VGC News

No. 66 Spring 1989





The Mayor of Angers receives Dick Darbyshire from Wigan. Angers is twinned with Wigan. Photo:- Angers 22nd July 1988.



Jean Monnier, Mayor of Angers about to fly in the T.31 with Christian Ravel. Note:- Jan Förster (Holland) assisting C. Ravel. He is the T.31's owner. Photo:- Angers 22nd July 1988.

VGC News No. 66
Spring 1989

President:	**Chris Wills**
Vice President:	Paul Serries
Vice President:	Willi Schwarzenbach
Vice President:	Jan van Beugen
Hon. Secretary:	Robin Traves
Hon. Treasurer:	William Bishop
Rally Secretary:	Geoff Moore
Sales Manager and Membership Secretary:	Peter 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

We first felt that 1988 had not been a year of the VGC's usual prodigious progress due to exciting projects such as Hols der Teufel, BAC VII, Weihe and Gull 3, not being ready, and the summer weather being bad for flying in England. However, even if the exciting projects were not ready, we have them to look forward to in 1989 and, even so, no less than two Eon Olympias, a Kite I, a Grunau Baby 3 and a JS Weihe, have reappeared in Britain during 1988, as well as a Spalinger S.21 in Switzerland. The British summer weather may have been bad but this did not prevent some good cross-countries and Roger Crouch's 12,500 ft climb in a Mü 13d-3. There was good weather for our International Rally in France. 1988 has been a good year for the VGC. This year, we have the above mentioned restorations to look forward to, and after that, dare we hope for the restoration of the Russavia collection?

The VGC Centre at Lasham is now actually to happen, and we hope that the Russavia Collection and Museum may become a reality there. We also have the VGC's 17th International Rally to look forward to in Hungary from the 20th – 30th of July 1989. There we can certainly expect hot weather and a good time. Negotiations are to be continued with the Brooklands Museum for National Gliding Archive space, and we shall insist that it be accessible to our members. So the future is still very exciting.

Cover Photograph

A Grunau Baby 2 of the Swiss team is rigged during the International Rally on the Jungfraujoch, of the summer of 1935.

Photograph by Charles Brown by kind permission of the RAF Museum at Hendon.

VGC NEWS 66

We wish to thank all our correspondents for the flow of news and letters and cards, which are very much appreciated. Unfortunately it is not possible to reply personally to everyone.

From time to time there are complaints, and well-founded ones. We accept them in the spirit that they are meant, and try to put things right.

One correspondent thinks we are not international enough in this magazine, meaning, one supposes, that our coverage of events is too much concerned with British events. Our answer has to be that we will gladly publish accounts of events outside Britain, but the editors cannot attend them all personally, though we do our best for international rallies. We earnestly request that the organisers of all vintage gliding events should arrange for an official account, with photographs, to be sent to the editors. We will always try to find space.

There have been problems with subscription reminders, and we are making changes in order to improve the system. In future, all payments of subscriptions and enquiries about them should go to Peter Woodcock at 61 Matlock Road, Sheffield, S6 3RQ. We have decided to move to a system in which everyone pays at the start of the year. This will give Peter a lot of work at the beginning of the year, but it is simple and easy to apply.

This year, 1989, those whose renewal date falls after September 30, 1988, will be credited up to December 31, 1989. All other members will be asked to pay this year's subscription when they get this VGC News.

For 1989 the subscription will have to be raised to the following rates.

United Kingdom	8.00
Mainland Europe	9.00
Overseas	14.00

No-one welcomes this necessity, but it has become inevitable.













Facing Photographs

Left to Right. Top to Bottom.

The men and women who, inspite of the bad weather, helped to put Vintage Gliders on top this year. Photographed by Ian Tunstall during the VGC's Annual Dinner and Prize Giving at the Lasham Gliding Centre on the 12th November 1988. It was a brilliant occasion.

1. Roger Crouch after receiving the Rodi Morgan Plate for taking a Mü 13d-3 (1943 built) to 12,500 ft in wave, on the 3rd September during our National Rally at Sutton Bank. The plate is awarded annually as first prize for our National Rally.
2. Ben Watson, Chairman of the BGA and British National Team Captain, addressing VGC members during the dinner.
3. The sparkling Melanie Malcolm received an engraved VGC 1988 Restoration Cup for leading a team restoring an Eon Olympia.
4. Ian Smith and Jane Ballard, seated on the right, who together flew at T.31 70 kms from Lasham and were only brought down from 4,000 feet by the cold. He is about to receive an engraved VGC Performance cup from the lovely Trish Watson, wife of the Chairman of the BGA.
5. Robin Traves, the VGC's Hon. Secretary, making his speech telling the members about the VGC Centre which is to be at Lasham, and also about the proposed plans for a Central British Gliding Archive for gliders, plans, books, photographs, and documents, as part of the Brooklands Museum (1992). On his right, can be seen Joyce and Geoff Moore, our hard working Rally Secretary and his wife.
6. David Charles received the Ed Hall Trophy which is awarded annually for best flight from Lasham in a Vintage Glider. He had flown a Skylark 2 293 km.

VGC ANNUAL DINNER AND PRIZE GIVINGS. SATURDAY, 12TH NOVEMBER 1988 AT LASHAM.

Guests of Honour were Ben and Trish Watson, Chairman of the BGA, and his wife. No words can describe how glad we were to have them as our guests.

After the Annual Dinner, toasts were proposed by Geoff Moore to The BGA, and to absent friends. Our International Rally Committee member Colin Street was at that very time being married in Australia.

Robin Traves spoke about the VGC Centre at Lasham and about Chris Wills' negotiations with Brooklands Museum for a National Central Gliding Archive of drawings, documents, books and photographs.

C. Wills made a speech saying how lucky we were to be governed by the BGA which gave us a much more sympathetic environment for the development of our movement than some vintage gliding movements had in Europe, which were controlled by government departments. The BGA was, of course, personified at our dinner, by Ben Watson, its Chairman and Captain of the British Team, and Dick Stratton its Chief Technical Officer. Chris said that he had been to five vintage rallies in Britain during the year. At only two of them did we experience good gliding weather. He had not seen any, what he would call bad or dangerous flying and that because of this, he thought things were getting better and better for the VGC.

After the Prize Giving, Chris said that the future still looked bright and that next year's "new" vintage gliders flying over Britain promised to be:- Hols der Teufel, BAC VII, the new Gull 3, and a Weihe, and this year, a Spalinger S.21 two-seater had been made ready to fly in Switzerland. For rallies, although the Spitzerberg Rally was at present not quite as definite as the last VGC News stated, we could look forward to another rally in Hungary.

It should be noted that apart from the gliders restored as mentioned in the Prize Giving, the Kite I, BGA 285 and the Eon Olympia BGA 606, had been restored to fly in Britain. As we had not yet seen them, we could not give their owners prizes this year but we hope to redress the situation next year.

Ben Watson, Chairman of the BGA, made a fine and witty speech and his wife Trish presented the prizes. We thank everyone for the fine evening.

After speeches, the following prizes were awarded.

The Ed. Hall Trophy for the best flight in a vintage glider from Lasham during the year. To:- David Charles, Skylark 2, BGA 729, 293 kms from Lasham to Cornwall.

The Rodi Morgan Plate. Awarded in memory of Rodi Morgan, for the best performance during our National Rally. To:- Roger Crouch, for climbing in wave to 12,500 feet near Sutton, Bank, in the 1943 built Mü 13 d-3, BGA 1937.

VGC Performance 1988 (an engraved cup) to Werner Tschorn, Germany, who, during last Whitsun, flew a 315 km triangle in his Weihe, D-7080, from Frechen near Cologne.

VGC Performance 1988 (an engraved cup) to Evert Jan Vermeer, Holland, for flying a 200 kms triangle in his Slingsby Prefect, PH - 192, from Bourges in France on 30.7.88.

VGC Performance 1988 (an engraved cup) to:- Jane Ballard and Ian Smith, Britain, for flying the T.31, BGA 3229, 70 kms from Lasham. It was suggested that this was a world distance record for a T.31. Ian related how they had had to throw away 4,000 feet to land because of the cold, and that they thought that they could have flown far further.

VGC Restoration 1988 (an engraved cup) to:- Melanie and Steve Malcolm, Britain, for restoring the Eon Olympia BGA 514, which was flown in the 1948 World Gliding Championships at Samedan in Switzerland, and was afterwards owned by Charles Wingfield. Britain's Gold C No. 2. It was subsequently flown by the Israeli competitor in the 1954 World Gliding Championships at Camphill in 1954.

VGC Restoration 1988 (an engraved cup) to:- Petter Lindberg, Norway, for restoring his Slingsby Prefect, LV-GLV.

VGC Restoration 1988 (an engraved cup) to:- Jan Scott, USA, for his Minimoa N. 26640, which was restored by the Munster Oldtimer Club.

Frank Reeks Trophy for the best turned out Grunau Baby, in memory of our late member Frank Reeks. To:- John Garrett for his Grunau Baby 3, BGA 1935, which was recently restored by Ian Hodge.

F.N. Slingsby and John Sproule Trophy awarded for the best flight in a Cadet/Tutor during the year. To Norman Jones for flying his Tutor from Husbands Bosworth. He also won it during 1987.

During the dinner we welcomed Lars Johansonn, a Norwegian American, who is an aquaintance of Ian Scott. He owns a magnificent Swedish Weihe, still in original condition with canopy which he says was built during 1950. We think that we have the only Swedish Weihe that was built in 1950 here: BGA 1093 (ex. SE-SHU), presently to be restored by Andrew Coates. We respectfully suggest that Lars' Weihe was built during the war. We are very glad to have met Lars and welcome him as a VGC member.

MINUTES OF A MEETING OF VGC MEMBERS AT LASHAM ON 13TH NOVEMBER 1988.

The meeting opened with Mike Russell outlining his own involvement with vintage gliding and explaining the background to his collection and Russavia Ltd, listed below.

Petrel, Kranich, Willow Wren, Dagling, Grunau, Kadet, Tiger Moth, Rapide and Gemini, Drone.

Mike also said how he had been instrumental in obtaining a Spalinger 821 for someone else to restore, and stated his position regarding the large number of drawings obtained from Slingsbys some years ago, and catalogued by Andrew Coates. These drawings are at present stored at his home. Mike regards himself as the custodian of these drawings until such time as they may become part of a recognised national collection.

Mike pointed out that it had been his idea for a Falcon replica to be built, although it had not worked out in the way he had intended. The King Kite replica had also been made possible through him, and he had had a hand in the locating of the Drone bits that had formed the basis for the building of the BAC VII.

Mike then went on to give the background to his latest idea for a possible National Gliding Collection, based either at Lasham or Sutton Bank. He felt that this project needed the blessing of the BGA, and should be developed in harmony with the VGC, but not be part of it, leaving the VGC to carry on doing what it does best.

He was actively studying ways in which Russavia (DH Rapide operations) might be based elsewhere than at Duxford when the rebuild was completed. The operating surplus from such flying might well serve to underpin the National Gliding Collection, wherever that might be set up. He envisaged a hangar costing some £50,000 to house the Russavia gliders plus a small number of top quality VGC gliders, on a rota basis. He would be willing to provide £25,000, and his bank would lend a further £25,000. The collection would therefore need to repay this loan out of income derived from tourism, gliding days, etc., possibly with some help from Russavia, and public subscription. Mike had already formed a limited company, Aviation Heritage Ltd., with such developments in mind.

These proposals met with general approval, and the following comments and questions were raised:

Sally Shepard: There is a need for a professional standard of archiving now, since it is necessary to act swiftly to safeguard the material. This was strongly endorsed by Derek Copeland, who pointed out that plans do deteriorate. Copies need to be made. Austen Wood thought that there was considerable talent within the VGC, and that this idea was well worth investigating.

Jane Ballard wondered how Mike's plans would fit in with the terms of Lasham's leasehold.

Mike made further suggestions of how sponsorship, open days, etc., might support the idea.

The discussion ended with Geoff Moore proposing that the VGC should back the idea. This was accepted.

The meeting then went on to form a committee to be responsible for the restoration of the old Scout Hut, to be the VGC Lasham Centre. This was made up as follows:

Lasham Centre Committee

Chair	:	Jane Ballard
Works	:	Ian Smith
Grounds	:	Richard Moyse
Treasurer	:	Tessa Davis

Also willing to serve : Geoff Moore, Mike Russell.

Following the meeting, those who had not had the chance to look round the old Scout Hut did so.

RALLY NEWS

17th International Vintage Glider Rally – 1989

The very complete Bulletin No. 2 is now available from:-

C. Wills,
Wings,
The Street,
Ewelme,
Oxon OX9 6HQ,
England,
(tel:- 0491 39245) in English, French and German.

This can be obtained also from:-

17th Oldtimer Rally,
Organizing Committee,
CSEPEL VASMU REPÜLÖ,
ES EJTÖERNYÖS KLUB,
Budapest, Ady E. u. 64,
H-1215 Hungary.

Dates of Rally:-

July 20-30, 1989. Arrival from 12 am. July 18th.

Venue:– Farakashegy Airfield. There is a very complete optional non-flying programme. Please return entry form (non-obligatory) and information enclosed with it as soon as possible to the above address in Hungary.

Rendez-Vous 1989. Do we need a Rendez-Vouz Rally this year, due to the long distances to and from, the International Rally? Unforeseen difficulties have arisen which have effectively prevented further preparation for a Rendez-Vouz Rally at the Spitzerberg.

World Masters' Games. An International Contest will be organized in conjunction with these, at Herning, Denmark, from July 22nd to August 6th. We understand that this contest is to be organized for vintage gliders and pilots of at least 45 years old, and that there will b 15m, standard, club, two-seater and powered glider classes. Entry coupons can be obtained from C. Wills, or from:-

World Masters' Games,
Vestergade 481,
8000 Arhus C,
Denmark.

An International Rally at Angers in 1992. Christian Ravel has proposed this to celebrate important anniversaries. There should be good chances for sponsorship.

Lasham Centre. Good Friday to Easter Monday. Drop in and fly and/or help at the VGC Centre. Contact: Jane Ballard, 1 Manor Farm Cottages, Bradley, Nr. Alresford, Hants. SO24 9RZ

April 28 /May 1. Norfolk Gliding Club, Tibenham Airfield. Tel: 037 977207. Winch and aerotow launching. Limited bunkhouse accommodation, which should be booked in advance. Camping. Food available in clubhouse. Local bed and breakfast accommodation and pubs. Good food. VGC contact:- J. Edwards, "Greatstones", Hare Street, Buntingford, Herts SG9 0AD.

