr 5 by Chesseli (Hans Uli Renz) for the Rally's duration. We were sad that the Renard family were not with us with their C.301 and that the family Bourdon could not be with us with their C.800, but we know that they are still with us in spirit. We were also sad that none of the teams entered by Yorkshire members arrived, due to problems. However, Mike Wood was present from Yorkshire and was able to fly some of the gliders. We regret also that Colin and Alice Anson and Colin Street were not able to be present through sickness in their families.

We were very glad to have for the first time an especially large entry from Belgium and that we were able to meet Firmin Henrard of the Faucheurs de Marguerites (Daisy Cutters) vintage glider collection for the first time.

"It is an ill wind that brings no-one no good", said Jan Vermeer. None of the five Dutch Goeviers would have been present. However, just before the Rally, the Belgian registered Goevier 3, which was to have been flown by the Dutchman, Hans Wisselink, was damaged. Instead of it he was able to bring PH-209, a Dutch Goevier 3, so the Dutch Goeviers were represented after all.

We regret that Kevin Sedgman from South Australia was still sick and could not fly. However, we are glad that he and his wife Helen were able to see something of the countryside.

It could be said that Vintage Glider pilots do not do enough cross country flying. This could be true, as no cross country tasks were set during the Rally. Perhaps it was thought that cross country tasks would lead to outlandings and possible damge. Nevertheless, both Ian Smith and Richard Moyse did cross Lake Constance into Germany, in the SKY, on two consecutive days. Richard mentioned how he returned, crossing Lake Constance at its widest breadth and found an excellent thermal in the middle of the lake. Ian related how he had seen Jan Vermeer in his Prefect, far out over the lake, downwind of the site. These flights were flown mid-week by Ian Smith, and, on the last day but one, by Richard Moyse, when it was possible to get to 7,000 ft. or over in thermals. If the SKY did such extended local flying, which may have meant round trips of over 70 kms, we imagine that the Weihes and other gliders did them as well.

CAPTIONS TO PHOTOGRAPHS

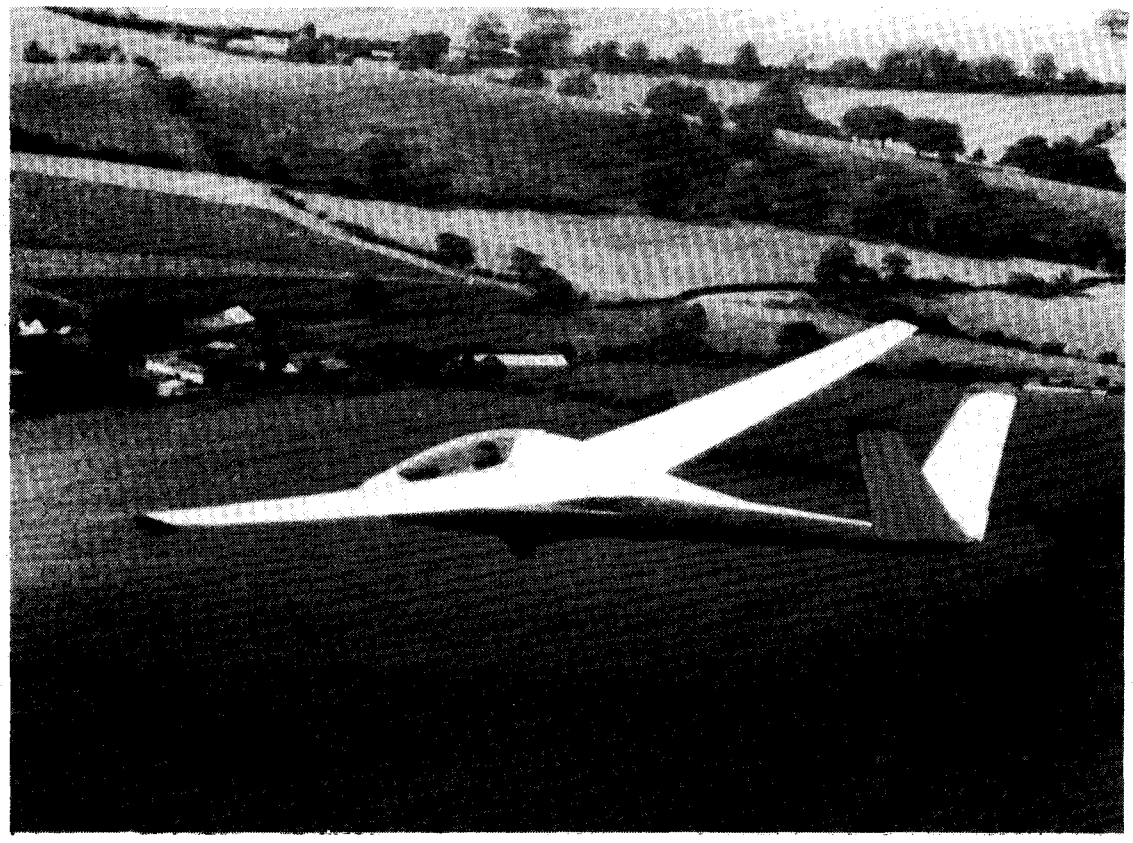
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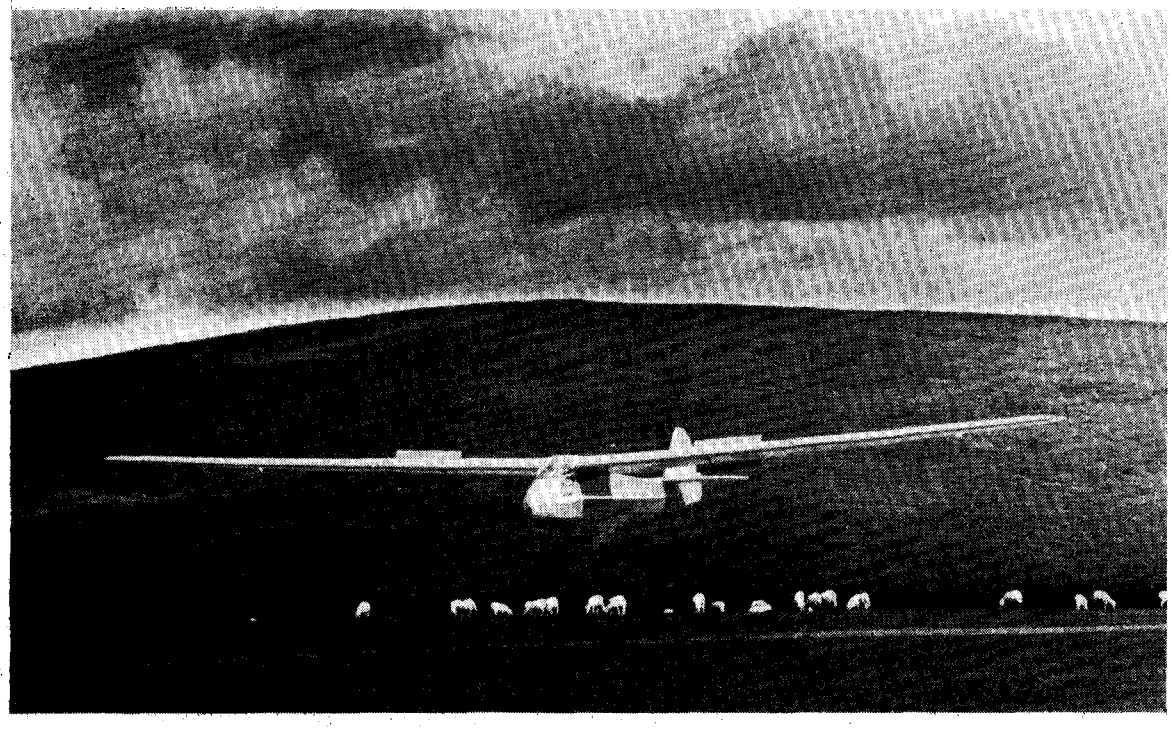
1. Not often seen at our rallies. One of the rare Breguet 905 "Fauvettes". Part of a stable of sailplanes designed by Jean Cayla of Breguet. The type flew first in April 1958. It was planned to replace broken parts of this sailplane with complete units of components off the shelf. This one, seen flying during our Long Mynd National Rally, is owned by Pete Woodcock, who, as our Sales Manager, has done no small amount to keep the VGC solvent. He has also served the VGC with his computer so that we can obtain names and addresses, types and numbers of sailplanes owned, etc. of our members and list them very efficiently.

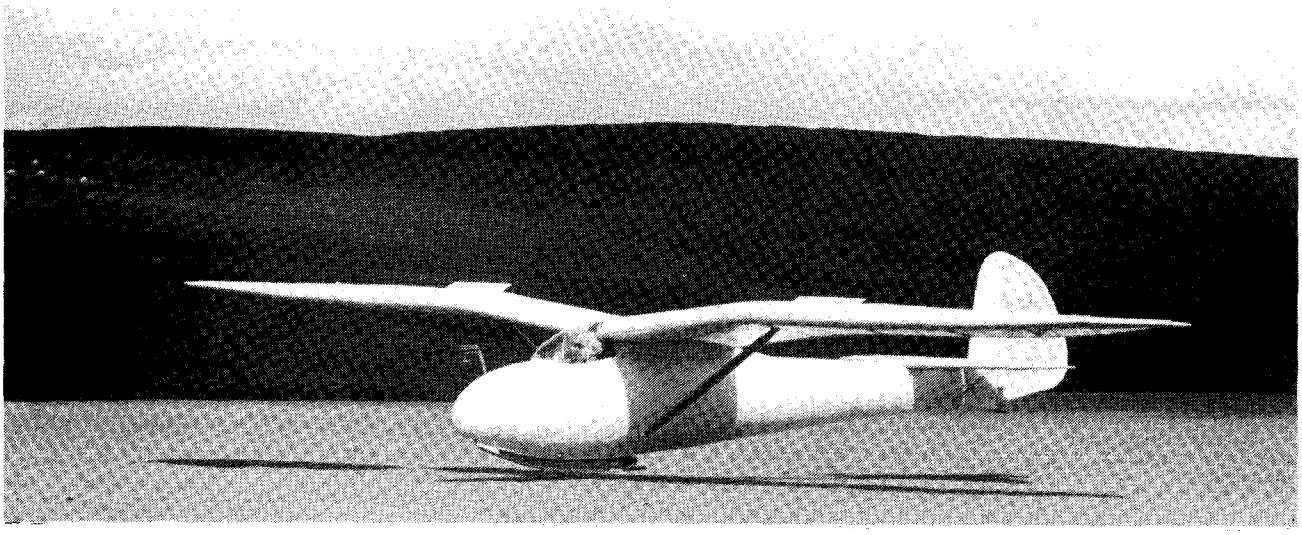
2. The Mu 13d-3 belonging to our Rally Secretary, Geoff Moore, landing during our Long Mynd Rally. The sheep, which took an active part in our Rally, can be seen in the background. They slept in empty trailers, died of cold and had often to be cleared off the runway.

