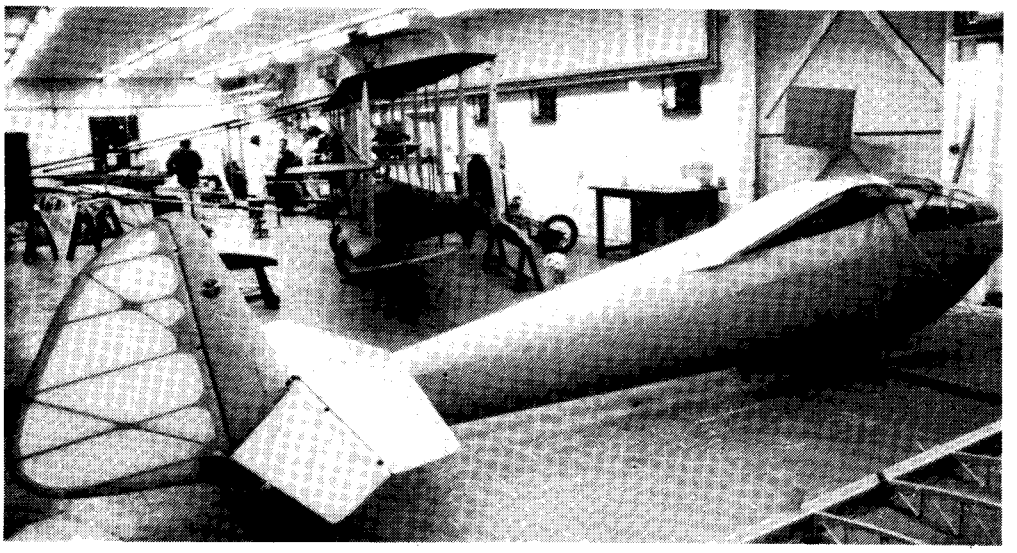
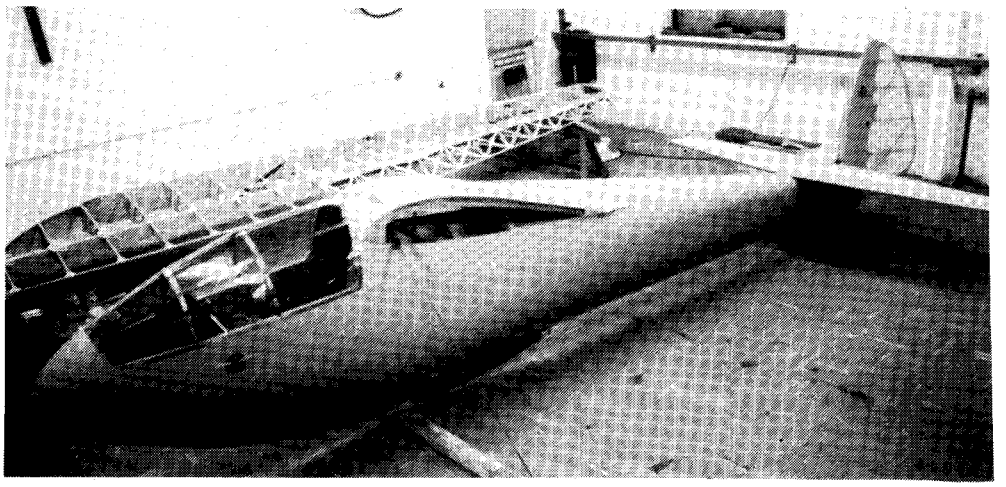
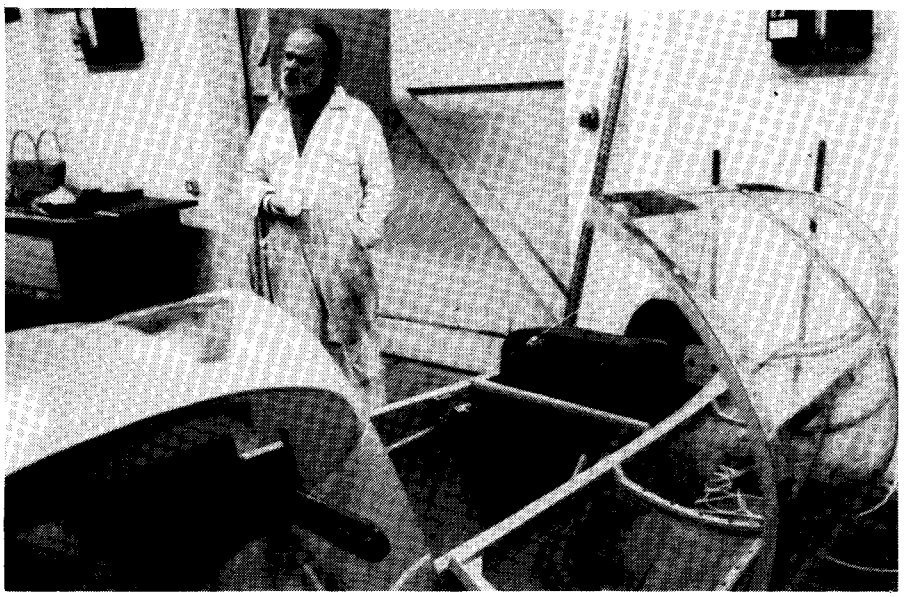
VGC News

No 58 Spring 1986









CAPTIONS TO PHOTOGRAPHS

Top to bottom:

1. The Gull 3 (Kittiwake) being restored at Brooklands by Mike Beach. It is now in the form and colour it was in 1945, when it was owned by Prince Bira of Thailand. Mike is a compulsive restorer. Behind the Gull 3 can be seen his replica Curtis Pusher. He has also built a Bleriot, a small size SE 5a and has restored the unique 1935 Kronfeld Drone de Luxe, as well as the Rheinland. He is now looking around for another project!

2. The Gull 3 had a canopy similar to this one until 1949 when it was given a modern one by Hawkridge Aircraft. The Reiher style nose can be noted.

3. The cockpit has also been restored as original. The window in the fuselage centre section fairing can be seen. This was to give Prince Bira's white West Highland Terrier "Titch" a view upwards. The dog would have been on the pilot's shoulders as there is no shelf. Mike Beach can be seen behind the nose.

COVER PHOTOGRAPH

Walter Morrison flying an Eon Olympia over countryside near Redhill during the test flying of the machine by No. 1 Test Group of the BGA during March 1947.

Photograph by Charles Brown is used by kind permission of the RAF Museum, Hendon.

The Vintage Glider Club of Great Britain

President: C. Wills

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

V.G.C. NEWS No.58 Spring 1986

EDITORIAL

The VGC takes this opportunity to welcome all participants to our two International Rallies to be held in July and August at Dunstable and Lasham.

The Rendez-Vous 86 Rally will take place at the London G.C. from 26th July - 2nd August. Contact address is: Geoff Moore, Arewa, Shootersway Lane, Berkhamsted, Herts. Tel: 04427 73258. The first "0" should be omitted if telephoning from abroad. The London Club's telephone number is: 0582 63419.

The 14th International Vintage Gliding Rally - 2nd to 9th August at Lasham

Contact address: The Rally Secretary, Vintage Gliding Club, Lasham Aerodrome, Alton Hants. GU34 JSS. Tel: (evenings) David Ballard, (0)420 22395. Lasham's telephone number is: The Manager of the Centre, Tel: (0)25 583 322.

The weather

We are sure that the cold, cruel, wet, windy weather of spring, when low pressure was almost perpetually over Britain, will have been changed to slow moving high pressure representing a brilliant summer, by the time this VGC News is in print. As last year's summer weather in Britain was bad, this one must by good by the law of averages.

Lasham

Many of our members at home and abroad will already know Lasham, but for those who have not made acquaintance with the site, it is a wartime military airfield with runways for cheaper autotowed launches and grass.... for aerotowing. There is a military style hangar but not much space in it. The site is 200 metres above sea level and represents an excellent thermal area with fields around it, which are sometimes suitable for outlands. (Farmers are mostly friendly.) The airfield has space for the operation of a large number of gliders and we hope that the 14th International Rally will be the largest ever held.

Dunstable is a superb thermal soaring site with a hill for slope lift. Winch and aerotowed launches are available.

The VGC calls upon all its members to help with these rallies and to bring their machines if they have them. There will not be another International Rally in Britain for many years and so we hope our members in Britain will make every effort to support this one. Our foreign members will be very welcome also.

The 14th International Rally's Opening

This will be after 18.00 hrs. on Saturday, 2nd August and will be accompanied by an air display (by both full size and model aircraft), music and food and drink. Opening will be by Richard Noble, the World Land Speed Record Holder.

At dawn on Sunday, 3rd August, gliders are to be displayed for Concours d'Elegance judging by the Stewards of the Rally.

Films and Colour Slides, etc. (DIAS)

We ask our members to please bring films, colour slides, photo albums, etc. (anything of interest pertaining to vintage gliders) to our rallies. There are video cassette players at Dunstable and Lasham (Betamax at the former and VHS at the latter) so that video films on vintage gliding can be shown at both sites.

How to get to Dunstable from the South and East Coasts

1. Take roads to London, to the M.25 London Orbital Road.
2. Drive round the M.25 to North to the MI Motorway for Dunstable.
3. Drive North along M.I Motorway.
4. Leave M.I at Exit 9 for the A5.
5. Drive N.W. along A5 to Dunstable town centre.
6. In Dunstable town centre, turn left. In 2 miles (3 kms) the gliding site is on the left in front of the hill. (B489) Follow VGC signs.

How to get to Lasham from South and East Coasts

1. Road direction London.
2. Enter London Ring Motorway M.25 westwards.
3. Leave M.25 onto M.3 heading S.W.
4. Leave M.3 at Exit 5 or Exit 6 at Basingstoke.
5. Head South towards Alton. From Exit 5 - along A32. From Exit 6 - along A339. Follow VGC signs.
6. Lasham Airfield and village is between Basingstoke and Alton.
7. If on the A32, a right turn for Lasham should be made at the top of the hill opposite the "Golden Pot" Pub. This will lead straight to the airfield.

How to get from Dunstable to Lasham

This is only 80 kms straight line distance, but, as it is across the motorway system it could take two hours.

1. Obviously, it is possible to return to the M.25, London Ring Road, and to
2. Rotate anti-clockwise to S.W... around M.25, to leave it at the M.3 Motorway.
3. Take M.3 Motorway towards S.W. Exit 5 and Lasham (A.32).

It may be preferred to take a more direct route along smaller roads.... along the front of the Chiltern Hills.

1. Dunstable - Halton/Wendover - B489.
2. Wendover - Aylesbury - A413.
3. Turn left for Chinnor - Watlington (where Robert Kronfeld had his last house - A4011 - which will be passed) B4009.
4. Watlington - Wallingford - B4009.
5. From before Wallingford - Reading - A4074.
6. Reading is only large town on route. It is recommended to go through it, as there is a very good Underpass Road (enter Reading at Caversham, turn right, cross River Thames). There could be traffic in Reading early and late on Saturday morning.
7. Right turn to South from Underpass (which has underpassed city centre) Basingstoke.
8. After leaving Reading, there is a fast road towards Basingstoke - A33.
9. At the end of the above, while one could go to Basingstoke, it is recommended to take a left turn at roundabout, followed by a right turn - A32 to Hook.
10. Hook - Odiham - Alton - A32.
11. On ascending the hill from Odiham RAF Airfield, a right turn should be taken at its top opposite the pub "Golden Pot".
12. This road will lead directly to Lasham Airfield.

Cheap Cross Channel Fares for Glider Trailers and Caravans.

Attention - All participants at our International Rallies this year in England. Ultra cheap channel crossing fares for caravans and trailers are being offered by the Shipping Company Townsend Thorensen. Tel: Dover (0304) 203388. These are for the routes Boulogne - Dover (£19) but the reduced fare makes it the cheapest. Departure times are 2230 hrs. 0130 hrs. and 0430 hrs. Calais - Dover (£10) - departure times are 0015 hrs. (not Saturdays or Sundays), 0200 hrs., 0400 hrs. and 0600 hrs.

