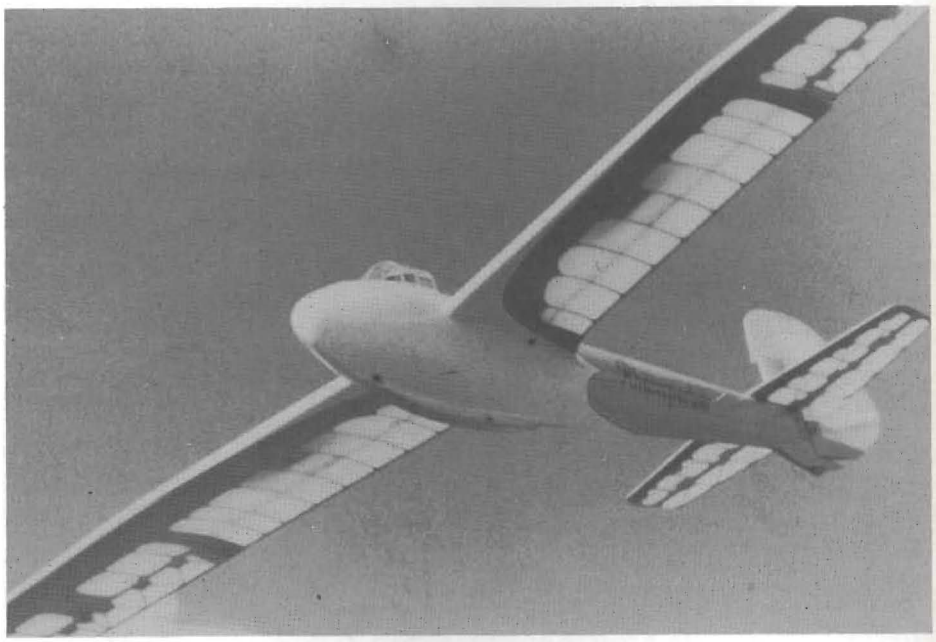
VGC News

No. 65 Autumn 1988

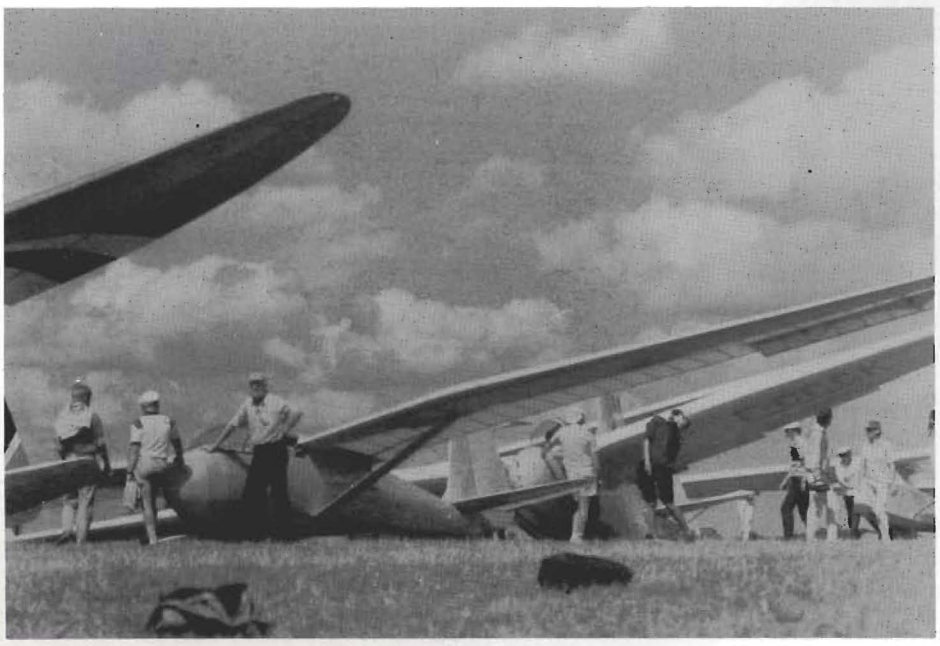




Showing the fine weather with high cloud-bases at Bourges. In the foreground is the 1950 French built Arsenal 4111 which was restored three years ago. Behind it is the Rhönsperber BGA 260, which was flown by Francis Russell and Richard Brown.



Rhönsperber BGA 260 passes overhead. This historic aircraft won the British National Contests of 1938 and 1939, when it was owned by Kit Nicholson. It is the only Rhönsperber that ever was in Britain (having arrived there at the end of 1935).



Line up in superb weather at Bourges. Harbinger with Bob Sharman standing by it. Also near the nose is Austen Wood. Behind it is the French flying-wing two-seater, Fauvel AV.22.

All photographs by kind permission of Francis Russell.

VGC News No. 65
Autumn 1988

President:	**C. Wills**
Vice President:	Paul Serries
Vice President:	Willi Schwarzenbach
Vice President:	Jan van Beugen
Hon. Secretary:	R. Traves
Hon. Treasurer:	W. Bishop
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

C Wills wishes to thank all those who have sent him messages and kind thoughts after his accident at home, and regrets that he could not attend the International Rallies. He should be able to fly again next year. Unable to fly, he has been continuously working for the VGC on the ground.

Although he was not at the last International Rallies, he suggests that the Bourges Rally might have been further improved if cross-country tasks could have been set for those who wished to try them. It seems that the long-awaited very good weather with 6,000 ft cloudbases was experienced and that this might have been the golden opportunity for our members to explore the horizontal possibilities of their vintage gliders. This may have been done, but he has heard that some of the British and the Dutch pilots only started to fly cross-country seriously the day after the rally had ended (after the prize-giving) when some of them were supposed to be going home! He thinks that future rally organisers should provide a suitable meeting place for participants in the evenings, secondly, that international rally organisers should inform the FAI in Paris, through their National Aero Clubs, which are FAI members, of the dates for their international rallies, so that the FAI can include them in its *Annual Aviation Event Calendar.* Only by so doing, will Aero Clubs, especially those in the Eastern Bloc, take any notice of the Vintage Gliding Club. This is the only hope of gaining their participation in our international events.

Cover **Photograph** by kind permission of Ian Tunstall.
Breguet 901S flying at Bourges during the 16th International Rally. The protype of this machine won the World Gliding Championships in 1954. After that time 32 Breguet 901S were built. It was the finest sailplane in the world at that time...but it was not cheap to build. Although, it is not from the very old time, it is nevertheless a magnificent restoration to concours condition.

"DOC SLATER TRUST"

Last September, Robin Traves outlined the major problem currently facing the VGC — that of archiving the growing amount of material. Neither the BGA nor Government bodies appear able to offer a suitable haven for such archives. The VGC must, if gliding history is not to be lost, assume responsibility and ensure various collections are properly cared for.

It has been proposed, as a memorial to Doc Slater — gliding's greatest archivist — that a trust be set up to tackle this problem. Funds from the trust will be used to archive and restore drawings, photographs and other materials. It is also hoped that eventually it will be possible to exhibit certain items, possibly leading to a museum of gliding.

To find a building to house such a collection is not going to be easy. However, the club is looking into two possibilities. It would be an advantage to have if we could find a site closely linked to an organisation or museum associated with aviation.

Should any members know of any building that could be a possible base, please put your suggestions forward. Generally the building must be secure, dry and with easy access and near to the majority of membership ie London area.

An anonymous donation has been given so we must now instruct solicitors to set up the 'Doc Slater Trust' — From small seeds big trees grow — The VGC is proof of this. Hopefully the Doc Slater Trust will prove our genuine interest in the 'non-flying' side of our club and ensure Gliding History is not lost.

Tony Maufe

Since this letter was received by the editors, there has been a significant contact made with the new Brooklands Motor Racing Museum at Weybridge, on the old Brooklands Aerodrome site. Chris Wills has been there and reports that the museum is interested in our proposal. (see under British News) The project has local authority backing, and archiving there will be to a professional standard. We understand that the BGA are similarly interested for they share our concern about the preservation of gliding literature, drawings and plans, and the growing

amount of memorabilia, particularly photographs.

Please help by persuading elderly gliding folk, including widows, to pencil details on the back of old photographs...names, dates, places and especially details of any gliders shown. Otherwise we may be left with masses of material that will be impossible to display and catalogue. Many gliding clubs have priceless scrapbooks. Make sure they are annotated. In ten, or even five years time it will be too late for the 1920s and 1930s material.

THE PROPOSED VGC CENTRE

Since the last issue of VGC News we wrote to the Lasham Management Committee reluctantly declining their offer. Our main reason for this was that we could not see how the centre could be self-supporting without our having to hold a great many events at Lasham, thus altering the nature of the Club. We also felt that those Lasham VGC members who would have to do most of the work of restoring the grounds and building should receive something for their pains. There was a prompt and notably improved response from the Lasham GC Management Committee. This is printed below.

> Dear Robin
>
> **VGC Hut at Lasham**
>
> At the meeting of the Committee of Management held on 26th June 1988, the Committee were sorry to hear that you felt you could not take up the offer of the old Scout Hut at Lasham as a VGC Centre.
>
> We are still keen to try to persuade you to reconsider the offer and to this end the Committee would like to add a further offer. Whereas we feel we must retain the principle of trailerage for Lasham full members coming to Lasham, we are prepared to offer the equivalent of six trailer fees (nett of vat) to the Lasham members who do the work for the next two years.
>
> Effectively in addition to no rental for two years and paying for reasonable material costs we will pay £730 a year to the local members for them to distribute amongst themselves as they think fit.
>
> As we have already said, after two years we would review the position but we do not expect or intend that the VGC Centre should become a financial burden to your club.

On this improved basis it was felt that we should accept the offer and do our best to establish the centre in the next two years, after which we would be in a better position to assess the long-term viability of the whole project.

A local committee will be set up to administer the project. The Annual Dinner on November 12th will offer many members the opportunity to see the building and surrounds.

ANNUAL DINNER

This will take place at Lasham on Saturday November 12th at 7pm. If you have not already booked your place, do so soon. Bookings to Geoff Moore,

Arewa,
Shootersway Lane,
Berkhamsted,
Herts.

Send £5.00 deposit to Geoff, and pay the balance on the night. There will be an a la Carte menu, about £10.00 for three courses.

Please return all VGC trophies to Chris as soon as possible.

INTERNATIONAL RALLIES IN 1989

Rendez-Vous 89 International Rally — Spitzerberg.

Subject to confirmation, arrangements have been made to hold this at the Spitzerberg Austria's old gliding centre, from Monday, 10 July or Tuesday, 11 July 1989.

The site, which offers good hill and thermal soaring, is situated on the Danube, between Vienna and Hungary (and Czechoslovakia). Apart from offering visits to Vienna, the Spitzerberg is the home of the Austrian Gliding Museum.

Much of the old centre was destroyed in 1945, but its facilities should still be adequate, as an international vintage gliding rally took place there in 1987.