May 21-29. National British Vintage Glider Rally. London Gliding Club, Dunstable, Bed. Tel:- 0582 63419. Winch and aerotow launching. Bungee launching possible. Camping and restaurant for all meals. Bunkhouse accommodation should be booked in advance with club. All facilities available for a good holiday with family. Many local attractions. The Rodi Morgan Plate will be awarded as first prize to the entry which achieves the most meritorious flying during the week. Send SAE for details from Geoff Moore, Arewa, Shootersway Lane, Berkhamstead, Herts HP4 3NP. Tel:- 0442 873258.

August 21-27 International Show of Old Gliders, Uetersen, Hamburg. Contact:- F.J. Sham, Sierichstrasse 20, D-2000 Hamburg 60, W. Germany.

August 26 – September 3rd. First "Annual Slingsby Week" to be held at the **Yorkshire Gliding Club, Sutton Bank.** Tel:- 0845 597237. Contact David Chaplin as soon as possible if you intend to be there. All VGC members with vintage gliders (including non-Slingsby ones) will be most welcome during the week.

BRITISH NEWS

Michael Maufe has sent more accurate information concerning the **Kite BGA 400.** Extract from his letter.

"It was brought to Ringway for the 50th anniversary celebration by Peter Underwood, who is now looking after it on behalf of its owner, Dick Hadlow. I was invited to the event and had the opportunity for a close look at the Kite and for talking about it with Peter. Although it has wooden aileron pushrods (instead of steel cables) in the wings, it does not have them in the elevator or rudder control systems. BGA 400 is not in fact the Kite I which went to Christchurch in 1940 for the radar trials direct from Slingsbys with no BGA Number (construction number 355 A). At some later date, the wings from this aircraft must have been fitted to BGA 400 (construction number 336 A). The fate of the remaining components of the radar trial Kite is not known.

Incidentally, in addition to this Kite I, a further 14 were impressed by the RAF and were transferred from Ringway to Thame in January 1941 for training the first batch of army glider pilots at No. 1 Glider Training School. Peter tells me that they intend to maintain the wartime camouflage scheme when BGA 400 is restored.

Kite I, BGA 285. Phil Collins, as mentioned in the last VGC News, has bought this aircraft from Antique Aviation when this firm was in the hands of the receivers. He took it to the Army Museum at Middle Wallop as they offered shelter for it on its open trailer. The Museum said that they could not exhibit it unless it was camouflaged. As a great deal of time and money had been spend on its finish, Phil said that he could not allow them to camouflage it unless they bought it from him. As the museum is at present to spend all its money on obtaining more exhibition space, they could not do this. Thus, it is more likely that Phil will be flying this Kite I at our rallies next year. Meanwhile, he is seeking other sheltered quarters for his Condor 4 and Kite.

Eon Olympia, BGA 606 or G-ALLB. John Kirsch has now moved to:- 3 Bishops Drive, Salisbury, Wilts SP2 8NZ and will be flying BGA 606 with his son from Thruxton. The aircraft is now completely overhauled with new fabric and paint. The fuselage is red. Wings, rudder, tailplane and elevators are silver. All glue joints were inspected, and, where suspect, were reglued. She now flies better than ever. He is surprised to find the glider angle appreciably improved and is often 200 feet too high on final approach and has to sideslip to get down.

A Grunau Baby 3 from East Anglia. John Garrett has bought the GB 3 which has been lovingly restored by Ian Hodge. The aircraft has an open trailer which restricts outings to dry weather. The GB is kept about 22 miles from Shalbourne and 29 miles from Lasham. John has flown the GB 3 and it has given complete satisfaction with its open cockpit. If a dry closed trailer can be found for it, John intends to bring it to our rallies. A brass plate fitted to its seat bulkhead, presumably fitted by Ian, reveals that the aircraft was built in 1953 and was later with the RAFGSA at Cranwell as No. 366 (although one of its service log books erroneously shows it as 566) and then it became BGA 1937 (this is also an error as it is BGA 1935). It was restored in 1987.

Perhaps BGA 1935 will be flown at Shalbourne at Lasham? We shall certainly gladly welcome it and John at our rallies.

Eon Eton (SG. 38). This aircraft, formerly at Lasham, has been sold by the Boy Scouts Assn to a syndicate at Pocklington in which are included Melanie and Steve Malcolm. The Eon Eton is to be restored during this winter by one of the members of the syndicate, assisted by the others, to original Elliotts of Newbury factory condition (silver). The aircraft is still in its original Elliotts finish, complete with Swan, now. It could be that this Eon Eton was the one flown by Derek Piggott during the London to Paris Air Race during the 1960s.

The Hütter H.17a, BGA 490 which was restored by Southdown Aero Services, Lasham and was then bought by Jeremy Menzies, has been sold to David Wright, who has now moved with it from the West Country, to Thirsk. He will presumably fly it from Sutton Bank.

His address is:- 84 Dowber Way, Hambleton Park, Thirsk, North Yorkshire YO7 1EP. Tel:- Thirsk (0845) 24803.

We hope that he will bring this diminutive sailplane to some of our rallies. As the other airworthy H.17a in this country, BGA 2847, is based at Aston Down, in the hands of Brian and Pat Gilmore, but owned by Bim Molineux, the two Hütters are now based far apart. Components of no less than another four H.17a's exist in England.

J.S. Weihe 1943 built, BGA 1230. This is owned at Cranwell by Barry Briggs and Don Beech together with the 1943 J.S. Weihe BGA 1021, which they have brought to many of our vintage rallies in Britain. BGA 1021 is now to be refurbished, while BGA 1230 should have been brought to airworthy condition and flown by mid-September. While BGA 1021 was ex Fv 8312 and SE-SNE, ('Swedish AB Fly Industri 1943), BGA 1230 is German-built 1943, ex RAFGSA Laarbruch, and received its first BGA C of A in May 1965. Its works? Ser. No. is 000358. Just when it had its aileron inboard sections immobilized to become a short aileron Weihe is unknown. However, during a field landing in Dorset, its rear fuselage under its tailplane was broken by corn, and, as glue disappeared in a fine powder, it was decided to replace its entire fuselage with that of the Swedish Weihe BGA 999, Ser. 233, ex SE-SNH, ex Fv. 8314, AB Fly Industri 1943, when the latter's C of A expired in June 1966. Therefore BGA is half Swedish and half German.

Letter from Jim Robson. 6, Ashbrook Mount, Sunderland, SR2 7SD.

"Re the Hols der Teufel, as mentioned in the summer VGC News. I took my C in the Hols at Sutton Bank on the 30th July 1939. Then, after the war, when I had been away in the R.A.F., I flew it again at Usworth in 1946. It was the same Hols as Don Hartness had retrieved it, and I was then acting as Johnny Morris' Adjutant at No. 31 G.S. Later, I took over the school from Johnny and, when the Newcastle Club was starting up again, they came to Usworth to see if I had any spare gliders that would help them. Just at that time, I had received a letter from No. 64 Group, York telling me that all "non standard" gliders were to be "reduced to produce" as the ATC was going to standardize on Cadets, etc. So I suggested that £25 in the Boys' Welfare Account would be better than just breaking it up! So they started up again near Cramlington. However, all hell broke loose at 64 Group. "What did I mean by selling the Hols without putting it up for tender?" I was quite adamant that the boys got more out of the welfare fund and so it blew over. I don't know what happened to the Hols after that. I expect that it was crashed –. I nearly said 'again', because in 1939 the next C Candidate to me after me (same day,) Bobby Sharman, did about 20 minutes. Getting too far back, he spun it in. It was repaired at Sutton Bank.

We had quite a selection at 31 G.S. from time to time. Gull I, King Kite, Tutor, Grunau Baby and, for quite a long time, I instructed the ATC boys in a Falcon III, but eventually this was replaced with a Sedbergh.

Happy Days.

(C. Wills thinks that the Gull 2 was there also, as so was John Furlong.)

RALLY NEWS

Rally at the Cleveland Gliding Club. RAF Dishforth, 30th April, 1st and 2nd May.

Gliders Present

Ka-3	BGA		Leigh Hood
Tutor	BGA 804		Arthur Chadwick
Swallow	BGA 2762		
Rhönsperber	BGA 260		Francis Russell.
Moswey IV	BGA 2277	ex. HB-522	Ted Hull.
Harbinger	BGA 1091		Bob Sharman, Austin Wood and Geoff Harrison.
Kite I	BGA 251		Bob Boyd.
Kite 1	BGA 310		Michael and Tony Maufe.
Eon Olympia	BGA 514		Melanie Malcolm and Steve Malcolm.
Eon Olympia	BGA 796		Ken Maynard and Julie!
Sky	BGA 685		Richard Moyse and Ian Smith.
T.31	BGA 3229		Richard Moyse, Ian Smith and Jane Ballard.
Fauvette	BGA 2844		Peter Woodcock and Ernest Gibson.
T.21b	BGA		Leeds University Gliding Club.
Eon 460	BGA 1373		Ray Whittaker and Vic Marshall.

This sight of all but four of the above gliders rigged in the splendour of an RAF hangar which was entirely put at their disposal (their trailers were there too) was an unforgettable spectacle hitherto not experienced by VGC members.

The Weather. A SE wind brought some bright spells but many rainstorms with cloudbase at often only 1500 feet, for the three days.

The Flying. Owing to their being rigged in the hangars, it was possible to bring the gliders out when there was the slightest hope of flying and gliders were kept up for short periods. Nevertheless, vintage gliders often got very wet and attempts were made to fly them to dry them, when there was a chance.

We thank Leigh Hood for allowing some of us to fly his Ka-3, a machine that is in the weight class of the H.17. This was the third creation of Rudolf Kaiser after the ban on German gliding was lifted in 1951. We suppose that the ultralight Ka-3 was designed in 1953. It differs from the Ka-1 by having its fuselage built from metal tubes. Leigh also has its drawings, as well as those of the Ka-1.

One evening, Mike Beach flew his 1949 vintage model sailplane, a 'Thunderking', which he has modified for radio control (rudder and elevator). The Thunderking's incredibly low sinking speed (it stayed up in nil lift for 10 minutes from a 75 feet launch), we hope, will forshadow that of the Hols der Teufel, which he is assembling in his garage.

Club Members. We were made very welcome by the club members who were very genuinely interested in our aircraft and our old gliding films, which were shown on two evenings. We thank particularly the Cleveland Club's CFI, Dave Stewart, and Chairman Neil Golding for having us, and also Mandy Walker the original 'Soupdragon' who gave us some wonderful meals. We hope that we will be allowed to return to Dishforth again to take advantage of the wonderful hangarage and the usually good thermal and wave conditions which we believe exist there.

VGC RALLY 28TH, 29TH, 30TH MAY – LASHAM GLIDING CENTRE

Saturday 29th May

On this day, there was a very strong south wind (20 knots) from the Channel, 60 kms away. Thus thermal conditions were likely to improve the further inland one flew. Only downwind flights with outlandings were possible. In fact it would have been quite a triumph for a vintage glider, once launched, to have landed back at Lasham, so strong was the wind. Nevertheless, two cross-country flights were made by VGC members.

These were by Richard Moyse – Sky BGA 685. Lasham – Husbands Bosworth (Coventry GC.) 170 kms, and Vic Marshall (Olympia 463 BGA 1373) Lasham – Bicester (81 kms). This was his 50 km distance to complete his Silver C. No other vintage glider flew due to the strong wind.

Sunday 30th May. No flying due to strong winds and rain. Video films of Geoff Moore's and Rainer Karch's wave flight in the Mü 23 from Koenigsdorf (Bavaria), and of the last Rendez-Vous International Rally during July 1987 at Traben Trarbach were shown.

Monday 30th May. 15 knot S.W. wind and showers. Two Lasham gliders flew. David Charles had two flights of 30 mins each in the Skylark 2 BGA 729. Ian Smith, Mike Beach and Graham Saw all flew the Lasham T.31 BGA 3229 between showers.

Other visiting vintage gliders were C. Wills' Rhönbussard BGA 337, and Mike Beach's Gull 3 BGA 643. Neither flew, due to the weather, although the Rhönbussard was rigged in the hangar.

VGC Members attending were:- Chris Wills, Mrs P.A. Wills, Geoff Moore, Joyce Moore, Robin Traves, Ian Smith, Jane Ballard, Vic Marshall, David Charles, Richard Moyse, Wendy Moyse, Ray Whittaker, Christine Whittaker, David Hopgood, Mike Beach, Mike Birch and Graham Saw. We apologize if we have missed anyone.

VGC LONDON GLIDING CLUB DUNSTABLE 18TH AND 19TH JUNE 1988.

For the first time this year, reasonable soaring conditions for vintage gliders were experienced. Although the wind was not on the hill, a light breeze from the north east brought cumuli and thermals from Dunstable and the dip slopes of Dunstable Downs.

Gliders attending

Mü 13d-3	BGA 2267	Geoff Moore and Ian Parker
T.31	BGA 3229	Ian Smith
Weihe 50		Frances Russell and Richard Brown
Rhönbussard	BGA 337	C. Wills
Kite I	BGA 394	Ted Hull
Grunau Baby 2b	BGA 2433	G. Kench
T.21b		G. Kench and Richard Kilham (both from the Peterborough and Spalding Gliding Club).

On Saturday, only the Weihe and T.21b flew, the former remaining in the air from a winch launch, for at least two hours in the hands of Francis Russell. Most pilots wished to wait for the very much improved conditions promised for the next day (with N.W. wind). That evening, the London Club invited us to a very fine barbecue.

Sunday 19th July. The promised N.W. wind was more like a light breeze from the north which was definitely not on the slope, but, if it had been, it would not have been strong enough to have kept gliders up. The sky started bright and clear but, later, it filled with cumuli. John Jefferies said that as it was almost the longest day, the longest task should be declared. Before mid-day, he radioed that he was at 8,000 feet over Bicester in wave in the incredible ASK 25. Many long duration flights were achieved by Ian Parker – Mü 13d-3, Weihe – Richard Brown, T.31 – Ian Smith and Rhönbussard – C. Wills. The latter was flown on a 50 km out and return to Cranfield in occasionally rather doubtful thermal conditions over the plain. Thermal conditions over the London Club later became fantastic and the problem was how to keep open gliders low enough, but still near, or, in, lift, to prevent their pilots freezing.

We wish to thank all the London Club's members, especially Geoff Moore, for working so hard to get us airborne and, by so doing, denying themselves the chance of flying. This was the first rally during 1988 in which we had experienced good soaring conditions. We were very glad to meet Graham Kench and other members from the Peterborough and Spalding Club. They were present with a Grunau Baby 2b and a T.21b and they impressed us all with their enthusiasm.

