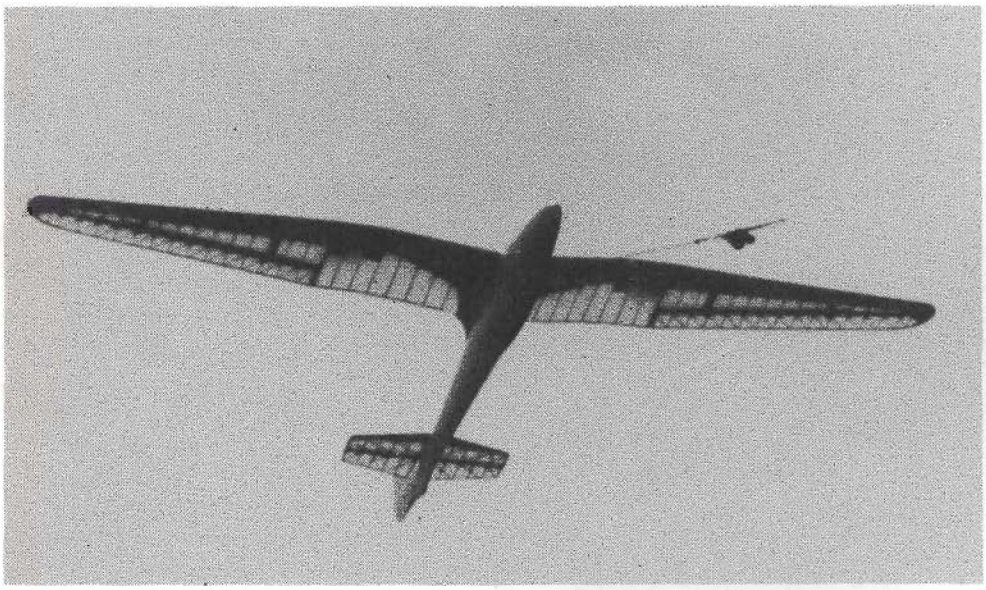
VGC News

No. 63 Spring 1988







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Cover photograph: Swiss SPYR 3 sailplane being manhandled at 11,300ft on the Jungfraujoch, during the international contest there, during the summer of 1935. This was the sailplane type which was flown with such success during the 1937 Wasserkuppe International Contest by Hans Sandmeier.

A Charles Brown photo – by kind permission of RAF Museum, Hendon.

This page
above
The recently restored Gull 3 (1940 first flight), with Mike Beach, its restorer. The photo was taken after a landing during our National Rally at Camphill on the 20.5.87. BGA643 has been revealing some very satisfactory flying characteristics and performance.

below
The Gull 3 having its first winch launch after restoration, flown by Mike Beach, at our Camphill 1987 National Rally.

VGC News no. 63
Spring 1988

President:	**C. Wills**
Vice President:	Paul Serries
Vice President:	Willi Schwarzenbach
Hon. Secretary:	R. Traves
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Rally Secretary:	G. Moore
Sales Manager:	P. Woodcock
Archivist:	Sally Shepard

International Rally Committee

Colin Street:	Britain
Didier Fulchiron:	France
Angus Munro:	Norway
Jan van Beugen:	Holland
Firmin Henrard:	Belgium
Imre Mitter:	Hungary
Willi Schwarzenbach:	Switzerland
Rainer Karch:	Germany

EDITORIAL

Restorations 1987 has been a year of bad summer weather over Europe, but there has been excellent progress with restorations on the ground. The Dutch Vintage Glider Club members have come top in the restoration list by restoring to excellent airworthy condition five vintage gliders. The Germans, with two international rallies in their country to give them incentive, have built again three pre 1945 vintage gliders. It was noticed that these were achieved by the older generation. What the new generation will achieve is still not known, but judging from the number of sets of drawings which C. Wills has sent it, the enthusiasm must be there, but perhaps not the time or workshops in which to realize projects. There has also been one noteworthy restoration in Belgium.

Thus, 1987 has been a good year for us. The glue failure in the wings of a Dutch owned Weihe has been our only set back. This was through being kept outside on an open trailer covered with a tarpaulin during a very damp summer. Lesson: gliders in **closed trailers** have a much better chance of survival if they have to be left outside for long periods.

The future in **Holland:** it is indeed exciting, with SKY (World Championships winner in 1952), Grunau 8, SG.38, and a new Minimoa... all being worked on.

In **Germany:** we must look to Heiko Harms in the North. He, a member of the new generation, has already repaired a badly broken Grunau Baby 2b from Austria. He has now a British SG.38 and the remains of two Kranich 2's from England and does not envisage that it will take him longer than three years to build one Kranich 2 out of the two. At Augsburg another Kranich 2 has arrived complete from Yugoslavia (built during the War by Mraz in Czechoslovakia). This is being restored to fly in 1988.

England: a Grunau Baby 3 has flown for the first time in East Anglia during 1987. Besides this, our restorers, having achieved wonders to get their restorations finished for the international rallies in Britain in 1986, have been busy with at least another five restorations, of which at least three should be ready to fly during 1988.

France: there has been much activity in France, encouraged in no uncertain fashion by the Musée de L'Air. If only other museums would do the same! It is possible that six more vintage gliders will be restored to fly in France for next year's international rallies there.

Belgium: Firmin Henrard is hoping to have his Rhönbussard ready for next year's international rallies.

Switzerland: here at last is some positive restoration news. A Spalinger S.21 is being prepared to fly next year.

Next year's International Rallies: Toby Fisher has pointed out that there is a very good motorway (Autoroute) running between Bourges and the Black Forest (location of the Olympia Meise Treffen). It is almost the only one that does not radiate from Paris. Our members will notice that the final weekend of the Bourges International Rally (31st July), is the first weekend of the Meisetreffen. It is clear therefore that Meise, Olympia, Nord 2000, owners taking part in the Bourges International Rally will be able to transfer with minimum delay (it is hoped) to the Black Forest area, for their historic rally.

The joys of living on an Island (for British members only) – **Cross Channel Fares.** In 1987 Townsend Thoreson, who have always offered cheaper cross channel fares for trailers, trying to encourage customers to use their ships, were prepared to offer us a cheaper "block booking". However, after

the Government's Financial Budget, thousands of British hurled themselves at the ships trying to claw their way to the sun. Townsend Thoreson immediately cancelled their offer for cheaper trailer fares, and we had to send out, at the last moment, to all our prospective international rally participants, the desperate signal "Every man for himself". Fares can only get worse. Already a single car and trailer with one driver will cost more than £160 return and a larger trailer with two drivers will be lucky to cross the 22 miles of water and return for less than £200.

It has been the custom for us each year to try to travel across during off-peak periods, ie. in the middle of the night. The cost of a bunk in a cabin for three hours' sleep is an incredible £18. This was the difference in fare between travelling during peak daytime hours and travelling at off-peak periods during the night. To travel thus, without sleeping accommodation, has been usual for us every year since we started in 1974. This puts us on the other side in no condition to drive safely during the next day, and some of us have had no time to sleep on the far coast; not that we can easily sleep during daylight hours. The thoughtful Belgians and French have put rest areas beside their roads, so that we can "haul out of the line" to sleep if necessary, but this is not so in England, where there are almost no rest areas, and we have to drive, near to exhaustion point, often in frantic traffic conditions and weather, after we have been deposited on the British coast after a night's crossing. How some of us have not had major accidents with our gliders during all these years speaks very highly for our drivers' fortitude.

This may never change... except that the British might put rest areas on their roads. After the "civilization" that has been achieved by Europe, we deserve something better after all these years. The only chances we have to improve the situation are:

1 Start negotiations early for "Block Bookings".
2 Pay extra and travel across by day.
3 Extra competition between cross channel ferry companies might lead to a reduction of costs per length of trailer, to attract our custom.

The Channel Tunnel, if it ever happens, may lead to an improvement for us but this is still in the very distant future.

International Rally Committee Members. The FAI's International Flying Event Calendar. We ask that the International Rally Committee Member for each Country holding international vintage glider rallies during that year, should ensure that the FAI in Paris should have the dates of these rallies at least six months early, so that the dates and the event can be entered in the FAI's official flying event calendar for that year. **This is vital** if we are to be recognised by the national civil flying organizations, particularly those in the **Eastern Block Countries.**

16th INTERNATIONAL

Dear friends and enthusiasts of vintage sailplanes,

Dédale, the Union Aéronautique du Centre of Bourges, and the Musée de l'Air et de l'Espace, invite you warmly to:

the 16th International Rally of Oldtimers,
from the 23rd to the 31st of July, 1988.

Bourges airport is located in the centre of France, and is one of the best places for thermic flights, with no problems for landing in the fields!

Quite a lot of foreign clubs come to this area to fly 300–500km distances. Ceilings of 1500m (5000ft) are very frequent. And the countryside is suitable for sightseeing...

Bourges Aero-Club has organized everything for your arrival and stay, camping, sanitation and restaurant are provided on the airfield.

Aero towing will be done by:

– 2 vintage airplanes: Morane-Saulnier MS 317
Morane-Saulnier MS 505 (ex "Storch")
– 4 modern airplanes ("Rallyes")

For safety reasons, there will be no winch.

The rally fees will be nearly the same as the preceding Rallies:

– Registration	:	350 F
– Per pilot	:	180 F
– camping	:	20 F per day, per person

We expect to have enough space for more than 20 gliders in the hangar, but normally the French Army will lend a large hangar, this will be confirmed later.

We think that this 16th Rally will be one of the most important, because of its geographical situation.

We are expecting about one hundred gliders and sailplanes. For organizational reasons, we suggest you send us your registration fees rapidly.

During this meeting, some rewards will be offered, by Vol à Voile Magazine, le Fana de l'Aviation and the Musée de l'Air et de l'Espace, particularly.

See you next July at Bourges!

For any letters, please write to:

M. Pierre Prinet
23 ter, rue Juliette Dodu
93100 Montreuil
France

N.B. It is possible to stay and fly at Bourges after the Rally. We can welcome you from the 22nd of July, 1988.

For U.K. pilots, registration forms are available from:

Robin Traves
Rose View
Marden Road
Staplehurst
Kent
TN12 0JG

OTHER VINTAGE EVENTS FOR 1988

Rendez Vous '88 – Angers, France. 16th–23rd July 1988.
Contact: Christian Ravel, 89 Domaine des Ecots, St. Lambert la Potherie, F-49000, France.

International Meeting for Olympias, Meises and Nord N2000s – Winzeln, Schramberg. 30th July – 6th August 1988.

This is to celebrate the 50th Anniversary of the design date of the Olympia Meise, the sailplane which pilots of all nations were to fly competitively in the Olympic Games. Due to the war, this never happened. However, as its drawings were distributed among nations before the war, it was built widely. Thus, the meeting for this masterpiece of a sailplane by Hans Jacobs is to be held on Winzeln Airfield in the Black Forest from 30th July to 6th August 1988.

Contact: Jörg Ziller, Brucknerstrasse 20, 7032 Sindelfingen, Germany.

The meeting aims to offer: relaxed competition flying in suit-

able conditions; low prices; a wonderful airfield; camping site; no exaggerated regulations; much fun flying Meises, Olympias and N2000s; winch launching and aerotows.
Final entry date: 5th May 1988.

Annual Grunau Baby and Cumulus Meeting is to be held at **Whitsun 1988 on Aachen/Merzbrück airfield.**
Contact: Christian Kroll, Konzendorfer Strasse 3, D-5160 Düren, W. Germany.

British National Vintage Glider Rally 1988.
The National Rally will take place at the Yorkshire Gliding Club, Sutton Bank from Sunday 28th August – Saturday 3rd September 1988.
We shall be celebrating the first flights of the Slingsby Types 12 and 13, Gull 1 and Petrel, which took place at Sutton Bank in 1938. It is hoped that the Gull 1 and both Petrels will be there as this should generate local interest. Both types will be 50 years old.

Cleveland Club Weekend, RAF Dishforth 30th April, 1st and 2nd May.

Lasham Spring Bank Holiday Weekend 28/29/30 May.

London GC Weekend 18 – 19 June at Dunstable, with Historic Commercial and Goods Vehicle Meeting on Sunday.

Geoff Moore, Arewa, Shootersway Lane, Berkhamstead, Herts., tel: 04427 73258, our Rally Secretary, will send out more details during the New Year.
We wish to hear from any of our members who could run a VGC weekend at their own club sites next year. Please contact Geoff at the above address so that dates can be announced in advance.

"MUCH GROWTH IN THE OLDTIMER FAMILY" by Cassius Ewald

The 15th International Oldtimer Rally at Aalen-Elchingen, July 25th – 31st 1987. For the 15th time, members of the Vintage Gliding Club from all over the world met for their annual meeting at the end of July. This time the site chosen was the airfield of Aalen-Heidenheim-Elchingen that normally at that time of the year offers good flying weather on the edge of the Schwäbische Alb and a suitable infrastructure. Participating were about 80 gliders, 140 pilots and their families. Unfortunately, the weather did not come up to the hopes of the participants as, over almost all Europe, lay a bad weather zone with only a few breaks.

The Vintage Gliding Club (formerly of Great Britain **but now international**) has been for years the only generally recognised central organisation for oldtimer glider pilots and friends, and has become well known throughout the world. Because of this, its President, Chris Wills, could during this year's international rally, welcome its 1000th member! Such a huge number of oldtimer glider enthusiasts have amassed a tremendous amount of material which can be offered to VGC members... such as... oldtimer gliders for sale, a building plans service, tips and tricks to help in the restoration and certification of old gliders, or the building of "new" old gliders... practically every problem can be solved in a comradely fashion. From its original formation in 1973 the VGC intended to save and restore existing old gliders. More and more members are achieving this goal. Because of lack of plans, calculations etc., some members are having practically to build again new, the types, often 50 and more years old.