   Geoff has organised all our National Rallies for us during the past years and one must say that he has been doing a good job for us.

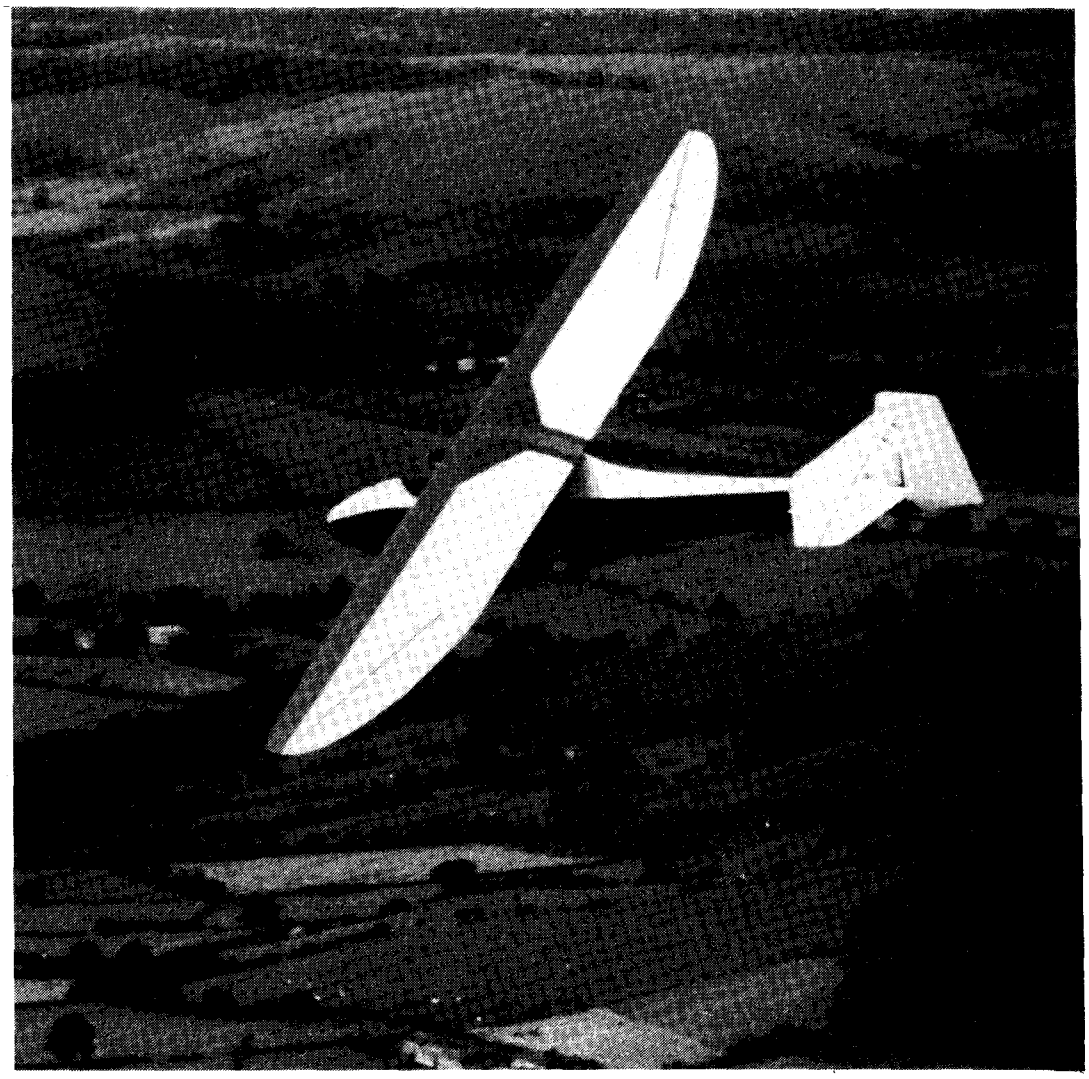
These photographs were taken, and kindly made available to us, by our member Ian Tunstall.







1. Ted Hull's Kite I at the moment of touch down on the Long Mynd. Note its tail-up landing attitude, which can only mean that the wind was strong.



2. The 1936 originally built British Grunau Baby 2a, which was flown in a most sporting fashion by its owner and restorer, John Smoker. This Grunau Baby was originally built in a Leeds bedroom with its wing in four parts because the bedroom was not long enough for half its span. The wing had originally to be rigged in four parts. Builder was the unforgettable Fred Coleman, who also built the Harbinger "at home" after the war. John Smoker, who completely restored this Grunau so that its wing is now in two parts, etc. was flying it all over the sky in the strong wind and getting up in the hill lift from push launches after take-off runs of only 1½ metres.

These photographs were taken and kindly made available to us by our member Ian Tunstall.

VGC NATIONAL RALLY 1985 - Long Mynd (Midland Gliding Club) 18th - 25th August

As with last year's Rally at Sutton Bank, this year's Rally was also graced with a strong wind blowing up the slope on almost every day. With this "powerful" weather system, often came fronts. When these came into phase with night times, the following days were magnificent with 18 - 30 knot winds blowing up the slope, tremendous thermals and, sometimes, also some weak wave. When the fronts coincided with daytime, then we had non-flying days, but, as one of our members adequately put it "the rain stops, the weather clears and there, suddenly, is paradise". The views towards Wales to the west and to England in the east were truly awe-inspiring and of a beauty unequalled anywhere else in the world.

Out of the first week we had four flying days and two more flying days occurred during the next weekend, which was a Bank Holiday. Unfortunately, many of our members had gone home with their machines as the weekend weather forecast had been so bad.

After the previous year's Rally, most of our members had experience in flying vintage gliders from a hill site in strong wind conditions. However, the Long Mynd is a special site as it offers safe flying conditions for vintage gliders in strong winds, providing a few simple rules are kept. Hill soaring over the slope is not possible until there is a minimum of 15 knots wind on the slope. On flat sites, it is normal to put vintage gliders away in this wind strength. During this rally it was normal to see Scud 3 and Kite I, Grunau Babies, etc. flying in twice that wind strength.

Also, during this rally, it was usual to give bungee launches with only two or three people on each side of the bungee. Shoulder launches were given to slow flying gliders with struts (Kite Is). It was necessary only for two people to carry a Kite I gently to the edge, supporting it under the long leading edges just before the upper extremities of the wing/fuselage struts, with one hand on a strut to ensure that the wing did not slip off their shoulders, and then, to release the glider simultaneously as soon as they felt it lifting. The glider's pitch was controlled by the pilot with elevator as the wind on the hill was already above the glider's stalling speed. It is probably necessary only for one of the wing carriers to inform the pilot, "she's lifting now," and for the pilot then to shout "let go" to ensure simultaneous release of both wing carriers. It is also probably better that there should be only two wing carriers, so that there is less likelihood of someone hanging on. It was felt that this method of launch might be risky for gliders without struts in case someone should put a shoulder through the wing fabric, as there would be no strut to assist carriers to keep the wing on their shoulders. The whole operation was extremely graceful and presented no problems. The Kite Is flew off the shoulders and immediately soared up in the hill lift.

Push Launches were also successfully tried. For this, gliders had to have built-in wheels. It was necessary only for a person on each wing tip to gently ensure that the glider started to roll down hill by pushing wing tips. In this way a British built (1936) Grunau Baby 2A flew after only 1½ metres rolling and immediately soared up in the hill lift, catching thermals and wave to over 3,000 ft. above site. The Mu 13d-3 (Geoff Moore) was also launched in this way. Thus, for this incredible rally, the use of powered launching apparatus, such as winches or the aeroplane, became the exception rather than the rule. Nearly all launches were by human muscle power. We must therefore have saved the Long Mynd much expense for maintenance and petrol, and we became therefore an example for economy to modern gliding. However, we doubt whether shoulder and push launches are really possible for the heavier glass fibre ships. The Midland Gliding Club does still use the bungee as a standard launching method and may carry out as many as 500 bungee launches a year. From this, we hope that bungee launches will still be obtainable for many years to come and we hope that more pilots will take up vintage glider flying as a more economic method of flying, as some vintage gliders did not even need bungee launches to get airborne. (Apparently the Midland GC has a source of cheap bungees and makes up its own bungee ropes.)

Day by day account from notes by C. Wills

Saturday, 17th August

Southerly wind and thermal conditions. Winch launching and aerotowing with Rollason Condor available. Ted Hull flew his Kite I and David Chapman and Ted Hull in the Mg 19a had two hour flights to 3,000 ft. above the Long Mynd. It was cold for pilots in open machines at this height. Also present was Bob Boyd's Kite I and the Mg 19a and Avia 40p models owned by VGC members Ian Tunstall and John Watkins. Our member, Louis Rotter, came 5th in the day's task in the Club contest, flying his Dart 15.