Tow car fares are not included in the above. Return fares are equally as cheap from Dover - Boulogne and Dover - Calais.

British Civil Airworthiness Requirements Section E (Gliders) 1948

Our member, Frank Irving, has very kindly sent the above to Chris Wills for copying. As the above documents exactly pertain to the Cadet TX Mk.2-Tutor, Cadet TX Mk.3-T.31, Sedbergh T.21b and Prefect, Chris Wills will gladly make them available for the cost of their reproduction, to airworthiness authorities abroad, in whose midst more and more of these aircraft are arriving, or have arrived.

We believe that these documents, after presentation to National Airworthiness Authorities, may bring about the possibility of the above aircraft receiving National Certificates of Airworthiness. The aircraft are at present flying under B.G.A. Certificates of Airworthiness in foreign lands, and are having to have them renewed by B.G.A. inspectors every year. This is clearly a situation which should not continue. The B.G.A. does respect foreign Certificates of Airworthiness in Britain, and foreign gliders arriving with them are usually awarded British C's of A. We regret that such trust is not yet reciprocated. C. Wills will gladly send the above documents to anyone who wants them.

The above documents were recognised by both civil and military authorities in Britain and will also pertain to other gliders built at that time, including the Slingsby Grasshopper Primary and SKY. They have already been sent to Hans Dijkstra in Holland.

The Old Style Finishes

Before the war, sailplanes had the most magnificent paint, doped and varnished finishes. After 1945, in Britain for reasons of austerity and durability, their finishes were brought down to a depressing level of often just silver dope, with perhaps orange patches, for visibility reasons. Their finish often reflected the state of the country's finances. Now at last in Britain more and more VGC aircraft are being brought back to what we hope are pre-war finishes. German aircraft received in 1945 were often beautiful creations, but they often were brought to the British level for reasons of economy perhaps, as they became older.

When this was written, it was known that the following vintage gliders have been restored to something of their original style.

Britain - Scud I, Kite I, Rhönbussards, Rhönsperber, Grunau Baby 2b, Hütter H.17a, Petrel, Gull 3, Kranich 2A, Rheinland, Eon Olympia, T.21c, T.31's, Eon Eton, Falcon I.

Hungary - Vöcsök, Cimbora.

Switzerland - Spyr 5a, Spalinger S.18's, Minimoa 36, Moswey 3.

Germany - Minimoa, Goevier 2, Mü 13d, ES.49, SG.38, Grunau Baby 2b, JS Weihe, Cumulus.

More will follow.

Bureaucratic Control of Vintage Gliders and Gliding

Sunlight?

At the 27th Party Congress, Premier Gorbachev made the following pronouncement "Far too many bureaucrats seek by making lofty pronouncements to conceal their incompetence". Other statements follow:- They seek security in their offices, so that they can grow fat, by instituting severe and unnecessary controls.. The office windows should be opened to let in fresh air and the dust of years should be brushed out!

This may bring about a wind of change in the Soviety Union and can only be good for vintage gliding movements in the East and, dare we say it, for a few also in the West. No one can deny that in the past, and in the present, some peculiar controls have been instituted in various countries (we cannot and will not say which) that can only be put down to bureaucrats wishing more security for themselves and for their departments.

We wish to offer enthusiastic encouragement to those in Government, who are prepared to listen to our experienced advice and look forward to future friendly co-operation. We will do our best not to let them down. It will look bad if some of us have to be liberated from bureaucratic restrictions by the Russians!

Taiwan

Fu Chia Enterprise Co. Ltd., 4/F 18 Lane 37, Wen Hwa Road, Hsin Tien, Taipeh, Taiwan R.O.C.

We have received an offer from this company to make for us "Various kinds of enamel and baking varnish souvenir medals, badges, tie clips, tie pins, key chains and embroidered patches".

"We make souvenirs so special and provide prompt delivery and outstanding service to meet your expectations. Our items are of excellent quality and are reasonably priced. Let us show you how to save money and time for items of the best standards of quality. Your samples or designs are welcome. We look forward to receiving your response. Wish you every good fortune. Sincerely WEI LI SUN Sec. Please permanently keep this letter and notify us if you need us in future, or, quickly, Now!"

We wonder if our various national organisations could use this company. Already we are furtively thinking of sending them the Hütter H.17 drawings!

The 1985 Jungfraujoch Gliding Camp

The Bernese Oberland Segelflug Club "Skylark", under the leadership of Walther Mathyer, undertook to solve all the problems of 1931 and 1935, one by one, and to organise the meeting. Thus, the 1931 problems would be eliminated in 1985 by the following methods:

1. The snow would be replaced by a wooden take-off ramp.
2. The heavy Fafnir would be replaced with lighter gliders.
3. The bungee launching crews, who had to run in the rare air in 1931 and 1935, would be replaced by a fixed bungee catapult near the edge of the slope, which would be drawn back, by an engine, to the glider.
4. The tail restraining teams would not be needed as there would be no tension on either end of a glider's fuselage until the launch, and then, only on the nose.
5. The terrible difficulties of getting machines onto the Joch in 1931 and 1935 by first, the railway, and then by carrying, bungee launching and winching, would be elimiated by planting the gliders directly onto the Joch, from Lauterbrunnen, derigged, by helicopter.
6. There would be no need to bed the machines down in snow, on the Jungfrau, due to bad weather.

Previous to the meeting, we heard that there had only been one unsuccessful launch of a Pilatus B-4, from the Jungfraujoch, in the snow. Because of this, it was resolved to construct a wooden take-off ramp pointing down hill. Although the parts of the ramp were ready, bad weather prevented its construction until the day before the meeting was due to start. This had to be done in a very cold wind by members of the Skylark Club and participants of the Rally, who were not yet accustomed to labouring at altitude. The previous launch had also revealed that the catapult consisting of four 1.5 cm dia. bungees in parallel, although powerful enough to launch gliders at the Thun airfield (500 m asl), could not be guaranteed to be powerful enough to launch any other gliders except vintage gliders and Ka 8's in the rarified air of the 11,333 ft. high Jungfraujoch. Thus, C. Wills was instructed to bring a bungee rope (more than one if possible) from a London GC syndicate to reinforce the catapult. This did in fact save the day, being attached in a single strand parallel to the catapult. It gave enough power, providing launches were into wind, but not enough, it was discovered, for Pilatus and Ka 2's if they had side or tail winds.

Because the research and development program was not completed until the first day, and also because it was decided very late to organise the meeting, there were only two gliders entered from Germany and only one from Britain.

We were lucky to have with us Peter Riedel, who took part in the 1931 meeting and flew a Rhönsperber in the 1935 meeting. Starting gliding on the Wasserkuppe with his second glider at the age of 14, in 1920, he was fit enough at the age of 82 to dance to a Swiss Airforce jazz band in the Jungfrujoch station, and flew a Ka 8 from the Joch. He is still clearly a good pilot.

With us also was Alexandar Stanojewic and Ivkovic Borivoi, who represented Yugoslavia flying a Polish "Komar" in 1935. Alexandar also flew the Ka 8 from the Jungfraujoch in 1985. Also with us was the 78 year old Swiss pilot, Willi Baur, who flew a Spyr 3 in 1935. Last September he was to fly the Post in a Ka 2 from the Joch but side and tail winds prevented his take-offs twice.

Ernst Walter - Mü 13d; Jurgen Dreyer - Cumulus..... represented Germany, while C. Wills - Rhönbussard..... represented Britain. Jan Scott - U.S.A., very unfortunately, although he had come all the way from America and had had the training launches at Thun, was prevented from flying the Ka 8 on the last day due to possibility that tail and cross winds, which had previously prevented the Ka 2 from getting airborne, would make his take-off also hazardous.

During the previous days, 21 Swiss pilots had flown, among whom were our members W. Schwarzenbach - S.18, Werner von Arx - Minimoa, Peter Egger - S.18, Werner Roth - S.19, and the world championship pilots Hans Nietlispach, Frederico Blatter and Hans-Peter Baumann.

It was clear that, although four pilots were with us from 1935, none of us who flew would be present there again at the 100th anniversary of the 1935 Contest in 2035!

It was very evident that, with the Ka 8 as an exception, that vintage gliders were better than the post-war types for bungee launching in the rarified air, due to their lower take-off and flying speeds.

C. Wills' Rhönbussard was the only type taking part in the 1985 Meeting that could have been there in 1935. (Bruno Gumpert-Rhönbussard - Austria)

A typical day's operation (in 1985)

Rise at 5 a.m from homes, from the Hotel "Holiday" in Thun, and from the "Skylark" Gliding Club's workshop, where many slept, for cheapness, and believing that they were re-capturing more definitely the proper gliding camp atmosphere.
6 a.m. Move off with trailers of gliders to be flown on that day from Thun to the Lauterbrunnen Stechelberg helicopter field. Here the gliders were transferred from their trailers onto heavy steel frames with much padding. The frames were so heavy that they hung as dead weights beneath the helicopters with no swinging or rotation. On one occasion, the teams became so good at installing the gliders onto the frames, that they were able to retire for a coffee in Lauterbrunnen before the helicopter lift. The Alouette helicopters had to lift the gliders with reduced fuel load and had to fly close into the cliffs to try to find lift for better rates of climb. On the Jungfraujoch, gliders were removed from their frames and rigged with much assistance. Their pilots were supposed to direct operations and not to do any heavy lifting. Helpers then ascended to the Jungfraujoch via the mountain railway with free tickets, which normally cost about £30 return. After rigging, lunch was achieved, sitting at tables erected in the snow and pilots were to drink tea rather than wine.

After lunch, an average of four gliders were launched per day. Tables and chairs were then dismantled and tied down in the snow before descent started to Lauterbrunnen by train. Care had to be taken on the Joch to walk only in roped off areas, for, outside these were likely to be 200 ft. deep crevasses lightly covered with snow. It was unlikely that people could be rescued from these unfrozen... if alive, or at all.

Thus, the essentual movements of the earlier gliding camps were kept to, in that the base camp where training took place was Thun airfield, and that ascents were made from Lauterbrunnen via the railway, although gliders were not installed on the waggons.

The most outstanding aspect of these camps was that they were held in the most beautiful countryside, which could be described as heaven on earth. First, the journey started along the side of the Thun lake amid baroque scenery. Then, there was Lauterbrunnen with its towering cliffs and waterfalls. The slow ascent from Lauterbrunnen was at first amid trees and chalets. These gave way to a sunlit alpine landscape by the side of the huge mountains Jungfrau, Mönch and Eiger, and the sounds of cowbells, alpine horns and, occasionally, the roar of avalanches from the Eiger's glacier. These mountains must be among the most impressive in the world. After a change of trains at the Scheidegg, there began the ascent proper by the cog railway of the Jungfraubahn. There, high above, resplendent against the blue sky, could be seen ... our Start Point! After passing the Jungfrau sledge dog kennels, the railway passed into the tunnel within the Eiger, until its arrival at the 11,333 ft. Jungfraujoch. Here, the sudden change from the sun-drenched scenery below, to the most beautiful world of snow and ice, is nothing short of magic. Around were towering mountains, while between them, the Aletsch Glacier stretched away into the far distance. The Vintage Glider Club had clearly arrived in the land of the gods. Overall shone the sun from a hazeless blue sky. Down below, was another world. One only wondered whether gliders belonged here at all!

