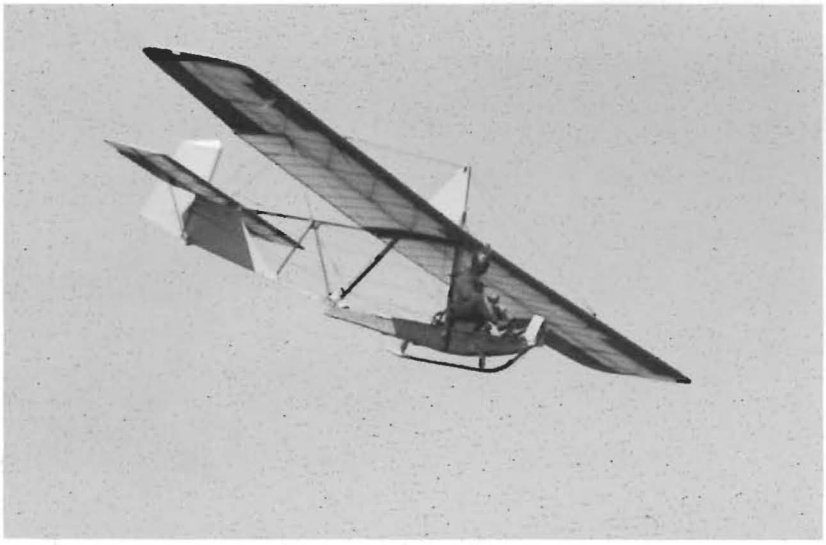
VGC News

No. 69 Winter 1989/90





Flown again during 1989. The Cumulus 2f at Usk. (The South Wales Gliding Club) We congratulate Earl Duffin on his success in completing this work and for having such good flights afterwards.



The Geoff Moore SG38 (EoN Eton) of the Dunstable-Lasham towed flight. Photographed by Pete Saunders at our 1989 National Rally at Dunstable.



The Gull 3 which was owned and flown during the war by Prince Bira of Siam. He alone was allowed to own a glider in Britain during the war as he was an instructor officer in an ATC unit. The Gull 3 was recently superbly restored to Prince Bira's colours by Mike Beach. Photographed by Pete Saunders at our 1989 National Rally at Dunstable.

Cover Photograph by Charles Brown published by kind permission of the RAF Museum, Hendon.
The rigging of a Swiss Grunau Baby 2 during the 1935 international contest on the Jungfraujoch. Grunau Babies only ever flew to Interlaken (20km). Landing places between there and Thun were almost non-existent. (Thun – 37km)

VGC News No. 68
Autumn 1989

President:	**C. Wills**
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EDITORIAL

The editorial of our last VGC News stated that last summer's fine weather lured everyone into the air and restorations had not been finished. This was not true.

Unknown to us then the following gliders flew again in Britain during 1989. Grunau Baby 2b, Grunau Baby 3 (Northern Ireland), Cumulus 2f, Ka 3, Kranich 2 and the Swedish Weihe B.G.A. 1297. In Germany another Ka 3 has flown again and a Gövier 3, now in transparent fabric, is again airworthy in Holland.

Meanwhile Werner Tschorn was awarded the (Imre Mitter) first Prize at the end of our International Rally in Hungary for his continued good flying in his Weihe. He has really deserved this prize for years.

So it can be said that 1989 was indeed a good year for the VGC. The future looks good also with five more restorations almost ready to fly again in Britain as well as others in Europe.

The changing political scene in Eastern Europe can only mean more scope for the VGC and we hope that we can welcome more members from those countries. Dare we hope also that we shall be able to hold international rallies in them?

1992 signals a unified European Aviation Administration, with standard airworthiness requirements for vintage gliders. How this will work is beyond our imagination, as there are now so many different requirements in the various countries... The European gliding administration is state-run, while that in Britain is not... and long may this remain so.

In Britain the B.G.A. has the simple maxim. Is the aircraft airworthy or not? Nervous of what might await us in 1992, we ask whether we could be left alone as we have been doing very well as we are.

VGC News has taken a little longer to produce because of our trying to take a broader view of the Vintage Glider Movement throughout the world... to inspire the national movements in every country, by their knowing what is going on everywhere else. We hope therefore that we are an example to Europe and the world and that our VGC News is worth waiting for.

1991 International Rally

No offer to hold this has been received yet. Angus Munro has confirmed sadly that there is no chance of Norway holding it. We now hope that perhaps Switzerland might be able to have us again.

CORRECTION: VGC News No. 67, page 18.

We regret there was an error concerning Fred Gardiner being killed at Arnhem (Arnheim). This was not in the original text and must have been altered during printing or editing. It was Peter Davis who was killed at Arnhem. Fred Gardiner, who flew the Rhönsperber expertly during 1938/39 and also achieved outstanding success flying an H 17a in the 1938 national contest, is indeed still alive in Canada and has visited John Sproule regularly at Shoreham on Sea. We are sorry to have caused concern.

The sentence should have been: "Other members of the unit, all glider pilots, were: Norman Sharpe – Chairman of the Yorkshire Gliding Club, Tim Hervey – Ex-manager of the London Gliding Club, the architect – Lawrence Wright, the Battle of Britain pilot – Fred Gardiner, Dougie Davey – later killed on a test flight at Farnborough, *Peter Davis – killed at Arnhem*, Robin Fender, Pat Pringle, *Wilkie Wilkinson*, Pop Furlong and Cyril Ruffle."

We are indebted to Michael Maufe for sending us the sentence as we should have printed it. Our mistakes are italicised by C. Wills. See the later letter to the editor and article on Gliding in the Air Force prior to the Ringway operations.

RALLY DATES 1990

We need to know dates of your rallies and other vintage functions everywhere. We are always pleased to publish these dates and details, but please let us have them early!

Confirmed for 1990 :

April 13/16. Lasham weekend. Bring your glider for a fun weekend. Help is still needed for the new VGC Centre Building. If you can spare just a few hours on any day the Lasham Team will be pleased to welcome you. Accommodation is camping and a dry room if you bring a sleeping bag.

Contact Jane Ballard, c/o Lasham VGC Centre, Tel. 025 683 322 or 270

May 5,6,7. York Gliding Centre, Rufforth Airfield, Tel. 0904 83694

Plenty of free camping, and guest houses all around. Barbecue and disco on Saturday night. Bad weather programme to York or Yorkshire Air Museum. Height record over the club is 20,000ft. in wave. Anyone requiring accommodation should telephone the club and they will arrange things. Please advise the rally secretary as soon as possible if you intend to come, since it is vital for them to know numbers in advance.

May 26 – June 3. British National Rally , Midland Gliding Club, The Long Mynd, Church Stretton, Shropshire.

We have great memories of our last big rally here, and expect that this event will be even better with more gliders and long hours of flying due to the longer daylight hours at this time of year. Perhaps we shall see some of our European friends and their gliders? The Rodi Morgan Plate will again be awarded for the outstanding flight of the week. Prizes will be awarded daily for various tasks and pilots will be asked to cast their votes to choose a glider for its meritorious appeal. On Monday 28th May gliders and pilots will be seen by press and local dignitaries.

Bunkhouse accommodation is available and should be be booked direct with the manager, Roy Dalling, Tel. 058861 206. Camping and caravaning is also available as is plenty of local accommodation for which contact should be made through the rally secretary. Excellent clubhouse meals are served during the day and evening and there are many good pubs for eating out. This is an excellent holiday area which the family can enjoy.

Members are urged to contact the rally secretary to advise him if they intend to come, with or without a glider, and for details of accommodation and flying charges.

June Farkashegy/Budapest 2nd Olympia Meise Treffen

Contact Laszlo MESZAROS, 4-1092 Budapest, Ercol U04, Hungary.

July 16 – 26th 18th International Oldtimer Rally, Keiheuvel Airfield, Belgium.

August 25 – September 3rd Annual Slingsby Week, Yorkshire G.C., Sutton Bank. Slingsby gliders preferred, but any vintage glider is welcome.

Contact David Chaplin, Tel. 0845 597237

VGC Annual Dinner Venue not yet decided.

More details can be received from our National Rally Secretary: Geoff Moore, Arewa, Shootersway Lane, BERKHAMSTEAD, Herts. HP4 3NP Tel. (04427) 73258.

We will be pleased to publish accounts and pictures of your meetings and rallies, and of your flying, but this is only possible if you keep us supplies with material. Please send it to us, in any language (well, almost any!).

THE SLINGSBY RALLY 1989

This was an informal week's flying at the Yorkshire Gliding Club, Sutton Bank, during the week 26th August until 3rd September 1989. The excellent summer weather continued with a colder airstream from the North Atlantic during the week with one or two not so good days and offered hill, thermal and wave soaring.

22 Slingsby designed gliders took part, i.e. 12 types. Highlights during the week were a visit by **Mrs. F.N. Slingsby** on Thursday 31st August, who was photographed before 19 Slingsby sailplanes from the 1935 Kite 1 to the Kestrel of 1970. Three more Slingsby gliders were in the hangar. Mrs. Slingsby said it was the happiest day of her life. Aerial photographs were taken of the scene.

Another highlight of the week was when wave conditions on Friday took Ron Davidson and his Petrel, and the Dart (404) with Dave Stabler, to **8,700 ft.** above site. We believe that these were the best heights recorded by vintage gliders during the week. The latter machine flew for 7½ hours. There were many other long duration thermal flights and this made it a very successful informal vintage glider rally.

