VINTAGE GLIDER CLUB

VGC News

No. 68 Autumn 1989



Cover Photograph by C. Wills.

Istvan Farkasz – Operations manager during the 17th International Vintage Glider Rally in position. He controlled by radio at least 748 winch launches and 1275 aerotows (i.e. all aircraft, including over 4000 glider movements but not glider landings) during the 8 days of our rally from which there were no accidents.

VGC News No. 68
Autumn 1989

President:	**C. Wills**
Vice President:	Paul Serries
Vice President:	Willi Schwarzenbach
Vice President:	Jan van Beugen
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Rainer Karch:	Germany
Jan Scott	USA
Fra. Havlicek	Austria
Hans Erik Magnaussen or Stig Eldov	Demark

EDITORIAL

We have had the finest weather for gliding this year ever known in Britain. Because of this much time has been spent flying and restoration projects have not been finished, as even last winter the weather was fine. We have held a second international rally in Hungary during which our vintage gliders had at least 748 winch launches and 1,277 aerotows in ten days, from which 1,159 hours were flown. (Actually there were no aerotow and winch launch figures published for the tenth day.) During all this, there were no accidents to our gliders and so our reputation still stands high with inspectors and insurance companies.

As the world is said to be getting warmer, we should be able to look forward to good weather in future, for the appearance of at least five more restorations soon in this country, and a good international rally in Belgium next year.

VGC ANNUAL PRIZES

Awarded at the Annual Dinner and Prizegiving at the London Gliding Club on Saturday 30th September 1989.

VGC Restoration Prizes 1989

Paul Williams (Britain) for restoring the **Kranich II** BGA 964 and its trailer 8 years ago. Only by his work was it possible to get the Kranich flying again this year. What was seen at our national rally represents years of lonely work in often very cold weather at Eric Rolfe's home.

Josef Fucek LF–107 "Lunak".(Czechoslovakia) He brought the aircraft from Czechoslovakia to our international rally in Hungary. It is the last of the Lunaks. All the others were grounded in 1953, after being built in 1950, through feared glue failure. 73 were built, 5 of these are in museums. The Lunak represents a sensation in that it was cleared for 420 kph. and was fully aerobatic, and yet could be slowed up with Fowler flaps for thermalling. He restored it himself.

Jean Paul Robin Castel C 25S. (France) This type represents the second standard two-seater to be selected for mass production by the rejuvenated French Gliding Movement in 1942. (The other type was the C800.) Two prototypes flew during that year. Jean Paul Robin has completely rebuilt this one and has restored it in transparent fabric and the colours of the Armée de L'Air. We thought that it was sensational. 100 of the type were built between 1945 and 1948 by Fouga.

VGC Performance Prizes

Ron Davidson – Petrel BGA 418. (Britain) He climbed to 8700 ft. above the site on Friday 1st September during this year's Slingsby Memorial Rally. This was in wave. So far as we know, this is the best height achieved by a vintage glider this year.

Norman James – Tutor. (Britain) We can hardly say anything adequate. To have Norman out there in front of the rest of Britain in the National Ladder, bearing the standard of the Vintage Glider Club, in a Tutor, was for most of us... beyond belief. He has already been awarded the Enterprise Trophy. What we can award him now is small in comparison with what he has done and what he has already received.

Geoff Moore – SG 38. For his continued good flying of this aircraft and the Mu 13d-3 and for his descent on Lasham... in both!

Bernard Kiefer – Spatz 55. (Germany) 420 km. from Bourges to near his home club, Mullheim in Breisgau. This was achieved on the last day of our international rally at Bourges last year. This is the longest distance flight achieved in a vintage glider since the foundation of the club in 1973.

That we only heard of the above when we were in Hungary illustrates the necessity for VGC members to send in their eligible performance and restoration information to C. Wills as quickly as possible, or at least during the same year.

The Rodi Morgan Trophy to be awarded for the best performance during the VGC's British National Rally. To **Richard Moyse** who flew his **Sky** for many hours covering a considerable distance.

The **Ed. Hall Trophy** for the longest flight in a VGC glider from Lasham during the year. To **Richard Moyse** for his 270 km triangle from Lasham in the Sky.

The **Frank Reeks Trophy** for the best turned-out Grunau Baby. To **Alan Sands** of Northern Ireland for his magnificent **Grunau Baby 3.**

The **John Sproule, F.N. Slingsby Trophy** for the most meritorious flying of a Slingsby Cadet /Tutor during the year. This must of course be awarded once again to **Norman James** for his outstanding flying of a Tutor from Husbands Bosworth.

We would ask VGC Members please to send in details of their best flights to C. Wills in good time, if they think they may be eligible for a prize. Should modesty prevail, let their friends inform the club!!

17TH INTERNATIONAL VINTAGE GLIDER RALLY

Farkashegy, Budapest, Hungary. 20th–30th July 1989.

During 1987, the First Secretary of the Hungarian Aero Club, **Jozsef Szepesi**, entrusted the organisation of the 17th International Oldtimer Rally to the Clubs of **MAV and Csepel** on the airfield of **Farkashegy-Budakeszi** with the instruction, which is typical of Hungary that the rally should not become a financial disaster, but rather that it should be turned into a commercial success.

This aspect, we believe alienated the Hungarian oldtimer pilots who felt that gliding should not be used for this. Nevertheless, in the event, they were all there.

Under the leadership of **Laszlo Meszaros**, the members of Csepel and MAV, accomplished miracles of work and organisation. Not only was a new, almost palatial, tiled, sanitation block installed on the camp site, but also was a fine new paddling pool for children. Beds of flowers were planted, as also was a line of flag poles, etc., etc. Csepel's Bar was continuously open with organ music recitals every evening, but so was a small buffet at the other end of MAV. Laszlo Meszaros entrusted **Pegazus Tours** with accommodation and excursions' organisation. There was also a bank for changing money and selling launch tickets.

A Munich brewery in Budapest installed a Bierstube on the airfield which sold cold beer at all times of the day, while also near the camp site was a small kiosk which sold sausages and quick snacks. One hangar was turned into a restaurant-cum-briefing-hall-cum-rigged-glider-storage. This and much more, constituted a miracle of organisation, which together with fantastic soaring weather, made this one of the most successful oldtimer rallies that we have ever held. (Thermals on most days rising to 6,000 ft. round and above Budapest.)

Budapest, that glittering jewel of the East, lay just over the hill, with thriving capitalism on the surface, where almost everything could, and did, happen, and Socialism beneath the surface, represented by the state underground and bus transportation systems, on which almost no-one could, as far as we were able to discover, buy a ticket. This system is imported from other communist countries, where everyone is trusted to buy their tickets, which could be subject to inspection. In the event, we had some difficulty in obtaining tickets, which were finally charmingly produced by a lady out of her handbag.

On the airfield itself, little tables were set up where so much could be bought very cheaply, for us. A Hungarian registered Soviet AN–2 and Ka 26 helicopter were forever giving £5.00 joy rides which could be paid for in Hungarian currency, while flights in the Hungarian gliders were sold for hard currency subject to pilots having dual checks.

All launches in our gliders were also sold for hard currency, whether by winch or aerotow. This highlighted the point that all materials for maintenance and restoration of these aircraft, and the participation of the Hungarian teams, with them, in the West, depended vitally on the hard currency that they earned.

Thus it was that in spite of the very large German entry, and the inclusion of three modern fibreglass sailplanes, our entry was less than it had been during preceding years. Yet, this was brought up to 80 by the Hungarian entry, which did not always consist of old gliders, selling flying time for western currency and rewarding with flights the rally's many helpers.

It was a tremendous rally. Everything was well organised. There was a lot to buy and it was cheap, for us... as were the truly excellent meals that could be obtained on the site, or in every Hungarian restaurant, where much reminded us of France, but at a third of the price.

We have never had a rally before where our event was advertised by a vintage aeroplane (a Czech Brigadyr*), with banners and photographs, unbelievably in a square in the centre of a capital city. Banners were also towed over Budapest advertising the rally.

Finally, we should mention the **Hungarian Army.** They were brought in to provide the running of the organisation, with electric current, water, labour on the launch point and finally the restaurant. They were ordered to keep a low profile. It suffices to say that their briefing, as well as that for the rest of the rallies organisation, took place at 4am in the mornings. Often providing music, with the help of an accordion, in the evenings, they had hearts of gold and did more good as ambassadors for Hungary than they can possibly imagine.

* Brigadyr – an all-metal, radial-engined, Storch replacement.

ENTRIES FOR THE 17TH INTERNATIONAL VINTAGE GLIDER RALLY

Austria

Havlicek, Franz	L-Spatz	OE-362
Kappacher, Martin	Super Futar	OE–3402

Belgium

de Huart, Roland	Eon Olympia	OO–ZLP
Henrard, Firmin	Rhönbussard	OO–ZVO
Quaehagens, Dèsir	Schweizer 2–22	OO–DAC

Czechoslovakia

Fucek, Josef	Lunak	LF–107

France

Bourdon, Marc	Caudron C800	F–CBAN
Fulchiron, Didier	Nord N.1300	F–CRGN
Haguenauer, Dominique	Fauvel AV36	F–CBSM
Renaud, Maurice	Nord N1300	F–CRFU
Robin, Jean Paul	Castel C25S	F–CRML
Teissier, Jaques; Weibel, Marc	Arsenal 4–111	F–CAAH
Visse, Claude	Breguet 900	F–CABY

Germany

Dreyer, Jürgen	Cumulus	D–6026
Dubian, Karlheinz	Blanik	D–9446
Etter, Jürgen	Doppelraab	D–9083
Fischer, Johannes	A–Spatz	D–0280
Grau, Otto	Gö 1 "Wolf"	D–9026
Heyer, Uwe	Kranich 3	D–8506
Kellerman, Karlheinz	ES49	D–5096
Kiefer, Bernhard,	Doppelraab	D–8000
Konsek, Frank	Grunau Baby 2B	
Kroll, Christian	Cumulus	D–6059
Kuhn, Werner	Bergfalke	D–3221
Kumberg, Hilman	Kranich 3	D–8507
Kurz, Josef	Habicht	D–8002
Morsch, Heiner	Grunau Baby 2B	D–8813
Müller, Hans Jürgen	Spatz-A	D–8813
Nierholz, Heinz; Karch, Rainer	Zugvogel 1	D–8773
Prehna, Alwin	Speed Astir	D–2909
Seegers, Ulrich	JS Weihe	D–0700
Sells, Mario	Mg 19A "Steinadler"	D–1078
Serries, Paul	Minimoa	D–1163
Skucek, Jürgen	T31	BGA 3241
Solms, Günther	Weihe 50	D–0301
Tegen, Ingo	Goevier 2	D–1080
Tschorn, Werner	Weihe 50	D–7080
Ziller, Jörg	Meise	D–1420

Great Britain

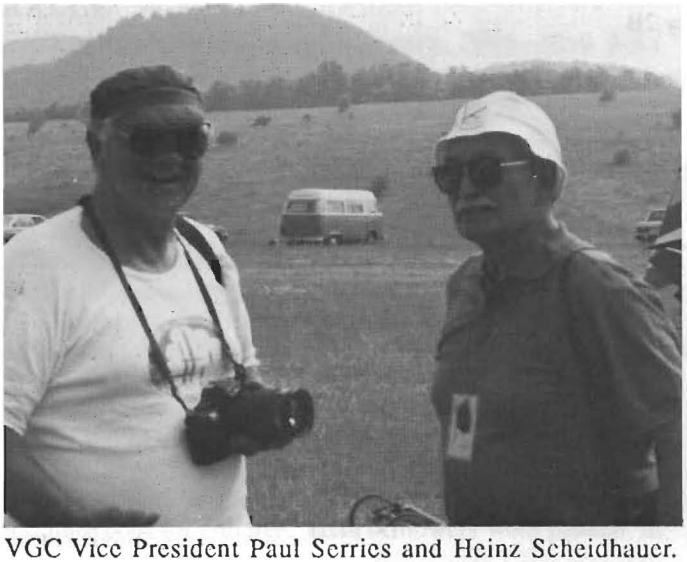
Anson, Colin and partners	T31	BGA 1376
Davidson, Ronald	Petrel	BGA 418
Jones, David	King Kite	BGA 2769
Marshal, Victor	T31	BGA 3229
Maufe, A. and M.	Kite 1	BGA 310
Rotter, Louis	Pegase 122	BGA 337
Sands, Alan	Grunau Baby 3	BGA 2804
Shrimpton, David	Swallow	
Wills, Christopher	Rhönbussard	BTA 337

Holland

Disma, Hans	Minimoa	PH–848
Förster, Jan	T31	PH–797
Frishert, Toon	Grunau Baby 2	PH–167
Gründemann, Gerardus	T31	PH–198
Osinga, Neelco	Grunau Baby 2	BPH–214
Pelzers, Marcel Carolus; Slot, Georg	Ka-2	PH–5079
Vermeer, Jan	Prefect	PH–192



Laszlo Meszaros, centre, Chief Organiser of the rally with two colleagues.

