VGC News

No 57 Winter 1985/86



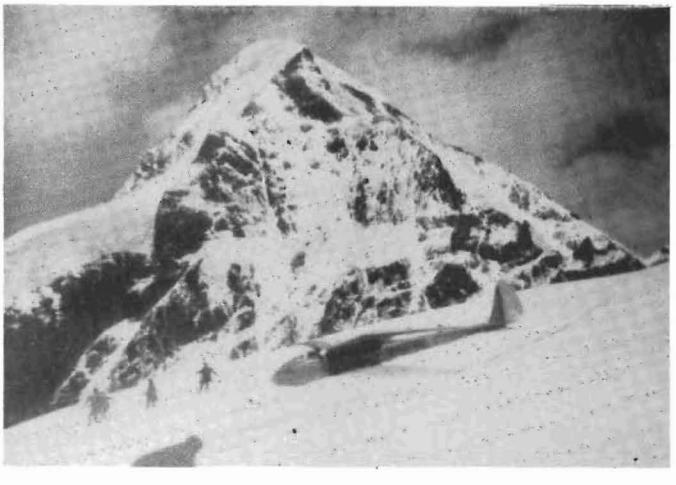


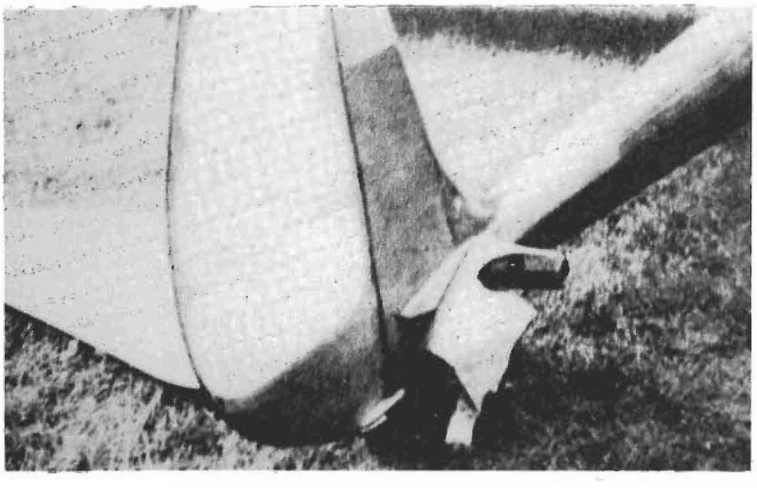


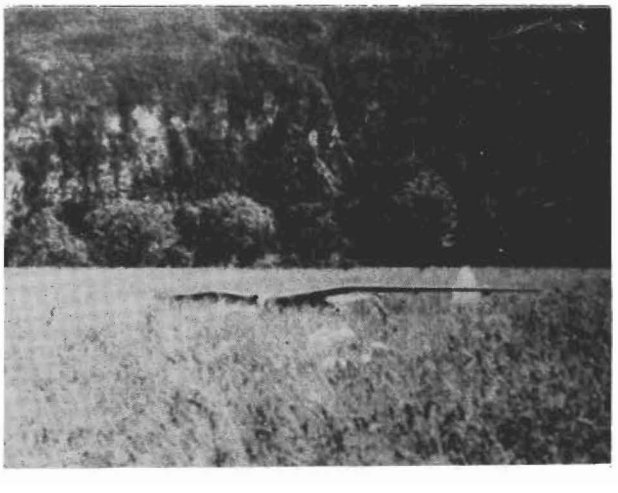












CAPTIONS TO PHOTOGRAPHS: These illustrate the 1931 Fafnir expedition.

Left to right - top to bottom

1. Lauterbrunnen in its valley with waterfall (right). It was from Lauterbrunnen Station on open railway waggons, that the sailplanes in 1931 and 1935 started their journeys to the Jungfraujoch. The Stechelberg helicopter field is round the valley to the right, behind the waterfall.

2. Small figures of people are at the Jungfraujoch launch point (below centre). On the left is the NW soaring slope of the Jungfrau Massif. Above is the Mönch, while behind, is the Eiger.

3. The Fafnir being "shovelled into the snow". Cloud cover below is preventing take-offs to the north-west. It was hoped that this would protect it from bad weather.

4. Groenhoff installs himself in the Fafnir.

5. The edge over which all gliders went in 1931, 1935 and 1985, if they were to be flown towards Thun (N.W.). It represents the soaring slope. The Fafnir went over this with half its tailplane, first, and later, with its rudder fluttering behind it.

6. The first launch of the Fafnir, without enough speed. It has already overtaken its bungee launch rope. Seconds later, its fuselage broke through the ice encrusted snow, which removed half its tailplane. It was lucky that the whole tailplane did not come off.

7. Like this, with half its tailplane gone, the Fafnir took 58 minutes to descend to a meadow near Interlaken, 9,833 ft. below, 20 kms away.

8. The Fafnir in the meadow of high grass, in which it landed, near Interlaken.

COVER PHOTOGRAPH:

From the International Jungfraujoch Contest in 1935.
The path in the ice cut to enable de-rigged sailplanes, when they were not too large, to be taken direct from the Jungfraujoch railway station up on to the Joch launch point for rigging. In the foreground is a Rhönsperber of the German team (probably that flown by Peter Riedel, or Ludwig Hofmann). In the background can be seen a Swiss Spalinger S.12 in a precarious situation.

The photograph has been printed by kind permission of the RAF Museum, Hendon, and was originally taken by Charles Brown.

the Vintage Glider Club of Great Britain

President: C. Wills

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

V.G.C. News No.57 Winter 1986

EDITORIAL

It is customary each year for the VGC to award engraved silver mugs to VGC members in recognition of their often prodigious feats of flying, building and restoration. Small offerings for tremendous achievements.

Last summer was not one that will be remembered in Britain for excellent soaring weather. However, there have been many restorations. Although the weather in Britain was poor for soaring this year, it was better in Europe, to make up for the previous year's bad summer. Luckily for our members who attended the international rallies in Europe, the weather became good as they arrived in August, and remained good for the rest of the summer.

This year's VGC Performance Prize has been awarded to Willi Schwarzenbach for his flight in his Spalinger S.18 from the Jungfraujoch on August 29th 1985. He ascended five times to heights of over 3,000 metres during a flight which lasted 5 hours 20 minutes.

VGC Restoration Prizes have been awarded this year to:

Rainer Willeke - Münster Oldtimer Club for his restoration of the Minimoa D-1163 in Germany.

Wasserkuppe Oldtimer Club - for their S.G.38 Schulgleiter in Germany

Simon Maas and Dick Robeer - for their Fokker Olympia in Holland

Austin Wood and Geoff Harrison - Shenstone Czerwinski "Harbinger" in Britain

Michael Beach - FVA 10b "Rheinland" BGA1711 in Britain

Adam Downie - Slingsby "Prefect" BGA 1152 in Britain

Stephen Benn - "Eon Olympia" BGA 1055 in Britain

Southdown Aero Services and John Sproule - Slingsby Falcon I (RRG Falke) replica in Britain

Frank Reeks Trophy for the best turned out Grunau Baby of the year - Terry Stevens Grunau Baby 2b BGA 1910 in Britain

Rodi Morgan Trophy - Derek Staff Eon Olympia 2b 72 km cross-country from Long Mynd - best flight at the National Rally.

The above prizes were awarded at the VGC's Annual Dinner and Prize Giving on Saturday, 28th September, at Wycombe Air Park.

Progress in the VGC

We have now held 13 International Rallies in 12 years, i.e... since our founding in 1973. There have only been 19 World Gliding Championships and they have been going since 1937! This speaks much for our enthusiasm. Still more and more vintage gliders are being made airworthy each year, perhaps, we hope, with the aim of taking part in our International and National Rallies. This is as it should be. We feel that they look best in their original styles and do much to capture the old spirit of gliding at our rallies. This can only do our movement good. Apart from looking fine, our gliders have put up noteworthy performances... and these two things must attract more good vintage glider owners... and this is what we need.

We have heard from France that Francois Ragot has flown his Spalinger S.18 on a 300 km triangle. This is probably the greatest distance flight ever achieved by an S.18, but Francois has been a member of the French International Team. He is not a member of the VGC at the moment, but we hope that he will rejoin us. This once again shows what really can be done with some of our aircraft when they are flown by good pilots. For us lesser mortals, it might be necessary to reconnoitre these tasks with modern sailplanes before flying our vintage gliders round them.

We have been beyond the furthest frontier... to the dusty plains of Hungary... and now... to the eternal snows of the highest mountains.

During the week of 29th August this year, the following VGC members and their machines were hurled by bungee launch from the 11,333 ft. high Jungfraujoch in Switzerland:

Peter Riedel - Ka 8	Germany
Werner Roth - Spalinger S.19	Switzerland
Peter Egger - Spalinger S.18	Switzerland
Willi Schwarzenbach - Spalinger S.18	Switzerland
Werner von Arx - Minimoa 36	Switzerland
Ernst Walter - Mü 13d	Germany
Jurgen Dreyer - Cumulus	Germany
C. Wills - Rhönbussard	Britain

The camps of Amlikon and of the Jungfraujoch were beautifully reported by the German magazine Aerokurier with coloured photographs. The Jungfraujoch event was the 50th Anniversary of the 1935 International Contest there, in which Peter Riedel, Willi Baur and Alexander Stanojewic (Yugoslavia) took part. All three flew at this year's Anniversary Camp. Sitko Borivoi, the 1935 Jugoslav Team Captain, also was present. The 1935 veterans are now around 80 years old, but those who flew have certainly not lost their 'touch' in the air. Later in this issue is an account of the 1935 event, and the 1985 camp will be covered fully in the next issue.

Caution again

A recent technical report states that resin and casein glues seriously lose strength with age, although they might possibly have been overstrength when new. Wood could also lose strength if subjected to severe temperature and humidity changes in metal skinned buildings (or trailers). Therefore, we urge our members not to fly their vintage gliders too fast or to subject them to unauthorised (by the BGA placards) manoeuvres.
The above report will be made available to all our members if they wish.

Auction - During the 14th International Rally, Colin Street intends to hold an auction to boost the Rally's finances. Please bring everything that you think could be sold. Colin's telephone number is: 0252 850526.

C. Wills wishes to thank all members for their wonderful Christmas and New Year cards. It simply has not been possible to reciprocate or answer them all, but rest assured all of you have been with him in his thoughts during the festive period.

C. Wills, for the VGC, wishes to thank: Robin Traves for being our very conscientious secretary and for controlling our money. To have one so reliably looking after our central organisation is vitally important. We also wish to thank Geoff Moore for organising so many rallies for us although some have not been graced by good weather. We also thank Peter Woodcock for organising our sales and for putting at our disposal his computer. These men are all irreplaceable for our organisation and are supported by their wives, girl friends, families, etc., whom we thank also for their tolerance. We beg them to continue to endure us. We also thank Sally Shepard for helping us with sales and for being our archivist.

Correction

Mistake in last VGC News No.56 (with Harold Holdsworth's article). Concerning Robert Kronfeld, his variometer, and the British pilots, who did not have them. C. Wills had tried unsuccessfully, due to misunderstanding, to have this removed from the VGC News No.56. This story is not true but Dr. Slater thinks that it may have occurred on the Wasserkuppe in 1928, with German pilots. This was before the time when British pilots went there in force. When Robert Kronfeld came to England to introduce gliding in 1930/31, the British pilots did know about variometers but did not have many of them.

Mr. J.C. Dent invented the first British built variometer. The Collins Variometers came after this. They were built by Eric Collins' father, who was an instrument maker, and were thought very highly of among the British gliding fraternity. Thus, Eric Collins' father not only gave his son a Rhönadler, but also supplied instruments for it, as can adequately be seen in the magnificent 1938 film "Prelude to Flight". J.C. Dent got his "C" Certificate at the LGC on July 29th 1933, which had the number 318 on the International List. C. Wills is very sorry that this mistake occurred. It is our policy never to criticise pilots, especially if they are no longer alive. Robert Kronfeld did so much for British gliding that we can never thank him enough.

FORTHCOMING EVENTS 1986

The 3rd French National Vintage Glider Rally

This will take place from the 1st - 4th May on the airfield of Paray Le Monial. Foreign entrants are welcome and already Belgians with a Spatz, Germans with a Spatz and Swiss with a Blanik and Rhönlerche have accepted. Contact address is: Yves Soudit, A.S.P.A.C., BP.2, 71600 Paray le Monial, France.

60th Anniversary of the LSV (Luftsport Verein) Gundelfingen will be celebrated from 11th - 17th August 1986 with Oldtimer flying. Oldtime glider owners are cordially invited to bring and fly their machines. It is intended to set short distance tasks, spot landing competitions, and, as high point, demonstration flights with airfield fete. The airfield lies 2 kms north of Gundelfingen. Take-offs will be mostly by winch although there will be some aerotowing. The airfield lies on the edge of the Danube Valley, but possibilities of contacting thermals are good over the Schwäbische Alb. Washroom, showers and toilets are available, as is 220v electric current. Hangarage is somewhat limited, but might be possible. Costs: None for entering. Camping is 5DM per person, per day. Children up to 14 years old are free. Guest houses cost per night with breakfast DM25 - DM35. Winch launches DM 5.00. Aerotow prices have still to be agreed. Please send your entries in before 31.5.86 to the contact address: Wolfgang Schaeffler, Westpreussenstrasse II, 8883 Gundelfingen/Do., West Germany. Tel. 09073 2503.

Goevier Rally - This will be held from the 1st to 4th May 1986 on the Belgian airfield of St. Hubert in the Ardennes. Other vintage gliders are invited. Contact address is: Hans Wisselink, Brugstraat 33A NL-4701, LB Roosendaal, Holland. Tel: 01650 36877

Hilversum Oldtimer Meeting for vintage gliders will take place from 8th - 11th May.

British Rally News

U.K. Spring Bank Holiday 24/25/26th May - Our members in the north are inviting other members with their gliders to a weekend of flying at the Blackpool & Fylde Gliding Club. (Instructions for getting there are simply: Follow M5 motorway. It is easy to find. The site is at Chipping.) Caravans and tents: No charge. Daily membership £2.00. Winch launching, only £1.60 per launch. No catering on site, but a local pub does provide food. Hill soaring is possible in NW winds through to SE. Accommodation near site: Bed & breakfast - Tel. Preston 865455 or Chipping 316. Otherwise Blackmoss Country Hotel - Tel. Longbridge 3148. Local contact is our member Bob Boyd - Tel. Preston 715447 or Tommy Gornal - Tel. Preston 865420... to advise whether you are to attend.

Rendez-Vouz 86 26th July - 2nd August. Apply to Geoff Moore - Tel. 04427 73258 for entry form and details, for an informal gathering at the London GC before the 14th International Rally at Lasham. Address: Geoff Moore, Arewa, Shootersway Lane, Berkhamsted, Herts.

The 14th International Rally at Lasham - A large number of gliders are expected. Please send your entry form in early. Contact address: The Rally Secretary, Vintage Gliding Club, Lasham Aerodrome, Alton, Hants., England.

Grunau Baby Meeting - In 1986 this is to be held at the LSV Warburg, which is 30 kms west of Kassel, during the Whitsun weekend, which is May 16th - 18th. Contact address is: LSV Warburg, Ernst Barlach Strasse 1, 3530 Warburg 1, West Germany, or Neelco Osinga, Ceintrurbaan 87, 7413 Dc Deventer, Holland. The airfield is called "Diemel". Some 20 GBs are expected to take part, but this year similar machines to GBs are to be invited, such as Prefects, Kite Is, Hütter H.17s, etc.

C. Wills and the whole Vintage Gliding Club would like to thank the Segelflug Gruppe Cumulus at Amlikon for sending us the tremendous sum of £530 representing profit made at the last International Rally (mostly we understand from the bar because it was so hot) as a gift. Especially we would like to thank Hans Schlatter, the Cumulus GC's President. It was one of the best Oldtimer Rallies that we have ever had. Switzerland was really something. We will never forget the wonderful time we had at Amlikon.

Lecture - History of the Akafliegs by Hans Zacher... at the Royal Aeronautical Society, 4 Hamilton Place, London, W1V 0BQ - Tel. 01 499 3515. Evening - 21st April 1986. The lecture will describe the history and activities of the scientific, technical, student groups which have contributed so much towards the development of gliding in Germany and abroad, since before the First World War until the present time. Hans Zacher was a leading member of the Akaflieg Darmstadt before and during the Second War and is undoubtedly one of their "Alte Herren" now. Among other things, he took part in the testing of the D.30 "Cirrus", as well as comparing its performance with that of the Horten 4A during 1941. The lecture will be illustrated with slides and films. The "Cirrus" was the highest performance sailplane ever flown before 1940 and was proved to have the then incredible Max. L/D of 1:37.5. For latest information, please telephone: C. Wills 0491 39245.

End of Season Rally, Annual Dinner
& Presentation of Prizes at Wycombe Air Park - 28/29th September 1985

This rally was well attended, but the weather did not bring us any lift; the sun's warmth not penetrating the mist. In spite of poor visibility, our members seemed to have a desire to fly circuits in sometimes new types for them. Each flight lasted about 10 minutes from aerotows, which are the only method of launching from Wycombe Air Park. These were good and well within our speed ranges. David Richardson must be thanked for organising everything for us so well.