SLINGSBY PREWAR REUNION

Saturday 27th August 1988

On the instigation of John Sproule, Slingsby Aviation's Managing Director, Robin Bull, organised a reunion for ex-Slingsby employers. This encompassed a fine lunch, speeches, a flying display by the Slingsby T.67 Firefly and rides in one of the firm's hovercraft, which was followed by a conducted tour round the works to inspect what the firm is currently building.

It may be said that Slingsby Sailplanes and the ex-employees who were present on this unforgettable occasion were responsible for giving the young British Gliding Movement of the 1930's, 90% of all gliders it needed to ensure a flourishing movement. They gave Britain her silent wings.

There in a hanger stood the newly-built replica Slingsby Type I Falcon I of 1931, brought by its owner Mike Russell. Also there was the restored Slingsby Type 6 Kite I of 1935, and its restorer Michael Maufe, and the recently-built (by David Jones) 1936 Type 9 King Kite replica, one of the most excitingly modern gliders of its time, designed for high cross-country speeds.

At the head of the former employees was Mrs Fred Slingsby. Among them could be seen John Sproule, designer and draughtsman who, apart from working on many others, designed the 1936 Cadet (Type 7) and the 1937 Tutor (Type 8) and took a major role in the design of the King Kite. Also there was Thoby Fisher who designed the Kite I and was also involved in designing that most advanced two-seater, the Gull 2. We are proud to have them both as our members. Many were the stories told and the photographs shown during lunch.

During the tour of the factory, we saw the Slingsby Firefly aeroplane, the hovercraft, airship gondolas, and strength fatigue tests on a Grob Akro ATC two-seater, inspired by the Ministry of Defence. The weather then allowed a superb flying display by the Slingsby Firefly which revealed that it was very aerobatic. Then, in spite of a blustery wind, which added excitement, everyone, including Mrs Slingsby, were given excursions in a hovercraft, up and down the airfield.

















Facing Photographs

Left to Right. Top to Bottom

Reunion of former Slingsby employees held at Kirkby Moorside on 27th August 1988.

1. Mike Russell showing Mrs F.N. Slingsby his Falcon I, a replica of the Slingsby Type I, the first type of sailplane built by Slingsby Sailplanes in 1931. On the left, above him, can be seen John Sproule who organized the reunion.
2. John Sproule standing by David Jones' replica of the Slingsby Type 9 of 1936. It was the most advanced Slingsby design of the 1930's. It was designed by the late Peter Shaw, a Mechanical Engineering Honours Graduate from Cambridge who was employed as Chief Designer at Slingsbys at the time. John Sproule was Chief Draughtsman at the time, having designed the Slingsby Cadet in 1936. On the right can be seen Robin Bull, Slingsby's present Managing Director, who organized and sponsored the occasion.
3. They gave British Gliding its wings during the 1930's. Thoby Fisher can be seen 5th from left. He was also a Slingsby Designer from 1935. Mrs F.N. Slingsby, centre in wheelchair. John Sproule, 3rd from right.
4. Small photo of Mrs F.N. Slingsby.
5. Line up of Slingsby former employees. Mrs Slingsby central. John Sproule 3rd from right. Together with Bill Murray, he held the World's Duration Record for 2 seaters in a Slingsby Type 4, Falcon 3, of over 22 hours. (Flown at Dunstable during 1939).
6. The Falcon I, which was built by Southdown Aero Services and John Sproule 3 years ago. Its British drawings can be seen below its port wing. It was a copy of the Lippisch designed RRG Falke of 1927.
7. The Falcon I.
8. Michael and Tony Maufe's original Kite I. This was Slingsby's Type 6, which was largely designed by Thoby Fisher at Slingsby Sailplanes during 1935 and was the most-built Slingsby sailplane before the war.

Although it is not now building sailplanes for which it achieved international renown we are very happy that this small Yorkshire firm is still doing well in the aircraft world against the severest national and international competition.

We thank Slingsby Aviation and John Sproule for enabling us to have this day. Mrs Slingsby, who is 92 years old, is still in good health and wishes to be remembered to all her dear friends.

BRITISH NATIONAL VINTAGE GLIDER RALLY 1988

Yorkshire Gliding Club – Sutton Bank – Sunday 28th August – Saturday 3rd September.

This was judged a success by most participants as there were 170 hours of flying on four out of the seven days by approximately 30 gliders. A medium to strong south to S.W. wind made hill soaring possible on all the slopes, including the White Horse slope which is rarely successfully soared. The main slope soared was the south west slope. During the four days, hill, thermal and wave soaring was experienced.

Saturday 27th. Arrival day. Reception at Slingsbys for former employees and selected guests. Falcon 1, Kite 1 and King Kite were on static display. Good wave conditions to over 8,000 feet and thermals in spite of high wind were over Sutton Bank. These were only used by modern sailplanes.

Sunday 28th August. 9.30 Briefing. Chris Wills welcomed all participants, especially Ulli Seegers from Germany and Angus Munro from Norway and the two aeromodellers, Ian Tunstall and John Watkins. Ian has done much to publicize the VGC in aviation and aeromodelling magazines. He was thanked on behalf of the VGC. John Watkins has built many fine models including the AVIA 40P, the full-size aircraft being at Perranporth, Cornwall. C. Wills thanked the Club Chairman, David Chaplin, the CFI, Henry Doktor, and the Assistant CFI, Mike Wood, for having us again.

At 1300 hours, there was a clearance from the S.W. bringing sun, thermals and hill lift. All gliders were rigged and we were lucky enough to see Mike Russell's Falcon I having its first soaring flight over the slope, roughly where Fred Slingsby would have soared it during the early 1930's. Mike had only flown it once before (two day's before) and it was only its fourth flight ever. The Falcon (Falke) more than held its own on the ridge and was often above many of the other sailplanes. Mike said that it handled very sweetly but that visibility upwards was limited and demanded care when turning in case other sailplanes were in the way. The Falcon stayed airborne for more than an hour and rigging and derigging times were not as long as feared. We thank Mike Russell for flying it and we hope that we shall have the pleasure of seeing him and it at our rallies again.

The longest flight of the day was 2 hours 40 minutes by Ted Hull in his Moswey IVa.

Monday. Briefing. Tony Maufe set task 1. to stay sober. 2. to get as high as possible, hopefully in wave. Phil Lazenby gave met briefing, low pressure centre moving eastwards away from us into North Sea. A cracking ridge day with a chance of less wind later and perhaps wave. Henry Doktor stressed that ground handling would be important in the strong wind. More work needed by VGC members to accelerate launch rate. Market day in Thirsk, 4 o'clock launches. Huge wave cloud upwind but too far away. The ridge was working along its length. Mike Wood, assistant CFI, had a long duration flight in his Tutor. 2T.21s, Mü 13d-3, Geoff Moore, Moswey IV, David Slobom, Kite I – Tony Maufe, Gull 1 – David Chaplin, Petrel – Ron Davidson, the Harbinger, and the GB 2a – John Smoker, Fauvette – Robin Traves... all had long duration flights.

Tuesday. Cold front due after lunch. Then rain but this might not arrive until tea time (1600 hours). Derig all aircraft before rain. Short runway landings. Wave should be there until cold front arrived! Altitude task.

Tuesday 30th August. The White Horse slope was working for short periods in the south wind. A knot lift was found over it. Phil Lazenby climbed his Olympia 463, 2,500 feet. The White Horse Slope has very rarely been used. High

cirrus was connected with front and there was danger of this lowering. Nevertheless, there was some hill soaring. Bob Boyd, Mike Hodgeson and Chris Wills were invited by Michael Maufe to visit his home at Ilkley, (over which Robert Kronfeld had flown his Wien on a demons tration pioneering, flight in 1930), to inspect his **BAC VII** two-seater from 1931, which he is building and restoring. Very impressive it was too! He hopes to have it ready to fly (and aerotow) next year.

Wednesday. There had been much cold front rain during the night, but Wednesday morning dawned bright and clear. Wind was 15 - 20 knots on the hill. Odd showers were forecast. There were many different weather forecasts for this day but it was definitely a better airstream than on the preceeding day. Tony Maufe set a rather open cross-country task to clear site as much as possible of aircraft etc. Turn points were as many roundabouts, abbeys, historic buildings, railway stations etc., as possible. As very bad weather was forecast for the next day, all aircraft were to be derigged for the night. GB 2b – John Edwards, the Weihe BGA 1021 – Barry Briggs and Don Beech, and two T.21s were out early. John was to have another attempt at his five hours. The LO 100, flown by Hilary Stewart, gave us an impressive aerobatic display which ended with it ridge soaring. There were very good hill soaring and thermal conditions during the day. Steve Malcolm completed his Silver C, all of which was gained this year, with a five hour flight in his Olympia. John Edwards landed just before he could complete his. Phil Lazenby turned a point 15 miles north, Helmsley and Thirsk roundabout, in his Olympia 463. Ron Davidson in his Petrel turned Byland Abbey, Thirsk, Rivaulx Abbey and made an attempt to reach Ampleforth. From under a cloud on the way to Helmsley, he only just got back to the Sutton Bank slope. Barry Briggs turned Leeming, Catterick, Masham and completed 100 kms in his Weihe.

Tim Wiltshire set off upwind in his Swallow and did not quite get back to the slope. After a good landing in a field north of lake Gormer, his aircraft was set on by bullocks and damaged. We strongly recommend pilots **never** to leave their aircraft until help arrives, if there are animals in the field, or if there are likely to be animals in the field. When Tim landed, there were very few of them but more came through the hedge. Wave did appear at 8 pm but it was too late to be used. Hein Schwing **arrived** from Holland early in the day and was able to have a flight in a T.21b.

Thursday. Heavy Rain until 4 pm. Visit by C. Wills, Hein Schwing, Robin Traves and Ron Davidson to Mrs Slingsby at Kirkbymoorside, at 2 pm and found her well, and in good form. Tony Maufe showed old films during the morning. Party in the evening to celebrate, 50th birthday of Gull I, Petrel and anniversary of Michael Maufe's Silver C, by candle light, due to thunderstorm.

Friday. Mrs Slingsby who had earlier accepted honorary membership of the VGC visited the club and was entertained to lunch. Weather conditions did allow some hill soaring but the wind was strong. There was also strong indication of wave lift. Nevertheless, not much vintage glider flying was achieved and a party was kindly invited to visit the East Halsey maximum security prison of which, our member, Barry Smith, is Governor. We were let out after an interesting experience. We thank him very much for inviting us. Afterwards, Barry Smith returned home to work on his N.2000's original canopy.

Saturday. This at last was a tremendous hill soaring, thermal, and later, wave day... to round off our rally. John Edwards finally gained his Silver C 5 hours in his Grunau Baby to finish his Silver C, two legs of which had been flown in the Grunau. Roger Crouch was the ace up Harry Chapple's sleeve, played as a trump card on the last day. His climb to 12,500 feet in Harry's Mü 13d-3 was made after a penetrating upwind (not easy in a Mü 13d) and a thermal climb which got him into wave lift at the leading edge of a wave cloud, which was in the Thirsk area. The thermal clearly had to be in the right place and although other pilots were there too, they failed to enter the wave. Shortly after his flight, the wave cloud moved over the site downwind, as if the wave had disappeared. After a very late derig, prizes were given during the evening after supper and everyone was content.

Although **Sunday** may have been good weather the wind was very strong for the vintage gliders. Most people returned home on this day. Although there had been three outlandings during the week, only the Swallow had been damaged, by cattle. There was a crack in the Harbinger's fuselage, aft of its wheel, but this was **not** due to its pilots' fault and it should be quickly repaired.

ENTRY LIST

Rhönsperber	BGA	260	Francis Russell and Carol Taylor
Harbinger	BGA	1091	Bob Sharman, Austen Wood, Geoff Harrison.
Fauvette	BGA	2844	Robin Traves, Peter Woodcock
Kite I	BGA	310	Michael and Tony Maufe
Kite I	BGA	394	Ted Hull
Kite I	BGA	251	Bob Boyd
Gull I	BGA	378	Tony Smallwood
Falcon I	BGA	3166	Mike Russell
Petrel	BGA	418	Ron Davidson
Mü 13d-3	BGA	1937	Harry Chapple and Roger Crouch
Mü 13d-3	BGA	2267	Geoff Moore
Grunau Baby 2b	BGA	2237	Harry Chapple
J.S. Weihe	BGA	1021	Barry Briggs and Don Beech
Grunau Baby 2b	BGA	963	John Edwards
Grunau Baby 2a	BGA	277	John Smoker, John Collison
Moswey IVa	BGA	2277	Ted Hull and David Slobom
Eon Olympia	BGA	514	Melanie and Steve Malcolm
Eon Olympia	BGA	503	Derek Staff
Eon Olympia	BGA	962	Mike Gagg

Eon Olympia	BGA	1063	Dennis Harrison
Skylark 2	BGA	2111	A. Dougall
Tutor	BGA	904	Mike Wood and David Chaplin
Tutor	BGA	442	Mike Hodgson
Swallow	BGA	1008	Tim Wiltshire
LO 100	BGA	2770	Hilary Stewart (Not a member)
T.21b	BGA	711	John Brown
T.21b	BGA		Dave Cole
T.21b	BGA	945?	Tony Maufe

We thank **Tony Maufe** for running the rally, **Phil Lazenby** for giving us weather forecasts, and the Yorkshire Club for making us very welcome. We were very impressed by the whole friendly atmosphere of the club, personified by **David Chaplin, Henry Doktor** and **Mike Wood,** and the absolute beauty of the Yorkshire countryside.

We were glad to be visited by **Ulli Seegers** from Germany, **Angus Munro** from Norway and **Hein Schwing** from Holland, They all flew. Social Occasions included Gull I and Petrel's 50th Birthday Party. Celebration of 50th anniversary of Michael Maufe's Silver C and the welcoming of Johnson (née **Moyra Halsley**) and **Henry Blakeston** as VGC Honorary members. Moyra was the youngest British woman pilot in 1934 and Henry built, with his own money and some government financial assistance, the Yorkshire GC's hangar before the war (1935). Without his forethought and generosity, the Yorkshire GC would not be what it is today. **David** the caterer and **Sybil Stoddart** produced a magnificent buffet meal and cake to honour the occasion. Ron Davidson, the Petrel's owner, Michael Maufe, and the VGC, bought all the wine. Sherry was presented to David, wine to Sybil Stoddart and wine to Phil Lazenby, our Met man.