In spite of everything, such aircraft have been made airworthy. Among these are from England... a King Kite, Crested Wren, Slingsby Falcon (Licence-built RRG Falke)...; from Norway... a Grunau 9 Skull-splitter, (with German C of A); from Hungary... a Vöcsök and Cimbora... and, last but not least, from Germany an SG.38, Gö 1 "Wolf" and DFS Habicht... and, nearly ready... a Rhönadler high performance sailplane from the 1930s.

We are especially thankful for the support of the LBA (Luftfahrt Bundesamt) which is now prepared to give special conditions for the C. of A.'s for individual historical aircraft. It was hardly possible for 50-year-old glider designs to fulfil today's C. of A. conditions.

It was very noticeable how many two-seaters are amongst the ranks of the VGC. Doppelraabs, Gö 4 – III, Specht, ES 49, K-4 Rhönlerche, Ka 2, Mü 13E, Bergfalkes, Kranich 3, Condor 4. The great sale from the British Forces of gliders which were formerly used for the training of Air Cadets, T.21s and T.31s, which are now being replaced by new Grob Twin Astir 2s, has made it possible for open two-seat gliders to be made available cheaply to VGC members abroad, as well as in Britain.

It is becoming ever more difficult to find large enough airfields to hold international rallies due to the great numbers of gliders and participants. Especially this year, with the great frequency of rainstorms, hangar space was needed in order to keep the old glues dry.

100 Flying Hours. Here we must thank the many members of the Aalen Airsport ASSn. They not only emptied two of their hangars for the VGC but also helped with all other problems. The only slight fly in the ointment was, besides the bad weather, the entire clearing of the airfield for motorcycle racing with all its noise and rushing around, for the last weekend. This was apparently found lucrative for the airfield organization but gave oldtimer enthusiasts a rather unpleasant send-off. The meeting's organizers, Wolfgang Schaeffler and Rainer Karch, really acquitted themselves well, and they and their team of helpers could book 400 accident-free launches, from which there were 100 flying hours for the old gliders. Considering the bad weather, this was success enough.

Also very popular were visits to the Deutsches Museum in Munich, local sightseeing and the evening events on the airfield. Praise, too, was given, especially on the part of the German oldtimer pilots, to Paul Serries for his 15 years' work as German Team Leader and service on the International Oldtimer Rally Committee . This work has been taken over by Rainer Karch from Munich.
It was also decided that the next International Rally should take place in 1988 at Bourges in France.
(From Aerokurier September 1987 tr. C. Wills.)
Editor's Note: Field Marshall Erwin Rommel was born at Heidenheim and learned to fly at Elchingen. He often flew a Fieseler Storch in Africa.

BRITISH NEWS

At Traben Trarbach we were glad to have with us for the first time a party from the Essex Gliding Club, with their Chief Instructor, Peter Molloy. They brought with them their 1943 Swedish built JS Weihe (recently bought from Derek Godfrey, CFI of the Altair GC at Edgehill) and the Skylark 3, contest No. 47, which was once the beloved flagship of the Surrey GC at Lasham. The Essex Party went on from Traben to visit the Akaflieg Darmstadt, where they had some pleasant flying, during which some young German pilots were able to fly both types for the first time. Some of the younger German pilots did not know that a Weihe was a German sailplane and the possibility of it being built during the war astounded them, although they agreed that it was possible, if it had been built in neutral Sweden. Do they now realize that 280 Weihes were built during the war in Germany?

We understand that this Weihe, BGA 1297, is being restored to original condition. We hope that the Essex Group will join us in next year's grand invasion of France, once more to demonstrate the superiority of Kaurite glue and to have some good flying in the fine French weather.

British National Vintage Glider Rally which took place at Camphill, home of the Derby & Lancs Gliding Club during the week May 17th - May 24th 1987.
Gliders taking part:

Harbinger	BGA1091	Austen Wood
Mg 19a	BGA2903	C. Wills
Rhönsperber	BGA260	Carol Taylor
Mu 13d-3	BGA2269	Geoff Moore
Kite 1	BGA251	Bob Boyd
Kite 1	BGA310	Michael and Tony Maufe
Fauvel AV.22		Ian Dunkley
M.200	BGA2877	Tony Moss
T.21b	BGA711	David Brown
Moswey 4a	BGA2277	E. Hull
Grunau Baby 2b	BGA1415	D. Gillam
T.21b	BGA3255	
Ka 2b	BGA2147	Peter and Jill Harmer
JS Weihe	BGA1021	Barry Briggs and Don Beach
Eon Olympia	BGA1055	Stephen Benn
Eon Olympia	BGA962	
Modified Skylark 2 "Phoenix"	BGA724	Murray Hayes and Laurie Woodage
Fauvette		Peter Woodcock
Eon Olympia	BGA1173	Allan Cutts and Tony Beverley
Grunau Baby 2a	BGA277	John Smoker
Olympia 419	BGA1052	Philip Wild and E. Hobby
Gull 3	BGA643	Mike Beach and Graham Saw

The Weather. A stationary high pressure centred N. West of Scotland produced a clockwise flow of cold, damp sea air from Iceland/Greenland, over Britain. The air thus came to Camphill from the sea via the N. East coast of England/Scotland and had hardly time to dry out. The flow contained many fronts which produced rain and wind. However, a weak front on Tuesday afternoon allowed a clear night (to leave gliders out in) and brilliant thermal conditions in the northerly wind on Wednesday. The other days were mostly rain and cold wind which blew almost never on the South and West slopes although on Tuesday and Wednesday it did help to produce thermals from the rather gentle North slope above Hathersage.

Flying

Monday – Mam Tor soared in wave to 4,500 ft by Ken Blake, the Camphill CFI in Ka 13 in the evening.
Kite owners led walk of 14 miles to Hathersage and return (some of us returned by car).

Tuesday – C. Wills had site familiarisation flight with Austen Wood in Mg 19a. This lasted 45 minutes with 1,800 ft reached in thermal and hill lift. The wind was light from the N.W. After a front passed through the wind was on the slope during the evening and desperate attempts to contact the evening wave ended with the Skylark 2 outlanding.
Evening buffet supper was up to the Derby & Lancs club's highest standard.
A clear night allowed some gliders to be left out.

Wednesday – the weather was fine. The more highly wing-loaded, postwar-designed Moswey 4a and Mg 19a showed their penetrative qualities by going upwind and soaring over the Derbyshire Moors. Prewar designed vintage gliders could not travel upwind. However, John Smoker flew his Grunau Baby 2a to over 5,500 ft in cloud above the site and this was the greatest height reached by any of our machines during the meeting. C. Wills and Graham College reached the far dam on the Ladybower Reservoir and returned in the Mg 19 reaching over 4,000 ft above site. Ted Hull in the Moswey flew to Glossop and the Ladybower Reservoir. During the day, there had been 108 winch launches and there had been a massive operation retrieving cables and moving gliders. All club members did extremely well. The winch driver (winch launching was our only method of launching) was Ian Carmichael, a newish Derby & Lancashire club member, who gave up his only holiday for us and all his launches were excellent.

We wish to thank the Restaurant Staff who looked after us so well and Ken Blake, the CFI, who helped to get things moving.

Flying over the beautiful Derbyshire countryside has given us all a wish to return and sample this very interesting site and its surroundings again.

London Gliding Club Safari Rally 24 - 26th June 1987. This rally was organized at rather short notice but there was a remarkably good turn out. Machines and owners present were:

Mü 13d-3	BGA2267	Geoff Moore
SG.38 (Eon Eton)	BGA	Geoff Moore
Harbinger 2	BGA1091	Austen Wood and Bob Sharman
Moswey 4	BGA2277	Ted Hull
Rhönbussard	BGA1369	C. Wills
Olympia 463	BGA1337	Phil Lazenby
Kite 1	BGA310	Michael and Tony Maufe
Mg 19a	BGA2903	David Chapman and C. Wills
Gull 3	BGA643	Mike Beach
Ka 4	BGA	Terry Perkins

The South-West wind blew very much along the hill but allowed some low hill soaring. On the Saturday, C. Wills and Glen Hewitt were able to soar the Mg 19a along the whole length of the hill at 350ft above site to observe the Zoo, espe-

cially the lions and the bison, at close quarters. Geoff Moore's SG.38 was winch launched and aerotowed many times, but seemed reluctant to stay up.

The London Club as usual made us very welcome and we thank them for having us.

Vintage Glider Rally – Wycombe Air Park – Bank Holiday Weekend, 31st August. This was held under the kind auspices of the Booker Gliding Club and was organized by our member, David Richardson, to whom we are very grateful.

For this weekend, we had, very unusual for this year, a fine weather forecast. However, **Saturday's** weather did not live up to the forecast and the cloudcover never broke. Ted Hull's and David Slobom's Moswey 4a was rigged and both flew it without finding any lift.

Sunday – although there was cloudcover during the morning, this broke up during the afternoon into cumuli (or developed fog) with bases at 3,000 ft above the site. Although the low cloudbase did not encourage cross country flying, lift was closely spaced and there was almost no wind. What there was, was from the North. It was later possible to climb to over 3,100ft and this tempted pilots to make cross country flights upwind, to the Chinnor cement works and Princes Risborough. The ancient Oxford Club's site founded by Robert Kronfeld in 1938 was flown over once again by the Rhönbussard, which must have been there also before the war. C. Wills flew his Rhönbussard first to the Chinnor cement works, which produced no lift and then, having returned to Booker, out to Princes Risborough before returning. This was a distance of 55 kms, which was flown in 2½ hours from a start at 15.15 hours. He was on his way to Henley on Thames but met the Rheinland. Speeds and performances in climb and glide were compared and both seemed remarkably similar. Robin Traves also made an out and return in the Mu 13d-3 to Princes Risborough during a one hour flight. David Jones flew his King Kite also for 2½ hours once again demonstrating his machine's very superior performance in weak conditions. It was among the last to land.

At 17.30 hours, Rheinland, Kite 1, Rhönbussard and King Kite were staying up in weak lift near the site when there was hardly a fibreglass sailplane in the air. Great distances were being covered across the sky in the light wind late in the evening between the sources of lift. We think that the Booker Aces must have been impressed by this as our gliders are often 50 years old and cost far less in every way than their fibreglass mounts.

The weather forecast for the night and the next day was such that it was deemed safe to leave some of the gliders out for the night.

Monday – this had similar late-developing thermal conditions. Slight worry was felt for the gliders which had been left out overnight as the wind, which during the previous day had been from the North, had now swung 90 degrees to the East, which meant that some of these gliders had their wrong wings down. An Easterly wind meant air more directly coming from the North Sea and even possibly London. Thus the morning's overcast sky did not seem to offer much hope. However, this, as on the previous day, cleared to give brilliant sunshine and cumuli giving good lift. At 13.30 hours, the cumuli disappeared and the thermals became blue. There was still lift at 18.00 hours. There were several long duration flights, including one, we believe, of over two hours in the Rhönbussard which was flown by Graham Saw. Although conditions may not have been quite so good as those on the previous day, another excellent half day's flying was had by VGC members.

We are very grateful to all members of the Booker Gliding Club for giving us such a good time. We especially wish to thank the tow pilots who managed to tow us slow enough.

Gliders present:

Rhönbussard	BGA337	C. Wills
Rheinland	BGA1711	M. Beach
Kite 1	BGA394	E. Hull
Moswey 4a	BGA2277	D. Slobom
Mu 13 d-3	BGA2267	G. Moore
Grunau Baby 2a	BGA277	J. Smoker
Kite 2	BGA	D. Richardson
T.31	BGA1376	Mike Boxall
T.31	BGA	Glyn Hewitt and partners
T.21	BGA	Booker Gliding Club
Prefect	BGA	Booker Gliding Club
Nord 2000	BGA	Martin Breen

Weekend Rally and Annual VGC Dinner at Husbands Bosworth, Coventry GC – 26th and 27th September 1987.

The Dinner. The previous week at the Coventry Gliding Club had been marked with tragedy and so a special effort was made to have a good party, to change the atmosphere. Guest of Honour was the BGA's Chief Inspector, Dick Stratton, who made a fine speech. We are very glad that he could come.

The ladies of the club and the caterers decorated the club lounge and the food and drink were of the highest quality. Over one hundred guests and members sat down to supper, at the end of which, speeches were made and VGC Prizes awarded. We were especially happy to have with us Jan and Anna van Beugen, Jan and Hennie Förster from Holland and Willi Schwarzenbach from Switzerland. Jan van Beugen is a new VGC Vice-President, and International Rally Committee member for for Holland, while Willi Schwarzenbach is VGC Vice-President, and International Rally Committee member for Switzerland. Willi is also one of the VGC's Founder Members, who flew his Spalinger S.18 in the VGC's first international rally at Husbands Bosworth in 1973. There seemed to be more prizes to award to the VGC members than there were to the whole of the rest of British gliding!

Vintage Gliders present and flown were:

Kite 1	BGA310	Tony and Michael Maufe
Rhönbussard	BGA337	C. Wills
Fauvette	BGA	Peter Woodcock
Weihe	BGA1021	Barry Briggs and Don Beach
T.21b	BGA1081	Husbands Bosworth Syndicate
Sky	BGA685	Richard Moyse
Olympia 463	BGA1308	Lasham Syndicate
Moswey 4	BGA2277	Ted Hull and David Slobom
Eon Olympia	BGA1035	Derek Harris and Partners

Due to a tragic accident during the previous week, there were only two Supermunks for towing. As the weather did allow thermal soaring, there was a very long queue at the launch point. Thus, we regret that only Jan van Beugen could have a flight in the Rhönbussard and, due also to his rather early but necessary time of departure, Willi Schwarzenbach could not have a flight. The long launch queue may also have been the reason that the three Husbands Bosworth machines "Viking", "Petrel" and Goevier 2, were not rigged.

The weather allowed prolonged soaring flights to well over

4,000 ft above site. Long flights were achieved by Michael Maufe – Kite 1, Weihe, Moswey 4 and Rhönbussard. C. Wills flew the latter for 1 hour and 35 minutes reaching 4,300 ft in cloud.
He experienced something of the cold that the heroic pilots of the H-Bosworth T.21 must experience during their cross-country epics. Severe cramp came upon him which made it impossible to fly the Bussard. Luckily, this was only temporary. Because of it coming again, he was not able to get out of his machine. Peter Woodcock also had a long flight in his Fauvette.