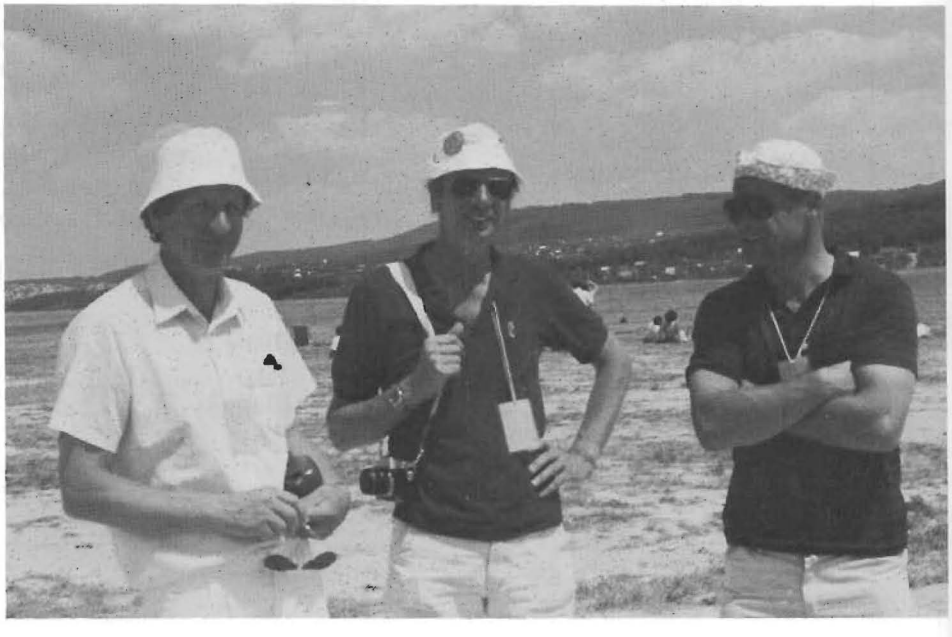


VGC Vice President Paul Serries and Heinz Scheidhauer. They had just flown together in the Munster Oldtimer Club's Goevier 2.



Jean Paul Robin, France, who magnificently rebuilt and restored this Castel C.25S in Armée de L'Air colours.

A Dutch trio. Hans Disma, airline captain and new owner of the Coxon/ Karlovich Minimoa, Peter Deege and Hans Dijkstra – Goevier 3.



Hungary

Vöcsök	HA–2336
Cimbora	HA–5035
Futár	HA–4059
Junius 18	HA–4133
Antonov A 15	
Gobé	
Bocian	
Blanik	
IS 28	

It should be pointed out that the Hungarian two-seaters were used as the only means of paying the many helpers with flying, in the early mornings.

Norway

Reier, Bjarne	Grunau 9	D–1161

Switzerland

von Arx, Werner	Discus Motorglider	D–KIBE
Baerfuss, Heinz	Mg 23S	HB–833
Egger, Peter	Spalinger S18 111	HB–458
Fahrni, Fritz	Scheibe	HB–690
Fahrni, Willi	Karpf Baby	HB–494
Fliss, Georg	Spyr Va	HB–509
Herzog, Kurt	T31	HB–744
Raez, Max	L-Spatz 55	HB–575
Steffen, Danie	Spalinger S18 111	HB–510
Ziermann, Attila	Super Futar	HB–670

USA

Buell, Leroy	Moswey 3	N 379HB
Scott, Jan	Minimoa	N 2664B

17TH INTERNATIONAL OLDTIMER RALLY 20–30 JULY FARKASHEGY

20th July Thursday

This was the official arrival day although many seemed to have arrived earlier. The Opening at 1800 hours was accompanied by speeches from the **President of the Hungarian Aero Club, Rudolf Ronai, and Joszef Szepesi, First Secretary of the Hungarian Aero Club, Farkas Gyula, Mayor of Budakeszi, and Laszlo Meszaros, Chief Organiser of the Rally.**

C. Wills, President of the VGC thanked the Hungarians in five languages, for their tremendous work in preparing the rally, wished everyone all best in the air and on the around and declared the 17th International Vintage Glider Rally officially opened, ringing the VGC's ceremonial Swiss cow bell. Presented by our Vice President Willi Schwarzenbach, this has been rung at every international rally since our 1975 rally at Gruyères in Switzerland. (It has the names and dates of all our international rallies engraved on its side.)

There followed, incredibly, a small meal and some wine, which everyone was able to partake of.

Then, three tethered hot air balloons gave flights to everyone who wished to have them, in the gathering darkness. Afterwards some of us were invited into the Hungarian Army's tent for songs, accompanied by an accordion, until 2am . We wondered how a VGC rally could possibly happen on that day... IT DID!

On the previous day, there had been 112 aerotows and 68 winch launches, from which 81 hours 13 minutes had been flown. The longest flight had been by **Jan Evert Vermeer in his Prefect PH–192.** This was 6 hours 10 minutes.

21st July Friday

There were 83 aerotows and 98 winch launches. The longest duration flight of the rally was flown on this day by the Dutch airline pilot, **Hans Disma**, in his newly acquired (Coxon-Karlovich USA) **Minimoa PH–848.** This was 8 hours 16 minutes.

The oldest glider taking part was the **Grunau Baby D–7125 "Krimhilde"** which is said to have been built in 1936... but must have been modified later to 2B standard. The Grunau Baby was originally designed in 1932, and it is believed that over 5000 were built. The oldest active pilot taking part was **Bjarne Reier**, Norway. He is 71 years old. The smallest glider present was the Pont Saint Vincent (France) **Fauvel AV36** flying wing. Its span is 10.4 metres and its length is 3.4 metres.

22nd July Saturday

Superb Soaring Weather. At 10am, the 60th Anniversary of Hungarian Gliding was celebrated at its birthplace in 1929, the old site of Farkashegy, in the hills above where our rally was taking place. A inscribed stone tablet was dedicated near the former clubhouse, by **Rudolf Ronai, President of the Hungarian Aero Club.** Also present were **Joszef Szepesi,** C. Wills and hundreds of old Hungarian pilots. The heroic pioneers of Hungarian gliding were remembered and the Hungarian National Anthem, that most emotional of all tunes, was played with everyone standing at attention.

Then followed a descent more suitable for jeeps, through woods to the new airfield of Farkashegy where a tremendous air display was getting under way before a crowd of 6,000 people, who had learned of our rally through advertisements in Budapest and its surroundings.



Imre Mitter, Lajos Rotter, Erwin Rotter and daughter and Mrs Ludwig (Lajos sen.) Rotter. Erwin kindly invited the whole British team of some 50 people to his home for goulash and wine in a very traditional Hungarian setting.

Our rallies in Hungary are focal points for all the old Hungarian glider pilots who come together from all over the world. This one is Alexander Paszterko from Toronto University, Canada. He can remember launching by bungee Meray Horvath, Taznadi and many others on their record flights during the war.





Hanger-packing Meester, Aladar and PO-2's piolt.



The two Austrian pilots, Franz Havlicek (L-Spatz) and Erich Dietrich.

Demonstrated were **IS 28s** doing aerobatics, a **Demeselle** (an ultralight resembling a Demoiselle), an **M18 Dromader** firefighting aeroplane, a **Pilatus Porter, a Zlin 50,** the **PO-2,** the vintage **Gerle,** the new **Mü 28** aerobatic sailplane, steerable parachutes in Hungarian National Colours and microlights.During a tailslide an IS 28 sustained damage to its flap. Small cumuli with high bases were everywhere and we heard later that a Hungarian pilot had flown an over 600 km triangle in a Jantar from Szeged.

During the air display, some of our aircraft were on display before the crowd, but others were not, for their safety. It was rumoured that the **Vöcsök** has been bought by an American for 3,000 dollars... but that we could order another one!

Even in spite of the two hour air display, 54 aerotows and 39 winch launches produced 86 hours 23 minutes of vintage glider flying in the very good weather. There had been lift to 8,000 ft!!!! During aerotows, extreme turbulence had been experienced in the Wilga and Gavron slipstreams. As we were required to keep low, longer tow ropes were asked for. These did improve the situation.

23rd July Sunday

The weather was still very good and from 114 aerotows and 114 winch launches, 170 hours 2 minutes were flown. The **Weihe D–0301** was flown for over 6 hours by the German pilot **Ulrich Stoffel.** Heights of over 7,000 ft were possible and we heard that the Hungarian pilot from Szeged had flown a Jantar over 700 km on this day.

24th July Monday

Warm front sector was over Hungary. Visits to Budapest were recommended but museums were closed for two days. Weak thermals were expected and low pressure with possibility of light showers over West of Hungary. Light S.E. wind.

Even so there were 65 aerotows and 17 winch launches but flying time from them was only 9 hours 23 minutes.

An unexpected crosswind freshened to stop flying.

25th July Tuesday

Briefing – Weather. Indeterminate pressure field over Europe. We were under a warm air mass but it should have been less stable than that of the day before. Prolonged local soaring flights would be possible but perhaps only to 3,500 ft.

There were many thunderstorms over Hungary during the previous day but we were mercifully spared them. Max. Temp. for today was 25 or 26 degrees . There were thunderstorm warnings from mid-day on. Longest flight was by the Austrian **L-Spatz flown by Dietrich Ensch.** Height limit was 2,000 metres but pilots were asked to keep out of the TMA. There were 95 aerotows and 127 winch launches which gave 91 hours 1 minute.

That evening was **Hungarian Evening.** This consisted of a Goulash soup and some furious Hungarian dancing by a special troupe. The problems of the organisers were immense. They had expected 380 guests. In the event 500 turned up!

26th July Wednesday

Flights were now available in Antonov AN-2 and a Soviet Hungarian registered Ka-26 helicopter. There were 94 aerotows and 136 winch launches which gave 184 hours 46 minutes. Longest flight was again by the Austrian **L-Spatz, OE–0362.** This time it was flown by **Franz Havlicek** for 7 hours 17 minutes.

27th July Thursday

Weather Briefing – "Over Hungary, the stationary front has weakened but another is coming which may not affect us." The wind was N.E. up to 20 knots. Good thermals were expected from 11am with cumuli at 1,500 metres. The temperature would rise to 27 degrees . Gliders would be aerotowed up wind to make it easier for some pilots to get back. Pilots were instructed not to land back at the hangar if the winch was operating. There was a general tiredness due to the heat and the flying. There was a 2,000 m. height restriction.

This was our record day with strong thermals going up to 4,000 m. From 79 aerotows and 158 winch launches, 160 hours 55 minutes were flown. The longest duration flight of 6 hours 34 minutes was flown by **Jan Evert Vermeer in his Prefect PH–192.** Great heights were also reached by Jan Scott's son **Artur in the Cimbora** and **Gisela Dreskornfeld in the T31 "Blue Brick".**

29th July Saturday

Last Briefing. The weather was the same as on the previous day. There was much flying of Hungarian sailplanes by non Hungarian pilots. All commented on the excellence of the recently restored 1944 **Futár prototype** and the 1960 designed **Antonov A-15.**

During the Final Ceremony there was a massive Prizegiving at which **Joszef Szepeci,** Chief Secretary of the Hungarian Aero Club was present..

To **Laszlo Meszaros**... a Historic Hungarian videofilm for the excellence of his organisation.

To **Fàrkasz Istvan,** a bottle of whisky for directing flying operations all day and every day standing on a tower at the launch point in the heat.

To the **Chief Tow Pilot,** a tremendous bottle of something which he said he would share with the other tow pilots..

A bottle of whisky to the **Chief Cleaner.**

All the Hungarian girls, who had helped so much, chose what they wanted from assorted VGC wares.

The Hungarians awarded prizes to the best replica's owner and builder, **Otto Grau – Göppingen 1 "Wolf".**

The best restoration, **Alan Sands,** Northern Ireland – Grunau Baby 3.

The best 2-seater, **Georg Fliss** – Spyr 5.

Chris Wills got a prize for his 100 km. cross-country.

C. Wills finally thanked all the Hungarians for their hard work and excellent organisation in Hungarian and ended with the words "Talpra Magyar – Hive a Termik!" – "Up Hungarians – Thermals are awaiting you!" This was received with cheering.

It had been a tremendous rally. For the first time, we had received an entry from **Czechoslovakia.** We were also lucky to have with us the record breaking pilot Alan Sands from Northern Ireland with his magnificently restored Grunau Baby 3. We heard that on his way home, he achieved a 165 km. out and return with it in France.

For the first time seen was a fine restored **Mg 19A from Germany,** a beautifully restored **Castel C.25S in Armée de L'Air colours, from France, a Super Futar and Mg23 from Switzerland.**

With us also were the famous personalities, **Heinz Scheidhauer,** the Horten test and competition pilot, and **Hans Sander** from FVA Aachen. For his diploma work he had designed in 1933/4 the FVA 9 Blaue Maus 2, and had later become Chief Engineer and Test Pilot for the firm of Focke Wulf.

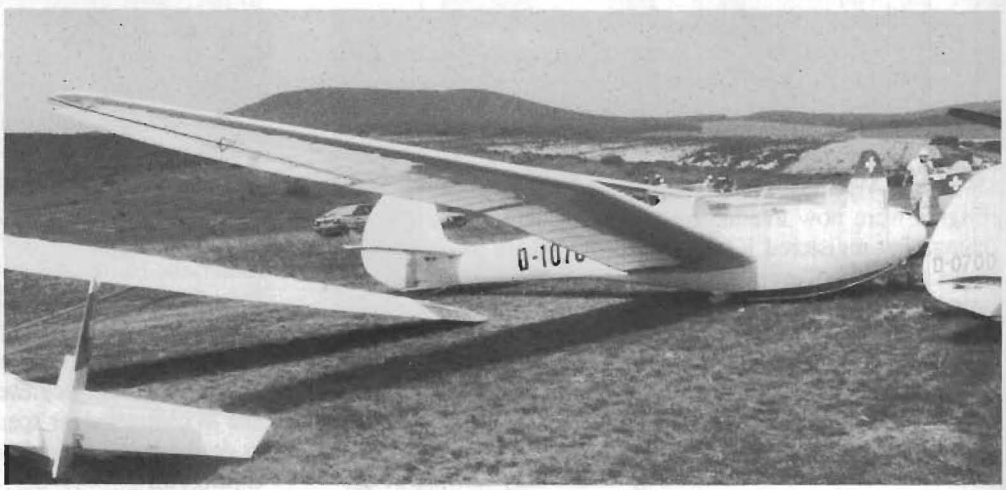
We could not achieve much in the way of cross countries due to controlled air space but we were told that if we wanted to do these, we should go to another Hungarian gliding site – **Gyöngyös.**



Joseph Szepesi. First Secretary of the Hungarian Aero Club.