Machines entered were:-

Mike Hodgson	Tutor	BGA 442
David Chaplin	Tutor	BGA 904
Michael and Tony Maufe	Kite 1	BGA 310
Bob Boyd	Kite 1	BGA 251
Ron Davidson	Petrel	BGA 418
Ted Hull	Moswey 4A	BGA 2277
(not a Slingsby product)		
Tim Wiltshire	Swallow	BGA 1008
Roger Smalley	Swallow	
Peter Teagle	Sky	BGA 686
Norfolk Club	T 21b	BGA 886
John Gamage	Skylark 2	BGA 872
Keith Chichester	Skylark 3 (190)	BGA 988
John Hughes\		
Colin Anson and partners	T 31 Blue Brick	BGA 1376
Blackpool and Fylde Syndicate	Skylark 4	BGA 1105
Tony Moss	Skylark 3B	BGA 864
Yorkshire Club	T 21	BGA 945
Mike Bean	Dart 15	BGA 1207
Dave Stabler	Dart 15 (404)	BGA 1207
Bob Sharman	Harbinger	BGA 1091
(not a Slingsby product)		
	Skylark 2	
	Skylark 4	
	Dart 17	
	Dart 17	

It has been decided that the Slingsby Rally will become an annual event at the Yorkshire Gliding Club. A **Slingsby Owners' Club** has been proposed and all would-be members should write to:- David Chaplin, Yorkshire Gliding Club, Sutton Bank, THIRSK, N. Yorkshire. Tel. Thirsk (0845) 597237.

BRITISH NEWS

The Condor 4, BGA 2292, has now been bought by Mike Birch from Phil Collins, and is to be operated from Wycombe Air Park. He has formed a syndicate around it.

This is the only Heini Dittmar designed Condor in Britain, and has the earlier, thinner rear fuselage of the original Condors. The first priority is to obtain a closed trailer for this very refined vintage glider.

Before the war, there was only one Condor in Britain. This was the Condor 2 owned by the elderly Eustace Thomas. We believe that after service at Ringway, it was

given to an ATC unit in the north or the midlands, and that it was "struck off charge" at Slingsby Sailplanes in 1945 for glue failure. A sad destiny for a type which had once held world records.

The Kite 1, BGA 285, has now been acquired from Phil Collins by the Army Air Museum at Middle Wallop. It is hoped that they may fly it.

The Kite 1, BGA 400, which is known as the Radar Experiments 1940 Kite,* is to be restored in 1940 war camouflage paint, as a flying example of those which helped form the nucleus of the Glider Pilots' Regiment. Presumably the one at the Army Museum will be camouflaged also and represent those flown by the Glider Pilots' Regiment. Four more Kites are in Britain. This seems to have been one of the constructive uses the few impressed British civilian gliders were put to during the war, together with the 1940 radar trials and their use by ATC units, which eventually had 431 Cadets (gliders) delivered to them.

Radar Days!! REMINISCENCES... 50th anniversary of the T.R.E. at Worth Matravers, May 1990. An exciting project is being embarked upon to mark this very important occasion. The project is funded by the Community Council for Dorset. Everyone is invited to attend. It has not yet been discovered by the VGC what this project is. It can truthfully be said that radar, tested by British gliders at Worth Matravers in May 1940, was the most important contribution towards saving Britain from invasion in 1940.

*Michael Maufe says that BGA 400 only contains parts of the one used for the radar trials.

VGC Centre, Lasham. The VGC wishes to thank Mrs. Smith, Ian's mother, for planting a paradise of flowers and shrubs in front of the Centre which added colour and quality. The flower bed was exactly what is needed to set the place off and was much appreciated. The VGC hopes to hold at least two rallies to make use of the Centre this year.

We are pleased to announce that Richard Moyse has now bought Barbara Reid's **Cadet** (Mk 1 in military terms) and hopes to build one Cadet out of his, and Barbara's. Both were at the VGC Centre at Lasham. However it seems that both Cadet fuselages have glue failure and that Ottley Motors was using casein glue during the war. An aerolite glued Cadet/Tutor fuselage is now being searched for.

Cadets and Grasshopper wings One of the Ministry of Defence's reasons for withdrawing Grasshopper primary gliders from school Cadet Corps service two years ago, was that some had glue failure in their wings. It seems possible that these wings were among those which might have been used for some of the 115 Grasshoppers, after Cadet fuselages had been later fitted with Tutor wings.

However, Cadets were built before the war by:

Slingsby – 22
Fox & Davis Ltd. (wartime production) – 30

Ottley Motors Ltd. – 30
Papworth Industries and Enham Industries – 90

Thus a **total of 176 Cadets** could have been glued with casein.

Slingsby wartime production – 226 plus spares. These may have been glued with aerolite.

As 431 Cadets were built, the type really deserves representation in the VGC and in a museum. **Grasshopper owners should inspect their wings in case of them having casein glue failure.**

Mike Russell very much regrets that he was unable to bring his Falcon 1 (Falke) to Hungary for the 17th International Rally. The reason... exactly during that period he was taken ill and had to have a heart by-pass operation, which saved him just in time. We are very glad to hear that the operation was successful and that he is already able to fly gliders again and hopes soon to be back flying powered aeroplanes. The VGC and British gliding are much indebted to him for keeping his collection safe and dry for so many years. We thank him and David Braham for preserving so much of British gliding heritage and are sure that future generations will be grateful to them.

More good flights by VGC members during 1989

On 3rd September, Ted Hull flew his Rhönbussard, BGA 2077, around a 100 km. triangle. Originally, Ted had decided to attempt a longer flight, but the cold made him curtail it. Such a triangle in a Rhönbussard before the war was unheard of. Ted took his Moswey 4A, instead of to Hungary, to the west coast of Scotland, where none of us have been before.

On 17th September, Bob Boyd flew his Kite 1, BGA 251, to 8,000 ft. in wave over the Yorkshire Moors. He had started from Sutton Bank. So far as we know, this was the second best height achieved by a VGC member in a vintage glider this year. Such a height in a Kite 1 is very creditable.

On 17th September, Sue Blair Mooring flew her Tutor, BGA 442, for 1½ hours from the London Gliding Club, in two thermals!

Earle Duffin has now completed restoration of his **Cumulus 2F** in Mid Glamorgan, Wales, and has flown it three times for a duration of 3 hours 22 minutes. We congratulate him and hope to see him and his machine at our rallies. In case Cumulus, Grunau Baby or other enthusiasts would like to write to him, his address is: Birchfield Mill, Llangynwyd, BRIDGEND, Mid Glamorgan. CF34 9QY. We are glad that he has rejoined the VGC.

Ka 1

On the weekend of 18 – 19 November Mike Beach exchanged his Ka 3 for the Belgian **Ka 1** "Nostalgie", which we had advertised in *VGC News* No. 67. We understand that the Ka 3 was accompanied with some money to pay for the little Ka 1, which is some 30 lb. lighter than the Ka 3. We hope that the Belgian Mr. de Cock will be happy with his Ka 3.

The Ka 1 is similar to the Ka 3 except that it has a semi monocoque wooden fuselage. Its weight puts it, and the Ka 3, very much within the range of the H 17 and H 28, (empty weight 98 kg., 209 lb.), but they use the more efficient Goe 549 wing profile of the Weihes and Meises etc. instead of the Goe 535 of the H 17 and Grunau Babies etc.

The newly arrived Ka 1 should by now have been inspected and test flown at the London GC, Dunstable. This is the only Ka 1 in Britain but there remain still the two Ka 3s of Lee Hood and John Smoker.

Kaiser built the prototype Ka 1 during 1951–52 in his own home and flew the prototype himself until 1955 when the Ka 6 prototype flew. It was R. Kaiser's first self-built glider. The Ka 1 had its first flight during Easter 1952 on the Wasserkuppe.

Most Ka 1s were built by amateurs but Schleicher did produce some wing spars and fuselages to help them. As many were put off by the semi monocoque wooden fuselage, the type was modified for a welded steel fuselage, and this was the Ka 3 which flew first in early 1953. About 20 were built by Schleichers. It seems that only about 10 Ka 1s were built and possibly only D-7168 and D-8899 are still flying in Germany.

It was an attempt to design for German glider pilots a small, cheap to build and practical sailplane more suited to the austere situation in Germany after the ban was lifted on gliding in the spring of 1951. Quite clearly the famous pre-war designs such as Weihe and Condor IV were no longer anything like practical to build at that time and only a few were built.

Still more vintage activity at Dunstable Mike Beach reports the arrival of a **Slingsby Sky** (ex Colin Golding) and **Kite 2**. Both have been flying in November.

From **Peter and Jill Harmer** we have received the following information. Precis by C. Wills.

"We were sorry to miss the final weekend of the National Rally but our car's engine seized on the M25 while trying to get to Dunstable on the Friday.

Back to the rally report in *V.G.C. News* No. 68, could we ask you to make **a correction. Our glider BGA 2147 is a Ka 2b.** Although superficially similar to a Ka 7, we think that it is a much prettier aircraft.

In *V.G.C. News* you ask for information about members, gliders and interesting flights it might have done. Well, here goes:-

Ka 2b, C/No. 231 was built in 1956. The earliest documentation we have is its German Log Book No. 1 starting 6 April 1969 starting with 1160 hours and 9631 launches under its wings. What happened between 1956 and 1969, we do not know. Perhaps some of our German members might be able to help. D-6179 spent most of its time between 1969 and 1972 flying out of Hildesheim and then, for 1973 and 1974, at Hermuthausen with what appear to be summer holidays at Neresheim, Niederstetten and Schlierstadt.
1975 was a year of inactivity. The glider was then imported into the U.K. by the Cotswold Club at Aston Down on 27 May 1976 with 1497 hours and 11,847 launches. It was given C of A BGA No. 2147 and started flying in mid June that year. The winter of 1976 and most of 1977 saw extensive repairs and refinishing, with a colour scheme changed from red and cream to blue and white.