The Lasham entry had to start at 0400 hours in the morning to get to H-Bosworth. This once again demonstrated the great keenness of this VGC group.

During this weekend, **Mike Beach and Graham Saw** took the **Gull 3** to the Long Mynd (Midland Gliding Club). Weather conditions allowed Mike to take the Gull 3 above cloud into weak wave. It outflew all other gliders which were in hill lift below cloud and made a staggering impression among all who saw it, both on the ground and in the air. Graham also had a good flight in it. Heights reached were over 4,000 ft above site which is itself almost 1,000 ft a.s.l.

AUSTRIA

The Austrian International Oldtimer Gliding Contest was held at the Spitzerberg from 4th – 8th June 1987, to signal the opening of a new Austrian Gliding Museum at this site. We have received no report on this meeting. However, we have heard that the weather was not perfect for thermals, but there were sustained flights in weak hill lift. Launches were by the double strength bungee rope bought in England. Thus, a certain amount of work... in the old tradition... was involved.

The Austrians gave magnificent prizes to the participants and Bjarne Reier, Norway, won the first prize with his now nacelled, self-built Grunau 9 Schaedelspalter, which, as we saw at Dunstable last year, he can keep up in hill lift. Werner von Arx very much patronized the meeting with his Minimoa and otherwise. One can well imagine that the Austrians brought to the meeting a real spirit if Gemütlichkeit and high morale.

The vintage Polish pilot Adam Zientek's machine, PW2 GAPA was in fact a new (powered?) ultralight. The two Phoenix's were the first fibreglass sailplanes built, and the first one flew in the 1960 World Gliding Championships in Cologne. We notice that none of the Mg 19 two seaters that are known to be airworthy in Austria were entered. We are glad that our members Jörg Ziller – Meise; Werner von Arx – Minimoa 36; Josef Kurz and Karl Heinz Kellermann – SG.38, were able to take part. Chris Wills – Rhönbussard and Ernst Walter – Mu 13d, regret that they could not take part on account of the great distance and the expense of getting there and entering. The operation seemed uneconomic for 4 days' (weather permitting) flying. (Chris Wills had no idea that he had officially entered. At the time he had tremendous VGC commitments in England, and the cost of crossing the channel with a glider is so great that it can only be attempted once a year. He was already committed for the official VGC international rallies in Germany.)

We hope that the Austrians will be able to hold another international vintage glider rally for a longer period... as one of our VGC **official** international rallies... and then, many more of us will be present.

STOP PRESS

FERRY DISCOUNT

Ian Smith has negotiated a 10% discount with Britannia Ferries for VGC members. The Company offers convenient routes to Caen and St Malo from Portsmouth. To qualify members must book direct with Britannia Ferries at Portsmouth. Brochures can be obtained from any travel agent or direct.

The address:

Britannia Ferries
The Britannia Centre
Wharf Road,
Portsmouth
Hants PO2 8RU
Tel: 0705–827701

opposite
top Chief Glider inspector for the BGA, Dick Stratton, making his speech, as Guest of Honour at the VGC's Annual Dinner at the Coventry GC, Husbands Bosworth, on the evening of the 28.9.87. He recalled his association with flying boats in the past (including the Princess) and expressed a hope that some VGC member would "bring back" a replica of the 1931 BACVIII which must almost certainly have been the first flying boat glider in the world. He also expressed a hope and wish, that VGC members would have further freedoms pertaining to restoration of vintage gliders in the future. On his left is C. Wills. On his right – Willi Schwarzenbach.

centre left Willi Schwarzenbach, VGC founder member at Husbands Bosworth in 1973, Vice-President, and Swiss International Rally Committee member making his speech.

centre right Both photographs show VGC Vice-President, Jan van Beugen – Holland, making his speech. Jan is also Dutch International Rally Committee Member.

bottom John Smoker has just been handed the Rodi Morgan Trophy by the lovely Mrs Bob Arnold, for his outstanding height flight to over 5,000ft, at our 1987 National Rally at Camphill. On the left can be seen VGC President C. Wills. On the far right, can be seen Dick Derbyshire of the Blackpool & Fylde Club.

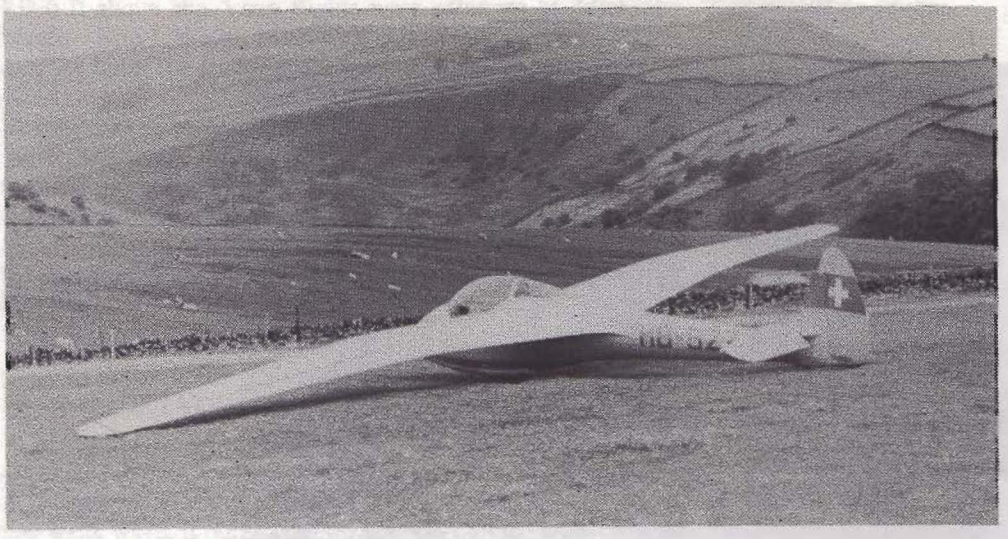















„Steinadler"

Participants at the 1st International Oldtimer Gliding Contest 1987

1	Werner von Arx, Schweiz	Minimoa	HB-282	1936
2	Dr Peter Allegrini, Schweiz	Grunau Baby II	HB-87	1935
3	Josef Buxer, Österreich	L-Spatz	OE-5266	1955
4	Friedrich Enzesberger, Österreich	L-Spatz	OE-0620	1960
5	Fritz Fahrni, Schweiz	Bergfalke II-55	HB-690	1961
6	Reg.-Rat A. Dir. Josef Gruber, Österreich	SG 38	OE-5410	1939
7	Dipl.-Ing. Wolfgang Winter, Österreich	Segelflugzeug K8	OE-0529	1960
8	Techn. Rat Anton Kahlbacher, Österreich	Bergfalke II Mü13	OE-0238	1959
9	Horst Anton Kahlbacher, Österreich	L-Spatz	OE-0759	1957
10	Karl-Heinz Kellermann, BRD	SG.38	D-7051	1952
11	Franz Koinzer, BRD	Baby III	D-8585	1951
12	Ulrich Krupicka, Österreich	Baby IIb	OE-0466	1960
13	Josef Kurz, BRD	SG.38	D-7051	1952
14	Karl Pahnke, BRD	Grunau Baby 11b	D-1559	1959
15	Hubert Pruggmayer, Österreich	L-Spatz	OE-0699	1965
16	Ing. Max Räz, Schweiz	L-Spatz 55	HB-575	1960
17	Bjarne Reier, Norwegen	Grunau 9	D-1161	1930
18	Günter Solms, BRD	Weihe 50	D-0301	1956
19	Heinrich Tischler, Österreich	Baby 11b	OE-0001	1960
20	Ernst Walter, BRD	My 13 D1	D-6293	1936
21	Chris Wills, Großbritannien	Rhönbussard	BGA337	1937
22	Dr Jörg Ziller, BRD	DFS Olympia-Meise	D-1420	1956
23	Adam Zientek, Polen	PW 2 GAPA	SP-3339	1970
24	Dr Curt Gessert, BRD	Phönix	D-8369	1961
25	Kurt Geisler, BRD	Phönix	D-8369	1961

Opposite

top The unique Moswey 4a, BGA2277, flown by Ted Hull on a cross country flight over most of the Derbyshire Moors on 20.5.87, during the VGC's National Rally. The Derbyshire & Lancashire Club's site is shown to full effect looking East. To the right can be seen the rear of Eyam Edge which is the site's South facing slope. The village of Eyam, below the end of the South slope is where the Plague started in 1665 and was contained there, killing most of the inhabitants.

Note the stone wall, which is so typical of the area.

middle A magnificent photograph which adequately reveals the West and South slopes of the Camphill Site, the club's buildings and trailer line up.

bottom Martin Simons, who was visiting from Adelaide, South Australia, where he wrote the book "Vintage Sailplanes 1908 – 1945", and C. Wills about to start for a flight in the Austrian Mg 19a, BGA2903, on the 20.5.87. It was on the flight after this one, that C. Wills and Graham College were able to make a 1 hour 45 min flight up wind to the end of the Reservoirs and return. This was the only good day of the rally. Both Moswey 4a and Mg 19a were able to reveal their superior post war penetrative qualities over the prewar built gliders on this day. However, John Smoker won the height prize by taking his Grunau Baby 2a to over 5,000ft above the site on this day.

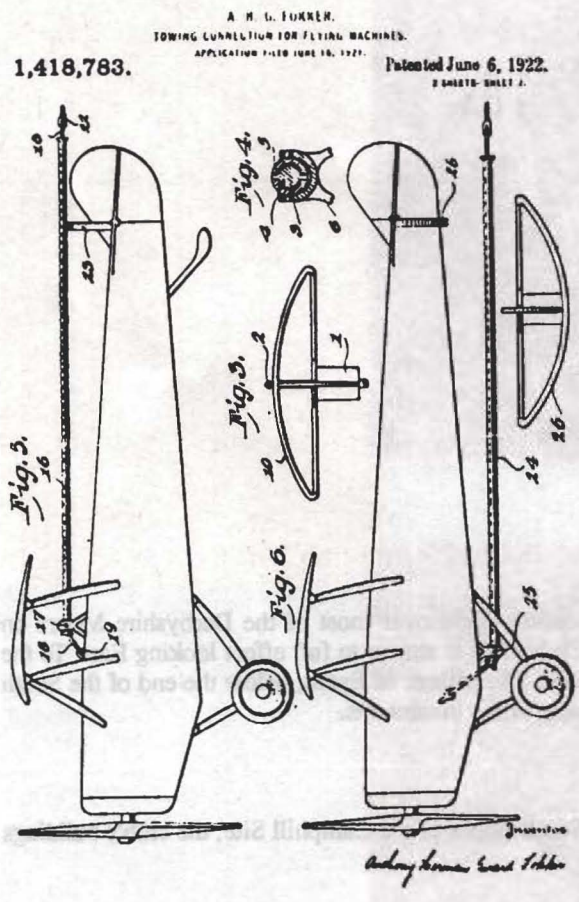
All photos on this page are reprinted with king permission of Ian Tunstall.

DUTCH NEWS

Fried Wevers reports that his Austrian **Mg 19b** has been flying in Holland for many months now and is a top quality sailplane. He is currently restoring, with his son, an Austrian **SG.38**, built in 1939. This should be ready to fly at the end of Spring 1988. He also reports that **Raymond van Loosbroek's** group is working on the ex Philip Wills 1952 World Championship winning **Sky**, but that, as there is so much work to do, the project may take another two and a half years to finish... to airworthy condition.

Work on the ancient **Grunau 8 two-seater** is being undertaken by an aircraft restoration group. We believe that a complete new wing is having to be built from a jig made from the existing wing, which will then have to be rebuilt itself. A similar, and possibly even greater, task was performed by Rodi Morgan and Fred Stickland during the restoration of the Rhönsperber in Britain.

The Dutch Gliding magazine "Planeur", (Ary Ceelen), has given details of the Antony Fokker patent in 1922 for a towing aeroplane.



When one considers that the Dutch have restored four vintage gliders this year to airworthy condition, when there was not an international rally in their country, which is generally the stimulus for getting vintage gliders flying, this must testify to the enthusiasm of their vintage glider club. The gliders were **Doppelraab**, restored by **Fried Wevers, Grunau 9 (Fokker) Schaedelspalter** by **Toon Frishert** (this is currently the oldest glider flying in Holland – 1946), **Grunau Baby PH-814** (formerly Austrian) by **Peter Deege** and a **C.800** by **E. Jansen Groesbeek**. We have sent them all engraved silver cups and our congratulations. Moreover, we have heard that **Bob Persyn** has now received clearance from the RLD to build his **Minimoa 36** and has now started the project. He has received much help, drawings and information from Werner von Arx, who owns and flies the only existing Minimoa 36.

The **Dutch National Oldtimer Glider Meeting** was held on the South Limburg airfield of Schinveld from the 28 – 31 May 1987. Taking part were: one Grunau Baby; four Prefects; one Fokker Olympia; one Skylark 2; one T.31; two Ka-2s; one B-Spatz; two Goeviers and one Caudron. The first take off was Jan Förster's T.31 with the Mayor of Brunsum as passenger. The RLD had cleared the airfield for aeroplanes, which was lucky on account of the nearness of Maastricht airport. This is usually the greatest handicap for the Limburg glider pilots who normally are not allowed above 600m. We thank Willem Janssen Groesbeek for the fuller report which follows.

Goevier/two seater Oldtimer Meeting at Hilversum

This meeting was held 30th April – 3rd May. Of the ten gliders entered, six flew and one was only there to be appreciated. A scoring system, designed by Hans Dijkstra, was tried out. It works as follows:

Points are awarded for:
- age of the glider
- technical condition
- number of minutes flown
- distance flown

The best glide ratio, given by the makers, is the handicap. This system makes for a lot of calculation, but it works well in practice.