The 1944 built Rubik R 22 Futar prototype which is the most recent Hungarian vintage glider restoration. Imre Mitter flew his 330 km Gold C distance flight in this aircraft in 1950. 7 more Futars were built after the war but this is the last one remaining.



The Austrian Mg 19a which has been beautifully restored in Germany. Austria must awake to restore its own vintage gliders, or, they will all go abroad or be burnt. It is thought that another three or four Mg 19 s are still flying in Austria.

During the 17th International Rally in Hungary 80 Gliders and 28 aeroplanes had been on the airfield. The gliders had flown 1,159 hours 38 minutes from 1839 launches! This we believe averages 38 minutes per flight. It is significant that many of these were from at least 792 winch launches. The winch was powered by a Russian ZIL car engine.

The rally in Hungary will be remembered for warmth of relationships between ourselves and Hungarians. We are absolutely certain that there is no-one amongst us who will not wish to return to Hungary as soon as possible.

Flying was allowed after the rally was over, and we thank our Hungarian hosts for this. Meszaros Laszlo said that he hoped that international rallies would be held at Farkashegy every year as so much time and work had been put into creating the right infrastructure. He suggested that next June the **Meise Treffen** could happen there. Everyone thought that this would be a very good idea.

Interesting machines,seldom or never seen at international rallies before were:

LF–107 "Lunak". This arrived as a surprise and was the first Czech entry that we have ever had. This design seemed to be of most original and brilliant conception. Here was a 15 m? sailplane which was cleared to fly (when it was new) at 420 kph and thus was fully aerobatic, and yet, could be slowed up for thermal flying by increasing its wing area with Fowler flaps.

73 of the type had been built in 1950. Three years later, all except for 7 of them were grounded through feared glue failure. The prototype had been taken to England by **Ladislav Marmol,** and he flew it faster than 420 kph. Four more are in the Military Museum for Flying and Cosmonautics in Prague and one is in the National Technical Museum in Prague. Presumably the 7th is the one which came to Hungary.

After 1950, the firm of Letov was put on to building a Soviet jet fighter. Thus, for all these years, Czech gliding has been denied a good aerobatic glider and could not take part in international events.

A question arose as to what had happened to the prototype. We had previously heard that it had broken up whilst being flown by the Chef du Centre at the French National Centre of St. Auban. The Chef du Centre was said to have escaped by parachute and then banned forever any other glider coming to fly at St. Auban which was not owned by the centre.

The Czechs in Hungary emphatically denied this and said that Marmol's Lunak was heavy-landed without damage, except to the pilot's back, and that the prototype Lunak was certainly still languishing in some British hangar roof. Does anyone have any further information concerning this please? (CW.) It was the only glider ever seen with one vertical and one horizontal pin above each other.

Mg19a. This was recently restored to superb condition with transparent fabric in Germany. We believe that even although it is the only one in Germany it now has an official LBA Kennblatt... ie. a German C of A.

Mg 23. This was the laminar-flow single-seater which was conceived to take part in the standard class against Ka 6s. The one in Hungary was Swiss owned and in fine condition. First flight 25th June 1955. Number built – 7.

Futár. The prototype is the last of the type in existence and was restored a year ago. The prototype flew in 1944 and 7 others were built after the war. In 1950 **Imre Mitter** flew his Gold C Distance (330 km ?) in the prototype. The type, we believe, gave an excellent impression of handling and performance.

Super Futár. This was the end of the Futár line. It has a 15 metre laminar-flow wing. It seems well produced and to have excellent low-speed performance, as well as high-speed capability. **Attila Ziermann's** was found in Austria, restored in Hungary and re-registered in Switzerland. Date of first flight 1957. It held Hungarian height record of over 7,000 m. 12 were built.

Antonov A.15. The machine was being designed in 1960, as a three-view drawing appeared in one of the 1960 "Sailplane and Gliding" magazines. Two were flown in the Soviet team and two by the Hungarian team in the 1965 South Cerney World Championships. The A.15 is all-metal and has Fowler flaps for slow flight. It has very good flight handling as well as performance. It was an advanced design for 1960 but not a great many were built. In the event of a spin, correction is by pushing the stick forward and levelling with ailerons. No attempt should be made to correct spin with rudder. This design is hardly vintage, but was of great interest to see and fly.

Petrel. This has been seen at previous international rallies, (but not often). It was designed to the requirement of the champion motorcyclist, Frank Charles, in 1938, for a gull-winged Rhönadler. Thus essential dimensions are the same as for the Rhönadler. The wings, contrary to those of the Rhönadler, which are bolted together before lowering onto the fuselage, are put onto the fuselage separately. Three Petrels were built. The first was crashed by Frank Charles. The second was this one, and the third, which has a fixed tailplane, is owned by Mike Russell. This one, BGA 418, was flown in the 1939 British National Contest by Willy Watt, who during the previous two years, had brilliantly flown the King Kite, which was one of the fastest sailplanes in the world. The Petrel was one of the slower sailplanes of that time. It was said that the Rhönadler was the child of the Fafnir. Thus the Petrel brings us back more than a little of the Fafnir.

Slingsby Type 45 Swallow. 106 were built and 7 more were built from kits. First flight was on 11 October 1957. Span 13.2 metres. This was a small span sailplane with laminar-flow NACA 63 series wing profile. Its max. L/D calculated of 1/26 was to create a cheap sailplane that could offer more than such a sailplane had offered in the past.

VINTAGE GLIDER WEEKEND

Wycombe Air Park. Saturday & Sunday 17–18 June 1989

This event was held under the kind auspices of the **Booker Gliding Club** and was organised there by our member **Dave Richardson.**

The weather was sunny but the N.E. wind was rather strong giving very rough thermals.

Gliders entered were:–

Prefect	BGA 701	from theBooker GC
T21	BGA 2964	from the Booker GC
Kite 2	BGA 751	Dave Richardson
Rhönbussard	BGA 337	Steve White
Mg 19a	BGA 2903	John Pressland and C. Wills
Gull 1	BGA 378	A. Smallwood

Some local soaring was had over the beautiful Chilterns but at times gliders had to be put away because of the turbulence of the thermals.

The **Mg 19a had tyre trouble** and was only got out on the day after the rally but then gave an excellent account of itself, averaging well over an hour a flight over the next two weeks, in the hands of John Pressland, C. Wills and Alan Patching, the President of the Vintage GC of Australia, and owner of the Golden Eagle, Australia's oldest airworthy glider (1936).

The Mg flies so well that its owners wish to invite its former owners, the **Timmersdorf Gliding Club in Austria,** to

Found in Austria and restored in Hungary, for Attila Ziermann in Switzerland, a Super Futàr. This was the last of the Futàr line. The wings have the NACA 63 series laminar-flow wing profile.





The 1950-built LF–107 Lunak from Czechoslovakia. VGC restoration prize 1989.

The best replica, Otto Grau's Göppingen 1 "Wolf". Note the wing slots before the ailerons. This 1944 anti-spin modification was so expensive that most of the over 100 "Wolfs" built were never modified. This meant that, when they were grounded in 1938 they never flew again, as they were destroyed in 1945. However two, with these slots, did fly at La Montagne Noire in France after the war.





The magnificently rebuilt and recovered Castel C 25 S. So far as we know it is the first French glider to be restored with transparent fabric. Its restorer and owner, Jean Paul Robin, can be seen walking by its nose. VGC Restoration Prize 1989.

come and fly it if they have the chance, but of course we cannot organise the weather.

We thank the Booker Gliding Club, and in particular its president for giving us the opportunity to fly at their beautiful site.

Of the gliders taking part, all were based at Booker except for the **Gull 1**. We thank **Tony Smallwood** for bringing it. That there were not more entries in the rally was due to us not being able to advertise it officially and to the fact that the National Rally was held only two weeks before it.

VGC NATIONAL VINTAGE RALLY.

London GC. Dunstable. May 21st–29th 1989

The weather

The wind mainly blew from the east, pouring over the slope like a waterfall producing massive downcurrents and turbulence. However this did not prevent take-offs,with towplanes turning quickly away from the hill to deposit gliders in thermals.

The temperature was at first extremely hot (approaching 18 degrees). Then there followed a tremendous thunderstorm and the clubhouse was struck by lightning with all the Vintage Glider Club in or before it, as if they needed further electrifying! The temperature then dropped at least 8 degrees.

Still the wind blew from the east, but during the final three days this was so light as to make almost no difference, and good thermal conditions were experienced. It was a great shame that the wind was never on the hill as lower performance machines, such as the SG 38, which was constantly being aerotowed to 2,000 ft., and the Manuel Condor, would have benefited greatly from it.

31 vintage sailplanes were present but, due to the weather, some were not rigged. These were:? –

SG 38 (Eon Eton)	BGA 3214	Geoff Moore
Mü 13d–3	BGA 2267	Geoff Moore
Mü 13d–2	BGA 1937	Harry Chapple
Kite 1	BGA 394	Ted Hull
Kite 1	BGA 251	Bob Boyd
Kite 1	BGA 310	Tony and Michael Maufe
Rhönbussard	BGA 337	C. Wills Not rigged
Rhönbussard	BGA 2077	Ted Hull Not rigged
Kranich 2	BGA 964	C. Wills
Kranich 3	BGA 2814	Paul Davie
Rhönsperber	BGA 260	Francis Russell Not rigged
Harbinger	BGA 1091	Bob Sharman, Austen Wood, Geoff Harrison
Olympia 463	BGA 1373	Ray Whittaker and Vic Marshall
T31	BGA 3229	Ian Smith
T31	BGA 1376	Colin Anson
T21		Graham Saw and Mike Birch
T21b	BGA 3297	Richard Killham and Crowland GC Syndicate
Weihe 50	BGA 2602	David Kahn and Mike
Prefect		Adam Downham
Ka-3		Mike Beach
Ka-3		John Smoker
Grunau Baby 2a	BGA 277	John Smoker
Gull 3	BGA 643	Mike Beach
Manuel Condor	BGA 2161	Colin Inwood
Skylark 2 Phoenix	BGA 724	Peter Harrison and John Richardson

The rally was opened at 10am on Sunday 22nd of June. **Geoff Moore and Rex Moorey** were Chief Organisers, **Ted Hull** was weather briefer, **Steve Bennett** and other LGC instructors were in attendance.**Ulli Seegers**, the proud owner of a Swiss home-built **JS Weihe** and a **T31**, and **Paul Geller**, from Germany, were welcomed.

Monday

A strong south to east wind blowing down the hill made take-offs an adventure that we would gladly have been without!

Monday evening was film evening. Ted Hull showed film of VGC rallies which held everyone enthralled for the whole evening.

It was on this day that the **Kranich 2, BGA 964**, was fetched from its farm workshop near Stonor Park (a near paradise with deer grazing in the parklands nearby). We are grateful to **Mike Beach, Ulli Seegers, Paul Geller and Steve Bennett** for undertaking to help move the last airworthy Kranich 2 in Britain, which, due to an effort by five inspectors and many club members, was got into the air for the last weekend of the rally. Chris Wills thanks them all.

Tuesday

South wind. Later good cumulus development.

SG 38 was aerotowed into thermals. **Michael Maufe** landed SG out after 400 ft 15 minute thermal climb. It was his longest flight ever in a primary. At one moment both he and his son **Tony**, the latter in a **Kite 1**, were sharing the same thermal. The SG was retrieved by being carried over a fence. For the first time seen at a vintage rally was **John Smoker's** red and white Ka- 3. Best flight was by **Peter and Jill Harmer** who managed the out and return task in their **Ka-7.**

Sky	BGA 685	Richard Moyse
Eon Olympia	BGA 503	Derek Staff
Eon Olympia		Ken Maynard and Sue Mooring
Bergfalke 3	BGA 1464	Geoff Beardsley
Ka-4 Rhönlerche	BGA 2949	Terry Perkins
Ka-7	BGA 2147	Pete and Jill Harmer
Moswey 4A	BGA 2277	Ted Hull and David Slobom

In the evening were demonstration flights by radio-controlled vintage models. Mike Beach's **"Thunderking"** (from 1949) put on an especially fine demonstration of slow flying and low sinking speed in almost nil lift.

There now seems to be a **London GC Vintage Model Flying Group.** The vintage models seem to respond well to being radio controlled (which they never were when they were new).

Wednesday

The same weather forecast as on the previous day except that cumuli might develop earlier. The task was duration. Owing to fire hazard. a hot air balloon contest was cancelled. A heavy thunderstorm during the evening, during which the clubhouse was struck by lightning, prevented a barbecue. The storm started at 3pm. Wednesday's duration task winners were:–

Ray Whittaker – 1 hour 40 minutes in his **Olympia 463** and 2nd, **Peter Harrison** in the **Rhönlerche**..1 hour 20 minutes.

Thursday

A weather improvement was forecast for the following days.

Friday

Task – Triangle. Turn Points – Sewage works beside the A5 and the Eaton Bray landing strip.