It had been a memorable evening. After his speeches concerning the Gull I, Petrel and Michael Maufe's Silver C in the Cambridge I, which were made by candle light, as the lights had been put out by a thunderstorm, Chris Wills reminded the assembled multitude that Kronfeld had been born in a thunderstorm, this must also be an auspicious occasion. The Gull I and Petrel and Michael Maufe were given a worthy celebration amid the storm and the candlelight.

We thank our Rally Secretary, Geoff Moore for organizing such a fine rally.

Page 12 Photographs. Left to Right. Top to Bottom

These photographs were all taken by C. Wills during the VGC's 1988 National Rally at Sutton Bank. 28th August - 3rd September.

1. The Rhönsperber BGA 260 showing its fine form, designed by a true artist, Hans Jacobs.
2. David Chaplin, the Chairman of the Yorkshire Gliding Club, and his Tutor. With him in charge, the Yorkshire Gliding Club will come to no evil, and will always be a haven for the VGC. David is a Yorkshire policeman.
3. The Yorkshire GC's clubhouse. It is clear that the wind is on the hill. Barry Briggs' and Don Beech's Weihe and John Edwards' Grunau Baby 2b are seen hill soaring.
4. Francis Russell in his Rhönsperber. (The machine that won the 1938 and 1939 British National Championships. There can be no more historic glider in Britain). From this cockpit looked out Kit Nicholson, Jack Dewsbury, Fred Gardiner and Phil Cooper. They were the greatest at that time... Francis has now accomplished 2000 hours of gliding and has been a faithful member of the VGC since 1973, when it started.
5. Barry Briggs' and Don Beech's half Swedish and half German 1943 J.S. Weihe. BGA 1021. This has now been retired for a "do up", and the Weihe (also 1943 JS) BGA 1230 (also owned by Barry Briggs' and Don Beech) has been brought into service at RAF Cranwell.
6. The Lo 100 and its pilot Hillary Stewart. It is not generally known that this fully-aerobatic sailplane, which is still the best aerobatic sailplane in the world, is vintage. The first two prototypes of the Lo 105 (it then had a 10.5 m wingspan) were designed and built by Lothar Vogt in the workshop of the VDF (Verband Deutscher Flieger) Gruppe Brünn (Brno) in 1936, and one was photographed before the Czechoslovakian Schloss of the Countess Czernin, who was herself an active glider pilot.
7. John Edwards finally completed his 5 hours duration for his Silver C, during the rally, in this Grunau Baby 2b. He has flown his entire Silver C in this machine, which formerly belonged to the unforgettable Frank Reeks.

Page 13 Photographs. Left to Right. Top to Bottom

Photos were taken by Ian Tunstall at the VGC National Rally 1988.

50 Years Old

1. The 1938 designed Slingsby Petrel owned by Ron Davidson from Husbands Bosworth.
2. The 1938 designed Slingsby Gull 1 owned by Tony Smallwood.

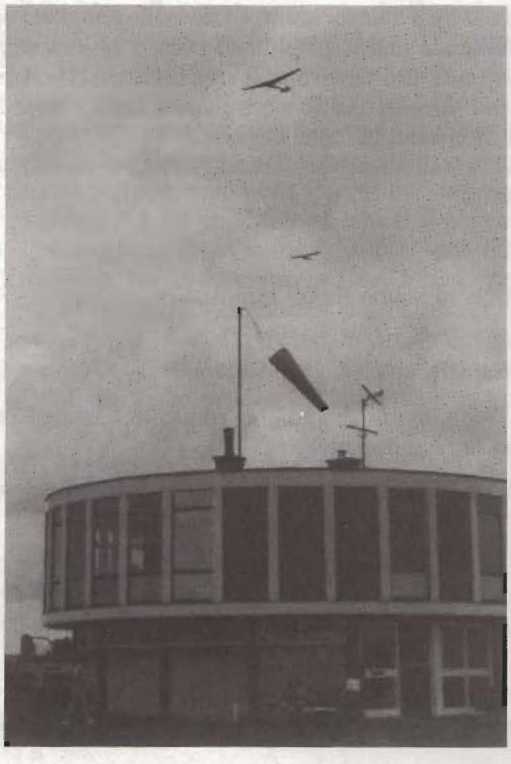
Both the above sailplanes had their 50th birthdays celebrated by candlelight as thunderstorm had put out the lights.

3. The first sailplane ever built by Slingsby Sailplanes. A replica, built by Southdown Aero Services of the 1931 Slingsby Type I, Falcon I. This was a copy of the 1927 Lippisch-designed Falke. The wings seems similar to those which Lippisch was installing on his "Storch" flying wings at the time.

Mike Russell, its owner, flew it for his first time during the first day of the rally and found that it flew very well.








RODI MORGAN
2









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 histroic 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 (1989)

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

		£	
Initial Membership fee	☐	1.00	
Annual subscription	☐	8.00	(Great Britain)
Annual subscription	☐	9.00	(Europe)
Annual subscription	☐	14.00	(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 qualification _____

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, enclose with this form

President:
Chris Wills, Wings, The Street, Ewelme, Oxford OX9 6HQ.

Secretary:
Robin Traves, Rose View, Marden Road, Staplehurst, Kent TN12 0JG.

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:
Peter Woodcock, Membership Secretary, 61 Matlock Road, 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 – 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	
Scud Sailplanes 7 sides. £0.70	
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

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 @ £3.00 each. As Brooch on black leather fob.	☐	____
Key cases @ £3.50 each. As above on black leather case.	☐	____
Paperweights @ £4.50 each. Design as brooch, mounted on white Carrara marble. 2" square.	☐	____
Tankards @ £21.00 each Heavy gauge pewter with glass base and motif as brooch. One pint.	☐	____
½ pint tankards, pewter, motif as brooch. £15.00 each.	☐	____
Large Postcards (4 designs). £0.25 each.	☐	____
Pom-pom knitted hats in different colours. £3.50 each.	☐	____
Pencils @ £0.15 each. Dark blue with silver motif and 'Vintage Glider Club'.	☐	____
Ball points @ £0.75 each. Light blue, printed as pencils, retractable.	☐	____
'Pentel Sharplet' automatic pencils @ £0.75 each. 0.7 mm leads. Light blue, printed as above	☐	____
'Pentel Rollerball' pens @ £0.75 each.	☐	____
Sub-total		____

	no req	£
Sub-total b/f		____
Ties @ £4.50 each. White motif woven in coloured tie. Green (vert, grun)	☐	____
Maroon (marron, rotbraun)	☐	____
Navy (bleu foncé, dunkelblau)	☐	____
Tee-shirts, white with blue motif 8.5" dia. Child's size £3.25 each: Chest 32" 80cm	☐	____
Adult sizes £4.00 each: S 34-36" 85-90cm	☐	____
M 38" 95cm	☐	____
L 40" 100cm	☐	____
XL 42" 105cm+	☐	____
Crew-necked sweat shirts @ £9.00 each. Grey with blue motif. S	☐	____
M	☐	____
L	☐	____
XL	☐	____
Silver Glider necklaces £9.00 and £10.00	☐	____
Please add postage and packing (foreign rates in brackets):		
Each tee-shirt or tankard 60p (£1.00)		____
Each tee-shirt or paperweight 40p (60p)		____
Small quantity adhesive and cloth badges 20p (40)p		____
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 _____

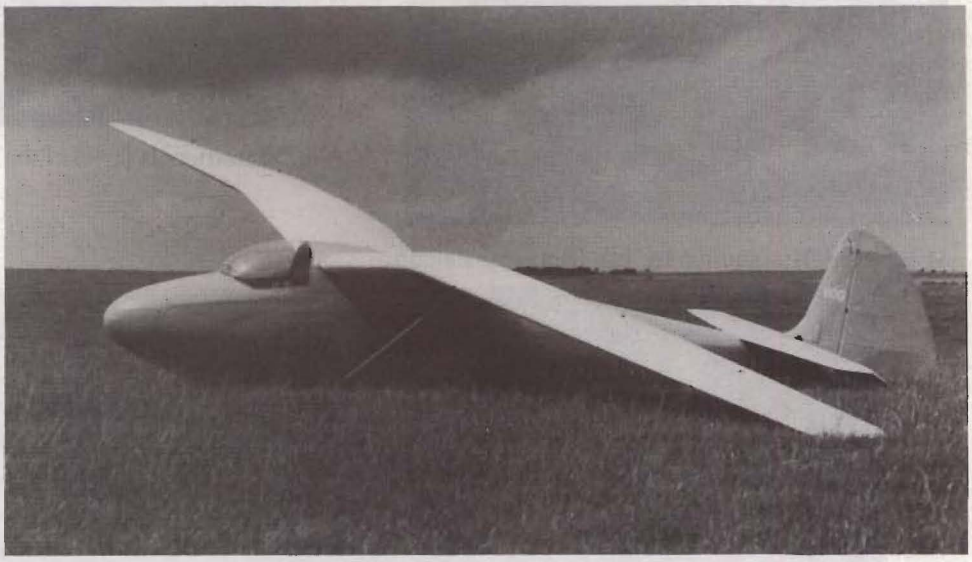
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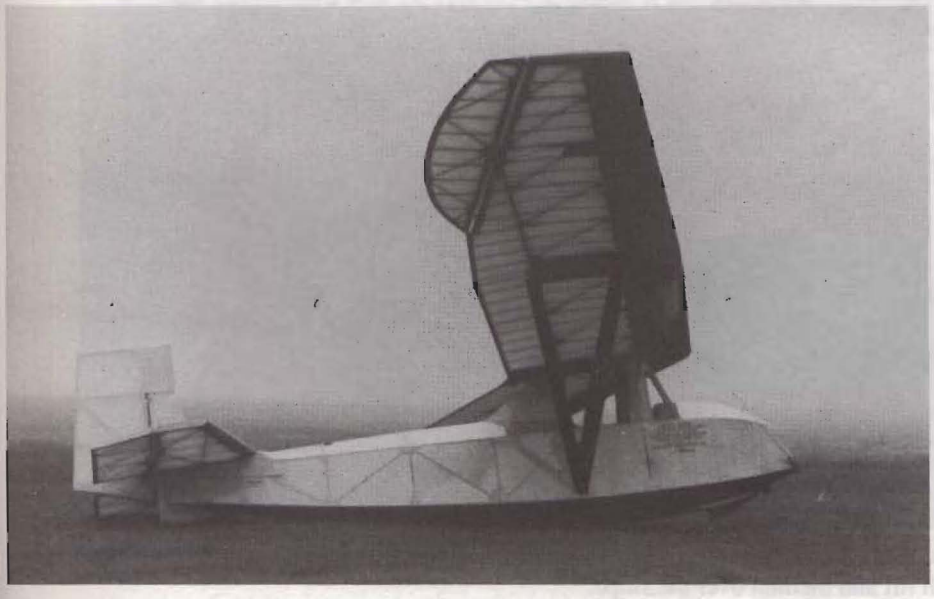
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Please send to:
Peter F. Woodcock, 61 Matlock Rd, Sheffield S6 3RQ



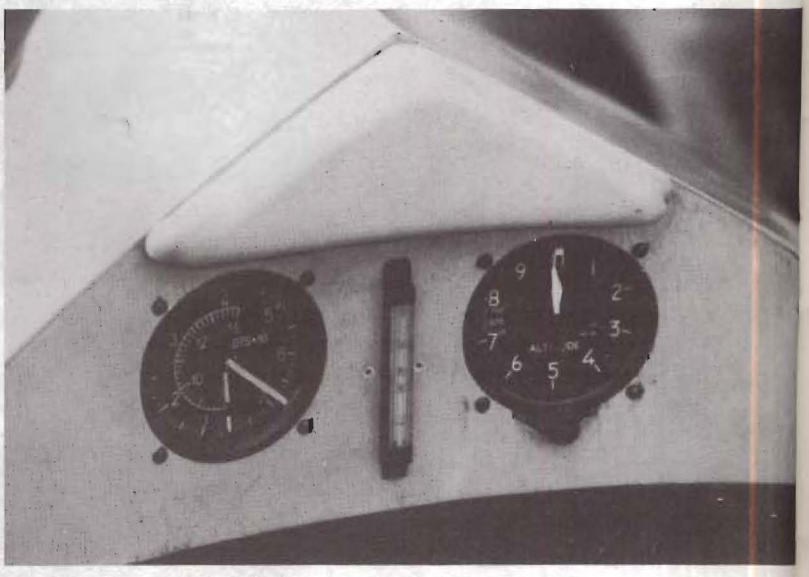




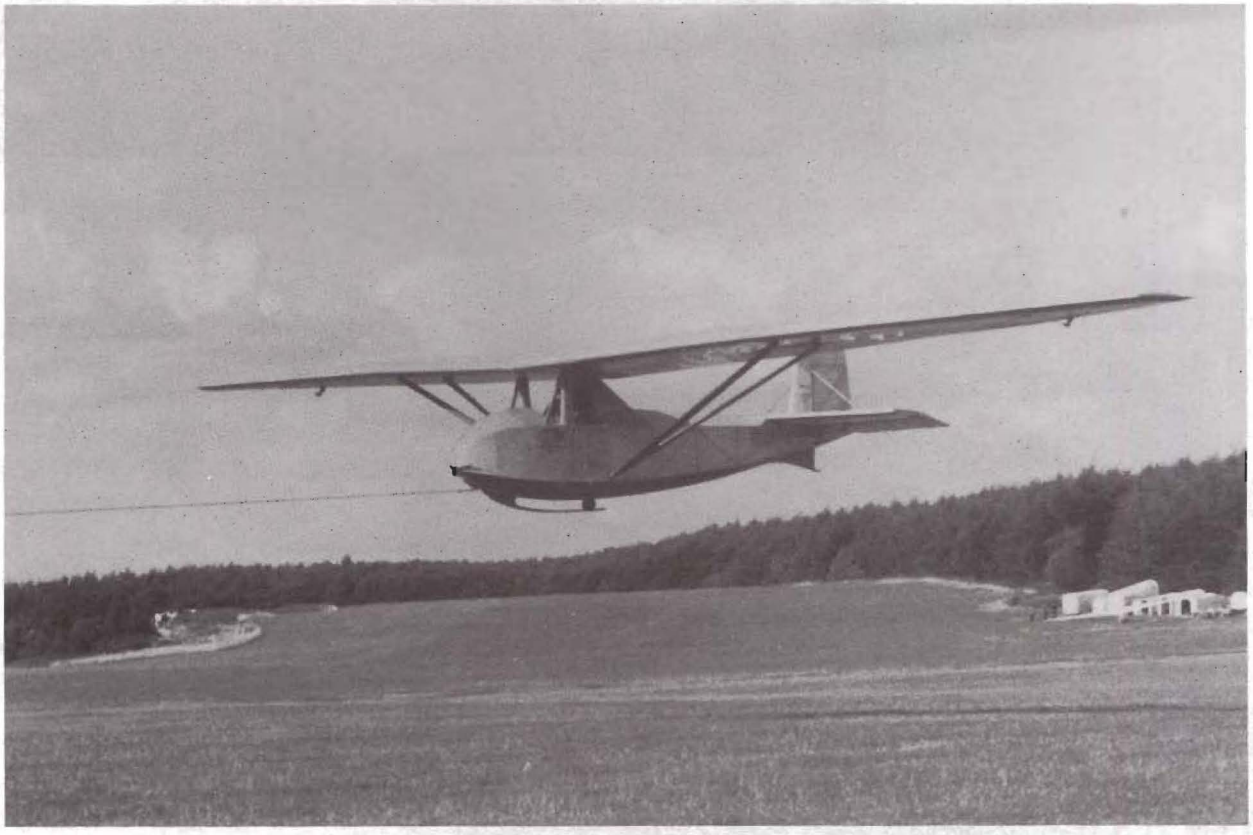
Photos by Ian Tunstall taken during the first day of the VGC's National Rally 1988. 28th August – 3rd September at Sutton Bank.