Sunday, 18th August

Rain and wind. No flying. Some of us made visits to RAF Cosford to inspect the RAF Museum there. It was interesting to note that this museum intends to increase in size for more British aircraft, but that the ME 262, ME 410, Ju 52? and Japanese "Hien" with radial engine, are to be sent to RAF St.Athans in South Wales. However, all German guided missiles are to be kept at Cosford. In the hangar of the gliding club could be seen the Skylark 3, formerly belonging to Nick Goodhart, BGA 739. This is now in superb condition. It once held 13 records and still holds three of them. Rob Rosko's beautifully restored Prefect, as well as Mike Gagg's Eon Olympia, BGA 982, were rigged in the hangar. Next door in the ATC hangar, we believe that there were 10 Slingsby Grasshoppers derigged, together with their bungee launching ropes, 4 winch cables and a T.31, all undamaged. During the return, some visited Iron Bridge to inspect 18th century methods of construction with cast iron, using carpentry methods (i.e. no welding or rivetting).

Monday, 19th August

Rain clears. Paradise. 18 knots wind on the hill. Bungee launches for almost all gliders... Mg 19a, Grunau Baby 2a. The three Kite Is were soaring together on the hill, an unforgettable sight. Hill lift and powerful thermals were available. Dennis Hall flew a T.21b solo for 5½ hours for his Silver C duration. It was his first bungee launch and his first time in hill lift.

Tuesday, 20th August

Bad weather.

Wednesday, 21st August

Strong south west wind. Only winch launches were possible. The fast M.200 landed out near Shrewsbury. Bad weather occurred in the night, so the fronts were getting in phase with night times.

Thursday, 22nd August

Shoulder launches for Kite Is. The Grunau Baby 2a was pushed down the hill on its wheel and was off in 3 - 4 ft. Launches were into strong hill lift and thermals. A Kestrel 19 was given a 3-aside bungee launch. There were prolonged flights by almost all gliders, including the Scud 3 (1935).

Martin Garnett flew his 5 hours for Silver C duration in this machine. Lawrence Woodage in the modified Skylark 2 "Phoenix" managed his Silver C duration and height getting to 4,200 ft. above site in wave. The task for the club contest was Hereford and return, but none of us could manage this. There was still a 25 knot wind on the hill at 1700 hours. Derek Staff flew his Eon Olympia 2b, BGA 503, 70 kms. to Pershore. He was attempting to reach Wycombe Air Park. John Edwards flew his Grunau Baby 2b 25 kms in an attempt on his 50 km Silver C distance. He landed because the turbulence made him feel ill. Barry Briggs flew his JS Weihe for 8 hrs. 20 mins. Mike Gagg reached 3,200 ft. above site in wave in his Eon Olympia.

Friday, 23rd August

Bad weather. Because of a very bad weather forecast for the weekend, some members took their machines home.

Saturday, 24th August

Bad weather, but the Harbinger arrives. No rigging was possible in the wind.

Sunday & Monday, 25th & 26th August

We understand that the weather did allow the Harbinger to hill soar on these days.

The club members displayed an excellent spirit, although they often had bad nights in their tents due to rain and cold. Even sheep were dying of exposure outside. Most of the gliders were derigged every night.

We wish to thank the Midland Gliding Club for their hospitality and we wish to thank all their members, in particular Bob Niell, their Chairman. We certainly enjoyed ourselves, and we hope that we gave them some enjoyment as well. Certainly our rally had a sparkle to it, in that we tried our best in the conditions available.

Gliders taking part were:-

Mu 13d-3	BGA 2267	Geoff Moore	Built 1956
Scud 3	BGA 283	Martin Garnett	Built 1935
Grunau Baby 2A	BGA 277	John Smoker	Originally built 1936
Mg 19a	BGA 2903	David Chapman and C. Wills	Built 1955
Kite I	BGA 310	Tony & Michael Maufe	Built 1936
Kite I	BGA 251	Bob Boyd	Built 1936
Kite I	BGA 394	Ted Hull	Built 1939
Eon Olympia	BGA 503	Derek Staff	Built 1947
JS Weihe	BGA 1021	Barry Briggs	Built 1943
Meise	BGA 2080	Thoby Fisher	Built 1953
T.21b	BGA 711	Tommy Gornall	Built 1954
T.21b	BGA 884	Dennis Hall	Built 1959
Skylark 2 "Phoenix"	BGA 724	Lawrence Woodage	Built 1955
M.200	BGA		
Eon Olympia	BGA 962	Mike Gagg	Built 1960
Fauvette	BGA	Peter Woodcock	Built 1960
Eon Olympia	BGA 514	P. Martin	Built 1947
Eon Olympia	BGA 1055	Steve Benn	Built 1962
Harbinger	BGA 1091	Austin Wood	Finished 1958
Grunau Baby 2b	BGA 963	John Edwards	Built 1960

From the Shropshire Star dated Tuesday, 27th August 1985

Veterans take off again in the old style.

Vintage gliders - some of them dating back to the early 1930s - have again taken to the skies over South Shropshire. A total of 23 carefully restored aircraft flew from the Midland Gliding Club's base at the Long Mynd, Church Stretton, in the Vintage Gliding Club's Annual Rally. They were in the air alongside some of the latest sailplanes competing in the club's annual task week, together helping to establish a possible new club record of more than 143 hours flown in one day.
Strong westerly winds provided lift along the ridge next to the airfield and allowed the vintage club members to launch their aircraft by traditional methods. These included the bungy or catapult launch - now rarely used except by the Midland Gliding Club. Several of the vintage gliders were also launched by the shoulder or hand method - simply carried over the edge of the ridge straight into the rising air currents - which, according to vintage club members, had not been used in this country since the late 1940s. The turnout for last week's rally included three of the four Kirby Kite aircraft still in flying condition in Britain. Among them was a 1937 model finally restored to its original condition after six years' work in 1982 by Mr.Michael Maufe (69) of the Yorkshire Gliding Club. "There were 24 of these Kites built by Slingsby Sailplanes in Yorkshire, which was considered to be mass production in those days" Mr. Maufe said. His aircraft was constructed from the wreckage of two crashed machines, using original birch plywood and spruce materials. Mr. Maufe first flew a Kirby Kite in 1937, and, during the last war, served in the RAF with the Airborne Forces Experimental Establishment, which trained glider pilots, using 12 of the original Kirby Kites, and helped to develop the massive Horsa and Hamilcar troop and tank carrying gliders. "The main difference is that the Kite is much lighter and flies much slower than most modern gliders. It only weighs 325 lbs and has a minimum flying speed of 25 knots" Mr. Maufe said.

This newspaper article was kindly sent to the VGC by Michael Maufe.

BRITISH NEWS

The Rheinland, BGA 1711, has now reappeared in NSFK colours and markings of Gruppe 12 (Niederrhein/Essen). It is up to Mike Beach's (its new owner) usual high standard of finish and is based at Wycombe Air Park.

The Zlin 24 "Krajanek" has been taken home (Twickenham area) by Mike Birch, its new owner, to be restored during the winter. This aircraft also will be based at Wycombe Air Park.

The Gull 3, BGA 643. Mike Beach seems to be going from strength to strength. He and his team at Twickenham are now busily restoring it in time, we hope, for next year's international rally. He is building an old type canopy for it. This aircraft is also to be based at Wycombe Air Park.

The Hütter H.17a, BGA 490, has been bought from Southdown Aero Services by Jeremy Menzies, who we believe will keep it with Lo 100 + Grunau Baby 2b (ex Rodi Morgan at his home, or at Keevil?) and Ka 3 Jaskolka, Fauvette.

The Hütter H.17a, BGA 2847, belonging to Bim Molineux, is still not repaired after damage at Sutton Bank last summer, but we believe that a start has been made on it. This aircraft is based at Aston Down. Thus, both Hütters are not far apart in the west of England.

The Falcon I/Falke 1926 replica should have had its first flight at Lasham in the hands of Derek Piggott during the first week of October. (This did not happen.)

The Prefect, BGA 1152, was severely damaged when it, and other gliders, were lifted off the ground by a thunderstorm at Dunstable on 5.6.82. Adam Downie, with help and advice from his father, has managed a fine job of repair and restoration, and the aircraft has flown again. BGA 1152 is based at Dunstable.

Eon Olympia, BGA 1055. The work was completed at RAF Cranwell between October and May by Stephen Benn. He found the original Elliotts Swan Design (on the Fin). The aircraft has transparent fabric and red paint, and looks very fine. Stephen "took the opportunity of cutting hatches in the wing tips and fitting a pair of cables in order to perform flight tests of his "Air Density Computor" (A.D.C. for short). This is an instrument to indicate which way to turn into a thermal by measuring the velocity of sound at each wing tip and comparing the two." It is known that the speed of sound increases with increase of air temperature. His research is being supported by a BGA Churchill Award.

"The Time of Your Life" Television Programme (Barbara Cartland) on Tuesday, 13th August on BBC 1 at 7.30 p.m.

This revealed Barbara Cartland's interest in early aviation and gliding in 1931. It seems that she was involved in the 100 mile delivery of mail by glider to the Mayor of Reading, using a BAC 7 two-seater, being aerotowed by a Cirrus Moth (DH-60). The film very cleverly used the famous T.31 (Blue Brick...) towed by Mike Russell and his Tiger Moth into still photographs of the actual BAC 7 used.

The First Aerotows in Britain - Barbara Cartland, who flew in both aircraft during the making of the television film, stated that this, in 1931, was the first aerotow of a glider in Britain. One must remember that also in 1931, Mr. Reffell was aerotowed around the Schneider Trophy course in the RFD sailplane, whereas Lissant Beardmore in "Professor" and Robert Kronfeld in "Wien" were aerotowed to allow channel crossings on 19th and 20th July 1931. Kronfeld states in his book: "On the day that I flew across the channel, Mole flew the BAC 7 "Barbara Cartland" from Maidstone to Reading, being towed by Mr. Wanliss, thence, accompanied by five aeroplanes, they went to Hanworth." This was July 20th 1931.