CAPTIONS TO PHOTOGRAPH

Left to right - Top to bottom

1. Peter Riedel before the Mönch. He was there with the Fafnir team in 1931, with the German team in 1935, when he flew a Rhönsperber and there, with us in 1985, when he flew a Ka 8 to Thun.
2. Alouette helicopter delivering a sailplane onto the Jungfraujoch.
3. Top - Werner Roth and "Phipps" Rothenbuhler who both own the Spalinger S.19 (1937 built).
4. Below. The Spalinger S.19 rigged. It had the luckiest start when only half the bungee rope worked. It was caught up in a small wooden post at a point half its length. The S.19 was coming down in the snow, stalled, when it started flying at a height of 1 metre and managed to get to the edge. Above and behind its tail can be seen a small line of tourists descending from the Sphinx.
5. The Rhonbussard (1937 built) is rigged and ready. This was the only sailplane type present in 1985 that was actually there in 1935, flown by Gumpert and others of the Austrian team.
6. Part of the Jungfrau's soaring slope. Crevasses were sometimes over 200 ft. deep, and if lightly covered with snow (as they often were) were very dangerous.
7. The Bungee retrieving two-stroke winch.
8. Peter Egger's Spalinger S.18 is gently restrained from running forward down the take-off ramp.

Jungfraujoch Fliegerlager (Notes from C. Wills)

Monday, 26.8.85 - Collect Rhönbussard from Zeuzach. It had been very kindly delivered there from Amlikon by Hugo Roth. Bad weather - rain. Between storms Ernst Walter - Mü 13d; Werner von Arx - Minimoa; W. Schwarzenbach - S.18 and Ka 8 have practice catapult starts. Ramp is not yet built on the Joch but material is said to be there. Bad weather has hindered preparations.

Tuesday, 27.8.85 - Today there is to be a "Grossaktion" on the Joch to assemble and build the wooden take-off ramp. Very cold on the Joch. High pressure 1025 millibars. Hard work in cold rarified air on the Joch. Wills has three practice starts with catapult at Thun, then is aerotowed for a thermal flight of two hours thirty minutes on his birthday. He finds that sustained flying at 7,000 asl is very cold. What can it be like on the 11,333 ft. Jungfraujoch? Also flying is Ka 6CR with Christine Kuenzler.

Wednesday, 28.8.85 - Pilatus - Christian Buchler. 2 Ka 8's and 1 Ka 6 (Christine Kunzler) successfully start by catapult from the Joch. After leaving the Jungfrau area, they are said to have reached heights of 7 and 8,000 ft. over hills near Thun. All landed at Thun.

Thursday, 29.8.86 - Started from Jungfraujoch were Ka 8 - Peter Riedel (veteran of International Jungfrau Contests in 1931 and 1935). Pilatus - Fritz Krähenbuhl. Cumulus - Jurgen Drayer and Rhönbussard - C. Wills. P. Riedel has a magnificent start but makes no attempt to soar the Jungfrau Massif. He flies away to the Mannlichen and finds lift over this but cannot stay in it. Nevertheless, he seems still to be at the same height as the Joch. He finally reaches Thun, where there is an 800 m inversion. He manages to find some lift over factories in the town, which delays his landing. Cumulus Pilatus - Fritz Krähenbuhl - has a bad start, not getting airborne from the ramp and hitting snow with his rear fuselage. The aircraft then rises gently, losing speed. When, luckily, he is beyond the edge, an attempted turn with no speed results in spin. This is recovered, but a spin starts in opposite direction. Still spinning, he descends below edge but is next seen flying away from the edge, having luckily recovered from second spin, pointing away from the mountain. Jurgen Dreyer is then launched in Cumulus and descends at once at a steep angle directly towards Interlaken military airfield. He always felt that the Cumulus' bad glide angle would never get him to Thun.

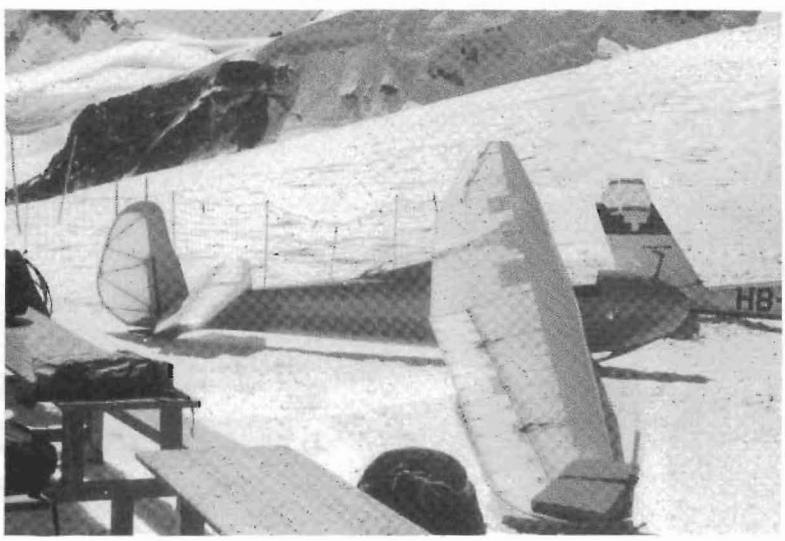










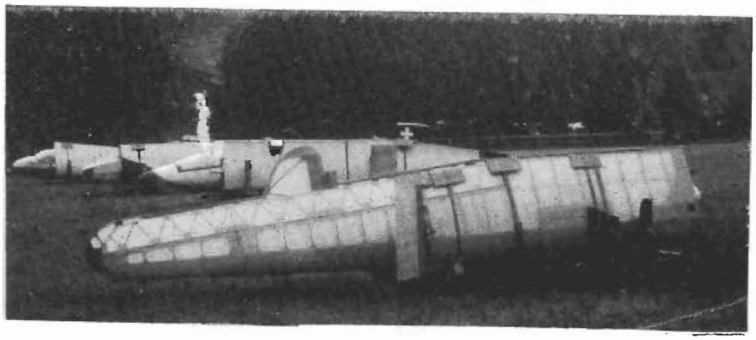

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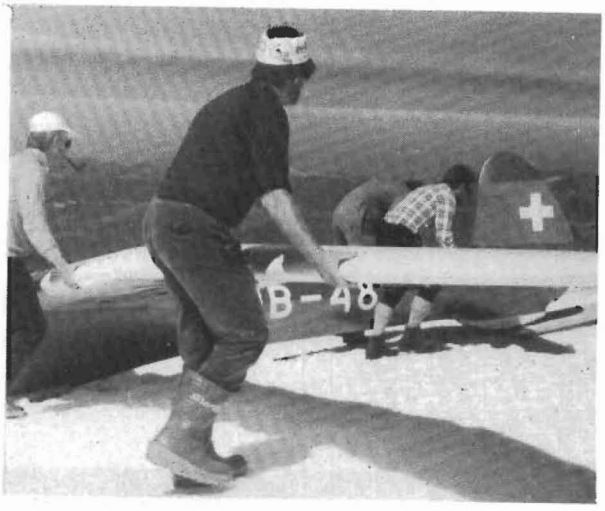


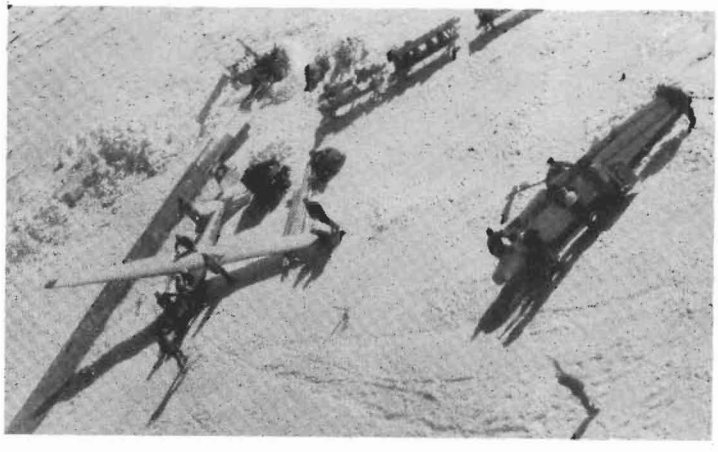

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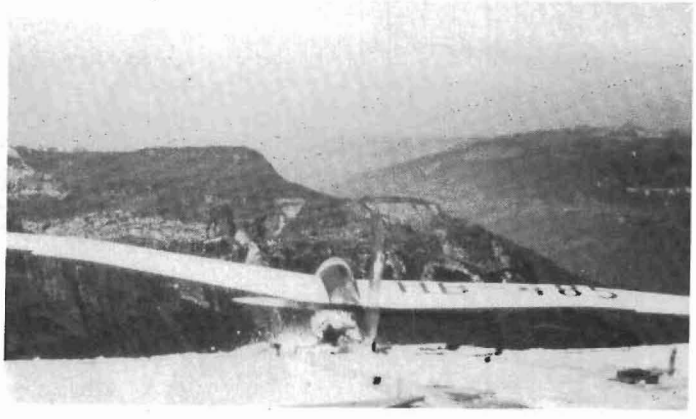




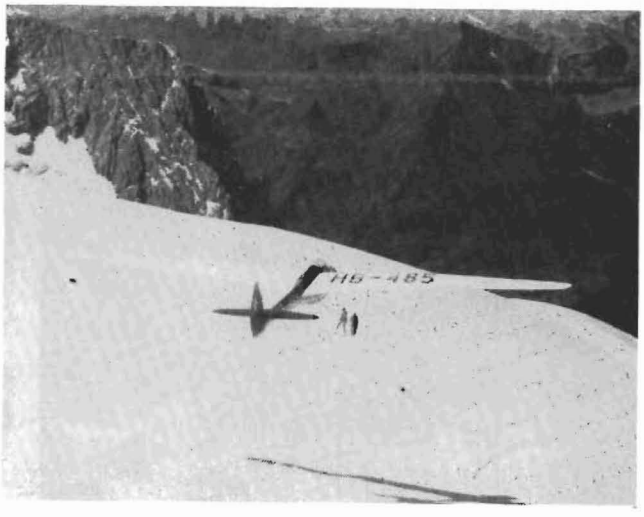

VINTAGE
GLIDER CLUB


B-48






D-629


HB-485

CAPTIONS TO PHOTOGRAPHS

Left to right - Top to bottom

1. A visit from the Holighaus family. Klaus Holighaus is second from left. Lauterbrunnen Stechelberg - early morning.
2. What Klaus Holighaus saw. Gliders loaded on frames waiting for helicopter lift at Lauterbrunnen Stechelberg. Teams eventually got so good at this that they had time afterwards to go to Lauterbrunnen for a coffee before the helicopters started lifting at about 9 a.m.
3. Three VGC members, Willy Schwarzenbach, C. Wills and Hansueli (Cheesly) Renz at Lauterbrunnen Stechelberg in the early morning.
4. Moving a Moswey 3 on the Jungfraujoch. Phippa Rothenbuhler left.
5. The Jungfraujoch launching point seen from above. Left - the wooden launching ramp. Behind it, the bungee retrieving winch installation. Ka 8 being made ready. Beside it, running diagonally - collapsible wooden tables where Kuchen and refreshments were had... before launching started.
6. A photograph which may say much. The very moment of launch of the Moswey 3 HB-485 flown by Hans-Peter Baumann. Before it is the Mannlichen, which is as high as the Jungfraujoch but has no snow. (Almost certainly a thermal source.) Thun lies in the far distance beyond the furthest hill. To the right is the valley down to Interlaken, 20 kms away. Above can be seen the faint dark line of an inversion, meaning that thermals must have gone that high on that day. Willy Schwarzenbach took off for his very good thermal flight to five times over 3,000 metres after this. The photograph recalls the roar of the ice beneath the skid before lift-off.
7. The unique, almost original Mü 13d, belonging to Ernst Walter, awaits take-off. Behind it is the home-built Ka 2 "Bazillus" which had some difficulties taking off if there was no head wind.
8. The Moswey 3 HB-485 is launched towards the slope. It can be seen that the bungee is no longer pulling.

Rhönbussard - C. Wills is then launched with a good start and sttempts to soar the Jungfrau's slope. Nothing but sink and turbulence was found. Roughly over Lauterbrunnen Valley a turn was made for Interlaken. The Jungfrau area was finally left with a loss of at least 900 metres height. Slopes facing wind were tried above Interlaken and towards Thun (these were blanketed by other slopes) and Thun was arrived at with little height. However, lift on the hills before Thun gave at least a 200 metre increase in height to allow for a dignified circuit before landing. Lift was also found over town's factories and military establishments. Before our take-offs, Thun had luckily been cleared for landing. Hitherto, Thursdays had been reserved for "live" ammunition firing from tanks, over the airfield. Interlaken fighter base was likely to produce security problems for foreigners. Bern, 60 kms away, is an international airport which needs prior permission, by radio clearance, for gliders to land. Temperature difference between Joch and Thun was very noticeable. Very hot at Thun and about 0 degrees on the Joch but, here, the weather had luckily become warmer. As it was, the Cumulus had a good reception at Interlaken.