Mike Russell standing by his Slingsby Falcon replica.



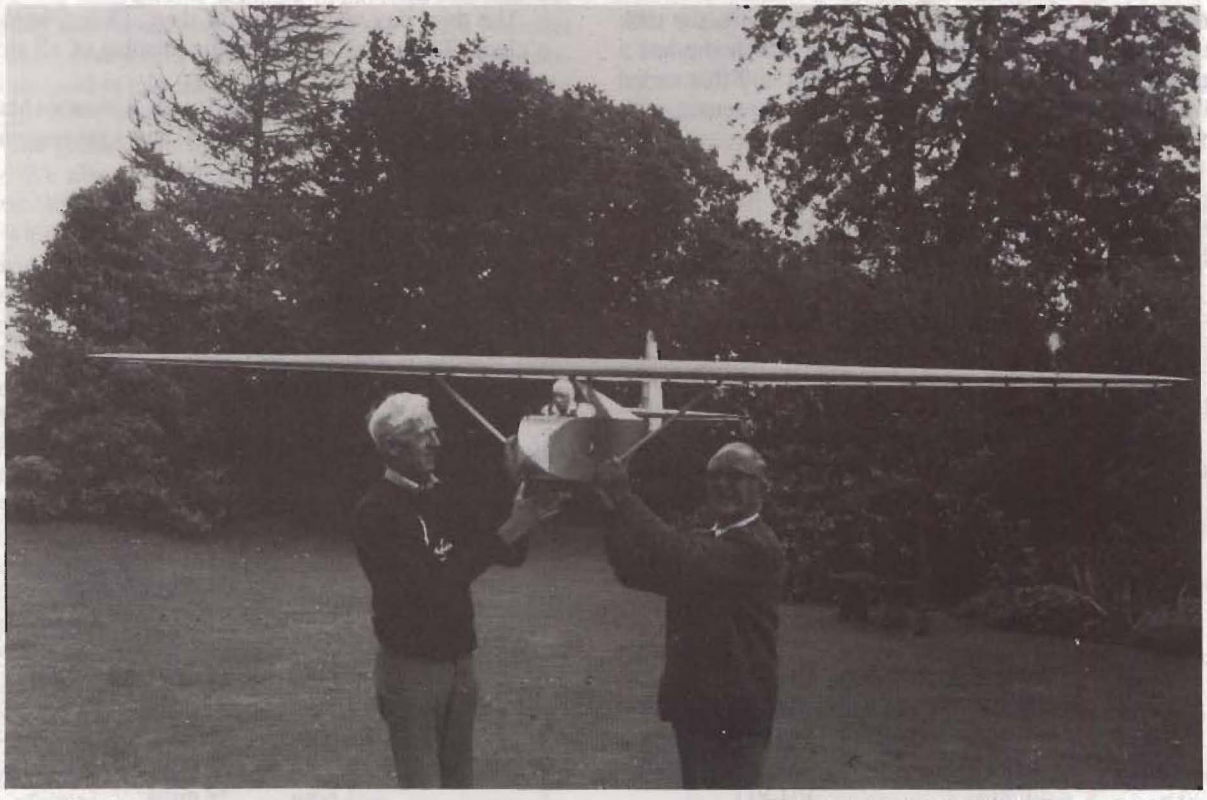
The instrument panel of the Falcon. Note early Slater Cobb vario.



The Falkon I taking off for its second flight at Sutton Bank... the first having been on the previous day. Mike Russell kept it up for well over an hour in hill lift and thermal over the slope.



PEGASUS flies again. A 1/3rd full size model by Peter Saunders, who also took the photo. IIft 4" span. Wing Loading 14 3/4 ozs/sq. ft. The original few in 1935. Only one was built. Span 1.47 m. Empty weight:- 135 lbs (61.23 kgs). Max. L/D I/20.5. Wing Profile Goe 535. BGA 232.



Peter Saunders who built the model, and Harald Penrose, who designed and built the original aircraft while he was Chief Test Pilot to the Westland Aircraft Ltd in 1934. No component of the "Pegasus" was longer than 3.8 m. After 1945 a friend removed the nose with the intention of enlarging the cockpit. This was never completed and the "Pegasus" was eventually burnt. Harald was an important test pilot, aviation pioneer, designer and author of aviation books.

THE 4TH DUTCH NATIONAL OLDTIMER GLIDER RALLY 1988

This was organized by George Slot and Simon Maas at Hoogeveen and was held in excellent weather during the 12th – 15th May.

The rally was opened with a flight in a 1959 built T.21b piloted by George Slot and the 76-year-old Ida Veldhuyzen van Zanten. She flew aeroplanes in the Air Transport Auxiliary (ATA) in Britain during the war.

Sailplanes entered were:- in order of where they finished:-

1.	Caudron C.800	PH-80	E. Jansen Groesbeek	326 points.
2.	Sagitta	PH-424	N. Zweverink	312 points.
3.	ESG	PH-118	T. Frishert	295 points.
4.	Goevier III	PH-207	J. Louwinger	293 points.
5.	T.21b	BGA-3225	J.v. Os	293 points.
6.	T.21b	PH-811	E. Harteman	290 points.
7.	Doppelraab V.	PH-814	M. Waalkens	281 points.
8.	Ka 6E	00-ZHO	S. Seckel	279 points.
9.	Grunau Baby 2B	PH-801	P. Deege	276 points.
10.	T.30A Prefect	PH-192	J. Vermeer	274 points.
11.	Fokker Olympia	PH-176	S. Maas	260 points.
12.	Grunau Baby 2b	PH-214	Neelco Osinga	255 points.
13.	Benson B-8	PH-257	A. Schoenmakers	251 points.
14.	T.30A Prefect	PH-198	J. Grundemann	250 points.
15.	Rhönlerche II	PH-247	G. Slot	243 points.

The first day opened under a clear blue sky with an east wind blowing at 27 knots and gusting to 33 knots. Who could have been better to open it than Ida Veldhuyzen van Zanten who held both a gliding and a power flying licence 50 years ago? With her always charming smile, she climbed aboard the Sedbergh with the same spirit that she had when she took part in KNV vl circus during the 1950s (of which she had a photograph). She had the flight with G. Slot and this ended with a perfect landing after which she was presented with flowers by the present generation of women pilots.

The wind was too strong and, after some of the gliders were seen "to dance", flying was stopped at 4 pm.

The second day was more suited to Sagitta flying with an even stronger wind. However, in the evening, the wind dropped to allow the ESG to be car launched.

The third day was the day of days. Flying went on until 8 o'clock. There was a grand static Display of all aircraft at 12 o'clock.

The evening was completed with Simon's (Maas') traditional smoked eels and a barbecue, and a prize-giving.

Total launches during the rally – 76
Total time flown – 26 hours 41 mins 35 secs.

The longest duration flights were:-

			No. of launches	Total time	
21.5	T.21b	BGA 3225	6	1 hour	52 mins.
	Goevier	PH-207	2		36 mins.
	Ka 6E	00-ZHO	1		16 mins.
	C.800	PH-807	4	1 hour	27 mins.
22.5	ESG	PH-118	4		01 min 24 secs.
	Sagitta	PH-424	7	2 hours	
23.5	Doppelraab	PH-814	7	2 hours	05 mins.
	T.21b	BGA 3225	11	2 hours	52 mins.
	Goevier	PH-207	3	2 hours	40 mins.
	ESG	PH-118	5		11 mins 11 secs.
	T.21b	PH-811	7	1 hour	38 mins.
	Sagitta	PH-424	1	3 hours	47 mins.
	T.30A Prefect	PH-192	2		18 mins.
	C.800	PH-807	9	3 hours	07 mins.
	Olympia	PH-176	1		14 mins.
	Rhönlerche	PH-247	3	1 hour	03 mins.

DUTCH NEWS

P.C. Jansen has donated his Yugoslav built **Weihe** D-5862 to the German Gliding Museum on the Wasserkuppe. This is the first Weihe to enter any German museum and differs from all other Weihes in that the Yugoslav Weihes had Schempp Hirth airbrakes. D-5862 was built in 1953 and spent some time in Austria. Last summer, it was found to have water in one wing owing to it being kept on an open trailer covered with a tarpaulin. This was a casualty of the last summer, the wettest in living memory, in Germany. The Weihe was believed to have some glue failure in one wing's D-box. P.C. Jansen has very little time for gliding at the moment, and rather than have it repaired, he has given it to the Wasserkuppe Museum.

We have heard that there is slow progress on the **Grunau 8, and Slingsby Sky** (that in which Philip Wills won the 1952 World Championships).

Five Slingsby Grasshoppers are now in Holland. These together with an SG.38 and a Grunau 9 leads one to the impression that there will be no small amount of activity with primaries in Holland in the near future. We are glad that **Fried Wevers,** who removed three Grasshoppers on one trailer from RAF Halton in February, also managed to acquire a bungee rope in (we hope,) quite good condition, let us hope that there are hills enough available in Holland for it to be used. One of Fried's Grasshoppers (that of the famous British Public School Charterhouse), is on display in the Aviadrome of the Dutch Aviation Museum at Schiphol. Fried was very pleased with his Grasshoppers and intends to get all of them airworthy!

Kees Musters. We unfortunately have to report his death as a result of a hang gliding accident in the Alps last year. He was a young and enthusiastic member of the Dutch National Gliding Team and world record holder. Many of our members will remember him taking part in our International Rally at Terlet in 1984, where we were privileged to have him fly some of our gliders. He was one of the expert tow pilots at our rally. We also remember his vintage Citroen car which bore Chris Wills to the opening ceremony. He had used this vehicle, which he had bought in France, for retrieving at the Châteauroux World Championships. He clearly had joie de vivre and had accomplished much in a short life. Our deepest sympathies go to his friends and family.

Hans Disma has at last received his Minimoa from America and has flown it. He, Hans Dijkstra, Bob Persyn, Jan Vermeer and Bert Kuiper all shared the flying and had each at least half an hour's flying in it on a good soaring day. Hans Disma is delighted with it. This is the Minimoa that was restored by Southdown Aero Services at Lasham for John Coxon, and has since been owned by John Karlovich in the USA (its BGA No. was 1738).

Hans has discovered the following information concerning his Minimoa.

In 1963, it was flying at the RAFGSA Club at Geilenkirchen.

In 1963, its owners were Flt. Lt. A.H.G. St. Pierre and Fl. Officer L.E.N. Tanner.

In 1966, a Mr D.B. Kitchener received from Sgt. Donald L. Wilson (USA) a sum representing a 50% share in the aircraft. In his search to discover the history of his Minimoa before 1961, it seems that the registration was LA-6 and also the number 701 is mentioned in the papers which were with the aircraft.

C. Wills thinks that LA-6 is not a proper post 1943 NSFK No. (the final 6 should be two letters) but perhaps the LA-6 might be a post 1945 RAF number from an RAF station in Germany (Laarbruch?) 701 is too high a Werk Nr. for a Minimoa. The VGC has already sent Hans Disma L.E.N. Tanner's address and telephone number in Scotland.

Should any of our readers know Flt. Lt. A.H.G. St. Pierre's address or any of the history of this Minimoa before 1961, would they kindly inform Hans Disma about it, at:-

Vinkenbaan 19, 2082 EN Santpoort-Zuid, Netherlands. Tel:- 023 390559.

Hans Disma will be very grateful for any information concerning his Minimoa.

During the voyage from America, the Minimoa's trailer was slightly damaged. Hans is now working to repair the trailer so that he and the Minimoa, can attend the VGC's International Rally next summer in Hungary.

Hans, as KLM crew, was able to visit the Minimoa in the Santiago Aviation Museum in Chile. With some difficulty, because the museum was closed, he was able to see the aircraft. He discovered that there was intention to restore it if possible to flying condition eventually. This was D-Argentina which travelled to Argentina in 1936 (late) aboard the airship "Graf Zeppelin".

Hans mentions that with his Minimoa came a mould to build an original canopy. Should anyone wish to build an original canopy for their Minimoa, they can borrow it from him.

Jan van Beugen (VGC Vice President) reports that he is working almost every weekend to overhaul his Goevier 3 PH-206 but he is having to travel all over the world for his company.

Further restorations in Holland are being carried out by **Fried Wevers.** He is Holland's Chief Inspector for gliders. He and his son, Christian, own almost as many vintage gliders as there are in the rest of Holland. Among them is a Hungarian **Ifjusag** (youth) two-seater, **3 Grasshoppers,** an **SG.38.,** a **Grunau Baby 2b** and the following **Erwin Musger** designs.

1.	Mg 19	OE-0310	It needs some repair and has long span ailerons?
2.	Mg 19 b	OE-0345	(it is perfect and flies very well)
3.	Mg 23	OE-0372	
4.	Mg 23	OE-0407	

Bob Persyn still has not received permission to start building his **Minimoa 36** from the RLD (Rijksluchtdienst). He has been trying to obtain this permission at least for the last 7 years. We hope that now there is another Minimoa in Holland that state officialdom might find it easier to grant him permission just to start.

Does anyone have any news of Raymond van Loosbroek and his Sky? What is happening to the Grunau 8. Is there progress?