Those coming early had a nice summer evening on the 29th April. The 30th began with good weather, but in the afternoon the rain came, yet the first scores were flown. The difference between first and second was three minutes. Winner of the day was Goevier PH-209. As it was Queensday, a bottle of Orange was the prize. In the evening fireworks were set off on the airfield by the people of Loosdrecht. We all had a good view.

Friday May 1st. As it was raining, many went to the Air Force Museum at Zeist. Also admired was the porcelain collection in the castle of Seipenstein. In the evening there was a presentation of several gliding films.

Saturday May 2nd. The weather was excellent. Even the bad gliders stayed in the air. In the afternoon a meal of Chinese food. Claude and Veronique now know how large portions of Chinese food are! In the evening a video made during the day was shown.

The final results were:

1 Goevier 3	PH-209	211 points
2 T.21	BGA3225	193 points
3 T.31	BGA3181	187 points
4 Goevier 3	PH-207	182 points
5 Caudron C 800	PH-807	168 points estimate
6 Goevier 3	D-1080	165 points
7 Ka-2	00-ZQA	150 points

National Meeting Schinfeld. The third national meeting was held at the Schinfeld soaring centre. The weather was not as desired: no thermals, but flyable. Thirteen oldtimers were together. The four Dutch-registered Prefects were there, also two Goevier 3s, the restored Grunau Baby of Peter Deege, an Olympia Meise, Skylark 2, two Ka-2b's, a Spatz and the T-31b, in total thirteen gliders. For the first time there was per-

the Vintage Glider Club

The Club arose from the wish of the vintage glider owners at the very successful first International Vintage Glider Rally at Husbands Bosworth in 1973 to encourage the preservation of worthy gliders of the past, particularly by the ownership and active flying of these machines.

Associate membership is available to those who wish to support the activities of the club, and Associate members are very welcome at Rallies.

Rallies are organised in conjunction with local groups several times each year, and International Rallies are held annually in sequence. Cross country flying on suitable tasks is arranged.

A quarterly magazine is issued to members, and there are occasional technical articles about gliders of historic interest.

The club endeavours to keep subscriptions as low as possible but those that can afford it are encouraged to make donations towards the running costs of the club.

MEMBERSHIP APPLICATION FORM

I wish to apply for Owner/Associate membership of the club, and enclose remittance for:

		£	
Membership fee	☐	1.00	
Annual subscription	☐	6.00	*(Great Britain)*
Annual subscription	☐	7.00	*(Europe)*
Annual subscription	☐	12.00	*(rest of the world to cover airmail postage)*
Donation	☐	_____	
Total		_____	

Overseas members are requested to pay by Girocheque, Eurocheque or banker's order. Cheques drawn on foreign bank accounts ***cannot be accepted.***

For all members (block capitals or typewritten please)

Your name _____

Tel. no _____

Address _____

Gliding or soaring club (or other aero club) _____

Your gliding and/or PPL qualifications _____

Trade or profession _____

please turn over

PLEASE NOTE:

a) **Membership is individual (not by syndicate).**
b) Owner membership is either sole ownership or ownership in a syndicate.
c) Club owned aircraft are accepted as though the club were a single owner.
d) Unless b) or c) apply, associate membership is applicable.
e) The club reserves the right through the committee to accept or decline any particular glider for owner membership.

The club would be pleased to have fuller details of your glider(s) on a separate sheet, enclosed with this form.

President:
Chris Wills, Wings, The Street, Ewelme, Oxford OX9 6HQ.
Secretary:
Robin Traves, Rose View, Marden Road, Staplehurst, Kent TN12. OJG.

For owner members (block capitals or typewritten please)

Type of glider _____

Maker and date _____

Registration _____

Other numbers _____

Colour scheme _____

Where normally flown _____

Other owner(s) _____

Condition (airworthy/under repair/refurbishing/museum exhibit) *(delete where applicable)*

Note:
The club records are on computer file. So that we keep within the British Law (Data Protection Act 1984) please sign opposite:

I have no objection to my VGC membership record being held on a computer file:

Signed _____

Please post with your remittance to:
Robin Traves, Secretary, Rose View, Marden Road, Staplehurst, Kent TN12 OJG.

the Vintage Glider Club

ORDER FORM

	no req	£
Adhesive badges @ £0.40 each. Blue motif on silver. 3″ dia. Four types: Front glued for sticking inside windscreen		
1 'Vintage Glider Club'	☐	____
2 'Vintage Glider Club Member'	☐	____
Back glued for sticking on glider etc.		
3 'Vintage Glider Club'	☐	____
4 'Vintage Glider Club Member'	☐	____
Cloth badges @ £1.20 each. Blue motif on silver-grey. 2.75″ dia.	☐	____
Metal lapel badges @ £1.50 each. Silver-coloured motif on blue enamel. 0.625″ dia.	☐	____
Brooches @ £2.00 each. Blue and white enamel. 1.125″ dia.	☐	____
Key rings @ £2.50 each. As Brooch on black leather fob.	☐	____
Key cases @ £3.00 each. As above on black leather case.	☐	____
Paperweights @ £3.50 each. Design as brooch, mounted on white Carrara marble. 2″ square.	☐	____
Tankards @ £18.00 each. Heavy gauge pewter with glass base and motif as brooch. One pint.	☐	____
Pencils @ £0.15 each. Dark blue with silver motif and 'Vintage Glider Club'.	☐	____
Ball points @ £0.25 each. Light blue, printed as pencils, retractable.	☐	____
'Pentel Sharplet' automatic pencils @ £0.75 each. 0.7mm leads. Light blue, printed as above.	☐	____
Desk clocks @ £4.50 each. L.C.D. digital, shows time, date or seconds. Clear acrylic with motif in blue. 4″ high.	☐	____
Sub-total		____

	no req	£
Sub-total b/f		____
Ties @ £4.00 each. White motif woven in coloured tie. Green (vert, grun)	☐	____
Maroon (marron, rotbraun)	☐	____
Navy (bleu fonce, dunkelblau)	☐	____
Tee-shirts, white with blue motif 8.5″ dia. Child's size £3.00 each: Chest 32″ 80cm	☐	____
Adult sizes £3.50 each: S 34-36″ 85-90cm	☐	____
M 38″ 95cm	☐	____
L 40″ 100cm	☐	____
XL 42″ + 105cm +	☐	____
Crew-necked sweat shirts @ £8.00 each. Grey with blue motif and piping at should seam. S	☐	____
M	☐	____
L	☐	____
XL	☐	____
		____

Please add postage and packing (foreign rates in brackets):

Each sweat shirt or tankard 60p (£1.00) ____

Each tee-shirt or paperweight 40p (60p) ____

Small quantity adhesive and cloth badges 20p (40p) ____

Small quantity other small items 30p (50p) ____

Total ____

Cheques should be payable to 'Vintage Glider Club' in sterling, drawn on a British bank, or Eurocheques payable in sterling.

I enclose the sum of ____

Name ____

Address ____

____

____

Please send to:
Peter F. Woodcock, 61 Matlock Rd, Sheffield S6 3RQ.

The Vintage Glider Club – Technical Articles

		£
Manuel "Wren" Series – 2 sides. £0.25	☐	
Kranich – 5 sides. £0.50	☐	
Bolus Baby Albatros – 3 sides. £0.30	☐	
Weihe – 5 sides. £0.50	☐	
Mu-13 – 5 sides. £0.50	☐	
Spalinger – 4 sides. £0.40	☐	
Rhönbussard – 4 sides. £0.40	☐	
Olympia (1986) – 6 sides. £0.60	☐	
Grunau Baby – 7 sides. £0.70	☐	
FVA Rheinland – 6 sides. £0.60	☐	
Slingsby Cadet – 3 sides. £0.30	☐	
DFS Reiher – 5 sides. £0.50	☐	
Avia 40P – 5 sides. £0.40	☐	
Rhönsperber – 4 sides. £0.40	☐	
Harbinger – 3 sides. £0.30	☐	
Slingsby Gull I – 5 sides. £0.50	☐	
Minimoa – 12 sides. £1.00	☐	
Gö-4 – 8 sides. £0.80	☐	
Elfe-I – 3 sides. £0.30	☐	
Soviet Record Breakers – 7 sides. £0.70	☐	
Oberlerchner Mg 19 – 6 sides. £0.60	☐	
Sub-total		

		£
Sub-total b/f		
Kadet/Cadet/Tandem Tutor (1986) – 6 sides. £0.60	☐	
Also: To help with **Restoration Work plus Kaurite Glue** – 4 sides. £0.40	☐	
Ageing of Wood Adhesives – 4 sides. £0.40	☐	
Colours and Markings of German Gliders 1922–45 – 7 sides. £0.70	☐	
What's Washout? Watch Out! – 6 sides. £0.60	☐	
Storing Vintage Gliders during the Winter. Free	☐	
Total		

All orders should include postage.

For postage to Europe, please add a small donation. For postage outside Europe, please add a slightly larger donation!

Cheques should be payable to 'Vintage Glider Club' in sterling, drawn on a British bank, or Eurocheques payable in sterling.

From the Secretary:

Robin Traves
Rose View
Marden Road
STAPLEHURST
Kent
TN12 0JG

mission for towing at this airfield. At the opening of the meeting the town authorities could experience the low noise level. With so many two-seaters, several pilots saved time getting into the air by aerotowing.

The Limburgers were very hospitable to the "Dutch". Nice camping, nice contacts, sociable evenings, nice memorial trophy and an invitation for a next meeting.

The results were as follows:

1	Grunau Baby	PH-801	Peter Deege	308 pts
2	Ka-2b	00-ZQW	G. v. Bree	288 pts
3	T-31b	BGA3181	Jan Förster	286 pts
4	Goevier 3	PH-207	M. Louwinger	280 pts
5	Olympia	PH-176	S. Maas	271 pts
6	Prefect	PH-198	J. Grundermann	262 pts
7	Prefect	PH-194	B. Persijn	254 pts
8	Goevier 3	PH-209	H. Dijkstra	252 pts
9	Prefect	PH-192	E. Vermeer	251 pts
10	Ka-2b	D-2399	M. Pelzers	250 pts
11	Spatz	D-5079	M. Pelzers	212 pts
12	Skylark 2	PH-231	T. Ottenheym	203 pts
13	Prefect	PH-193	K. Goossens	201 pts

For a national meeting a proper international result.

The Annual General Meeting. The AGM of the VHZ (Dutch VGC) was on Saturday November 21st in the "Elektrum" at Arnhem. After a review of the year's activities, and announcements of the events and activities of the coming year, the National Award was handed to Toon Fishert. He received this award for the restoration of the Fokker ESG PH-118. The reason was that the ESG has great historical value, and also, it is now in original condition, just as delivered by Fokker in 1951. After this, the five VGC awards were presented by our chairman Jan van Beugen to:

Peter Deege	Grunau Baby	PH-801
Ewald Janssen Groesbeek	Caudron C 800	PH-807
Fried Wevers	Doppelraab	PH-814
Toon Fishert	ESG	PH-118
Jan Grundermann	Prefect	PH-198

Also the new VHZ sticker was introduced. After the official meeting there was a lunch for fifty persons. Later, films and videos were shown and everyone could talk together.

Dates for next year's VHZ activities

National Rally	12–15 May at Hoogenveen
Goevier/two-seater Rally	17–19 June at Muenster (Germany)

Willem Janssen Groesbeek

HAHNWEIDE INTERNATIONAL OLDTIMER MEETING

Every other year, this Meeting has been held during the first weekend of September. This year, the weekend was especially well attended and the weather was fine, with the thunderstorms all around, standing off at a distance. Over 150 owners of old aeroplanes and gliders had entered. Klaus Lässing, with his helpers from the Fliegergruppe Wolf Hirth at Kirchheim, organized the event.

Vintage gliders present were the Oldtimer Wasserkuppe's DFS Habicht, the Göppingen 1 "Wolf", built and flown by Otto Grau, 3 Minimoas... that of Werner von Arx, Jan Scott USA, and Münster, (there is only one more Minimoa in Europe that might fly... and that is the one in England). Wolf Hirth used to own the Jan Scott Minimoa and flew it from the Hornberg. It is now in Germany for basic overhaul. From Switzerland also came a Spalinger S.18 HB-458, owned by Peter Egger. A special attraction was the Hungarian "Cimbora". The French, from Pont Saint Vincent, who have since the war had close contact with the Hahnweide, brought a Javelot, a Breguet 90IS and an AIR 100. There were also many Grunau Baby 2s and 3s and the fine Condor 4 from Uetersen, several Doppelraabs, Rhönlerches, a Kranich 3, a Bergfalke 2 and a Meise. Next year, the design will be 50 years old. The palette was rounded off with an Austrian Mg 19b, SHK, Standard Austria S, Schleicher Ka-3, L.10 Libelle, FFA Diamant and a Phoenix T, which was the first fibreglass sailplane to go into limited production. Bungee launch starts were demonstrated by the SG.38 from Hirzenhain.

For the vintage aeroplane enthusiasts, there were two Ju 52s. The Swiss one has original BMW engines and could take off from the Hahnweide. The Lufthansa restored Ju has Pratt & Whitney (or similar) engines of not so much power and needs 1000m long runways. It had to take off each day from Stuttgart Echterdingen. The Hungarians brought their Polikarpov Y2 (PO-2) biplane which was an especially welcome visitor. There were also two T.6 (Harvards) which shattered everyone's ears (also during aerobatics) many Bücker Jungmanns with different engines, two "Zaunkoenigs" designed by Prof. Winter of the Akaflieg Brauschweig (Brunswick) in 1943. (Could one of these have been G-ALUA which was for many years at Redhill? – CW). There were two Klemm 35s, two Fw 44 "Stieglitzs", a Nord 100 2 (ME 108) built in France, Tiger Moth, Stampe, MS 505 Storch built in France with radial engine etc., etc.