The Rheinland appeared in its new glory (original colours) as did the Prefect, which had been repaired by Alan Downie. Once again, our members made the best of the occasion... and this included derigging the Mg 19a entirely in the dark!

During Saturday evening, a superb buffet meal was had in the club-house, which everyone must have enjoyed. We did not think that there would be enough room... but there was. Mr. & Mrs. Alan Yates were Guests of Honour. Alan was a glider pilot from 1936 and has been flying ever since. His speech was well received. After the meal C. Wills made a speech recounting the VGC's achievements and events during the year, and prizes were awarded as recorded at the beginning of this VGC News.

Gliders and owners present were:-

Kite I - BGA 394	E. Hull
Sky - BGA685	Richard Moyse
Rhönbussard - BGA 337	C. Wills
Mg 19a - BGA 2903	C. Wills
Prefect - BGA 1152	Adam Downie
Rheinland - BGA 1711	Mike Beach
Mü d-3 - BGA 2267	Geoff Moore
Kite 2 - BGA 751	David Richardson
T.31 - BGA 1376	Mike Boxall
Grunau Baby 2B - BGA 963	John Edwards
Grunau Baby 2A - BGA 277	John Smoker
Tutor BGA - BGA 442	Mike Hodgson
T.21b BGA)	Wycombe Air Park
Prefect BGA)	

The Swiss pilot Bruno Neininger kindly sent us the film of the 1985 Jungfraujoch Meeting on video cassette, and this was shown to our members during the later part of the evening on television.

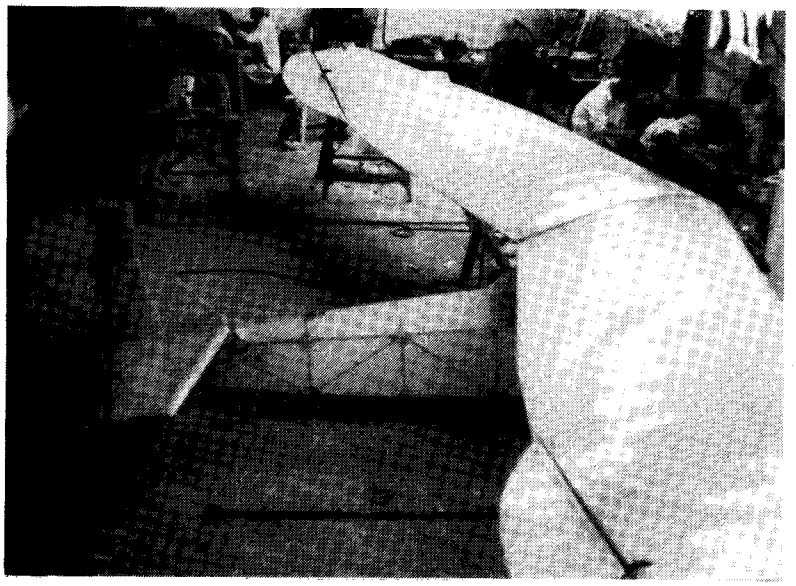
We thank Ian Tunstall for taking on the job as our publicity member, and he has already written many articles (amply illustrated with photographs) on the VGC for magazines. We also thank Mr. & Mrs. Yates for being our Guests of Honour and many other of our members for supporting the event.

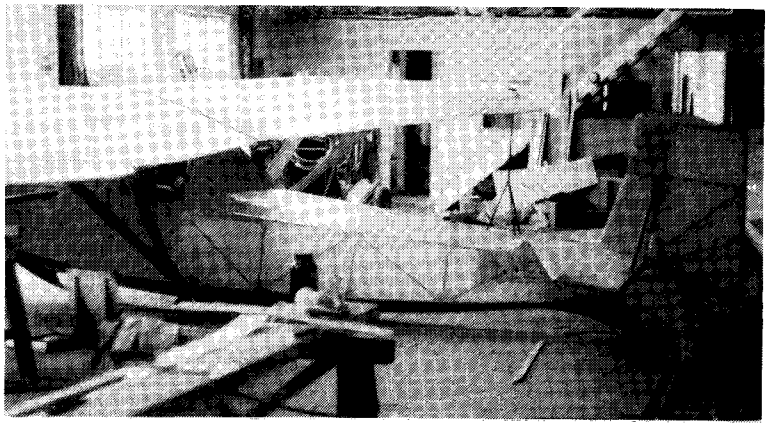
We also wish to thank Rose and Ray Baker for preparing such a good meal for us, and Wycombe Air Park for allowing us to use their club-house.

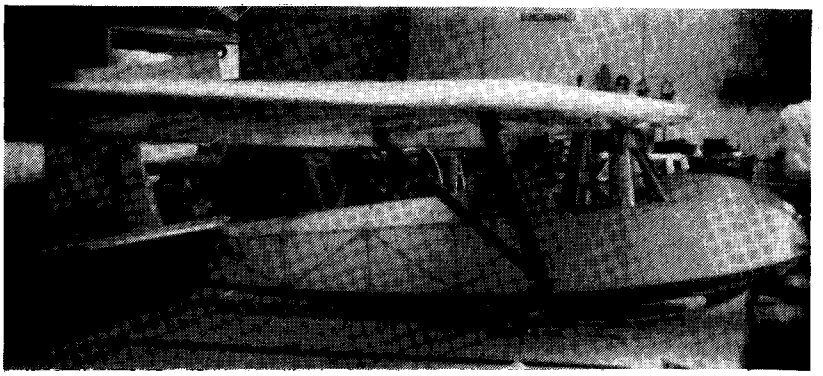
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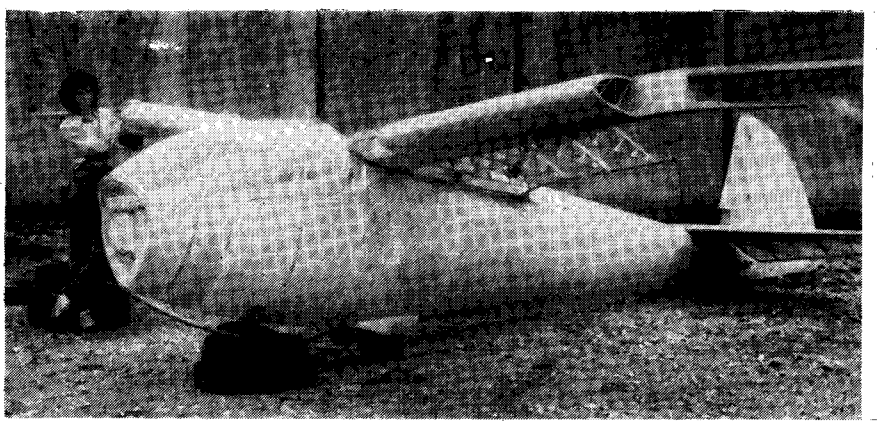
Top to bottom - Vintage Glider treasures to be seen, we hope, at this year's International Rallies.

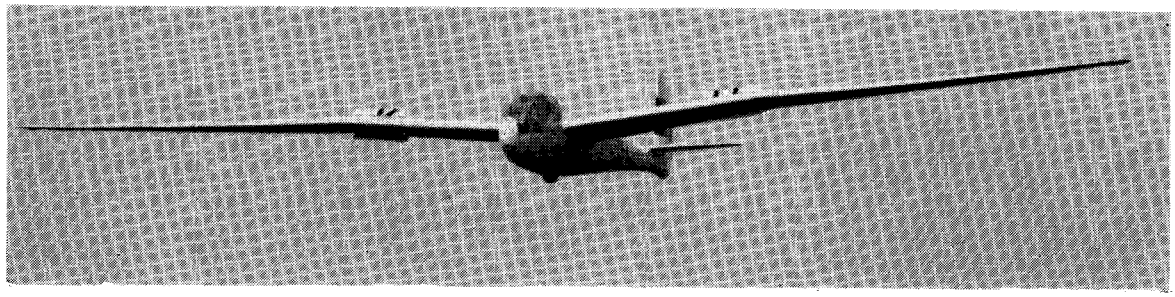
1. Falcon I (RRG Falke) replica in Southdown Aero Services' workshop at Lasham.
2. Falke - The high standard of workmanship and finish is evident.
3. Falke built from Slingsby's drawings, by Southdown Aero Services and John Sproule.
4. Slingsby 1939 designed Gull 3 replica being built at the Blackpool & Fylde Club. Whether it is finished in time for this summer's International Rallies in Britain depends on the weather being warm enough for glueing during the winter months.

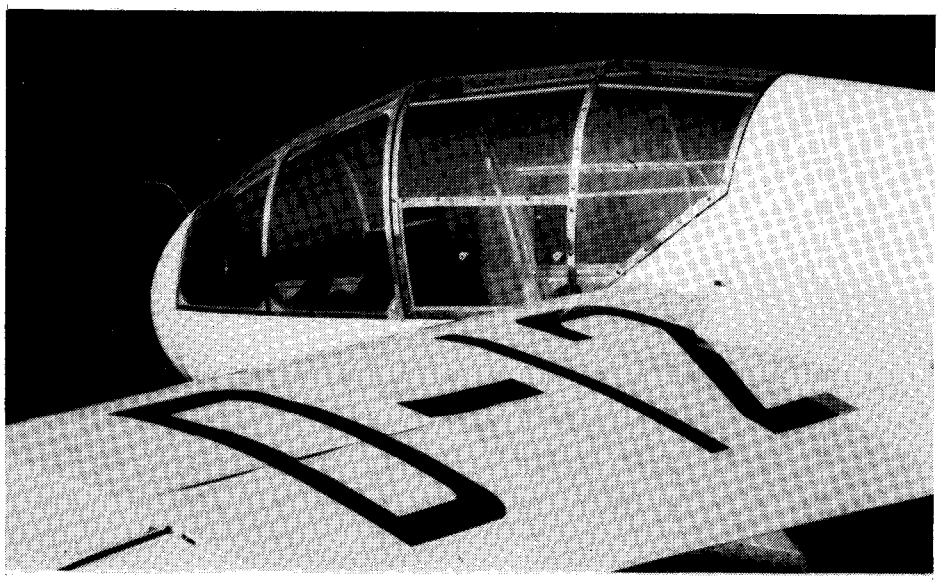


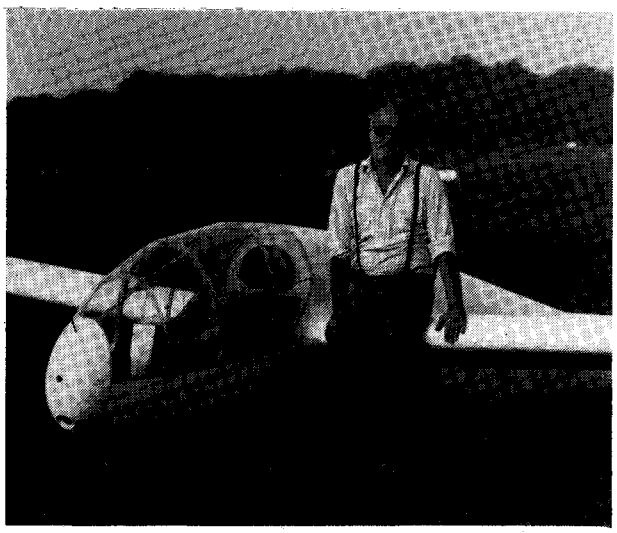


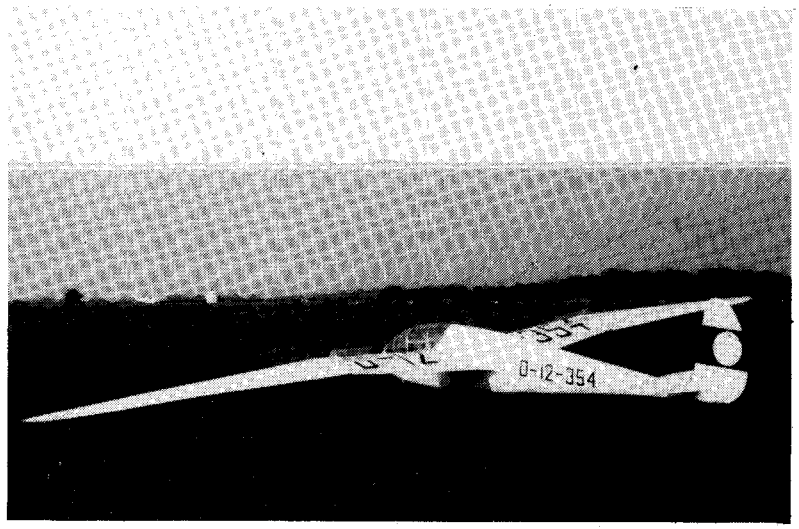


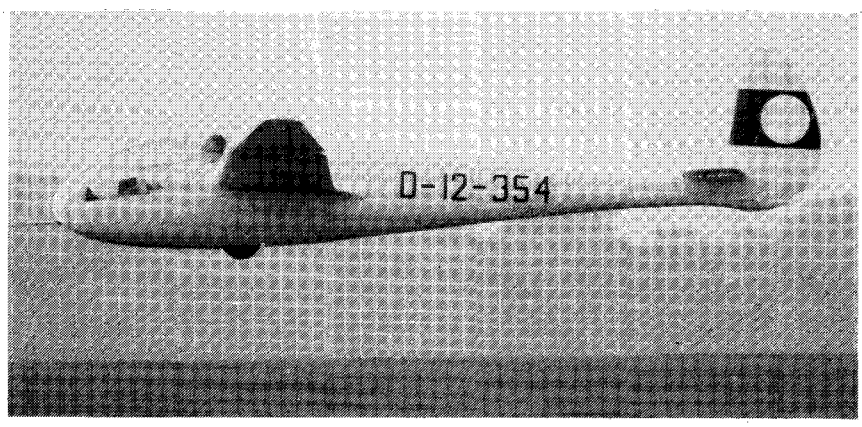









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CAPTIONS TO PHOTOGRAPHS:

Top to bottom

1. The FVA 10b "Rheinland" as it is now, after restoration.
2. "Rheinland" in 1939 NSFK registration of a "Rheinland" at that time.
3. Mike Beach who has restored the "Rheinland". It is an immaculate job. He is now putting in hundreds of hours to finish the original Gull 3, originally built during 1939/40.
4. The "Rheinland" being aerotowed. Undercarriage, originally retracting, is now fixed in the UP position. This is the first effort in Britain to restore a German sailplane to the colours it was received in from Germany (in 1945). It looks very nice.

Photographs were taken at Wycombe Air Park during last year's rally by Ian Tunstall.

BRITISH NEWS

Damage to Kite I - BGA 285

This has a wing damaged through damp due to part of a hangar falling on its closed trailer. The trailer was then moved outside to prevent further damage and rain got through the hole in the trailer onto a wing. This is believed to have happened at Eaglescott. The Kite, built in 1936, was taken to Southdown Aero Services. It has now been moved to an aircraft restoration firm near Nymphsfield. We are glad that prompt action has been taken to try to save the aircraft. Damage included damp in wing leading edge D-box. This has been the only damage reported this winter so far.

The Eon Olympia of the RAFGSA Crusaders Gliding Club at Cyprus which has been offered for sale in the last two VGC News is not now for sale and will be restored by members of the Crusaders Club. We don't know whether this has been a change of policy, or whether we were given wrong information during our Rally at Bicester last June. We are sorry that some of our members have wasted their time writing and telephoning to Cyprus. We advertised the aircraft for sale in good faith and had no doubt that it was for sale. We like to think that it was pressure from our members which made the Crusaders Club members decide to restore their aircraft, rather than to sell or destroy it.

The Great Sales

So far, four of these have taken place. At Upavon - 2 T.21s and 4 T.31s. At Halton - 10 broken Grasshoppers. At Syerston - 15 T.21bs, 20 T.31s and 3 Swallows. (The Ex-Empire Test Pilots School SKY (damaged) has been bought by an RAF man to be repaired.) RAF Sealand6 - T.21s. These aircraft have all been found owners and were sold for reasonable prices. More T.31s, T.21s and Grasshoppers are known to be still in RAF/ATC hands, and we imagine that they will also be soon for sale. As no information concerning who has bought them can be provided from the Ministry of Defence, we only know that 3 T.31s have gone to Holland, 1 T.31 has gone to Sweden and 1 T.31 has gone to the Ballard - Ian Smith syndicate at Lasham.

The late Rodi Morgan Collection Castel C.258

This has been stored very kindly by Eric Rolph at Moreton-in-the-Marsh. It has now been bought by Hansueli Renz (Cheesly) and is to be put into airworthy condition in time for Cheesly to fly it in next summer's International Rallies, by Eric Rolph.

T.31s

The Ballard/Ian Smith syndicate are recovering their T.31 with fabric at Lasham.

Other T.31s are being offered for sale from an address in Saffron Walden, where someone is believed to be repairing examples from ex ATC stock.