We wish to enquire about Vienna Schwekat's airspace and the cost of Austrian aerotows.

Toni Kahlbacher has been asked to organize the rally. The 15th July is a Saturday and the 20th of July, when we are supposed to be at the opening of the Budapest Rally, is the next Thursday.

We hope that this will be acceptable.

The 1989 17th International Vintage Glider Rally

This is to be held from the 20th-30th July at the two sites of Farakashegy and Harmashatarhegy (HHH) near Budapest. These are Hungary's historic gliding sites, and the VGC has already experienced their excellence. However, during our previous rally, we did notice our limited air space, because of our being so close to Budapest (about 3 kms). Next year, we have been promised increased airspace which will include a 100 km triangle possibility.

Organiser of our rally is to be:-

Laszlo Meszaros
1092 Budapest
Erkol u.4
Hungary 370220.

Those wishing to take part should write to:-

MHSZ "Czepel"
Flying Club
Budapest
Ady Endre út. 64
H-1215
Hungary;

giving their names, addresses and type of glider, as soon as possible, in order to be included in their mailing list for bulletins etc. A preregistration form can be obtained from C Wills or Robin Traves.

GUIDELINES FOR INTERNATIONAL RALLIES

At a meeting in January, certain proposed guidelines were discussed, and then circulated to the International Rally Committee, which meets each year at the international rally. At Bourges these proposals were looked at and amended. The resulting guidelines are listed below.

Essential

Sites should have good soaring record and favourable outlanding prospects, and be safe for most levels of experience. To be inspected by an experienced member of the IRC in advance, before final approval is granted.

Airspace limitations should not impair rally flying.

Toilet and shower facilities must be provided.

Required
Aerotow and winch should be able to operate simultaneously. If there is no winch, a minimum of one tug to eight gliders, and if winch, a minimum of one tug to twelve gliders. If only winch launching, there must be at least two good serviceable winches. Tugs must be suitable for vintage tow speeds, with experienced pilots.

Trailer parking and glider rigging areas should be ample in size and close to the flying area.

Camping should be in a quiet environment on the airfield, but with adequate local accommodation and restaurant facilities.

There should be access to professional weather forecasting.

There should be a focal meeting place on the airfield open at all hours.

Hangarage is desirable, even if only for derigged machines on open trailers.

Desirable
A complete provisional wet weather programme should be organised for each day.

On-site professional repair facilities.

All facilities must be available to the very end of the rally.

Organisation
Rallies should be organised by VGC members on their home bases, with enough workers to cope with the load.

Recommended personnel

a) Doctor, Nurse, or both.
b) Translators/Interpreters.
c) Padre.
d) Professional Aircraft Engineer.
e) Publicity Officer.
f) Press Relations Officer.
g) Flight Operations Director.
h) Ground Operations Controller.
j) Tugmaster.
k) Met Forecaster.

Charges should be paid by those who benefit from the facilities. All pilots must be registered. Entry is by glider, but charges must include all pilots. The entry form must make this point clear.

All rally pilots should be VGC members. Entry form should include a VGC membership application form.

Sponsorship is encouraged, provided flying activity is not thereby compromised, and the organisers freedom of action is safeguarded.

A minimum two-year lead time is envisaged.

A prepaid ticket launch system is to be used.

Entry papers should be posted by Christmas. (Ferry bookings)

Finance
The local rally organisers may take advantage of a VGC loan to cover initial deposits, hire of equipment, site preparation and so on. This loan to be repaid from operating surplus.

The VGC will guarantee the provision of essential services like showers and toilets, but the rally must be financially self-supporting.

A full account of the finances should be rendered to the VGC within six months of the end of the rally.

Rally organisers must expect to pay any remaining balances to the VGC to support the Club and to provide the IRC with guarantor funds for future rallies.

The 16th International at Bourges
Bob Boyd reports that there was considerable overcrowding in thermals, especially on blue days. Modern fibreglass gliders were pulling up with their excess speed and startling "les vieux coucoux" and their pilots as they circled sedately in lift. Bob feels that perhaps, as there are already enough of us to cause overcrowding in thermals, it might be prudent to hold international rallies where there are not too many fibreglass ships.

From this, we imagine that future international rallies will benefit from:-

1. No overcrowding of thermals with fibreglass sailplanes.
2. A large meeting place for get-togethers, especially in the evenings.
3. Non-obligatory cross-country tasks should be set in suitable weather.
4. At all times, slow enough towplanes (75 kph) without too much rotating slip streams from powerful engines and large propellers, which can cause our sailplanes to ground loop.

It is felt that our International Rally Committee should be approachable at all times, so that they can ask the rally organisations for the above requirements if they are not already granted.

LETTER TO THE PRESIDENT (EXTRACT)

concerning the 16th International Vintage Gliding Rally at Bourges, France.

"We have missed you at the rally 88 in Bourges, which was fortunately weatherwise, a good rally. We had good lift, mostly high cloudbase, and, on some days, rather a high crosswind for our old and slow planes.

The organisation was acceptable and great efforts were made for the campers, to provide water supply, electric current, mobile showers, and toilets had to be provided just for the rally. For the briefings, get-togethers and events, a special "Baraque" was hired and erected. Unfortunately, this was sometimes not accessible in the evenings because of lack of information and organisation.

The French evening was well-prepared...with an excellent buffet, a band with amplifiers and a film show with historical documentation by famous aeroplane pilots. Unfortunately, the evening started so late that some people left after the buffet (it was a long tiring flying day) for sleeping.

We did much better at the international evening. We were nearly on time (8 pm) when the vintage bell was rung and the doors were opened.

The flight organisation was excellent. Bourges offers large spaces. The main runway was used by local and guest fibreglass ships. The grass runway for take offs and landings was reserved for vintage gliders. A third grass strip, well-marked and long enough, was reserved for vintage glider landings. Tugs available for vintage gliders were:- Storch, Morane 317, Stampe and Morane Rally. Tow ropes were long enough and all tows ended at 500 metres which allowed generally enough height to find lift. No critical situations arose, except when a Morane Rallye came in too low and banged its tow rope around the Spyr 5's wing, damaging it badly.

After some discussion, it was clear that the wing's repair cost, either by Fahmi Flugzeugbau, Russkon (Zurich), or by Hugo and Werner Roth, would be borne by the towplane's 3rd Party Insurance. This was accepted by the insurers and

confirmed with a written document, undersigned, and handed to Hugo. My S.18, HB-411, did 13 hours flying. Personally, I had the pleasure to fly the AIR 102 belonging to Christain Ravel. Pierre Prinet's Breguet 904, as well as the Breguet 900.

All in all, it was a good rally – except that we missed you, our VGC President.

Some other things.

ZIMBABWE

S.18 III. Page 13 of VGC news No 63. Spring 88. About seven years ago, I was in contact with a Rhodesian pilot (an English officer) who asked for drawings for repairing and overhauling this glider. He reported that he would bring it to C. of A. condition and use it "for aerobatics". I sent some drawings and a letter explaining that the S.18 III was designed as a glider for normal use and that he should not do too much in aerobatics. Since then, I never received any more information from Zimbabwe. However, I suspect that this S.18 belonged formerly to Paul Berner, Grenchen, Paul is glider inspector at the Swiss Air Office. He may be going to send me more information on this sailplane.

Bungee Rope

A request has come from the AFG Gliding Group. They wish to carry out some bungee launches from the Alp above Munster (Wallis). "They wish either to purchase, or hire a bungee rope from England." (Both should be possible – CW)

Austria S.

A friend has one of these for sale.

Moswey IV B.

The first built Moswey IV which was taken to South Africa by Rene Comte is expected to be back in Switzerland very soon. It has been bought from its German owners in South Africa by Willi Fahmi of the Oldtimer Club Schänis.

This glider featured in the 16 mm film produced by Rene Comte (called "Whispering Wings") when he worked in South Africa." (C. Wills believes that this Moswey IV was built with less wingspan than that owned by Ted Hull, as Renè Comte wished for more speed, when he competed with it for Switzerland in the 1950 World Championships at Örebro in Sweden. C. Wills hopes that the Oldtimer Club Schänis will take part in our International Rallies more often as they are known already to be flying Willi Bischof's Moswey III HB-374 and a very old Grunau Baby 2.)

Willi Schwarzenbach

Vice-President and Swiss International Rally Committee Member. (Willi's address is listed towards the end of this issue of VGC News.)

CORRECTIONS TO LAST VGC NEWS

Eindhoven 18th May 88.

From Ary Ceelen, Editor of Aerosport and Planeur.

To Mr N C B Wilson, SANA'A-Yemen.

Concerning information on Goevier 2 in Zimbabwe.

PAGE 13 OF VGC NEWS NO 63

"The Fokker Goevier you flew in Zimbabwe was not the last one that was built by Fokker. There must be something wrong with the Works Nos given to the VGC. The No 6060 was not the last...but the first Fokker Goevier 2. It was the PH-178 that we had at Eindhoven. This glider was condemned in 1965 and we used it during 1976 in a carnival procession to canvass new members for the Eindhoven Aero Club. Afterwards, the old wreck was broken up (but we very much regret this now). The Works Numbers of the 6 Fokker Goevier II's are as follows:-

PH-178	c/n	6060	8.6.65
	Destroyed in Eindhoven.		
PH-179		6061	26.4.62
	Sold to Surinam.		
PH-180		6062	11.3.64
	Sold to Surinam.		
PH-181		**6063**	**7.3.62**
	Sold to Rhodesia.		
PH-182		6064	8.6.65
	Out of use. Sold?		
PH-183			7.8.59
	Sold first to Belgium...then to Britain.		

Hope you can use this information

Sincerely Yours, Ary Ceelen."

VGC NEWS NO 64 PAGE 16

Concerning the report of his thunderstorm flight, Heinz Scheidhauer has sent us a card from the Wasserkuppe, where he was attending a meeting to mark the 50th anniversary of the thunderstorm flights during the 1938 Rhön Contest.

"Hallo Chris! On the 50th anniversary of the thunderstorm flights, I attended a meeting on the Wasserkuppe. Concerning the report in VGC News No 64, I should like to relate that my start time was 13.37. My release time was 13.40. My parachute landing took place at 14.10 near Seifert. Both the Horten 3's did not break up in flight, as did the (5-C.W.) other conventional sailplanes but were destroyed during their pilotless landings. Could I have a copy of VGC News No 64? Best Greetings...Heinz Scheidhauer and Bjarne Reier."

Could someone please send C Wills Heinz Scheidhauer's address?

We thank Heinz Scheidhauer very much for his card. We are amazed that his dramatic flight lasted only 33 minutes...not 6 hours...as we previously reported!

RALLY NEWS

The 16th International Oldtimer Glider Rally – Bourges, 23rd – 28th July 1988.

The journey from Angers to Bourges took some people four hours, while others took up to seven hours due to traffic.