During the evening the **Kranich 2** was cleared for flight by **Mike Beach and Terry Perkins.** It was then flown solo by **C. Wills.** In such condition it was even possible to maintain height in dying lift. **Rex Moorey** aerotowed it and was able to bring it in for a low pass although turbulence from the wind blowing down the hill prevented it from being very low. There was then a celebration drink of wine for all present. The two Germans Ulli Seegers and Paul Geller had the second flight. It was worth noting that with a second pilot aboard behind the C of G, the machine becomes considerably less nose heavy to fly. BGA 664, although built in Sweden during 1944, was built to the prewar design and has no elevator trim, dive brakes etc, etc, which became standard for the wartime Mraz–built Kranich 2s. Everyone commented on the beauty of the aircraft with its transparent doped wings and tailplane. We must also remember **Paul Williams** who restored it ten years ago to its present configuration.

Saturday

In spite of a strong easterly wind an out-and-return to the Toddington Fuel Station on the M1 motorway was set. (About 30 km.)

The **Booker GC's T21** arrived by aerotow flown by **Graham Saw and Mike Birch.**There was much flying and the lift was good although not to much higher than 3,000 ft. **C. Wills and Geoff Perks** in the Kranich 2 did manage to do the task. **Bob Boyd** then flew the Kranich twice on thermal flights with passengers. During the evening some excellent "Bangers and Mash" were sampled.

Sunday

It was now announced that 31 gliders were taking part in the rally. The wind had become far less strong. In fact, during the evening, there was no wind at all. Task was a 45 km. triangle. Turn points were Woburn Abbey and Wing Airfield. 3–5 knot thermals were forecast.

There was a lot of flying with Kranichs 2 and 3 often together. Thermals during the morning were not sensational but adequate for local flying. During the late afternoon thermals went to 4,000 ft. and **Chris Wills took John Stafford,** a member of the Bristol Club from long ago, unexpectedly round the task, which suddenly became possible. Neither was more surprised. The Kranich was brought in on a long glide from Wing from 3,300 ft. It arrived at the London GC with enough height to share a thermal with the SG 38. This was an incredible experience. John Stafford lost so many years that he was locked out of his "Youth Hostel"!!!! (He had not had a flight like this for 40 years!)

Ray Whittaker made the best flight of the week by flying his **Olympia 463** to Bicester and back. **Colin Inwood** in the **Manuel Condor** made the most launches during the week.

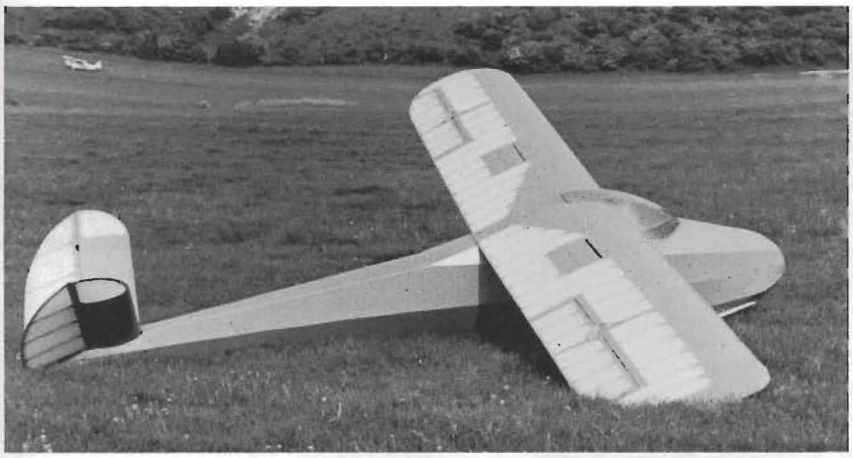
Monday was also a good day and **Graham Saw and Steve Bennett** had prolonged thermal flights in the **Kranich 2.** This aircraft flew well over 11 hours from ten launches during the three days that it flew.

During the latter stages of the day, we were astounded to be able to welcome **Norman James**, who had brought his **Tutor** in from Husbands Bosworth. This was 75 km. He said that the weather at Bosworth was far worse than at Dunstable but they were having a club task week. He was down to 600 ft. 10 miles out and praying for lift. As he approached Dunstable he noticed so many vintage gliders in the sky that he realised that there must be a vintage rally there!

He mentioned how during the Club internal "Ladder" contest, he was now so far ahead with his Tutor that he could not be caught and all the other pilots were demanding that the Tutor should have a higher handicap! He had previously made two cross-countries with it in excess of 70 km. He said that the Bosworth **T21** flown by the legendary **Lou Frank** (of the 300 km flight to Plymouth) was following him to Dunstable. This did not happen and so we wonder where Lou ended up this time?

However two weekends later, both T21b and Tutor arrived at Lasham from Bosworth. We make this 140 km!!! Such tales of glory!! Flying in the old tradition. Norman James has asked to find out if he wins the F.N. Slingsby, John Sproule Trophy three years running... is he allowed to keep it forever?

All in all, we had a tremendous rally at Dunstable. All our thanks go to the club and particularly to Geoff Moore who lent his SG 38 for continuous aerotows to 2,000 ft from which it was often climbed in thermals. Rex Moorey's magnificent rally organisation and management was beyond praise. The **Crowland GC's T21** was flown from dawn to dusk and was an inspiration to us all. The London Club is definitely on the up and up and we hope that they will have us again.



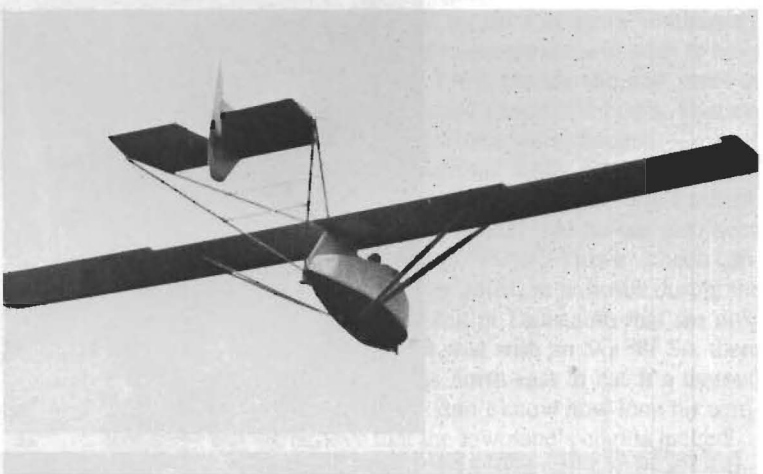
Seen for the first time at one of our rallies, John Smoker's red and white Schleicher Ka 3.



Murray Hayes tests elevator movement of his postwar Naval Dockyard built Grunau Baby 2b which has a Kite 1 type rudder and tailplane. This aircraft and its owner had distinguished Royal Naval careers.



Geoff Moore at the controls of his SG 38 (EON Eton) while Mike Beach is at his wing tip.



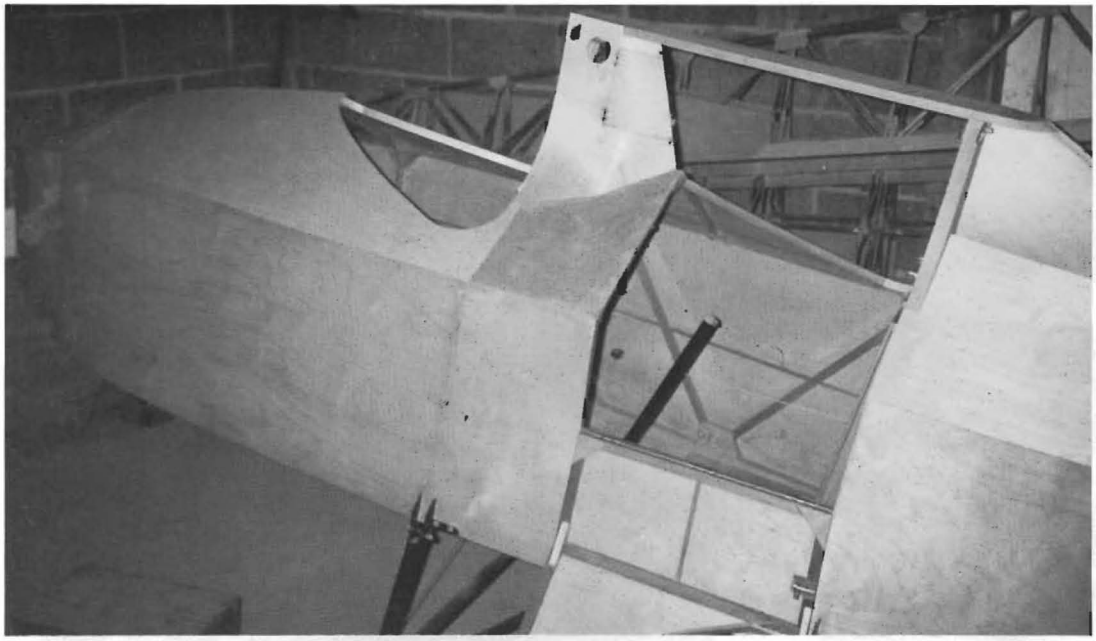
The Manuel Condor 2 seater in flight.



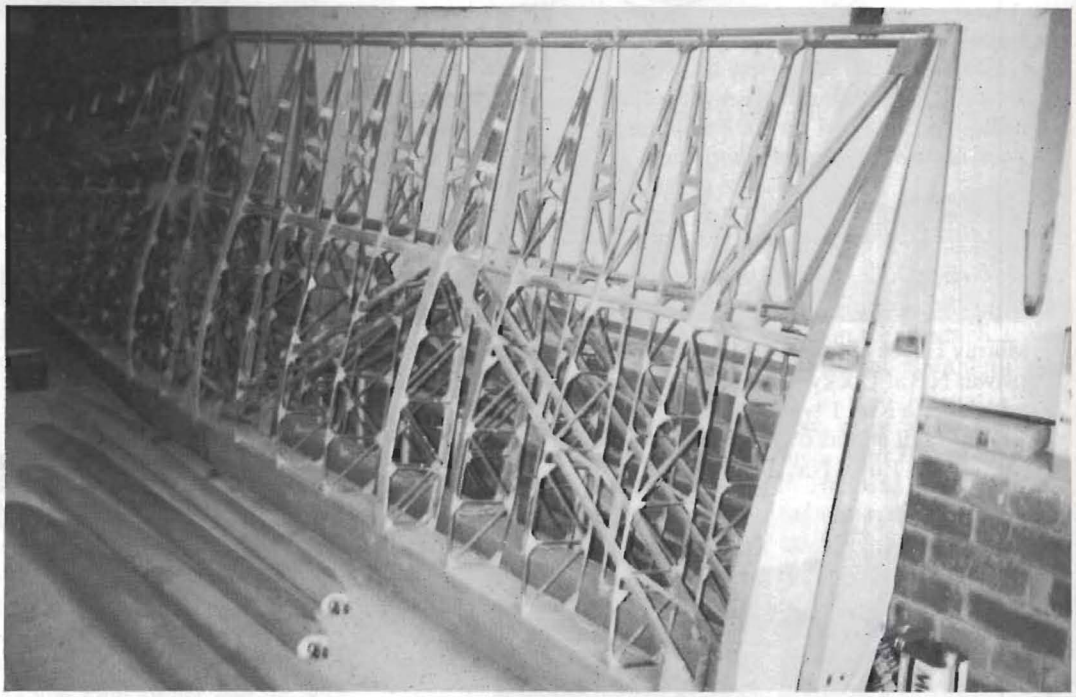
Chris Wills and the Kranich celebrate its first flight for 10 years with a vin d'honneur.



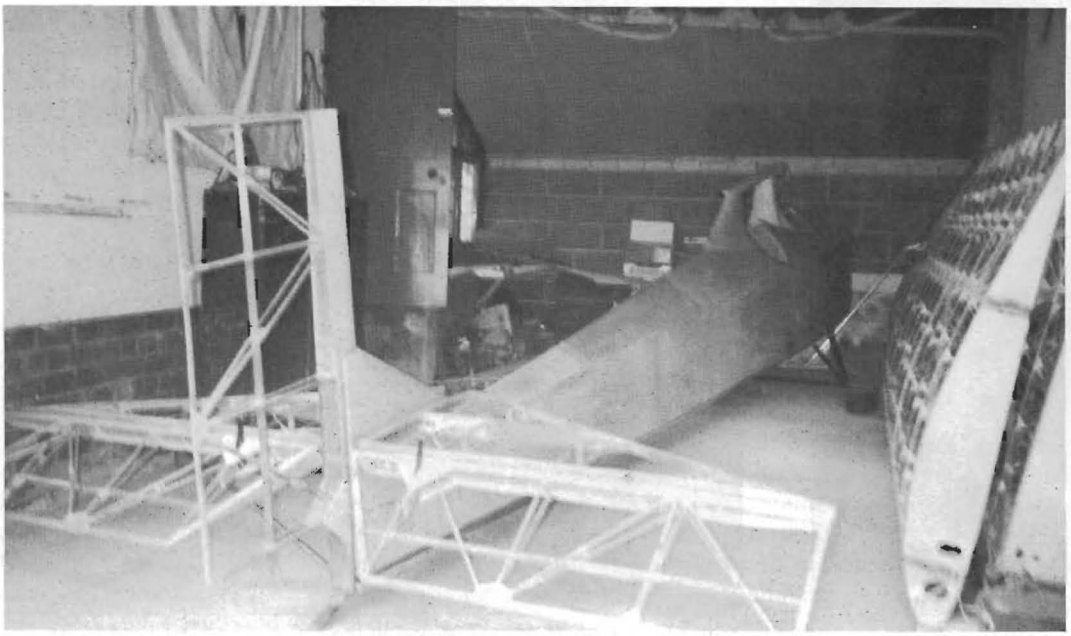
Bob Sharman and Austen Wood at the tailplane of the Harbinger.