GERMANO – BELGIAN NEWS

Goevier 3 changes hands.

Having decided that two **Goevier 3 s** could not remain on one Belgian Airfield (those of **Hans Dijkstra** and **Hans Wisselinck**), it was decided that the latter's should be offered for sale. He received many offers for it, including some from different groups at the Schempp Hirth glider firm, who were bidding against each other. It has gone to one of these Schempp Hirth groups who we hope will keep it flying. This must indicate that there are some within this ultra modern

glider firm who are interested in vintage glider flying. We hope that they will bring it to our vintage rallies. It is interesting that this Goevier 3 is the only one of them all (which are still flying) that was not actually built by the Schempp Hirth firm, but was built privately. Hans Wisselinck wishes now to buy a T.21 b and trailer in good condition.

FRENCH NEWS

We have had a report that **François Ragot** has now retired and is devoting his time to restoring the German designed vintage sailplanes, which he was able to save from the general destruction of these types in France during the 1960 s and 1970 s.

He is reported to be living near Saint Auban and is believed to have his **Weihe** nearly ready. François has already restored his **S.18,** in which he recently flew a 300 km triangle. He has still a **Rhönbussard,** a **Mü 13 d** and components of a **Mü 13 d-3.** His original 1938 Mü 13 d is still in Bavaria in the hands of **Rainer Karch** and may be restored in Germany. It is possible that the Rhönbussard and the Mü 13 d-3 may have once been part of La Ferté Alais' fleet. If he makes his Weihe airworthy, this may bring the total of airworthy Weihes in France to three soon. Another is at Angers and another is at Paray le Monial, as reported in the last VGC News. (Some of these may be Milans.) The Musee de L'Air is believed to be storing another three Weihes.

News from the GPPA at Angers is that most of the summer was devoted to preparing for the VGC's Rendez Vous International Rally. However, the wings of their **Weihe** are finished, and there has been progress restoring their **Morane 505 "Storch".**

On the 3rd December, there was a **historical meeting** at the **Musée de L'air** when **Robert Pechaud,** former Chef du Centre of La Ferte Alais, was Guest of Honour, and **Christain Ravel** was to give a lecture on the work of the flying wing pioneer, Charles Fauvel. In the event Christian could not be present after damaging his ankle at home. Our sympathies go to him.

A Weihe at Fayence Neelco Osinga has reported seeing a Weihe in one of the Fayence hangars, derigged against the hangar wall. It was painted blue and seemed to be in quite good condition. Can this be François Ragot's Weihe?

Components of a **Breguet 901** s were seen in the hangar roof of Challes les Eaux last June by C. Wills. It was stripped of paint and fabric.

News from Dédale.

Homage to Michel Marchand.

In 1985, there disappeared in a glider, **Michel Marchand,** veteran member of the French Team, and holder of an altitude record (10.100 m in 1958, in a Breguet 901). L'ASPAC (the Association for the safeguarding of the Aeronautical Heritage in Charolais) decided to render homage to him, who founded the club at Paray le Monial, which was created in 1967 with a lone Castel C.25S (which still flies with ASPAC). In the presence of many civil aviation personalities and representatives of the St. Jan municipality, a plaque was inaugurated on the 20th of last February to him, who was one of the greats of French gliding.

An Aeronatical Museum in Anjou

The grand project of the GPPPA (Groupement pour le Préservation du Patrimoine Aéronautique) is about to see daylight. The town of Angers has offered a large hangar of 1800 sq. metres, which is to be installed during the course of the summer on the airfield of Angers-Avrillé. This will become a regional aeronautical museum. This will enable the vintage gilders of the GPPA awaiting restoration to be statically exhibited. The exhibition will be augmented by 100 panels tracing the history of aviation and gliding in Anjou and video films will allow projection of old films. At first, the Museum will be open at weekends and visitors will be able to obtain postcards of old gliders.

The Society of Friends of Eric Nessler, an association to restore and preserve old gliders which is affiliated to Dédale, held its General Assembly on the airfield of La Ferté Alais on the 30th April 1988. At five meetings, during 1987, its gliders were demonstrated in flight. These were at La Ferté, St. Brieuc, Châteaudun, Etampes and Chatres. The fleet consisted of three airworthy sailplanes... an **AIR 102, Breguet 904** and **Fauvel AV.36.** Others are being restored, these are **Castel C.310P, Caudron C.800.** The Breguet 904 flew 70 hours during 1987 which is considerable for an old glider.

Meanwhile, this association, of which the widows of Eric Nessler and Jean Salis are presidents, lacks strength, and wishes to welcome all enthusiastic volunteers from the Paris region.

Old Glider at La Ferté Alais.

The meeting during Whitsun 1988 was a resounding success. Because of good weather, a considerable crowd was able to watch a demonstration of "Warbirds" and the Morane H replica, which is an exact copy of the aeroplane in which Roland Garos crossed the Mediterranean. **Christian Ravel,** with Irene Salis, Jean Salis' sister, was able to demonstrate the GPPA's **AV.22,** after an aerotow from a **Morane 317,** publicly revealing the value of this form of aircraft. Thanks to the GPPA, Dédale was able to be represented at La Ferté Alais 1988, which this year at least deserved the title of the finest meeting in Europe.

The Historical Commission. Part of its work was to help prepare the Rendez-Vous Rally at Angers. This was achieved without too much difficulty. Its second action was to prepare a historic congress which took place on the 3rd December in the grand cinema of the Musée de L'Air et de L'Espace at Le Bourget. All aviation and gliding enthusiasts were expected to be present.

Paris Air Folies 88.

This has taken place at the Hippodrome at Vincennes on the 8th, 9th, 10th of July. All that could fly was present including a hot air balloon. This year, for the first time, old gliders were invited. In fact, the Planeurs de Souvenirs, exhibited a **Breguet 904** and an **A.V. 36.** These should have taken off behind a Storch, if the runway was long enough.

A.S.P.A.C.

Yves Soudit has sent more details of the fleet of vintage gliders at Paray le Monial. The Fauvel AV 36 reported by us in the last VGC News is in fact an AV 36H belonging to the Musée de L'Air, and was rebuilt by ASPAC members. F-CBRX No 123 has modified Horner wing-tips – hence the 'H' suffix.

The true list of ASPAC gliders should read as follows:-

	Registration	Serial	Status	Owner
Avia 151A	F-CASH	No 8	for rebuild	ASPAC
Air 102	F-CABR	No 32	C of A	Baradon/ASPAC
AV 36 H	F-CBRX	No 123	C of A	Musée de L'Air
Castel 301S	F-CRJM	No 1050	C of A (89)	ASPAC
Castel 301S	F-CRHT	No 1133	for rebuild	ASPAC
Castel 3010P	F-CRFQ	No 122	for rebuild	Soudit/ASPAC
Castel 3010P	F-CRDE	No 1081	for rebuild	Soudit/ASPAC
Castel 25S	F-CRIN	No 124	C of A	Soudit/ASPAC
Caudron C.800	F-CAJK	No 370	for rebuild	Soudit/ASPAC
Caudron C.800	F-CAPF	No 181	for rebuild	ASPAC
N 2000	F-CBFR	No 13	C of A	Ginestet/ASPAC
N 2000	F-CAVN	No 17	Wreck	Musée de L'Air
N 2000	F-CARX	No 58	Wreck	ASPAC
N 2000	F-CARV	No 3	Wreck	ASPAC
N 2000	F-CAGE	No 6	Wreck	ASPAC
N 1300	F-CRDF	No 257	for rebuild	ASPAC
SA 103	F-CRQE	No 64	for rebuild	ASPAC
SA 104	F-CCFJ	No 289	for rebuild	ASPAC
VMA 2000	F-CBGM	No 27	Wreck	ASPAC

Yves explained that the N2000 F-CAJD No 35 was exchanged for F-CRFQ. Also, F-CRDE is not a 301S, but a 3010P, having the fuselage of a 301S and the wings of a 310P.

Only five such aircraft were built. The 301S F-CRJM is coming on well, and they hope to take it to Hungary in July.

THE FIRST CONGRESS ON FRENCH GLIDING HISTORY LE MUSEE DE L'AIR ET DE L'ESPACE, LE BOURGET, PARIS 3RD DECEMBER 1988,
a report by IAN TUNSTALL

I spent quite some time on the airfield at Bourges with Jean Molveau, Joint Editor of the Vol á Voile gliding magazine, who subsequently sent details to me of the programme for a special Congress on French gliding history organised by the Historical Commission of the Federation Francaise du Vol á Voile (F.F.V.V.) of which Jean is the secretary. The venue was to be the "Atmospère" cinema in the Musée de L'Air at Le Bourget. A visit to this famous museum had been planned from the International at Bourges but was cancelled due to the loss of a couple of flying days early in the rally. A quite unexpected opportunity to visit the museum combined with the congress had presented itself. Coincidentally my wife had suggested a short winter break in Paris and she was more than a trifle suspicious at my suggestion of the first week in December, but the timing was arranged for me to attend the Congress.

The objective of the Historical Commission, which is a little more than one year old, is to promote knowledge of French gliding history. The President of the Commission is Jacques Lerat, a former President of the FFVV, whilst other members are historians – Dr Pierre Vaysse, Claude Visse and Charles Boissonade, a glider designer – Jean Cayla of Breguet glider fame. Some have valuable archives – Hugues Auchère, President of the Association de Documentation Aéronautique and Christian Ravel President des Ailes Anciennes Anjou (GPPA) at Angers/Avrillé, Pierre Bonneau a test pilot who specialized in light aviation; journalists – Jean Molveau/Vol á Voile and Michel Battarel/Aviasport, and members of Dédale.

The varied and most interesting programme of the Congress was as follows:-

1. The development of Breguet Sailplanes by Jean Cayla.
2. The French Pioneer – Georges Abrial by Yves Zimmerman.
3. Restoration of the Arsenal 4.111 by Marc Weibel and Hugues Beslier.
4. Recollections of his first 50 km flight (1946) by Jacques Lerat.
5. Early Pioneers 1856-1920 by Robert Pechaud and Pierre Vaysse.
6. The 1954 Paris to Biarritz Race by Charles Boissonade.
7. The formation of the FFVV by Auguste Mudry.
8. A video film of the 16th VGC International Rally at Bourges.

Two gliders, the Arsenal 4.111 and a Breguet 904 were specially brought to Le Bourget for display during the congress which was attended by one hundred and fifty enthusiasts. Only two travelled from outside of France – Werner von Arx from Switzerland and myself from England.

The day following the Congress, Jean Molveau took Werner von Arx, my wife and me on a conducted tour of the museum. The main gallery, 220 m long, was opened in the Spring of 1987. It roughly spans 150 years of aviation history and contains a unique collection of thirty six exhibits, most of which are originals. These date from 1879 to 1918 and include the Massia-Biot glider (1879), the oldest surviving heavier than air flying machine in the world, and an original (1896) Chanute biplane glider. In Hall E there is a fine display of eleven gliders – AIR 100, Breguet 901, Caudron C.800, Edelweiss IV, Emouchet, Fauvel AV 36, Habicht, Meise-Olympia, SG 38 with and without an enclosed nose and a Weihe.

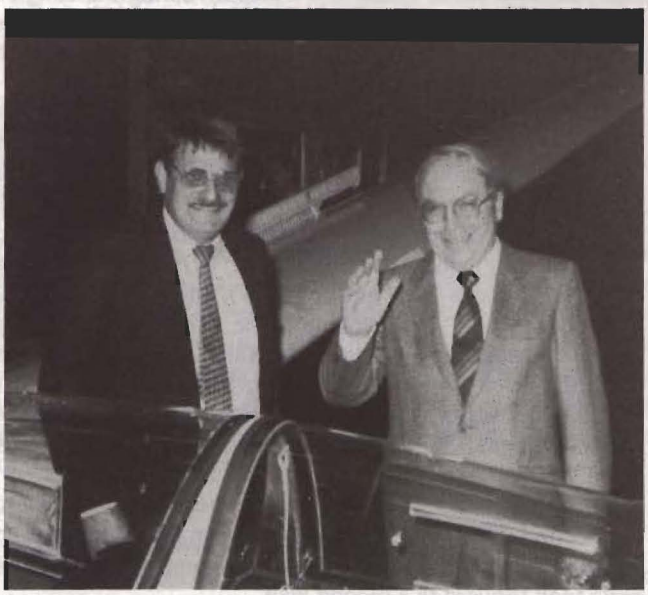
Since my return from Paris I have heard that the date of the second Historic Congress has been provisionally announced as 2nd December 1989 at the same venue and I eagerly look forward to a second visit.











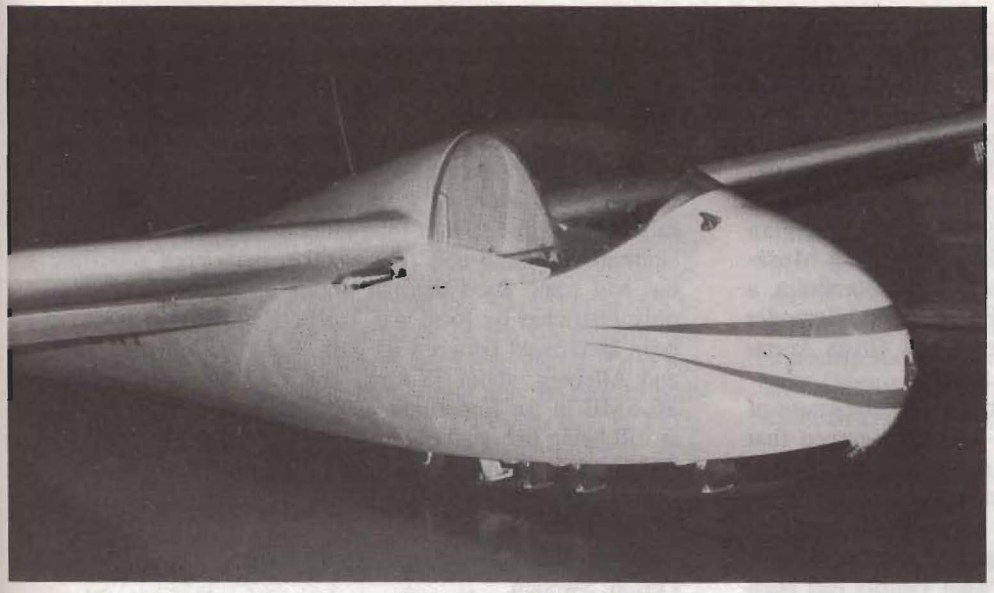
Top Left: Jacques Lerat, President of the FFVV Historic Commission, was Master of Ceremonies for the Congress.