2 T.21s were noticed in the Brown Elephant building at Lasham. These had been bought by an American airline pilot, who has since discovered that they will not fit into the hold of his airliner. Southdown Aero Services made them both airworthy. The BGA has indicated American interest in the ex-ATC T.31s and several have been bought by Americans who cannot understand why they are so cheap. This must be the reason why they still are being sold for good prices and why so few of our members have been able to obtain them. However, still more are to be sold.

Dr. Slater

He has in December celebrated his 91st birthday at the Saffron Walden Hospital. He has already been visited on four occasions by C. Wills and Tony Maufe. He is surrounded by people who are often not only very old, but also crazy. In spite of this, he has for almost a year remained in a good frame of mind and has managed to entertain the inmates with piano playing and now, at last, with his whistle. In spite of not being able to see very well, he is still the finest musician. His memory is clear, he can hear well and can be taken out. That he has managed to remain in such a good frame of mind means that he is a true member of the gliding fraternity and cannot be deserted. In spite of all, the nurses are kind, the food good and the hospital warm. It is possible that he will be moved to another location some time in the New Year, to more congenial surroundings. His present telephone number is 0799 22464. His address is: Saffron Walden Hospital, Plover Ward, Radwinter Road, Essex.

More on the Harbinger

Austin Wood writes in a letter dated 11th November that he has obtained more information on the Canadian Harbinger. "Although started at about the same time as ours, it was not completed and flown until 1975, and, by that time, it was owned by A. Le Cheminet. He bought the partially finished prototype from the original constructors, Jack Aines and Henry Dow, in 1957. The machine differs from ours in having 2.5 degrees less wing sweep-forward. So it does not have an extended nose, but has an elevator trim tab. I understand that this was only 3.4 lbs. over its calculated design weight of 670 lbs. It has been donated by "Chem" to the National Aeronautical Collection in Ottawa, where a museum is being built. It is expected to be on public display in 1986 or 1987."

It seems that Czerwinski did take the major part in designing the Harbinger. Fred Coleman, who after many hard years managed to build the British version, had to clear up many points with the designers. It seems that the version in Britain should be known as the Harbinger Mk.2. It is a great credit to the late Fred Coleman that he was able to finish the aircraft and his workmanship was superb. It is also a credit to Tom Smith of Speedwell Sailplanes that he kept it in good condition for so long and has so finely restored it.

Gull 3 Replica

On 13.12.85 Peter Philpot wrote to us including a photograph of Gull 3 replica rigged on the only day in October when it did not rain. This reveals the fuselage almost complete and tailplane and rudder fabric covered. Both wings had woodwork complete to outboard of Gull. "Since then, we have added 5 metres of spar booms to one wing plus a multitude of internal spar posts and about half the spar webs. At the moment, we are moving smoothly forward with no technical problems apart from temperatures being too low in our unheated workshop for Aerolite (glue). I'm uncertain whether we shall be flyable by the time of the Lasham International Rally next year. We will do our best, but it will depend on the rest of the winter. A freezing January and February will certainly ruin our chances. We hope to bring the Gull along regardless, assuming, of course, we haven't still got a wing clamped in an assembly jig."

Doris Gordon England has died. Josée Moseley-Williams writes:-
"It was a lovely ending ending for a wonderful person. She went to dinner at Brooklands on the Thursday evening. On the Friday, she was telling all her friends in her little flat at Lynwood how much she had enjoyed herself, went to sleep that night and never woke up - aged 93. I went to the funeral at Woking and it was a happy service. We all felt so glad that she had slipped away on top of the world with a smile on her face." Doris was, of course, the wife of the late Eric Gordon England, who flew one of Josee Moseley Williams' father's gliders at the age of 16, on what was the first soaring flight in Britain in 1909!

Martyn Webb of 4A Pound Bank Road, Malvern, Worcs. WR14 2DT writes, dated 16th Dec. "This year I have managed to acquire two gliders. Details of the T.21 are on the enclosed form. I also have a T.38 "Grasshopper" Primary, details of which follow.
Glider type: Slingsby T.38 (Grasshopper TX Mk.I) Primary.
Year of manufacture uncertain - believed to be 1950.
RAF ser. No. XA 236 (No. BGA No)
Status: Being repaired/restored. Presently in storage.
I have only just acquired the T.21. This is still at RAF Sealand awaiting collection. It will be kept in storage until next spring, when a trailer will be ready for it, and then C.of A'ed and flown. It is already in first class condition. The T.38 needs some repairs and a complete renewal of fabric and paintwork to make it airworthy. I hope to start on this next summer, with a completion date sometime in early 1987. Both aircraft will eventually be based at the Midland GC, Long Mynd, where I am a member. I hope to be flying the T.21 at either the Dunstable Rendez Vous Rally or at the Lasham International... or at perhaps both rallies."

Progress reports are good on GULL 3 by Mike Beach. This, the original unique Gull 3 is being worked on at Twickenham and at the Brooklands Museum with an aim to having it ready to take part in next summer's International Rallies. Efforts are being made to return it to original condition with transparent fabric and old-time canopy. Should anyone have original photographs of this aircraft, they would be gratefully appreciated by Mike Beach. However, it must be remembered that this aircraft was finished during 1941, when photography might not have been allowed (although it was flown by Prince Bira, who bought it in 1944) at the unofficial June meeting at Sutton Bank in 1945.

Mike Birch is restoring the KRAJANEK, also near Twickenham, to fly, we hope at the next International Rallies.

The RHEINLAND, BGA 1711, is also refinished in original 1939 style and, already having been flown, should be present at the next Internationals. Mike Beach must be congratulated on his excellent restoration job.

The last DAGLING, BGA 493. This is being restored with the aim of having it ready for the next International Rallies. This, although one of the last two Daglings which were built after the war, is the last survivor of British Gliding's gliding training fleet before the war.

The Grunau Baby 2b, BGA 1289, has been sold by Geoff Moore and Ian Carter to Angus Munro in Norway. This is a German, Flugseugbau Petera 1944 built Grunau Baby 2b but has slightly elongated struts (giving the wings slight dihedral) because of universal joints at their bases to allow struts to be folded back along fuselage when derigged, so that they need never be taken off fuselage.

Mu 13d-3, BGA 1937, belonging to Harry Chappel, is being recovered by Eric Rolph. This is an original 1943 German-built aircraft.

The BAC-7 - Michael Maufe writes that this may be ready to fly in two or three years' time. Having finished basically a new fuselage, he now has the original 1935 Drone wings to work on. The original 1935 Drone tailplane is finished.

The Falcon I Replica (RRG Falke) - This is now finished and is absolutely ready to fly. An attempt is currently being made to form a flying syndicate round this aircraft, which may be based at Sutton Bank, but will easily be moveable in its trailer. It has been suggested that the VGC might like a £2,000 share in this aircraft. If 20 of our members could pay £100 each, into a fund account, which C. Wills would open under FALCON I ACCOUNT in his local Barclays Bank, then these members, providing they are safe pilots, would be able to fly the aircraft. Other £2,000 shares may be bought by Slingsbys, and a member of Sutton Bank. It must be mentioned that this sum would be necessary only to buy the glider. Further money might be needed to insure it, etc. Interested potential owners should write to C. Wills at Wings, The Street, Ewelme, Oxon OX9 6HQ (Tel. 0491 39245), who will inform John Sproule, who, having built and paid for part of it, is one of the current owners who are trying to sell it. The FALCON I was said to be very easy and safe to fly and will climb even better than a Grunau Baby. The replica is a masterpiece of fine workmanship, most of it having been built by experts at Southdown Aero Services, Lasham.

The Germans don't want it. They already have one. Help save this historic machine for Britain! It was Slingsby's first type built, in 1931.

Hugh Bergel

We are very sad to have to report the death of Hugh Bergel at the age of 82, through cancer, on January 16th. He belonged to the small band of "better" British glider pilots of the 1930's. Their number is now regrettably growing ever smaller.

He was a great friend of Philip Wills. They had learnt power flying together at Stag Lane, flying Moths, and transferred to gliding together in 1933. They were members of the London Gliding Club. He took his "A" Certificate on 2nd September 1933 and gained his "B" on the next day. He won his "C" Certificate on 15th October 1933 and this was meteoric progress for those days. His Royal Aero Club Gliding Licence No. was 342, C. Wills' licence awarded in 1951 was 13631, and so Hugh's was one of the really early ones. His Silver "C" distance and height were flown on the 6th July 1935, flying the only Grunau Baby I that ever was in Britain (built here by Desoutter) from Dunstable to the fighter airfield of Hornchurch. This flight of 39½ miles, which passed within sight on London Bridge, was his first cross country and he was modest enough to say that his hand ached for days afterwards from gripping the side of the fuselage. He was so frightened. His Silver C was completed on July 8th 1936 with a 5¼ hour duration flight. By 1938 he was considered one of the best glider pilots in Britain and starred in the beautiful film "Prelude to Flight" flying the Rhönadler. That he had managed to get this far without ever owning even a share in a glider was a magnificent achievement for those times, as it would have been for many years after the war.

With Philip Wills, he joined the Air Transport Auxiliary in 1940 and rose to command No.9 Ferry Pool at Aston Down. With Philip Wills, he was one of the few pilots to survive flying every type of aircraft used by the Allies, when they had never seen them before. Doing this seemingly impossible job, he wrote afterwards "Some, of course, were better pilots than others, but I think that nearly all of us were a lot better than we ever imagined we could be." Of this time he has written two magnificent books: "Flying Wartime Aircraft", which consists of ATA's handling notes for seven of the World War Two aircraft which they flew. These notes, produced well after the war had started, were all the pilots had before they flew an aircraft type they had never seen before, and they probably had only 15 minutes to read them. His second book titled "Fly and Deliver", which is compiled from his log book and is a first-class flying adventure story. It is so good that one wishes that it could have been longer.

After the war, Hugh had very bad TB and was forbidden to fly. He returned to his second hobby... vintage sports cars and restoring and racing them. How doctors could have decided that he was no longer fit to fly gliders, but could race cars, is difficult to understand. He restored a very fine vintage Bugatti. His profession was advertising. After retirement, he offered himself and his car as a service to get people to hospital. That he would have done this quickly, efficiently and gently is beyond doubt. He was a regular visitor to see Philip Wills during the latter's long illness.

He will be remembered for his brilliant personality, humour, personal magnetism and charm. He was one of the most important London Club members before the war and his pre-selector geared Riley Saloon was there almost every weekend. We shall always have the film "Prelude to Flight" in which he stars, and "Gliding till now" in which he appears, with which to remember him. It is a pity that no one could have helped him when he was in trouble, as he had helped others. It seems that by incredible coincidence, he died on the same date, but 8 years later, as his friend Philip Wills, with whom he had shared so many happy times.

Our deepest sympathies go to his wife "Fish" and to his two sons Derek and Richard.

Prince Bira Bongse of Thailand

The death has recently been reported in London of Prince Bira, who was so much part of British Gliding just after the war. Apart from being a glider pilot, he was also World Motor Racing Champion, driving Maseratis and ERAs, during those times. He was also a good painter and sculptor, and seemed to excel at everything he tried.

During the war he became the owner of the Gull 3, BGA 643, and was flying it at Sutton Bank in June 1945, during the first unofficial (because gliding was still banned) British gliding meeting after the war. He, and his white West Highland Terrier "Titch", became a legend, for the dog always accompanied his master, sitting in the compartment behind the pilot's head, and, indeed was very disappointed to be left behind. (The dog was once taken to 12,000 ft. in the Gull for Prince Bira's Gold C height!) I once saw "Titch" chase the Gull across Sutton Bank during a landing. This must be positive proof that dogs are not colour blind (as there was another Gull there, with struts). In 1945, Bira bought the Philip Wills Minimoa, G-ALLZ, and gained his Gold C 300 kms in it, flying from the Long Mynd to the East Coast. Shortly after this, he somehow acquired a Weihe from Europe.

During the 1950 National Contest, Philip Wills broke his Weihe's tailplane against a Derbyshire stone wall during a drift landing in a small field. Bira was racing at the time, but a telephone call to his "White Mouse" racing team produced the offer to lend his Weihe's tailplane in a matter of seconds. This was a hard fought-out contest, in tremendous weather, for Philip Wills and was the last National British Contest that the Weihe won, thanks to Prince Bira's generosity in lending his tailplane.

Yet another link with British gliding's past has gone, and "Titch" must have departed years ago. But the window, from which he used to look out, can still be seen above the Gull 3's barograph compartment.

DUTCH NEWS

British Airworthiness Requirements for Gliders (military and civil) are needed for the years 1945 - 1950 in order to obtain Dutch National Certificates of Airworthiness for recently acquired Slingsby Gliders. (T.21s, T.31s and Sky) Should any of our members be able to locate these, please contact: Hans Dijkstra, Vintage Gliding Club Netherlands, Secretary, Westlanderstraat 1A, 5301 XH Zaltbommel, Nederland. Telephone 04180 14653.

Peter Deege, Meidoornlaan 8, 1231 CB Loosdrecht, Holland; writes that he has bought an Austrian Grunau Baby 2B built by Oberlerchner, Ser. No.003, in 1952 and is presently restoring it. He hopes to bring it to the Lasham International Rally under Dutch registration. The Caudron C 800, which they are restoring, is nearly finished. It has already been test-rigged, but finishing touches and painting has still to be done. All efforts are being directed to having this airworthy in 1986, but its Dutch certification gives some concern. It is not known whether it can be brought to the Lasham International Rally.

A syndicate has been formed to restore the Grunau 8 two-seater, PH-70, which was built in 1936. Condition of the wings is so bad that they will have to be entirely rebuilt using the sole existing wing as a jig. We believe that no other Grunau 8s exist anywhere. This will certainly be the oldest vintage glider in Holland, airworthy, if it can be brought to flying condition.

The Slingsby Sky, formerly BGA 694, which, when owned by Philip Wills, won the World Gliding Championships in Spain in 1952, is now again in Holland, where it went after Philip Wills had owned it. However, it was bought again by the British and was spun in at the West Wales GC (Haverford West). Since that time a tremendous repair has taken place as the wing spars were broken in many places, as was the fuselage back to the wing trailing edge. A syndicate undertook the repair, after Martin Breen had repaired the main wing spars. However, work stopped, when almost all the woodwork was complete, due to dispersal of its owners. Raymond van Loosbroek and partners have bought the aircraft, and were, last summer, endeavouring to install the wings on the fuselage, with adjustment of fittings. According to Jan Vermeer, the only problems were with the secondary spar running from wing trailing edge to main spar at the wing roots. When this aircraft is airworthy, it will be the highest performance vintage glider in Holland. C. Wills flew it in 1954 and says that it was really excellent to fly.

Jan Forster writes on 17.12.85 that his T.31 arrived in Holland safely and that is has already had 31 flights. One of them lasted 26 mins. He likes it very much, as do Patrick and Hennie, his son and wife, who have also flown in it. Jan reports that next summer an again airworthy Fokker ESG (Grunau 9), with registration PH-118, will fly again for the first time after many years of storage.

GERMAN NEWS

Klaus Heyn reports in December 85 that he is now building the ailerons of his Rhönadler. These are the last remaining components to build. The rest of the Rhönadler is structurally complete. The very long ailerons have plywood tubes as spars, and each has 6 aileron hinges, which are not in line. At least, they are not in line on the ground, but may become so with the wing flexing in flight. Each aileron hinge is a little masterpiece of welding. Luckily, Klaus is able to make use of a welding artist at the Schempp-Hirth firm. It seems that the construction of Rhönadler ailerons is a most difficult task.

It seems that the DFS Habicht, being built by the Oldtimer Club Wasserkuppe, is coming on well as photos reveal wing spars as well as a fuselage set up on a jig. Evidence suggests that many people are working on it.

Munster Oldtimer Club's Goevier 2

We have heard that Paul Serries is leading the work at Münster/Greven/Osnabruck. We hope that he is not alone and that he has not been deserted by young helpers. Horst Kiefer (Pine!) is his inspector. Horst also was responsible for the Minimoa restored by Rainer Willeke during the last two years. Rainer and Paul are among our founder members. They brought their Minimoa to our first International Rally in 1973. We cannot thank them enough, and their wives and families, for supporting us so loyally.

Ulli Seegers, owner of the Weihe D-0700 (authentic JS, but built by Bernard Müller in his home in Switzerland) is installing an original venturi, presumably to drive an air driven Turn & Bank? He also has an original canopy well advanced for it. Jurgen Dreyer has attended a course for building, repair and maintenance of gliders and is building an enclosed canopy for his Cumulus. Perhaps this was brought about by his 11,333 ft.Jungfrau experience with it.

Ernst Walter has mentioned that he might be going to do up his uniquely airworthy, almost original Mü 13d this winter.

Neelco Osinga has drawn attention to the fact that Bob Ogden's new book "European Aviation Museums and Collections" mentions that the Minimoa D-6623 is normally on public view - at the Luftwaffe Museum - Marseille Kaserne, 2081 Appen, Tel. 44-22-80-67, Ext. 510, 511 or 515. Admission: 1500 - 1700 Tuesday - Friday, 1000 - 1700 Saturday, Sunday and public holidays. Closed: December 20th - January 8th. This is the Museum at the Luftwaffe base at Uetersen near Hamburg. One hangar contains pre 1945 German aircraft and equipment. The other hangar contains German and foreign aircraft, etc. of the post-war era. If this is true, there are now three Minimoas in Germany. OE-0230 at the Ulmer, Göppinge Collection - static; D-1163 at Münster - airworthy; and now D-6623 - static at Appen. We have no idea where D-6623 can have come from.