German Vintage Sailplane drawings in existence

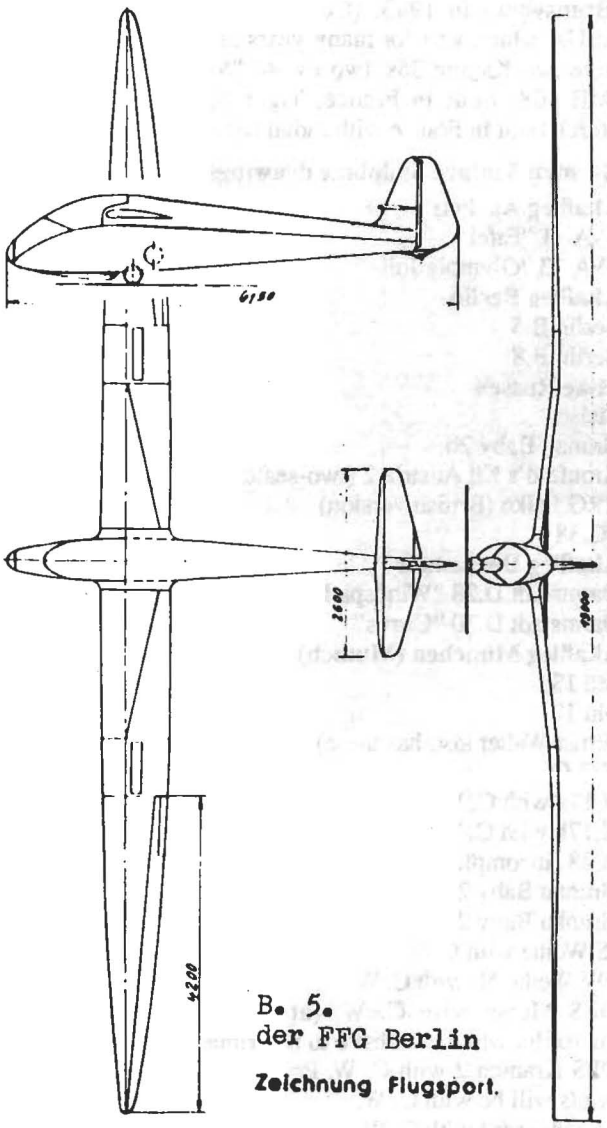
Akaflieg Aachen
FVA 11 "Eifel"
FVA 13 "Olympia Jolle"
Akaflieg Berlin
Berlin B.5
Berlin B.8
Mike Russell
Meise
Grunau Baby 2b
Kronfeld's Kü Austria 2 (two-seater)
RRG Falke (British version)
SG.38
Akaflieg Darmstadt
Darmstadt D.28 "Windspiel"
Darmstadt D.30 "Cirrus"
Akaflieg München (Munich)
Mü 13d
Mü 17
(Ernst Walter also has these)
V.G.C.
H.17a with C. W.
H.17b with C. W. (at present in A4 format)
H.28 (incomplete), Dale Busque, USA
Grunau Baby 2a with C. W.
Grunau Baby 2b
JS Weihe with C. W.
FW Weihe 50 with C. W.
DFS Meise with C. W. (at present two sets of 35mm microfilm which will have to be printed)
DFS Kranich 2 with C. W. Prints are with Heiko Harms (A3 prints will be with C. W.)
Rhönbussard with C. W.
Rhönadler 32 with C. W. **but they must be copied**
Rhönadler 36 with C. W. and Klaus Heyn, the latter has full

size
DFS Habicht A3 incomplete.
Rhönsperber very incomplete with C. W.
Werner von Arx
Minimoa 36
Klaus Heyn
Wolf (Göppingen 1) (Microfilm poor quality with C. W.)
For immediate distribution by C. Wills
Hütter H. 17a
Grunau Baby 2a
A set of DFS Meise prints (164 of them) has been microfilmed (35mm), December 1987. Prints of these can be made available but all of them would be expensive. Price: 50p A3 size each.
A3 drawings of:
Rhönbussard
Weihe (full size also – could be copied, £2.50 each)
Rhönadler 36
Hols der Teufel – "Anfänger"
Microfilm exists with C. Wills for RRG Prüfling

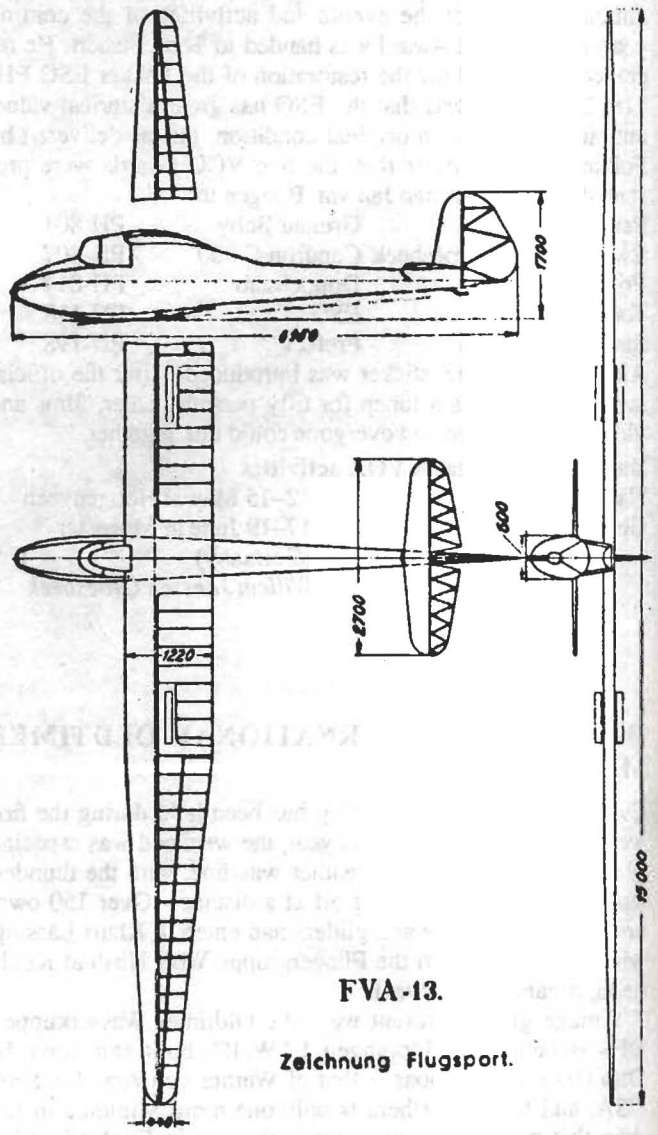
For the A3 drawing sets, C. Wills and the whole VGC are eternally indebted to our member Wilhelm Molik.

Following the above report on old gliders, it occurred to us that some of our members quite excusably might not know what the B.5 and FVA 13 were. Both these 15m span types were among the finest projects designed and built by the Akafliegs before the war. Both were, as far as we know, among the many gliders destroyed in 1945.

The B.5 was finished in 1937 and took part in the 1937 (National) Rhön Contest, in which it won 3rd prize for technical merit. Later that year, it took part in the Wasserkuppe – Berlin Goal flight contest. It was one of the first sailplanes to be fitted with a retractable undercarriage and we believe that its fuselage was of special construction, using stiffened paper? Mx.Calculated L/D was 1:30.5. The test pilot Hans-Peter Lerche, who was the last German pilot to fly the Dornier 335 "Pfeil" (on a delivery flight via Prague in 1945, which is currently on exhibition in the German Museum, Munich, having been loaned from the Smithsonian Institute, and restored by Dornier), spoke very highly of the B.5 and the Rhönbussard. The B.5 was among the Akaflieg sailplanes to take part in the Akaflieg Meeting in the Chiemsee, Bavaria, in 1941.



B. 5.
der FFG Berlin
Zeichnung Flugsport.



FVA-13.
Zeichnung Flugsport.

The FVA 13 "Olympia Jolle" was the last type to be designed by the Akaflieg Aachen before the war during 1938/9. It was the FVA's candidate for the sailplane type to be flown by pilots from all nations in the cancelled 1940 Olympic Games in Helsinki. As such, it was therefore one of the first Standard Class sailplanes (Einheits Segelflugzeuge). With its assymetric wing set up (Mu 13d style?) ie. one wing covered the fuselage, it offered outstandingly simple rigging which could be undertaken by two men (perhaps it would have been safer with three?), we venture to suggest that this might be a suitable project to build again?

A LETTER

Robin Traves has received this letter from Neville C. B. Wilson, dated 9th June 1987, address: PO Box 947, SANA'A, Yemen Arab Republic, concerning the Fokker built Goevier 2 in Zimbabwe. We include it here for interest.

"Dear Robin,

No doubt you will be interested to learn that on a recent first time visit to the Midland Gliding Club at Gweru in Zimbabwe, I found that their fleet includes a Dutch built Goevier – and I was fortunate enough to have a flight in it!

The Goevier is quite a favourite amongst the Club members though more as an aircraft to be enjoyed rather than for serious training for which they have a Blanik and a Ka 7. The canopy of the Goevier has been 'modified' by removal of the rear portion of the perspex leaving only a windscreen so that it is effectively an open cockpit – which adds to the impression of flying a vintage machine. The modification had a practical purpose – some of the taller Club members had a problem fitting into the rather cramped cockpit, also in a hot climate the extra ventilation can be an advantage.

The really interesting thing about this Goevier – a Mark 2 from the rounded shape of the rudder trailing edge – is that in the Technical Article which the VGC issued some time ago on the Goevier BGA1642 was described as the last of its type built by Fokker in 1947 and having a Works No. of 6060. The MGC Goevier, according to the Works plate, was built in 1948 and has a Works No. of 6063 – so one must conclude that BGA1642 was not the last of its type built in Holland and it would appear that Fokker built more than six Goeviers. Possibly 6063 was the last.

I understand that the MGC have had an offer for their Goevier but they are reluctant to part with it unless perhaps on an exchange basis for another training machine – a Blanik perhaps! With Zimbabwe's foreign exchange shortage the Club has difficulty even to obtain materials for maintenance and repairs so the chances of obtaining exchange control approval to purchase another aircraft are indeed slim.

I wonder if perhaps the Goevier which the Dutch VC are trying to purchase (VGC News Autumn 1986) is the one in Zimbabwe?"

ZIMBABWE

Spalinger S.18 found. The S.18, that has existed in Southern Africa since the war, has been located by Ian Dale Hurrell, PO Box 37, Gweru, Zimbabwe, who has either just bought it, of is thinking of buying it. It has a badly damaged port wing and drawings are needed for its repair. Ian Dale Hurrell has been put in touch with S.18 owner, Willi Schwarzenbach, who will certainly know where the Spalinger drawings are. (Probably in the Luzern Transport Museum with other Swiss glider drawings?) No doubt the museum can easily make (from microfilm?) copies of the necessary drawings... as the VGC does, although they possibly might not be full size?

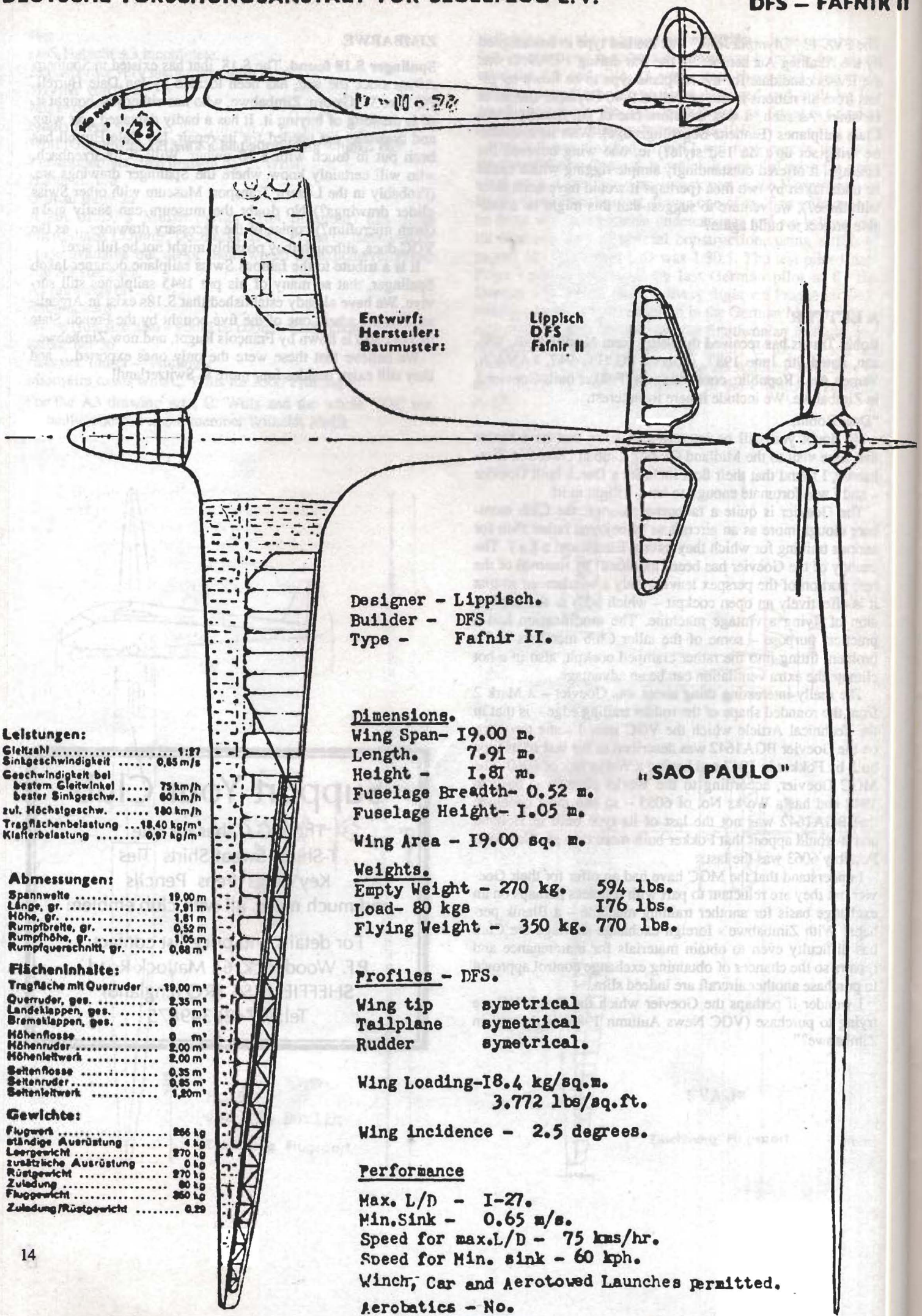
It is a tribute to the famous Swiss sailplane designer Jakob Spalinger, that so many of his pre 1945 sailplanes still survive. We have already established that S.18s exist in Argentina, France, where one of the five bought by the French State in 1941 still is flown by François Ragot, and now Zimbabwe.