We are very glad that VGC members Colin Anson, Mike Russell and David Bramwell, with T.31 and Tiger Moth, were allowed to participate in the television programme, which included a remembrance of the event, which was seen at a peak viewing time by the British public.

It would seem that Lissant Beardmore's aerotow to 12,000 ft., prior to a channel crossing, took place on the day before Kronfeld's and the BAC 7's flight. We have no date for Mr. Reffell's aerotow. Perhaps his son can help us? However, in his book Kronfeld writes: "On June 18th, Mr. Turner had been towed to 10,000 ft. by Sqdn. Ldr. Probyn in a Westland Widgeon, presumably in a BAC 7." So this, perhaps, could have been the first aerotow carried out in Britain? All the flights took place on the 18th, 19th and 20th July 1931.

Mr. Turner to 10,000 ft. - 18.7.1931
Lissant Beardmore to 12,000 ft. in Professor - 19.7.1931
Barbara Cartland and Kronfeld, BAC and Wien - 20.7.1931

When was Mr. Refell's aerotow in the RFD?

David Fewings

We are sorry to have to report his sudden death at 1.00 a.m. on Wednesday, 7th August, Our deepest sympathies go to his wife and four children. On the previous day, David had written to the VGC sending his annual subscription. This was never sent. We are deeply touched as it seems almost to have been his last act. Janet Fewings has asked whether we would allow her to be a member instead "to keep his interest in gliders alive". Of course, we will be very glad to have her with us.

The Great Sales

Two of these sales of redundant ATC gliders have so far taken place. The first consisted of four airworthy Cadet Mk.3s (T.31) and two airworthy Sedbergh's T.21s last spring at RAF Upavon. Although the Ministry of Defence can supply no information concerning who has bought them, we have been able to ascertain that one T.31 was bought by Wim Daams and Friedrich Wevers and was aerotowed to Holland. A second T.31 was bought by a syndicate at Lasham consisting of Ian Smith, Jane and David Ballard. We believe that all the gliders in this sale found owners. The second sale took place at RAF Syerston. This consisted of 15 Sedberghs (T.21s), 20 Cadet Mk.3s (T.31s), 3 Swallows and one SKY. This latter had been recently damaged, having been "dropped in" from a considerable height. The Ministry of Defence (D.J. Rose) has written that all the gliders were sold. We have only been able to ascertain that one T.31 has been bought by Jan Förster and has since been trailed by road by him to Holland. A T.31 and T.21 have been bought by Swedes. The former is to go to a Gothenburg vintage flying group while the latter is to go to the Alleberg Gliding Museum. While the T.31 will be flown, the T.21 is to be a static exhibit. Both are to leave Marshalls Airport, Cambridge, by Hercules transport, for Sweden during the second week in October. Mr. de Croom in Holland has obtained a damaged T.31.

Mr. Rose, representing the Ministry of Defence, has informed us that a 3rd sale will soon take place. This will consist of Sedberghs (T.21s).

As far as we know, many of our members still wish to obtain T.21s, T.31s and Grasshoppers. Please would they let us know if they have already obtained the gliders they need. Meanwhile, the already liberated T.31s have been making a good impression. The blue T.31 (the blue brick), before it went to the International Rallies, stayed up for 6 hours from three aerotows at Lasham, in thermals, shattering the centre's members. During its tour abroad, Germans and Swiss instantly fell in love with the T.31 and wanted to know how they could obtain one. Wim Daam's T.31 has had some long thermal flights already in Holland. Some of these took place during the Goevier Rally from winch launches. We are sure that there are still many more T.21s, T.31s and Grasshoppers to be obtained. We believe that future sales will contain gliders in better condition and they should be sold cheaper. We hope that all our members will obtain what they want.

Ages of T.31s

Chris Rollings, formerly of the ATC School, Halton, has given us the following information. T.31s, which have their numbers starting with "V", were built in the late 1940s and early 50s. Those, which have their numbers starting with "W", were built during the 1950s. Those, with their numbers starting with "X", were built during the late 1950s and early 1960. Other dates, etc. will be seen on little cards in the wings, etc., but these are believed to refer to "rebuild dates" only.

Late News

6 Sedberghs (T.21bs) were offered for tender (sale) at RAF Sealand, Deeside, Clwyd, CH5 2LS. RAF Sealand is near Chester... Condition of aircraft... 2 good... 4 fair.

The Mg 19a was flown over 6 hours in three flights during the two days, making short out and return cross countries of 48, 38 and 75 kms from Wycombe Air Park to Didcot, Benson airfield and Oxford. The first two flights were carried out by David Chapman and passengers. The third flight was by C. Wills and passenger in deteriorating weather. The return was made from Oxford, a distance of 32 kms, without lift from 4,300 ft. Loss of height between Oxford and WAP was 3,000 ft. This gives some idea of the Mg's performance with a slight tailwind. We are pleased to report that, while the Austrian youth, being trained, averaged 13.2 min. flights (1402 hours from 6365 launches), the new owners have averaged during the last year over 1 hour flights (33 hrs. 01 min. from 32 launches). This has only raised its average per flight, during its whole life, to 13.46 mins./flight, but we will keep trying! It is clearly a marvellous glider, with some post-war characteristics. We are very glad to welcome David Chapman into the syndicate.

DUTCH NEWS

The new Dutch Vintage Glider Club has now 60 members, who own 31 gliders of 20 different types. The latest addition to the fleet, their 31st glider, is a T.31 bought by Jan Förster from ATC redundant stock from RAF Syerston. This machine was towed by road to Holland during early September and should by now be flying. This is the third T.31 to reach Holland recently, the others being owned by Wim Daams and Mr. de Croom. The latter person has bought a damaged one.

The Fokker Olympia owned by Simon Maas has now successfully flown. Before its complete rebuild by the 70 year old Dick Robeer it was in Belgium. This Olympia was originally built just after the war, together with Goevier 2s and Grunau 9s, by the well-known aircraft firm. The first glider registered by the Dutch Vintage Glider Club is Jan Vermeer's Prefect.

Grunau 8

This is now being worked on by members of a Society of Amateur Aircraft Construction. The fuselage and tailplane are in good condition. Its existing wing is being used as a pattern to build two new wings.

The Dutch pre-war designed and built sailplane, the V-20, is being considered for restoration, but it is very old.

The former Dutch Minimoa, PH-390, is now the BGA 1639 at the London Club. Its British C of A expired in January 1979. It has been slowly restored ever since that time and has a metal trailer. Jan Vermeer was heard to say after inspecting it "If only they would give it back to us, I would have it airworthy in half a year."

AUSTRIAN NEWS

On the Jungfraujoch we met Josef Sandhöfner from the gliding club at Trausdorf, near Eisenstadt, on the Hungarian frontier, where the VGC held its Rendez Vous Rally in 1983. Apparently our visit made them so enthusiastic for old gliders that they have restored their Mg 19a, an Mg 23 single seater, and a Grunau Baby 2b. Josef wrote to us during that year asking whether they could organise for us an International Rally. The matter was referred to our Rally Committee, who no doubt thought that one of the other members had replied. As a result, Josef received no reply. We apologise profoundly for this. We are sure that there is nowhere where our members would like to have a rally more than in Austria. Josef says that there are no problems concerning the nearness of the Hungarian frontier or with Viennese airspace.

We should like to make the following points:

1. The VGC has an International Rally Committee which meets only during our International Rallies. This committee has, as one of its objects, to decide on the locations of the next years' rallies. The locations have so far been decided on a rotational system for each country in order from when that country held its first International Vintage Glider Rally. Thus, Britain has already held three International Rallies since it held the inaugural one in 1973 and will hold another next year. Thus, it is rather difficult for a country to break into this system without putting itself on the end of the queue of countries wishing to hold them. This would mean 1991 for Austria. While applauding the enthusiasm of countries for organising our rallies, we would like to suggest that this system is not too progressive and that new countries should be let in (not that we wish to offend anyone). However, we are sure that everyone will understand our meaning. To clear the matter up, we would like to suggest that the first thing is for representatives of the gliding club of Trausdorf, or any other Austrian gliding club, to come with their vintage gliders to our International Rallies and to attend our International Rally Committ meetings.
2. It might be possible for the Austrians to insert their International Vintage Glider Rally should another country be unable to organise theirs during a certain year.
3. There is no reason why the Austrians could not organise a vintage rally at any time as long as it is not the official VGC International Rally for that year, unless it is first cleared by our International Rally Committee.

We believe that the Austrians would organise an International Rally at other locations, should Trausdorf be considered an unfavourable location. Trausdorf is not in the Alps, but is situated amid rolling hills and lakes. Some of us have already discovered that the thermals are very good there. Another club possibly interested in organising an International Rally is the Alpine Gliding Club of Leoben/Donnawitz, near the village of Timmersdorf. This club has restored some Grunau Babies and is situated on an alpine valley with mountains on either side of it. It is not far from the Austrian National Gliding Centre of Niederölplan (another possible location for an International Vintage Rally). We know there have been problems in Austria for restoring old gliders to flying condition. It seems that these problems have been overcome by the gliding club at Trausdorf and that now they have the wish to hold an International Rally to launch the Vintage Gliding Club of Austria. We therefore ask our International Rally Committee members to contact: Josef Sandhöfner, Flugplatz Trausdorf, Burgenland, Oesterreich (Austria). Every effort must be made to show solidarity with the Austrian vintage glider groups, especially with that at Trausdorf.
Once again, we must urge that the first important step towards holding an International Vintage Glider Ally in Austria is for them to attend one of our International Rallies, if possible with a machine, in order to put their case before our International Rally Committee.