Christian Kroll, in December, fetched from Belgium most of two complete Grunau Baby 3s. Both were built by Schleichers. One of the Baby 3s is complete and it will, it is hoped, be put again into flying condition this year, by Christian's gliding club, the "Segelfluggruppe Nordstern", Aachen. The second Baby 3 is minus one wing. Both aircraft were formerly property of the Belgian Air Force stationed at Köln (Cologne) Wahn.

Christian announces that the 7th Babytreffen will this year take place on the airfield of "Diemel" bei Warburg. Contact address is: Werner Kalutza, LSV Warburg, Ernst Barlach Str.1, 3530 Warburg, West Germany..... or his address: Christian Kroll, Konzendorfer Str.2, 5160 Duren, West Germany. Warburg is found between Paderborn and Kassel. The meeting will be held during Whitsun... 16 - 19 May 1986 and will be celebrated as the Grunau Baby 2b's 50th birthday (1936). Should any of our members know of another Grunau Baby 3's wing, please contact Christian.

FRENCH NEWS

In our last VGC News we reported the preparation of an enormous area of additional closed space for the Musée de L'Air at Le Bourget. This may well be to enclose such aeroplanes as HE III, Ju52 and B.17, etc., which were damaged when they were standing outside in a gale some winters ago. However, it is clear that from the recent Bob Ogden book on European Aviation Museums and Collections, that the Museum seems to have about 43 gliders to exhibit. Three of these are the rather larger troop-carrying DFS 230s.

"Les Planeurs du Souvenir"

Yet another Association to save old gliders has been announced in France. Its President is Pierre Prinet, its Treasurer is Philippe Prinet, its Secretary Jean Molveau. Its address is 146 Avenue de President Pompidou, 92500 Rueil - Malmaison, which is in the Paris region. Its goal is the preservation and making airworthy of old gliders. At this very moment, the Association has: Breguet 900 No.3/4 F-CAGF/CAGO (two aircraft put together); Breguet 900 No.5, F-CADF, damaged; Breguet 900 No.6, F-CAAA; Breguet 904 No.11; Castel C.258, No.115, F-CRML damaged; Caudron C800 No.272 F-CBAK; Fauvel AV.36, No.131, F-CRBL.

Of the 6 Breguet 900s believed to have been built in 1950, Pierre Prinet seems to have four of them. Another is/was owned by Claude Visse and the prototype named "Louisette" is with our members at Poitiers. F-CBGH used to be at La Ferté Alais Centre Inter Clubs de Vols à Voile during 1959-1962 (as was the "Louisette"). We wonder whether F-CBGK still exists? The Breguet 900 is a little 14.3 metre span flapped machine, designed by Jean Cayla and Ricard. Jean Cayla designed nearly all the Breguet gliders of the period. The 900 was fast, but could climb almost as well as an AIR 100. It was an extremely good glider. We are glad that so many still exist.

Ligue Amicale de Survie d'un Patrimoine Aéronautique Déclassé

In our last VGC News (No.56) it was mentioned that a large number of old gliders had been seen apparently just lying in heaps on the hangar floor at the former National Centre of Challes les Faux. The above Association on the airfield of Chambery, Challes les Faux 73190, could be to save them, as Bob Ogden's new book "European Aviation Museums" says that the Association has a Breguet 901, Breguet 904, Breguet 905, Castel C301, 2 C.800s, SA 104 Emouchet, Nord 1300, Nord 2000. Therefore we urge our members to proceed with caution should they feel the urge to "liberate" them!

The 16th International Rally

It seems that there are aircraft preservation organisations all round France restoring old gliders. Thus, it may well be possible that the 16th International Rally for Vintage Gliders, to be held in 1988 at Bourges, may be the largest Vintage Glider Rally ever held!

SWISS NEWS

After the successful running of the 13th International Vintage Gliding Rally at Amlikon and the Jungfraujochtreffen, the Vintage Gliding Movement has gained more favourable publicity (especially in the German "Aerokurier" magazine).

Thommi Aebersold has attended a course, with Jurgen Dreyer, in Germany for glider repair, building, restoration and maintenance, and we hope that he will now more easily be able to restore his prototype Moswey 2.... a very important and fine, little historic glider. This was the prototype of all the gull-winged Mosweys and took part in the 1937 International Contest on the Wasserkuppe.

Attila Ziermann has received his restored Szuper Futar from Hungary. The work was done by the AEROFA firm (Schmidt Lajos) and is so fine that it had no difficulty in gaining a Swiss C of A. It only had to have its ancient cable release hook changed. This machine of 1959 was the final development of the 1944 Rubik Futar and has laminar flow profiled wings. At least Attila will be able to fly faster. We imagine that his Moswey 2A will have been repaired by now. The Szuper Futar must now be airworthy in Switzerland under Swiss colours and registration.

Shortly after the Jungfrau Meeting, Werner von Arx visited Germany, and after having taken part in the Vintage Car, Aeroplane, Glider Rally at the Hahnweide, visited the Wasserkuppe to borrow their new British bungee rope. With this, on the 28th September, there were three launches from the Rigi by Karl Suter, Spalinger S.16: Werner von Arx, Minimoa; and Werner Kohler in Ka 8, to celebrate the meeting of the "Vereinigung der Segelflug-Veteranen" (Gliding Veterans' Assn.). This was the 50th Anniversary of first flider flights from the Rigi Kulm.

NEW ZEALAND NEWS

Dick Georgeson, New Zealand's foremost veteran glider pilot and World Record Holder, has been asked by the NZGA (NZ Gliding Assn.) to be responsible for the JS Weihe, ZK-GAE (G-ALKG, BGA 535). This Weihe came from the Wasserkuppe with BGA 448 (now damaged, awaiting repair, at Dunstable) where it had been selected, with BGA 448, for testing at Farnborough. Both 448 and 535 were then brought over the channel from Brussels with a spare pair of wings, by P.A. Wills, in a DC-3. BGA 535, then in the hands of P.A. Wills, broke British height, distance and goal flight records during the late 1940s and became British National Championship winner in 1949 and 1950. It was then sold to New Zealand, where it again broke the British height record, in wave, in the hands of P.A. Wills. At this time, it was the only high performance sailplane in New Zealand. It thus gained for Mrs. Georgeson New Zealand's first Silver C and went on to set up all New Zealand records for height, distance and goal flights in the hands of Dick Georgeson. It then passed into different hands and was finally severely broken.

For many years, it has been owned by Harry Smith in New Plymouth. Dick Georgeson has recently tried to buy it back, but Harry still intends to restore it. At least, its future seems now assured.

HUNGARIAN NEWS

As was mentioned in our last VGC News, the new Budapest Air Museum was opened on 22nd October. This contains the following gliders, which have all been excellently restored by various organisations all round Hungary: Vocsok, Lepke, Szuper Futar, Pilis-D, Fergeteg, Junius 18, Koma, Gyöngyös 33. All of them, except Gyöngyös and Fergeteg, were designed by Rubik. These, and many aeroplanes, are displayed in beautiful light surroundings.

It is noticed that some of their vintage gliders, such as a 1944 Futar and a Pilis, and some others, are not here. We hope that they are being reserved for the new Hungarian VGC when requirements are resolved for the restoration and maintenance of airworthy vintage gliders. To this end, there has been slight progress in that contact has been made with a Polish firm which has had experience with wooden gliders. This firm has been able to supply information concerning properties of old glues, rather than old woods, which are no longer suspect. Previous to this, no one could be found to take responsibility for airworthiness of old gliders beyond the lives that were originally given them by the firms that built them. (Relations between Hungary and Poland have always been good since Poland accepted Christianity from the great Hungarian king Istvan Batory.)

Late news from Gabor Fececs concerning the new Hungarian Transport Museum is that:- one of the managers has informed him that during the first three weeks since its opening 56,000 people have visited the aviation section! Bad news is that more than one aircraft has been damaged during this period and the management has been forced to close down the main aisle! Because of this, the main part of the exhibition can only be viewed from the gallery. During the winter, some kind of rearrangement of public flow should be devised to protect the aircraft.

The Hungarian vintage gliding enthusiasts send best wishes for the New Year to all VGC members.

POLAND

The Polish Government Dept. responsible for gliding has decreed that no pilots of 60 years old, or over, may fly, except with instructors. Such a generalisation is typical of an action which in France is known as "erecting an umbrella" for protection

of bureaucrats. We saw on the Jungfrau how 82 year old Peter Riedel could still fly with great sureness and brilliance. The ruling in Poland will mean that Tad. Gora, the 1938 Lillienthal Prize winner, and many others, will never again be allowed to fly solo. It may mean the 'nipping in the bud' of any potential Polish Vintage Gliding Club. One could say that this is typical of the East, but such generalisations have happened in the West also.

BELGIAN NEWS

Jan Leysens - We sadly have to report the death of our member Jan, while he was trying to look after gliders in a storm of wind on his flying field, on 19th January. He was a most popular member and will be sadly missed. Our sympathies go to our members, Dis Quaehagens, Marcel Schueremans, Johan Kieckens and Stan Vanuytrecht.

It seems that whereas there used to be no controls, no Certificates of Airworthiness, etc. concerning Belgian registered gliders, the State now wants to control every aspect of the sport. However, the State is ready to listen to suggestions. C. Wills has suggested that a governing body of glider pilots should be made responsible by the State for gliding in their country and that, among these, vintage glider owners should be made responsible for inspecting, and thus the airworthiness, of vintage gliders. Surely these should know more about the subject than a Government department, and this should ensure continuance of a healthy vintage glider movement in Belgium. We have such an arrangement here in Britain where there are more really old gliders airworthy than anywhere else in the world. Long may this situation continue.

AUSTRALIAN NEWS

The Golden Eagle, which has been flying since 1934, was given a special award at the annual fly-in of the Antique Aeroplane Association. The fly-in was held at Drage's airfield at Wangaretta in Victoria. The award was for the "Most original aircraft in the fly-in this year". The Eagle was taken to the fly-in, exhibited, and flown by Ian Patching.

The annual New Year Regatta of Victorian members was held at Derby airfield, Bridgewater, from Saturday, 4th January - Sunday, 12th January.

Good spring flights made in Hütter H.17a

While finalising the 20 year inspection of their Ka 6, Dave and Jenne Goldsmith have continued to fly their Hütter H.17a at Bridgewater. Soaring conditions during the spring have been quite good at times. During October, Jenne made two flights of 3½ hours each in the Hütter, with heights to 5,500 ft. On the second of these two flights Jenne attempted a 70 km triangle from the Derby airfield, with turn points at Raywood and Serpentine, but had to land on the last leg, just 10 kms from home.

These may be the best flights that H.17s have ever done. We hope that many more, and better ones, will follow.

AUSTRIAN NEWS

In spite of the theoretically possible, but practically impossible, requirements for airworthiness approval of vintage gliders, the following aircraft are known to be airworthy in Austria: Mg 19a, Mg 23, Grunau Baby 2b at Trausdorf, Eisenstadt, on the Neusiedler See; Grunau Baby 2b at Timmersdorf and an Mg 19b, which was seen taking part in a September Oldtimer Rally at Hahnweide, Germany. Other vintage sailplanes are thought to exist in the country, including Grunau Babies, many of which may be airworthy.

The 1985 Jungfraujoch (11,333 ft.) Gliding Camp

Where the idea came from to hold this camp, as a 50th Anniversary of the 1935 International Contest there, is not absolutely certain. Some said that it was the only remaining part of the abandoned film "From the Wasserkuppe to Baron Hilton" in which Peter Riedel was to be used as consultant, which enthused a film producer in Munich, others say that it was Rudolf von Gunten, a young Swiss Air Force jet pilot stationed at Interlaken/Wilderswil airfield. Others, that it was the idea of the Jungfrau Railway to eliminate profits, and therefore tax, and to bring further advertisement

to the Jungfraujoch high alpine tourist paradise, with a television film from Swiss T.V. Others said that it was high time that Switzerland did something of prominence for the international gliding scene. Germany and Austria had done things.... but Switzerland.... not.

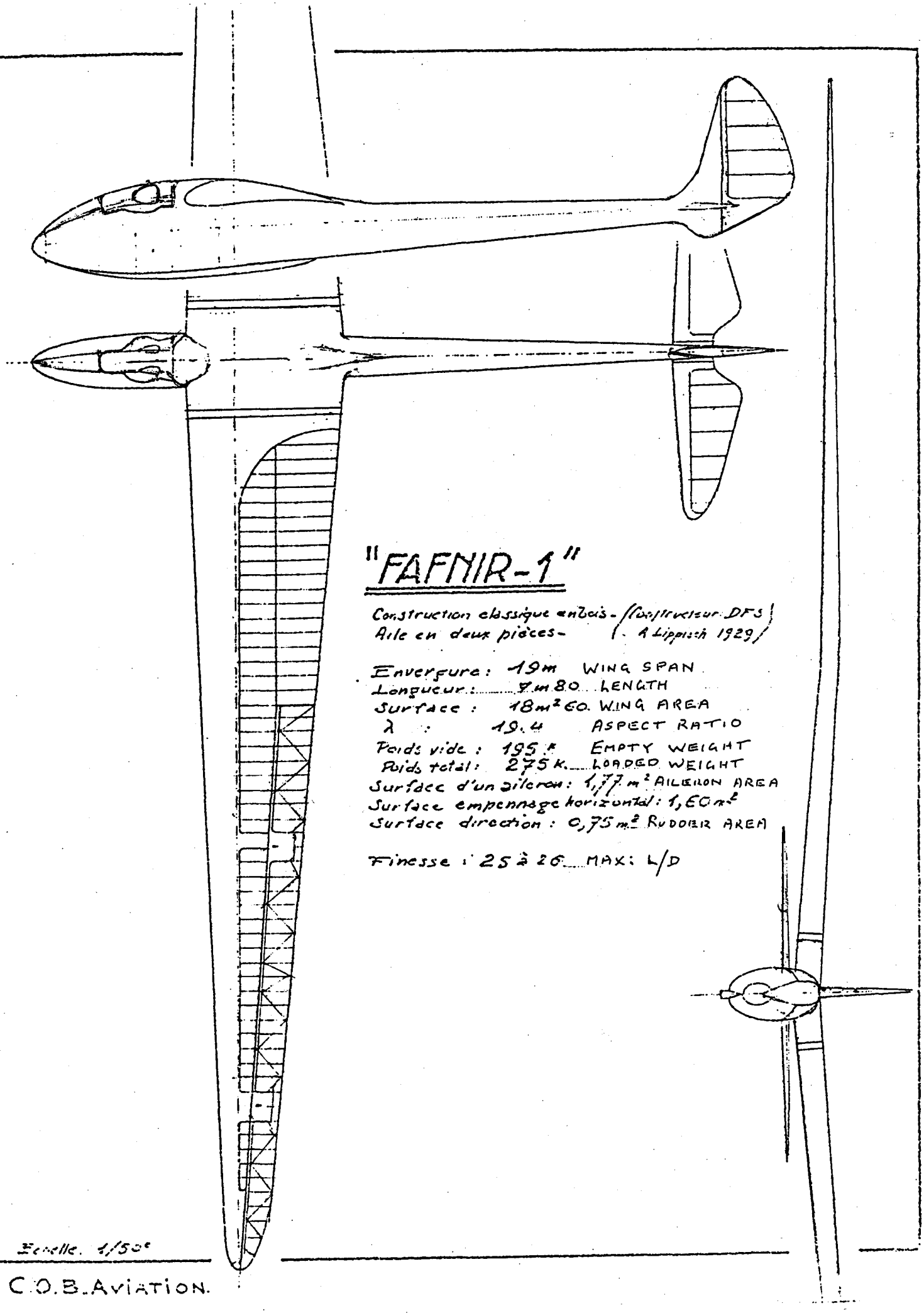
Perhaps it was a combination of all the above that gave impetus for the organisation of the 1985 event. However, what is certain is that there were many people who said that the partial recreation of the 1935 event in 1985 on the Jungfraujoch was nothing short of "Kriminell". Therefore, it was with some trepidation that many of us approached the idea of participation, especially when it was revealed that there had not been one successful launch from the snow on the Joch before the Rally started.

However, the more one learnt of the preparations in that all the problems of the Fafnir launches in 1931, and of the 1935 Contest, had one by one been eliminated, the more one felt that everything must work this time. In order to learn about the problems, one must go back in time to 1931.