It was used and repaired a lot by the Cotswold Club through to February 1981 when it moved to a syndicate at the South Wales Club at Usk. The next four years were an easy life for 443, as the glider was now numbered. March 1985 saw a move to Farnborough where it was bought by a syndicate of six at RAE GC. Early in 1987, the rest of the group had had enough and sold out to the two of us. We then started touring with the glider... to the VGC rally at Camphill where the rudder was smashed by a runaway Ka 18 at the launch point on the best day of the rally. In September 1987 we went to Aboyne and had 19 hours of flying in two weeks, mostly in wave to heights of 12,000 and 14,000 ft. 1988 was a quiet year. We spent our holiday in western U.S.A., but finished with a complete strip and recover of the wings.

And so to this glorious year... several short cross-countries (two closed circuits in excess of 100 km.), 15 hours in four days at Talgarth in thermals... a very turbulent ridge full of hang-gliders and wave to 6,000 ft. Then, in August, we entered the two-seater competition at Pocklington where we did not do very well competitively but we had great fun. One memorable flight was reaching 9,000 ft. in wave directly over the site from a 1,700 ft. aerotow. The first turning point was the south tower of the Humber Bridge – can you imagine that? In a strong north west wind, getting there was fairly easy. Finding it from above cloud was interesting, but getting back across two miles of water and Hull and under the back side of the wave cloud with the vario stuck on the down stop was enough excitement for the day. Then, two wet and depressing weeks at Portmoak with no wave (not on days calm enough to fly the Ka 2b anyway) but we did manage to ply up and down the Bishop for several hours. The total for this year was 78 hours from 41 launches! So here's hoping for a repeat next year... !"

Peter and Jill Harmer, The Old Malthouse, Chapel Lane, Hawley, CAMBERLEY, Surrey. GU17 9ET. 29 November 1989.

Husbands Bosworth – Lou Frank We are sorry to hear that Lou Frank of the very expert and enthusiastic Husbands Bosworth T 21b team, will be leaving the U.K. for an indefinite period abroad. He says that he will miss his "little trips" in the T 21 but hopes that the spirit will continue in Norman James' good hands. He will try to keep in touch wherever he ends up.

Good luck Lou – we hope that you will come back to us soon.

His 300 km. flight from Husbands Bosworth to the middle of Plymouth in the T 21 will never be forgotten. Nor will his many other flights... to the Isle of Wight etc.

The Swedish Weihe, BGA 1297
This is the property of an Essex Gliding Club syndicate. Peter Molloy, the Club's CFI writes... "The year long rebuild of our Weihe is nearly complete. We are hoping to fly it during Christmas week if the weather is kind."
This has done something to redress the situation in Britain where there are six Weihes, and only two of them were airworthy during 1989. We congratulate the Weihe's owners on their long and hard work and hope to see the result soon.

As at Christmas 1989, Andrew Coates reports that his **1950 Swedish built JS Weihe, BGA 1093 (SE-SHU),** is finished except for two coats of paint. Andrew must be congratulated on completing such a restoration and we are looking forward to seeing it. He is now building a larger trailer to allow more air circulation than the previous one did, which was a narrow "gothic" structure.

BGA 1093 (SH-SHU) was the last Swedish Weihe ever built and it was built for the American entry in the 1950 Swedish World Gliding Championships at Örebro. SHU was flown into second place by the legendary Dr. Paul McCready, and was in fact leading the contest for most of the time.

We are pleased to report that of the six Weihes in Britain, four of them are now airworthy and there is not much wrong with the fifth. The sixth is BGA 448, 1943 JS German built Weihe, which so far as we know is still in pieces after its accident during our international rally at Thun, on 20 July 1979.

DANISH NEWS

Denmark.. Now a VGC Maximum Growth Area! Niels Ebbe has sent the following exciting information.

"Here in Denmark things are rushing quite fast these days. After founding **Dansk Svaeveflyvehistorisk Klub** on 20 February 1988, we now have 87 members from all over the country. Last year we had a successful meeting at our historic site Lønstrup in the northern part of Jutland where pioneers used to glide the slope in the late 30s (and the Germans from 1941–45. Jachtman flew about 50 hours once in Lønstrup). Two weeks ago, we held our second Lønstrup Rally with four vintage gliders 2 Grunau Baby 2b, 2 Eon Olympia plus three newer gliders (Ka-6, Ka-8 and M 100). We had a fine afternoon with a good wind and we performed 25 winch launches and approx. 20 hours... Wonderful!

"A lot is going on:

1. The **Mü 13d 0Y-MUX** has now been obtained and, after major restoration, SHE WILL FLY AGAIN!! Unfortunately the wings suffer from severe moisture damage due to bad storage recently. Two very good guys at Fyn, Mr. Finn Henningsen and Mr. Knud Børg Andersen will do the job.
2. We bought an ex RDAF EoN Olympia for the club. It needs restoration but is airworthy.
3. One of our members, Finn Ove Jensen in Hjørring recently restored an old winch for the club. The winch worked perfectly for our annual Lønstrup Rally.
4. Private syndicates are restoring five to ten gliders for the time being.
5. A lot of historical material has been collected and has been copied for the future.
6. And, and, and..."

Niels Ebbe Gjørup's new address is:

Vinkelvej 171, DK-8800 Viborg, Denmark. Tel. 06639542.

Address of the Danish Vintage Gliding Club is:

Dansk Svaeveflyvehistorisk Klub, Svaeveflyvecenter Arnborg, DK-7400 Herning, Denmark.

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DUTCH NEWS

Five Dutch Grasshoppers!

A letter has been received from Henk Fennebeumer to Fl. Lt. M.J.F. James, Headquarters Air Cadets, who was approached for help concerning Grasshoppers and the broken T 21b, PH-811. They are all based at Teuge.

He thanks Fl. Lt. James for cooperation concerning the Grasshoppers ex. WZ 758 and XP 487. On the weekend of 14th and 15th of October both Grasshoppers were due to have their first flights. the last things to do were weighing and C of G tests by the RLD Inspectors and technicians Fried Wevers and Frits Huller. The RLD will only allow them limited Cs of A and the only method of launching allowed will by bungee cord.

Apparently the RLD is unable to grasp that the BGA has cleared both T 38 Grasshopper and Eon Eton (SG 38) types for all types of launching including aerotowing. The SG 38 (Eon Eton) was restressed in Britain (as so were the Eon Baby and Olympia) and both Grasshopper and Eon Eton came up to BCAR (British Civil Airworthiness Requirements Section E for Gliders of 1947.)

The aerotow speed must inevitably be the lowest for safe operation of the towing aeroplane. For the Eon Primary the BGA limitations are:

Winch/Autotow 45 mph
Never Exceed 73 mph
Never Exceed 80 mph (Grasshopper)

It must be stressed that the Eon Eton is NOT the same as the SG 38 but is similar. Fried Wevers himself is the owner of three Grasshoppers as well as a German SG 38. Dick Stratton has already helped them with a letter with the above information which should assist in clearing the Grasshoppers for other types of launching besides bungee launches.

T 21b PH-811 of the Teuge syndicate.

Hans Smit writes: "Three years ago we bought from the Air Cadets a T 21b. In June 87 we received a Dutch C of A. Last year, we took the old bird to the International Oldtimer Meeting at Bourges in France. After the meeting we stayed on at Bourges for a fortnight and made the most beautiful flights that we have ever made. A lot of people experienced their first flights in an open glider and I flew again my Silver C with a cross-country of 130 km., 5 hours duration and an altitude gain of 5,700 ft.

This year, we went to Bourges again. But, in August, the old lady thought that she could fly without us. While being towed to the launch grid, a whirlwind lifted her in spite of someone hanging on to a wing tip and someone else on a strut. After both of them let go at 5 ft., she ascended still further and the tow rope broke. At 50 ft., she gracefully turned over... and landed upside down. Both wings, strut and rudder are badly damaged. Repairing the wings could take 1000 hours and the owners are now looking for spare components. If they can obtain these, it should be possible to bring PH-811 to the next International Oldtimer Rally in Belgium. If anyone can help, would they please contact:- Henk Fennebeumer, Venestraat 3, 8011 GJ Zwolle, Holland.

Dick Stratton has already put him in touch with :- Bob McLean, of McLean Aviation, Rufforth Airfield, York, YO2 3QA. Tel. (0904) 83653. We thank Dick Stratton once again for helping.

The Sky, BGA 698, G-673, to PH-232, later to BGA 1073. This was the Sky in which Philip Wills won the 1952 World Championships near Madrid. It was sold to Holland but then



The Dutch Goevier PH-206 on first test after restoration.



After the flight. (Jan van Beugen)



Pou du Ciel glider found by ASPAC near Lyon and restored. To fly again in 1990. (Yves Soudit)

returned to Wales where it was spun from 600 ft. by a lady member of the West Wales Haverford West Club. Recovering at 100 ft., it was low turned to avoid hitting the boundary fence during the undershoot. One wing touched the ground which resulted in the fuselage nose contacting the earth, causing very severe damage to the front fuselage and both wings. Its pilot suffered compressed vertebrae. It was doubtful whether any of the Welsh fields in the undershoot area could have been landed in.

Type of launch – Autotow. Duration of flight – 5 minutes. Substantial damage to both wings and fuselage back to main bulkhead, and fuselage tailplane mounting. Estimated cost of repair – "over £500" !!!

The Sky has not been flown since but very great efforts were made to repair it by Martin Breen and later a syndicate in Britain. Raymond van Loosbroek and partner then bought it at least five years ago and have sent the following letter dated 11 October from which we publish extracts.