FRANCE

We are happy to report that Francois Ragot has managed to get his Spalinger S.18 airworthy. His first test flight lasted one hour. His second test flight, possibly on the next day, was a 300 km triangle from, and back to, his club at Vinon. We believe that this must be the most outstanding flight ever accomplished by an S.18 and shows what pilots, of International Team calibre, can do when they fly vintage gliders. He did comment on the S.18s performance in that the last 30 kms of the flight, which usually takes him 15 minutes in his "other glider", took him 45 minutes in the S.18. However, we are sure that he will be able to reduce this on better days! A 50 kph average for an S.18 in straight flight in good weather should be no problem, and good weather they do have in the South of France. This may have been one of five S.18s imported into France in 1941 to boost the small high performance fleet (30 aircraft) at that time.

The Musée de L'Air

This was visited last July and it was found that the display of gliders, already the best that we have seen in a museum, is unchanged from several years ago. However, it was noticed that vast construction and reconstruction of buildings is going on beside the museum. This seemed to indicate that the museum's enclosed area may be increased by as much as three times in the near future. Whether any of this new space will be given to gliders, we don't know, but if it is, there will be a sensational display of gliders there, especially as we hear that more than 40 are awaiting the museum's intentions at Villacoublay military airfield.

Christian Ravel

We have heard that his group at Angers have repaired the AIR 102 which was damaged at the Terlet International Vintage Rally last summer. It was awaiting final finishing last July. The cockpit had been changed back to its original form. At Terlet it had a modified cockpit. His group have also made airworthy an AV.36 which was seen and experienced last July at Amlikon. He also has plans to make an AV.22 airworthy so that it is possible that his group will enter only flying wings at the next International Rally! His group is now restoring a JS Weihe. He has been made responsible by the Musée de L'Air for getting some of their aircraft airworthy. This Weihe is one of four Weihes (two French and two German) which are owned by the museum.

Sadly, we did not have the pleasure of the Bourdon family at this year's International Rally. They were finishing their house in the Pyrrenees. However, Pilou is now restoring a Castel 310 to airworthy condition, as she finds the C.800 rather hard work to fly. We hope that they will bring one, if not both, to our next International Rally. The Renard family was also sadly not with us at Amlikon. They had not been able to discover information concerning the International Rally and had been visiting Troyes' twin town in England.

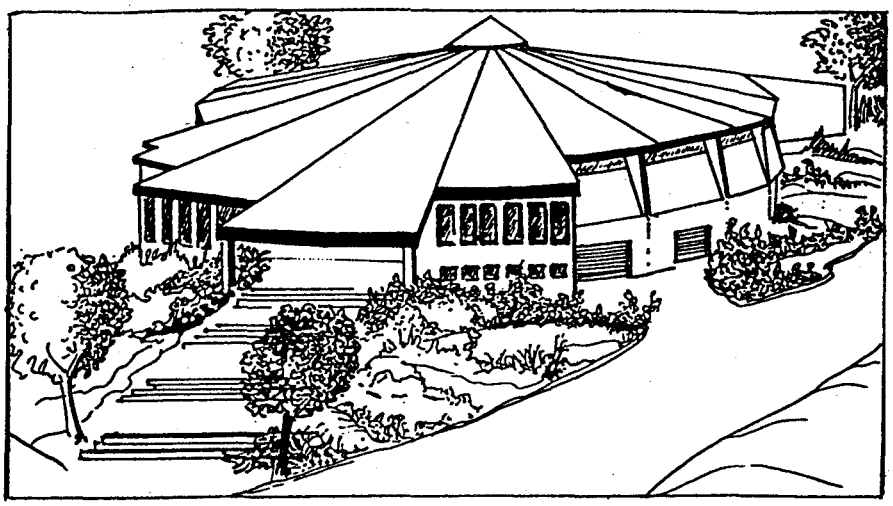
Challes les Eaux

We have received a report from members of the Booker Gliding Club that large numbers of vintage gliders are lying piled up on the floor of the Centre's hangar. We strongly urge our members in France and elsewhere to investigate this dangerous situation. They will certainly be burnt in the near future.

GERMAN NEWS

„Deutsches Segelflugmuseum“ auf der Wasserkuppe wird endlich realisiert

Spatenstich für das 3,9-Millionen-Mark-Projekt noch im ersten Halbjahr 1985 / Stiftung konstituierte sich



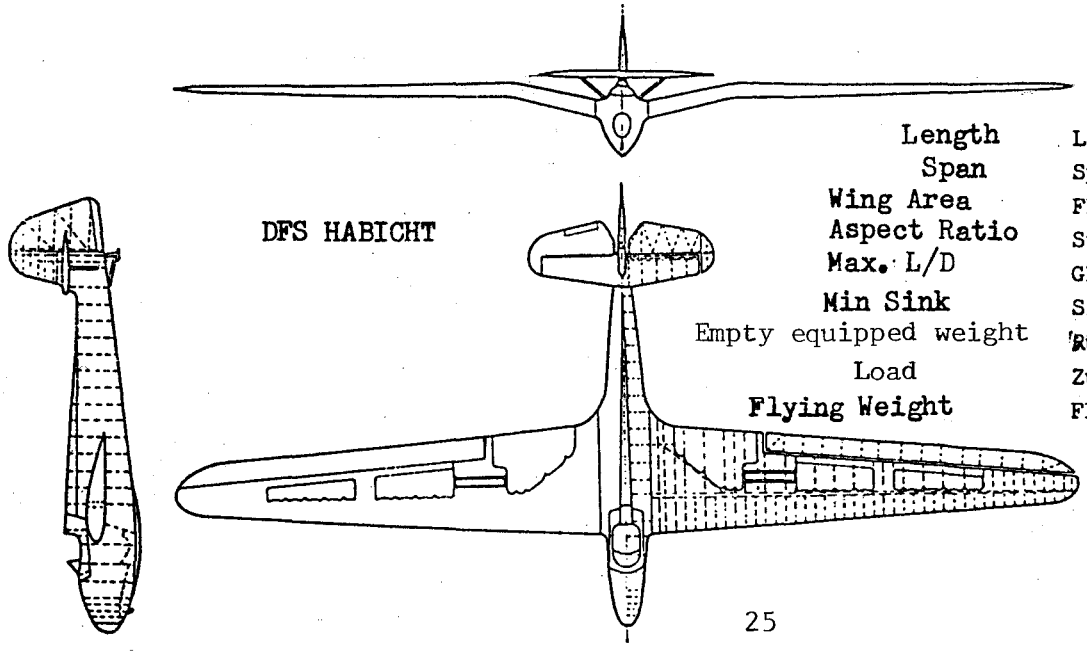
So soll das Segelflugmuseum auf der Wasserkuppe nach den Vorstellungen des Architekten Diplomingenieur Kliche aus Hannover aussehen (Zeichnung: Erhard Imhof, Künzell-Keulos).

It seems that a start has been made to build the new German Gliding Museum on the Wasserkuppe. The Oldtimer Club Wasserkuppe members told us in Switzerland that, although enough money is available for its construction, there is still not enough to keep it, for instance, dry and warm in winter. It was stated that there is no worse climate for keeping old gliders, documents and photographs, than in the damp and cold and fog of winter on the Wasserkuppe. Because of this, there is still resistance in some quarters against the project. It as felt that, if the place were kept warm in winter, then skiiers might use it to dry their socks. However, it it felt, in other quarters, that all these difficulties can, and will be, overcome, and that the museum, which is already designed, could be made a focal point for all visitors to the Wasserkuppe, and for all visiting glider enthusiasts.

OSC Wasserkuppe

Oldtimer Gliding Club Wasserkuppe. Its club members have given an estimated completion date for Projekt DFS Habicht. This will be 1987 and they wish to hold an international vintage rally there at that time, to honour the event. At present, the Habicht's fuselage is well advanced on its jig. The club's members have already completed restoration of an ES 49 2-seater, with which they have attended our last three international rallies. This was Germany's first post-war designed two-seater. More recently finished, is an S G.38 Schulgleiter. This was the 1938 basic training glider, of which possibly over 9,000 were built in factories alone during the war.

The Habicht was a 1936 Hans Jacobs designed, fully aerobatic sailplane. Only one other exists and this is in the Lebourget (Paris) Musée de L'Air.



DFS HABICHT

Length	Länge	6,35 m
Span	Spannweite	13,6 m
Wing Area	Flügelfläche	15,82 m²
Aspect Ratio	Streckung	10,7
Max. L/D	Gleitwinkel	1:21
Min Sink	Sinkgeschwindigkeit	0,80 m/sek
Empty equipped weight	Rüstgewicht	190 kg
Load	Zuladung	90 kg
Flying Weight	Fluggewicht	280 kg

The Münster Minimoa and Goevier 2

The restored Münster Oldtimer Club's Minimoa was revealed in all its glory before the startled participants of the Blumberg Rendez Vous Rally and those of the 13th International Vintage Glider Rally at Amlikon. It has really been beautifully done inside and out, and this is largely due to the painstaking efforts of Rainer Willeke, of the Oldtimer Club Münster, who last year retired from teaching for medical reasons. He also restored its fibreglass trailer and his Citroen DS 19 car, of which the engine compartment completely burnt out in the centre of Münster, in the summer of 1984. All are of rather similar colour, basically, to match. Even the cockpit interior of the Minimoa is of polished wood.

The Goevier 2 is now being restored in the same style. It is the last original Goevier in Germany (and on the continent of Europe). Its elevator and rudder were already covered with transparent fabric at Blumberg and Amlikon. Building plan prints have been obtained from Wünsiedl, where this Goevier was built in 1951. An original canopy is to be built for the Goevier next winter. Apart from the Wunsiedl plans, more for the canopy have been received from Alan Patching in Australia. It seems that a complete set of Goevier 2 plans were taken to Australia by an Estonian. There was even an offer to send more plans from England, where the only other airworthy Goevier 2 is. We thank everyone for the magnificent response to the urgent cry for Goevier plans from Münster.