After arrival at Bourges on Saturday, there was a sudden increase in temperature to almost 40 degrees and the sky became black. A terrific thunderstorm broke upon the site causing winds of up to 40 mph and a deluge of rain. Ian Smith saw a bell tent whirling across the airfield, while, he, and the Lasham group were trying to prevent their tent following it. They thought that this might be the nearest attempt at a cross-country that they would ever make. Ian said he had never seen horizontal lightning, flashing continuously for long periods, before. After the storm finished, the sun came out, and thermal activity started again after 40 minutes. Clearly "le gros temps" had arrived!

The weather. While successive low pressure areas came in from the SW, with their centres over North England, effecting the Atlantic and Biscay French coasts, high after high moved into central France and the weather got better and better throughout the rally. Ted Hull mentions how the weather was in three-day sequences, causing a cloudy day, a day full of cumuli and a day with clear air, blue thermals.

The daily flights will give some indication of this. On the

cumuli days the cloudbases got higher and higher, until they were at well over 6,000 ft. It can be said that weather like this has never before been experienced at a vintage rally. The final Saturday produced weather that was so good, with high cloudbases streeting, that it was possible to see from a T.31 at 6,000 ft, both turning points of a 300 km triangle, such was the clarity of the atmosphere. The last of our members had to go home on Saturday but they wondered if the weather got even better on the next day, as it seemed that none of the fibreglass ships were bothering about cross-countries on Saturday.

The tasks. It seems that the rally's direction never set cross-country tasks but gave prizes for duration flying only. We had hoped if we were lucky enough to have the hitherto only dreamt-of good weather, that for the first time our vintage gliders would be able to reveal their capabilities horizontally, and that, by so doing, they would further impress the gliding world.

We have not heard exactly what cross-countries were done (the Breguet 901s and 904s might have been capable of 500 km!) but we do know that 50-60 km out and returns to Issoudun were commonplace (local soaring?) for even the medium performance vintage gliders. Michael Gagg tried a 300 km triangle in his Olympia but said that the weather deteriorated at Châteauroux. Bob Boyd prepared for a 300 km in his Kite I, but the weather faded out.

Further news of cross-countries flown from Bourges would be appreciated.

THE DAILY FLIGHTS

23.7.88. Saturday.
1 hour 29 mins were flown from 2 launches by:-
Breguet 900 F-CABY Claude Visse 56 mins and the,
Breguet 901 F-CCCO 33 mins.

24.7.88. Sunday.
53 hours 55 mins were flown from 50 launches.
Prefect PH-192 Jan Vermeer flew 4 hours 8 mins.
Arsenal 4-111 flew 3 hours 28 mins.
These were the longest duration flights.

25.7.88. Monday.
62 hours 29 minutes from 25 launches. Landing was at 8.20!
Longest flights were by:-
Claude Visse Breguet 900 F-CABY 8 hours 23 mins.
Prefect PH-192 Jan Vermeer 6 hours 46 mins.
Olympia Eon, BGA 503 Mike Gagg 6 hours 40 mins.
Goevier 2 D-1080 Münster Oldtimer Club 6 hours 3 mins.
There were also other flights of over 5 hours.

26.7.88. Tuesday.
5 hours 2 mins from 18 launches.
The longest duration flight was by:-
T.21b BGA 711 T.Gornall and David Brown-33 mins.

27.7.88. Wednesday.
218 hours flown from 119 launches.
The longest flights were by:-

Michael Gagg Olympia Eon BGA 403 7 hours 47 mins. Landing time was 8.20 pm.

Neelco Osinga Grunau Baby PH-214 6 hours 13 mins. Landing 9 pm.

David Jones-King Kite BGA 2769 6 hours 10 mins. Landing time 8.40 pm.

? - ? -D-6220 -6 hours 5 mins. Landing 9 pm.

There were many flights of over 5 hours.

28.7.88. Thursday.
122 hours 57 mins from 101 launches.
Longest durations were:-

Claude Visse Breguet 900. F-CABY 7 hours 15 mins. Landing 8 pm

Michael Gagg Olympia Eon. BGA 503 6 hours 9 mins. Landing 7.30 pm.

Piet de Crom Ka7 00-ZQC 5 hours 32 mins.

29.7.88. Friday.
37 hours 24 mins were flown from 46 launches. F-CBYK flew the longest-2 hours 2 mins.
There were many flights of over 1 hour duration.

30.7.88. Saturday.
This was the day after the rally and its final prize-giving.

The weather had been steadily getting better and better. This was the "day of days" with the cumuli streeting with bases at over 6,000 ft. It was so clear that it was possible to see both turning points of a 300 km triangle. Some of the rally's participants had already left for home, but those who stayed had some outstanding flying. Jan Evert Vermeer decided to attempt a 200 km triangle twice. He managed it once...in his Slingsby Prefect.

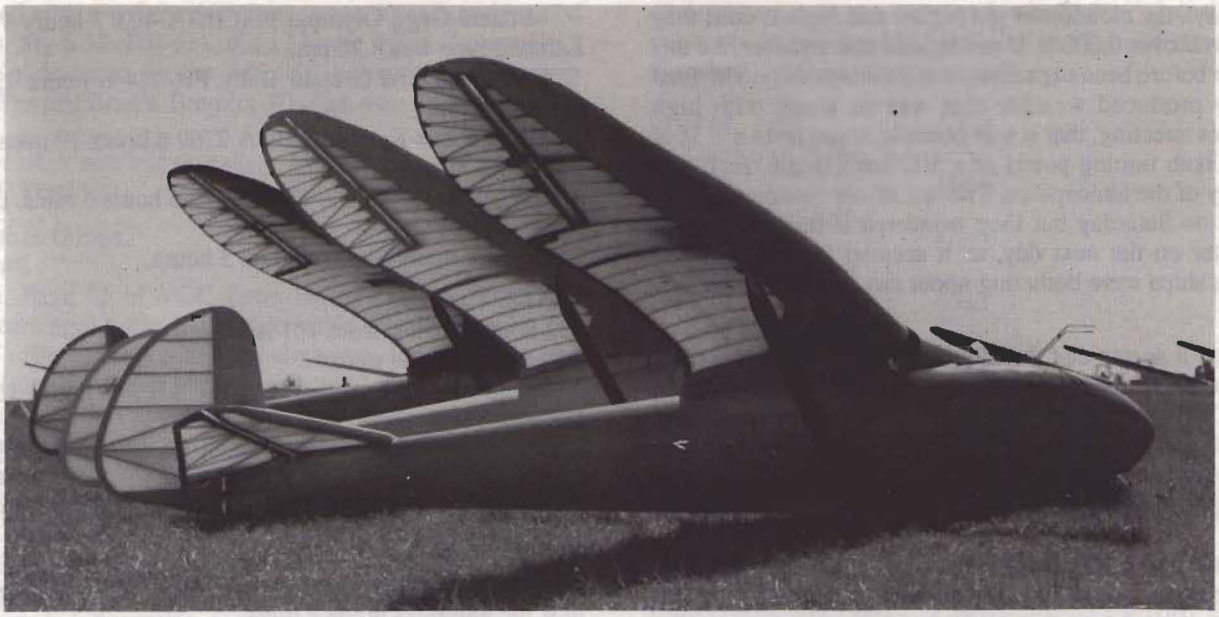
T.31s, Sky, AV.36 (Mike Birch), Olympia, a Dutch T.31 and Tony Mayfe's Kite I all had long flights and were amazed to see fibreglass sailplanes far below, not trying anything. This was the weather that we had been told frequently occurred over Bourges but we never believed that we would be lucky enough to experience it.

Richard Moyse flew a 150 km out and return in his Sky and only made it so short, so that he could be sure of getting back in order to catch the ferry at Caen.

Tom Gornall and David Brown were at over 6,000 ft in their T.21b and Henrard Firmin is reported to have stayed up for over 8 hours in his Rhönbussard. This was a considerable feat of endurance and stamina.

THE GLIDERS

France was represented by the magnificent *Breguet 900* of Claude Visse. Only 5 were built. This was the first aircraft of the production run. The prototype, La Louisette, without flaps, still exists. The *Breguet 901s* have been restored to concours condition. The prototype flew in 1954 when Gerard Pierre won the World Championships with it at Camphill in 1954. Some say that the Breguet 901 was the most beautiful sailplane in the world. It certainly must have been the highest performance sailplane of its time. Its designer was the then young Jean Cayla. The prototype's registration was F-CAYLA.






HB-458



"Le Storch." Morane 505 with 330 hp Jacobs engine in Spanish colours for a film.



Henrard Firmin's recently restored Rhönbussard from Belgium. He flew this aircraft for over 8 hours during the final weekend.



Otto Grau's Göppingen 1 "Wolf", which he finished last year near Stuttgart. He has now restored the plywood of wing and tailplane to original clear varnish finish.

Captions to facing page.

1 Un tromp d'oeil? There really were 3 Kite Is present. Photo by kind permission of Ted Hull.
2 Dick Darbyshire (right) offering letter of twinship between Angers and his home town Wigan, to the Mayor of Angers, after an elegant speech in French. Christain Ravel, organiser of the Rendez-Vous 88 Rally can be seen second from left. Photo by kind permission of Ted Hull.
3 There were three Spalinger S.18s taking part at Bourges. Here are two of them, that of Peter Egger, HB-458, and Willi Schwarzenbach, HB-411. Photo by kind permission of Bob Boyd.

SA 104 Emouchet. This has been restored and modified by the efforts of F.F. Henry, Champion of La Ferté Alais (1960) and World Champion Standard Class, in an Edelweiss, at South Cerney. The design started life at Pont Saint Vincent (Centre National) in 1938 when a Polish Salamandra Primary was broken. The Salamandra's wings were then taken by the French and installed on an intermediate sailplane's fuselage. So was born the Emouchet. Although its drawings were prepared during the war, the type did not go into large scale production until after 1945. 200 SA 103 Emouchets were built by Roche Aviation in 1946. 30 SA 104 Emouchets were built by Etablissements Victor Minie (VMA) in 1950 and a further 10 were built by the Société Merville in 1956. All were grounded 20 years ago because of structural failure while being aerotowed at great speed by modern towplanes. François Henry has brought the first one back. It has a sensational climb performance at 45 kph.

Spalinger S.18. We have heard that his one was bought from Belgium some years ago. François Ragot has restored it and has flown a 300 km triangle with it (from Fayence?). There is no evidence to suggest that it is one of the immortal five S.18s which were imported to France in 1941. Eric Nessler flew a world duration record in one of them over La Montagne Noire in 1942 of 38 hours, (disallowed by the FAI because of not recognising wartime records). Could François Ragot's S.18 have gone to Belgium from France?

Norway was represented by one very well-restored Slingsby Prefect by Petter Lindberg and Ken Bates. Petter's father was an old glider pilot and Petter hopes to persuade him to take up the sport again.

Germany. The Go.I Wolf (Otto Grau) and the Habicht (OSC Wasserkuppe) were, as they were last year, magnificent.