The 1931 Event

During this year, the German expert glider pilot, Groenhoff, and the magnificent "Fafnir" I, which some still regard as the most beautiful sailplane ever created, were invited to take part in an air display at Basel. It was decided to combine a long-planned high alpine soaring expedition with it. Therefore, after the air display flights at Basel, the "Fafnir" was trailered to Lauterbrunnan. With some difficulties, the "Fafnir" was loaded derigged on to open railway wagons and taken up the alpine railway, through Wengen and the Scheidegg and, via the long tunnel within the mountains, to the Jungfraujoch Station at 11,333 ft. asl. Here it was removed from the railway wagons and its components were carried out into the snow through the window of the hotel's dining room, much to the amazed interest of the international guests (the hotel has since been destroyed by fire). The Fafnir's components were then hauled individually by mountaineers, who had to cut their steps in the ice, up on to the Jungfraujoch start point. After its second flight, bad weather closed in down below, and the "Fafnir" had to be "shovelled in" to the snow for its protection against the weather. This improved for the next day. The Swiss pioneer, Willi Farner, was also there with his Spyr I.

Groenhoff had four launches from the Jungfraujoch, i.e. one launch a day for four days, with a one-day gap between 2nd and 3rd day. During the first launch, it is said that the tail restraining team let go too early, and the Fafnir, with not enough speed to fly, sank through the snow and ice to lose half its tailplane (it was lucky not to lose its complete fully flying tailplane) before going over the edge. Then followed a series of deep dives, between which, its half tailplane was able to bring the Fafnir back to horizontal flight, before it stalled, and the wings pitched forward again. Luckily, after 58 minutes, Groenhoff was able to synchronise the last recovery from a steep dive to rush sideways at 100 kph through "a summer meadow of high grass near Interlaken" before coming to rest after perhaps 20 metres with no more damage. The next launch went off well and Groenhoff was not only able to soar the front of the JungfrauMassife, but also over a hotel on a hill near Interlaken, before landing in the earlier discovered meadow. During the third launch, the tail restraining team is said to have held on too long, for the rudder came away, together with the fitting to which the tail restraining rope was attached. The machine was again landed in the Interlaken meadow, having flown the 20 kms to it in 60 minutes with its rudder flapping behind, causing considerable drag. The fourth launch brought a cross-country flight to Bern (55 kms).



"FAFNIR-1"

Construction classique en bois - (Constructeur DFS / A. Lippisch 1929)
Aile en deux pièces -

Envergure : 19m WING SPAN
Longueur : 7m80 LENGTH
Surface : 18m² 60 WING AREA
λ : 19,4 ASPECT RATIO
Poids vide : 195 k. EMPTY WEIGHT
Poids total : 275 k. LOADED WEIGHT
Surface d'un aileron : 1,77 m² AILERON AREA
Surface empennage horizontal : 1,60 m²
Surface direction : 0,75 m² RUDDER AREA

Finesse : 25 à 26 MAX: L/D

Echelle 1/50e

C.O.B. Aviation.

CAPTIONS TO PHOTOGRAPHS:

Left to right - Top to bottom

1. The Fafnir being launched at the Wasserkuppe. Behind its tail skid can be seen the rope which the tail restraining team would hold on to. Its attachment point came away on the Jungfraujoch, taking with it the main rudder hinge, causing the rudder to come off. This happened first on the Jungfraujoch, and later, in 1932 on the Wasserkuppe, causing Groenhoff's death. Its jamming the elevators persuaded Groenhoff to try to parachute while too low. The Fafnir was later repaired on the Wasserkuppe.
2. After travelling to the Jungfraujoch by train, the Fafnir's components were passed through the hotel dining room's window. Mountaineers then managed to haul its components individually up to the Jungfraujoch start point.
3. Günther Groenhoff.
4. General panorama of the Jungfrau Massifs soaring slope. The launch point is vertically above the upper end of the lower railway carriage. The railway is the rack and pinion train going to Murren. Far below can be seen the Lauterbrunnen valley, while somewhere on the hill opposite must be Wengen, through which the train to the Jungfraujoch must pass.

THE 1935 INTERNATIONAL JUNGFRAUJOCH CONTEST - 7.9.35 to 18.9.35

It was decided that the results of the 1931 expedition warranted this International Contest in 1935. Moreover, Dittmar, Udet and Riedel had already had experience of flying in the German/Austrian Alps.

Provisional 1935 Entry List

Germany

Team Leader: Colonel Ernst Udet - Rhönbussard (this was changed to the Rhönperber D-Kommandant).
Heini Dittmar - Kondor 2. This was a 1935 new version of his Kondor I, with a much thinner depth wing profile and with ailerons, with their roots fairing into the wings.
Hans Fischer - D-Windspiel.
Ludwig Hofmann - Rhönsperber.
Peter Riedel - Rhönsperber.
Fritz Utech - D-Windspiel.
Wolf Hirth

Austria

Karl Frena - Kondor I. OE-Habicht
Bruno Gumpert - Rhönbussard
Ulrich Hütter - Hütter H.17
Wolfgang Hütter - Hütter H.28
Peter von Lerch - Rhönbussard

Jugoslavia

Team Leader: Ivkovic Borivoj
Alexander Stanojevic - Komar, YU-Beograd.

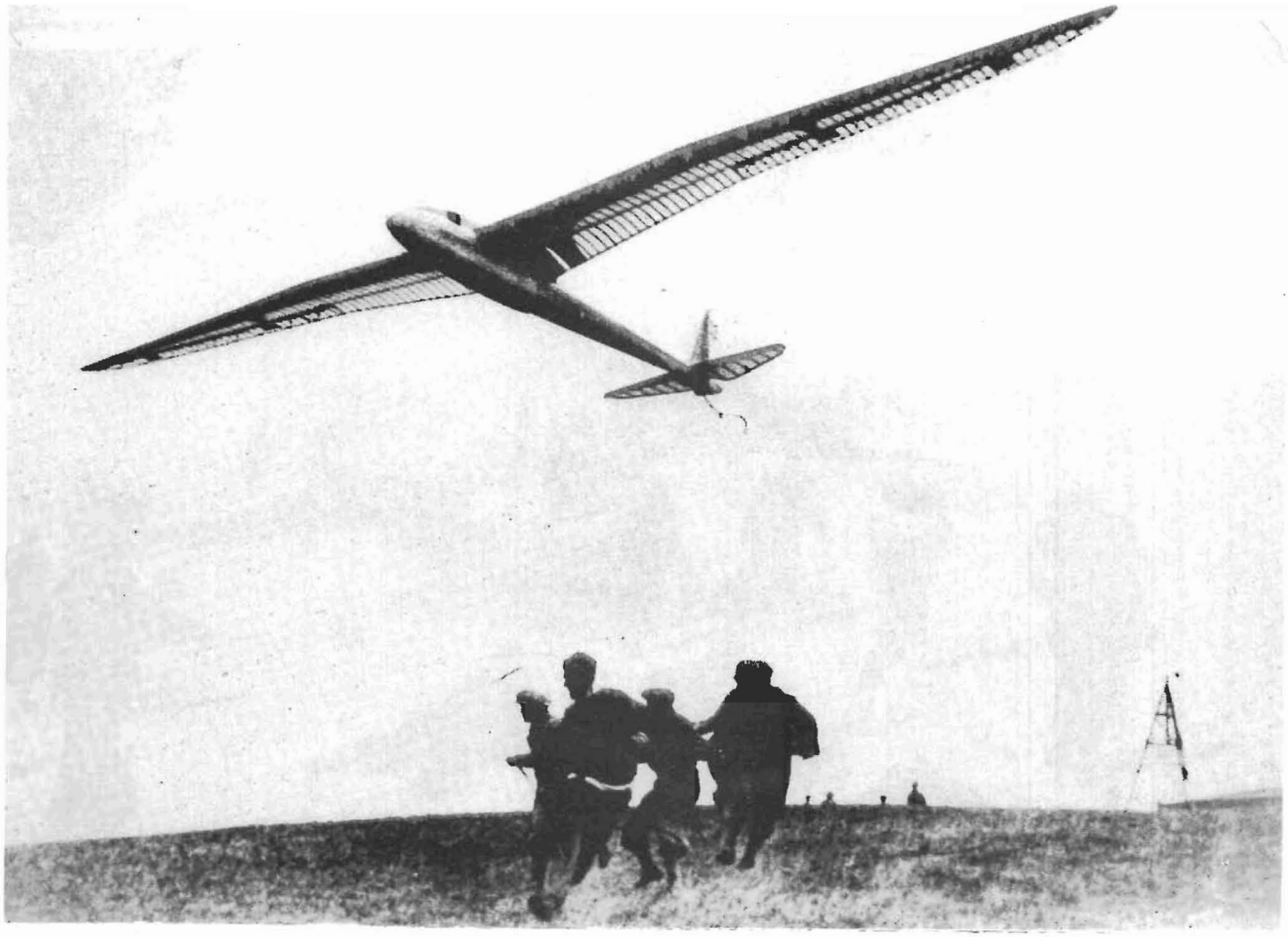
Switzerland

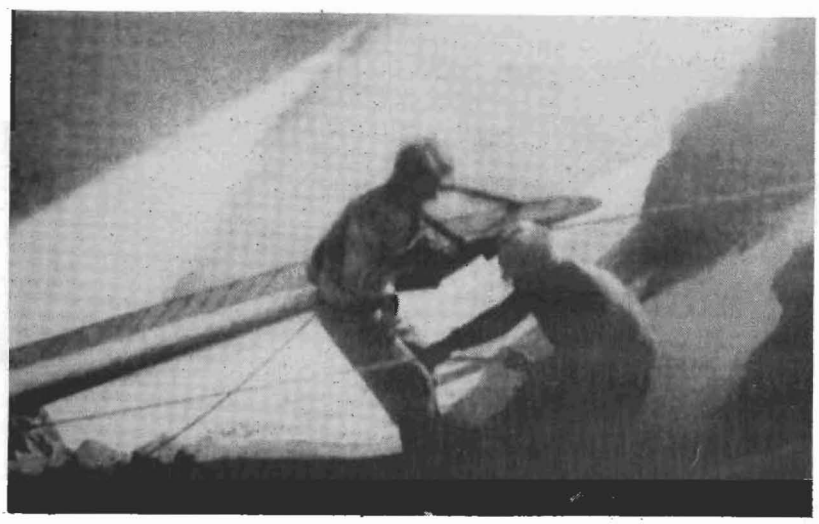
Team Leader: Oskar Baroni - S.12
Willi Baur - Spyr 3
Felix Binder - Spyr 3
Marcel Godinat - Spyr 3
Max Kramer - Grunau Baby 2
Walter Rebsamen - Grunau Baby 2
Otto Schurter - Spalinger S.15K
Gottfried Suter - Rhönsperber
Willi Vögeli - Spyr 3

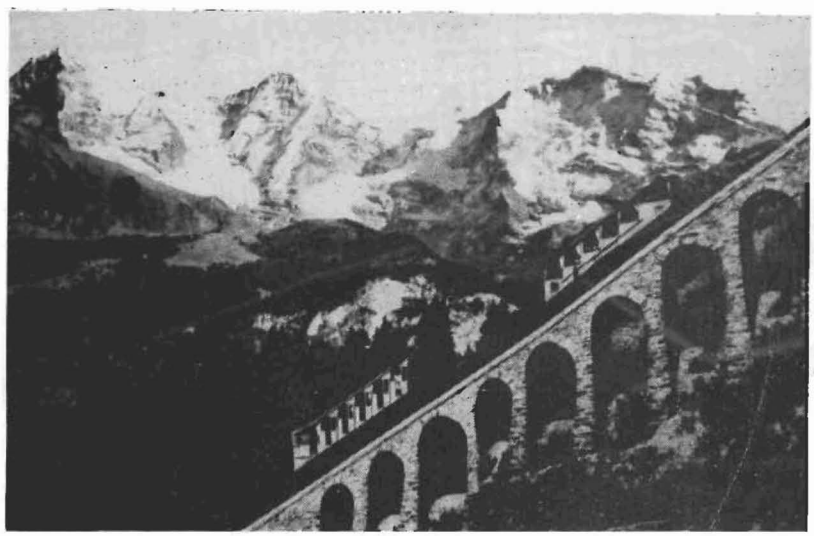
For different reasons, some of these entries were withdrawn, so that finally there were 17 pilots entered.

Contest points would be awarded for height, duration and distance.

No Hütter H.17, Hutter H.28 or "Windspiel" were present.









Günther Grönhoff





The teams all assembled on the airfield at Thun, where papers were examined by the Swiss pioneer glider pilot, Hermann Schreiber, and pilots were given training bungee launches. Then all gliders, except those of the Germans, were taken by trailer to Lauterbrunnen, where they were installed on open railway wagons to travel by alpine railway via Wengen, Scheidegg and inside the mountains, Eiger and Mönch, to the Jungfraujoch. From here, they were taken off the railway wagons, carried in bits, out through the station, into the snow, to a point where they could be rigged (Mönchfirn). From here they were bungeed to a point below the Jungfraujoch (Jungfraufirn). They were then installed on sledges and dragged up a near vertical slope by electric winches, on to the Jungfraujoch start point. From here they were bungeed either towards Thun or to the Aletsch glacier, if the wind was in the other direction (SE). The German team had brought two aeroplanes and preferred to be aerotowed before releasing to land at the Jungfraufirn. Landings were occasionally made on the Joch and there was a cable railway specially installed to lift derigged gliders from the Jungfrau Station to the start point. But this was abandoned because of danger in a cross wind, and the cables hazarded flying gliders. There was also a path in the ice cut along which major components of gliders could be carried. This was later enlarged to enable small gliders to be carried along it.

CAPTIONS TO PHOTOGRAPHS:

Top to bottom

1. Mönchfirn - Rigging Point. Gliders would be brought here from the Jungfraujoch Station to be rigged, before being bungeed to the Jungfraujochfirn, from where they would be hauled up on to the Jungfraujoch start point by electric winches.

   In the background is the Condor I flown by the Austrian, Frena, being manhandled. On the right is a Spyr 3 fuselage. In the centre are the wings of the Spalinger S.12, which was flown by the Swiss Team's Captain, Oskar Baroni. It will be noticed that some of the men are resting after carrying components of gliders in the thin air.

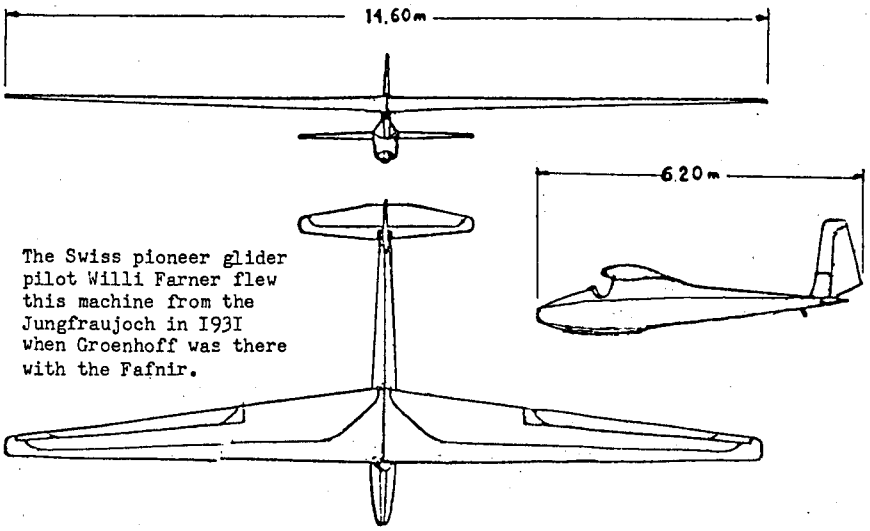
2. A German flown Rhönsperber being rigged. It would seem to be painted mainly silver as ultra violet ray protection. This was flown probably not by Ernst Udet, as his Sperber had the registrationD-Kommandant, but by Hofmann or Riedel. Behind can be seen the S.12's fuselage and wings, while behind it, is the Spyr 3 fuselage No.39. It is interesting that the German team's gliders were not always brought to the Jungfraufirm by aerotow.

   Photos by Charles Brown (by kind permission of the R.A.F. Museum, Hendon).