Fuselage nose showing front and rear cockpits, and forward undercarriage leg.



BAC VII's wings and wing struts.



BAC VII's fuselage, rudder, tailplane and elevator and wings in Michael Maufe's garage workshop at Ilkley, Yorkshire. Note the rather efficient wing profile of this 1931 design.

AMERICAN NEWS

Jock Forbes' Weihe?

Robert Gaines wrote a letter to us on the 25th May.

"My old Weihe (the one which Phillip Wills rescued with a spare pair of wings from the Wasserkuppe, having sawn off the fittings to go into an Anson) had a modernised 'bubble' canopy. Nice and slick but certainly not correct. Now, I have a proper 'old' one.

"It's a long story, but yesterday I was in Colorado and located a 1943 German Weihe, built by Jacobs Schweyer, in an old abandoned church, in an old gold mining town. I took a couple of photographs of the bird. The wings were burned by accident many years ago and, about the same time, some idiot ruined the fuselage by cutting off the bottom area. There is an RAFGSA emblem on the fuselage side.

"The bird was ruined but it had an original canopy... Super!

"The only thing worth anything was the canopy, rudder, tailplane and elevator. I'll ask our Soaring Museum in Elmira if they are interested in the tail feathers.

"The canopy is an exciting find for me. I had intended to build an old style canopy from plans, so this will save me a large amount of time.

"Today I will have the pictures developed. I know the film is rather old but I hope they come out OK. We'll see..." R. Gaines.

"I removed the Data Plate from the Weihe in Colorado. Werk Nr. 000289. Construction year – 1943. I suspect this bird belonged to Jock Forbes. He brought a Weihe into the US when he left England many years ago..."

C. Wills writes: Jock Forbes was in RAF aircrew during the war and was in Germany as part of BAFO from 1945. It is revealing of the time and the good sailplanes taken over, that in two years, Jock, then promoted to Flight Lieutenant., had not only won Britain's third Gold C, but was in the British National Team. He took part in the 1948-Samaden-Switzerland, 1950– Örebro-Sweden and 1952 (Madrid-Spain), World Gliding Championships and was always highly placed.

The Weihe, which he flew from 1945 (he flew a Sky in Spain) was painted red and cream in German pre–1937 DLV style. It was rumoured that red fire engine paint, found on an RAF station in Germany, had been used to paint it.

The Weihe was brought to England in 1949 to take part, with two others (flown by Pete Mallett and Bill Murray) as the BAFO team, in the second post-war British Nationals, at Camphill. Its fuselage in the fin area had been damaged by Americans loading it into a DC-3 Dakota, and frantic efforts were being made in the Derby Club's workshop to get it repaired in time for the contest.

It was then returned to Germany. However, there is evidence that it was again in England during the 1950s,perhaps painted another colour, flying with the RAFGSA. However Jock had married an American girl, who wished to return to the USA. So this Weihe, having been smuggled into England, was smuggled out again,* to the USA, where Jock flew it in the US Nationals. In every contest he took part in he was highly placed with this Weihe, although, in May 1950, he wrote a letter saying if only he could have the Horten 4a (LA–AC) which he tested at Cranfield, he was sure he would win all contests, but as it was, it would have to go to America, and he would have to remain flying his old Weihe.

It seems that after taking part in this one US National contest, Jock had to give up gliding and the Weihe has ended its days in a Colorado mining town in an old church. We wonder what Jock would say about this...?

*It is almost certain that this Weihe never had a BGA number, having been always in military hands.

BRITISH NEWS

As of the 1st July we can announce that the Coventry Gliding Club's **Tutor** flown by **Norman James**, having made flights from Husbands Bosworth to Nympsfield, Dunstable, Lasham and the Isle of Wight and to other places,has outstripped by far all other pilots in his club's ladder contest, and now (10th September) lies in **1st place in the British National Ladder contest.** We send Norman our congratulations for success against the might of the system. It is impossible for us to imagine where their Tutor will turn up next, except fairly certainly it is possible to suggest that it might not always get back to Bosworth. We hope that it, and Norman, might be poised before a 300 km? One of his flights was a 100 km. out and return. We never thought that the day would come, when there, out ahead of the rest of Britain, the standard of the Vintage Gliding Club would be borne by any vintage glider, let alone a Tutor, and we thank the BGA for a system which has allowed this to happen. We send him all our congratulations.

"Such talk of Alexander and some of Hercules, Hector and Lysander and such great names as these, of all the world's great heroes, there's none which can compare..." with Norman James and his Tutor.

Southdown Aero Services at Lasham have recently received from a contact in Germany the original logbook for the **Grunau Baby 3, D–6024**, which is somewhere in Britain. The aircraft was built in 1952 by the Luftsport Vereinigung Einbeck. We feel sure that its present owner will wish to have this document, which runs to 1969. During the first years of this aircraft's life 152 flights lasted a total of 6 hours. This averages at 2.37 minutes a flight! Times have changed.

We understand that our National Rally Secretary, **Geoff Moore,** has flown his **Mü 13d-3** from Dunstable to Lasham, which we believe is about 80 km. and that he has also been there on his **SG 38** to collect the "Plate". This had been captured by the Lasham CFI, **Terry Joint, in a Janus** during the previous weekend and it was felt at Dunstable that the only honourable way to recapture it was with an SG 38! So, there it was, redlining it in from the north-east to catch a thermal over the DANAIR hangar! We don't know how long his aerotow took, but we believe that the towplane's engine melted!

Owing to the excellent summer weather, none of the restoration projects has been finished this year.

BAC VII is finished except for control cables and fabric covering, and is awaiting a trailer to take it somewhere where it can be rigged.

Gull 3 (the new one) has been continuously worked on and we understand that one wing is fabric covered.

JS Weihe (Swedish SE-SHU). Delay has been experienced due to its inspector having fled to the West, but it must be nearly finished now.

Hols der Teufel. By the time this appears, it may be finished.

SG 38 (Eon Eton) Pocklington. This has been severely delayed owing to the person, who was going to restore it, suddenly becoming employed!

Mike Russell has successfully come through a heart bypass operation which he had just in time. This prevented him coming to Hungary with his Falcon I (Falke). We understand that his outlook is good and that he will be able to continue to fly. He is soon to retire from Britannia Airways and so we hope we shall see more of him and his gliders.

DUTCH NEWS

The Dutch **Minimoa PH–848** has been flown with success during the season, and especially in Hungary, by its owner **Hans Disma,** who flew it for 8+ hours on the first day of the Hungarian Rally and by **Jan and Jan Evert Vermeer** who restored it.

The **Slingsby Sky** in which Philip Wills won the world championships near Madrid in 1952, is now being continuously worked on by its owner **R.van Loosbroek** and a friend in a hired workshop alongside his club's workshop. They have it for a season but may have to extend the time limit as there is much work still to do.

The **Grunau 8** two-seater, which is the last of the type in the world, is now not being worked on by the Aviation Preservation Society to which it has been entrusted. We do not know the reason why.

The **T21b PH–811** was overturned by a strong wind in France. Although it is severely broken we believe efforts will be made to repair it.
The **Goevier 3 belonging to Jan van Beugen** is being restored with transparent fabric, and will soon be ready.

A BGA Senior Inspector in Holland
We are pleased to announce that **Friedrich Wevers** has now been created a BGA Senior Inspector and can renew BGA Certificates of Airworthiness of gliders in Holland, or anywhere else. His address is :– Randenbroekerweg 9, 3816 BD Amersfoort, Holland. Tel:– +33 720431. This should alleviate the problem where British BGA registered gliders cannot receive the Certificate of Airworthiness of the authorities where they are now domiciled .

FRENCH NEWS

News of the Regional Museum

The Museum is a great success, because the estimate of 500 visitors per week is often surpassed. This proves that the assistance of the **Angers, Avrillé and Region communities** was not given in vain. The return of **René Gasnier's** aeroplane to Anjou has added impact to the exhibition. Work is now going on to improve the presentation of the exhibits.

Machines in the exhibition:

The **MS 505 F–BPIJ, ex F–BAOU (Storch)** of the Musée de L'Air. **Paul Genest** has restored and glued in place all the windows around the cockpit. **R. Guillermet and D. Clement** have fabric covered the last aileron, while **J. Martinau** has rewired the electric circuits. The undercarriage has been checked by **G. Grangeray** and is ready for reassembly. Administration paperwork is well advanced and the new registration F–BPIJ has been received for the aircraft.

The **Weihe F–CRMX, ex F–CBGT, ex F–CRMD** of the Musée de L'Air. The good progress on this machine has been the result of a team, well welded together. **Paul** has finished the woodwork while **Jacky and Yves** have filled the fuselage. Finally **H. Degoule** has assured the painting, and then Yves and Jacky have attacked the transparent fabricing, in cotton, of the rudder. **Pierre Plane** has made a splendid canopy. The result is the height of skilled labour. The team will be proud of this glider. Here again, administration paperwork is in progress and the registration F–CRMX has been obtained.

The museum is also involved with restoring the following aeroplanes: **Curtis Wright, Morane N, GY 20 Minicab.**
The other gliders. **Pierre Plane** has painted the signature of the constructor on the rudder of the **Breguet 904 F–CCFN** and **Gabriel Aquilina** has proceded with the dismantling of the rudders of the **AV 36 F–CRBK** and will replace them with new ones.

Concerning the **C 800 F–CAMR**, entrusted to the younger members, this is going through a severe dismantling. The result will be a machine with every part entirely restored.

At the **La Ferté Alais Meeting** on the 13th, 14th and 15th May, the GPPA was represented by **Potez 60, and Fauvel AV 22,** on patrol with the **AV 36** from Chambries. As usual, this meeting was a great success thanks to the **Jean Salis team.**

Anniversary – 80 years ago on the 25th July, Louis Bleriot crossed the Channel with his aeroplane powered by an Anzani engine. For the first time, as the English say without complex, the continent was not isolated any more.

GERMAN NEWS

We are pleased to report that **Jürgen Etter**, who is currently engaged in building a **Minimoa 36**, has, brought a **Ka 3** again into the air during the first week of August. It had been kept in a barn for 21 years and it took him 1000 hours to get it airworthy.

The machine had been originally built in 1954 in Reutlingen by the kitchen sink manufacturer **Heinrich Rieber** . Jürgen Etter has also found a **Hütter H.17b** to restore and is also connected with a **Mü 13E Bergfalke 2/55**. He is now hoping for a "hard" winter so that he can get on with building the Minimoa.

This again demonstrates that there is some spirit for the old amongst the new Germans. It should here be mentioned that the LBA (Luftfahrt Bundesamt) has a "Kennblatt" for the H.17b, but not for the H.17a. Therefore, only the former can receive LBA "Zulassungen" (C of A's).

There are now three Ka3s flying in Germany, three in England, while another is being worked on by **Robert** Gaines, 306 Chase Lane, Marietta GA 30068, U.S.A.

Oldtimer Flying Club Wasserkuppe
In July in Hungary we heard that the new **Klemm 25** towplane is not yet quite finished. In Hungary the magnificent **DFS Habicht** and **ES 49** were much in evidence. The OSC now keeps its aircraft in the old (smaller) museum hangar on the Wasserkuppe, and it can be said at least that this is a "lively museum", whereas, the new German Gliding Museum, we thought, was rather sombre. It has some magnificent aircraft, of which we thought that the **Klaus Heyn Rhönadler** and the **von Arx Minimoa** take pride of place, but we felt that the other aircraft should be made more original and that models could be improved. The photographs were fine, but it is clear that much more could be said.

We found our member **Bjarne Reier** from Norway was slowly restoring aircraft in a garage opposite the museum. As he has no German work permit the museum can only pay his board and lodging. In early August he was working on an original **Mü 13E's** wing (that which was offered for sale in 1951 for 7500DM [£750 then]) to renew some of the wing plywood which had been put on during a repair with the diagonal grain in the wrong direction. This wing, destined for the museum with the rest of the aircraft, reveals the incredible **Bridge Spar**, where the wing fittings are carried forward from the spar end by a welded tubular structure. Also in the garage were the **HKS 1** (in terrible condition), **Kranich 3, and Ka 1 and Ka 2 fuselages.**

We believe that there is more storage space actually under the Wasserkuppe Museum where there may be more aircraft. We believe that it can be said that, although the Wasserkuppe Museum may have more aircraft, it has not much more, if any, space to exhibit them. There are no plans to acquire any more space, so one can assume that as each aircraft is

restored to original condition another restored one will fill its place and thus the exhibits will change.

Heinz Scheidhauer

We are very glad that this famous Horten flying wing test and competition pilot was again with us at our international rally in Hungary. When we mentioned that we had heard that the new Akaflieg Braunschweig (Brunswick) **SB 13** flying wing had spun so badly that it had needed its rescue parachute to save it, he said "our Hortens... they never spun". When we asked whether the SB 13 was being tested for spinning with aft CG, we were told "they never got that far".

In the August/September 1989 issue of S & G, we were surprised to learn that the Swedish thought that the latest American B2 "Stealth" bomber is supposed to resemble the SB 13. We think that it of course resembles the Horten designs and especially the Horten 9 jet fighter, of which the Americans have the 3rd prototype, which is kept in miserable conditions, unrestored, together with four other Hortens, at the Smithsonian Institute's Silver Hill Storage Facility.