Belgium. Henrard Firmin has restored his Rhönbussard very well in cream and silver/blue decor. This Bussard is fitted with DFS airbrakes. It was imported to Belgium from France.

Karpf Baby

It is the first time that we have had this presentation from Switzerland at one of our Rallies. It was in such good condition that we don't know whether it was recently built or restored. Certainly the Karpf Babies were originally built in Switzerland during the war by the Karpf firm (as were Zoeglings) when Zoeglings and Grunau Babies were no longer obtainable from Germany because of the war.

Social Evenings were held by the French. This was rather costly, due perhaps to the preoccupation that nothing about the rally should run at a loss.

The International Evening was its usual huge success.

Prizes. Awarded on Friday. 29.7.88.

Ist Prize of the meeting was awarded to Claude Visse (Breguet 900) for his two very long duration flights (7 hours). France.

The **Grande Prize of the Musée de L'Air** was awarded to Hugo Roth because his Spyr 5's wing trailing edge and aileron were damaged by a tow cable being brought in too low by a French tow plane.(Switzerland.)

Prize for the Highest Aerotows:- David Jones King Kite (Britain.)

Prize for the most Humble Pilot:- Derek Staff Olympia Eon (Britain.)

From Bungee Cord Information:-

Prize for Best Finish:- Breguet 901S (France.)

Prize for Best Restoration:- Emouchet-F.L. Henry (France.)

Prize for the Prettiest Sailplane:- Minimoa-Jan Scott (USA.)

Prize for the most authentic Sailplane:- Eon Olympia (Denmark.)

Prize for the Prettiest Cockpit?:- Goevier II-Oldtimer Club Münster (West Germany.)

Special Consideration:- Cimbora (Hungary.)

There were also consolation prizes for accidental outlandings, for a glider damaged by a tow rope:- Spyr 5-Hugo Roth, and a special trophy for Chris Wills who failed to get there due to an accident sustained at home.

Jan Scott in "Bungee Cord" writes: "Soaring conditions ranged from good to fantastic for the whole week. Cross-country attempts were hampered by the fact that the whole downwind sector was a forbidden military practice area. Thermals were still working at 8pm! We counted 22 sailplanes of 15 different types from 9 different nationalities in the same thermal one day! Maximum tow altitude was 1600 ft and all circling within 3 miles of the airfield was to the left. We had never shared a thermal with so many sailplanes before, yet there were few scary moments, and no accidents. We really had a good time! Daytime temperature was around 75 degrees, and the air was clear with unlimited visibility. At night it cooled off to about 50 degrees."

ENTRY LIST

Belgium		
Schweizer 2-22	OO-DAC	D. Quaeyhaegens.
Rhönbussard	OO-ZVO	Henrard Firmin.
Denmark		
Eon Olympia	OY-FIX	Willy Jorgensen.
France		
Breguet 904	F-CCFX	
Breguet 900	F-CABY	Claude Visse.
Fauvel AV.22	F-CGIT	G.P.P.A. Angers (entrusted to them by the Musée de L'Air).
Breguet 904	F-CAGU	
Nord N.2000	F-CBFR	
Fauvel AV.36	F-CBRK	Christian Ravel.
Nord N.1300	F-CRFU	
SA 104 Emouchet	F-CRRN	F.L. Henry.
Breguet 904	F-CCFN	G.P.P.A. Angers.
AIR 102	F-CAGQ	G.P.P.A. Angers.
Nord N.1300	F-CRGN	Didier Fulchiron.
Breguet 901	F-CCCU	Pierre Prinet.
Arsenal 4-111	F-CAAN	Marc Weibel, Hugues Beslier.
Nord N.2000	F-CAYQ	
Spalinger S.18	F-AZBI	François Ragot.
Great Britain		
Harbinger	BGA 1091	Austen Wood, Bob Sharman, Graham Ferrier.
Kite 1	BGA 310	Michael and Tony Maufe.
Kite 1	BGA 251	Bob Boyd.

Kite 1	BGA 394	Ted Hull.
Sky	BGA 685	Richard Moyse.
King Kite	BGA 2769	David Jones.
Rhönsperber	BGA 260	Francis Russell, Richard Brown.
T.31	BGA 3229	Ian Smith, Vic Marshall, Colin Anson, Geoff Moore.
T.31	BGA 3189	Graham Saw, Michael Birch.
T.21b	BGA 711	Tom Gornall, Dick Darbyshire.
T.21c	BGA 1030	Colin Street and Partners.
Eon Olympia	BGA 962	Michael Gagg.
Eon Olympia	BGA 503	D.Staff.
Meise	BGA 2080	Thoby Fisher.
Olympia 460	BGA 1308	Derek Copeland.
Germany		
A-Spatz	D-9140	Fr. Marianne Hirt.
Grunau Baby 2B	D-1658	Wolfgang Schaeffler.
Gö I Wolf	D-9026	Otto Grau.
Goevier 2	D-1080	Oldtimer Club, Münster.
Doppelraab 4	D-9083	Jürgen Etter.
Habicht	D-8002	OSC Wasserkuppe.
ES 49	D-5069	OSC Wasserkuppe.
Grunau Baby 2B	D-7215	Heiner Morsch.
Spatz 55	D-0955	Stephan Danner.
Libelle L.10	D-8564	Adolf Zöller.
Mü 13D-3	D-8876	Heinz Nierholz, Rainer Karch.
Holland		
T.31	PH-797	Jan Förster.
Goevier 3	PH-203	Hans Dijkstra.
Prefect	PH-192	Jan Vermeer.
Ka 4 Rhönlerche	PH-247	George Slot.
T.21B	PH-811	E Harteman
Grunau Baby 2B	PH-214	Neelco Osinga.
ESG	PH-118	Toon Frishert.
Hungary		
Cimbora	HA-5035	Appel Zoltan.
Switzerland		
Kranich 3	HB-538	Dr Jost Frey
Minimoa 36	HB-282	Werner von Arx.
Spalinger S.18	HB-458	Peter Egger.
A-Spatz	HB-575	
Mucha Standart	HB-747	Alois Koller.
Spalinger S.18	HB-411	Willi Schwarzenbach.
Karpf Baby	HB-494	
Spyr 5	HB-369	Hugo Roth.
Norway		
Prefect	LN-GLV	Petter Lindberg.
USA		
Minimoa	N.26640	Jan Scott.

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Dip. Ing. Peter F. Selinger, Landschreiberstrasse 21, B-7000 Stuttgart 75, W. Germany.

T.21b in airworthy condition and a suitable trailer for it, for:-

Hans Wisselinck, Brugstraat 33A, 4701 LB Rossendaal, Holland.

Bergfalke, or similar high performance 2 seater (vintage), for:-

Neelco Osinga, Ceintuurlaan 87, 7413 Deventer, Holland.

Will pay for
Coloured photographs of any Mu-13E for:-
Ian Tunstall
Springfield Cottage
Butlers Cross, Aylesbury, Bucks.

RENDEZ-VOUS 88 ANGERS

16-23rd August

This was organized by the Groupe Préservation Patrimoine Aéronautique (G.P.P.A.), Ailes Anciennes d'Anjou, in particular by their leader, airline pilot Christain Ravel, on the airfield of Avrillé, near the town of Angers. It must be stressed that all members of the GPPA, and in particular the young members, lent themselves in full support.

The Weather. An interminable system of low pressures rotated themselves in, with their centres over North England, from the Atlantic, whipping up the channel and scouring the French coast. Over France, there was a better weather system, with high pressure systems coming in, dried out over land, from the SW. The Atlantic weather systems couldn't help but effect the weather over Angers, which is 50-60 kms from the coast. Nevertheless, good weather for local soaring was experienced on most days. The further south one got in France the better the weather became.

The Flying. (From our Lasham member Bill Tonkyn). Having spent a fortnight at Gap Tallard with two Imperial College gliders and their crews, during which he had had 13 soarable days and he had flown 26 hours, he arrived at Angers at 16.30 hours on Monday, and sat in the bus station for shelter, watching gliders soar, circling under the searing sunshine of a virtually cloudless sky.

Towing was by means of a Morane 505 (330 hp Jacobs' engined Storch) in Spanish colours for a film. On some occasions, the towropes came off the Storch during tows. This happened to Bob Boyd at 700 ft, in his Kite 1 but he was able to get away and soar. This happened on Tuesday to Bill Tonkyn and David Hopgood in the Lasham T.31. There was little soaring on this day and there was even some spots of rain. As they were far from the airfield, this meant jettisoning the almost new tow cable to achieve maximum performance to have a hope of getting back. The T.31's low arrival caused some comment that the birds in a certain tree had been alarmed! Ian Smith and Richard Moyse had previously been towed too far away bearing in mind the T.31's limited horizontal capability, and had only just got back. It was suggested that our pilots should have landed out rather than to try to get back! There was no room in the larger hangar because of packed glass-fibre gliders and so the T.31 had to be picketed out for the night. Apparently, no-one ever leaves glass-fibre sailplanes outside at night in France. Bill spent three hours on Tuesday looking for the new lost towrope without success. Tuesday night was very hot.

The **Morane 505** had originally a 230 hp German Argus engine. This was replaced by a 230 hp Salmson radial. It has now a 7 cylinder Jacobs radial, type R.755 A2, which claims 300 hp at 2,200 rpm. During take off with a vintage glider, it has considerable angle of attack, but, viewed from the ground, not a matching rate of climb. Bill does not know whether the engine was being conserved, or whether they were afraid to open it up a bit more, in case of towing too fast. F-BARP was inscribed discreetly under its tailplane and it has Spanish markings and colours, a magnificent silver with a pale blue underneath (for a film). The Storch was kindly lent by the Aero Club of Bertin Chavenay near Paris for the towing of the old gliders. Another Morane 505 Storch has been entrusted by the Musée de L'Air to the GPPA at Angers, for restoration to airworthy condition, and would be a towplane for the GPPA's collection of old gliders, most of which have also been entrusted to the GPPA by the Musée de L'Air for restoration.

There was also the prewar Potez JD 60 parasol two-seater, now fitted with a flat four continental engine. Some people had rides in it. It was rebuilt by the GPPA in 1987 and has a dedication on the fuselage's port side, between the cockpits, to:- "Jean Menard, Mecano Ae-C-O, 1925-1955. Its registration is F-PVQB.

After Bill had had his first short flight in the T.31, with the cable falling from the Storch at low altitude, he was offered another flight. This time the towplane was a Rallye, while the Storch sulked in a corner. The tow went without incident to 500 m. He was just able to recite almost all the verses of "A Glider Pilot bold was He" before straightening out and rounding out from a sideslip approach back at the launch point. The aerotow had lasted 6 minutes. The descent was also 6 minutes. These flights of short duration must have been in sharp contrast to his long duration flights of the previous two weeks in the far South of France.

Bill returned to England on Thursday and it was on this day that the town of Angers offered a grand lunch to all participants and the mayor, M. Jean Monnier, was given a flight in Jan Försters T.31, lent to Christian Ravel for the occasion, in driving rain. This was said in some newspapers to have been his "Aerial Baptism" and he seems not to have noticed the rain.