Both Minimoa and Goevier 2 are being taken to air displays in an attempt to recover the financial outlay needed to restore the aircraft. Both aircraft were originally restored by Onkel Max Müller, an old NSFK Werkstattleiter. He also built their trailers. The Oldtimer Club Münster is very lucky to have the services of an old NSFK glider inspector, Horset Kiefer, at Greven, Münster/Osnabruck airfield, to help with and clear the aircraft

The Grunau Baby Rally - Whitsun Weekend, near Bamberg.

This was again a huge success, thanks once again to the efforts of our member Christian Kroll. On one of the days, an out & return task of 60 kms was set. The winner was to receive a crate of beer. It seemed likely that a fresh wind would prevent the task from being achieved. However, at 1600 hours, the wind abated sufficiently for one pilot to push his Grunau out to the turn point and back, to win the prize. We should remember that in the old days the Grunau Baby was thought to be the machine for glider pilots to do their 50 kms Silver C distances in..... and this was usually done downwind. So a 30 kms into wind flight to a turning point... and then, back to the start point was not a bad effort.

The Wasserkuppe Oldtimer Fest. - 10th & 11th August is believed to have had bad weather. However, it seems that at least the Hungarian visitors had a good time.

Hahnweide Oldtimer Meeting

As with the above, every kind of oldtimer, whether aeroplans, gliders or cars, was invited. It seems that at least the first day had good weather. Among the sailplanes were Jörg Ziller's Meise, Werner von Arx's Minimoa and Peter Egger's Spalinger S.18. The meeting was held on the weekend of 7th and 8th September. Jorg flew for 2½ hours and had a double tow with a Nord 2000 Olympia. There was also a fine Mg 19b present from Austria.

Grunau Baby I

There is a report that a Grunau Baby I is being built as a replica on the shores of Lake Constance. The original was a very successful 1932 training sailplane, which even took part in the Rhön Contests of that time.

Rhönadler 36

A visit to Klaus Heyn's home in July revealed that the woodwork of this aircraft is now complete except for ailerons, which did not at that time exist. The whole aircraft still needs fabric and painting. A trial rig has taken place in the roof, where the aircraft has been built. For the rigging of the 57 ft. wing on the fuselage, a hole had to be made in the roof through which over 2 metres of wing tip was extended. The whole aircraft is a masterpiece of painstaking construction, which has often been delayed due to temperatures being unsuitable for gluing.

An Olympia Meise Rally is planned for 1988 to mark the 50th anniversary of this very successful sailplane's design. It is hoped to run the rally at the same time as that year's Olympic Games. It will be remembered that the original Meise was selected at a contest, on 19th - 25th February 1939 on the airfield of Sezze, near Rome, to be the sailplane which was to be flown by every competitor at the first Olympic Gliding Contest, which was planned for the 1940 Olympic Games in Helsinki. They were never held due to outbreak of war. The Olympia was never flown at an Olympic Contest, but became the world's first Standard Class glider and also the sailplane, which had such excellent handling qualities in the air that all other sailplanes were to be compared with it... at least in Britain.

Dr. Jorg Ziller, whose address is: Brucknerstrasse 20, 7032 Sindelfingen, West Germany, wishes to contact all other Olympia Meise, Nord 2000, Fokker Olympia, Eon Olympia, etc., who might be interested in taking part in this event. We don't know whether the unsuccessful entries in the Olympic Trials, such as Mü 17 and Orlik, would also be allowed to take part?

Jorg Ziller now wishes to obtain an original canopy for his Meise, perhaps from France (Issoudun?) to bring his Meise to original condition.

AUSTRALIA

Another Hütter H.17a has flown. This one was built by Harold Bradley of Adelaide, South Australia. Harold is 86 years old and has built many gliders during his life. Shame, this H.17 is fitted with a landing wheel! We thought that Aussies were supposed to be big and tough. We carry out Hütters here in Pommieland, but then, we know that it does get hot in South Australia.

The new H.17 was test flown successfully by Harold's son at Gawler. We believe that there are now three airworthy H.17s in Australia. Harold is the oldest member of the Vintage Glider Club of Australia. He had already built an H.17 in the 1950s. His son, Alan, suggested that he should build a model, but Harold thought it more fun to build a real one. He started building the H.17 in his garage in 1981.

HUNGARY

The Hungarian Oldtimer Club held a camp in July at Farkashegy and flew their Gobe two-seater. On September 28/29th members flew the CIMBORA for two days. The weather has been very hot (29 degrees C.). The latest date for the opening of the new section of the Museum of Transportation (with many gliders) is October 22nd.

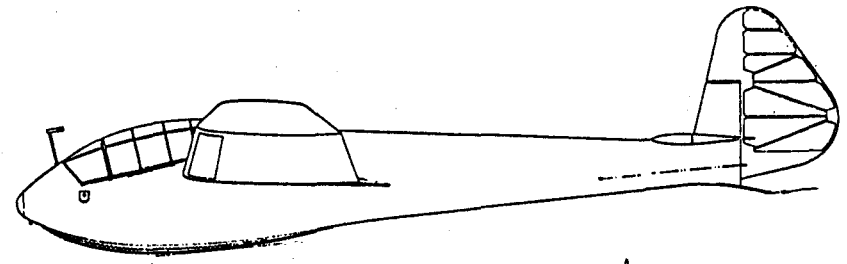
POLAND

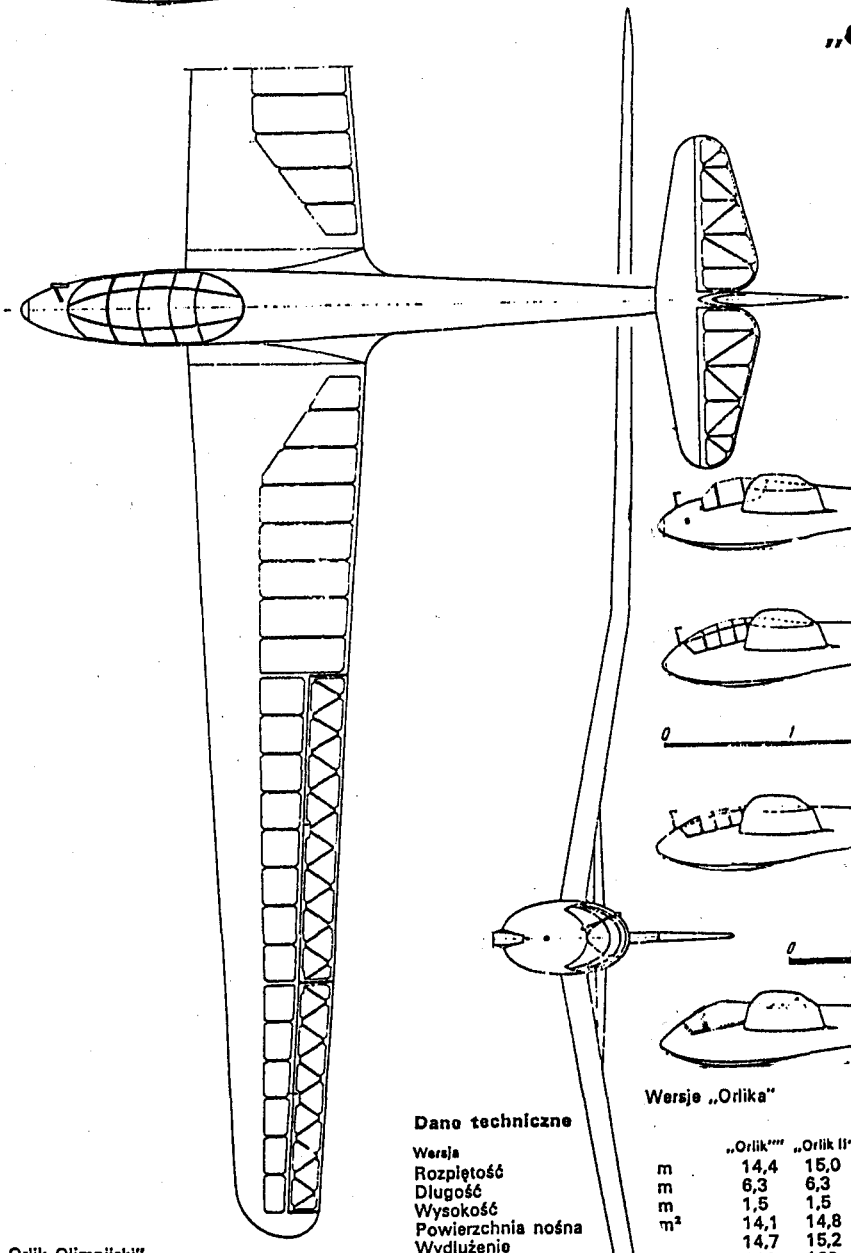
From Eva Simo Avararosy, we heard that the Polish Government has bought the ORLIK from John Serafim, a Polish emigré, who had restored the machine and was flying it from Phoenix, Arizona. The method of payment was to exchange a Jantar 2 for it, with the only condition being, that Polish pilots visiting the USA should be able to fly it in contests, etc. It is certainly the intention of the Polish Government to put the ORLIK in the Krakow Air Museum where there are other glider exhibits. Eva has spoken to her friend, the famous Polish woman record breaking pilot, Pela Majewska, and has informed her of the activities of the VGC. Pela will do everything possible to try to persuade the Polish authorities to allow the ORLIK to become the first glider of a Polish vintage gliding club, rather than to let is go for ever into a museum. However, it seems probable that authorities in Hungary and Poland are terrified of allowing old wood and glue to fly, although it is evident that, in both countries, restored Soviet PO2 biplanes are flying. Perhaps the primary structures of PO2s are metal? The ORLIK in the USA was the last airworthy pre-war Polish sailplane in existence and is superbly restored. An Orlik was last Polish entrant in the glider trials for the Olympic Games, held in February 1939 near Rome.