We believe that these were the only ones exported... and they still exist, besides four more in Switzerland!

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For details and price list contact
P.F. Woodcock, 61 Matlock Road
SHEFFIELD S6 3RQ (England)
Tel: (0742) 349875



Designer - Lippisch.
Builder - DFS
Type - Fafnir II.

"SAO PAULO"

Leistungen:

Gleitzahl	1:27
Sinkgeschwindigkeit	0,65 m/s
Geschwindigkeit bei bestem Gleitwinkel	75 km/h
Geschwindigkeit bei bester Sinkgeschw.	60 km/h
zul. Höchstgeschw.	180 km/h
Tragflächenbelastung	18,40 kg/m²
Klafterbelastung	0,97 kg/m²

Abmessungen:

Spannweite	19,00 m
Länge, gr.	7,91 m
Höhe, gr.	1,81 m
Rumpfbreite, gr.	0,52 m
Rumpfhöhe, gr.	1,05 m
Rumpfquerschnitt, gr.	0,68 m²

Flächeninhalte:

Tragfläche mit Querruder	19,00 m²
Querruder, ges.	2,35 m²
Landeklappen, ges.	0 m²
Bremsklappen, ges.	0 m²
Höhenflosse	0 m²
Höhenruder	2,00 m²
Höhenleitwerk	2,00 m²
Seitenflosse	0,35 m²
Seitenruder	0,85 m²
Seitenleitwerk	1,20m²

Gewichte:

Flugwerk	266 kg
ständige Ausrüstung	4 kg
Leergewicht	270 kg
zusätzliche Ausrüstung	0 kg
Rüstgewicht	270 kg
Zuladung	80 kg
Fluggewicht	350 kg
Zuladung/Rüstgewicht	0,29

Dimensions.
Wing Span- 19.00 m.
Length. 7.91 m.
Height - 1.81 m.
Fuselage Breadth- 0.52 m.
Fuselage Height- 1.05 m.

Wing Area - 19.00 sq. m.

Weights.
Empty Weight - 270 kg. 594 lbs.
Load- 80 kgs 176 lbs.
Flying Weight - 350 kg. 770 lbs.

Profiles - DFS.

Wing tip	symetrical
Tailplane	symetrical
Rudder	symetrical.

Wing Loading-18.4 kg/sq.m.
3.772 lbs/sq.ft.

Wing incidence - 2.5 degrees.

Performance

Max. L/D - 1-27.
Min.Sink - 0.65 m/s.
Speed for max.L/D - 75 kms/hr.
Speed for Min. sink - 60 kph.
Winch, Car and Aerotowed Launches permitted.
Aerobatics - No.

1937 – 1987

The First World Gliding Championships – 50 years ago. We find it impossible to let 1987 go, without mentioning the above event, although some people have tried to disclaim the meeting as the first World Gliding Contest, possibly because of the political situation preventing several nations from taking part. We find it difficult to agree with this, as Czech and Polish teams were there, when at that time, and before, the Nazis were making no secret of their future acquisition of Slav colonies, and that the Dutch frontier was still open for cross-country glider flights from Germany in 1938. Nevertheless, although invited, there were no teams taking part from France, Russia and from other countries, where gliding had already reached an advanced state. It is also noticed that no Hungarian team had entered, even in spite of Lajos Rotter's epic World Goal flight record from Berlin to Kiel (360kms) in the Nemere, during the previous year's Olympic Meeting (Berlin 1936). Nevertheless, it should be mentioned that there had been international gliding meetings before this one.

We are deeply indebted to Doc Slater's reporting of the event in the August 1937 "The Sailplane".

It will be noticed that the German team were flying the 1934 Sao Paulo, and that Hofmann came second in the mighty Moazagotl, which was by no means an easy sailplane to fly. Hanna Reitsch was flying the first Reiher which had very flexible wings, owing to high aspect ratio. It will be noticed how on the first day, there was good weather which enabled Dittmar, Reitsch and Mynarski (Poland) to fly 351kms to Hamburg. It will be noticed how on the second day, the Swiss Sandmeier, outflew the entire field with his slow Spyr 3, and how, on the fourth day, the Moazagotl won. On the fifth day, Dittmar alone got away from the bungee launch, beneath a passing front, and flew 177kms. This flight gave him an overall lead and was instrumental in winning him the contest. Hofmann again won on the seventh day with a 300km flight with the Moazagotl, and the 8th day, with a 174km flight. It is clear that Ludwig Hofmann was an outstanding contest pilot. On the ninth day, it was Baranowski, Poland, who broke through, with an Orlik, to land 300kms away near Berlin. Sandmeier, Switzerland, again cleared up the field with his Spyr 3, by flying 209kms on the tenth day.

The British team was outclassed with their very fast King Kites. One of these was terminally broken on the first day, after a spin from a bungee launch. Another was broken in half after a bungee launch, which, although as strong as all the other bungee launches, failed to give it enough speed to fly, when there was no wind. It was ground looped to avoid it going in to a small wood. Although Fred Slingsby said that it would not fly again during the contest, the German repair team put the two halves of the fuselage together, without drawings, by simply stretching the fuselage out to the length of its elevator cables, and joining it up, ably fed with bottles of beer by John Sproule! Willy Watt recovered after his King Kite crash, and flew another King Kite to Czechoslovakia in incredibly short time, more than proving the machine's incredible speed and reaching Czechoslovakia with 4,000ft in hand. He moreover took it in cloud to well over 7,000ft, gaining the height prize. We think that, considering the low launches, the King Kite's unusual nose down flying attitude, lack of sound and lack of feel, with speed changes as well as a very possible spin at low speed, that the British team were lucky to come back with two intact King Kites! Willy Watt was clearly an outstanding pilot who quickly learnt from his mistakes. There were other experiences had by the British team.

Toby Fisher managed to retrieve the Hjordis across a field with two oxen! The Hjordis had a long float during landing, side presentation of fuselage to airflow, during slips, had little drag effect, owing to the finely tapered, circular fuselage. As everyone knows, fields near the Wasserkuppe are now small, and were so, probably, then. So the Hjordis went on across the field forever and eventually, after subsiding, could only be kept out of a stream by the pilot sitting on the rear fuselage!

Professor Dr. Georgii's kind help will never be forgotten. As official meteorologist, he suggested that foreign pilots should try in the direction of Bayreuth. Philip Wills landed there and, the Swiss Willi Baur, said before the start, that he would buy Philip Wills a beer on the Bayreuth airfield. Willi Baur actually got there with considerable height, but felt, on seeing the Hjordis on the ground, that he must honour his promise, and brought his Spyr down to buy Philip that beer. Such was the spirit of the age. It would not happen now! (Except perhaps among VGC pilots). The Hermann Goering Halle could contain all the sailplanes rigged. If only it could be there now, suitably renamed, of course.

Let us also remember Murray and Fox's duration flight in the Falcon 3. On the third day, they put up the fourth best duration of 5hrs 19mins. This was the first World Two-seater Duration Record, which was increased, during the next year, to over 22 hours, by William Murray and John Sproule above Dunstable, in the same type. These were the only world gliding records ever held by British pilots. The British Team had a most interesting and good time and learnt a lot... and returned home more than somewhat tired.

Although the Germans had clearly won, the great excitement of the contest was of Sandmeier, Switzerland, coming fourth, ahead of Kurt Schmidt and Hanna Reitsch. The Polish team was judged as second best to the Germans for the technical standard of their aircraft, and their flying of them.

Of those taking part in the 1937 Contest that still are alive, we know of Alexander Stanojevic – Yugoslavia: Willi Baur – Switzerland: Dudley Hiscox, John Sproule, Toby Fisher, Mrs P. A. Wills – Great Britain, and possibly Wally Setz of the USA, and of course Wolfgang Späte... and Hans Jacobs of Germany. Of the Poles, Gora and Mynarski are still there.

A map showing all the flights of over 100kms (62 miles) made during the International Meeting. Note especially the three flights to Hamburg, the furthest point ever reached in a northerly direction; the flight to the outskirts of Berlin by the Polish pilot Baranowski, and the flights into Czechoslovakia, including one by Flt-Lt. P. M. Watt to Cheb/Eger.

Although the writer of this was not there – but was alive then, and interested in gliding, he has attempted to research the contest.

It would seem that there was good weather on the first day, allowing the 351km flights to Hamburg, the weather after that became indifferent with occasional lapses of fronts and sunshine. These allowed nonetheless incredible cross country flights of 2–300km occasionally and climbs to over 3,000m in cloud. Considering the capabilities of the machines in those days, which were by no means the final products of the pre-war designers and the poor weather, this speaks words "beyond praise" for their pilots.

Little detail has been heard of the Fafnir 2 "Sao Paulo", in its 1937 form, and we attempt to redress the situation. The

"Sao Paulo" was finished in 1934 and was at that time, the world's most refined and fastest sailplane. Funds for its construction may have come from the German inhabitants of Sao Paulo, who demonstrated their well wishes for German gliding, when they turned out in force to greet the German expedition to Brazil in 1934. The chief designer of the Sao Paulo was Alexander Lippisch, who had been the RRG's (Rhön Rossiten Gesellschaft) great glider designer of the 1920s.
He had already designed the wonderful Fafnir 1 and the "Sao Paulo", (Type Fafnir 2) was his final sailplane design, before he went on to design flying wings and deltas to attack the sound barrier and beyond. Working with him was the young designer, Hans Jacobs.

At that time, it was considered that major drag was set up at the wing fuselage joint, and so almost unlimited effort and expense was put in to making the wing fuselage intersection as perfect as possible. The end result was that the Fafnir 2 came out 30% heavier than its design weight. It must be stated that in our opinion almost every sailplane at that time came out heavier than its design weight and this in most cases did not effect them disastrously.

The "Sao Paulo" was brought late to the 1934 Rhön Contest, looking superb in its varnished plywood, transparent fabric and black registration. It almost certainly did not arrive until the third day of the contest. It had had only two test flights previous to this. Nevertheless, its third flight was sensational. It seems that its bungee launched take off was witnessed by very many photographers for we have many photos of the event. Its pilot, the young Heini Dittmar, who was the Condor specialist, having in 1930 built the first one, contacted lift low down, and although he did not have his passport with him, he crossed the Czech frontier and landed 375kms away, on what seems to have been a large space (as the Sao Paulo had no spoilers or airbrakes) at Liban in Czechoslovakia. It was a new World Distance record. This was Heini's second in one year... the first, having been his over 14,000ft height record in his Condor 1, in Brazil, also in 1934. It was said that its excellent aerodynamics more than cancelled out its extra weight!

After this time Heini Dittmar became one of DFS's test pilots, and also both Alexander Lippisch and Hans Jacobs were working as designers for DFS (Deutscher Forschungsanstalt für Segelflug) the state run German Experimental Institute for gliding. The Sao Paulo was owned by DFS and took no further part in the national contests until the World Event of 1937, which it won with Heini's brilliant flying.

We are sad to relate that John Sproule, as a British Naval Officer, who was part of a British Team in Germany during June 1945, investigating the contribution made to the German War Effort by German glider designers, saw the fuselage of the "Sao Paulo" on a giant bonfire on an airfield in Germany, which was being cleared for British Operational use by the RAF Regiment. Allied troops were under orders to destroy all gliders, aeroplanes, industry, etc., in Germany according to the Morgenthau Plan. We don't know which airfield this could have been. Darmstadt Griesheim, the airfield upon which the Windspiel was found etc., was in the American zone but one must remember that the British and Americans were visiting each others zones with some abandon, both having had troops and airmen on the Wasserkuppe. From this, it would seem that the famous "Sao Paulo" Fafnir 2, lived eleven years, and did not survive June 1945. We have been reliably informed that its colour in 1937 was overall medium blue with white registration letters on sides of fuselage and upper and lower surfaces of its wings. A white diamond, with its contest number in black, was on its nose. Red band, white circle and black swastika adorned fin and rudder. White also (contrary to the drawing) was the name "Sao Paulo" diagonally in capitals on the side of the nose, but more elongated vertically than shown on the drawing. The drawing has been made from photographs and other help. We hope that it is accurate... but it may not be.