The Prizes

Coupe (Cup) of the Town of Angers:-			
Grunau 9	ESG PH-118	Toon Frishert	Holland
Coupe du G.P.P.A.:-			
Rhönsperber	BGA 260	Francis Russell	Britain
Coupe du Menuisier (Carpenter):-			
Kirby Kite	BGA 310	Michael Maufe	Britain
A Book and a "Trousse à outils" (tool kit):-			
Rhönbussard	OO-ZVO	Firmin Henrard	Belgium
Two Vintage Commendations:-			
To the most convivial pilots		Jan Förster and George Slot	Holland

Vintage Commendation:-

For the Glider that was brought the longest distance to Angers. To the Norwegian Slingsby Prefect, Petter Lindberg.

A Book "Au Temps des Frères Gasnier":-
(At the time of the brothers Gasnier-a name much associated with French gliding), for each Breguet 900.

A Book "Vol à Voile":-
Nord 1300 Didier Fulchiron

Our special thanks go to Christian Ravel and the G.P.P.A. at Angers for the organization of a magnificent rally.

The longest flight may well have been the 6 hours 1 min flown by the Belgian, Henrard Firmin on Monday 18th July in the G.P.P.A.'s AIR 102. By Wednesday, the weather was no longer so good. On this day, the Dutch ESG (Grunau 9) and a Kite 1 had winch launches, the ESG to 150 m. Winch launching seems to by the normal method of launching at Angers for modern sailplanes.

On Thursday the high point of the final prize-giving ceremony was when Dick Darbyshire (of the Blackpool and Fylde Club) presented a letter from the Mayor of Wigan to the Mayor of Angers, accompanied by an excellent speech in French. Wigan, where Dick lives, was to become twin town of Angers during September.

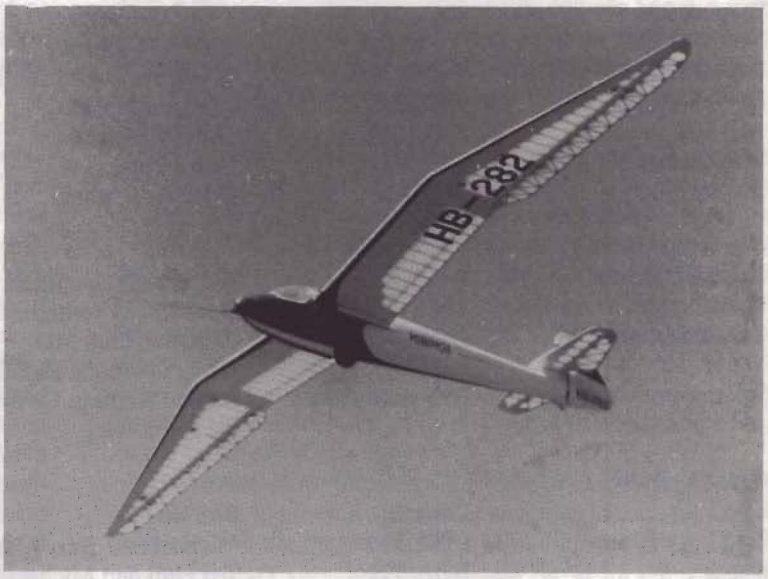
ENTRY LIST

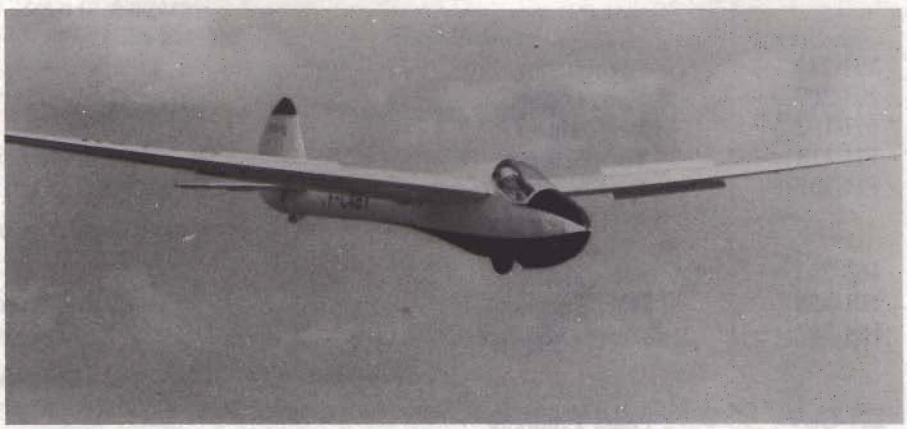
Belgium		
Rhönbussard	00-ZVA	Henrard Firmin.
France		
Breguet 900	F-CABY	Claude Visse.
Breguet 901 S	F-CCCO	Willy Dautreppe.
Nord N.1300	F-CRGN	Didier Fulchiron.
Fauvel AV.22	F-CGIT	Musée de L'Air et de L'Espace (entrusted to GPPA Angers).
Fauvel AV.36	4-CBRK	Christian Ravel.
AIR 102	F-CAGQ	G.P.P.A. Angers.
Breguet 901 S	F-CCCU	Pierre Plane.
Breguet 904	F-CCFN	G.P.P.A. Angers.
Germany		
Grunau Baby 2B	D-1658	Wolfgang Schaeffler.
JS Weihe	D-8239	Hans Mayer (withdraw on 3rd day).
Goevier 2	D-1080	Oldtimer Club Münster
Mü 13 d-3	D-8876	Heinz Nierholz. Rainer Karch.
Stampe	SV.4 aeroplane	Roland Rigling. He brought the Stampe from Freiburg in Breisgau to help with the aerotowing
Great Britain		
Kite 1	BGA 251	Bob Boyd.
Kite 1	BGA 310	Michael and Tony Maufe.
Kite 1	BGA 394	Ted Hull and Michael Hodgson.
King Kite	BGA 2769	David Jones.
Rhönsperber	BGA 260	Francis Russell and Richard Brown.
T.21b	BGA 711	David Brown, Dick Darbyshire, Tom Gornall.
Olympia 463	BGA 1379	Phil Lazenby.
Sky	BGA 685	Richard Moyse.
Harbinger	BGA 1091	Robert Sharman, Austen Wood, Graham Ferrier
T.31	BGA 3229	Ian Smith, Victor Marshall, Colin Anson, Geoff Moore.
T.21C	BGA 1030	Colin Street and partners.
Holland		
Rhönlerche 2	PH-247	George Slot.
Goevier 3	PH-209	Hans Dijkstra.
Prefect	PH-192	Jan Vermeer.
ESG	PH-118	Toon Frishert.
T.31	PH-797	Jan Förster.
Switzerland		
Mucha Standart	HB-747	Alois Koller.
Spalinger S.18	HB-458	Peter Egger.
Minimoa 36	HB-282	Werner von Arx.
Norway		
Prefect	LN-GLV	Petter Lindberg.








HB-282



Facing Photographs

Left to Right. Top to Bottom.

1 Appel Zoltan receiving a Prize. He represented Hungary with the Cimbora.

2 Jan Scott's (USA) recently restored by the Münster Oldtimer Club Minimoa. This is one that had previously been flown by Wolf Hirth.

3 "Les deux organizateurs." Pierre Prinet, organiser of the 16th International Rally at Bourges, and Christian Ravel, organiser of the Rendez-Vous 88 Rally at Angers.

4 Werner von Arx's Minimoa 36 is alive and well. It was rumoured that its C. of A. had been withdrawn. All that had happened was a small re-cover of a wing tip.

5 Claude Visse's Breguet 900. Claude received first prize of the rally for flights of the longest duration. This was the first production aircraft of the five that were built of the type...in 1950.

Photographs by Ian Tunstall

MEISETREFFEN

The International Meeting to celebrate the 50th anniversary of the Olympia Meise's first flight, 1938-1988.

This was held from the 30th July until the 6th August on the airfield of Winzeln (Schramberg) in the Black Forest. All organization for the event was undertaken by **Jörg Ziller**, who himself owns a Meise 51, now fitted with original canopy. Thanks to the entry of eleven Meise Olympias, fine weather and a wonderfully hospitable gliding club, the meeting was a great success. Taking part were three entrants from Britain (two Eon Olympias and one Meise) one Nord N.2000 from France. One Swiss Meise, one Danish Eon Olympia, one Dutch Fokker Olympia and four Meise 51s from Germany.

Two Meises from Germany and the Dutch Fokker Olympia were recently overhauled and are in wonderful condition. Jörg now possesses a complete set of Focke Wulf Meise 51 drawings and will make them available to anyone wishing to repair or build their aircraft. Jörg, apart from running the rally, also presented participants with a complete Meise documentation in book form. Thoby Fisher won the spot landing contest. One of the British asked why were there only four German Meises entered and why were they all built after 1951? He was delicately told "you burnt the others in 1945."

It became clear that most Olympias are still flying in Britain (50?), and thus it was resolved that the next "Meisetreffen" should take place in Britain in four years time in parallel with the next Olympic Games. As most competitors wished to experience bungee launches, it is hoped to hold the next Meise (Olympia) Treffen on the Long Mynd. It is believed that **Melanie Malcolm** will organize it. Her address is:-

Field End, Back Lane, Barmby Moor, York, YO4 5EW.

Flying over the Winzeln area was a wonderful experience. No cross countries were tried as fields looked very small or were non existent. All participants wish to thank Jörg Ziller and the Winzeln Gliding Club for giving them a very good time.

GRUNAU BABY TREFFEN

This year's Grunau Baby Meeting was held at Aachen-Merzbrück airfield, which is home for the Akaflieg Aachen (FVA), during the Whitsun weekend. Organizers of the rally were the members of the Segelfluggruppe "Nordstern" (North Star). **Christian Kroll, Konzendorfer Strasse 4, D-5160 Düren**, the driving force for the Grunau Baby and Cumulus Movement, lives not so far away and was perhaps able to impart such enthusiasm for the movement, that all members of the "Nordstern" club, young and old, male and female, worked in their spare-time to restore a Grunau Baby 3, under the direction of an old craftsman, in time for the rally. The machine, registered D-4249, is finished in varnished plywood, transparent fabric and black registration letters, as in the old times.

Whereas last year's Baby Treffen was rained off, this year's rally was a great success in brilliant weather. Christian reports that from 35 launches, 45 hours were flown on one day! (This averages 1 hour and 17 mins a flight). During some of these flights, triangles of up to 80 kms were flown. Twenty Grunau Babies took part.

Chris Wills has always hoped that with today's improved piloting skill and launching facilities, relative to those of the old days, vintage gliders would be flown on better flights now than when they were new. (Vintage racing cars have sometimes gone faster now than they did when they were new).

In the old days, Grunau Babies were known as secondary trainers to up to Silver C standard. Grunau Babies that this year have flown 80 km triangles have realised Chris' dream.