"Dear Chris... At last some news about your Sky! After having overhauled our Skylark 2, Sie 3 and some Ka 8s, the Sky is our next project. We had to make a detailed work plan to obtain permission to start the restoration. This had been approved now. The Dutch Chief Inspector for gliders, Fried Wevers will be supervisor for the Sky project. Meanwhile, restoration has started. All metal parts have been removed and are being cleaned. Tailplane and control surfaces need some minor repair work. The fuselage needs a lot of attention but the work will be partly carried out by the Central Workshop at Terlet. They will have to align the fittings again. Also the nose section will be repaired there. Restoration of the wings will be done by us. The port wing's drag spar has to be repaired. Some parts will need to be covered with plywood again. In spite of all this, we will try to get the Sky airworthy for the Spring of 1992, in time for the International Rally. ... Soaring weather wasn't bad this year. I made some fine flights with Grunau Baby and Skylark. I intend to take part in next year's International Rally in Belgium. I will keep you informed about the Sky."

Raymond van Loosbroek,
Deken van der Cammenweg 19, 5384 LV Heesch, Holland.

Jan van Beugen – Ill. The following letter was received from the VGC Vice President and Dutch International Committee Member, Jan van Beugen on the 23 September 1989. His address is: Mambostraat 30, 5802 LC Venray, Netherlands. Tel. 4780–85762.

He very much regrets, contrary to a previous letter, that he could not attend our Annual Dinner and Prize Giving at the end of September at Dunstable (LGC). He continues, "The reason is that I am suffering a severe illness whereby I have to report to the hospital six days per week (inclusive of Saturdays), for the next four weeks. I feel very sorry for not going to Dunstable, but my health must now have the highest priority. I hope you will appreciate that.

"My second item is the International Committee. As you will recall, all members promised to report to you before the end of September about a possibility of having the **1991 International Rally** in their countries instead of Norway.

"Well, my investigation has shown that Terlet, the only suitable airfield in Holland, has no appropriate time frame for such a rally in 1991. I sincerely hope that Peter Egger has now found a suitable place in Switzerland where we will be welcome to hold our rally. Please keep me informed about the results of this."

Good news is that the **Goevier 3, PH-206** of Jan van Beugen and friends has had its first two test flights on Hilversum airfield on 10 September 1989, after a three years' overhaul. Also its **totally enclosed trailer** has been finished. This winter the self built canopy will be replaced by a replica of its original Schempp-Hirth canopy.

He sent best wishes for a very fruitful, instructive and nice Annual Dinner and hopes to attend the next one in 1990. We very much regret Jan's illness and send best wishes for his total recovery.

Jan van Beugen wrote again on 29 October 1989. He thanks us for our best wishes and says that doctors are optimistic for his full recovery. He says that the Vintage Gliding Club Netherlands is going very well indeed. It now has 127 members and 54 gliders divided into 24 various types.

FRENCH NEWS

Jean Paul Robin at Gap in the French Alps has just restored a Fauvel AV 36 to flying condition. So far as we know this is the third AV 36 flying in France. (There may be more.) It is well possible that Pierre Prinet has a fourth airworthy AV 36. The others are at Angers and Pont Saint Vincent, the latter taking part in Hungary. We are glad that there is such a resurgence of the Aile Volante. One should mention here that **Christian Ravel** has delivered his lecture on the Fauvel flying wings at the Musée de L'Air on the 3rd December (during the historic gliding day).

One more AV 36 is flying in Germany, whereas, of the three in Britain, one is believed to be flying.

Jean Paul Robin restored the magnificent Castel C 25S F-CRML, which was with us in Hungary. This was restored in the colours of the Salon de Provence School of the Air which formulated the excellent French gliding training system either before or during the war, which placed all emphasis on side-by-side two-seater training for a great many hours (which were flown in a short time), before the pilot was sent solo, being trained up to thermal flying and field landing standard. This system was interrupted for a short time immediately after the war by the arrival of 100 SG 38s which provoked the German ab initio training (15-second flights). Jean Paul's job is to restore gliders and he would gladly take on more projects. He has furthermore invited us to visit him in the beautiful weather and countryside of Gap. His address is:- 3 rue Alphonse Daudet, 05000 Gap.

His C 25S, which needed considerable rebuilding and finishing to its present magnificent state, was formerly one of two at La Ferté Alais where it was used for training by the team led by Robert Pechaud. It was originally one of the great production run of 1945–48 when 100 were built.

The GPPA's (Groupement Préservation Patrimoine Aéronautique's) Regional Musée de L'Air at Angers has been such a success with public that a considerable extension for it is planned soon. This could well take the form of another large hangar like the first one. Christian Ravel spent the month of August 1989 in Seattle becoming qualified on the Boeing 747-400 and is now flight examiner for the type. This must be why he was not with us in Hungary, nor was the GPPA represented. However he has promised that the entire squadron, together with the Weihe, will certainly be taking part in the 18th International Rally in Belgium.

In the museum, the **Weihe** is being finished in transparent doped cotton fabric and a colour scheme which should be sensational. It should be ready to fly for the 1990 season. The **SG 38** has now been taken to the calm of M. Bobrie's workshop to be restored for static display. Among the five aeroplanes in the hangar, work has restarted to finish the Morane

All these photos show the new Musée de L'Air Régional at Angers as set up by the G.P.P.A. (Groupement Préservation Patrimoine Aéronautique) under the leadership of the airline pilot Christian Ravel.



One of four Weihes owned by the Musée de L'Air. This one is Casein glued and has been made airworthy to fly during 1990. This is known as the French Weihe No. 3 which was removed from Germany in 1945.



Interior of the hangar at Angers showing restorations under way. The first sailplane on the Left is the aerobatic CM-8-13. Behind it are AV.36 and Breguet 904. On the Right is the Morane 505 "Storch" which is being restored to be one of the Museum's towplanes.



Interior of the hangar from the other direction showing Breguet 904, AV.36 and C M-8-13.

505 "Storch". The Potez 60 was seriously damaged during a ground loop during the final stage of a landing at Nantes. The pilot was not injured. The aeroplane has been taken to the Potez workshops and is expected to reappear during 1991. The **Fouga CM-8-13** aerobatic sailplane is also in the hangar. It should not be in bad condition.

The **5th National French Vintage Rally** took place in the Alps at Aspes sur Buech during May. Possibly due to the distances needed to get there, there were only nine gliders entered, and six of these only were truly vintage. In order to be more central and thereby accessible to more vintage sailplanes, the 6th National Rally, organised by Maurice Renard,is planned to be held during May 1990 at Romilly sur Seine.

Entries at Aspes sur Buech were:-

Air 102 – F-CABR, N 1300 – F-CRGN, N 2000 – F-CFBR, C 25S – F-CRML, Br 900 F-CABY, C 800 – F-CBAN, and..."semi-modernes".. M 100S – F-CDHT, M 100S – F-CDKU, ASK 13 – F-CESK.

During Thursday and Friday there was good weather and over 20 and 15 hours were flown respectively. In all 66 hours were flown from 65 flights, of which 59 hours 29 minutes were flown from 51 flights by the six true vintage sailplanes.

The rally lasted five days from Thursday 4th until Monday 8th May. Jean-Michel Ginestet carried out the longest flight of 5 hours 1 minute in the N 2000.

ASPAC News

Yves Soudit reports on 12 December 1989, that in July they went to Bourgoin-Jallie, not far from Lyon, where they discovered a Pou de Ciel (without engine). In fact, it was a Swiss glider, Cossendey, rebuilt in 1970 by Alain Rocheblave (and named Pou A.R. No. 1). The Cossendey glider was a derivative of the HM 19 (Henri Mignet HM 19), but this one has Croses wings, not Mignet. (Croses was builder of the "Pou de Ciel" in France, – square wing tips.) It was in poor condition – but it was the sole survivor of the Cossendey glider family (possibly five built). After hundreds of hours work, it is now rebuilt and will fly again in the Spring of 1990. It has needed some modifications, i.e. new undercarriage, with wheel spats, rudder tow hook, and military paint (Stummel Habicht) RLM 63 grey, and "Spaghetti" RLM 81 (brownish violet). It is now named S.R.C.C. and registered 71-CG (as U.L.M. Classification).

GERMAN NEWS

We believe that **Werner Tschorn** has flown some **200 km. flights in his Weihe** probably from Aalen-Elchingen during the summer. He has also built it a very good **trailer** which is like the "8th Wonder of the World" with air conditioning and a balanced rear door which opens upwards crocodile fashion to allow the Weihe's access.

Hans Meyer. We are very sorry to hear that Hans has died due to a brain tumor which did not give him a chance. We always found him most charming but imagine the problems he might have had during our last rallies could well have been due to his oncoming illness. We are very sorry that he has gone and send our sincere sympathies to his wife, son, relatives and many friends. His very much modified Weihe which, after being rescued from the Teck in 1947, became holder of the world's height record in 1959 and is thus about the third most famous vintage glider in Germany, is now for sale.

Hahnweide Oldtimer Meeting. This meeting takes place every other year and happened this year during the weekend of the 8th September. The area is very well known for gliding being under the shadow of the Teck. Each year, Frau Hirth, Wolf's wife, signals the start of the Hahnweide International Sailplane contest for the latest fibreglass sailplanes. However in spite the area's connection with gliding the oldtimer rally was dominated by 50 aeroplanes. Among these, the Swiss original engined Ju 52 took pride of place. Also there were Fokker Triplane AN 2, PO-2, Merlin engined ME 109 "Bouchon", Zaunkoenig (1944), Fw 44 Stieglitz, Bücker 131, Tiger Moths, Stampe, etc. etc. Among the 17 gliders were: Minimoa (they were all built near there), Ka 3, AV 36C etc. etc. Probably the Minimoa was that of the Oldtimer Club Münster. The weather was fine. There were so many visitors that 200 aircraft were at Hahnweide. This brought more than a breath of Oshkosh.

Oldtimer Meeting at Uetersen

In spite of the extreme noise sensitivity of the local inhabitants and an indifferent response from local government due to the accidents at Ramstein and Remscheid.. and a change of government which made abandonment of previous plans necessary, the Uetersen Club was able to celebrate its 60th, Silver Jubilee birthday.