DOC SLATER

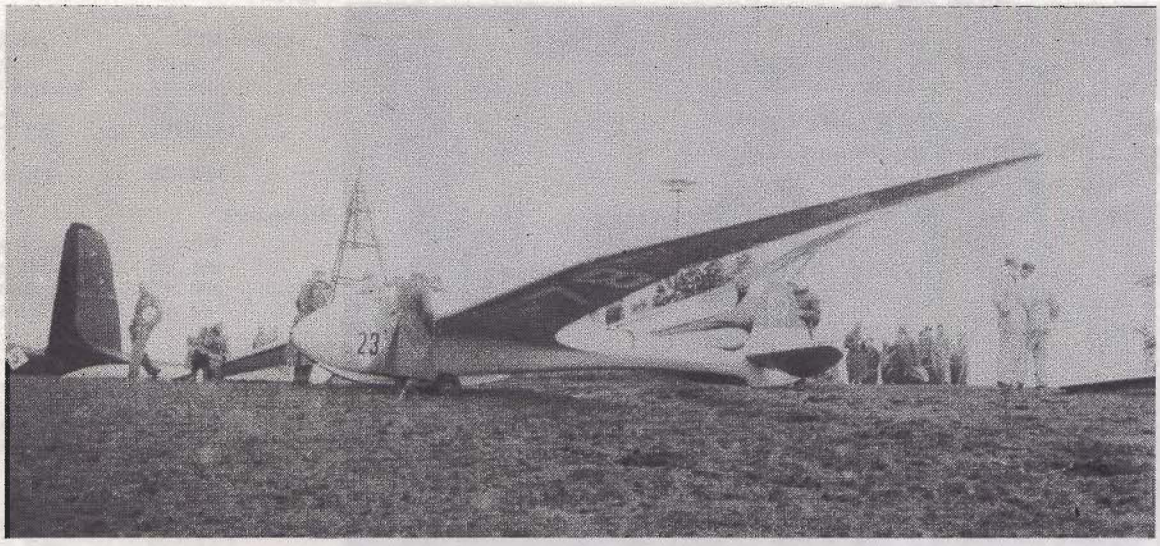
John Sproule writes:
I first met Doc Slater at the BGA National Gliding Competitions at Barrow in Furness in 1932. Already he was the father figure of gliding – as he was to remain to me for the next 50 years. From the first Doc Slater was knowledgeable on a wide range of subjects ranging from astronomy to meteorology, and his memory for matters and people concerned with gliding was encyclopaedic. He spoke and read German with fluency and in the early days when all the ideas and advances in gliding came from that country – Doc Slater's interpretation of the German scene was always of the greatest interest. Doc Slater in addition to all his other accomplishments – was a considerable musician. For generations of gliding people – no gathering or party was complete without his rendering of Eine Kleine Nachtmusik on the penny whistle. A kindly though somewhat solitary man – Doc Slater's intellectual approach to all manner of subjects was combined with a great humour, which made any gathering at which he was present the greatest fun. We will all miss him. There could only be one Doc Slater.

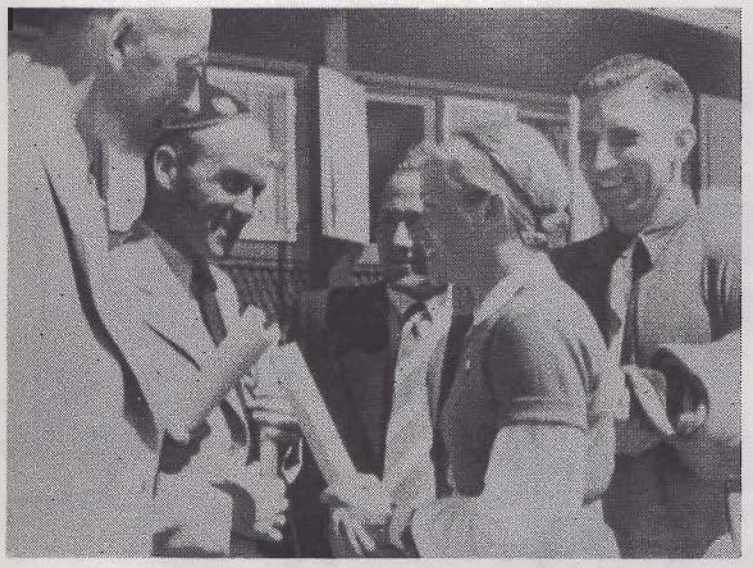
opposite
top The winnning machine, "Sao Paulo" Type Fafnir 2.

centre left Hans Sandmeier, Switzerland, left, being congratulated by Hanna Reitsch and Kurt Schmidt of the German Team. He finished before them both.

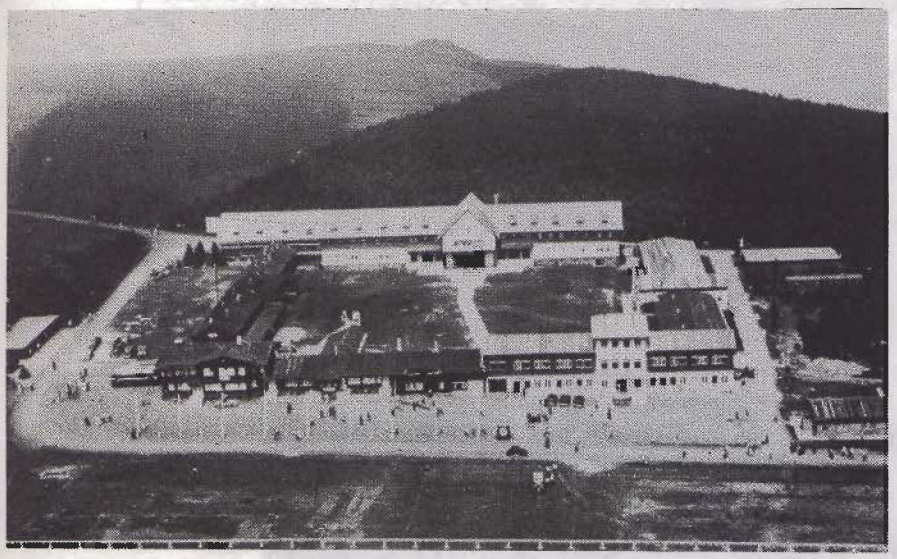
centre right The winner, Heini Dittmar, riding in triumph on the "Sao Paulo".

bottom A scene of the Wasserkuppe Gliding Centre at the time of the first International Championships in 1937.



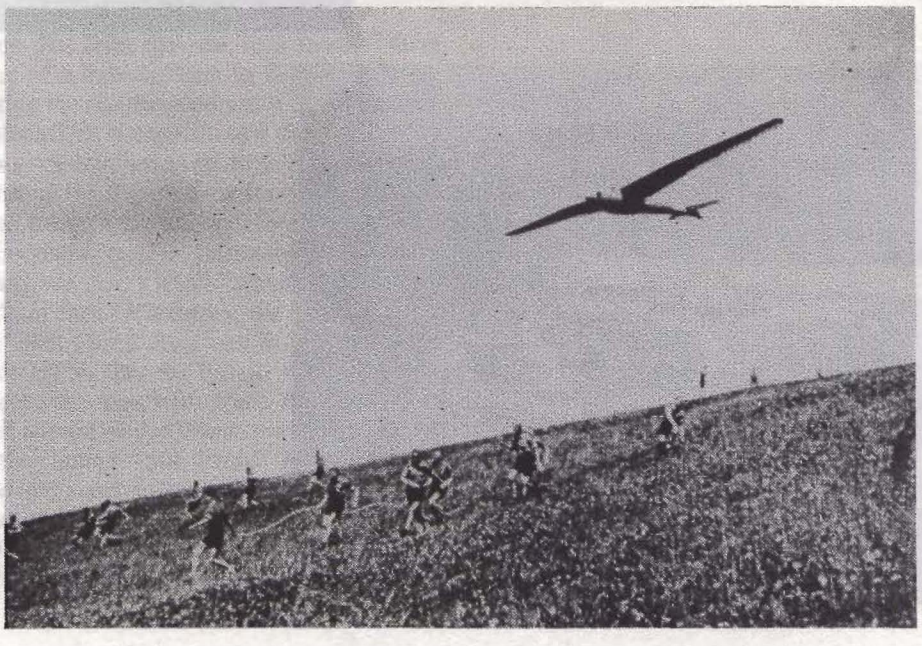












Machines and Pilots

Poland.

Sailplane. Type.	Identification.	Pilot.	Competition. No.
Orlik	SP-861	Baranowski ...	1
CW 5/bis/35 ...	SP-995	Zabski	2
Orlik	SP-1002	Brzezina	3
PWS 101 ...	SP-1005	Petèrek Szukiewicz	4
PWS 101 ...	SP-1006	Mynarski	5

Switzerland.

S 18 T	Nr. 213	Godinat	6
Spyr III ...	Nr. 109	Sandmeier	7
Moswey II ...	Nr. 204	Müller, Heiner ...	8
Spyr III ...	Nr. 39	Baur, Willi... ...	9

Czecho-Slovakia.

Tulak 37 ...	OK-gen. Cecek ...	Pitrman	10
Tulak 37 ...	OK-Cechy	Silhan	11
Duha II ...	OK-Mario	Chlup	12
VSB. 35 ...	OK-Olomouc ...	Steyskal Prachar	14

Great Britain.

Hjordis ...	G-GAAA	Wills, P. A. ...	15
King Kite ...	G-GAAB	Neilan Mrs. Price	16
King Kite ...	G-GAAC	Watt Smith, G. O.	17
King Kite ...	G-GAAD	Watt Hiscox	18
Falcon III ...	G-GAAE	Murray Fox	19

Germany.

Mü 13	D-14-150	Schmidt, Kurt ...	20
Minimoa ...	D-11-94	Späte	21
Moazagotl ...	D-4-602	Hofmann	22
Fafnir	D-11-78	Dittmar	23
Reiher	D-11-95	Frl. Reitsch, Hanna	24

Austria.

Rhönadler ...	OE "Florian-Geyer"	Fiedler Schaffran	25
Condor II ...	OE "Tirol"... ...	v. Lerch	26
Sperber ...	OE "Ziehrer" ...	Frl. v. Roretz Frena ...	27

Jugo-Slavia.

Sailplane. Type.	Identification.	Pilot.	Competition No.
Komar	YU-Beograd ...	Stanojevic	28

The British ground teams, after the demise of one of the King Kites, were re-distributed and finally settled down, more or less, to the following :—

Hjordis (pilot P. A. Wills): Mrs. Wills (driver), R. Wills (interpreter), Peter Shaw, Toby Fisher.

King Kite (pilots J. C. Neilan and Mrs. Price): J. S. Sproule (driver), A. Ivanoff.

King Kite (pilots P. M. Watt and D. G. Hiscox): C. L. Ruffle (driver), P. Smith, J. E. Marshall, Miss Connie Leathart (the last two attaching themselves, as occasion demanded, to other teams also).

Falcon III (pilots W. B. Murray and J. S. Fox): J. B. Fenton (driver), T. Fox, H. Gerry, K. W. Turner.

Mr. McMurdo, who piloted Major Shaw's aero-towing "Cadet," was also officially recognised.

In addition, the team received useful help from Herr J. Benemann (who organises the Anglo-German camps), and from Wally Setz, of the U.S.A. Mr. Setz attached himself to the first King Kite, and was a tremendous asset, during both work and play; he also accompanied the trailer party to Hamburg by road afterwards. We were delighted to have him with us, for he cheered us up no end.

Coming back to our German hosts, we have not yet finished cataloguing their good deeds. There was the repair workshop, which we understood we would just have the use of, paying for our own materials. But as things turned out, nearly all the work (which included putting together the broken halves of a King Kite fuselage) was done by the German staff—luckily for us, or we should have had half our machines out of commission most of the time. Their lightning rapidity was little short of miraculous. And they wouldn't let us pay.

The various teams were not the only foreign visitors at the meeting. For instance, there were the secretary of the Polytechnic gliding centre at Milan; Harris Sachs, of Enschede, Holland, holder of his national height record; Mr. Spire, the French "Silver C" pilot who recently visited Dunstable; M. Cid, Dipl. Ing., of Portugal, now studying at Darmstadt; and Professor Sato from Japan. Among our German friends, Wolf Hirth and Oskar Ursinus were continually coming and going; they, more than anybody, had been looking forward to a meeting of this sort for years and years, and were really happy. And among short-period English visitors were Buxton, Slingsby, Nicholson, Ashwell-Cooke, Miss Heron-Maxwell, Major J. E. D. Shaw and Miss Shaw.



opposite

above Fox and Murray about to start in the Falcon 3 in which they set up the first World two seater duration record, during the 1937 International Contest.

middle Philip Wills and Toby Fisher bringing out the Hjordis.

bottom Launch of a King Kite by the Youth.

From "Flugsport"

VINTAGE GLIDER CLUB

BALANCE SHEET - 31st DECEMBER 1985

	£	£
FIXED ASSETS		
Equipment, Less Depreciation		25.00
NET CURRENT ASSETS		
Stocks at Cost	656.99	
Loan to 1986 Lasham Rally	500.00	
Leeds Permanent Building Society	2,525.30	
Halifax Building Society	1,343.87	
Sundry Debtors	530.00	
Cash in Hand	8.99	
Cash at Bank	307.80	
	5,872.95	
Deduct:		
NET CURRENT LIABILITIES		
Auditors Remuneration	30.00	
Sundry Creditors	474.41	
	504.41	
NET CURRENT ASSETS/(LIABILITIES)		5,368.54
		£5,393.54
REPRESENTED BY:		
Consolidated Fund		4,379.43
International Reserve		1,014.11
		£5,393.54

I have examined the above Balance Sheet dated the 31st December 1985 which is in accordance with the Club's books of Accounts and the Information and Explanations given to me.

M.E. WAKERLY. FAAI. F inst CM.
Incorporated Administrative Accountant

VINTAGE GLIDER CLUB

INCOME AND EXPENDITURE ACCOUNT

FOR THE YEAR ENDED

31st DECEMBER 1985

	£	£
INCOME		
Sales		1,182.24
Subscriptions and Donations		3,159.27
Technical Articles		44.12
Long Mynd Rally Surplus		104.94
Amlikon Rally Surplus		530.00
Building Society Interest		263.39
		5,283.96
EXPENDITURE		
Stocks at Cost	715.36	
Purchases, Less Discounts	552.72	
Postage	949.54	
Newsletters	2,293.00	
Stationery	237.84	
Prizes	193.90	
Insurance	53.75	
Auditors Remuneration	40.00	
Annual Dinner Expenses	22.12	
Publicity Promotion	19.05	
Accountancy	20.00	
Telephone	122.48	
Travel Expenses	31.00	
Adjustment for Year 1984	186.42	
DEPRECIATION		
Equipment	8.00	
	5,445.18	
Less:		
Stocks at Cost	656.99	4,788.19
SURPLUS FOR YEAR		£ 495.77

NOTES TO THE ACCOUNTS

1. Stock has been valued at cost to the Club

List of Flights

Flights on July 4th.