Details taken from Log Book of the 1935 International Jungfraujoch Contest

Start No.	Date	Start Time	Wind	Duration h.m.sec.	Height m	Distance km	Start	Landing	Type No.	Pilot	Purpose
1.	7.9.	13.23	W.4k	1.	70	0.9	Sphinx Stollen	J. Firn	Sperber	Suter	Transport
2.	"	14.16	W.3k	1.	70	0.4	"	"	GB 2	Kramer	"
3.	"	14.30	0.3	58	70	0.6	"	"	Spyr 3		
4.	"	15.16	W.5	1.	80	0.6	"	"	Condor 1	Frena	"
5.	8.9.	11.51	NW.9	1.34.	2910	37.0	J.Joch	Thun	Spyr.3	Godinat	Distance
6.	"	15.07	NW.7	1.48.	2954	55	"	Belpmoos	Sperber	Suter	"
7.	"	16.08	NW.7	41.	2910	37	"	Thun	Condor 1	Frena	"
8.	"	16.57	NW.10	39.	2906	18.8	"	Interlaken	GB.2	Rebsamen	"
9.	"	17.26	NW.10	5.	150	1	"	J.Firn	Bussard	Gumpert	Duration
10.	9.9.	08.31	00	1.	40	1	U-Firn	"	Komar	Stanojewic	Transport
11.	"	10.13	NE.7	1.00.	2910	37	J.Joch	Thun	"	"	Distance
12.	"	11.45	E.2	1.	40	1	U-Firn	J.Firn	Condor 2	Dittmar	Transport
13.	"	12.43	NE.5	57.	2906	18.8	J.Joch	Interlaken	S.15K	Schurter	Distance
14.	"	13.00	NE.9	1.10.	2910	37	"	Thun	Spyr 3.	Baur	"
15.	"	13.10	NE.8	42.	2910	37	"	"	Bussard	Von Lerch	"
16.	"	13.26	NE.7	4.01.	2910	37	"	"	Condor 2	Dittmar	"
17.	"	16.25	NE.6	1.13.	2910	37	"	"	Bussard	Gumpert	"
18.	"	17.34	NE.6	1.05.	2906	18.8	"	Interlaken	S.12	Baroni	"
19.	"	17.47	NE.5	37.	2906	18.8	"	"	GB 2	Kramer	"
20.	"	17.59	NE.4		2910	37	"	Thun	Condor I	Godinat	"
21.	11.9.	15.07	S.1	38.	2006	18.8	"	Interlaken	GB 2	Kramer	"
22.	"	16.07	S.1	1.08.	2823	36.9	"	Agaron	S.12	Baroni	"
23.	12.9	11.47	S.1	50.	2910	37	"	Thun	Komar	Stanojevic	"
24.	"	14.09	S.2	2.30	150	1	"	J.Firn	Bussard	Gumpert	Research
25.	"	14.26	S.2	1.17.	2910	37	"	Thun	Sperber	Suter	Distance
26.	"	15.07	S.2	1.04.	2954	55	"	Belpmoos	Spyr 3	Baur	"
27.	"	15.27	0	52.	2954	55	"	"	Sperber	Udet	"
28.	"	16.44	S.1-2	34.	2906	18.8	"	Interlaken	GB 2	Kramer	"
29.	13.9.	10.40	S.4	2.30	150	0.5	"	J.Firn	S.15K	Schreiber	Experiment
30.	"	11.11	S.2	05.	150	1	"	"	Condor 2	Dittmar	"
31.	"	12.15	0	1.00.		ca. 47	"	Il.Thurnen	Sperber	Hofmann	Distance
32.	"	12.27	0	1.18.		ca. 50	"	Entlebuch	"	Riedel	"
33.	"	12.40	0	2.00.		ca. 35	"	Giswil	Condor 2	Dittmar	"
34.	"	12.54	SE 5	51.	2954	55	"	Belpmoos	Sperber	Udet	"

Start No.	Date	Start Time	Wind	Duration h.m.sec.	Height m	Distance km	Start	Landing	Type/No.	Pilot	Purpose
35.	14.9	10.31	NW.2	48	2910	37	J.Joch	Thun	Bussard	Franhauser	Hors Conc.
36.	"	13.28	NW.2	32	2906	18.8	"	Interlaken	GB2	Kramer	Distance
37.	"	13.42	NW.2	1.08	3020	59.3	"	Luzern	Condor 2	Dittmar	"
38.	"	14.03	NW.2	1.23	2906	18.8	"	Interlaken	Bussard	von Lerch	"
39.	"	16.00	NW.2	01	150	1	"	J.Firn	S.12	Baroni	Demonstration
40.	16.9	13.50	N.10	4.48	1500	1.2	"	J.Firn	Bussard	Gumpert	Dur. & Height
41.	"	14.58	N.10	3.15	2820	ca. 29	"	Visp	Condor 2	Dittmar	" "
42.	"	15.24	N.10	1.02	2910	37	"	Thun	S.15K	Schurter	Post.
43.	"	15.36	N.10	40	2620	29.4	"	Zeschlen	Condor 1	Frena	Distance
44.	"	15.53	N.10	1.47	2906	18.8	"	Interl	Bussard	Von Lerch	"
45.	17.9	08.53	W.3	1.54		52.5	"	Zollbruck	Spyr 3	Baur	Post & Distance
46.	"	09.29	SW.4	1.37	2906	18.8	"	Interl	Sperber	Suter	" "
47.	"	09.35	SW.4	1.20	2880	25.6	"	Meiringen	Condor	Schreiber	" "
48.	"	10.26	SW.4	1.14	2906	18.8	"	Interl	Sperber	Gsell	" "
49.	"	10.51	SW.4	51	2906	18.8	"	Interl	Komar	Borivoi	Distance
50.	"	11.40	SW.6	1.35	3043	81.5	"	Solothurn	S.12	Baroni	"
51.	"	12.32	SW.6	1.18	2910	37	"	Thun	Spyr 3	Binder	"
52.	18.9	10.26	N.10	2.39		56.5 ca.	"	Lutzelfl	Sperber	Udet	"
53.	"	10.57	N.10	2.38		88 ca.	"	Bennau	Sperber	Riedel	"
54.	"	11.08	N.10	5.24		18.8	"	Interl	Bussard	von Lerch	"
55.	"	11.18	N.10	45		18.8	"	"	GB 2	Kramer	"
56.	"	11.32	N.10			108 ca.	"	Wald. Zch.	Sperber	Hofmann	"
57.	"	11.48	N.10	1.37		37	"	Thun	"	Dittmar	"
58.	"	12.28	N.10	10		1.2	"	J.Firn	Komar	Stanojewic	Dur.



The Swiss pioneer glider pilot Willi Farner flew this machine from the Jungfraujoch in 1931 when Groenhoff was there with the Fafnir.

„Spyr I" 1930

The 1935 International Gliding Camp on the Jungfraujoch - 4th to 10th September 1935

The organisers' statistics reveal that about 70 hours were flown from 58 take-offs. The wind blew lightly from NW to SW (from the Thun direction) on 7 of the 10 flying days. On the 3 remaining days, the wind blew lightly from the other direction, i.e. from the Aletsch Glacier. Even on these days, slope soaring was possible (in almost Föhn conditions) and cross country flights were made . Whereas, in 1931, the Fafnir had been able to soar the front of the Jungfrau Massif in slight lift on one day, this was possible on nearly all of the 7 days in 1935, and the wind was light enough to allow cross countries against the wind to Thun, Bern and Zurich, etc. Only on two days did fog prevent flying. Even so, it was considered that the performances flown in the 1935 contest were not up to expectations. German knowledge and material were victorious throughout the spectrum. It was mentioned by a reporter that it was a victory of professionalism over amateurism, in that some of the entrants taking part, especially the Germans, were supported by their States, whereas the Swiss had to pay their phenomenal costs themselves.

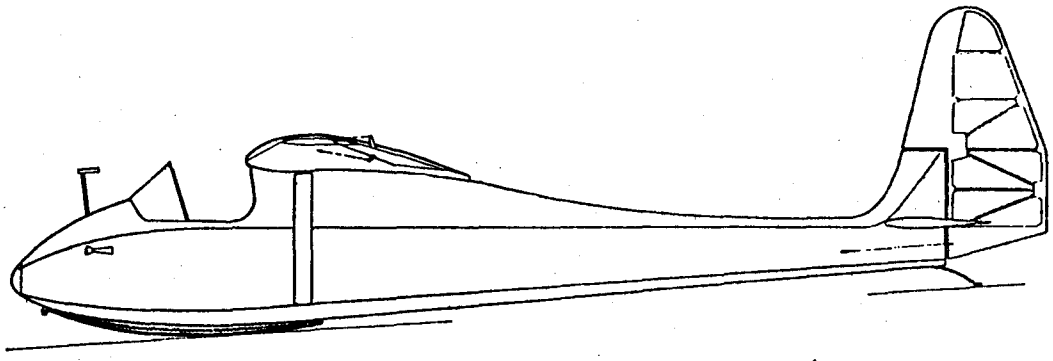
The overall winner for combination of height, distance and duration, was the German, Heini Dittmar, in his new Condor 2 (on the last day he flew a Rhönsperber instead). The best Swiss was Oskar Baroni (the Team Captain) in his ancient Spalinger S.12, (the first high performance sailplane designed (in 1929/30) by Jakob Spalinger).

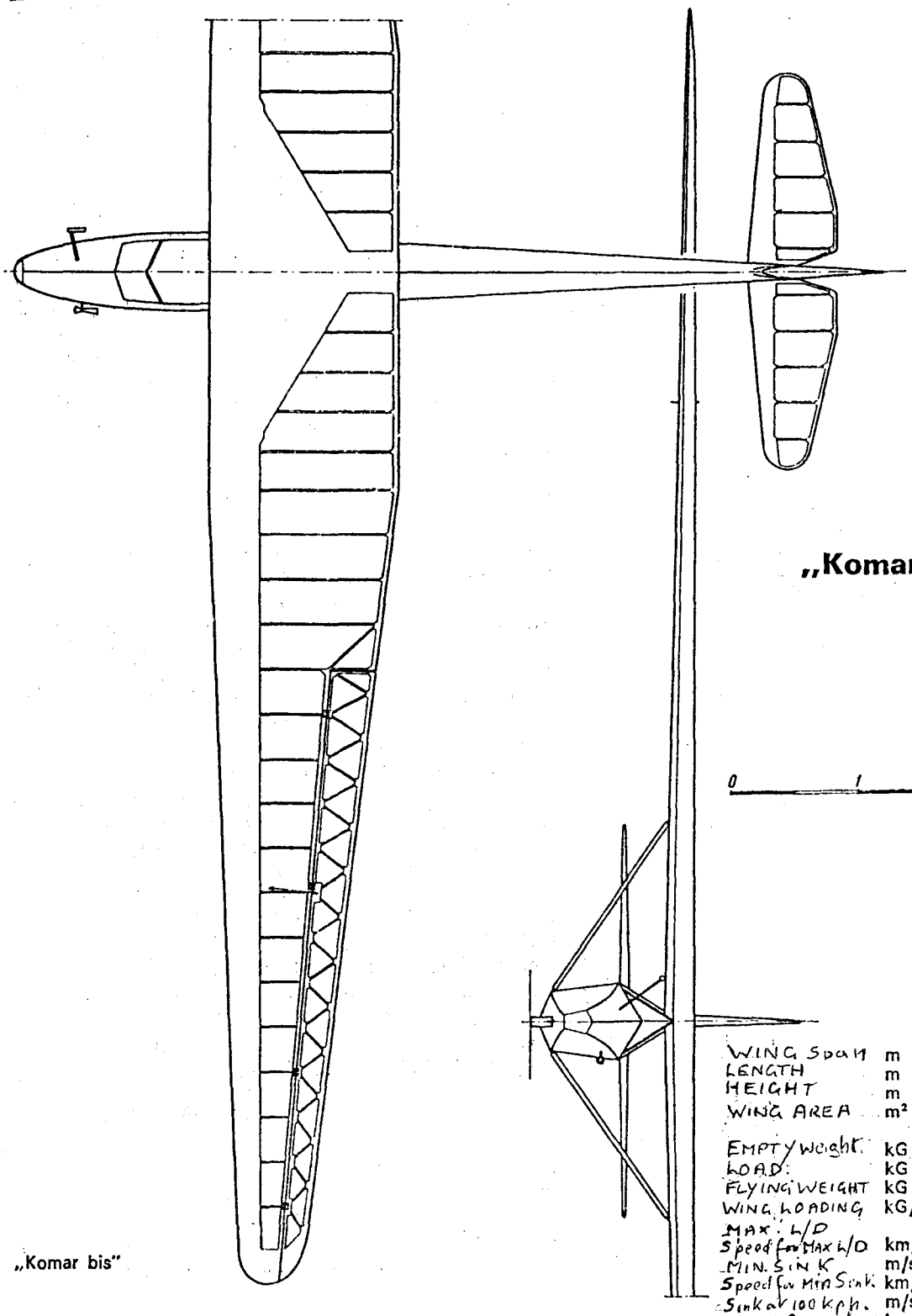
Winners in the various disciplines were as follows:-

Distance	1.	L. Hofmann	Germany	Rhönsperber	108 kms
	2.	P. Riedel	Germany	Rhönsperber	88 "
	3.	O. Baroni	Switzerland	S.12	81.5 kms
	4.	H. Dittmar	Germany	Rhönsperber	59.3 "
	5.	E. Udet	Germany	Rhönsperber	56.5 "
	6.	W. Baur	Switzerland	Spyr 3	52 kms
Height	1.	H. Dittmar	Germany	Condor 2	1066m height above take-off height
	2.	Gumpert	Austria	Rhönbussard	1006m " " " "
	3.	E. Udet	Germany	Rhönsperber	696m " " " "
Duration	1.	Gumpert	Austria	Rhönbussard	4 hrs. 45 mins.
	2.	Stanojewic	Yugoslavia	Komar	

It was a great victory for the new German cross country sailplane, the Rhönsperber, and also for Hofmann and Dittmar, who were becoming the best glider pilots in the world, and for Peter Riedel, who, gliding since 1920, had been German champion during the preceding years. That Oskar Baroni, the Swiss team's Captain, did so well in the S.12 must have been the talking point for many years afterwards in the Swiss Alpine huts! (and everywhere else). The Polish designed Komar, flown by the Yugoslav team, had no chance against the fast Rhönsperbers, as its flying speed was only 30 kph! However, it might have given the latter a run for their money with duration and height flights. This very same Komar (YU-Beograd) was flown by Stanojewic as the Yugoslav entrant in the 1937 International Contest on the Wasserkuppe.

It should be mentioned that thermal conditions are sometimes so good in Switzerland that cloudbases can be experienced above the Jungfrau Massif.



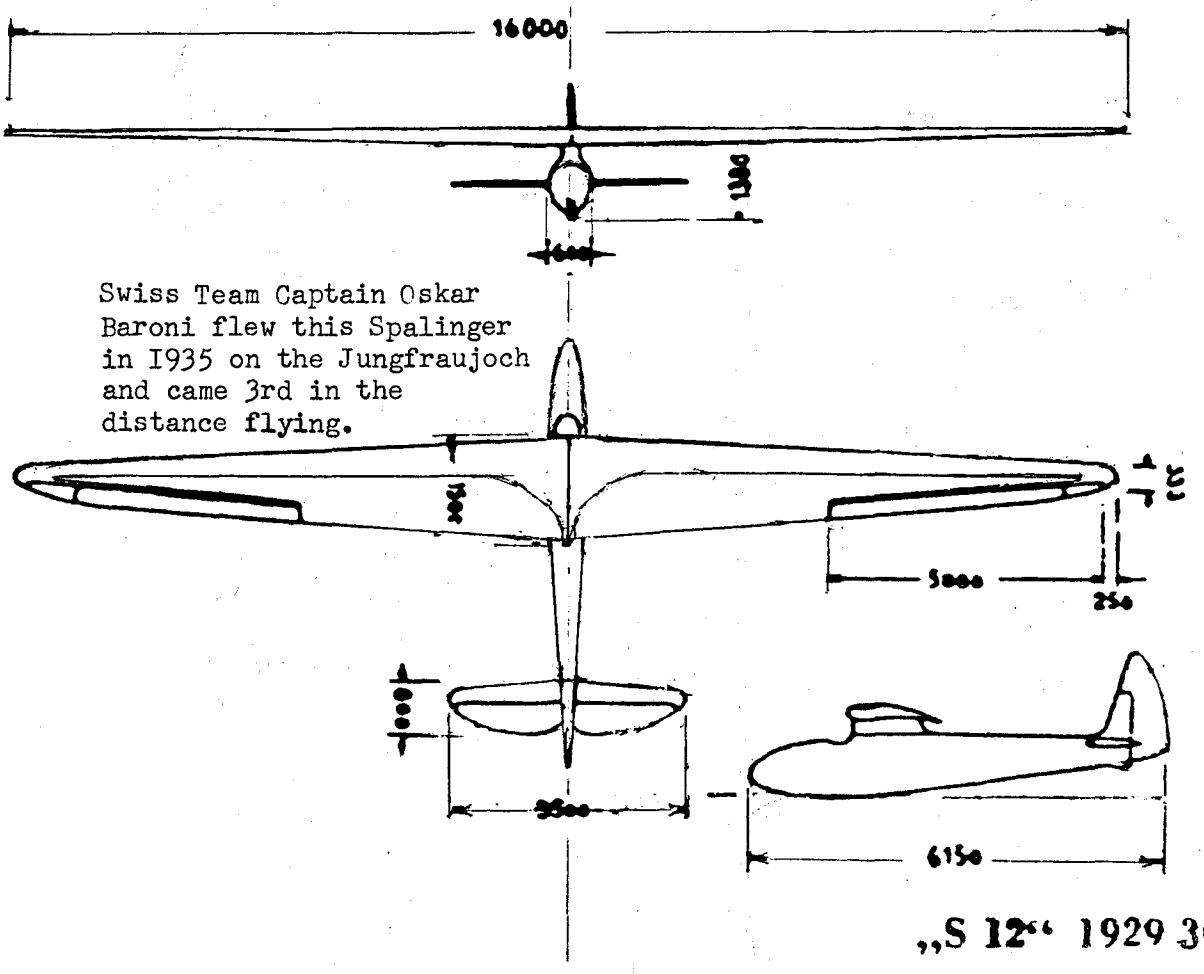


„Komar bis"

„Komar"

0 1 2m

		„Komar"	„Komar-bis"
WING SPAN	m	15,82	15,82
LENGTH	m	6,77	6,87
HEIGHT	m	1,85	1,8
WING AREA	m²	17,4	17,4
		14,4	14,4
EMPTY WEIGHT	kG	118	130
LOAD	kG	82	80
FLYING WEIGHT	kG	200	210
WING LOADING	kG/m²	11,5	12,1
MAX. L/D		20,2	20,2
Speed for MAX L/D	km/h	49	50
MIN. SINK	m/s	0,64	0,68
Speed for MIN SINK	km/h	46	47
Sink at 100 kph.	m/s	3,7	3,8
MIN. Speed	km/h	37	40
MAX. Speed	km/h	120	140
Permissable		(90)[1]	



CAPTIONS TO PHOTOGRAPHS:

1. Right to left:

   Alexander (Aca) Stanojevic on the Jungfraujoch in September 1935. He won the second prize for duration with a landing on the Jungfraufirn. At the 50 years' Jubilee ISJ in 1985, he was again present and flew on 2nd September.