The European branch of Yashika – Kyocera, already known to glider pilots for their automatic cameras which are often used for turning point photos, kindly sponsored the event. The Bundeswehr, based on the airfield, also kindly allowed dry storage of the aircraft rigged in one of their hangars. They also allowed free visits for participants to the Luftwaffen Museum on the airfield. They were grateful to be able to visit the only military air museum in Germany.

Summer weather during the week of 21–27 August did its best with good thermals until Thursday when it rained. The weather, and Hamburg Air Space enforcing no height restrictions, allowed television, radio and newspapers to show only the best of the Oldtimer Meeting to millions of the public. On Thursday it rained, but this gave participants the very welcome opportunity to take advantage of an Alster Canal Tour and to view the most important parts of Hamburg.

With the help of the sponsor a Morane 505 "Storch" came from France and thus a truly vintage towplane was at the glider pilots' disposal.

Among the gliders was a Ka 1 Rhönlaus (Rhönflea) D-3025 which, with its 10 metre wing span and under 100 kg. (220 lb.) empty weight, is a handy aircraft with good flying performance. This example was for years on display, until it was lovingly restored by a group at Saarbrücken. Much fun was also had flying an SG 38. Jochen Kruse from Uetersen owns two airworthy examples of the type... and Werner von Arx flew one of them.

On Saturday evening took place the crowning moment of the week. The club's 60th birthday was celebrated in the hangar and the organisers, helpers and especially the tireless women showed that, even in spite of the difficult situation for flying, the best impression could be made.

From an article by Jochen ("Cassius") Ewald in *Aerokurier* November 1989, translated by C. Wills.

Although the following is not a vintage glider, we thought that our readers might like to read something about a true follower of the Horten flying wing ideas.

Günther Rochelt; Flair 30. On the way to world class

The machine was described in our last *VGC News* and a drawing will be published as soon as one is available.

The testing of this super hang-glider with max. L/D of 1/30 has gone ahead smoothly since its first flight in 1989, and Rochelt has received the Philip Morris experimentation

prize which is West Germany's highest technological award. It seems that the "Flair 30" is already "ein Knüller" (a knock-out). It has done 50 hours of hard test flying also with foot launches, and there is nothing that has not been tested. Although there is little wrong with the prototype, a second prototype is now being built with slight improvement of details.

It is planned also to develop a world class sailplane with an empty weight of only 60 kg. (132 lb.). The prototype's weight is 48 kg. (105.6 lb.) and is considered heavy. The second prototype is estimated to be going to weigh 35 kg. (77 lb.) empty.

At the end of 1990, the "Flair" is expected to go into production and is expected to be sold for 20.000 DM (£7,000?).

Landings remind one of parachute arrivals. With 45 degrees + flap and a glide angle of 2.5 with a sink rate of 9.5 m/sec., it has a 10 m. float after round out, and runs only 3–4 m. on its skids. This should make landings in the smallest fields possible.

SWISS NEWS

Whereas the **Transport (Verkehrs) Museum** in Luzern must hold drawings for most Swiss gliders, the IGO "ALBATROS" (Interessegemeinschaft Oldtimersegelflugzeuge "Albatros") was set up some years ago to keep alive the interest in old gliders. They have done this by collecting drawings etc. and building models. The organisation seems to be very much based in Trogen, which was where Jakob Spalinger lived. Thus "Albatros" has much information etc. concerning his designs.

The archivist for books, films, photos and plans is:- Friedrich Fischer, Oberdorf 42, CH-9043 Trogen. Tel. 071 94 21 35.

Friedrich Fischer is himself storing plans for:- Rhönbussard, Spalingers S 15, S 16, Hols de Teufel, Grunau Baby with instruction booklet, Spalingers 18 I, II and 3, Moswey 3, "Wolf" Göppingen 1, SG 38 (Zoegling), Spalinger S 21 (not complete), and Spalingers S 19, S 22, wings and spar.

1/10th scale for models: S 18 II, S 18 3 (with faired-in canopy), Weltensegler, Vampyr.

1/25th scale: Rhönadler, Condor 4, Gö 4, Moazagotl.

1/30th scale: Lilienthal biplane, Wright 1902, Weltensegler 1921, Vampyr 1922, Spalingers S 16K, S 17, S 18 I, IIT, 3, Special, S 19, S 20, S 27; Slingsby Gull 2, Stakhanoviets Kim 2 (Russian).

However **Werner Schmitter** (of Zehnfeldstrasse 6, 9443 Widnau, Tel. 071 72 41 36 (private) or 071 72 62 62), has plans for the following although some are incomplete sets.

Spalingers Zurivogel, S 15K, S 16, S 17, S 18, S 18 2, S 18 3, S 19, S 20, S 21, S 22, S 23 Avional, S 25 2, S 27.
Moswey 2
Spyrs Spyr Trainer, II, IV, V.

German building plans:
Hols der Teufel: Very great number of plans.
Rhönbussard: Very great number of plans.

Schneider
Schulgleiter SG 38: Very great number of plans held
Zoegling: Very great number of plans held
Grunau Baby 2A and 2B: Very great number of plans held

Schempp Hirth
Gö 1 "Wolf"
Gö 3 Minimoa
Gö 5 Hütter H 17 a

Schleicher
Rhönlerche Ka 4

Approved by the IGO "Albatros"

From **Paul Beck**, 7345 Hülben, Friedrichstrasse 3, Switzerland:-

1/4 scale plans for Gö 4
1/4.25 plan for Gö 3 Minimoa
1/5 scale plans for S 18 2, S 21
Epoxy resin fuselages with canopies for Reiher, Fafnir 1, Moazagotl, Condor, Minimoa, Sperber, L-Spatz, Gö 4, Rhönbussard, S 18 and S 21.

Received from Willi Schwarzenbach on 2 December 1989

The SV (Oldtimer Segelflug Vereinigung) (Switzerland)was formed on 4th November 1989, on the initiative of Willi Fahrni. Approximately 30 members joined. The aim of the OSV is to associate people interested in maintaining and flying historical gliders and replicas designed before 25 years ago (rolling limit). Mr. Fahrni was elected president. Peter Egger, George Fliss and two others were named as committee members. The VGC will be represented by W. Schwarzenbach.

S 15 Spalinger. Johan Kieckens reports that there is an S 15 in Belgium. Willi is trying to discover details, as to his knowledge there are no S 15s in Switzerland. The S 15 was built first in 1935. Wing span: 14.6 m. Length: 5.95 m. Slight gull wing, strutted. Empty weight 125 kg. (275 lb.) Load: 75 kg. (165 lb.) Wing load: 14 kg/sq.m. (2.87 lb/sq.ft.) Min. sink: 0.7 m/sec. Max. glide: 1:21 at 54 kph! In 1941, 16 S 15k s were registered as aerobatic (k=kunstflug).

S 21 Spalinger HB-350. When visiting recently the Saegesser Flugzeugbau (Ruedi Saegesser is now 75 years old), Willi was surprised to see this S 21 which had been kept in the Buttwil area waiting to be restored. Ruedi informed him that our VGC friends at Beromünster (Mucha, Meise HB-384 and WLM 2) are regularly working on this glider and that he is giving advice and surveying it. HB-350 was built in 1942 at the Flugtechnische Zentrale at Bern airfield. This glider is in perfect condition. However the fuselage nose was damaged, when it was taken down (out of storage?) and must now be repaired. This will be the second S 21 currently airworthy in Switzerland.

Grunau Baby 2 HB-234, built in 1937 is being overhauled by some members of the Neuchâtel Gliding Group. It is expected to be airworthy again early next year. Willi will find out more about this GB, as to whether it was built by Schneider, Grunau, or whether it was built in Switzerland.

So far nine Swiss registered gliders, all built before 1955, have been submitted to Johan Kieckens as entries for the 18th International VGC Rally in Belgium. Willi reports that the VGC's ideas are coming through and that we shall have more really historical gliders in future. He is delighted with this. He is also happy to announce that he will retire later in 1990 and should then have more time for the VGC.

GLIDERS USED BY ALLIED FORCES IN GERMANY AFTER THE WAR

In answer to our question **"Which types and how many of them, did British Forces in Germany acquire in 1945?"**, Phil Butler, who compiled the Merseyside Aviation Society publication *British Gliders*, has sent the following list. Perhaps some of our members have comments. The later French list has been added for comparison, as well as a list of glider production, of which the wartime figures were compiled by Peter Selinger. We believe that the British list may have been made up during 1945/6 before it was known accurately which gliders were in service. The gliders were used in Rest Centres and on RAF occupied airfields.. the Rest Centres being often former Reichssegelflugchulen (RSS). The aircraft were used by BAFO (British Air Force of Occupation) clubs and Army clubs. These were formed after very many German sailplanes had been destroyed by Germans, displaced persons and British and American forces, the latter believing them to be aeroplanes, which had to be destroyed according to the Morgenthau Plan. The Service Gliding Clubs existed in dread of the arrival of the Allied Disarmament Commission which was likely to order the destruction of equipment. One one occasion the BAFO Centre at the former RSS Salzgitter had all its Fi Storch towplanes taken from it and destroyed, when the centre had to be moved owing to proximity of the Russian Zone and the Cold War in 1947.

The French list was estimated by Guy Borgé in 1950. It is possible that by then many of their German sailplanes had been already destroyed due to the "abandon" with which they were treated in the heavily government-subsidised gliding movement. One of those "gone" by 1950 was a Reiher... (probably D-11-167, the V-2, the second prototype, built in 1938). The Reiher was the finest German prewar contest sailplane. Apart from the British clubs, there was at least one American Operation in Germany using German sailplanes (at the Teck). A very few were also smuggled into Switzerland. In East Germany little is known about what happened to the many German gliders in the important gliding schools of Trebbin etc., etc. At Grunau, it seems that the Soviet Army did not harm the sailplanes but that the Czechs were able to acquire most of them with the permission of a Russian officer. Concerning the prone piloted Kranichs in the Sturm Halle (S.A. Sturm), some of these may have been taken to Russia for training pilots for the prone piloted supersonic (it was hoped) DFS 346 which the Russians were getting the Germans to finish for them. However it is very evident that many German sailplanes were flown by the Poles and Czechs after the war. (Some of the Polish ones can be seen in the Krakow Polish Aviation Museum.)