GERMAN NEWS

The **Weihe D-5648**, that was for sale at Ütersen, is believed to have been bought by a syndicate at the Hahnweide.

The **Kranich 2** at Hockenheim. This was not burnt as previously stated, but may soon be airworthy again. It was Spanish built and is casein glued.

Eight Kranich 2s in Germany. These are at Oberschleissheim, Wasserkuppe, Gunther Welzhofer's collection, Fritz Ulmer's collection, Hockenheim, Augsburg, and the remains of two from England at Flensburg. We would be surprised if at least one of these could not be made airworthy.

Work has now started to restore the **Oberschleissheim 1912 Bavarian airfield** which is a storage facility for the Munich Deutsches Museum. A Heinkel III (CASA) has already been restored and there are also the gliders mentioned in a previous VGC News.

High Honour for Wolfgang Späte. "Kavalier der Lufte". This was bestowed upon him by the Burgomeister of Edeecht near Bad Zwischenahn, where Wolfgang Späte lives. It was for services to aviation and especially for his best-speed-to-fly calculator which he used during the 1938 Rhön Contest, which he won flying the heavy Reiher V-I









To Face Photograph Page. Top to Bottom.

1 Spalinger S.18 111. François Ragot, who two years ago flew a 300 kms triangle in this aircraft. He gained his 500 km by flying a Kranich 2 solo to beyond Bordeaux from La Ferté Alais. Robert Pechaud, the former Chef du Centre (Chief Instructor) of La Ferté and later of Buno Bonneveau.

2 The Musée de L Air's Fauvel AV.22 which was restored to fly at Angers.

3 SA 104 Emouchet. Although it had its birth in 1938, it was not until 1946 that 200 were built as the SA 103 at Roche Aviation. In 1950, 30 SA 104s were built by VMA and a further 10 were built in 1956 by Societé Merville. It was a French competitor for the Grunau Baby. All were grounded due to an accident caused by a fast modern towplane. This one alone has been modified and restored by Francois Louis Henry, who, after being trained at La Ferté, became World Champion Standard Class at South Cerney.

4 Henrard Firmin, Belgium, by his Rhönbussard which he has recently restored. On the final day at Bourges, he flew it for over 8 hours. This Bussard was removed to France from Germany in 1945, but later, after being grounded for glue failure, it came to Belgium.

Photographs by Ian Tunstall

The **Rhönadler 36** and **FS-4 Besenstiel** built by Klaus Heyn are now both in the German Gliding Museum on the Wasserkuppe. The Rhönbussard there has been exchanged for the **Rhönbussard BGA 394** from England. Günther Welzhofer would like his whole collection to go to the Wasserkuppe Museum, but there is not enough room there for it.

The beautiful **Condor 4 D-8306**, that took part in last year's International Oldtimer Rallies in Germany, has been totally wrecked during landing. Its two pilots are/were in hospital. The **Weihe, D-0301**, that was with us at the Rendez-Vous 87 at Traben Trarbach was on its way to take part in the International Rallies in France, when its trailer got out of control 30 kms after leaving its home at Siegen. The trailer was damaged on the Autobahn but the Weihe sustained only slight damage to its rudder.

Horten News

The problem is that Reimar Horten in the Argentine will not release plans of a glider to be built unless it has already been built and test flown. This seems to us to be a no win situation and a question of "which came first, the chicken or the egg". Without plans, no glider can be built...to be test flown.

However, in the case of the **Horten IC,** he has released the plans for one aircraft to be built and test flown in Germany before further production. It is clear that, as a **Horten IB** was flown successfully without problems for 25 years at an Argentinian Gliding Club, the IC, which may not differ very much from the IB, may be considered safe to go ahead with, before anymore can be built. Thus Werner Kindler has been given permission to have one built by Herr Hardung in Ladenburg, to be ready for flight by 1990 at the latest. Werner has already investigated the transport of the **Ho IB** to Europe. As this is a one-piece sailplane, the cost of the container would be very high. Lufthansa had expressed willingness to transport it but the President of the German Aero Club in Frankfurt was against the idea.

Horten IVa. It seems, in our opinion, that from the Ho 4A (LA-AC) in America (Planes of Fame Museum) and the Horten 4A at Oberschleissheim (LA-AD), enough information could be obtained, with the existing drawings, to build one.

However, as we have learnt that the Ho 4A had defects such as a very small cockpit and airflow breakaway behind the cockpit canopy, it might be better to attempt to build the **improved Ho 4C,** drawings of which so far have not been released. It seems to us that all that was needed was a better streamlined fairing aft of the canopy and an increased chord centre section to take care also of the reflex double centre of pressure profile, which was vital at the centre of the aircraft to maintain pitch stability (the Missisipi State College, in its wisdom, cancelled this out on LA-AC causing its now very much reduced max. L/D to be obtained only with UP elevons). It seems that the only way at present that Reimar Horten will release the Ho 4 C's drawings, is that Waldemar Sturm should build and test fly one in Argentine first, after he has retired in 5 year's time.

We feel that life is too short for this and that, if we are ever to see a good Horten flying, the drawings should be released earlier, for one to be built in Europe. We wish Werner Kindler luck during his next visit to Argentina during Christmas 1988, and hope that he will successfully obtain the Horten 4 C's drawings, or the drawings for any of the other high-performance Hortens. We believe that he might find it hard to export any of the existing Horten flying wings from Argentina...but his may be the only hope for them, as the National Aeronautical Collection is believed to exist outside, in the open. A single-seater Ho 15 was once mounted above an Argentinian petrol station. It lasted only a few weeks. This was probably one of those which was flown by the Argentinian team in the 1952

BRITISH NEWS

A British Gliding Museum? C. Wills has opened negotiations with Brooklands Museum, which is due to open in 1992, for archive space, for drawings, films, books and photographs. Gliders already include those collected, restored and built by Mike Beach. From a first meeting at Brooklands, it is clear that the Museum organisers are keen to have the gliding archive and that, although they were not seen, conditions for keeping the archive will come up to BS 5454: 1977, ie the British Standard "Recommendations for The Storage and Exhibition of Archival Documents." This will be administered, together with a much larger archive, by a trained archivist. We understand that financial support for the museum is coming from the Weybridge Town Council.

Kite I, BGA 400, was released by Russavia to take part in the 50th anniversary of Manchester Airport, Ringway, on the 25th of June. It was restored and camouflaged in 1940 colours by M. Greenwood to represent one of the 6? Kite Is which were impressed to found the nucleus of the troop-carrying glider pilots training school at Ringway. BGA 400 may be restored to prewar finish by M. Greenwood next winter. It was built with minimum metal fittings for the 1940 radar trials.

Facing Photographs.

The Olympia Meise Treffen at Winzeln, in the Black Forest.

1 Participants being briefed by Jörg Ziller.

2 By the tarmac at Winzeln. Left... a German Meise, Centre... a British Meise, flown by Thoby Fisher. Right, the recently-restored Eon Olympia owned and flown by Steve and Melanie Malcolm.

3 Steve Malcolm in his Eon Olympia, which was flown by Lorne Welch in the 1948 Samedan World Championships...in Switzerland.

All photographs by kind permission of Thoby Fisher

Kite I, BGA 285, was bought from Antique Aviation (John Eagles) by Phil Collins. It is now being offered for sale to the Army Flying Museum at Middle Wallop as representing one of the Kite Is of the glider pilots training school mentioned above. We understand that the Army Museum is interested to have it. We don't know if they will fly it.

This will mean that 5 of the 6 extant Kite I s in Britain are airworthy.

Longest distance flown in Britain during 1988 in a semi-vintage sailplane was 293 kms from Lasham to near Perranporth in the Skylark 2, BGA 729 (Bluebottle, Comp No 35) by David Charles on the 12.6.88. He landed south of Newquay after a brave attempt at a 300 kms diamond in the old tradition!

AUSTRALIA

During last spring Harold Bradley, one of Australia's oldest glider pilots and glider builders, died. As recently as last year, Harold finished a Hütter H.17 a for his son at his home in Adelaide, South Australia. We believe that the original intention was to build a model, but Harold decided to build the little Hütter wonder sailplane instead. It has since flown with success. We are sad that Australia has lost one of its pioneer glider pilots, and extend our condolences to his friends and family.

Last early spring, we were visited by **Alan Patching,** the owner of Australia's oldest glider, the Golden Eagle, which last year celebrated its 50th birthday. Alan was taken to visit **Tim Hervy** near Dunstable, who is now 92 years old.

Tim went out to Australia after being an RFC pilot during the First World War. He was gliding at Tower Hill, Koroit, near Melbourn during 1928, and thus was one of the founders of Australian gliding, two years before gliding was officially founded in Britain.

In the Lawrence Wright film **"Gliding Till Now",** Tim is shown soaring a Rhön Ranger primary over the Tower Hill slope in little wind. This was a lightened Zoegling (1926 Lippisch-designed primary glider), which was designed in the USA, and, because it was light, it could soar in a breeze. During the Tower Hill sequence, the film shows a Zoegling crashed on its nose. Tim would like it to be known that this was not him, although it was included in the Rhön Ranger sequence. The Zoegling was heavier and needed a gale to keep it up. The VGC has distributed many copies of this film and would ask those who have received them to point this out to audiences. The Australians still have both Zoeglings and Rhön Rangers airworthy, and are thus flying the word's oldest gliders!

Tim returned to Britain after this time and flew at the LGC. He was just about to return to Australia in 1935, when, during a last visit to the London club on a beautiful soaring day, he was invited, just as he was departing to take up the post of CFI cum manager, which he gladly accepted.

ES. 49s There are now two ES 49s flying in Australia, making the total now three airworthy in the world. The third of course belongs to the OSC Wasserkuppe. Edmund Schneider fled from Grunau in 1945, was briefly at Schleichers under the Wasserkuppe, where, in 1951, the first ES.49 was finished. During the early 1950s, John Wetherspoon organized him to Adelaide, S. Australia, where the famous Schneider Glider Factory was set up. Thus, all further ES.49s were built in Australia. While the father returned to Germany, where he has since died, his son Harry continues the business (at Gawler Airfield outside Adelaide). The first Australian ES.49 was repaired and restored by Kevin Sedgeman, who many of us will remember, attended our Amlikon Swiss Rally with his wife Helen.

FRANCE

The G.P.P.A.'s **Weihe** at Angers is coming on well. It is glued with casein.

Yves Soudit, ASPAC BP 2, 71600 Paray GM, France has mentioned that the following gliders are at Paray (Le Monial?).

Caudron C.800, F-CAJK. Caudron C.800 F-CAPF.
Nord 2000s, F-CBFR, F-CARV, F-CAUX, F-CAUN, F-CAJD, F-CAGF, F-CAGE.
Nord 1300 F-CRDF.
Castel 25. 4-CRIN.
Castel C. 301s F-CRJM and F-CRHT, F-CRDE.
SA 104 Emouchet. F-CCFJ.
AVIA 151. F-CASH.
VMA 200 Milan (Weihe) F-CBGM.
AV.36 F-CBRX.