   Borivoj Ivkovic, who visited the Jubilee Meeting in 1985, does not fly any more. He lives in Sao Paulo, Brazil.

   Dipling Djordje Marjanovic, glider pilot. He flies no more and lives in Sao Paulo, Brazil.

   Pavle Crnjanski, glider and power pilot, flies no more. He lives in Belgrade. He was a prisoner in Germany during the war, as he had served in the R.A.F., but returned to lead the Yugoslavian National Team for many years.

   Djordje Ckonjovic, power pilot, was killed in a mid-air collision in 1937 over the airfield of Zemun, Yugoslavia.

2. Ready for launching on the Jungfraujoch. The windsock reveals that the wind is blowing from the right (from the South West). In the foreground Oskar Baroni's Spalinger S.12. Behind is the Polish designed Komar of the Yugoslavian team.

   It is interesting that these two pilots and the Komar, registered YU-BEOGRAD, represented Yugoslavia in the first World Championships held two years later on the Wasserkuppe.

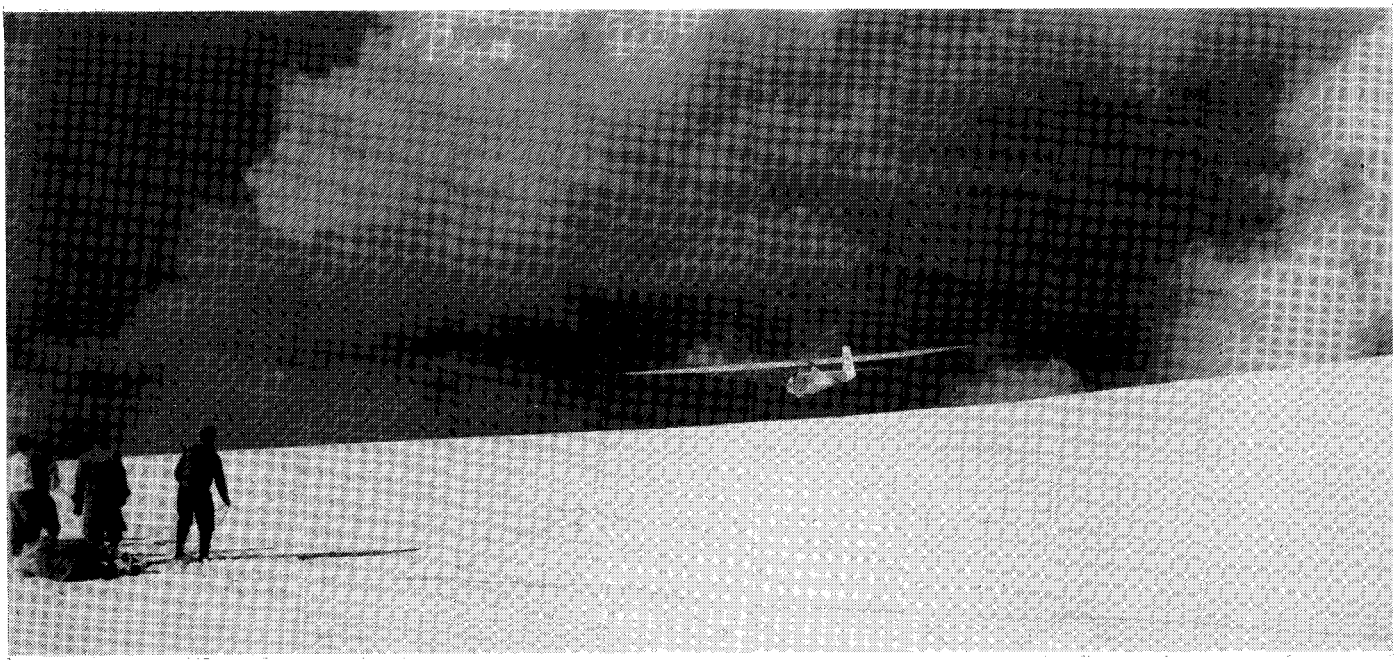




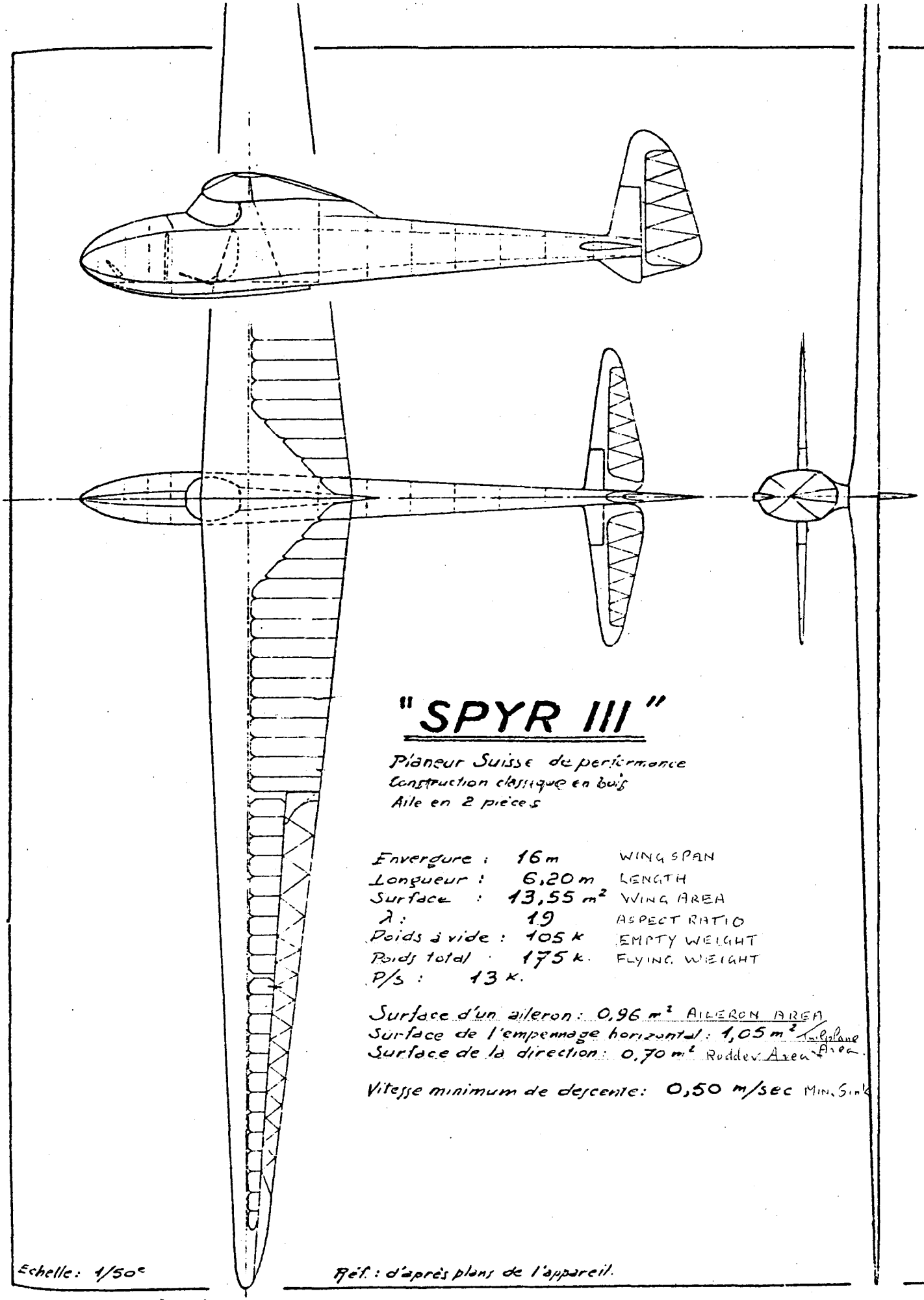
(Photographs on this page are by kind permission of the RAF Museum, Hendon, and were taken by Charles Brown.)



1. On three days the wind blew lightly from the Aletsch Glacier (from the south-west), bringing with it the onset of warmer Föhn conditions. In this wind direction, it was possible for gliders to soar the other side of the Jungfrau-Massif. Here, a Spyr 3 can be seen soaring the slope.



2. Into the Abyss! On some days, gliders were launched with a tailwind towards Thun. On all the other days, the wind came from this direction (north-west, etc.). Whatever the wind direction (probably a tail wind), the Swiss Grunau Baby 2s only ever flew to Interlaken (20 kms), which is down the valley to the right of the Grunau Baby's starboard wing tip. On NW wind days, sailplanes soared the slope mainly to the right of this picture. The slope represents the face of the JungfrauMassif.



"SPYR III"

Planeur Suisse de performance
Construction classique en bois
Aile en 2 pièces

Envergure :	16 m	WING SPAN
Longueur :	6,20 m	LENGTH
Surface :	13,55 m²	WING AREA
λ :	19	ASPECT RATIO
Poids à vide :	105 k	EMPTY WEIGHT
Poids total :	175 k.	FLYING WEIGHT
P/S :	13 k.	

Surface d'un aileron : 0,96 m² AILERON AREA
Surface de l'empennage horizontal : 1,05 m² Tailplane Area
Surface de la direction : 0,70 m² Rudder Area

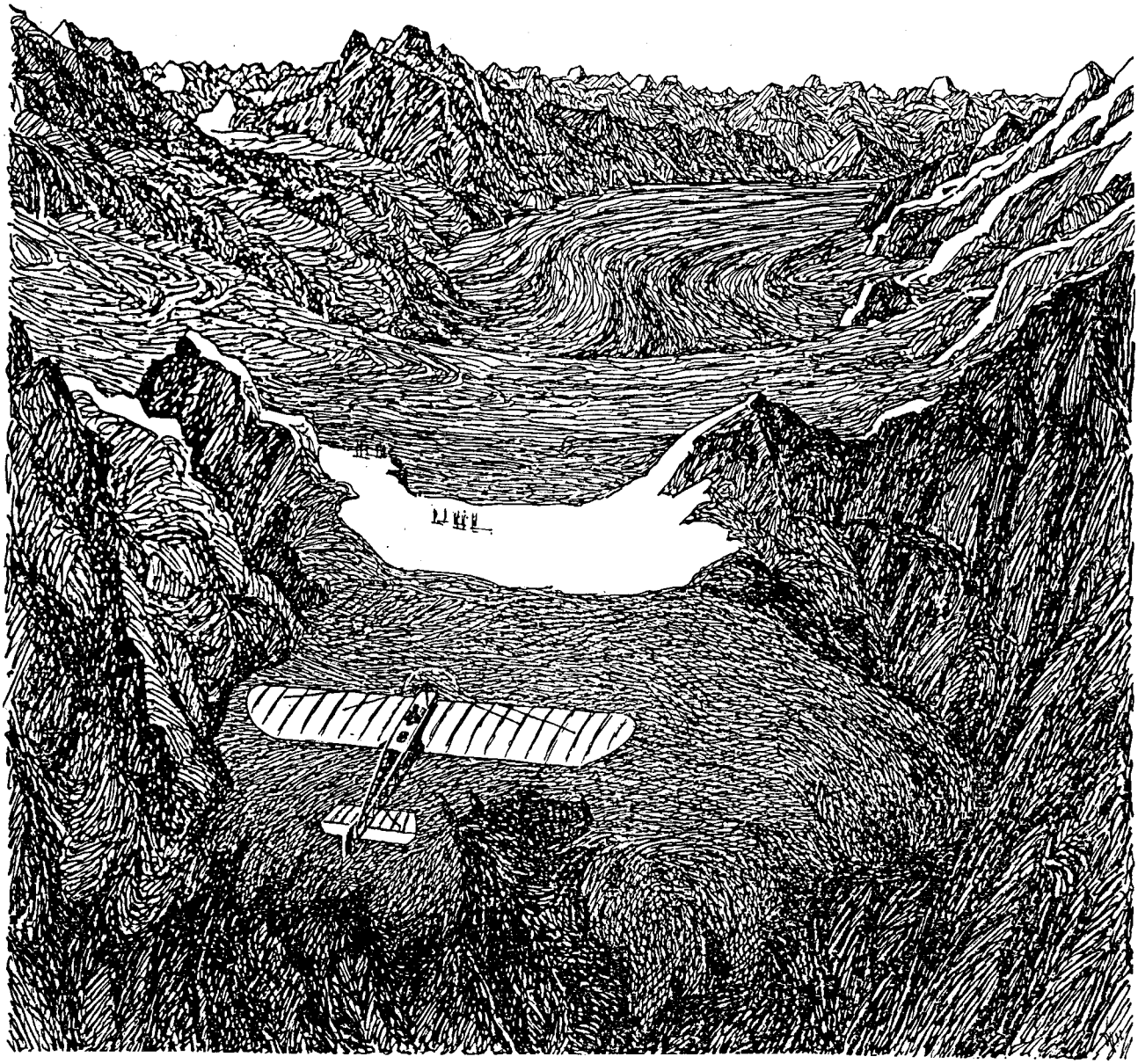
Vitesse minimum de descente : 0,50 m/sec MIN. SINK

Echelle : 1/50e

Réf. : d'après plans de l'appareil.

C.O.B. AVIATION.

M. Vuvillot 193



This drawing is by the old time Swiss artist, Alex Walter Diggelmann, and illustrates the cover of the book "Meine Flugerlebnisse im Jungfraugebiet. Bilder einer Ausstellung" published by the Jungfraubahn. It exactly shows the Jungfraujoch launch point (the white patch in centre). In 1935, gliders were launched either towards the artist.. towards Thun, or in the other direction (SE) towards the Aletsch Glacier.

Above the white patch (on the glacier below) is the Jungfraufirn from where rigged gliders were hauled up the near vertical slope on sledges by electric winches in 1935. Behind the mountain, to the left of the launch point, is the Jungfraujoch railway station. Further to the left, behind the mountain, is the Mönchfirn.

In 1935, gliders were often carried from the station to be rigged at the Mönchfirn being bungee launched to the Jungfraufirn. German pilots were often aerotowed to a point above the Jungfraujoch, before releasing and landing at the Jungfraufirn, although, on one occasion, Gumpert managed to land his Rhönbussard on the Jungfraujoch itself.

LETTER

Harold Holdsworth replies:

Dear Chris, Further to my letter of December 12th as promised.

Once again, many thanks for the Autumn copy of VGC News. There are a few items I would like to raise.
(1) A discussion on the first aerotow in England on page 21.
Not mentioned is that the Daily Mail offered £1,000 prize for the first channel crossing by glider in free flight. A tow to height was allowed, unlike that for the Cellon Prize. As Kronfeld is known to have collected the prize, how come that Lissant Beardmore did not collect, if he flew the channel before Kronfeld? Re:- Mr. Reffell being aerotowed in the RFD sailplane, which set of wings is not mentioned. He must have been a brave man, as nothing would have induced me to fly the RFD AT ALL, with any kind of launch. (C. Wills mentions that Lissant Beardmore's flight was not substantiated.

I note with mild amusement that you publish John Sproule's version of the early Kadetts at length, which is quite different to mine. What a difference one word can make. The later Kadetts were quite different, and the still later Cadets, were still more different. It was the misfortune of the Yorkshire GC to own the prototype and another early Kadett, both of which were non-standard. There were no more like them built. I hope I have made that clear.

John and I are old acquaintances and have exchanged letters on the subject a long time ago, and neither can convince the other, but we still remain friends. I still maintain that all I wrote is true and that John is way out in stating that modifications at Slingsbys rarely took place. In fact, machines were altered all the time pre-war, in the interests of either economy or better performance. If needed, I could give you quite a long list.

The History of the early Kirby Kadett gliders by Harold Holdsworth

After Henry Blakeston spun the Hols der Teufel Mk. 2 of the Yorkshire GC into the South Slope of Roulston Scar, Fred Slingsby invited me to rebuild it in his workshop at Kirbymoorside as a guest and live with four of his senior workmen in Spruce Villa in the Works Yard during the winter of 1935/6 as conditions at Sutton Bank THEN were so unsuitable for gluing. They are much better now.

The Prototype Kadett was designed very quickly and built almost at my elbow. So there was very little about it that I was not aware of. It was started and finished before the year was out and it was taken out to the Yorkshire GC for test in the New Year of 1936. Fred Slingsby had influenza and so was not present. The first two winch circuits were done by John S. Sproule in the smooth winter air. I can say categorically that John did not soar it but only flew brief winch circuits, after which he described the machine as queer. It then went back to the works for small modifications to the tailplane.