Friday, 30.8.85 - Minimoa - von Arx
Mü - Ernst Walter
Moswey 3 - W. Fehr?
Ka 2b - W. Herm

All had very good starts and reached Thun.

Saturday, 31.8.85 - S.18 - Willi Schwarzenbach
S.18 - P. Egger
Moswey 3 - Hans Peter Baumann *
Pilatus B-4 - Hans Nietlispach **

All were launched early because of possible weather deterioration. Nietlispach landed at Thun but was aerotowed off again to land at Bern wedding to present two tickets for the Jungfraujoch to the married couple.

W. Schwarzenbach does best flight of meeting in his S.18, flying for 5 hrs. 20 mins. from 12.03 hrs. - 17.23 hrs, reaching 3,520 metres first over the rotating restaurant on the Piz Gloria on the Schilthorn. He then flew to an isolated mountain behind the Schilthorn and again climbed to over 3,000 metres by flying within 40 metres of the wall. He then returned to the Jungfrau Massif and passed just below the Joch to climb to over 3,000 metres again by the Eiger's wall, circling within 20 metres of the mountainside. He then climbed to over 3,000 metres twice again on his way to Thun. Hans-Peter Baumann tried to follow him in the Moswey but could not manage to fly so close to the mountain because of forward C of G position. Both Baumann and Nietlispach have been members of the Swiss National Team.

Sunday, 1.9.85 - Rest Day because of bad weather.

Monday, 2.9.85 - Press Day. Swiss Airforce Pilots' 1920 classical jazz band led by von Gunten (trumpet) plays us into Joch station and plays for us actually on the Joch during rigging and a "banquet lunch" which was assembled on tables in the snow.

Ka 8 - Alexander Stanojevic *
Ka 2 - Willi Baur *
Ka 8 - Olivier Liechti
Ka 8 - Martha Bachmann
S.19 - Werner Roth
Ka 8 - Frederico Blatter **

* Veteran of the 1935 International Contest
** From the Swiss International Team

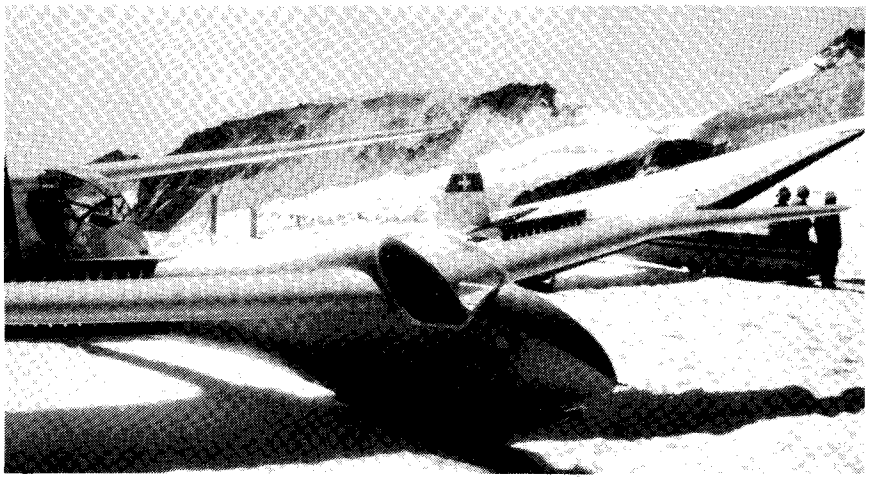
All make good launches except Willi Baur, solo in Ka 2, who groundloops twice because of insufficient forward speed and no headwind for take-off. The bravest start was made by Werner Roth in S.19. The catapult was only working for half its length, being caught halfway by a wooden post. The Spalinger was coming down, stalled, into the snow, but started flying at the last minute at 1 metre height, to proceed, ponderously, over the edge. Blatter also flies 5 hours but low on a slope. All landings from successful starts ended at Thun.

Owing to the Ka 2's unsuccessful last start, it was decided that tail wind conditions made further take-offs dangerous and so flying was stopped by Walter Mathyer. Unfortunately, the American, Jan Scott, was unable to have a launch. However, it is probable that further launches were made from the Joch by Walter Mathyer, etc. during the next week.

CAPTIONS TO PHOTOGRAPHS

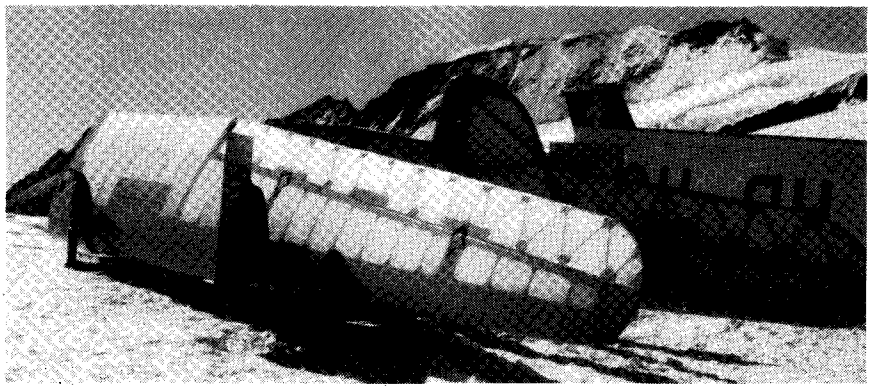
Top to bottom - left to right

1. The Moswey 3 (1944 built) in its very "proper" habitat. Behind it can be seen the unique airworthy almost original Mu 13d belonging to Ernst Walter.
2. Peter Riedel. Far below can be seen Cumuli.
3. Willy Schwarzenbach, who had the best flight.
4. The 1937 Schleicher built Rhönbussard (C. Wills) awaiting rigging, still on its frame on which it had been delivered by helicopter from Lauterbrunnen below.
5. Peter Riedel left. Right is Walter Mathyer of the Rhun gliding club who, with great patience, organised the meeting.
6. The start of Willy Schwarzenbach for his great flight in his S.18 (1943 built).
7. A scene of furious activity on the Jungfraujoch. We are afraid to say that only the Spalinger S.19 on this day was truly vintage.
8. Jurgen Dreyer who flew his open Cumulus from the Jungfraujoch to the Interlaken military airfield (Wilderswill) where he was apparently sympathetically received.

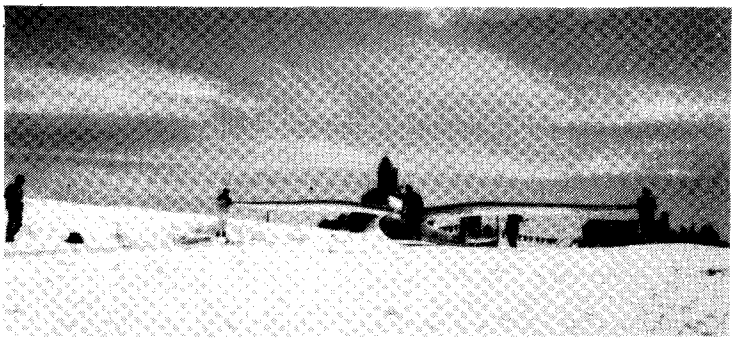




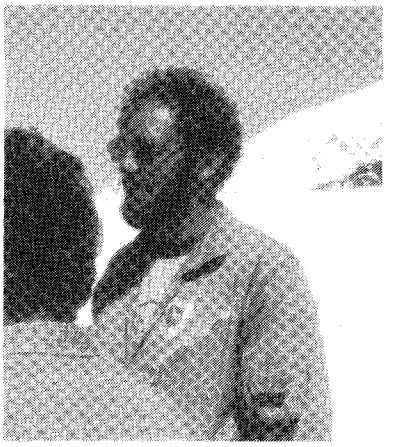


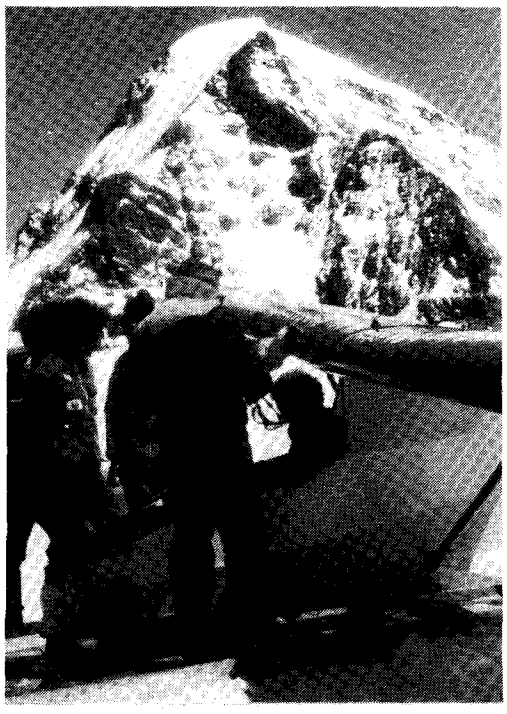








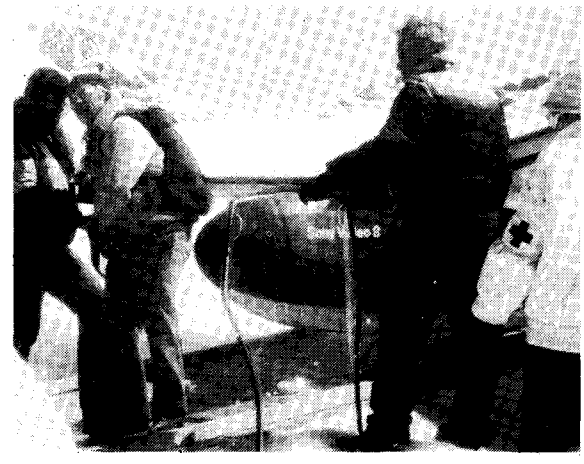




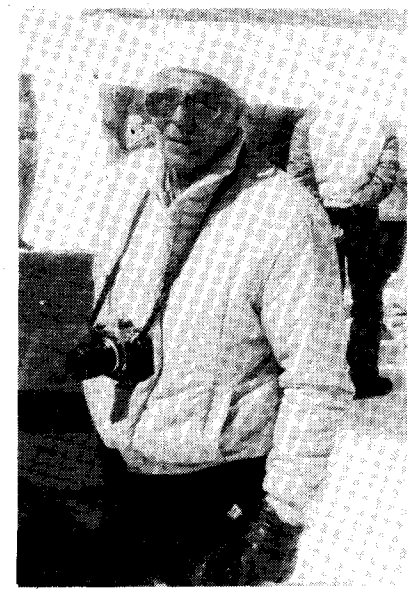

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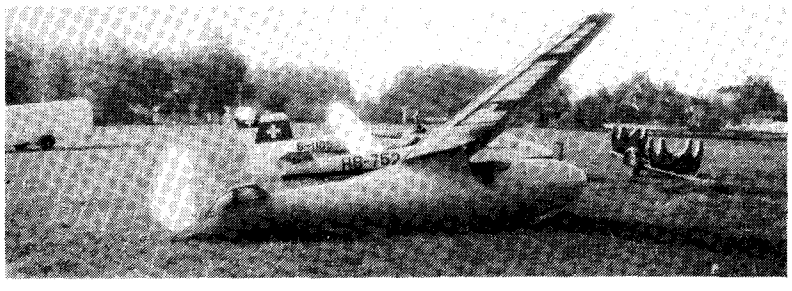











HB-1592

CAPTIONS TO PHOTOGRAPHS

Left to right - Top to bottom

1. Jurgen Dreyer prepares to start in his open Cumulus from the Jungfraujoch. The Mönch is behind him.
2. The Cumulus (a post 1950 improvement of the Grunau Baby). Behind can be seen the Eiger mountain. Its famous North Face is on the other side of the edge, above the Cumulus' wing.
3. Werner von Arx's Minimoa 36 is made ready on the ramp. On the right, above its wing tip, can be seen the Jungfrau's weather observatory.
4. The full scale Swiss Airforce 1920's classical jazz band, complete with drums and piano, in the snow. All members were in old-time leather flying suits and helmets. Jan Scott and Peter Riedel felt at home.
5. Werner von Arx putting on his parachute before his departure. The Minimoa 36 is already on the ramp.
6. The old-time Swiss Airforce jazz band. Second from right can be seen Pilot Officer Rudolf von Gunten, one of the inspirers of the meeting.
7. The old-time Swiss Gliding ace Willy Baur. He took part in the 1935 International Contest with Spyr 3. In 1936 he took part in the Berlin Olympic Trials, and flew his Spyr 3 in the 1937 International Contest on the Wasserkuppe. At the age of 79 he again flew in the 1985 event.
8. After it all, the Rhönbussard has reached Thun 40 km away, in the sweltering heat, compared with the slightly cooler temperature, on the 11,333 ft. Jungfraujoch, from where it had taken off over an hour before.