The above aircraft are airworthy. No mention is made as to whether these aircraft have been entrusted to ASPAC by the Musée de L'Air. The seven Nord N.2000s could make an important contribution to the next Meise Treffen in four year's time in Britain.

USA

Jim Harding. We are very sad to have to report the death of Jim Harding, the V.S.A.'s secretary, and Jörg Ziller's brother-in-law.

We had made Jim's aquaintance, when he took part with the US team in the Lasham and Aalen-Elchingen International Rallies. We were impressed with his warm character and we were very glad to have met him.

Our sincere sympathies go to Barbara, the Vintage Soaring Assn. of America, and to his family.











1 Jakob Spalinger, the great Swiss aviation pioneer and sailplane designer, who died on March 3rd 1988.

2 So far as we know, there were 27 Spalinger sailplane designs, although not all of them flew. This is his S.21h two-seater, which was the most built of any Swiss two-seater. One is being restored in Switzerland, to air-worthy condition. Another awaits restoration in Britain.

OBITUARIES

Jakob Spalinger

Willi Schwarzenbach writes...

"With sadness I have to inform you and the VGC that Jakob Spalinger died on March 13th 1988 in Hergiswil (near Lucerne).

Jakob Spalinger was the last of the famous Swiss glider designers from before the war, who were:- Willi Farner (WF), August Hug (Spyr) and Ing. Müller (Moswey). He probably was the most popular designer, being himself one of the best pilots, having won many competitions.

We are proud that some Spalinger gliders:- S.16, S.18, SS.19, S.21, S.22, are still airworthy and that most of them are regularly flown at VGC Rallies.

I suppose that Jakob Spalinger always kept the sets of drawings for his gliders with him and that it may now be possible that they will be donated to the Aero Club Archive at the Verkehrsmuseum in Luzern. If this could be realized, then sets of drawings for Spalingers, Mosweys and Spyrs would be accessible, and stored in convenient and safe conditions.

Probably most of us will remember Jakob Spalinger's visit to the 7th International Vintage Glider Rally at Thun where he appreciated so much the charming atmosphere of the pre-war vintage gliders on the historic Thun airstrip."

Official Announcement from the Aero Club de Suisse.

We have the painful duty to take leave of our Member of Honour, Jakob Spalinger. He died on the 13th March at the age of 90. Our heartfelt condolences go to Frau Emmy Spalinger and the whole family.

Jakob Spalinger, the aviation pioneer and inventor has left us for ever. His achievements as designer, pilot, instructor, and inspector, is an important chapter in the story of Swiss aviation. On the 4th December 1929, Jakob Spalinger made the first hill soaring flight between Brüttisellen and Wangen. With his legendary "S" Series designs he ushered in, during the period between the wars, the era of the "new flying."

A Remembrance and Burial service took place on Friday 18th March in the Reformed Church at Hergiswil. The Aero Club de Suisse asked for maximum attendance to honour their dear departed friend.

Dudley Hiscox

We regret to have to report the death of Dudley Hiscox at the age of 94, on the 28th of June.

John Sproule writes:-

"I got to know him for the first time at the BGA Meeting at Barrow in Furness in 1932 where he was flying his Hols der Teufel. A splendid chap who was the mainspring of the successful running of the London Gliding Club. So I hope the London Club was present at his funeral." (This was at Beckenham on the 5th of July).

Chris Wills writes:-

Dudley was part of the British Team at the Wasserkuppe International Contest in 1937, where he helped fly a King Kite. Of the King Kite he once told me, "It was very nearly an excellent glider. The secret of safely flying it slowly was to slightly lower its flaps, and then the whole outer portion of the wing was washed out!"

Dudley was responsible for having the Olympia built in Britain. He must have received the German drawings before the war. It was for him that the first Olympia was built by Harold Holdsworth in the Chicken House at Hungerford, by the firm of Chiltons. It was known as the Chilton Olympia, but before it was finished, the German Fi Storch broke up over Hungerford on Christmas Day 1945 killing the Managing Directors of the firm. Thus, the project was taken on by Elliotts, who built its wings. Dudley's Olympia was a beautiful creation in varnished wood and transparent doped finish. During 1946, he flew a varnished Gull I, until his Olympia was ready. He described his own flying achievements with great modesty. Nevertheless, he had been to the Wasserkuppe in 1930, with a British party, in order to gain experience for the founding of the London Club, of which he was surely a founder member. We believe that he also visited the Wasserkuppe during 1935 because we have seen one of his films of that year's Rhön Contest. During the 1920s, he was interested in aviation, and, as a boy, he had built compressed air powered models. He was kind enough to donate to the VGC two of his early gliding films, and some of his photographs as well as his Hols der Teufel's log book. During 1935, he had built a special Hols der Teufel which was known as the "Dunstable Devil." We are not sure how successful this was...but we are sure that before and after the war, he was one of the most important members of British gliding and particularly the London Club. But for his efforts, British Gliding would not be what it is today.

Our sympathies go to his wife, to his family, to all his friends, and to the London Club.

FOR SALE

From Sailplane and Gliding June-July 1988.

Eon Olympia 2 1947 built. Aerolite glued. New C of A. Basic instruments, turn and slip indicator, parachute and trailer.
£2,400 o.n.o.
Tel:- 07–596225.

Eon Olympia I with fixed landing wheel. Electric variometer, barograph, parachute. C of A to April 1989. Excellent trailer.
£2,500.
Tel:- Trevor Howell:- 021–5508931 (work) or 021–5504969 (evenings).

Skylark 2b with closed trailer. Open to offers.
Tel:- Derek, 0692–530358 or 0692–81307.

Bergfalke 2
Cof A to April 1989, basic instruments, recovered in 1983.
£1,500. 57 mm altimeter Elliott Mk 26, Serviced 88 – £50.
Tel:- 0780–62501.

Bergfalke 2 with sheeted trailer. C of A until September 1988. Full instruments. Blown canopy, glass fibre nose.
Excellent condition – £2,300.

L-Spatz with box trailer, repainted April 1987. Present C of A is valid to May 1988, but it will be sold with a new C of A.
Full instruments:- £2,000.
Tel:- 0905–424676.

Wooden Trailer in sound condition to suit 15 m span sailplane. Tows well. Can be viewed at North Wales G.C.
£300.
Tel:- Holywell 714201 (evenings).

Tutor 2 1946 built. C of A to August 1988. Original instruments. Metal covered trailer. Any test will be possible at Newark, Notts GC.
Price:- £1,200.
Tel:- 0636–706522.

Bergfalke 2. Refurbished 2-seater. Full instrumentation – with trailer. Oxygen bottles and two parachutes.
Bargain price:- £2,000.
Tel:- 0702–29227 extension (office) 3231 or (home). 3471.

K-7 fully instrumented. New BGA. C of A. New canopies. Fuselage recovered in 1987. Vgc. closed trailer.
Offers to V. Mallon PSA, RAF Laarbruch. BFPO 43.

L-Spatz 55
1963 including radio, parachute and trailer. New C of A.
£1,750 o.n.o.
Tel:- 0993–842783 (evenings).

T.31b
Choice of 2 Ex Air Cadets. Good condition.
Tel:- 0323–898319 (evenings).

Meise Olympia 1953 built. Kaurite glue. Closed metal trailer with C of A.
£2,500.Thoby Fisher.
Tel:- 0272–736135.

Vintage Glider Repairs. Ray Schnelling and Wiseman.
Tel:- Weston Super-Mare 0934–32510

50th Anniversary of the 1938 Rhön Contest.
Chris Wills offers documentation on this contest, consisting of photocopies of his Sailplane and Gliding Articles from Feb/March, and April/May Sailplane and Glidings, and photocopies from Flugsport.

36 pages (Flugsport) of entry lists, day by day account in German and some of the types flown...and maps at 10p a sheet and postage.

C Wills' Sailplane and Gliding articles were translated extracts from the NSFK Bulletin. Flugsport offers final result list, etc.

Drawings.
C Wills now has full size drawings that can be photocopied for approximately £1.00 a sheet for:-

Hütter H.17 a, (thanks to Ernst Zanders)
Grunau Baby 2 (thanks to the USA)
Grunau Baby 2b (thanks to Harry Chapple lending his set)
Rhönbussard (thanks to Ted Hull lending his set)
Rhönadler 32 (thanks to Graham Ferrier and British Aerospace)
FW Weihe 50 (thanks to Ulli Seegers)
DFS Meise 1939. 140 drawings only, and many Slingsby drawings (thanks to Southdown Aero Services)

It has been found that difficulty has been experienced building full-size gliders from A-3 size drawings, of which C Wills has many more. However, these are acceptable for aeromodellers.

C Wills already has some JS Weihe drawings but hopes that a great many more, together with Kranich 2 drawing prints, will soon be returned to him.

Published by: C. Wills
Wings
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Tel: 0491 39245