Flair

We believe that the most exciting development of the Horten designs is **Günther Rochelt's** new flying wing with semi-prone pilot, the **Flair.** Günther Rochelt has already been responsible for some sensational flying machines with Man Powered, Schneider von Ulm, etc., all of which have flown with brilliant success. The Flair is an attempt at producing a super hang glider.

Using new construction materials it is hoped that it will have a max. L/D of 1/30 at 60 kph, and this should put it well ahead of other hang gliders. It is also revealed that it might be possible to solar power this incredible 12 metre span flying wing. The prototype empty weight is 48 kg (105.6 lb) but it is hoped that later versions will weigh only 30 kg (66 lb). The pilot lies on his stomach with the rear part of his body in a streamlined "sleeping bag". Except for the wing tip vertical stabilizers on which are rudders, it even looks like a Horten. It has already been towed to 2,500 metres flown by the test pilot **Knut von Henting,** who established that at 30 kph the port wing would drop but that the flying wing came quickly under control again with the minimum loss of height.

Günther Rochelt is Professor at the High School for Constructive Art in Hamburg. The "Flair" had its first high flight when it was towed behind a powered hang glider to 1400 metres on 13th June. All glider pilots and hang glider pilots were very enthusiastic with its apparent performance. It should combine the easy ground handing and manoeuvrability of a hang glider with the considerably better performance of a sailplane. No mention is made of how much it will cost to build.

Peter Riedel. Peter last year had an important heart operation. In spite of this, he is trying to inspire a round the world international powered sailplane tour via Asiatic Russia to take full advantage of the new spirit of Glasnost and Perestroika. He has also had his three volumes of self-experienced Rhön History translated into English. However, in his opinion the translations were not acceptable to the gliding world as the translator was not a glider pilot. We are sure that, when the three volumes are in acceptable English, very many people, who do not speak German, will want to have them. They are a very important and, we found, interesting, part of gliding history. We also believe that he has in hand his Lebenserinnerungen. (Memoirs.) We believe that these will also be of the greatest interest and may cause a sensation...

Eugen Wagner, who flew the first Gold C in the world, is 80 years old. He was born on the 21st July 1909 in Munich and began gliding in 1928. Taking part in the 16th Rhön contest, he made on the 29th July 1935 a 330 km flight from the Wasserkuppe to Sedlcany in Czechoslovakia and, on the 21st May 1937, he gained over 3,000 metres above start. Both flights were made in a **Rhönbussard.**

During the late 1920s he worked with Bayerischer Flugzeugbau BFW, and with Klemm, until the troubled times drove him to England. There he made many good contacts with British glider pilots and he had a particular affection for the British, which was returned as he became known as "Sir Eugen". He then returned to Germany where he worked on such refined aircraft as the Heinkel 64 and 70 "Blitz".

He of course used the famous **Rhönbussard D-Hesselberg** for his Gold C flights. A Rhönbussard, painted as D-Hesselberg, can be seen in the Wasserkuppe Museum. (This is not BGA 394 which was in England owned then by the Bassold brothers, since 193? but uses its main wing pins.) He wave flew the Moazagotl wave to over 6,000 metres in 1937.

During the war, he became a troop-carrying glider instructor and brought the sporting gliding spirit even to the military. During the Russian winter, he tested the rigid bar towing coupling between glider and towplane and was later in a troop-carrying glider unit in the south of France.

As the official FAI list gives Heini Dittmar as the first Gold C pilot, Herman Zitter as number 2 and Philip Wills as number 3, we can only assume that Eugen Wagner fulfilled the Gold C's conditions before the other three (before Gold C's were initiated) but was not recognised after 194? when the FAI replaced the German ISTUS. In the same way Kronfeld by far fulfilled the Silver C's conditions before anyone else, but was handed out Silver C No. 2 at the time when Silver C's were not numbered.

Immanuel Espenlaub. The 69 year old brother of the famous pioneer Gottlob Espenlaub has carried out a 318 km out and return flight in an LS 4 for his Gold C in about 6 hours. Immanuel was 20 years younger than Gottlob and was the 13th child of 15 brothers and sisters! He has been gliding for 50 years! Gottlob and another brother were amongst the original pioneers on the Wasserkuppe, and beside designing and building many sailplanes, he also pioneered aerotowing and rocket flight.

Das Baby Treffen

Of the over 30 airworthy Grunau Babies in West Germany, 15 took part in this year's 10th Baby Treffen on a weekend in mid May at Hoya near Bremen. The international spirit of the meeting was ensured by the entry of **Neelco Osinga's** Grunau Baby 2b from Holland (with BGA C of A). Also the **Mü 13d** of **Ernst Walter,** which is based nearby, was smuggled in.

Task for the 17 pilots was a 40 km out and return to Verden. Although this was accomplished by many pilots,first prize was awarded to **Werner Kaluza** and second was **Hans Jürgen Gehrmann.** Prizes were awarded during the evening's party. For old pilots, the type is an important part of their flying career, but for young pilots, the open cockpits make it ideal for a vintage flying meeting.

It is always tradition that the winning pilot should organize the next Babytreffen. In 1990 it will take place, as usual during Whitsun, at **Witzenhausen.**

420 km in a Spatz 55

In Hungary it was brought to Chris Wills' notice that, on the Saturday after the end of last year's International Rally at Bourges, a young German flew his Spatz from Bourges almost all the way to his home, Freiburg in Breisgau. He was retrieved by his girlfriend who was following with his trailer. **Bernhard Kiefer** thus made the longest distance flight ever

flown by a VGC member in a vintage glider since the formation of the club in 1973, and has been awarded a VGC Performance Prize.

DFS 230 Troop Carrying Glider

The remains of a fuselage were returned to Germany some years ago from France. It was one of three that were still existing on a plateau on the Massif Central, where they had been used in an anti-Maquis operation in 1944.

The fabric-covered steel tube fuselage has now been completely restored by comrades of the former Luft Land Geschwader (Gliderborne troops) down to the last detail. This includes an instrument panel with instruments received from someone in East Germany, and the bench, which the 9 soldiers sat astride, which runs along the centre of the fuselage. It is believed that somehow a wooden tailplane fin and rudder have been built although there are no drawings. So,impressed with the result of their work, the over 800 strong organization of the Luft Land Geschwader have now resolved to build the wooden wings, although there are no drawings. Hans Jacobs, its designer, is being approached for help. When it is finished, it is intended to offer the DFS 230 either to the Deutsches Museum, Munich or to the Luftwaffen Museum at Uetersen, near Hamburg.

Fauvel AV 36

We are glad to hear that the **Fliegergruppe Blaubeuren** has managed to restore to flying condition their AV 36C. In 1983 all AV 36s in Germany were grounded because one failed in flight due to fungi between the grain of the main spar. All AV 36s in Germany, contrary to those built in France, had their main spars built of Brazilian quick growing piranha pine. The Germans had previously used slow growing Baltic or Polish pine for main spars and all structures approved for aircraft. The Blaubeuren Group has actually renewed the one-piece main spar in years of painstaking work. We hope that the aircraft will now give them years of pleasure.

Hans Meyer, Weihe D–8239

We regret to have to report that Otto Grau told us in Hungary that Hans is gravely ill with a brain tumour. We hope and pray that he will recover. A postcard was sent to him from Hungary, with our signatures. Hans has been present with his much modified 1943 Weihe, which once held the world height record, at many of our international vintage rallies.

SWISS NEWS

We were very sorry to hear that **Willi Schwarzenbach**, a VGC Vice President, could not attend our international rally in Hungary because of too much work and a broken wrist. We hope that he has now recovered from this and will be with us next year again in Belgium.Willi has attended every international rally since our first one at Husbands Bosworth when he came to support our fledgling movement in 1973. This means that he has brought his Spalinger S 18 III to 16 out of 17 international rallies. We cannot be without this founder member and we hope he will be back with us next time.

AB INITIO TRAINING – IS IT DEAD?

With the finale of the "Great Sale", in which 40 Grasshoppers were sold in February 1988 from the RAF airfields of Cosford, Locking, Dishforth and Halton, by the Ministry of Defence, one could ask the question..."Is this the end of Primary glider solo training?"

The answer is NO. Some of the "Public" schools, which were operating Grasshoppers and Eon Etons (SG 38s) have bought their aircraft from the Ministry of Defence, and are to continue operating them outside the control of the RAF and the BGA Inspectorial systems and will try on their own to maintain and fly them. It is clear that the Cadet Forces and schools had nothing to replace them with for involving maximum numbers of pupils with flying and outdoor exercise, which lend themselves to an excellent Esprit de Corps.

The VGC feels that it should pledge them its support for maintenance of aircraft, and if possible, flying. The VGC feels that perhaps the training should if possible be taken further than it was with the old ATC/Cadet Force system and that pupils should get beyond making slides across playing fields with spoiler boards fitted to the wings to prevent the Primary Gliders from even flying the small distances of which they are capable. (The playing fields were mostly not large enough for this.) Primary Glider Training certainly went beyond this in the old days.

Recognising the potential of Primary Glider Training, the system has been re-invented in Soviet Russia and thousands of young Russians are having winch launches in new **BRO 11** all-metal Primary Gliders to start their flying careers. Russian school children are now being winch launched in three new primary gliders!

Concerning the sale of any further Grasshoppers, T 21s and T 31s, the VGC will watch the situation, as some are believed still to exist, unused, on certain RAF airfields...and in schools. It is even possible that Eon Etons (SG 38s) may be there also. However it is certain that nearly all are now sold.

The **Junior 1** is the latest Soviet Primary which is being extensively used by Russian school children. It is based on the A-1 which was designed by Oleg Antonov during the 1930s. As can be noticed from the table facing, its performance has been slightly improved over that of the A-1.

The test pilot Taskayev demonstrated it in flight during the 1987 Tushino Air Display.

CLEAR LACQUER FINISH

By Christian Kroll

Hints on working procedures when applying clear lacquer finish to translucent fabric coverings for Vintage Aircraft.

A cotton fabric was deliberately chosen for the fabric cover, as synthetic fabrics make a very unnatural (sterile white) impression.

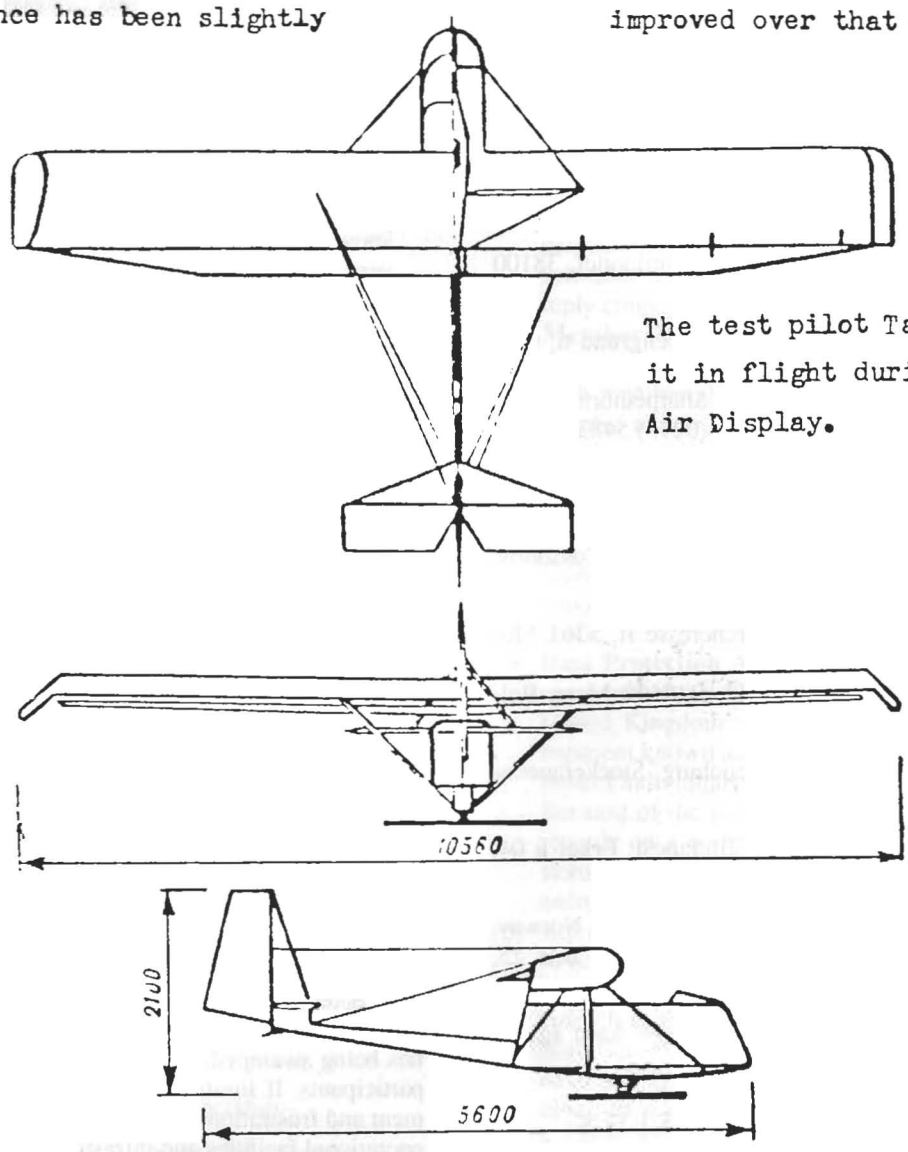
A long operational life of the fabric covering is achieved because the protective lacquer used has UV-absorbing properties. I know of aircraft which were processed in this manner and show no cracking or discolouration due to exposure to ultra-violet radiation after as long as 8 to 10 years.