JUGOSLAVIA

Aleksander Stanojevic has informed us that all old gliders in his country have been taken out of the air and even destroyed. However, we have heard that some are in the Belgrade Air Museum. He believed that 100 Weihes were built. He himself flew the

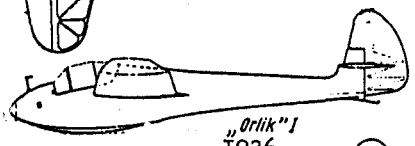
Polish built KOMAR YU-BEOGRAD, in the Jungfraujoch 1935, and in the Wasserkuppe 1937, International Contests. The KOMAR flew at 40 kph! He said that he had personally seen drawings of many foreign sailplanes, including those of the Heini Dittmar CONDOR 2 in Jugoslavia before the war. The sailplanes had been considered for production in Jugoslavia. We think it likely that its drawings, as well as those of other sailplanes, are still in some Jugoslavian museum awaiting our discovery.



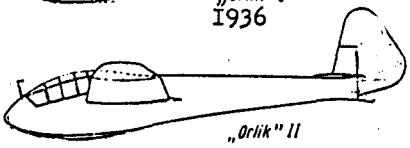


„Orlik Olimpijski"

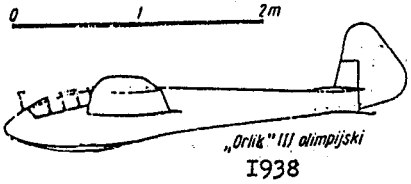
„Orlik"



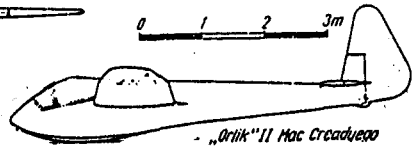
„Orlik" I
1936



„Orlik" II



„Orlik" III olimpijski
1938



„Orlik" II Mac Creaduego

Wersje „Orlika"

Dane techniczne

Wersja		„Orlik""	„Orlik II"	„Orlik Olimp."	
Rozpiętość	m	14,4	15,0	15,0	Span
Długość	m	6,3	6,3	6,3	Length
Wysokość	m	1,5	1,5	1,5	Height
Powierzchnia nośna	m²	14,1	14,8	14,8	Wing Area
Wydłużenie		14,7	15,2	15,2	Aspect Ratio
Ciężar własny	kG	148	160	168	Empty Weight
Ciężar użyteczny	kG	85	85	95	Load
Ciężar całkowity	kG	233	245	263	Flying weight
Obciążenie powierzchni	kG/m²	16,5	16,5	17,7	Wing Loading
Doskonałość	–	24,5	25,5	26,5	Max.L/D

LETTER FROM JOHN SPROULE - 17th September

Dear Chris,

I read Harold Holdsworth's reminiscences about his early involvement with gliding at Sutton Bank, and particularly I was interested in his memories about the Cadet, as I am afraid he is very off beam in many of his remarks. I was involved with the Cadet from the very start and I have a crystal clear memory about all the things which cropped up from the very first flight. On the first soaring flight which I made in the machine - it was manifest that there was a very slight buffet on the tailplane which gave a small tremor along the fuselage. It was never alarming but it was there and we had to do something about it obviously. The prototype Cadet had a Prüfling-like nose that is the top longeron continued on parallel with the lower longeron and was rounded off in plan by a curved lamination. It made a neat nose which had worked very well on the Prüfling - it was easy and cheap to make and simple to repair and that is why I designed it thus. However, I think that was was happening with the tailplane buffet was when one was flying with a small amount of skid - an eddy was created one one side or other of the nose which trailed right back to the tailplane tip and thus caused the slight buffet. So after a few machines were made with the original nose - Sling decided to lower the line of the top longeron at the nose, and this combined with a Grunau-like curve to the top of the rear fuselage - eliminated the problem. Anyway a great many Cadets were sold in the slightly modified form and I cannot remember any complaints from the many customers. Since those long ago days I have often thought that another factor contributing to the tail buffet might have been the wing root arrangement where the two wings butt together at the root with a small gap between them. This gap was never sealed in any way and I have often thought that we should have sealed this with a band of adhesive tape. One can imagine a jet of air coming up this gap from the lower side of the aerofoil to the lower pressure on the top and causing a plume of air which would trail off aft and cause eddies. This sealing gambit might have added a little to performance and it might be tried out even today by the present operators of the few Tutors still flying. I am sorry that I drone on about the Cadet but I can only say that as I was so involved with it right from birth - I cannot neglect to pipe up whenever its early days are mentioned. It was a pretty crude not very high performance glider, but it met a great need at the time and a great many were built. And I think I can say that it remained in service almost as long as the Avro 504.

A funny thing about the Cadet was that quite in parallel with my endeavours at Kirkbymoorside - a chap called Keeble was busy designing a machine to meet the same design requirements - at Zander and Weyls outfit at Dunstable. He came up with a machine which they called the Totternhoe. Neither Keeble or I were in touch at any time in connection with our quite separate work - and when both machines were brought forth - they were very similar indeed. In fact after all these years I am prepared to admit that in a lot of respects the Totternhoe was the better machine, but of course at the time I would never had admitted it. The Totternhoe never went into production as Zander and Weyl were not in a very big way of business and I think the Cadet was a lot cheaper to make. I think my friend Keeble is still around somewhere - the last I saw of him he was Resident Technical Officer at Westlands, Yeovil. He was a graduate of Imperial College and a very nice and clever chap, so I hope he is still around.

So I am sorry to have cast doubts on the memory of Harold Holdsworth as I always like to read his reminiscences of the early gliding days. He sure painted a picture of near catastrophe with the tails of Cadets vibrating like mad. But it was never thus in real fact. At Slingsbys - we always expected the gliders to perform perfectly right from the drawing board and old Sling was very reluctant to do anything which might come under the heading of development. It would have been very easy in the Cadet tail buffet matter to have done a little wool tufting with a camera mounted somewhere to trace the source of the trouble. However the matter was solved by the expedient I have described, which was probably a lot cheaper, though one could not say that manhours were expensive in those long ago days. In 1935 we were very cheap to hire and no mistake!

Yours,

"John Sproule"

LETTER FROM PETER RIEDEL - 9th August... from 220 Campbell N.W. Ardmore, Oklahoma, 73401, U.S.A. Copies to Chris Wills and P. Selinger, commenting on Peter's article in our last VGC news "Wolf Hirth, A Life Devoted to Sporting Flying". The letter is not copied here in full for reasons of space.

"As a historian, for soaring in Germany and as one who really got the inside information (for example, Professor Georgii's motives in assigning the Silver C No.1 to BOTH Robert Kronfeld and Wolf Hirth in January 1931) that I want to go on record that some of the facts in your report need either correcting or at least a supplementing sentence right behind. Here they are:

1. Wolf Hirth crashed with the Messerschmitt S-13 on the 7th July 1923, as it is reported in "Start in den Wind" page 205 in the text for picture No.3. You see, I do research such dates thoroughly. The text in Rolf Italiaander's book "Wolf Hirth erzählt" confirms the month of July 1923 as the time of his accident, on page 34, line 7 : "Von März bis Juli 1923 war er wieder auf der Wasserkuppe". (From March until July 1923, he was again on the Wasserkuppe.) The last paragraph on the same page mentions the accident at the time after Wolf had returned from Rossitten. I do not remember where I got my date from, but since I witnessed the accident and made a very strenuous run all the way to Gersfeld to fetch Dr.med. Fries, I am quite certain that it was on a hot summer's day; not in the cool month of April.

2. Wolf Hirth received one of the two Silver Cs (Leistungsabzeichen at that time) from Professor Georgii, the Director of the Research Institute of the Rhoen Rossitten Gesellschaft. The other one was given at the same time to Robert Kronfeld. About more details regarding this unfortunate decision of Professor Georgii I refer you to my book "Vom Hangwind zur Thermik" Page 102 through the middle of Page 105. These pages make it crystal clear that Robert Kronfeld was the first in performing systematic thermal soaring, establishing five world records before anybody else did anything equal. When Georgii for some reasons of his own assigned the prestigious number ONE to two pilots, he must be held responsible for the controversies caused by the duplicity, not men like Mr. L.A. de Lang or myself who have stood up and defended Kronfeld's right to the No. ONE position on the list of the first pilots with the Silver C.

"FLUGSPORT" January 1934, Page 20, and Georg Brutting's book "Segelflug und Segelflieger" (1935) showed on Page 83 Robert Kronfeld at the top of the list "Holders of the International Silver C". My proposal is to add a line something like this:
... Silver C No.1, shared with Robert Kronfeld. This is the very least to be expected for fairness' sake. In emphasising the necessity to correct the facts reported in your list of Wolf Hirth's year by year data, my only motive is the desire to leave a perfectly truthful history of the years 1911 - 1939 behind as one of the last who still can do this.

I am going to enclose reduced size copies of pages 102, 142 & 143 of my second book "Vom Hangwind zur Thermik" (1927 - 1932). There, on page 102 especially, Professor Georgii credits Robert Kronfeld with pioneering thermal and cold front cross country soaring. He called these flights "classical masterpieces", from which the less experienced ones could learn. This, in Autumn of 1929, two years before the Silver C was created.

From an historical point of view, the first Silver Cs mean much more than all the later Gold and Diamond Cs put together. None of the latter were assigned to pilots for pioneering feats. But the first five holders of the Silver C contributed pioneering soaring, and especially Robert Kronfeld, who was the best from 1929 - 1931 until Groenhof surpassed Robert's world distance record and Heini Dittmar trumped his World Altitude Record in 1934....."