Dr. Nickel at Thun

It must be stressed that this is only a remembered conversation between Dr. Nickel, the flying wing expert, and C. Wills outside the Skylark Gliding Club at Thun in late August. If any points are not accurate, we would gladly be corrected.

Dr. Nickel started flying Hortens (the prone piloted 3f) in 1944 and is now being consulted concerning the new Flying Wing being designed and built by the Akaflieg Braunschweig (Brunswick).

Dr. Nickel I don't recommend anybody to attempt to revive the Horten 6. The machine had flutter at high speed and bad stall characteristics at low speed, and therefore, had a very narrow speed range."

C. Wills "But surely, can't you be referring to the Horten 4b with the Mustang profile?"

Dr. Nickel "No, that was even worse with a still narrower speed range. My good friend, Hermann Strebel, was killed in that one.

C. Wills "Oh dear, we had alw ays hoped that in 1944 the Hortens with their Horten 6 had managed to produce their final victory; A tailless glider with a 15% better performance over a conventional machine with the same aspect ratio".

Dr. Nickel "No, this was not so. However, I think that the Horten 4 had possibilities and, of course, the Horten 3's had very good flying characteristics."

C. Wills "I have recently flown an AV.36 Fauvel flying wing and was impressed with its stability, especially that of pitch, which is not said to be very good. I suppose the Hortens were better in this respect?"

Dr. Nickel "Yes, because of their sweep-back, giving them longer disposable C of G range, the Hortens were better in pitch than the Fauvels."

C. Wills "Was it true that the Horten 3's were improved with more wing loading?"

Dr. Nickel "Yes, certainly the first Horten 3's had very light wing loadings." (These took part in 1938 and 1939 Rhön Contests...CW.)

C. Wills "How is the new Braunschweig flying wing coming on? I have heard that there are some stability problems."

Dr. Nickel "That is the first that I have heard of them."



rau-Region

berner oberland

Gliding Camp Jungfraujoch 1985

Conclusions

We were there to celebrate a 50th anniversary of the 1935 Contest with a non competitive one flight each, from which all landings were to be made on the Thun airfield, 37 kms away. This represented a difference of height of about 9,800 ft. to fly less than 23 miles. A Grunau Baby should be able to do 17 miles in still air from a little over 5,000 ft. and therefore Thun should have been within range for GB's in 1935, and the Cumulus, in 1985, providing there was no head wind, or sink. In the event, the GB's in 1935 never got to Thun and always landed at Interlaken. In 1985, the Cumulus, a modified Grunau Baby, did this also. In 1935, the Komar twice got to Thun.

However, it can be noticed that the 1985 pilots, in spite of having some of the top pilots of Switzerland among them, did not, with one exception, put up performances comparable with those of the 1935 heroes.

Dittmar's and Gumpert's climbs in Condor 2 and Rhönbussard, of over 1,000m above the Joch would have put them above the top of the Jungfrau. It is evident that the thermals will go as high as the top of an inversion, and no higher. At no time in 1985, during the few days we were there, did the inversion ever get higher than the Jungfraujoch, and once seemed to be at only 700m above Thun. Such a variation of inversion height from one day to the next is incredible. We are very glad that, on the day the inversion level was, we believe, as high as the Joch, our member, Willi Schwarzenbach, with his S.18 was able to have a 5 hr. 40 mins. flight, rising five times to heights of over 3,000m before descending to Thun. His flight, which included circling the Piz Gloria, a rotating restaurant, on top of the Schilthorn, and a mountain behind it, before returning to the Joch and the Eiger's wall, was the best of the week, in spite of participation by some of Switzerland's leading pilots, and rivalled those set up by the 1935 heroes. The lift could only be stayed in by circling very close to the mountain faces.

Although the champions of Switzerland had come forth to do battle with us on the Jungfrau, our member Willi Schwarzenbach, was best. It seems that alpine soaring requires a steady nerve, the lift being very close into sunny and windward slopes. In NW winds, the sunny, windward slopes were almost all masked by other slopes on one side of the Thun lake. On the other side, the wind would have had to come over the lake before pushing thermals up the slopes. However, Willi did find other thermals to over 3,000 metres along these slopes on the way to Thun.

We are glad that, in spite of disquietening premonitions about the safety of the whole operation, the Gliding Camp on the Jungfraujoch in 1985 was not dangerous and none of the aircraft were damaged. About the financial and advertising success of the enterprise, we are not sure. Not many tourists watched the glider launches and the television film did not seem, we thought, to be very suitable for non-gliding audiences and may not have been sold to foreign TV, for showing to German speaking audiences, or, dubbed..... to other audiences.

We were very privileged to be allowed by the Swiss to experience one of their high alpine gliding camps. Some of us have now had our appetites whetted for further alpine soaring and hope that we shall be invited again. It was clear that we were celebrating the 50th Anniversary of one of the most incredible gliding contests of all time, held in a snow paradise landscape, with the real world and its trouble far below.

BRITISH NEWS

Hütter 17A BGA321

David Almey of Peterborough Sailplanes reports that he has restored fuselage, tailplane, elevator, rudder and ailerons but has still to do the wings which will need new leading edge D-box plywood covering. Expected completion date is late 1986 soaring season. The restoration has been delayed due to David Almey and Peterborough Sailplanes having ever increasing work load.

Kranich 2a BGA 1092 (crashed during the Thun International Vintage Rally)

David now has no time to repair this and would sell it for the price of his outlay to a good owner. The Kranich's wings need very much work. BGA1092 is a 1943 Swedish-built Kranich with upper wing surface drag spoilers (no air brakes or elevator trim). Fuselage and tailplane, rudder and elevator are repaired. Fuselage has a built-in landing wheel.

RAFGSA Restorations

We have had a report that two RAF men are restoring a primary glider of unconfirmed type (we suspect it is an SG.38) at Gatow Airfield, Berlin. They are to contact us.

At RAF Dishforth (Yorkshire) GSA members are repairing the Eon Eton (SG.38) Primary glider that was damaged there. They have already restored a Tutor, and Lee Hood has an airworthy Schleicher Ka 2 Rhönschwalbe there.

The Great Sales

So far, four sales have taken place. Indications are (from March 86) that more sales are to take place during 1986 of Sedberghs (T.21b's), Cadet Mk.3's (T.31's) and Grasshoppers, during 1986.

DFS Meise BGA 449

Gordon Camp's 1986/7 British Soaring Year Book, which is published by the B.G.A., indicates that BGA 449, which for long we have thought was broken beyond repair, in Truro, Cornwall, has had its C of A renewed. This is a very pleasant surprise for us. It was one of three war-time German Meises which came to Britain in 1945 (to Farnborough for testing). One was received into the Royal Navy, the other was beyond repair... (to Elliotts of Newbury for examination) the other, which received the BGA No. 449, was allocated to the Newcastle G.C., where it was considerably rebuilt. First owned by Andy Coulson, it then passed onto Frank Foster, who had previously owned the Rhönbussard BGA 337. Afterwards, it was owned by a syndicate at Dunstable before going to Cornwall to be owned by L.S. Philips (14A Kenwyn Street, Truro). We would gladly receive confirmation that this last war-time Meise is in fact again airworthy and hope that it will participate in our rallies.

Lecture by Hans Zacher on German Akafliegs at the Royal Aeronautical Society on the 21st April was a success. To cover every aspect of the Akafliegs' work over the period from 1921 until to date was a hard task in such a short time. This was accomplished with the aid of black/white transparencies projected on a screen. The lecture was organised by Dick Stratton and was attended by an absolute phalanx of British gliding's hierarchy from the post-war period. The VGC was represented by Dick Stratton, Ann Welch, Frank Irving, Max Bacon, Len Larkin, Bill Manuel, Mike Beach, Francis Russell, C. Wills, Doug Jones, David Carrow and many others. The most important Akaflieg designs were shown with the exception of the Rheinland, which was referred to. Mike Beach was able to present Hans Zacher with colour slides of his Rheinland so that it could be revealed to audiences in future. Hans Zacher is to be congratulated on presenting a most interesting lecture in English with a remarkable number of technical terms. The lecture was wound up with the Brunswick Akaflieg's "Flutter film" showing induced flutter on the SB-9. Our machines could not do that!

The German film "Heimat" (Homeland) was shown in April in all its twelve instalments on British television. The fifth instalment contained a 1939 NSFK course on the Wasserkuppe with shots taken in the Ehrenhalle during the announcement of the invasion of Poland by Adolf Hitler. The stained glass window recently restored by organisation of our members Otto Bellinger and the late Hermann Steinle added atmosphere to the general scene. Shots taken in the other direction could not have been from the door of the Ehrenhalle. Then followed scenes of the Rhön countryside and of SG.38's flying, alas not in NSFK markings. We imagine that they were taken during the 1950's when

SG.38's were still in use for initiation training there. The fifth instalment ended with a heart-rending scene of the entire course lined up before the Fliegerdenkmal. Luckily, the Wasserkuppe still has original buildings as background, etc., so that the film would not have needed any built-up stage scenery for the gliding sequence. We only wish that period film could have been used for the SG.38's, as it had been for the Mercedes Benz and Auto Union Grand Prix Racing in the previous instalment.

The Nord 2000 (Meise) at Wycombe Air Park has now changed ownership to Martin Breen and Bruce Sinclair. This is BGA 2534 (ex F-CAIU) and it received its first BGA C of A in July 1979. Three other N.2000's are believed to be in Britain. One of these is BGA 2683, which (formerly F-CAIV) gained its BGA C of A in July 1980. This is believed to belong to N. Allcoats at Strubby. F-CAIU is believed to have originally come from Angers.

Vintage Gliders at Wycombe Air Park

The fleet here should eventually consist of T.21, BGA Prefect, BGA ; Mg 19a, BGA 2903; Rhönbussard, BGA 337; Rheinland, BGA 1711; Gull 3, BGA 643; N.2000, BGA 2534; Krajanek, BGA 655. These eight gliders should make W.A.P. very vintage glider minded. We hope that Lasham will follow after our International Rally there in August.

Vintage Glider Days at W.A.P.

Vintage Glider Club members and their machines will be made welcome there every Monday, when Mike Beach will be on site as an instructor (weather permitting). If possible, please communicate before arrival with Mike Beach, Tel: 01 892 9975, or Chris Wills, Tel: 0491 39245, so at least someone can be there to welcome you and help you rig.

Eon "Eton" (S.G.38)

Geoff Moore has now finished the woodwork on this and it has been taken to the London Sailplanes' workshop to be aorolene covered. How he has managed to find time for this and be our Rally Secretary and to do a full time job is hard to imagine. He reports that there is good progress on the Dagling Primary also.