The comparison of the British and French lists with the grand totals of types built in Germany during and before the war may be of some interest, but are of no value in determining numbers destroyed, because of our little knowledge of the sailplanes used by the Americans, Poles, Czechs and Russians. Among the sailplanes in Poland were Meises, Weihes, Grunau Babies, Kranichs, Rheinland, Mü 13d and Rhönsperber etc. In Czechoslovakia there were also Weihes, Kranich 2s, Rheinland, (4) Minimoas, Meises, Goeviers etc. In Russia, we know only that they had a Rhönsperber.

THE LISTS

Used by British Forces in Germany\Used by French Civilians in 1950, in France\Totals built of types in Germany

97 SG 38s\100 SG 38s\Over 9,000 built during wartime.
101 Grunau Babies\80 Grunau Babies\Over 4.000 built during wartime.
7 Meises\4 Meises\626 built during wartime.
17 Kranich 2s\20 Kranich 2s\Over 1,400 or over 1,600 (Czech source) built during wartime by Mraz. More built before the war.
2 Rhönadlers\1 Rhönadler\165 built by Schleichers before the war.
1 Rhönbussard\4 Rhönbussards\220 built by Schleichers before the war.
1 Rhönsperber\1 Rhönsperber\100 built by Schweyer before the war.
6 Weihes\20 Weihes\280 built by Jacobs Schweyer during the war. 60 built before the war.
2 Mü 13d\4 Mü 13d (2Mü 13d + 2 Mü13d-2)\150 built from 1938 by Schwarzwald Flugzeubau.
1 Minimoa\4 Minimoas\110 built before the war.
8 Jacobs Schweyer?\\
2 Wolf Hirth?\3 Wolfs\100 built, 1935–1938.
1 Schmidt Blaus also quoted as Schmidt Klaus?\\
\2 Goeviers\120 Goeviers built.
\1 H17\
23 unidentified\-\-

269\243\16,271 Totals

Phil Butler says, concerning the British list, that for some of the above, our guesses will be as good as his. Perhaps Jacobs Schweyers should read Weihes? And the Wolf Hirths may mean Wolfs? The Schmidt Klaus or Blaus means nothing to us. The identified gliders in British hands may have included Condor 2, Habicht, Berlin B 8, Hannover AFH 10, Mü 17s, Horten 4A (LA-AD), Rheinland and at least one Goevier. (The Condor 2 had struts.) We had no idea that the British had two Rhönadlers.

Concerning the French list. Although Hans Zacher mentioned that at least 2,000 sailplanes were removed overnight, Guy Borgé states that originally 450 sailplanes were removed by the French from Germany in 1945. (Perhaps many more were destroyed during transportation.) One must therefore imagine that by 1950 over 200 had been broken in France.

It is interesting that whereas the French allocated most of their confiscated gliders to civilians in government subsidised clubs the British reserved theirs for the military in Germany and only very few were allowed into civilian hands in Britain, (and these only after Farnborough had finished testing them,) where none of the BGA clubs had government subsidies.

Destruction of sailplanes was carried out by German rearguard action, by displaced persons and by the British and Americans. Destruction was by flying them pilotless after launching by bungee cord, Cs of G being maintained by ballast; or by running tanks over them (Americans) and by other means. The RAF Regiment destroyed gliders to clear airfields for RAF operational use and the Allied Disarmament Commission was generally active.

Although gliding, and anything to do with gliding, was forbidden to Germans, and was a punishable offence for them until 1951, certain gliding actions were carried out. From the



US Army photograph. Three Meise fuselages and a Rheinland wing discovered in storage in a stable in Luxemburg in late 1944. As 600 Meises had been built by Schmetz at Herzogenrath near Aachen it is not surprising that some may have been hidden in Luxemburg nearby. These may well have been destroyed.



British soldier inspects Kranich 2 of the Wehrmacht Luft gliding organisation in a damaged hangar in Germany in 1945. Behind are Storch and Meise (and perhaps Arado 79 ?) These may also have been destroyed.

Photo copyright – Imperial War Museum.

All photos by Squadron Leader John Ward. first Allied CFI at Salzgitter.



SG38 about to be launched. Grunau Baby in NSFK (1943) markings behind.



Stan Haynes in the red Minimoa



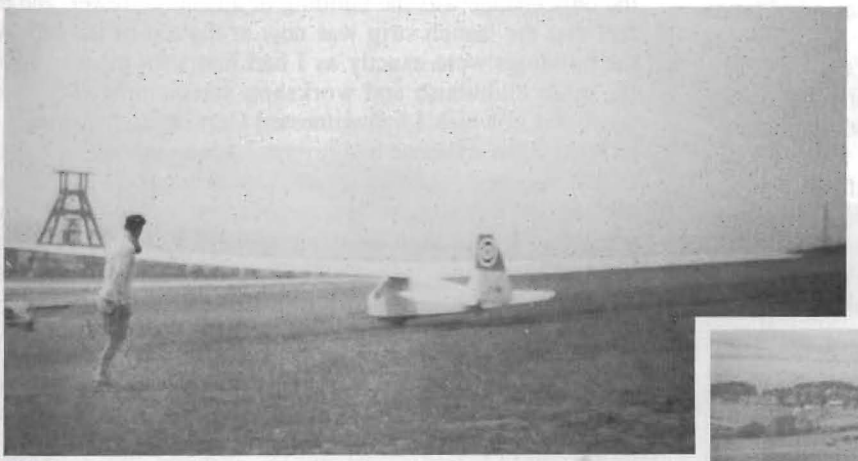
Adolf Niemeier, ex-commander of an Me 163b Komet rocket fighter unit, who was pressed into service both in the air (illegally) and on the ground by BAFO (RAF). He is still flying helicopters in W.Germany at the age of 80.



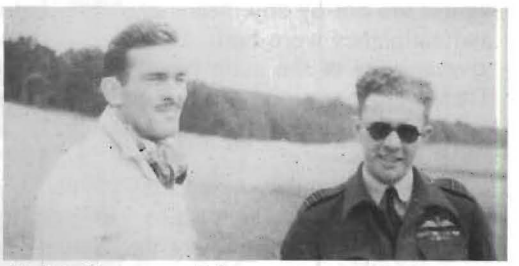
Andy Gough and Paddy Kearon and a Meise in a field of oats.



The clubhouse and winches.



Mu13d about to winch launch. In the background can be seen winding gear at the salt mines after which the place takes its name. Many gliders had been hidden in the mines, and at first it was customary simply to throw any damaged glider back into the mine and to get another out.



Paddy Kearon and ?



The red Minimoa on the slope above the barley field.

Fliegergruppe Göppingen's 40-year anniversary booklet comes the following information.

In 1946 in Eislingen, in a barn a Wolf was hidden and kept secure under the most difficult conditions. In 1947 building drawings for the Goevier were created. Even the ownership of drawings was at that time punishable. Two Ebersbach comrades knew of the whereabouts of two Grunau Babies. These were hidden in barns.

In September, "in two dangerous night operations, five factory new sailplanes, three Grunau Babies, one Weihe and one Habicht were rescued from a hangar on the former Reichssegelflugschule Teck and were thus saved from pointless destruction." (By the Americans? – C.W.) "The citizens of Göppingen Bezgenriet, who had hearts for idealism, took no small risks to hide these aircraft in barns and, to this day, the Fliegergruppe Göppingen is grateful to them."

The Weihe mentioned above was that flown by Karl Bauer to 9,665 m. gain of height on 20 June 1959 to a world height record in a thunderstorm over the Teck/Dettingen. It was owned in much modified form by Hans Meyer who often brought it to our international rallies. After his sad death, it is now (November 1989) being offered for sale.

Where did all the 626 Meises go? As mass production of gliders in Germany went on well into 1944, it is very possible that a great many may have been stored in warehouses to await better times, as airspace over the Reich was becoming ever more crowded. A US Army photograph reveals Meise fuselages, with registrations, stored in a warehouse in Luxemburg, which was found by the Americans in late 1944. We have heard that many of over 9000 SG 38s built in factories were also stored in warehouses. The gliders were often destroyed in their warehouses.

The VGC was founded to save the few survivors of these aircraft, and others. It is doing its best to inspire its members to restore or recreate them... i.e. to put them back, as it believes that some of them were the finest aeronautical creations in wood and fabric ever designed.

Note: We cannot believe that the mass destruction went on into 1947. We know that there was a small but active American Forces Gliding Club at the Teck and perhaps their flying discipline was not all that it might have been. Perhaps five gliders were saved from this.

Glider operations in Germany were allowed again from the 29 April 1951.

It should be mentioned that the German production figures are not by any means complete and that other types and sailplanes were built. However, perhaps these figures give an idea of the main types produced by the factories. There were many more types built in lesser quantity by factories, Akafliegs and groups within the NSFK and the military. (WL)

We believe that by publishing the above information, we may aid historians who wish to trace gliding history of that time, in particular the birth of the RAF, RN and Army Gliding and Soaring Associations which, via BAFO, may have been inspired by the Wermacht Luft (WL). Furthermore, dare we suggest that some of the officers and men who were serving with the British Air Force in Germany utilising German gliders at that time must have noticed what the NSFK and WL had been doing, and now, being in high positions in the British Ministry of Defence, Air Force and Government, have been instrumental in the re-equipment and extension of training in the Air Training Corps, to ensure not only that the right people should join the RAF but also the best training of future pilots.