Name.	*Machine.*	*Landing.*	*Dist.* (km.)	*Height* (m.)	*Points.*
Schmidt	20	Sondershausen	118	1420	94
Hofmann	22	Kallehne	278	1205	246
Dittmar	23	Hamburg	351	2142	371
Mynarski	5	Hamburg	351	—	301
Reitsch	24	Hamburg	351	1550	334
Wills	15	Langensalza	89	1140	54
Baranowski	1	Braunschweig	200	1185	167
von Roretz	27	Grossenwiesen	194	1412	170
Zabski	2	Bergholzhausen	213	1330	186
Sandmeier	7	Peine	204	1360	178
Späte	21	Erfurt-Nord	97	1755	92

Also 19 flights which did not earn points.
Day factor: 1.0. Minimum distance for points: 50 km.

Flights on July 5th.

Hofmann	22	Nüdlingen	34	340	10

Also 8 flights which did not earn points.
Day factor: 2.5. Minimum distance: 30 km.

Flights on July 8th.

Schmidt	20	Sachsendorf	71	525	33.5
Hofmann	22	Pferdsdorf	52	160	9.0
Dittmar	23	Eibenstock	189	—	180.0
Reitsch	24	Wernshausen	39	521	—
Baur	9	Plauen	152	1310	156.0
Späte	21	Tannesberg	201	2245	273.0
Sandmeier	7	Etzgersrith	202	995	205.5
			Duration.		
Murray	19	Wüstensachsen	5 h. 19 m.		41.25
Frena	27	Wüstensachsen	6 h. 54 m.		77.0
Fiedler	25	Reulbach	6 h. 22 m.		62.7
Müller	8	Wüstensachsen	5 h. 48 m.		61.15

Also 17 flights which did not earn points.
Day factor: 1.25. Minimum distance: 45 km.

Flights on July 9th.

Schmidt	20	Strelln	228	1172	245.0
Baranowski	1	Bruchstedt	97	749	69.5
Müller	8	Stadtlengsfeld	35	890	8.25
Mynarski	5	Rotterode	51	970	17.0
Zabski	2	Mäbendorf	50	744	11.0
von Roretz	27	Helmershausen	23	708	4.0
Godinat	6	Kölleda	119	1075	106.0
Wills	15	Heidehaus	120	830	100.5
Peterek	4	Gotha	77	944	48.5
Reitsch	24	Auerbach	211	1479	237.0
Späte	21	Kolinetz	284	1850	350.0
Hofmann	22	Heyersdorf	174	1220	179.0
Dittmar	23	Oschatz	238	2305	325.0
Baur	9	Madelungen	64	765	29.0
Brzezina	3	Vieselbach	102	980	80.5
Sandmeier	7	Oberröbelingen	143	915	131.0
Watt	18	Jena	128	2330	190.0
Neilan	16	Waldorf	35	850	7.0
Fiedler	25	Neuhaus	95	1304	93.5

Also 10 flights which did not earn points.
Day factor: 1.25. Minimum distance: 45 km.

Flights on July 10th.

Dittmar	23	Meuselwitz	177	1968	222

Also 8 flights which did not earn points.
Day factor: 1.25. Minimum distance: 45 km.

Flights on July 12th.

Schmidt	20	Oberstreu	27	796	5.5
Dittmar	23	Kronach	102	745	75.5
Reitsch	24	Kulmbach	115	724	92.0
Baranowski	1	Kronach	104	791	79.5
Zabski	2	Aub	48	887	11.5
Hofmann	22	Ramspau	218	790	221.5
Sandmeier	7	Stulln	197	842	196.5
Neilan	16	Kl. Bardorf	40	600	2.0
Schmidt	20	Kauernburg	117	663	93.0
Späte	21	Sessbach	72	590	35.5
Frena	27	Wüstensachsen	10 h. 2 m.		184.8
Fox and Murray	19	Wüstensachsen	9 h. 48 m.		176.0
Prachar	14	Wasserkuppe	4 h. 16 m.		23.1
Baur	9	Wüstensachsen	8 h. 26 m.		117.5
Crujanski	28	(Not in competition)	5 h. 17 m.		—

Also 17 flights which did not earn points.
Day factor: 1.25. Minimum distance: 45 km.

Flights on July 13th.

Späte	21	Arnsbruck	265	1310	237
Dittmar	23	Taus	244	1626	231.5
Baranowski	1	Osvracin	247	906	205
Zabski	2	Chudenitz	258	1224	225
Hofmann	22	Arnstorf	300	1040	261
Schmidt	20	Teisnach	275	1029	236
Brzezina	3	Kulz	217	885	174.5
Wills	15	Bayreuth	132	920	90
Godinat	6	Weiden	183	1070	145
Müller	8	Michelfeld	147	810	113.3
Watt	18	Cheb (Eger)	179	1000	139
Price	16	Schwürbitz	92	510	47.3
von Lerch	26	Kemnath	155	1071	117
Prachar	14	Zedersdorf	91	795	51.15
Baur	9	Bayreuth	132	950	91
von Roretz	27	Althausen	45	815	6

Also 17 flights which did not earn points.
Day factor: 1.0. Minimum distance: 50 km.

Flights on July 14th.

Sandmeier	7	Elsa	65	902	68
Hofmann	22	Neumarkt	174	750	283
Szukiewicz	4	Hildburghausen	61	602	54
Reitsch	24	Bamberg	94	652	121
Baur	9	Coburg	77	725	88.5
Steyskal	14	Grosseibstadt	40	675	14.85
Schmidt	20	Ebelsbach	77	723	88
Späte	21	Zeil	71	975	81.5
Neilan	16	Schweinshaupten	56	390	42
Baranowski	1	Haina	43	595	17.5
			Duration.		
Frena	27	Wüstensachsen	2 h. 37 m.		1.1

Also 11 flights which did not earn points.
Day factor: 2.0. Minimum distance: 35 km.

Flights on July 16th.

Schmidt	20	Nossen	244	1213	212
Baranowski	1	Ketzin	302	1306	274
Späte	21	Böhlen	189	1550	172
Reitsch	24	Oberndorf	144	958	103
Szukiewicz	4	Nahwinden	70	1377	65
Dittmar	23	Haselbach	188	927	146.5
Zabski	2	Schönau	210	2816	290
Mynarski	5	Marienbad	208	930	166.5
Hofmann	22	Zorbau	166	560	117
Neilan	16	Gotha	77	610	29
Schaffran	25	Utendorf	38	612	2
Baur	9	Etzdorf	151	907	109
von Lerch	26	Niederreisen	124	1194	91
Sandmeier	7	Unterröblingen	165	1153	131
Brzezina	3	Gebesee	99	860	56
Watt	18	Gr. Osterhausen	154	895	111.5

Also 11 flights which did not earn points.
Day factor: 1.0. Minimum distance: 50 km.

Flights on July 17th.

Hofmann	22	Lichtenberg	123	630	111.5
Reitsch	24	Beerendorf	206	1189	217
Brzezina	3	Eckards	31	460	—
Dittmar	23	Frankenhausen	126	1020	111.5
Schmidt	20	Rastenberg	129	753	109
Wills	15	Wutha	61	820	26
Zabski	2	Mäbendorf	50	520	6
Mynarski	5	Seibelsdorf	110	1000	91
Späte	21	Sundhausen	92	1380	120.3
Sandmeier	7	Leupahn	209	1061	217
Baur	9	Hasslach	99	928	76.5
Schaffran	25	Walchenfeld	57	651	18



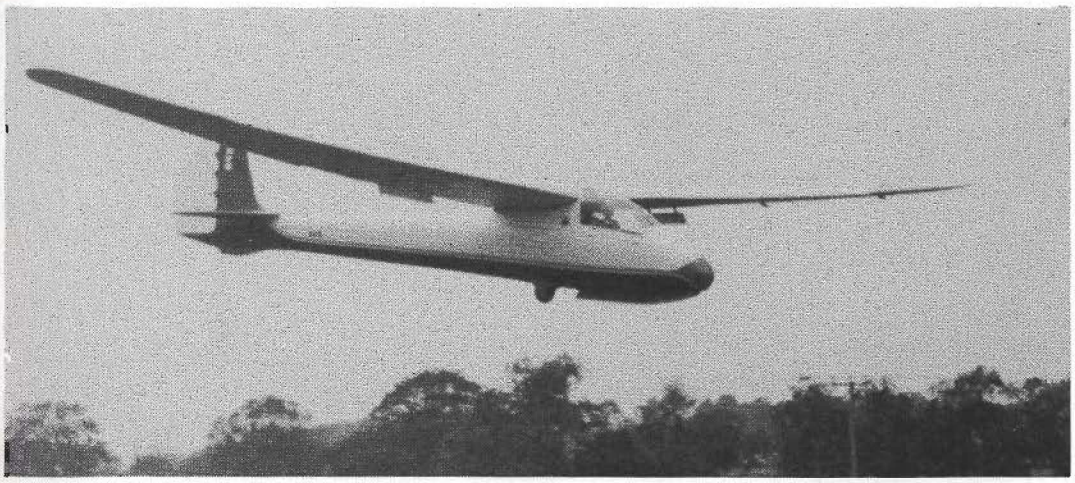
Above

1 VGC members grouped around the JS Weihe BGA1021 on the 27.9.87, on the day after the VGC's Annual Dinner, at the Coventry Gliding Club, Husbands Bosworth. They are, from left to right: Bob Arnold (Goevier 2); Barry Briggs (Weihe BGA1021); VGC Vice-President and Swiss International Rally Committee Member, Willi Schwarzenbach; Jan and Hennie Förster from Holland (T.31); David Slobom (Moswey 4a); Michael Maufe (Kite 1) and Don Beach (Weihe BGA1021).

Below

2 Richard Moyse bringing in his prototype 1952 Slingsby SKY, BGA685, on the 29.9.87 at Husbands Bosworth.

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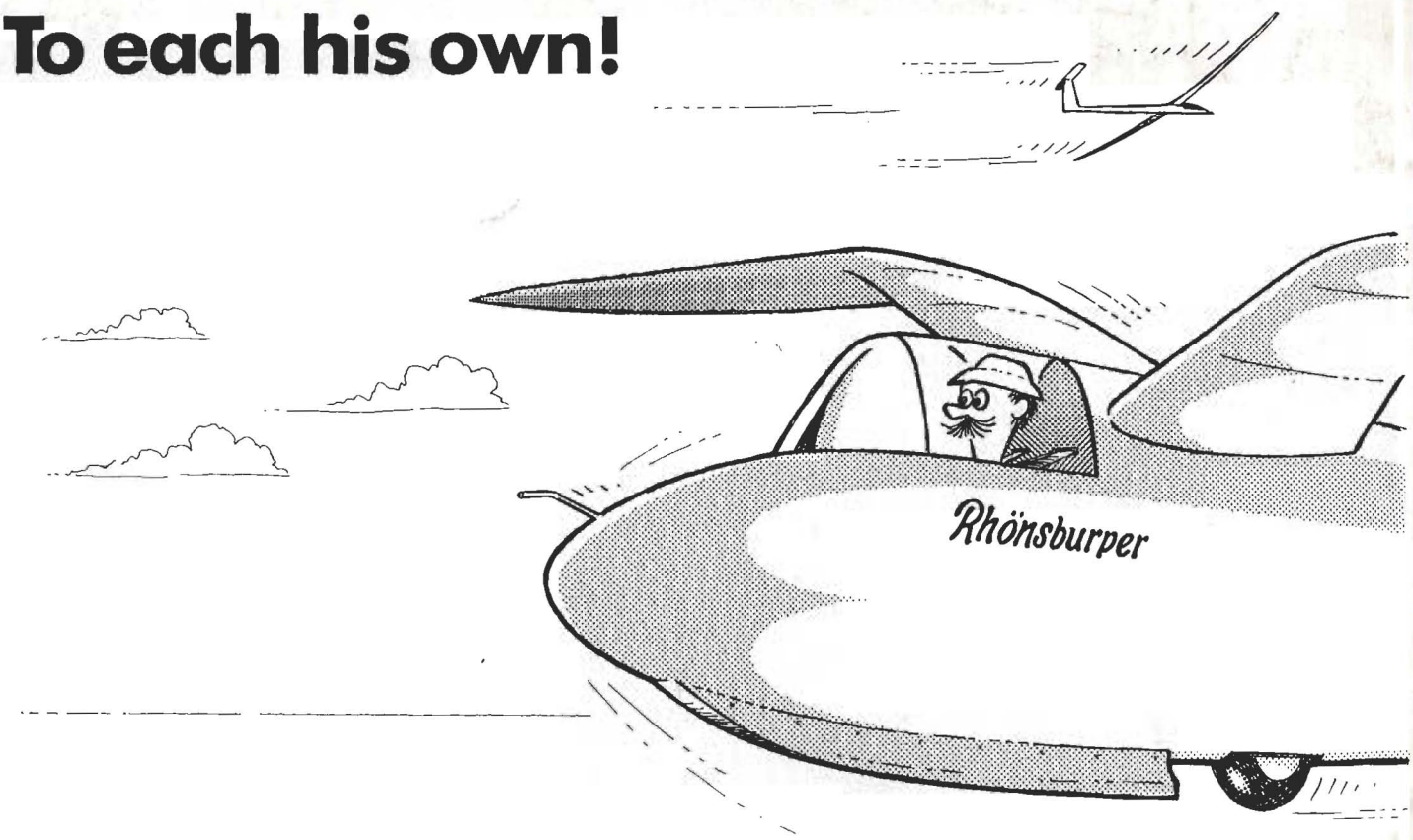
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To each his own!



Many pilots think the ultimate in flying is streaking around the sky at 100 plus, while reclining in a cockpit crammed with electronic gadgetry.

Others however, derive just as much pleasure from scratching about in something that smells of wood and fabric dope, sitting upright with their eyes glued to the little red and green balls jiggling up and down!

If you happen to fall into the second category, but your insurance company thinks 'vintage glider' means something built around 1970, maybe it's time to talk to Mowbray Vale. Since we insure about 90% of all vintage gliders in the UK — why not join the club?

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