Prefect BGA 2333 formerly belonging to Bob Sharman, has now been sold to John Grey of 152 Town Lane, Benington, Hertford, Herts., whom we are very pleased to welcome as a member.

Mike Beach wishes the following information to be known about his aircraft which he is currently restoring.

Gull 3/Kittiwake

1. First flew in 1940.
2. Log book issued in October 1944, when it was sold to Prince Bira of Siam. Name on Log Book cover was Kittiwake.
3. In 1949 Hawkridge serviced the glider and changed the canopy to one piece. It had had a built-up canopy similar to Reiher before. The glider was not rebuilt by Hawkridge.
4. Norman Ellison is wrong. The glider's empty weight was always around 420 lbs. The three-view in his book "British Gliders and Sailplanes" has no resemblance to actual shape.
5. It appears popular usage caused the glider to be named Gull 3.
6. Photos (via Barry Gould in Bahamas) recently found, show Bira in glider at Heston in 1945 with the name Kittiwake on its (fuselage) side and R.A.F. roundels (and built up canopy).

"Please don't shoot the pianist, he has done his best"

Norman Ellison has probably quoted the design's calculated weight before the aircraft flew. This was often done and not only by Slingsby (in our opinion). The three view drawing in the book "British Gliders and Sailplanes 1922 - 1970" was one taken from "Sailplane", and shows the Gull 3 as it was to be produced after the war. Fred Slingsby often designed in the current fashion of the time. He had been to the International Contest in 1937 on the Wasserkuppe and had been quite "carried away" with the Reiher. Therefore Gull 1, Gull 2, Petrel, King Kite and Gull 3 all had to have similar noses to the Reiher. After 1945, the Weihe and Meise were the fashion. Therefore, the Gull 3, which was to be produced at that time, was to have a stepped canopy. However, unfortunately, both Weihe and Meise did not have gulled wings. Therefore, the Gull had to be changed in this fashion. The result was the Gull IV. Norman Ellison had done his best... and, in our opinion, it was a very good best. Where would we be without his book "British Gliders and Sailplanes 1922 - 1970"? Darkness would be throughout the land... even more than it is already! The pity of it is... that his book has been out of print for years and copies are worth their weight in gold. If we all could leave behind things so good as Norman Ellison's book, Peter Riedel's books and Bill Manuel's Wren, the world would be a better place. They are artists.

Jack Dewsbury

One of the last acts of this, the cruellest, wettest and coldest of springs, was to carry off Jack Dewsbury, as it did thousands of others, through pneumonia. He had previously had heart attacks. He was 80 years old.

Jack had started gliding in 1931 and became one of the finest natural pilots in Britain. In 1932, when Philip and Kitty Wills were once nearing Dunstable, they saw a glider at cloudbase. Until that time there had been almost no thermal soaring, except by Kronfeld, in England. It was Jack. When Philip Wills asked him why he had not gone cross-country, he replied "Why, I was having fun as it was." There had been no cross-countries in Britain except those by Kronfeld. Paperwork and regulations were anathema to Jack, who probably never bothered with any Gliding Badge flights. However, in 1934, he flew the Blue Wren 37 and 31 miles.

Jack Dewsbury was a Yorkshireman and took part with a Scud 2, with Mungo Buxton, at the March 1934 Easter Meeting at Ingleby Greenhow. A hut was made shipshape at the top of the old incline and a roaring fire was kept going day and night, around which members slept and ate. Dewsbury reached 1,750 ft. and 6 hrs. 21 mins. were flown in one day. In July 1934, there was a soaring expedition to North Wales and Dewsbury flew the Blue Wren, in return for taking it there. Eric Collins was there also, flying a Falcon. This was not to be the last of Jack's flying the Blue Wren, as he flew it in the 1934 British Nationals at Sutton Bank. At Dunstable, Jack was the only one to soar a Dagling in hill lift. It had been modified with a canvas nacelle and was henceforth known at the Dewsbury Dagling. Jack took part in the 1935 National Contests at Sutton Bank flying a Rhönbussard, which he owned with Kit Nicholson and R.P. Cooper. In 1935 he tested the Scud 3 motorglider (auxiliary) climbing under power to 2,500 ft. in 17 minutes. Then, retracting the engine, he was unable to soar as it was late evening, and there were no thermals about.

At one time Jack was doing so much soaring that people thought he was in danger of growing feathers like a bird. He became owner with Philip Cooper, Kit Nicholson and Philip Gardiner of the Rhönsperber BGA 260. It was in this machine that he made an extraordinary flight from a bungee launch off Roundway Down near Bristol to a landing in Essex, having passed over Heathrow and London, which happened to be in the way. This flight, which was probably the best he ever made, went unreported, as was his custom. He spent the war years in the Royal Navy (as did Kit Nicholson).

After the war, the increased regimentation, etc. of British gliding put him off, although he did try to do some. Within the last years, when he was 78 years old, he tried again. Unfortunately, he found the use of the new powerful airbrakes hard to learn. In his day, gliders had no airbrakes, and, if they had spoilers, they were almost useless. Even in spite of these, he was able to land the Rhönsperber on a rock strewn few square yards, somewhere behind the Derby & Lancs. Club's clubhouse. Thus, he moved from Booker to Lasham, where Derek Piggott sent him solo. In a Ka 18 he achieved a greater height than he had ever achieved before the war.... and he had held the height record at that time! In 1980, the sight of his beloved Rhönsperber flying again at Lasham, after having been derelict since 1940, quite overcame him.

Finally, the inevitable happened. Jack was very sensitive and easily upset. Although he was quite determined to spend his life's savings on a fibreglass glider, someone at Lasham criticised him for the final part of a circuit.... and he left gliding for good. Thus has passed one of Britain's glider pilots from the very distant past..... and someone who flew for fun. Our condolences go to his wife and to his many friends.

DUTCH NEWS

If C. Wills' understanding of Dutch is correct (which it is not always) Bob Persyn has organised the removal from England of no less than two T.21's and four T.31's. It would now seem, therefore, that there are seven T.31's in Holland, all having arrived there during the last year. As, possibly, only two of them have BGA Certificates of Airworthiness, we imagine that the Dutch airworthiness authorities must be taking notice of the proceedings. We believe more T.31's should be soon available in Britain, it would seem that buyers hoping to obtain one might do worse than contact Bob Persyn to find out if he needs them all! Bob's address is: B.C. Persyn, Mauritslaan 9, 1211 JX Hilsersum, Holland. We believe that Bob is building a new 1936 Minimoa.

GERMAN NEWS - An Airworthiness Authority for Vintage Gliders?

As the LBA requires considerable time and money to Certificate "new" vintage gliders, it might be possible for them to gain C's of A, through the Oskar Ursinus Vereinigung, an organisation which has been set up to award "experimental" category C's of A.

The Münster Oldtimer Club's Goevier 2 is now airworthy again after its general overhaul and should be present at our international rallies. The work was largely undertaken by our founder member Paul Serries. He has been with us at every international rally since 1973 (our first one) and he has now completed this tremendous labour. We have heard that Munster's Minimoa and Goevier 2 will both come to our international rallies this year at Dunstable and Lasham.

Heinz Nierholz, owner of a Mü 13D-3, who wishes to come to England for the international rallies, has discovered an Olympia Meise in Burgenland (near Vienna), Austria. He wishes to find a co-owner for it, presumably near his home. His address is: 7823 Bonndorf, Im Tännle 7, West Germany. The Meise has not flown for ten years and has no trailer. It has been stored in a heated hangar and is theoretically airworthy.

That the Oldtimer glider movement in Germany is not dying and is continually receiving new impetus is evident from the following:

A Meise

Willi and Gert Baumann, father and son (Friedhofstrasse 19A, Michelstadt-Odenwald, West Germany, Tel. 6061 78500) have as a hobby the restoring to flying condition of historical and very old gliders. They have a club of some 200 pilots in the gliding field of Vielbrunn. They have restored an Olympia Meise. Willi has taken an LBA Course to repair or modify all gliders and is now a qualified inspector.

Ka-3 and Scheibe Sperber

Udo Thomale in Buckeburg has, since 1982, been restoring this 10m span steel-tube fuselaged Kaiser design, from 1954. At last it is finished, painted white, with red sunburst aerobatic colour scheme on its wings and tailplane. It has now a special C of A. So that it should remain for future generations, he has built a fibreglass trailer for it. Udo loves old gliders, having flown a Grunau Baby for many hours (and his Silver C 50 kms). He has owned the machine for ten years but for financial reasons he could not start its repair until four years ago. He was so enthused by this restoration, that he has now bought a side-by-side two-seater Scheibe Sperber and means to restore this one too. Only six Sperbers were ever built.

The Ka 3, which is a steel fuselaged Ka I, is in the same class as a Hütter H.17. It has struts. It belongs to the practical, light, cheap, generation of German gliders that were designed for the reborn German gliding movement after 1951.

SWISS NEWS

Marriage

Ruth Rieder and Hansueli Renz "Cheesly" have announced that they are to be married on 28th June 1986 in the Reformed Church at Burglen. We send them our warmest congratulations and best wishes for the future. We now understand why Cheesly has bought the two-seater C.25S. His address is: Bahnhofstrasse II, 8575 Bürglen. The announcement was received in Swiss German.

The Oldtimer Club Schänis

We are pleased that some of their members have joined us and welcome them on board. We believe that their club has at least the ex-Willi Bischof Moswey 3 and a Grunau Baby 2b.

4,200 ft. in an S.G.38 Open Primary Trainer from "The Sailplane" Sept. 1948

by Edgar Basham (of B.A.F.O.)

Sgt. Basham is a member of the Lüneburg Gliding Club and began gliding in July 1947. He obtained his Silver C at Oerlinghausen in March this year and has completed 80 hours of gliding.

"The following took place at Lüneburg, Germany, on Sunday 25th July 1948. It was a good soaring day, as the following met. gen. indicates.
Wind - 5-8 mph and 3/10ths cu. - Bases - 5-6,000 ft. Lapse Rate 5 degrees.
The Kranich, Meise and our two Grunaus were well away at between 4 and 5,000 ft. above the town.

It was my turn to fly. The cable had been retrieved and the only machine left on the ground was the open S.G.38 Primary Trainer with no instruments, and so, once again I decided to have a crack at thermal soaring the broomstick. As I strapped myself in, or rather on, the Primary, I thought of my previous attempts to soar it. I am afraid that these met with little success, as apart from delaying my descent for an extra minute or two, by making a few turns in areas of lift, I'd never achieved more than 5 minutes.

After casting off from the winch launch at about 800 ft. I felt a slight push under my left wing and I started doing fairly shallow left-hand turns of about 30 degrees. Having completed about a dozen turns or so, I found that I had drifted down to the take-off end of the airfield. I seemed to have maintained height or possibly gained a little, but it was difficult to tell at this stage. At the expense of losing the thermal, I decided to change my direction of turn, hoping that this would give me extra lift, I swung out of the left turn into a right, for about 270 degrees. Then I straightened out for two or three seconds to get back into my original position. As soon as I felt myself back in the thermal, I started the right-hand turn again.

I carried on like this for a while, keeping my turns as constant as possible. According to the noise of the airflow and the uneven pressures on the seat of my pants, I was not in the centre of the thermal, but, by a little gentle manoevering, I managed to get everything smooth, and the lift constant, throughout the turns. Sure enough, I was gradually climbing away from the airfield, and also drifting gently downwind. I estimated that a 'dead duck' would just about make the airfield from my position and so, I calculated that I stood a fair chance in the Primary. I continued doing smooth and even turns (at least there was no turn & slip indicator to prove that I was not) for about five minutes, when two Grunaus appeared quite close to me. Then the Meise, followed by the Kranich, arrived. Whether they were sight-seeing, or expecting to find a terrific thermal, I did not know, but, anyhow, I tried out my new camera on them, while I gripped the stick between my knees. I made nearly thirty exposures, half of which did not come out. (I told you that it was a new camera.) Then, experiencing that sinking feeling, I realised that I had lost the thermal, I started heading back towards the aerodrome, which was about two miles away by this time.