After 1945... After 1945, countries which had followed Germany's lead in giving pilots initial training in gliders, one by one began to reduce their government subsidies, for Britain and America had never been short of petrol and had never failed to train their pilots with aeroplanes. Thus government subsidies for gliding were reduced and first Sweden, Holland, France and then West Germany herself, following Britain's and America's lead.

Only behind the Iron Curtain was the flame kept burning, and Poland, Czechoslovakia and Hungary have used gliding as sole means for selecting and initially training pilots until this day. However, it used to be true that should the "establishment" in these states not like you for political or other reasons, or because they thought that you had let them down in a contest, they could stop you gliding for ever, and take away what they had given.

Let us hope that the momentous changes under way in Eastern Europe have a beneficial effect on our chosen pastime.

SALZGITTER REVISITED

Letter to the President

Dear Chris,

I don't know if the above (see photo page) has any interest for you, but I was quite amazed that a view taken by your father should be instantly recognisable 43 years later.

I had never intended to return. After 42 years the place was certain to have been built over and would be completely unrecognisable; but I had promised to take my wife to Bad Harzburg, and the offer of a major hotel chain to view an exhibition of Mongolian Art & Culture provided the spur to revisit Germany.

The road from Hildesheim to Bad Harzburg passes through Salzgitter but I recognised nothing, as our transport in 1946/7 was in a covered Thorneycroft lorry. Emerging on the south side of the town, suddenly the landscape seemed familiar, the gentle slope merging with the tree-line with the roof of just one building peering over the top.

It was just the scene that had prompted my request for a BAFO posting when it appeared in S & G in 1946 as a photograph accompanying an article on BAFO gliding by Phillip Wills.

Returning from Bad Harzburg I detoured to ascertain what unseen changes had occurred; to my utter amazement the only change was the building of a Control Tower, and the fact that the launch strip was now at the top of the hill. All the buildings were exactly as I had first seen them in 1946; the main clubhouse and workshop surrounding the gravel courtyard in which I had witnessed German craftsmanship at its best, when someone had reversed a Jeep into the wing of a Weihe prepared for a competition; the workshop staff worked late into the night inserting a patch into the leading edge, and then working through all the grades of sandpaper, finished their smoothing operation with a sheet of writing paper and ultimately a sheet of blotting paper. – What dedication.

I enclose some photographs that I took.

1. Shows a more distant view of the shot that your father took (S & G 1946), the clubhouse roof appears beyond the bushes.
2. Shows the new control tower with the "racing" rails surrounding the launch strip.
3. Indicates "Grunau Halle" which my box brownie records as having previously been designated Halle 1.
4. The ploughed field in the left foreground was usually

Photographs of the former Reichssegelflugschule taken recently by Cliff Flogdell. See "Salzgitter revisited".



The former clubhouse roof appears above the bushes. This is now a school.



Jock Forbes' barley field, left foreground. See text.



Hangar previously designated "Halle 1".

planted with barley, and it was to this that Jock Forbes would swoop down from hill-soaring, causing anyone walking up the hill to rapidly adopt a prone position. Jock would then low pass at high speed over the corn and climb and turn into the thermal he had just created, to continue thermal soaring at about 2–3,000 feet.

Jock was the only man that I ever saw create his own thermal in the manner above described. – A tribute to his judgement and initiative.

In conclusion, I would advise that what were the clubhouse buildings, have reverted to their pre-gliding use as a school.

Yours sincerely,
Cliff Flogdell
29 Bridewell Close, Mildenhall, Suffolk. IP28 7RB

1989 INTERNATIONAL VINTAGE GLIDER MEETING

by Susy Mooring

"HUNGARY? That's a long way to tow a trailer" they said. The knowing ones rolled their eyeballs. "You'll like the beer," they said.

Quite right. Undaunted by the distance the Blue Brick party progressed through English beer, French beer, Belgian beer, German beer (aaaah), Austrian beer and, finally, Communist beer.

And very ideologically sound it was, too.

The International Vintage Glider Club meeting at Farkashegy, near Budapest in Hungary, was supported by some 80 gliders and nearly 700 people, from north-west Europe, USA, Russia and Czechoslovakia. The effort put into the event by our hosts was unsurpassable – even if the underlying organisation was at times faintly chaotic. The people were very like their music – charming, impressive and lively – and the friendliness of the helpers gave us all a lot of pleasure.

The airfield was large and flat and the launch points were generally very well run. Launching was either by winch, in this case perfect for little wooden gliders, or aerotow, which is another story.

We were launched by Wilgas or Gavrons – both big utilitarian machines (room for at least 16 refugees in the back). To avoid the propwash you had to fly behind the tug, or get blown all over the place like a rubber duck in a spin dryer (well that's what it felt like). But we all learned to live with it. Being towed low, downwind of the airfield, with nowhere to land in an emergency was harder to live with – at one point over Budapest at 800' I had started picking football pitches – but one just held on and thought of roast wild boar for supper.

Generally the visibility was not ideal, nor was the wind direction much good for the local hill, but there was always thermic activity and the Blue Brick flew almost all the time.

There is a quality about T 31s that makes everyone want a go. They are the cheery chappie of the gliding world, the Blackpool tourist with the kiss-me-quick beanie hat and a toffee-apple. All five T 31s (a pile of bricks?) were highly popular, even though they do not have the street credibility or the perfect finish of the Minimoa, Habicht et cetera.

The Russians were there with an Antonov 15, which was a v-tailed metal job: Colin Anson flew it and said it was wonderful. In return we stuffed the two Russian test pilots in the Brick and watched them execute a perfect, twichless aerotow behind one of the dreaded Gavrons.

The Czechs appeared with a Lunak, which has wings stressed to 12g positive **and** negative and has been flight tested to 275 kph.

There was a general atmosphere of friendliness and co-operation in this movement. Across political and geographical borders the members are willing to offer one another their encouragement and support: it is truly an international club.

The fever of fellow feeling boils to a head each year on International Evening, when each country sets up a stall to offer their national foods and most intoxicating and nauseous beverages.

The old hands, knowing a thing or two, head straight for the German beer. The younger ones start to wander from stall to stall and the wander turns to a lurch as they become iller and iller. Old grudges are played out with such chemical weaponry as Belgian cherry beer, German Ratzenputze, brandy,and of course, the British Utimate Deterrent, rough cider. It is rarely flyable the following day.

So: we've described the excellent food, beer and friendship. what else is there.. oh yes of course, sex. Our tupperware friends will be shocked: surely the vintage lot can't manage sex? Possibly not, gentle reader, but, no doubt to pander to decadent western imperialist tastes, the ladies who helped at the launch point were **very** scantily clad indeed. Older, fatter women who had forgotten to bring their bikinis thought it disgraceful. The men were overcome by stunning views and had to be led off gurgling in the heat of the day.

And what could be better than sex? Rides in Russian helicopters and Antonov-2 biplane airliners? Well, cross-country flying, perhaps...

To go across country you were supposed to ask official permission: nevertheless Mr. Christopher Wills set off to Lake Balaton, where he landed out. "I only flew over the Russian airfield twice," he declared stoutly. Unfortunately his trailer door was lost on the retrieve, but to each according to his needs: the last we heard, two new trailer doors had been manufactured for him.

With the predominance of vineyards and sunflower crops and a lurking terror of airspace rules, some of us felt it safer to stay near the airfield: naturally the best thermals were to be found over Budapest airport and we apparently brought it to a halt one day soaring overhead. The officials were mildly reproving and grounded everyone for an afternoon.

The Blue Brick party returned to England via the Wasserkuppe where we had the experience of a classic site, a classic museum and classic gliding weather: rain. It is a fascinating place to visit for pilots and non-pilots alike and the museum is superb, if a little light on mention of British gliding pioneers. Your Millwall supporter could achieve fame by aerosol-spraying the name of George Cayley on the lavatory walls. What they would do to him defies speculation.

Unfortunately the joys and mysteries of the Wasserkuppe will have to wait for another article and a more knowledgeable author. Our trip, and the vintage meet, were tremendous fun for misty-eyed nostalgics and non-purists alike. Grateful thanks go to David Bramwell for letting us fly his glider and to Colin and Alice Anson for putting up with us and giving us their excellent company.

Reprinted from *London Gliding Club Newsletter*
1st October 1989.

Chris Wills writes...

We publish Sue's article because we like its style... and for the sake of Glasnost and Perestroika. We thank her for writing it and hope that she and others will write more for us.

All photos taken by C. Wills during the first day of the 17th International Vintage Rally on Saturday 22nd July 1989 during the celebration of the 60th anniversary of Hungarian soaring at the ancient site of Farkashegy, where it all started in 1922.



The old clubhouse, war-damaged, but rebuilt with an extra storey.



The plaque dedicated to Hungarian soaring during the ceremony. on the right is Rudolph Ronai, President of the Hungarian Aero Club for many years, making his speech.



The ceremonial launch of the Vöcsök, designed by Rubik in 1938, built more recently by Lajos Schmidt.



Vöcsök landing at the beautiful site in the hills near Budapest. The site is no longer used except for aircraft restorations. A Pilis is currently being restored there. After this flight it was rumoured that an American had bought the Vöcsök for $3000, but that we could order another one.

Photos taken by C.Wills at the 17th International Vintage Glider Rally at Farkashegy Budakeszi.



Some of the jewels of the rally. Spalinger S.18 (P.Egger), the Dutch Minimoa, the American Minimoa, and the Habicht (OSC Wasserkuppe)

Al. Uster's (American) Moswey 3. This took the place of Jan Scott's Minimoa in the workshop of the Oldtimer Club Münster at Münster/Greven where it is being restored under the leadership of Horst Kiefer, a craftsman from the old days.