Shortly afterwards, Sling obtained his own private works winch based on a large straight eight Auburn car, so that testing could be done on the nearby landing field that belonged to Major Shaw, Slingsby's main shareholder and patron. So, mid-week, a small party assembled, partly to test the prototype Kadett, and also for me to introduce Mr. Pittaway, the works driver, on how it should be launched, i.e. facing the wind, weak link, take up slack slowly - All Out, reduce speed slowly as the cable built up on the drum, and to make allowance for wind speed, etc. The stronger the wind, the slower the cable speed. Anyone can winch... but to do it really well, needs practice... and a knowledge of the best climbing speed of the machines to be launched. Also, one needs to know the winch before becoming a good winch operator. Pittaway soon got the idea and I accepted the offer of two circuits, with him operating. The Kadett did not have any instruments at all, which was normal at the time, so the real flying and landing speeds are not known, apart from appearing a trifle fast. In the calm winter air, the ailerons were hardly used and, on the tight circuit, there was not much time to use them anyway. Slingsby was not present.

A short time later, a party comprising Major Shaw, Fred Slingsby, Major Shaw's pilot, Pittaway and myself, went to the Yorkshire GC mid-week to test the Kadett for soaring. Sproule was not present... and the idea was that I should operate the winch. At the last moment, Major Shaw invited me to fly it with Pittaway winching. Now an invitation from Major Shaw was as good as an order. So, having already flown the Kadett at Welborn, I did not raise any objections and was duly launched over the ridge. The Kadett soared alright, but the ailerons were entirely unpredictable. With left stick, it might put the left wing down.... or put the right wing smartly down as the wings twisted. The machine was brought in to land on a wide circuit entirely on the rudder. Mr. Mac Murdo, who was the Major's private pilot, then had a launch after hearing my complaints, and, after only a few moments, came back diagnosing reversing ailerons. He and I were the only people to soar the prototype Kadett in its new state. It was derigged, taken back to the Works, the wings completely stripped, and the wooden drag bracing doubled to stiffen the wings with local reinforcing. The statement drag wires is a misprint. They were wood and plywood. In that form, it was sold to the Midland GC, who quickly sold it to the Yorkshire GC for a pittance. The reversing ailerons were cured, but the tailplane's stut pins rattled in flight and vibrated in sympathy with other parts of the machine..... not enough to be dangerous, but very disconcerting for a novice flying his "C" five minutes. One of the Camp members was sure that the tail struts had broken in the air and dived straight for the ground, ending up against a stone wall, unhurt, but in considerable distress at the amount of damage. I derigged the broken struts and pointed out where the top of the wall had broken the struts in compression. They had not failed in the air and, as a camp member, he would not have to pay for the damage and I would raise the matter of the vibration with Slingsby. The machine was repaired as before, apart from 2mm plywood on the rear fuselage and better tail struts. Shortly afterwards, I discovered that the centre section of the fuselage, which carried the wing roots was literally coming apart due to glue failure, and discreetly drew Slingsby's attention to it, who modified the system of using casein glue in his Works. Eventually, the machine was literally cut to pieces by the barbed wire perimeter fence... which is no more now. The pilot was unhurt.

After the prototype, the standard Kadetts had an entirely different wing section, deeper, stiffer and not as sharp on the leading edge. Those wings remained unchanged but the fuselage was stiffened again with thicker ply.

Unfortunately, the next Kadett obtained by the Yorkshire GC was again non-standard. At that time, the gliding movement had a surprising number of really tall pilots. The Yorkshire Club alone had six members who were over 6 ft. 6 ins. tall. Lt. Culley was 6 ft. 8 ins., and often damaged machines getting out of them, and there were several at 6 ft. 3 ins. In order to cater for these pilots, a special long nose Kadett was obtained. No airflow effects were considered. It was just made longer. That machine could be quite unpleasant, when the long cockpit vibrated in sympathy with the tail, and yet, there is a great difference between unpleasant and unsafe. Lieutenant, now Major General, Hancock, CB, MBE (retired), flew it for over five hours non stop, but then, he was a tough character, who still remembers his flights in Yorkshire gliders. Shortly afterwards, the rear deck of the Kadetts were made curved like the Tutor and Grunau, and that did the trick. Later, the method of construction was different, but the outer shape remained. It was then known as the A.T.C. Cadet. For some reason unknown, Sling had the greatest antipathy to flying any of the primaries or the Kadetts in spite of our complaints. I have no recollection of him flying any of them or the Tutor on demonstration when new. However, the Falcon 3 was his favourite mount.

More about the original King Kites

The original King Kites were NOT tail heavy, as was widely suspected at the time. Neither were the flaps the real reason for the vicious spinning and extreme difficulty of recovery once a spin had started. The root of the trouble was that the outer wings had been twisted the wrong way. This was only found out 25 years later. Most active glider pilots knew that something was wrong with the King Kite... but what? Things reached such a pitch that Sling was prepared to sue the next person who stated plainly that the King Kite was tail heavy. He, and the late Bill Barker, also had a slanging match in "the Sailplane" over the claimed weights of Slingsby gliders. Bill's challenge to have them weighed in public was not taken up that I am aware of.

The story about the electric variometer is surely a misprint for Turn & Bank Indicator, page 35. At the time, it would have been far more useful and easier to make. The statement that the King Kite was equipped with a Collin Turn & Bank is incorrect. The instrument was made by PULLIN, who, after proving the instrument on sailplanes, developed a similar instrument for use on ultra light planes. The little Chilton G-AFSV was equipped with one of the first. The only drawback from the glider pilots' point of view on club aircraft was that members would switch the thing on when the machine was in the hangar and leave it on so that batteries were invariably weak or flat.

Early Glider Instruments (A list of most of the known glider instruments used pre-war is in the possession of the Vintage Gliding Club.)

The story of Kronfeld and his Askania variometer is quite new to me, but quite credible as was probably believed at the time. When Willie Watt flew the Yorkshire Grunau from Sutton Bank to Brough, he was quite unaware of the existence of the twin vacuum flasks that operated the Collins Variometer until the machine was derigged and he asked me some curious questions about their real use on his return. The story about Eric Collins flying his Rhönadler on record breaking flights without instruments is very unlikely but difficult to prove otherwise. The Rhönadler was a fully enclosed machine with a very high performance for its day, without flaps, spoilers or any lift dumping aid at all. (Spoilers were fitted to it later - CW.) To fly it without any instruments at all, even a reliable A.S.I., was not only unnecessary, as they were available, but would be taking quite a severe risk, because of the huge float near the ground (the speed had to be exactly right and landings made into wind). What is far more likely is that he flew the Kassel two-seater named "Hercules" without instruments on a record distance flight (March 1934 - CW) on the same day that Philip Wills broke the British Distance Record in the L.G.C.'s "Professor" without a variometer and the late Sebert Humphreys also flew cross country in the original Crested Wren. The flight by Wills completely overshadowed that of Collins, which was never mentioned on the radio or in the Press. The news of Collins' flight only became known by word of mouth, while Wills was invited to speak on the radio. The Kassel two-seater was the property of the Scarborough GC when new, and was named "The Scarboro". At first it was flown almost exclusively by their instructor, the late Carli Magersuppe (Karl Marsens), who used an anemometer with revolving cups, which came from the Professor, which he flew prior to delivery of the Kassel (in 1931?). That anemometer became the property of Fred Slingsby, who used it on the first British Falcon at Ireleth in 1932. Open Primaries did not have any instruments at all. Nacelled primaries sometimes had simple home made instruments based on either a small flat plate against a spring, like the strut mounted indicator on DH Moths or a miniature propellor winding up a spring. The drawback to those was that they were invariably damaged by interfering spectators or busybodies. Properly calibrated glider A.S.I.'s were made by Smiths of Reading (10mph - 80mph) as early as 1931. The Cloudcraft Phantom and Hedley Crabtree's Hol's der Teufel are known to have had one and I had one myself in 1932. The Kassel two-seater, newly acquired by a London syndicate, was the only machine at Ireleth in 1932 NOT to have an A.S.I., a fact that was commented on in the "Sailplane". The pilot was Doctor Dewsbury.

Apart from balloon equipment, the first real variometer was made by Askania in Germany and was wildly expensive due to the beautiful workmanship. I only saw one. It was in Dudley Hiscox's Hol's der Teufel in 1933. Two English variometers came on the market in 1932. Both were worked by a large vacuum flask acting on coloured liquid. The first produced small bubbles and the "Dent" lifted a column of red liquid like a barometer, but was not very sensitive. At the 1932 Comps, a number of London club members are known to have been experimenting with converted surplus RAF A.S.I.'s with only limited success.

The Collins broke new ground. The 'works' were absurdly simple and were only a thin strip of twisted phosphor bronze with a fine glass tube pointer in the middle. The action of the diaphram, pulling on the phosphor bronze, took the place of gearing. Unfortunately, no two were alike and calibration was impossible, but the first English cross-country flights were made with the help of a Collins. It is by no means clear whether the early Collins variometer was made by Eric or his father, who was a skilled engineer and had the equipment to carry out the work.

After the war an acquaintance of mine, who was an early member of the Bradford-Yorkshire Gliding Club, bought Collins senior's unique ornamental turning lathe and the huge number of gadgets and accessories that went with it.

After the Collins came the Slater Cobb variometer. Once again, it was very simple with no gears to cause friction. The air escaping from the vacuum flask lifted a tiny pellet of red balsa in a tapered tube cut in perspex. The faster the rate of climb, the further up the tube went the balsa pip. On descent, a black pip rose in a tapered tube. The instrument was very small and quite reliable. On rare occasions, the red pip might stick at the top of the tube, due to a steep winch climb, but a gentle tap on the dashboard with the finger would release it. As the Slater Cobb could be calibrated, it was popular for many years and would not be out of place on a vintage replica.

Around the same period, the Pullen Turn and Bank electric battery powered instrument appeared for sailplanes, Circa 1937, the Dove Cloud ring appeared on the market for a similar use on Flying Fleas and ultra light planes. It was quite simple, being a light metal ring of about 7 cms dia. with cups like an anemometer... only it was mounted vertically. The spinning disc acted like a gyroscope and was joined to the pointer on a suitable scale. After being "toppled" by aerobatics, it could be returned to zero by pulling a piece of string. Whether the Dove was of any practical use, is simply not known. Its inventor, Commander Dove, claimed to have flown a light plane in cloud with its help, but I have never actually seen one mounted on an ultra light plane or a glider. I only have seen advertising matter from its inventor.

Addenda Page 1. The Cellon Prize was never won due to the impossible restrictions, and flying in thermals had not been discovered. (C.W. says that Kronfeld knew all about flying in thermals, but thermal flying had never been done by British pilots at that time.) At that time Percy Michelmore did not have the remotest chance of winning the Cellon Prize with the "Cloudcraft Phantom".

Page 5. The distance that the Rhönadler covered on the so-called "ground cushion" was astonishing. It could NOT be put down on a slight downward slope but would cross the field and end up in a hedge.

Harold Holdsworth 29.12.85

P.S. Page 2. Conditions on the Wasserkuppe in winter at over 3,500 ft. asl must be often in cloud and worse than Sutton Bank. Gluing was impossible at Sutton Bank in winter in the primitive 1935 Hangar.

FOR SALE

Swedish 1943 built JS Weihe, BGA 1297, with built-in landing wheel and bubble canopy, although the original one still exists. Closed trailer. Offers to Derek Godfrey, 10 Russett Road, Ardley, Nr. Bicester. Tel. Fritwell (STD 086 96) 594.

German-built Grunau Baby 2b (and trailer?) J. Graves. Offers to Southdown Aero Services, Lasham Airfield, Nr. Alton, Hants. Tel. 0256-83 359. Owner has gone to South Africa.

Slingsby Tutor, excellent condition. Offers to Southdown Aero Services at above address and Tel. No.

Photocopied lists of gliders in, or stored by, European Aviation Museum and Collections - 25 A4 sides approx. £3.00, incl. postage, from C. Wills, "Wings", The Street, Ewelme, Oxon. OX9 6HQ. Tel. 0491 39245.

2 one-hour duration Video Cassettes of old gliding films "Gliding till Now" and "Plane Sailing" and others. £30.00 each... from C. Wills at above address. Can be supplied on either VHS or Betamax systems.

The Aquila Gliding Club have two T.21b Nose Skids (brand new with fittings) and one Swallow Nose Cone (new). The above are as delivered from Slingsby and the Club wish sell them. Contact: John Smoker, 9 Anson Way, Bicester, Oxon. OX6 7UH.

Building Plans of Hütter H.17a and Grunau Baby 2A. Prints are available of H.17a plans for £7.00. Price of GB 2A prints is not yet discovered. From C. Wills, "Wings", The Street, Ewelme, Oxon. OX9 6HQ. Tel. 0491 39245.

Original Eon Oympia Canopy, excellent condition. Eric Rolph, London Road, Moreton-in-Marsh, Worcs. Tel. 0608 50530.

Slingsby Cadet, to be restored. Less struts. Fabric already on ailerons and elevator. Can be seen by appointment at Eric Rolph's house (above address). Offers to C. Wills. Money to go to VGC.

Fittings and struts for Grunau Baby 3, available from Eric Rolph, at above address.

FOR EXCHANGE

Castel C.25S, side by side seated, enclosed two seater for a tandem seated, open cockpitted T.31. Needed by Yves Soudit, A.S.P.A.C. BP2, 71600 Paray 1e Monial, France.

NEEDED

T.31s by Yves Soudit, A.S.P.A.C., BP2, 71600 Paray 1e Monial, France and by Firmin Henrard-Pierard, Rue de Porcheresse II, 5361 Mohiville-Hamois, Belgium. Tel. 083 61 21 94.

Trailer suitable for Gull 3 (15.33m. span). Must be closed... wooden or fibreglass (or both). Offers to: Mike Beach, 24 Cole Pack Road, Twickenham, Middlesex. Tel. 01 892 9975. Gull 3's moulded canopy is now for disposal for no cost, as original has been built.

4 shares available (£500 each) for Austrian Mg 19a two-seater which is based at Booker. It has a metal, closed, trailer. Offers to: C. Wills, "Wings", The Street, Ewelme, Oxon. OX9 6HQ. Tel. 0491 39245. Syndicate members are C. Wills and David Chapman.

A Penfriend for Petra. Petra is a 13 year old. Her father is a Vintage glider pilot (MU13-D-3) and she hopes to attend the 1986 Rally at Lasham. She has been learning English for two years and would like to write to a girl of about her own age. Her address is: Petra Nierholz, Im Tännle 7, 7823 Bonndorf-Wellendingen, Germany West.

Wing for Grunau Baby 3 (which one is not known) is needed by Christian Kroll, Konzendorfer Strasse 2, 5160 Düren, West Germany.

BOOKS

Three books of the "Sailplane and Glider 1935, 1936 and 1937". Offers to: Frances Furlong, 60 Well Road, Otford, Kent. Tel. Otford (09592) 3277.

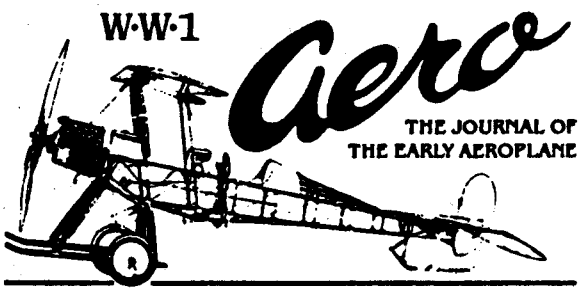
"Uber Sonnige Weiten" (Beyond the Sunlit Horizons) the third of Peter Riedel's self experienced Rhön histories which takes the reader from 1932 up to 1939 on the Wasserkuppe, is not yet available in Britain... but should be in February, from Beaumonts Aviation Literature, 656 Holloway Road, London, N19 3RD. Tel. 01 272 3630.
An English translation may be available in the distant future. Rumoured price: Approx. £17.00.

The above bookshop should be able to obtain Peter Riedel's previous two books of Rhon history. "Start in den Wind" and "Vom Hangwind zur Thermik" 1927-32, from the Motorbuch Verlag, Stuttgart, should anyone wish to have them. They are all highly recommended.

"Happy Landings" by Group Captain Edward Mole. His flying career, which, of course, contains details of his looping record in Egypt during the war in the Hungarian M.22 "Turul". As a founder member of the London GC, his descriptions of early British gliding are fascinating. Can be obtained from the above workshop. Price: £10.95. Highly recommended.

European Aviation Museums and Collections by Bob Ogden. This book could be considered as a sensational eye opener, revealing the numbers of gliders in the above museums. Aeroplanes are, of course, included. C. Wills has been allowed to extract lists of gliders from the above book to make available to our members. Available from the above bookshop. Price £5.95.

"The Delta Wing" in English, by Alexander Lippisch. Price £14.95. Illustrated with countless drawings and photographs. This is a fascinating insight into the sailplane and powered projects of this pioneer. Highly recommended... from the above bookshop.



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