I had been flying straight for nearly a minute when I felt lift under my right wing. I automatically turned her. She felt O.K., and I thought that she was going up, but, at that height, it was difficult to judge. It looked as if a 'dead duck' was going to be pushed to make the airfield, so I headed for home. After a few anxious moments of trying to estimate the penetration of an S.G.38, I found that it was better than I anticipated and arrived over my take-off with several hundred feet to spare. I touched down a few hundred feet from where I had taken off, after being airborne for 31 minutes. It was not until the other pilots, two of them official observers, landed, that I learned that I had climbed to 4,200 ft."

British Performance Tests

These tests on Weihe, Eon Olympia and Gull 4 sailplanes were carried out as part of a contract placed with the British Gliding Association by the Ministry of Supply for flight testing a number of British and foreign designs. No.1 Test Group at Redhill tested the Weihe and Gull 4. No.3 Test Group at Bristol tested the Eon Olympia. The Weihe was JS built (BGA 448) in 1943. The aircraft were standard factory built sailplanes with no special sealing to improve aerodynamics. They were kept clean but were not polished. Three Eon Olympias were tested. Two of them had landing wheels. The third was a Mk.I with landing skid. One of the wheeled Olympias had taken part in the 1948 World Championships at Samedan, Switzerland, being flown by Lorne Welch of the British Team. Calm conditions in early mornings and late evenings were used for the tests.

Type	Min. Sink.	Max. L/D.
JS Weihe	1.98 ft./sec. at 39 mph E.A.S. or 38 mph I.A.S.	1 in 29.2 at 42 mph (70 kph) or 41 mph I.A.S. (Indicated Air Speed)
Eon Olympia	2.7 ft./sec. at 40 mph E.A.S. 40 mph I.A.S. (65 kph)	I: 22.5 at 49 mph E.A.S. 50 mph I.A.S. (80 kph)
Gull 4	2.6 ft./sec. at 42 mph E.A.S. 40.5 mph I.A.S.	I/24.2 at 45 mph E.A.S. or 44 mph I.A.S.

Figures relate to minimum speed of tests. True minimum rate of sink is probably a little less at a slightly lower forward speed.

From: "Gliding" Spring 1951

Who are we to question the Gods? But:-

1. We wonder why the Eon Olympia was tested for max. L/D at 49 mph, when the German Meise's max. L/D was stated (from German tests) as 1/25.5 at 69 kph (40 mph approx.)?

2. Could it be that air over Nymphsfield was perpetually sinking and the air over Redhill was not? It was a pity that the Eon Olympia could not have been tested by No.1 Test Group at Redhill, which had achieved performance figures for the Weihe comparable to those obtained by the Germans (i.e. the right L/D at the right speed). Performance figures achieved by No.1 Test Group for the Gull 4 seems to us to be well possible although these are slightly less than those claimed by the Germans for the Meise.

3. Are we to assume that the German figures for their Meise are too high, or are we to assume that the Eon Olympia's performance was considerably less good than that of its German counterpart?

The whole question of max. theoretical and max. practical L/Ds comes again to the fore. We remember when a Kranich 2 (max. L/D tested at 1/23.5) was comparing well in a competition during straight glide-outs against a Pirat (max. L/D:- 1/31) and a Skylark 3 (1/36). So much so, that the pilots in the competition threatened to march to the BGA to demand a higher handicap for the Kranich!

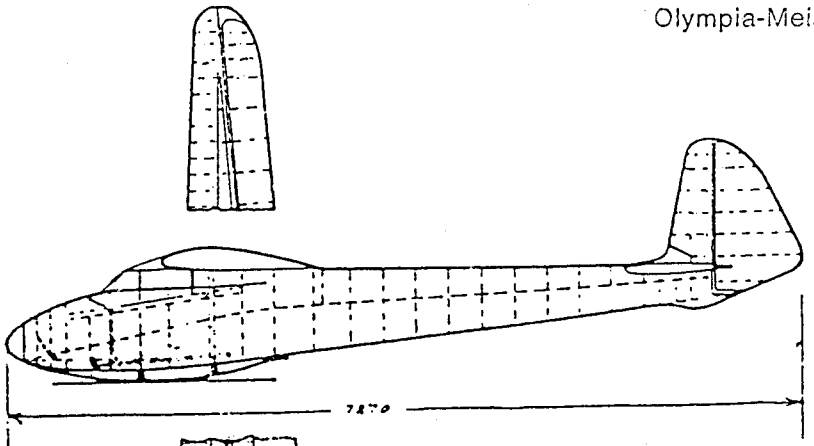
French Performance Tests

Taken from a special edition of AVIASPORT, these are only 1/22.8 for the Nord N.2000 Olympia and 1/22.2 for their VMA 200 Milan (Weihe). We don't understand how they could have conceived that their Meise was better than their Weihe!

American Performance Tests

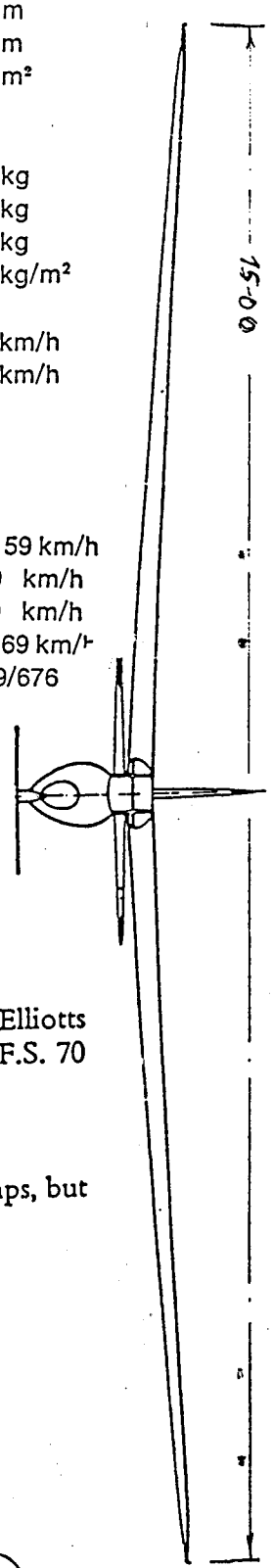
The max. L/D for a Weihe in the USA was given at 1/31. Even if the US aircraft was "cleaned up" with filler, etc., there is a tremendous difference between 1/31 and 1/22.2.

We wonder if some of the European performance claims for these German designs were not influenced by the hoped for sale of National Products, not that we wish to hurt anyone's feelings by suggesting this.



Olympia-Meise

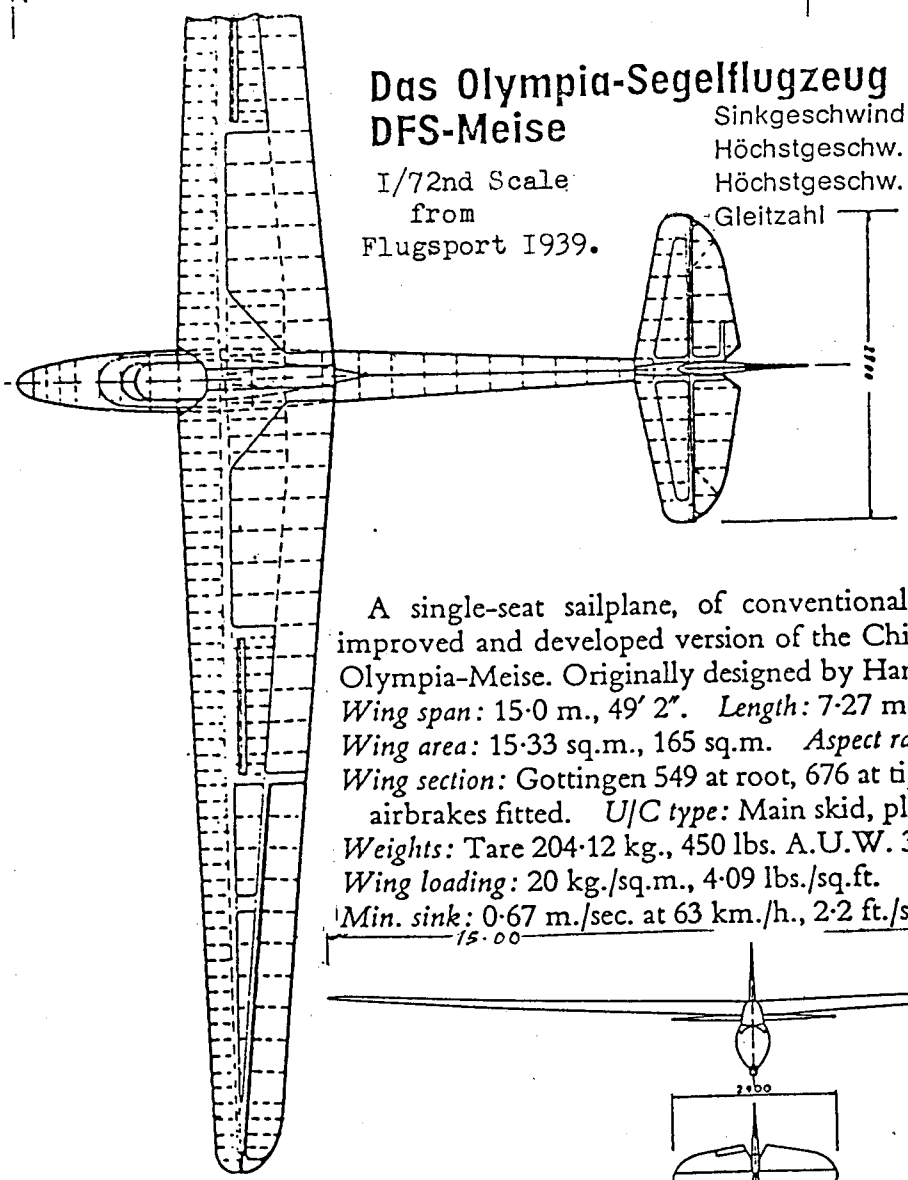
Spannweite .	15,00	m
Länge . .	7,27	m
Flügelfläche .	15,00	m²
Seitenverhältnis .	15	
Gewichte (weights)		
Rüstgewicht . .	160,00	kg
Zuladung . . .	95,00	kg
Fluggewicht . .	255,00	kg
Flächenbelastung	17,00	kg/m²
Mindestgeschwindigkeit	55,00	km/h
Höchstgeschwindigkeit	220,00	km/h



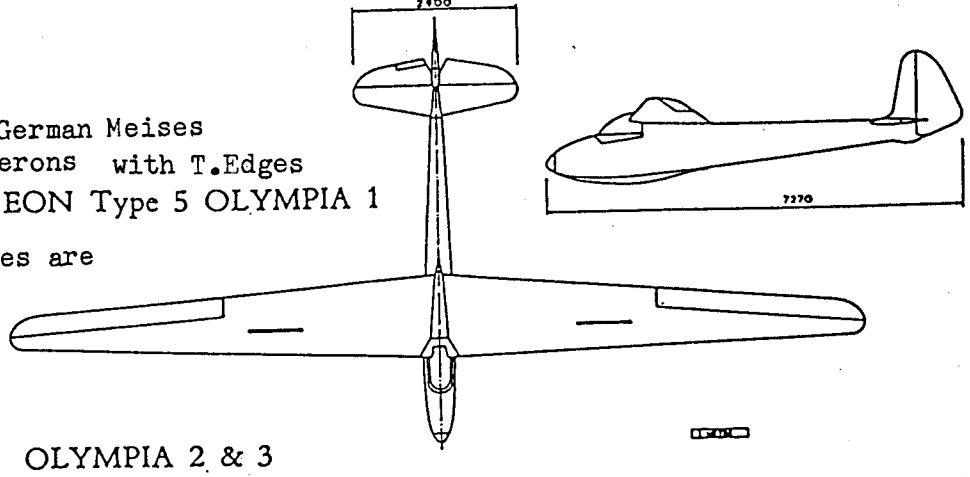
Das Olympia-Segelflugzeug DFS-Meise

I/72nd Scale
from
Flugsport I939.