P. Riedel

BOOKS

"Uber Sonnige Weiten" by Peter Riedel in German (Beyond the Sunlit Horizons)
This book contains Rhoen history from 1932 - 1939 as experienced by Peter Riedel himself. This is the third book of P. Riedel's self experienced Rhoen histories. As with the other two "Vom Hangwind zur Thermik" (1927 - 1932) and "Start in den Wind", it is amply illustrated with drawings and photographs. It is the first time that anyone has written a history of the Wasserkuppe during the years just before the war. The book is published by Motorbuch Verlag, Stuttgart, but should also be obtainable through Beaumont's Aviation Literature, 656 Holloway Road, London, N19 3RD. Tel.01 272 3630. Uber Sonnige Weiten should be of special interest because many of the gliders which we are now flying first saw the light of day during that time. At last, the story of the Wasserkuppe will be available to English speaking readers.

Special News
On instigation from Dr. Paul MacCready (of man-powered flight fame and the 1956 World Gliding Champion as well as runner-up in 1950), the SMITHSONIAN INSTITUTE has undertaken to translate the above three books into English. Their titles might be translated as "Take Off into Wind", "From Slope Lift to Thermals" and "Beyond the Sunlit Horizons". We have no date yet when they will be available, but presumably they might be published in America?

Monogram Close Up No.12 "Horten 229"
This has also been available through the above address. It is in English. However, so much new information is now available that David Myhra has re-written whole sections of it. We don't know when the new version will be ready, but we imagine that it will be at at any moment.

"The Horten Brothers and their All Wing Aircraft" also published by Monogram in English by David Myhra. A photograph book compiled from Walter Reimar Horten's collections. It should be available from the above address.

Nurflügel in German by Reimar Horten and Peter Selinger.
The story of Horten aircraft from 1933 - 1960. It has an English text by Jan Scott. It is amply illustrated with photographs and drawings. Publisher is H. Weishaupt, Graz, Austria, but it can be obtained from Beaumonts Aviation Literature as above.

"Die deutschen Lastensegler Verbände 1937 - 1945"
Compiled from reports, log books and documents, in German. This is the story of the German Gliderborne troops and of the German pre-war glider pilots who became their pilots. Eben, Emael, Crete... etc., etc. It is all there, by Georg Schlaug. Published by Motorbuch Verlag, Postfach 1370, D-7000 Stuttgart. Tel. 0711 642031. It is illustrated with 155 photographs from the time. Price: DM 36.

Happy to Fly - An autobiography by Ann Welch.
Published by John Murray, price £10.50. Amply illustrated with photographs and drawings. A very remarkable book by a very remarkable person. It is most readable.

The World's Vintage Sailplanes 1908 - 1945 from Martin Simons
News, dated August 9th. "The appeal has to be heard first. The trial set down for today has been adjourned yet again. After the appeal, which we do not expect to win, the proper trial will still have to go on - some time in November -?, January ? February? I do not know."

"The appeal has to go to the South Australian Supreme Court. Three judges I am told will have to hear it and it is usual to employ a Q.C. (Queen's Counsel) to plead in such situations."

Glider pilots in every country are watching with interest the proceedings of Australian Justice.

Many people have been waiting a long time for the book and many are wishing to have their photographs and material, which were lent for the book, returned.

Highly Recommended - Hochst Empfehlenswert!

Grunau Baby - Anleitung zum Bau eines Ubungssegelflugzeuges von Wilmer Baumann, Lehrmeister Bucherei Nr 1343, Verlag Albrecht Philler, Minden, (Westfalen) Germany.
A useful workshop manual.

Der Gleitflugzeugbau von J.v.d. Sanden, Carl Lange Verlag, Duisburg, Germany.
A similar manual, using the SG 38 as illustration.

FOR SALE

Grunau Baby III D-6224 (built 1952)

Airworthy + German C of A. Fully overhauled 1977. Open/Closed Canopy. Parachute. Radio (720 channel Becker AR 2008/25). Closed trailer with over-run brakes. For sale complete outfit - price negotiable: Karlheinz and Dietes Kerkhoff, Vor den Knäppen 2 - 4, 4410 Warendorf 1, Germany. Tel. (0) 2581 3605
(0) 6074 67354

Original EoN Olympia Canopy in perfect condition

Eric Rolfe, London Road, Moreton-in-the-Marsh, Worcs. Tel. 0608 50530

Castel C 25S

1942 designed, but built in 1947. Casein glued. Some glue disintegration in wing tips, but can be repaired. Ideal fun two-seater. Good for staying up in thermals, etc. Offers to: Billie Caldwell, 14 The Towers, Grand Avenue, Worthing, Sussex. Tel. 0903 40418.

Grunau Baby 2A

German built post-war. History to date... with open trailer. Offers to: A. Garton, 23 Baysdale Road, Ashby, Scunthorpe, South Humberside, ON16 2QE. Tel. 0224 862579.

2 VHS Video Cassettes

Over an hour long duration. Old gliding films, including "Gliding Till Now" with commentary and Doc Slater's music, "Plane Sailing" 1936 with sound, Dunstable and Nyborg Special Films - £30.00 each.

C. Wills, "Wings", The Street, Ewelms, Oxon, OX9 6HQ. Tel. 0491 39245.
Must recover financial outlay, but afterwards money will be sent to VGC.

EoN Olympia 2b

Crusaders' GC, Cyprus. Sqdn. Ldr. Mackay, RAF 33 Signals Unit, Ayios, Nikolaos, B.F.P.O. 58, Cyprus. This glider can be brought home by air for an owner, free of charge. It will be very cheap to buy. If no owner is found, it will be burnt.

Slingsby Cadet (Mk.I)

Needs restoration. All parts available except wing and tailplane struts. It can be inspected by appointment at Eric Rolphe's house, London Road, Moreton-in-the-Marsh, Worcs. Tel. 0608 50530.

Offers to C. Wills, "Wings", The Street, Ewelme, Oxon, OX9 6HQ. Tel. 0491 39245. Proceeds from its sale will be given to the VGC.

Sets of drawings for Hütter H.17a and Grunau Baby 2A

Available from: C. Wills, "Wings", The Street, Ewelms, Oxon, OX9 6HQ.
Tel. 0491 39245.

The H.17a drawing sets cost £7.00 with postage. Profits sent to VGC.

NEEDED

Rhönsperber drawings for: Jurgen Dreyer, Hermann Ruhe Strasse 12, 3220 Alfeld/Leine, West Germany. He wishes to build one.

Photographs (or copies thereof) of the Gull 3 in its original state after it was built during the war (1941?). Mike Beach wishes to restore his original Gull 3 to its original state and is already making a built-up canopy for it. His address is: 24 Cole Pack Road, Twickenham, Middx. Tel. 01 892 9975.

Trailer suitable for Gull 3 for Mike Beach at above address.

VINTAGE GLIDER CLUB

INCOME AND EXPENDITURE ACCOUNT

FOR THE YEAR ENDED

31st DECEMBER 1983

	£	£
INCOME		
SALES		1,018.83
SUBSCRIPTIONS AND DONATIONS		2,253.04
TECHNICAL ARTICLES		114.56
MISCELLANEOUS INCOME		130.00
LASHAM RALLY SURPLUS		226.82
BUILDING SOCIETY INTEREST		145.79
		3,889.04
EXPENDITURE		
STOCKS AT COST	793.33	
PURCHASES FOR RESALE	822.68	
POSTAGE	767.18	
NEWSLETTERS	1,435.13	
STATIONERY	146.51	
PRIZES	178.76	
MEMBERS EXPENSES	319.86	
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AUDITORS REMUNERATION	40.00	
DEPRECIATION	8.00	
	4,555.20	
Less:		
STOCKS AT COST	1,055.58	3,499.62
SURPLUS FOR THE YEAR		£ 389.42

NOTES TO THE ACCOUNTS

1. STOCK HAS BEEN VALUED AT COST TO THE CLUB.

VINTAGE GLIDER CLUB

BALANCE SHEET - 31st DECEMBER 1983

	£	£
FIXED ASSETS		
EQUIPMENT, LESS DEPRECIATION		33.00
NET CURRENT ASSETS		
STOCKS AT COST	1,055.58	
LEEDS PERMANENT BUILDING SOCIETY	2,145.79	
CASH IN HAND	1.15	
CASH AT BANK	613.46	
	3,815.98	
Deduct:		
NET CURRENT LIABILITIES		
8th INTERNATIONAL	73.00	
SECRETARIES EXPENSES	67.40	
AUDITORS REMUNERATION	80.00	
	220.40	
NET CURRENT ASSETS/(LIABILITIES)		3,595.58
		£3,628.58
REPRESENTED BY:		
INCOME AND EXPENDITURE ACCOUNT BROUGHT FORWARD		550.55
Add:		
SURPLUS, 8th INTERNATIONAL		514.11
NO.1 FUND		1,408.07
NO.2 FUND		254.93
NO.3 FUND		11.50
SURPLUS FOR THE YEAR ENDED 31/12/1983		389.42
		3,128.58
INTERNATIONAL RESERVE		500.00
		£3,628.58

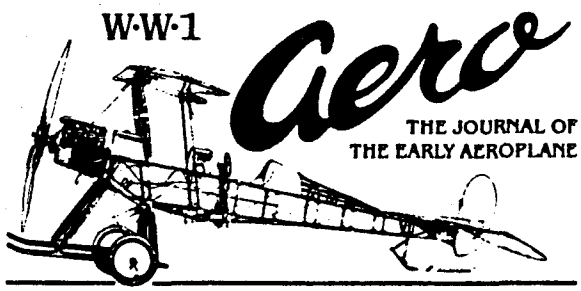
I HAVE EXAMINED THE ABOVE BALANCE SHEET DATED THE 31st DECEMBER 1983 WHICH IS IN ACCORDANCE WITH THE CLUB'S BOOKS OF ACCOUNT AND THE INFORMATION AND EXPLANATIONS GIVEN TO ME.

Malcolm E Wakerly.....

M.E. WAKERLY, FAAI, F inst CM.

INCORPORATED ADMINISTRATIVE ACCOUNTANT

Thanks to Ian Tunstall, the following magazines will contain VGC news with photographs:- Flypast December 85 - Radio Modeller January 86 - Radio Control Model World November 85.



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