On no account should one be too economical when applying the dope! After applying the dope, the fabric should have an even smooth surface.

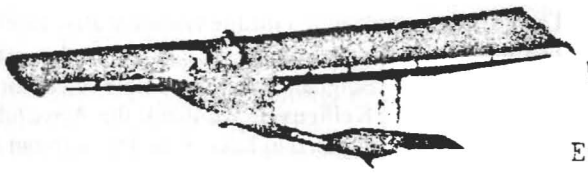
The wing leading edge should be sprayed several times with a primer-filler and then rubbed down. In the final stages this need be done only where it seems to be necessary. The paint should be sprayed wet-on-wet. By spraying wet-on-wet, I avoided building up a step between the leading edge D-box and the fabric covered areas. Those parts of the wing which are not to be sprayed should be masked. Now all areas of the wing which are to be colour finished should be sprayed. The finish should only be thick enough to ensure even covering; the final thickness of the finish will be achieved by means of the protective lacquer!

After removing the masking, the whole area is sprayed with the protective clear lacquer for day-glow paints until the normal thickness of finish is achieved. The clear protective lacquer used by me is supplied under the Trade Mark 'Glasurit'.

The Junior I is the latest Soviet Primary which is being extensively used by Russian School children. It is based on the A-I which was designed by Oleg Antonov during the 1930 s. As can be noticed from the table below, its performance has been slightly improved over that of the A-I.



The test pilot Taskayev demonstrated it in flight during the 1987 Tushino Air Display.



«ЮНИОР-I»

JUNIOR -I

Type. BRO II.LAK I6. Junior.

Параметры	БРО-11	ЛАК-16	А-1	«Юниор-1»
Длина, м	5,17	5,45	5,6	5,6
Размах, м	7,28	9,6	10,6	10,6
Площадь крыла, м²	10,5	10,9	15,6	15,6
Удлинение крыла	5,05	8,5	7,13	7,3
Масса пустого, кг	58,0	75,0	100,0	85,0
Максимальное аэродинамическое качество	9.6	10.0	11,5	16,2
Наивыгоднейшая скорость планирования, км/ч	50,0	50—55	55—60	50—60
Посадочная скорость, км/ч	40—45	40,0	40,0	35—40
Минимальная скорость снижения, м/сек	1,3	—	1,15	0.95
Максимальная скорость, км/ч	80,0	80,0	90,0	90,0
Вес пилота, кг	60,0	40—80	40—90	40—90

Span.
Wing Area
Aspect Ratio
Empty Weight
MAX.L/D
Speed for max. L/D
Landing Speed
Min.Sink speed
VNE
Pilot's weight.

I used the following:–

Glassodur – protective lacquer	923–49
Glassodur – hardener	929–29
Glassodur – thinners	352–91

The lacquer is obtainable from Messrs. BASF Coatings and Inks Ltd., Colham Mill Road, West Drayton, Middx. UB7 7AS, Tel: (0859) 442233.

INTERNATIONAL RALLY COMMITTEE

Holland: Jan van Beugen. Mambostraat 30, 5802 LC Venray, Holland

France: Didier Fulchiron, 7 rue Louis le Cardonnel, 38100 Grenoble, France.

Germany: Rainer Karch, München 60, Weisengrund 6, Germany.
Britain: Colin Street, Yewdown House, 7 Sharpethorne Close, Ifield, Crawley, England. RH11 OLU Tel (0293) 54832

U.S.A: Jan Scott. Scott Airpark, Lovettsville, VA 22080, U.S.A.

Switzerland: Willi Schwarzenbach, 52 Route de Cossonoy, 1008 Prilly, Switzerland.

Belgium: Firmin Henrard, rue de Porcheresse II, 5361 Mohiville Hamois, Belgium.
and:– Johann Kieckens, Steenstraat 53, B–9420 Mere, Belgium.

Austria: Fra. Havlicek, A 2100 Comeunburg, Stockerauerstr 71, Austria.

Hungary: Laszlo Meszaros. H–1092 Budapest, Erkel u 04, Hungary.

Norway: Angus Munro, Arengveien 2, 1360 Nesbru, Norway.
or:– Bjarne Reier, Th. Kittelsengst 9, 1500 Moss, Box 25, N–1501 Moss, Norway.

Denmark: Hans Erik Magnusson or Stig Eldov have agreed to liaise.

INTERNATIONAL VINTAGE RALLIES

The annual International Vintage Glider Rallies are getting too big! This summer our Hungarian hosts coped brilliantly with an entry of over 100 aircraft, of which more than 70 were vintage gliders, and some SEVEN HUNDRED people (many of them non-gliding visitors!), by virtue of very hard work and preparation by a dedicated band of people. Ordinary clubs, and normal teams of volunteer helpers, can no longer be expected to cope with such numbers.

The International Rally Committee met twice while we were all at Farkashegy, presided over by Chris Wills and under the chairmanship of our Dutch Vice-President Jan van Beugen, to discuss this question among others. It agreed on three main suggestions which, it is hoped, will help with this problem – subject to modification from time to time in the light of experience:–

1. To publish a standard VGC entry form in the preceding year's summer issue of the VGC News, which automatically reaches all VGC members. **It will make it clear that this is a VGC rally, and that the pilots, at least, should be VGC members** – of which many were not previously aware.
2. To reduce the workload and expense falling on the organisers by having the entry forms sent in the first place to their own international committee members for sifting and pre-processing, before passing them to the organisers by mid-November each year. The committee members will then be able to pass on the organisers' final selections by December 15th, so that applicants can plan their holidays before Christmas. (It is not possible to keep to these times this year, but we will do our best to get the papers to you as soon as possible. RHT)
   A waiting list should be kept open until the end of February for late entries, and in case places become available subsequently.
   This pre-selection by the national representatives who know their own members and their aircraft, should prove very helpful – and the organisers will have to correspond with only a dozen or so persons, instead of hundreds of individuals.
3. To accept as a general guideline, a "rolling age limit" of 35 years' design age for the definition of a Vintage Glider. This would be updated in 5-year steps, so that gliders designed up to and including 1955 should be accepted as vintage gliders at next year's rally in Belgium, and for the following four rallies until 1994. In 1995 that guideline age limit will be advanced to include all gliders designed up to 1960.

It is stressed that this is intended as a **flexible guideline only**, for those rallies which are over-subscribed, to allow the organisers, if selection becomes necessary, to do so on the basis of rational priorities. The final decision will, as always, be theirs, depending on the capacity of the airfield and launching facilities, accommodation and space for camping, infrastructure etc., when they know the total number of applications received, and of aircraft of various types and from the various countries entered.

They will have the discretion (if desired, with the guidance of the international committee) to allow exceptions where the rigid application of an age limit would be inappropriate. In any case, the oldest and most meritorious machines – or replicas – should always be given priority!

It is hoped that this procedure may help to avoid the rallies being swamped by non-vintage gliders, and non-member participants. If limitation or selection may cause disappointment and frustration – so also would overloaded organisation, operational facilities and infrastructure.

Unless you have already returned the "Preliminary Subscription" form issued by the Aeroclub Keiheuvel for next year's rally direct to them, please send the enclosed VGC "Preliminary Entry Form" to your national representative– see this issue for their names and addresses.

NEXT YEAR'S INTERNATIONAL RALLIES

The 18th International Vintage Glider Rally, 1990

The international rally committee has gratefully accepted the kind offer of the Belgians to hold a single international rally on the airfield of **Keiheuvel.** We thank the Aeroclub of Keiheuvel for being prepared to have us and to help run our rally.

The dates for the rally are **6th–26th July 1990.**

Johan Kieckens gave details of Keiheuvel. The runway is 1000 m. long, 2 2- drum winches and 4 towplanes will be available. There is a good infrastructure, a pleasant camping area shaded by trees, and a playground for the children. Thermal conditions are good and there are no airspace restrictions apart from the proximity of a military airfield which is very cooperative when consulted. Cost of launches and facilities compare with customary European levels. Registration fee for gliders will be BFr. 2000, for pilots BFr. 1000.

In order to limit interference with club activities to one weekend, the rally will begin on Monday 16th July and end on Thursday 26th July 1990. It was not possible to postpone the rally to a later date as it has to coincide with the holidays of the Belgian organisers.

Meisetreffen
This 2nd International Olympia Meise rally is planned for June 1990 to be held on the airfield of **Farkashegy – Budakeszi, Hungary.** The idea was that it should be at least two weeks before the international rally and that it should take advantage of the first class organisation and infrastructure which we have already experienced there during the 17th International Rally this year.

Applications for entry and information can be obtained from :– **Meszaros Laszlo, H–1092 Budapest, Erkol u.04, Hungary.**

The 19th International Rally for 1991
As of 10th September 1989 no offer has been received to run this. We heard in Hungary, due to **Bjarne Reier's** very much appreciated energetic efforts to contact **Angus Munro** in Norway by telephone, that it will not be possible to hold it in that country. Angus is not sure whether he will still even be there then.

Other possibilities are Denmark, Switzerland, Holland and Austria.

NOTES ON MEMBERSHIP ADMINISTRATION

In order to clarify a number of questions which have arisen regarding membership and payment of subscriptions the following notes are included:–

1. **Membership.** It will be seen elsewhere in this issue that the International Rally Committee is seeking to define what constitutes a "VINTAGE" glider. It should be made clear that this is purely from the point of inclusion in INTERNATIONAL RALLIES. Anyone and everyone who has an interest in vintage gliders and/or supports the aims of the Vintage Glider Club are welcome as members of the club, whether they have a vintage glider or not.

Presently, there are two classes of membership:–

a) **Owner members.** These are vintage glider owners or syndicate members as individuals. ie. membership is individual not by syndicate.
b) **Associate members.** Anyone who cannot be considered an owner member.

For NATIONAL purposes there is no actual definition of what constitutes a vintage glider. Any decision concerning eligibility for entry into a NATIONAL rally is at the discretion of the organisers of that rally. In practice and for most purposes, any member, owner or associate, with or without glider, is welcome, space permitting, to attend rallies. But please notify your rally secretary first.

The VGC membership secretary attempts to keep records of any pre–1965 (or wooden) glider owned by members whether vintage or not.

2. **Subscriptions** are intended only to cover the cost of production and distribution of VGC News, the variation in subscription for people living in various parts of the world merely reflects the cost of postage. In practice the cost of VGC News is not at present fully met from subscriptions and is supported by funds raised by other means, in particular the generous donations made by many members. It is felt that these donations should in fact be used to further the aims of the club rather than subsidise VGC News. You can help by paying your subscription promptly IN STERLING and also passing on the blue membership form in your VGC News to other prospective members. **Under the new arrangements subscriptions become due on 1st January each year.**
   It has been suggested that receipts for each year's subscription should be issued as a matter of course. At present there are no plans to act on this suggestion as it would be very time consuming for the membership secretary (unpaid) and expensive, requiring an immediate increase in subscriptions of at least £1. We will of course issue receipts to anyone who requests one and encloses a stamped self-addressed envelope (British stamps) or international reply coupons.
3. **Membership numbers.** Many members have said that they do not know their membership number. On joining each member should receive a card with their number. If for any reason you have not got this **you can find your number on the top left hand corner of the address label on the envelope in which your VGC NEWS is delivered.** Please keep a note of this number and quote it on any correspondence with the club. It saves the membership secretary a lot of time and will in future be required if your entry to national and international rallies is not to be delayed.
4. **Data Protection Act 1984.** British law requires that anyone who holds personal data on a computer database in the United Kingdom to be registered with a government department known as the Data Protection Registry. This is to protect individuals from the misuse of data.
   Because of the size of the VGC we now have to hold our records on a computer and are thus bound by the provisions of the Act. As an unincorporated club we can claim exemption from the more onerous (and expensive) provisions of the Act if our members "have been asked and have not objected" to being included in the database. Most of our members have signified their agreement to this on entry forms or subscription reminders which they have from time to time returned to the secretary. To the few who have not signed the arrangement we are taking this opportunity to ask if you have any objections. Please note that we depend on using the database to maintain accurate records mainly for printing address labels so your VGC News will not be delayed.
5. **The Club Policy on the Dissemination of Information.** The above note on data recording begs a policy declaration on the dissemination of information.
   Clearly we are a club of individuals who have like interests, and at least one objective of the club is to make information about our gliders available to other members. Thus data held on the club database is used in the following ways:

   a) Data regarding subscriptions is only available to club officers and those involved in collecting subscriptions at rallies.
   b) Other data e.g. names and addresses, types of glider etc. is generally available via the membership secretary.

If anyone has any objection to this policy please contact the membership secretary who will be pleased to exclude their personal information from being distributed. Similarly, and to comply with the law, the membership secretary will be pleased to furnish any member with a copy of their own entry on the database on receipt of a stamped self-addressed envelope (or international reply coupons).

HÜTTER H.28 INFORMATION

Considerable interest was caused by our question on page 22 in the last VGC News.

It seems, according to information from **Hans Folgmann,** that D–15–944, which was brought to the 1939 Rhön contest by one of the first VW Beetles, had been built by the Akaflieg Stuttgart, with no doubt help from the Hütter brothers who were working for Schempp Hirth nearby. D–15–944, an H.28 III, took part in the technical contest on the Wasserkuppe and would have flown only with a Permit to Fly. Outbreak of war prevented it from ever getting a full C of A and the type was never considered for mass production by the NSFK.