Sinkgeschwindigkeit	0,67 m/sec bei 59 km/h
Höchstgeschw. im Windenschlepp	80,00 km/h
Höchstgeschw. im Flugzeugschlepp	100,00 km/h
Gleitzahl	25,5 bei 69 km/h
	Gö 549/676



A single-seat sailplane, of conventional wooden construction, Elliotts improved and developed version of the Chilton Olympia and the D.F.S. 70 Olympia-Meise. Originally designed by Hans Jacobs in 1939.
Wing span: 15·0 m., 49′ 2″. *Length:* 7·27 m., 23′ 10″.
Wing area: 15·33 sq.m., 165 sq.m. *Aspect ratio:* 15.
Wing section: Gottingen 549 at root, 676 at tip. Cantilever wing. No flaps, but airbrakes fitted. *U/C type:* Main skid, plus tail skid.
Weights: Tare 204·12 kg., 450 lbs. A.U.W. 303·9 kg., 670 lbs.
Wing loading: 20 kg./sq.m., 4·09 lbs./sq.ft. *Max. L/D:* 25.
Min. sink: 0·67 m./sec. at 63 km./h., 2·2 ft./sec. at 39 m.p.h.



Some postwar built German Meises have short span aflerons with T.Edges which are turned up at their roots. Trailing Edges are sharp. The whole aircraft is more refined than the original.

EON Type 5 OLYMPIA 1

OLYMPIA 2 & 3

Whereas the Mk. 1 had a main skid only, the Mk. 3 had a skid complete with dolly wheels. The Mk. 2 was fitted with a wheel, of fixed centre.

The prototype had its first flight at White Waltham on 17.1.47, and the price in 1947 was £495.

In spite of the low performance figures claimed for the post-war Olympias, the 500 km triangle flight by Keith Nolan in Australia in a Chilton Olympia, the 490 km flight across France in 1949, by a young French pilot M. Weiss, in a Nord N.2000, the 430 km distance flight to a goal by Bill Bedford and the 30,000 ft. climb in a thunderstorm by Gordon Rondell in Eon Olympia, speak for themselves. There is no getting away from it that owners of post-war built Olympias now have sailplanes that are capable of great flights (although, on account of their ages, we recommend that they are not pushed too hard).

Uber Sonnige Weiten (Beyond the Sunlit Horizons) by Peter Riedel in German

This is the third of his trilogy of Rhön history which he himself experienced. The book covers the period on the Wasserkuppe between 1933 and 1939. He himself was Rhön Champion, and the most successful glider pilot of 1933, flying the repaired Fafnir. The photographs, many never seen before, the documentation and accounts are fantastic, presenting a wealth of detail for researches. It is clearly a book that everyone must have, who is interested in gliding history, whether in German or English, as we believe that it is to be translated. So far as any book can, it goes a long way towards recreating the atmosphere of the Rhön contests, and especially that of 1938, which was one of the most tremendous gliding contests of all time.

We think that there are some errors (we could pick out four) but I am sure that these will be corrected in future editions. What are four errors in a book such as this? There are even prints of the barograph charts of the height climbs of the 38 Rhön contest when seven machines broke up in thunderstorms. Some of the exciting language of the time has been omitted perhaps for political reasons. This book is quite up to the standard of his previous two books. A copy has been bought by C. Wills should anyone like to see it.

Printed by Motorbuch Verlag - Sutttgart. It can be obtained from Beaumonts Aviation Bookshop, 656 Holloway Road, London, N.19 3PD. Tel. 01 272 3630.

NEWS ITEM

Good news for all book-loving vintage sailplane enthusiasts is the announcement by Kookaburra Technical Publications Pty Ltd. of PO Box 648 Dandenong 3175, Victoria, Australia, of the imminent publication of the eagerly awaited "THE WORLD'S VINTAGE SAILPLANES 1908-45" by Martin Simons. This large and comprehensive reference work will be released in late July 1986. A special concession offer from the Publishers ONLY is available to all readers who send two International Reply Coupons (available from your Post Office) to the above address. In return the Publishers will airmail you a free colour brochure describing the book in detail, price information, and full particulars of how to order. Please note this special offer is available from no other source.

Martin Simons, a well known gliding enthusiast, is a lecturer at Adelaide University, South Australia, and is the author of a variety of previous publications, ranging from model aerodynamics to educational works. Kookaburra Technical Publications has since 1963 enjoyed a respected international reputation for specialised reference works in the field of historical aviation. Earlier this year they produced two very successful volumes on German WW 2 fighter aces and their aircraft.

"THE WORLD'S VINTAGE SAILPLANES 1908-45" is attractively presented on quality stock in large format with many colour pages and seems certain to become the standard reference. It features nearly 300 black and white and colour illustrations and approximately 100 detailed line drawings of various sailplanes, which should please many a scale modeller or gliding enthusiast.

FOR SALE

Polish Jaskoka (conceived in 1951) BGA 939. Excellent condition. Superb instrumentation. Regularly flown. One year's C of A. Can be seen at Sussex GC or Lasham in July. Price £2,900. Retracting U/C flaps. 1950's Polish record breaker. Owner: Michael Garbett, Old School House, Iden, Rye, East Sussex. TN31 7XD. Tel. (079 78) 304.

Olympia Meise - Needing overhaul.

Two Olympia Meise Wings

Grunau Baby 2b - airworthy
Grunau Baby 2b - repairable
2 Polish aircraft

Offers to: Punitz Flugbetrieb G.m.b.H., 7535 St. Michael, Untere Hauptstrasse 165, Austria.

Grunau Baby III D-6224, built 1952.

Airworthy. German C of A. Fully overhauled 1977. Open/closed canopy, parachute, radio (720 Channel Becker AR 2008215), closed trailer with over-ride brakes. Complete outfit - price negotiable.
Offers to: Karlheinz and Dieter Kerkhoff, Vor den Knäppen 2-4, 4410 Warendorf I, Germany.

JS Weihe 1943 Swedish built with closed trailer.

Offers to: Derek Godfrey, 10 Russet Road, Ardley, Bicester, Oxon OX6 9PL. Telephone 08696 594.
It is believed that the Weihe is kept at Edghill. Built in landing wheel, bubble canopy, although original canopy and jettisonable undercarriage are still available.

Breguet 905 "Fauvette" 5A, built 1960.

Works No. 21 BGA No. 2768. Fully modified and in flying condition, with instruments and enclosed trailer.
Enquiries to: D. Ashman, Pinfold Studios, Spilsby, Lincs. Tel. 0754 86 360.

Two hour long video cassettes (£30) of old gliding films. Among them are "Plane Sailing" and "Gliding till now", the Nyborg glider film, an extract from Udet's "Wunder des Fliegens" (1934). All the films are from the 1930's.

Hütter H.17a, Grunau Baby 2A, building drawings available from C. Wills. Also, Rhonadler 36, Rhönbussard, JS Weihe, Kranich 2.

Schleicher Anfänger, etc. drawings from 35mm microfilm.
All available from C. Wills, Wings, The Street, Ewelme, Oxon OX9 6HQ, Tel.0491 39245.

Single-seat high performance world championship sailplane Merville Sm.31. 1st prototype F-CBYK. Span - 18 metres. Empty weight - 350 kgs. Profile NACA 65 - 64. Max. L/D 1/36. Price: 50,000 French francs. Last major C of A 1982. 4 position flaps. Standard instruments. Glider is authorised to fly.
Yvan Game, Route de Dogneville, 88000 Jeuxey, France. Tel. 16.29 24.50.23.

Nord N.2000 Restored

New trailer. Tel. Basingstoke 20123 Ext. 324 pr Basingstoke 3243.

Original Eon Olympia Canopy in good condition

Offers to: Eric Rolph, London Road, Moreton in-the-Marsh, Worcs. Tel. 0608 50530.

Port Wing for Eon Baby is also for sale at above address.

Slingsby Cadet needing restoration is for sale at above address. It is less struts. Ailerons, elevator and rudder are already covered.
Offers to C. Wills, Wings, The Street, Ewelme, Oxon OX9 6HQ. Tel. 0491 39245.

Lists of gliders in Continental European Aviation Museums available from C. Wills at above address and telephone number. Will sell separately pages of lists for individual countries. Price: £3 for 25 pages of A4 with postage included.

Shares available in Mg 19a two-seater and trailer

Based at Booker. £500 each. Offers to C. Wills, Wings, The Street, Ewelme, Oxon OX9 6HQ. Tel. 0491 39245.

Slingsby Tutor

Excellent condition. Offers to: Southdown Aero Services, Lasham Aerodrome, Nr. Alton, Hants. Tel. 0256 83 359.

Also Grunau Baby 2b and trailer for sale at above address.

The 1943 Swedish-built Kranich 2A, BGA 1092, is now for sale to a good home. The aircraft was severely damaged during our International Rally at Thun. The fuselage is now mainly repaired. Just the wings need a major rebuild. Offers to be made to: David Almey, Peterborough Sailplanes, 73 High Street, Maxey, Peterborough. Tel. 0778 347506.

WANTED

Old but working Turn & Slip instrument, 12 or 14 volt. Not too heavy or bulky but essentially inexpensive. D. Ashman, Pinfold Studios, Spilsby, Lincs. Tel. 0754 86 360.

Two wings for Swedish-built Kranich 2A, BGA 1092. The original wings were fitted with upper surface drag spoilers only. Do any more wings exist in Sweden? Offers to: C. Wills, Wings, The Street, Ewelme, Oxon OX9 6HQ. Tel. 0491 39245.

Closed Trailer needed for Gull 3

Offers to Mike Beach, 24 Cole Park Road, Twickenham, Middlesex. Tel. 01 892 9975.

Airworthy Ka-4 "Rhonlerch" two seater

For Sale Grunau Baby 2b - Offers to: Barry Smith, Rose Cottage, 2 Butts Lane, Tibthorpe, Driffield, North Humberside. YO25 9LE. The Grunau Baby has a closed trailer.



CAPTIONS TO PHOTOGRAPHS:

Left to right - Top to bottom

Models

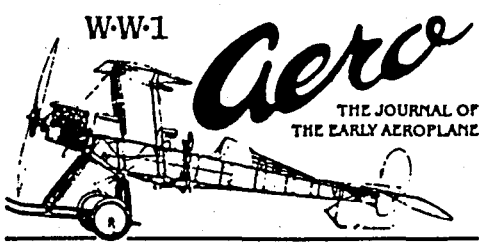
1 & 2. A superb radio-controlled aerobatic flying scale model of the DFS Habicht, which has been built by our member Frank Smith of 2/2 Queen's Parade, Burwood, Victoria, Australia 3125.

It was given its first test flight by Collin Collyer. During the 35 minute flight, he handed it over to its owner, and loops, rolls and inverted flying were achieved without difficulty in the hill lift. Ailerons were very effective. It was so good that Collin wanted to buy it before it was landed. It now has the registration D-4-1722. If the full size Habicht being built by the Wasserkuppe Oldtimer Club flies as well as this, it will be fantastic.

3. A beautiful Falcon 3 which has been built by our member Len Larkin. It is shown here being aerotowed during a rally at the White Horse Hill Model Club's site on the Berkshire Downs near Wantage in October 1985. Len can be seen in the background. We doubt if even a full-sized Falcon 3 was ever aerotowed.

4. Taking part in the demonstration were Ka-3 built by Cliff Charlesworth, Falcon 3, Grunau Baby 2b and Philip Wills' Weihe G-ALKG, which has been built from full size JS Weihe building plans (less wing drawings) by Peter Saunders. Peter has also built a Minimoa 36 (HB-282). It was astounding to watch the very well-controlled Citabria aerotows. The Falcon 3 needed full down elevator. It should be mentioned that the models in the above group were not, of course, built in the same scale.

We hope that some of these models and others will appear on the opening day, Saturday, 2nd August, of our 14th International Vintage Glider Rally at Lasham. Cliff Charlesworth is organising a demonstration.



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