R. Traves,
Rose View
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Staplehurst
Kent
Tel: 0580 891625

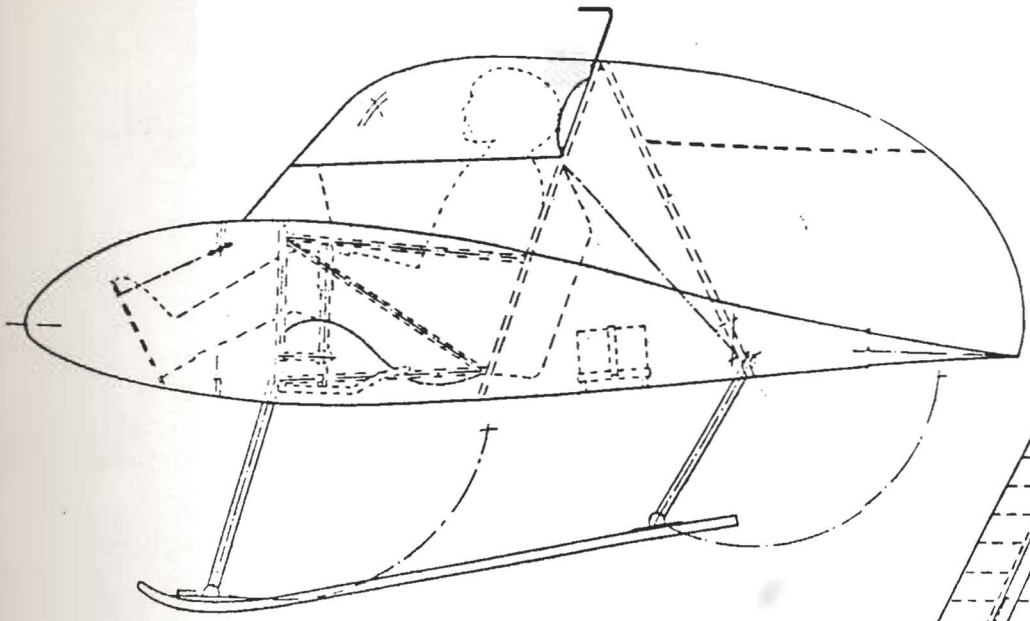
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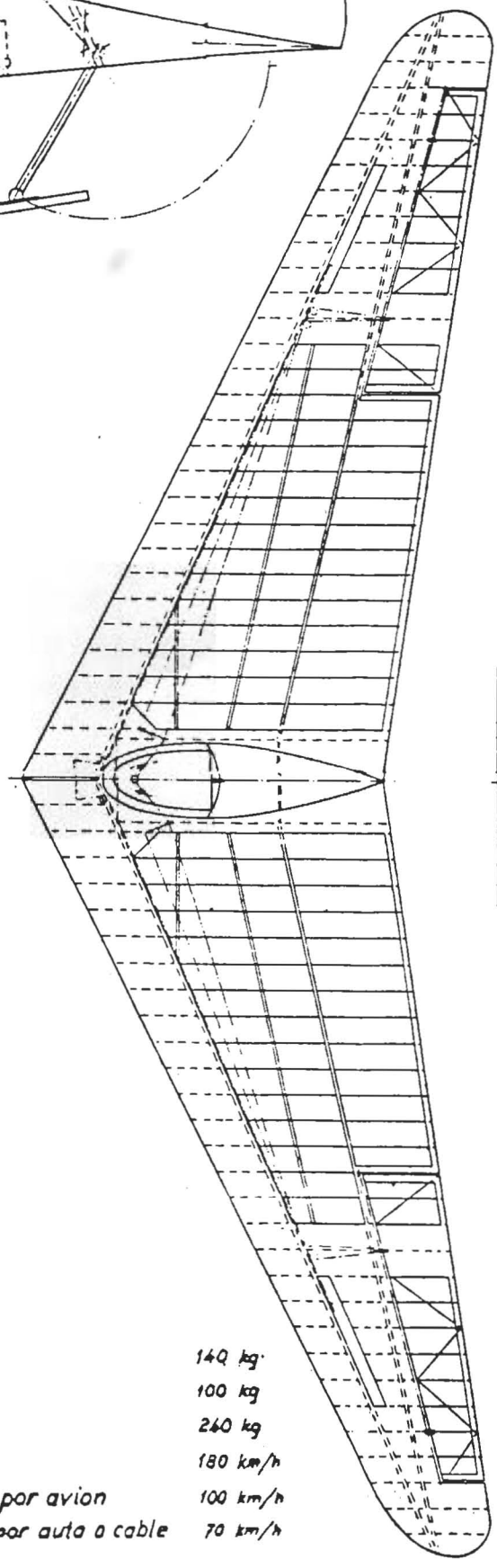
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Vice President:	Willi Schwarzenbach Address: See below.
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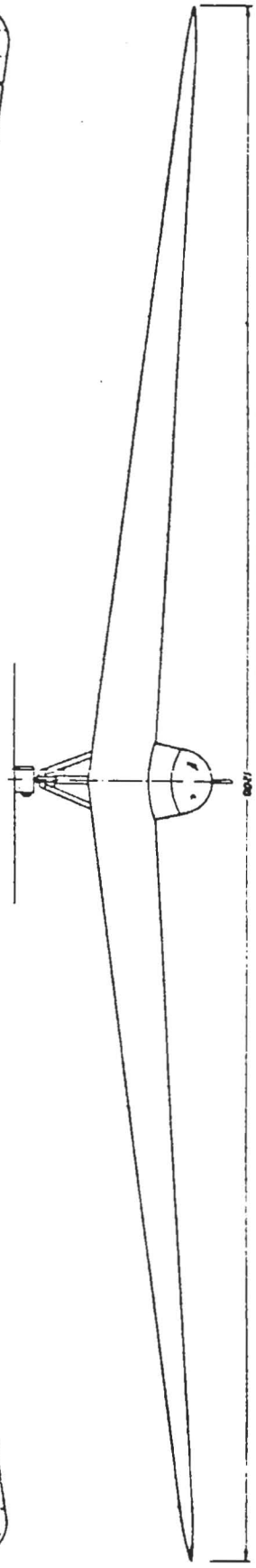
International Rally Committee

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France:	Didier Fulchiron 7 rue Louis le Cardonnel, 38100 Grenoble.
Norway:	Angus Munro Arengveien 2, 1360 Nesbru.
Belgium:	Firmin Henrard Faucheurs de Marguerites, 11 rue de Porcheresse, 6361 Mohiville-Hamois. Tel: 082–612194.
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Switzerland:	Willi Schwarzenbach 52 Route de Cossonoy, 1008 Prilly. Tel: 010–4121172425.
Germany:	Rainer Karch Wiesengrund 6,8000 München 60. Office tel: 089–72262811; Home tel: 089–888455 or 885343.
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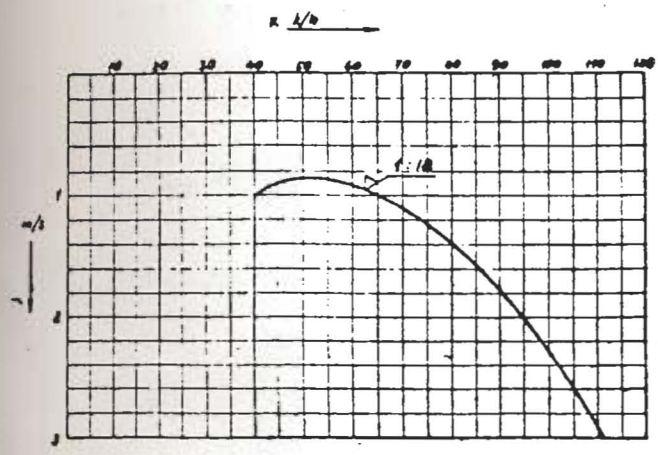






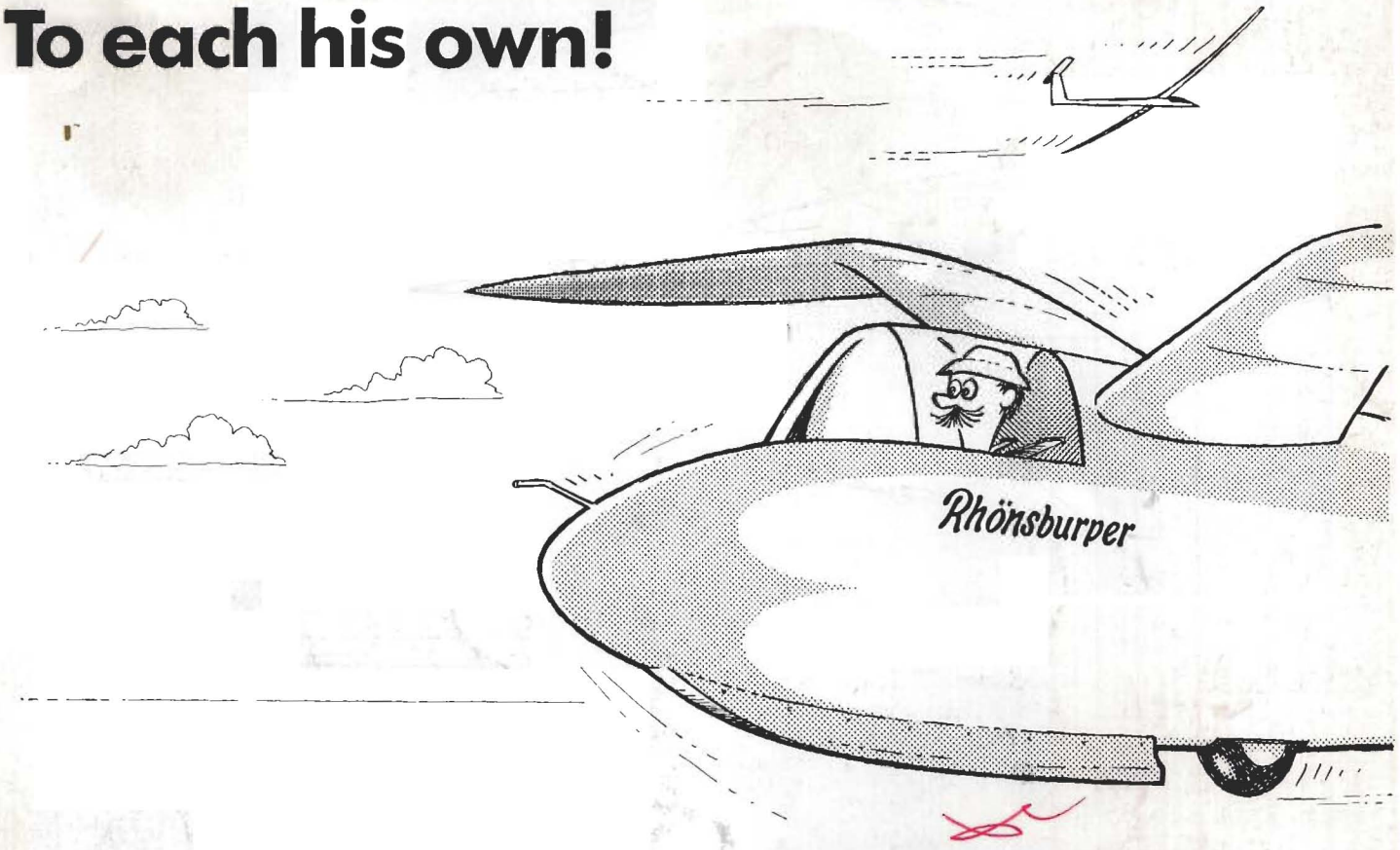
Horton Ho IC

Span-I2 m.
Wing Area: 2I sq.m.
Aspect Ratio: 6.85
Root Chord: 2.80 m.
Tip Chord: 0.70 m.
Empty Weight: I40 kg.
Pilot:I00 kg.
Flying Weight:240 kg.
Max.Speed: I80 kph.
Max.Aerotow speed: I00 kph.
Max. Car or winch tow: 70 kph.



Envergadura	*12 m*	*Peso neto*	*140 kg*
Superficie alar	*21 m²*	*Piloto*	*100 kg*
Alargamiento	*6.85*	*Peso en vuelo*	*240 kg*
Cuerda alar		*Velocidad max.*	*180 km/h*
Raiz	*2.80*	*Veloc. de remolque por avion*	*100 km/h*
Puntera	*0.70*	*Veloc de remolque por auto o cable*	*70 km/h*

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?

Of course, should you want to talk about any other insurance problems at the same time — such as your car, house, boat etc. (Vintage or otherwise!), we will be happy to give an equally competitive quote.

Contact Carol Taylor or Stephen Hill on
Thirsk (0845) 23018 — 24 hr. Ansaphone Service.

Or write to:

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8 Castlegate, Thirsk, North Yorkshire YO7 1HL.
Telex: 587470 *Represented at Lloyds* Fax: 0845 25483