Top Right: Auguste Mudry described the formation in 1966 of the FFVV. He was the Founding President.

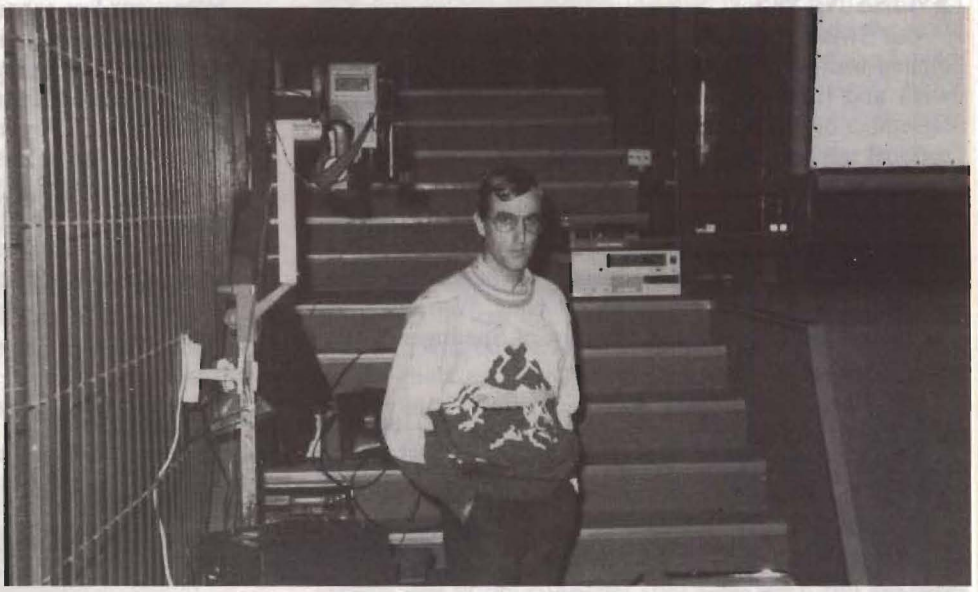
Middle Left: Charles Boissonade addressing the congress after showing a film of the 1954 Paris to Biarritz race.

Middle Right. Yves Zimmerman who related the activities of the French pioneer Georges Abrial.

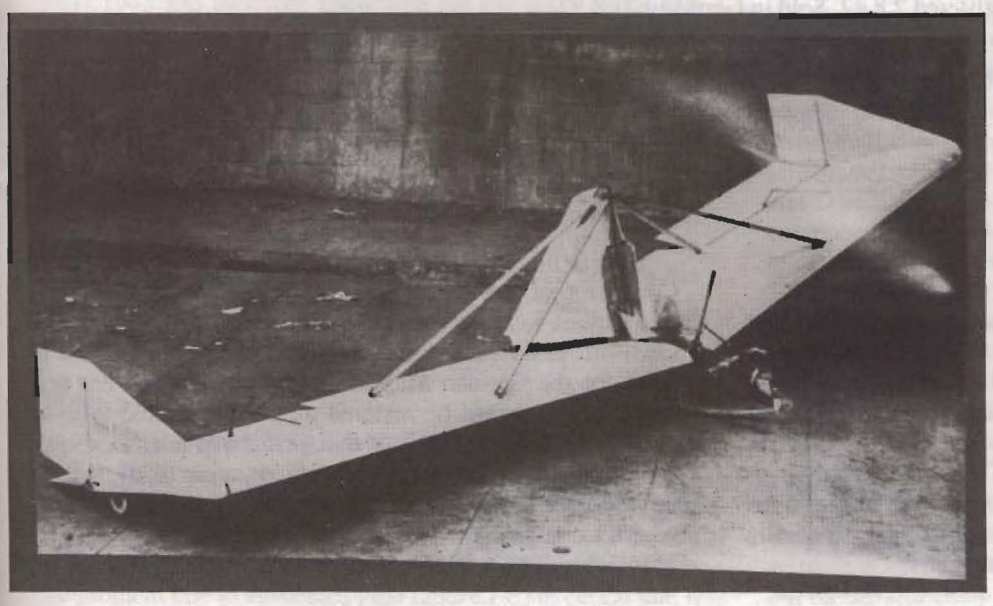
Bottom Left. Jean Cayla (right) chief glider designer for Breguet with Lucien Lebon, a fellow member of the Breguet team standing by a Breguet 904.



The Arsenal 4.111 was specially brought to Le Bourget for the congress.



Marc Waibel who illustrated with slides his presentation on the restoration of the Arsenal 4.111.



A 1931 tailless glider by Georges Abrial who studied autostable wing sections and inspired Charles Fauvel designer of many tailless machines.

SWEDISH NEWS

On Sunday 28th August, the first vintage meeting was held in Sweden, at Alleberg, site of the Swedish Soaring Museum. Response took more the form of people rather than vintage gliders turning up, which is natural because in Scandinavia (Sweden at least) very few vintage gliders are flying. Approximately 40-45 pilots, mostly of older vintage but some young ones too) were present. Gliders present were a **Norwegian T.21b,** and **Grunau 9** (Bjarne Reier), the **Alleberg Museum's T.21b,** the **Danish Olympia** (Eon) from Bornholm, a Danish **Grunau Baby,** and the Swedish **T.31** of Micrander and consorts. The meeting had been called by Gösta Arvatson, President of the Federation of Air Sports.

No formal organization has been formed for the cause of vintage glider operations but it was generally agreed that another meeting should be held next spring and no doubt a vintage gliding club will be formed in due course, or possibly, a special committee within the Air Sports Federation.

Our August the 28th rally day was graced with bad weather. Fortunately our Danish and Norwegian visitors had been sensible enough to arrive the day before when there was superb weather and many hours of enjoyable flying were had over the historic Swedish gliding site. (National Centre? CW.) At least the organisers now know that a vintage rally must in future be held over an entire weekend to ensure some flying.

Some old gliders are being restored to fly in Sweden and it is hoped that more of them will participate in next year's rally. Meanwhile, Bengt Micrander's T.31 has been flying all summer, although bad July weather hampered activities. It has had some good thermal flights up to about 5,000 feet, only restricted by local Air Traffic Regulations. It has also been aerotowed between its base, Bengt's club site, Alinsas, and Alleberg, about 75 kms. The T.31 has been registered SE-SMB in the Experimental Category, which means that it is still being operated only under a Permit to Fly. No doubt a full C of A (Experimental) will be granted it when Spring comes. The Eskilstuna Club now flies the whole spectrum from SG.38 to ASK-25!

From **Bengt Micrander,** Carin Bjelkes väg 13, 2-443 32 Lerum, Sweden.

SWISS NEWS

Our Swiss member **Thommi Aebersold** was very gravely injured while flying his Ka 6 during April. All members will wish and hope that he is on the way to recovery. We remember his visits to Britain and his energy during the international rally at Amlikon, where he not only assisted on the ground but also winch launched us in the very hot weather. At the age of 16, he obtained the **1936 Moswey 2 prototype** and was restoring it. Thommi belongs with us.

Phil Butler (who wrote the Merseyside publication "British Gliders") of 35 Emsworth Road, Golbone, Warrington WA3 3RB; send the following complete list of **Spalinger S.21 s** to follow our last announcement on them in the previous VGC News.13 were built, it would seem that this was the most produced Swiss two-seater. It would seem that five have been exported. One to England, as well as those to Germany, Austria and Belguim. Two are owned by the Verkehrsmuseum, Luzern. We believe that at least three others exist.

November 1988. **Willi Schwarzenbach** reports that HB-280 is now restored but may not yet have been flown. Its restorer **Hans Schaeffer** has restored the S.21h so that new generations should see and experience what gliding was once like. He is to be congratulated for achieving this tremendous task.

HB-280	S.21 H	1st registered 11th August 1939, still current in 1965.
HB-305	S.21 H	Built by AD Ochsner & Co. 1st registered 30.4.44. Crashed with wing flutter on 12.9.61.
HB-306	S.21 H	Registered 29.7.50. Sold to Austria 18.1.51 as OE-0118.
HB-307	S.21H	No Details.
HB-308	S.21 M	Built by F. Glur. 1st registered 8.7.39. Sold to Germany 12.11.59.
HB-320	S.21 M	1st registered 30.10.40. Sold to Belgium 6.11.47.
HB-355	S.21 H	1st registered 12.1.43.
HB-356	S.21 H	Built by S.B. Karpf. Registered 9.9.43. Crashed at Bern/Belp 5.4.59.
HB-357	S.21 H	Registered 29.6.44. Cancelled 1969.
HB-358.	S.21 H	Registered 2.8.42. Sold in Germany 21.8.52.
HB-367	S.21 H	Built by R. Sägesser. Registered 24.9.42. Destroyed in gale 29.6.55.
HB-456	S.21 M	Registered 9.1.46. Cancelled 15.12.58.
HB-495	S.21 M	No details.

H = Holz – Wood. M = Metal

GERMAN NEWS

Mü 10 "Milan"

This famous two-seater, which can be regarded as the true forunner of the Mü 13, flew first in 1934. In the hands of **Ludwig Karch** it carried out several notable flights across the Alps before and after the war and won the Salzburg ISTUS International Contest of 1936 and also the German National Rhön Contest outright in 1937. It was the only two-seater ever to win a Rhön Contest against all the singe seaters and two-seaters, and brought about the ruling that two-seaters should, after 1937, be flown in a separate class.

For its flight across the Alps, it became known as "the Conqueror of the Alps" (Bezwinger der Alpen). For years, this famous sailplane has been lying neglected, with a wing sawn off, in the hangar of Oberschleissheim, the storage facility for the German Museum. Now the decision has been taken that it should be restored as far as possible to flying condition, by the students of the Akaflieg Munich, for future exhibition in the Deutsches Museum, or, more likely, at the to be restored 1912 Bavarian Airfield of Oberschleissheim, where very probably all the gliders from the Deutsches Museum will be kept. Because of the new LBA Ruling, that

no sailplanes should be allowed to be restored, or built, without airbrakes, it is at present unlikely that the Milan will be flown. However, it is always possible that future changing of the ruling may occur.

Otto Bellinger, our member and old friend, has celebrated his 80th birthday. He has often been with us at our rallies and has taken a leading part in the struggle to bring back gliding history. He is very much to be honoured for his efforts to create the German Gliding Museum on the Wasserkuppe, not to speak of the stained glass window in the Ehrenhalle, for which he and **Hermann Steinle** were responsible. Otto has been gliding for a very long time. Long may he remain with us! He went to the Wasserkuppe, as a 15 year old, in 1923, started gliding with the Martens Fliegerschule in 1927, took his C there in 1930, and was in Rumania and Upper Silesia. He took a leading part in the founding of many gliding clubs. During the war, he served with the Luftwaffe, evaluating recconnaisance photographs. He is now honourary member of the Hornberg Centre and has many other Honours. He has also a great air sport archive of books and documents. For the next three years, he will be helping the German Aero Club with many exhibitions, including the great 100 years' of Man's Flight (Otto Lilienthal). Exhibition to be held by ILA and AERO during 1991. He has been present at all our International Vintage Glider Rallies. His life is truly one devoted to gliding.

The German Gliding Museum on the Wasserkuppe
This has now so many gliders that more closed exhibition space for building is being urgently sought nearby. **Bjarne Reier** (Norway), who was much connected with Grunau before the war, has been spending time in the Museum returning some of the gliders to more of their original forms and colour. We are very glad that this is happening so that the sight of them will bring back to some the glory of the old days.

The Hockenheim Kranich 2. This has now been bought by a Hockenheim Club member and will presumably be made airworthy.

Hans Sander – 80 years old, 25th September.
Hans was Chief Engineer and Test pilot for Focke Wulf from 1937-1945 and therefore knew well the Fw 200 Condor and Fw 190. He received the German Gold Cross for saving the prototype Ju 86, the first diesel engined aircraft, after its engines iced up in cloud, and the rest of the crew had already abandoned it by parachute. Hans landed it in a field. During 1933/34, for his diploma work at the Akaflieg Aachen, he designed the **FVA 9 Blaue Maus 2,** a sailplane of exceptional quality. Since the war, he has been much involved in gliding, especially with the Trans European International Contest. He is an honorary member of the Akaflieg Aachen and he has been present at many of our International Rallies. We wish him many more years of flying.

ICELAND NEWS

Our Danish member, **Niels Ebbe Gjorup,** has sent the following information.

This January, he found an **Eon Olympia** lying at the gliding club of Akureyri, Iceland, when he visited the place. This glider, TF-SBB, Eon serial number 023, is not airworthy at the moment due to suspected glue failure.He suggested that it should be inspected again, as his experience of Eon gluing is overwhelmingly positive. The club also owns an American **Schweizer TG-3A,** TF-SBA (ex USAF 253120). This glider came to Akureyri in 1943 and was sold to the club after the war. It then flew continuously until about 1978. It could easily be made airworthy again. It still has original fabric and plywood covering from 1943!

The club also has a **Grunau 9,** built in 1939 as the club's first glider. This has been restored nicely to flying condition and is being flown. They also have a 1951 Schleicher built **Grunau Baby 2b** which is airworthy. As can be noticed, enthusiasm for vintage gliders is growing in Iceland too. Further contact can be made through the past President of the club, **Bragi Snaedal.** His address is:-

Vidilundi 12F
600 Akureyri
Iceland
Tel:- (96) 2 48 68

It seems that there are now no remains of the Minimoa, which once belonged to P.A. Wills during 1938/9. P.A. Wills flew this aircraft on British distance and height records and gained Britain's first Gold C in it, and the third in the world. It was sold to Iceland by Lawrence Wright of the London Gliding Club about 1950. This was BGA 338, later G-ALLZ, which first received a BGA Cof A in March 1938. Its registration in Iceland was TS-SOM.

NEW ZEALAND NEWS

We have received news via "The Gliding Kiwi" that the **Eon Baby ZK-GAF,** has been restored to airworthy condition. It seems that its first flight after restoration was an aerotow behind a Cessna on the 18th November 1987. ZK-GAF was on the 6th glider registered in N.Z., having been imported to that country in 1953 after Dick Georgeson's Weihe, ZK-GAE.