It is said that the Hütter brothers are rather against any more of the type being built. However, it is hoped that another set of drawings may become available.

More very interesting information has come from **Phil Butler,** who researched that brilliant Merseyside Aviation Society Publication, "British Gliders". From his files he has sent the following information:–

HB–223 built 1937 by F. Ruprecht. First registered in Switzerland on 1 April 1938.

HB–321 Registered on 20 December 1941 to R. Cloux (Constructor). Sold in South Africa on 22 March 1955. Registered in S. Africa as ZS–GCS. (He presumes that this is the Zimbabwe aircraft also.)

The Swiss registrations HB–496 and HB–501 were allocated to further H 28s in about 1946, but Phil presumes that these aircraft were not completed, or (at least) not given airworthiness certificates, since there is nothing on them in official registry files.

OY–56 was built by Carl Johansen in Copenhagen. Constructor's number CJ 2. Registered on 4 September 1943. Reregistered as OY–DOX on 22 September 1945. Cancelled on 7 August 1963.

We have heard that HB–223 (Eugen Aeberli) has not been flown for some years. We don't know whether this means that its C of A has been withdrawn.

OBITUARIES

Basil Meads Sadly we have to report the death of the BGA President during early September. Basil was a member of the Derby and Lancs Club since its inception before the war. In fact, he must have been a founding member together with Stan Armstrong, Louis Slater, Bernard Thomas and Gerry Smith . He was one of that breed of Northerners who gave us true and steady leadership until the end, and, apart from being of the greatest value to British gliding, he helped to give the Derby and Lancs Club what some consider to be the finest club atmosphere of all the clubs in the country. We are proud to have known him and send our sympathies to his wife, his relations, friends, to the Derby and Lancs Club and to all our fellow members of the British Gliding Association.

Sir Peter Scott We have also sadly to report his death during early September. He was a past BGA Chairman and was one of Britain's top competition glider pilots during the late 1950s and early 1960s, flying at first the Blue Eagle, in which Goodhart and Foster had won the World Championship Two-seater Class at St. Jan in 1956, and then an Olympia 419.

He was the son of the legendary Captain Robert Falcon Scott who died heroically in the Antarctic at the beginning of the century. The last advice of the father to his son was that he should learn as much from nature as possible. To this end Sir Peter founded the **Wildfowl Trust** at Slimbridge on the River Severn, and other reserves, where he was able to study ducks and geese, large flocks of which visited him every year. His paintings of them will remain with us for ever.

We send our sympathies to Lady Scott and to all his relations and friends and particularly to the Bristol Club at Nympsfield where he was a member.

GLIDER DRAWINGS

Held by C. Wills (as on 2.2.89)... for the VGC

DFS Meise Olympia. 140 drawing prints 1939. 33" by 24", at present folded, various sizes. Reproduction by photocopying possible only. Others with M. Russell.

FW Weihe 50. 138 drawing prints, maximum 35" by 26", at present folded. These consist of some JS Weihe drawings from 1941. Others are from the Fw Weihe 50 from 1950 and 1951. They are of various sizes. Reproduction by photocopying possible only. Many other original pen and ink JS Weihe drawings may be available soon. Reproduction possible by all means.

Grunau Baby 2. 1933. These are on such paper as will print by dyeline and other such methods. Various sizes but never exceed 25" width. These plans originated from Germany but have Americanized translations. They came here via the USA. Drawings are rolled.

Grunau Baby 2b. Longest is 50". Width 25". 45 drawings (prints) dated 1938. Standard Intermediate Sailplane for NSFK. Over 4000 built during the war in factories. Drawings are rolled at present. Reproduction by photocopying possible only.

Hütter H17a. A diminutive Austrian sailplane designed in 1933 by Wolfgang and Ulrich H_tter. Original drawings suitable for dyeline and any other type of reproduction. Width 24". Length up to 42.5". Approx 10 drawings.

Hütter H17b. As above but designed after 1951. Very powerful airbrakes fitted. Fuselage lengthened. A3 (but oversize) prints from 35mm microfilm. 24 sheets. Reproduction by photocopying possible only.

Rhönadler 32. These are very large 1932 original blueprints in very bad condition. Attempts to have them copied by British Aerospace have been unsuccessful. There are over 30 plans in polythene sheets, rolled. Reproduction not advised because of their condition.

Rhönadler 36. A3 plans printed from microfilm. 37 plans. Suitable for reproduction by photocopying only. Rolled.**Rhönbussard.** 16 rolled drawings. 25.5" width maximum by 48" (longest) usually. 6 folded A3 size drawings from Denmark of main bulkheads, 5 and 6. (These are missing from the above.) These drawings are suitable for reproduction by photocopying only.

Rhönbussard. 2nd set A3 size in book form. 34 drawings.

Rhönsperber. 36 Original prints, 34" by 24.5". Folded. Reproduction possible by photocopying only. Small drawings made by Martin Simons from an actual Rh_nsperber of rudder, tailplane and elevator. A3 size copies of some of the above drawings were printed from the above (35mm microfilm).

Schleicher Anfänger. (Hols der Teufel – Lippisch 1926) Deutsches Museum Copies. 4 off. Rolled. 35" by 24". 4 drawings only but enough to build an aircraft from.

Minimoa 36. Prints from microfilm of blueprints held by Werner von Arx, Basel. This is the preproduction Minimoa. The later production run, for which no drawings have at present been found, consisted of approximately 100 aircraft. Flat. 36 A4 prints and four larger prints (folded).

35mm microfilm held for Minimoa 36, JS Weihe, Kranich 2, Prüfling, H17a, H17b and for some Horten gliders and air-

craft. Also for Rhönbussard, Rhönsperber, Rhönadler 36.
Karpf Zoegling. During wartime, when Zoeglings could no more be obtained in Switzerland, a Herr Karpf built them, and the Grunau Baby, in Switzerland. 12" by 16" in book form. Also there are pages from a construction manual and there are only three aircraft drawings, all of the larger size.
Weihe Original Canopy. 3 drawings A3 size. Reproduction by photocopying only.
Goevier (Göppingen 4) 2. Original Canopy. 1941. 19 A3 size drawings. Folded. Reproduction by photocopying only.
GA large prints three view of Rhönadler 32, Reiher 3's wing, Grunau Baby 2b, Grunau Baby 2a can all be reproduced by any method. 27.5" by 40"
Large three views of Meise, DFS Weihe, JS Weihe, Kranich 2, Moazagotl, Slingsby Sky, Bowlus Albatross, Bowlus Super Albatross, Airspeed Tern, Horten 4a, Horten 1c, Horten 4b, FVA 11 "Eifel", FVA 13 "Olympia Jolle". Reproduction by photocopying only. Three view of Kendal K-1. Olympia Eon 419.
American Alexander Primary Glider. 30" by 49". 3 drawings plus letter from de Vries to M. Beach. Possibly about 150 Alexander Primaries were built and sold in 1930–32. Rolled, very weak, photocopy reproduction only possible.
Slingsby drawings, folded, of Cadet, Prefect, T31, Kite 2, Tutor and Eagle. 47" by 28 " but various sizes. 64 off. 1 roll of very large Skylark drawings. 1 roll of very large T.21 drawings.
Elliotts of Newbury drawings, folded. Largest (of Olympia fuselage) 40" by 54". 40 off. These are of the Olympia and Eon Baby.
The Meise and JS Weihe drawings were removed from Germany in 1945.

FOR SALE

Hütter H17a's to be built. The first one to be built is already sold! Anyone who would like one should contact **John Lee**, who at present intends to build two. Address: 68 Timberleys, Littlehampton, W. Sussex, England. BN17 6QB, Tel (0903) 722578.

Eon Olympia 2B. Recently recovered with fabric. Good condition. Complete with trailer. Tel (0283) 63054.

Slingsby T 45 Swallow. Fully instrumented, excellent condition. C of A. £2,250 o.n.o. Tel (0487) 812279 or (0480) 67240.

Slingsby T 45 Swallow. Basic instruments. In good condition with C of A. Reasonable offers. For further details contact: J. Stirk, Tel (0924) 251770.

Slingsby Grasshopper Primary with new, fully enclosed, wooden trailer with detachable portion for top of A-frame. The Grasshopper has been completely overhauled and has new fabric. Its colour is silver, as it was originally. Offers: £2,400 o.n.o. Ian Hodge. Tel (0553) 611299 or (0787) 240241.

Slingsby Grasshopper T 38. Airworthy. Complete with 'ground instruction frame'. Realistic offers to A. Craw, Tel (0709) 551059.

Grunau Baby 2b Built by Hawkridge Aviation in 1947. BGA 615. Restoration at Woodford finished in September 1989.Open trailer, airworthy. Fuselage cream, wings white with orange tips and rudder. Landing wheel built in well ahead of C. of G. No skid, but this is still available.
Offers to P.Bibby, 14 St. Clare Terrace, Lostock, Bolton. BL6 4AZ, Tel (0204) 693945.

Condor IV 3 on open trailer Airworthy. Offers to Phil Collins, Iver House, Firs Road, Kenley, Surrey. CR2 5LH, Tel 01 660 8736.

Weihe 50. Superb machine. Considered the third most important glider in Germany, one time German altitude record holder. Asking price: 21,000 DM. Contact V.G.C. Vice President Paul Serries on Munster 31391 for full details. The aircraft is for sale on behalf of the widow of Hans Meyer.

WANTED

T 31 in fair or good condition. Mario Selss, Bauseweinallee 123, 8000 München 50, W. Germany. Tel 8 12 00 94. For an LBA Zulassung (C of A) he would need also Type C of A from the BGA, Handbook for operation and Inspection, and if possible, a list of drawings that are available, as well as an English "Kennblatt."

WANTED

Closed trailer for Grunau Baby 3. Offers to John Garrett, Tel (0794) 301227.

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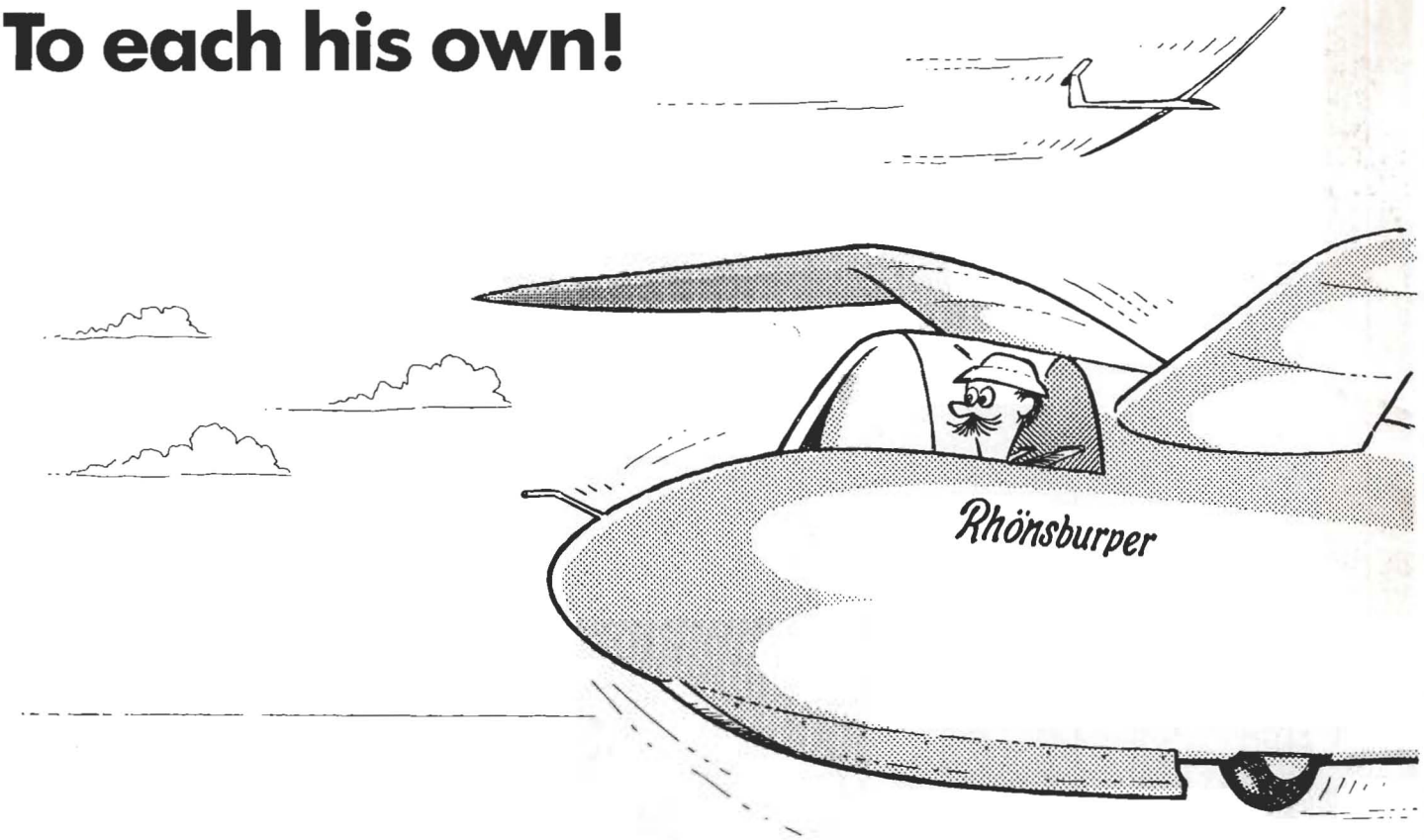
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To each his own!



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

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

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

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