ZK-GAF began flying on the 20th March 1949 in England, as BGA 626 and had the civil registration G-ALRS. She was only the second prototype Eon Baby having the serial number 002. She had her first flight with the Auckland GC on the 14th January 1953. Many Silver C s were flown in her, including that of the Auckland club's secretary, Jim Harkness. During her stay at Auckland, she had the misfortune to have a party of school children try to stamp her to death by walking on her wings. New wings were imported from Elliotts of Newbury. These are the longer span wings with new aerofoil that are still on the glider today. Auckland eventually sold the Eon Baby to the Hawkes Bay GC and she became privately owned. She was given to the Rotorua Club. A syndicate of three finally bought her and one of them, **Don Grigg,** her present owner, restored her. The restoration went very slowly, and Don, after buying the others out, managed to get all the components together. Finally, it was all restored. Don Grigg realized his dreams when he watched the Eon Baby soar to 5,000 feet from a 1700 feet launch at a steady 35 knots. Tests revealed a stall at 29 knots. She flew similarly to a Swallow but was not as stable laterally. This was possibly due to having standard Grunau Baby dihedral. Some other Eon Babies had dihedral by adjustment of the ends of the wing struts. May she continue to give the pleasure to pilots that she has given for the past 38 years.

One other Eon Baby was imported into NZ by the Canterbury Club at Christchurch. That was ZK-GAK. It and its pilot were demolished (the latter was killed) when it took off without its elevator being connected shortly after 1958.

AUSTRALIAN NEWS

At this time of the year, summer is in Australia. Vintage glider regattas are planned after Christmas at Bachus Marsh, from 26th December until Sunday 1st January, and another to celebrate the 60th anniversary of university gliding in South Australia, from 26th December 1989 – 1st January 1990.

At this year's rally, Keith Nolan's Chilton Olympia "Yellow Witch", which has just received its 40-year overhaul was expected to participate. It will be remembered how the "Yellow Witch" flew the first 500 km triangle probably ever achieved in a vintage sailplane. Also present should have been David and Jenne Goldmith's H.17 and Garth Hudson's Grunau Baby 3A... as well as others. Bachus Marsh Airfield is the home of the Victorian Motorless Flight Group, and the Beaufort and Geelong Gliding Clubs.

Another **Hütter H.17** nears completion. **Ron Meares** of Sydney is finishing building the H.17 VH-HNR. Progress has been slow due to him helping in the rebuilding of Bob McDicken's Ka 6. This will mean that three H.17 s will be airworthy in Australia. We think there are two further unairworthy ones there.

Grunau Baby 2b. This is still undergoing a prolonged 30-year inspection. VH-GDN was built in Sydney by members of the Illawarra Gliding Club and first flew in 1954. It has flown 804 hours from 2164 launches.

OBITUARIES

Eric Rolph

It came as a great shock to learn of Eric's death at the age of 81 on the 30th November, after an operation. All who knew him will know that he suffered respiratory problems due to athsma.

Eric was a very kind, decent person whose prodigious work on vintage gliders fills one with disbelief. Last spring, he was awarded a BGA Diploma for services to old gliders. Eight hours a day were not enough for him to complete, C s of A, restorations, rebuilds and repairs. He also was kind enough to allow storage, free of charge, for great numbers of gliders in the wartime huts on his premises. He was working right up to the end. T.21 s, Grunau Babies, Kranich 2, Mg 19a, AV.36, Castel 25 s, Nyborg Special, Nord 2000, Gull I, Cadet, SG.38 and many others have all been there, and many are still there. Those huts were an Aladdin's cave of old gliders spare parts.

He was so kind that many may have taken advantage of him but we are sure that he would not have minded this, such was his decency. He felt it as a privilege to work on and store such famous aircraft. He was one of our leading experts on Grunau Babies, and he once told me that he felt that there was something wrong if at least three were not staying with him. We shall always remember our journeys out to Moreton in the Marsh to see him and his cousin John working amid the sunlit corn fields, through one of which he had cut a runway for aircraft take-offs and landings. In winter, they would be working in a hut, heated by an old stove which burned bales of straw. It was a privilege to know Eric. There are not many left like him. His was our only "safe house" for homeless vintage gliders. We had almost nowhere else and can not imagine what we shall do in future.

Our deepest sympathies go to Mrs Rolph, her son David, to John, his cousin, to his family and to all who knew him. His funeral took place at Cheltenham Crematorium on Wednesday the 6th December. The VGC was represented and sent flowers.

Franz Schubert

Franz Schubert died at Beckum, West Germany on 25th October at the age of 89. Franz had a lifelong interest in flying and at the age of 16 built a Pelzner type hang-glider. 'It crashed on its first flight, thank God!' he said.

In 1919, he was a helper at one of the first gatherings at the Wasserkuppe when Peter Riedel appeared with his Rhön Baby. His work as a concrete plant engineer took him to Spain where he learnt to fly in an Avro Avian and to Brazil where he took up gliding with great enthusiasm. He must have been very keen as he once flew a Rhönbussard for no less than 11¼ hours.

He was driving a winch one day when a primary failed to release overhead. The pupil, having been instructed to push the stick forward if in any doubt, did this so vigorously that the glider performed a bunt and came back across the winch inverted. Franz chopped the cable and watched as the cable snaked away across the field, got fouled up in a tree, and the ensuing jerk somehow righted the glider and snapped the cable, letting the pilot arrive back on the ground more or less intact. This, said Franz, turned his hair white overnight.

Franz came to the International meetings at the Wasserkuppe and Münster and spent holiday weeks gliding at Dunstable in the 70s. He was an accomplished musician (violin not piano) and had a great interest in astronomy. Having seen Halley's Comet in 1910, he flew out with a group to Namibia two years ago, determined to get the best possible view of the comet's return.

His son, Ekkehardt, is Brazil's gliding champion and has competed in world contests.

BOOKS

Austria. "Blätter für Technikgeschicht". Schriftleitung: Dipl.Ing Gerhard Maresch 48. Heft 1986. This was by the Technisches Museum für Industrie und Gewerbe in Wien. Forschungsinstitut für Technikgeschichte. Printed by Menzel Druck Verlag Wien.

This is well-illustrated with photos and drawings, soft back, on the work of the Austrian gliding pioneer and designer. Erwin Musger. There are superb drawings of all his designs including four versions of the Mg 19, and of all his aeroplanes. Finally there are drawings of his motorbikes, when he worked for Steyr Daimler Puch. The drawings are top quality as are the photographs. Text is in German.

Hungary. Magyar Vitorlazö repülögepek by Jereb Gabor. This is printed by Muszaki Konyvkiado, Budapest 1988. Text is in Hungarian but the book is worth having for non-Hungarian speakers for its excellent three-view drawings and its technical diagrams of all the Hungarian Sailplanes from 1922 until 1983. On the first two cover pages, there are also photographs of the types.

Britain. "Hanna Reitsch" "Flying for the Fatherland". by Judy Lomax. John Murray (Publishers Ltd) 50 Albemarle Street, London W1X 4BD. Although Judy Lamax never met Hanna Reitsch personally, she has created a fascinating character study from information from Hanna's friends, relatives, and many books. It is the first book that has been written about Hanna Reitsch which was not written actually by Hanna Reitsch. We do have reservations about accuracy of two or three of the photograph titles and some of the text but we found the book very good reading and we thoroughly recommend it. Price £14.95.

Germany. Deutsche Flugzeugführerschulen und ihre Maschinen – 1919 – 1945.
German Pilot Training Schools and their machines 1919-1945.
Motorbuch Verlag Stuttgart. This has very good photographs of old gliders: Grunau Babies, Wolfs, Hütter H.17 s, Minimoas, Kranichs, Weihes Meises, Rhönbussards etc are all there. Book might be obtained through Beaumont's Aviation Literature, 656 Holloway Road, London N19 3RD. Tel:- 01 272 3630.

FOR SALE

The following gliders and parts are the property of the widow of the late Brian Chad, and are for sale.

1. Slingsby T.31 Sound. Fuselage needs re-covering.
2. Two complete Kirby Kadets. Sound, in original silver finish.
3. One Grunau Baby wing, rudder (sound, uncovered) and canopy frame.
4. D.H. Dove propellor, new.

These have been in storage for some time and will need thorough overhaul. Interested persons should contact.

Gordon J. Rae
10 Lansdowne Close
Gt. Malvern
Worcs
Tel: Home 568720
Work 892733 x 2494

Wanted: T21 in exchange for a Caudron C.800
Contact: Christian Ravel, GPPA, Aerodrome
F – 49240 Avrillé, France.

Wanted: T21 (serviceable, with or without trailer)
Contact: Dave Brown, Tel:- 0772 865135

Wanted: T21 (or share in one) based at 7 day club in England, for German enthusiast.
Contact: Robin Traves Tel:- 0580 891625

Slingsby Sky. New C of A. Oxygen, T and Slip. ASI, Vario etc. Can Deliver. £2,750. o.n.o. Still in Swiss markings and has nose light (Hans Nietlispach). John Morgan, 65 Malleny Avenue, Balerno, Edinburgh EHL, Scotland. Tel:- 031 4494013.

Slingsby Sky. BGA 698 with trailer. £2,700. John Morgan. Tel:- 031 4494013.

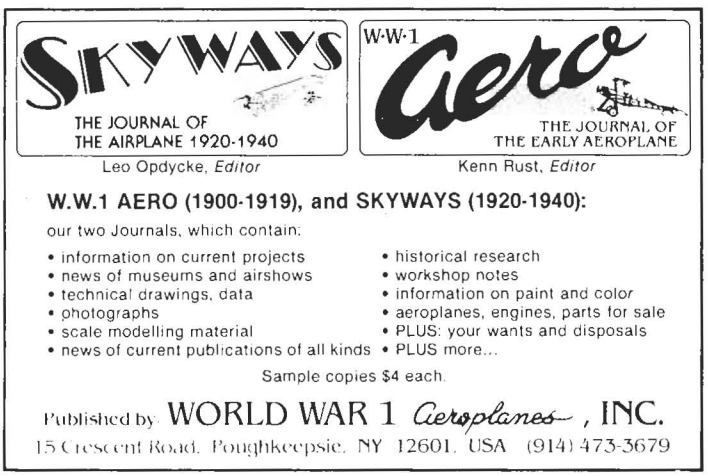
British Built Grunau Baby 2 (received its first BGA C of A in October 38 – built by J. Hobson) BGA 370. Fitted with landing wheel and spoilers. Needs considerable restoration – Graham Kench, 20 Market Place, Folkingham, Lincolnshire NG34 0SF. Tel:- 052 97482.

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

Grunau Baby 2b, BGA 1289 (ex.) 1944 Flugzeugbau Petera built. Jürgen Dreyer, Hermann Ruhe Strasse 12, 3220 Alfeld/Leine, W. Germany.

Wanted: Tailplane mounting fitting and bolt, and locking pin for Skylark 2.

Rhönsperber building plans. For C. Wills, Wings, The Street, Ewelme, Oxon OX9 6HQ. Tel:- 0491 39245.



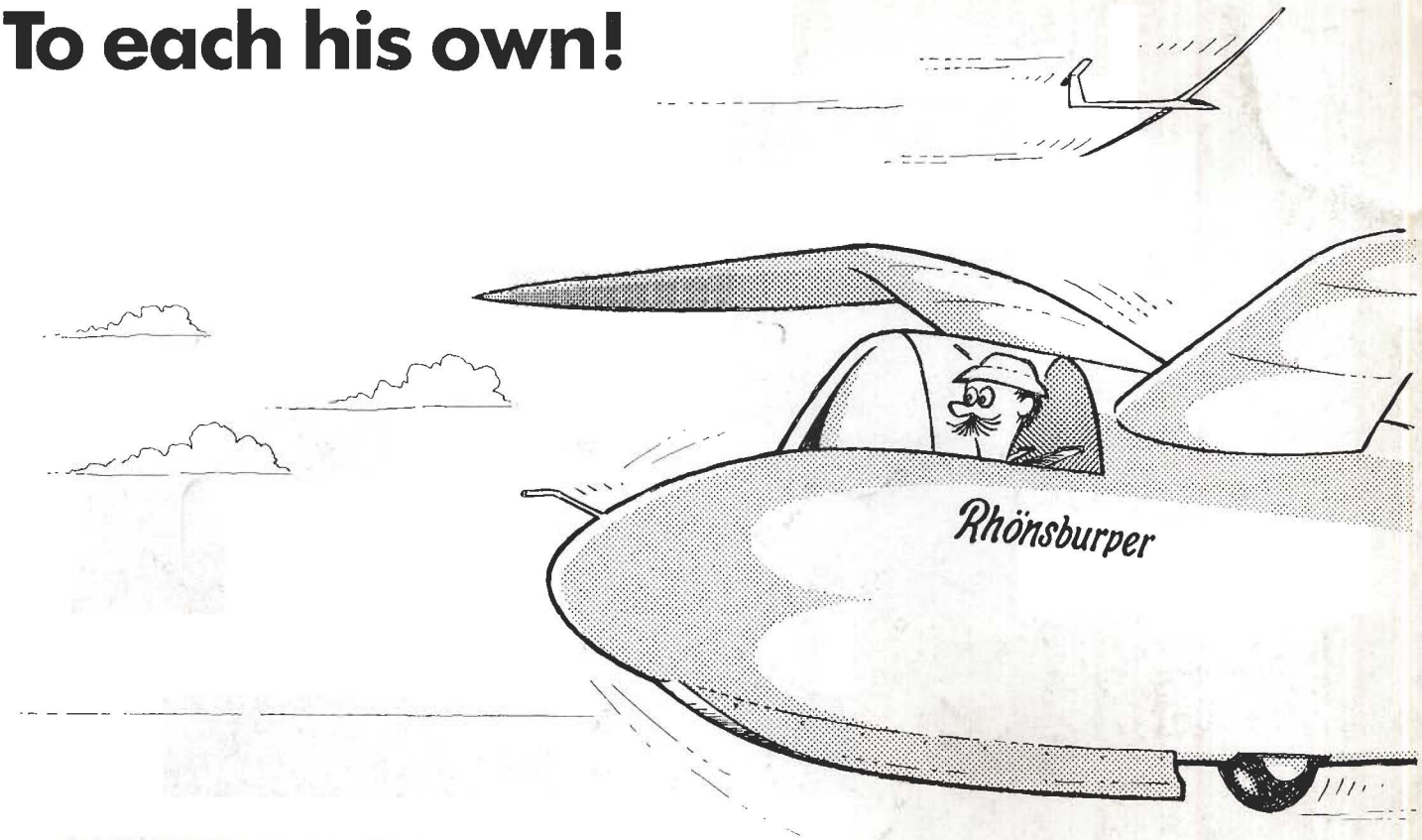
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To each his own!



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?

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:

MOWBRAY VALE INSURANCE

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