The Hungarian registered Antonov A-15, a leading Soviet contest sailplane from the 1960's.

The German registered, Austrian designed Mg 19, recently restored near Munich.





The magnificent British Petrel, owned by Ron Davidson. This was designed and built by Slingsby sailplanes in 1938.

Photos taken by C.Wills at Farkashegy.



The Maufe camp. L to R, Ron Davidson, Tony Maufe, Michael Maufe. In the background can be seen the marvellous new Weihe trailer built by Werner Tschorn. Note Mercedes-Benz wheels.



The Czech Lunak. In the background can be seen the Coudron C.800 of the Bourdon family.



L to R – the brothers Lajos and Erwin Rotter, sons of the father of Hungarian Gliding.



Mai Scott, wife of Jan Scott, President of the VSA (Vintage Soaring Association of America), Imre Mitter and Silke Heyn.

However we think we ought to mention the following:

1. So far as we know, no Russians were there. The A15 flew first in 1960. (Information from *Janes All the World's Gliders*.) As it was clearly a good contest glider for that time, the Hungarians bought some. This was one of those... in Hungarian registration. Soviet sailplanes have CCCP written on them. Chris remembers Margareta Ratsenskaya introducing him to a young Russian designer called Simanov at the world championships in Poland in 1958, where the HKS 3 won, telling him that Simanov was designing a metal HKS 3. Presumably they were referring to the A15.
2. C. Wills may have flown over a Russian airfield once.. but not twice, as he did not come back. (No-one ever does!) The weather was bad. He saw no airfield and was only following the main road.
3. We must inform our dear Hungarian friends that as far as we know their Budapest airport was NOT flown over... but perhaps part of Budapest was!
4. The German Gliding Museum on the Wasserkuppe is having enough problems representing prewar German gliding, without introducing anyone else's... i.e. Sir George Cayley, (although Sir George may well have been the first by some 40 years, to frighten the wits out of anyone with a glider).
5. The Communist beer had been mostly brewed by a Munich brewery in Budapest!

ONE GOOD THERMAL

The Collector's Plate is a slightly battered silver plate which tempts pilots to make soaring cross-country flights between London Gliding Club and Lasham Gliding Centre. If it happens that the plate is at the other place it is up to someone from Dunstable to soar to Lasham to capture it and vice-versa.

It began on April 12th 1963 when Peter Vaughan, a Lasham staff instructor, arrived at Dunstable in an Eagle which he also succeeded in flying back to Lasham. A splendid flight in more recent years was accomplished during a fresh January easterly when Lofty Russell flew his Weihe along the Chiltern ridges to reach Lasham in true vintage manner.

To fly a glider between the two sites generally means doing a nice little dog-leg out to Thame (near Aylesbury) in order to fly around the London TMA, and then south to Lasham, a distance of about 90 km. During the summer of 1989, plastic ships, in keeping with modern technology, have darted back and forth to claim and reclaim the plate. I did manage to fly the old Mü13 there early in July to make a claim. Great fun. In two days it had vanished back to the other end.

Not to be outdone, a plot was hatched up between some bright LGC members and a whip-round was organised. In no time nearly seventy pounds was collected. A week or so later I was enjoying a beer at the bar when I was asked if I would care for a free aerotow in my open EoN Primary. I quickly said yes to this generous offer and then the plan was revealed. Using this hot ship (glide angle 1:8) the idea was to claim the Plate. One decent thermal was all I needed to clinch it. During the next couple of weeks I began to have reservations and wonder what I had let myself in for. Plenty of advice was about; "Don't do it!", "You'll never come back!", but bags of encouragement was eventually forthcoming as the excitement grew.

Early in the morning of Sunday 6th August the sun shone brightly and there was a slight westerly movement in the almost still morning air. Was this to be the day? The weather forecast looked good and the decision to go was made. Off to the club in haste towing the "Angel" in its open trailer. Well and truly psyched up on arrival at the club, my aspirations were somewhat dashed trying to find helpers to rig the thing. Some time elapsed before enough bodies appeared from the tea and coffee round.

In ninety minutes she was rigged and double-checked, the eighteen pins and safety clips were in place and locked. At 12.06 hrs well-wishers and photographers were at the launch point at Hangar Ridge to see a flyer, clad in a flying suit and leather helmet complete with goggles, strapped onto his seat. By this time it had become a baking hot morning. Kronky, the heroic tug pilot who was flying the Super Cub was well briefed not to exceed 45 knots. The dropping zone was to be 5 to 6 miles west of Lasham. Height was to be 5,000' which was considered safe and allowed for sink. The expected time of arrival was 13.00 hrs.

Once airborne, we settled into a reasonable, slow tow, under the radar for a surprise approach to Lasham. Very slowly we passed Tring and Great Missenden noting plenty of big woods to be avoided should the decision to abandon the tow have to be made. As Booker Gliding Club came into view under a clear blue sky we saw most of the fleet on the grid lined up ready for take-off. A couple of gliders scratching at 2,000' came over to investigate the unusual combination of the tug towing this broomstick as we went on our way drifting peacefully through the sky and over the Thames with its many people in small boats on crowded waters. Surprisingly, at this point, some twenty-five minutes into the flight I was feeling relaxed and really enjoying this wonderful warm air toboggan ride after encountering mild thermal activity before Booker when the seat fell away once. A slight forward pressure on the stick was all that was needed and ruddering to keep her in perfect tow position during the flight.

As we began to approach Basingstoke, we commenced our climb to the planned height. The air temperature was beginning to cool and I realised the sweater under the flying suit was not a bad idea after all. It was becoming apparent that Lasham would be difficult to find because of haze, then, at just under 5,000', I had a brief glimpse of the airfield and was glad to pull off tow before rigor mortis set in. My heart then sank, we were in big sink. The Lasham grid looked a long way off, it would be touch and go to reach it. With no vario on board, one goes by the feel in the seat of the pants to find lift, so on and on we went at full 32 knots. Sink appeared to be decreasing and suddenly there was lift at 2,000' over the Dan Air hangars, a local thermal hot spot, so round into a decent bank to connect with the thermal – this was the one we needed to soar on the flight to Lasham. By then I spotted a Ka13 doing a quick descent, I learned later from Ian Smith, who was instructing in it, that he had seen the Primary airborne and had somehow guessed the plot and landed in order to be the first to offer congratulations in true vintage spirit after my landing on the east run by the grid at 13.10 hrs.

My sincere thanks to the LGC members who donated money and organised the aerotow ticket, also tug pilot Kronky for his accurate navigation and splendid tow to Lasham. My thanks also to Lasham members for their friendly welcome and sporting gesture in passing the Plate back to Dunstable. Would I do it again on the Broomstick? You bet!

Geoff Moore

Reprinted from *London Gliding Club Newsletter*
1st October 1989.

LETTERS

Dear Mr. Traves,

With reference to your recent article re Kranich 2 BGA 964, UNDER RESTORATION.

The Kranich 2 was reluctantly sold to Chris Wills in January 1989 by Paul Williams due to the death of Eric Rolfe of Moreton-in-Marsh and the urgent necessity to remove the glider at short notice which was stored there.

The trailer (C. Wills' original trailer) had been refloored and recovered in sheet aluminium by Paul Williams.

The work mentioned that had to be done on the trailer was due to an accident by C. Wills whilst towing it from Moreton-in-Marsh.

I would like to think that the 3 years or so spent in lovingly restoring this Kranich 2 by Paul Williams is the main reason that "BGA 964 STILL FLIES VERY WELL", let us give credit where it belongs.

Yours sincerely,
Eric Williams.
Also a VGC member and current PPL "A".
14 Wyndham Crescent, Easton-in-Gordano,
BRISTOL. BS20 0PG

Dear Sir,

I read with interest your article in the Summer edition with regard to gliding at Ringway 1940–1942 and would like to correct one item. It refers to Fred Gardiner (there could surely only have been one) being killed at Arnheim. He is alive and well and living in Victoria B.C. He came over on an R.A.F. special reunion last year.

Also enclosed is a short report on what happened before Ringway with regard to gliding and the R.A.F.

Yours sincerely,
Gwen Slazenger.
Endroamour, Booilushag, Maughold, Isle of Man.

GLIDING IN THE AIR FORCE PRIOR TO RINGWAY 1940

My husband joined the R.A.F. in September 1939 hoping to fly. He had a flying licence and was an experienced glider pilot and founder of the C.U.G.C. However he was not allowed to go on flying training due to poor eyesight and started first in Uxbridge, and was then moved to St. Leonards where he did some drilling and acted as storekeeper. I as a bride of a few months moved down to St. Leonards and we got friendly with the Commanding Officer, Wing Commander Thomas or Tommy as he was known by all.

We (I say we because for one reason or another I always tagged along and no one ever stopped me) thought it was such a waste having all these young men hanging around with nothing to do as there were not enough aircraft to train them, so we suggested to Tommy that if they were taught gliding it would be of some benefit later. He thought it was a good idea and asked us to put on a display for the Big Brass (Air Commodore Critchely and others) who were coming down in about two days' time.

We then collected up some friends including Don Mc.Clement (now living in Canada) and several others. The only name I can at the moment remember is John Crossfell (who subsequently founded Crossfell Electronics). We set off for Cambridge to collect up gliders and winches that had been put away for the duration. This on its own was quite something and can be a long story. We did manage to put on a display in a playing field at St. Leonards and in spite of difficulties all went well and the idea was approved of.

Wilmington Airfield was requisitioned and Ralph, Don and I moved into the clubhouse. The boys were sent over daily from St Leonards and the gliding training got started. All was going well until the invasion of the Low Countries when it was all stopped. Many of the boys we trained were later killed in bombing attacks, etc.

Before closing down we were allowed to give another display and a lot of glider pilots came to this. One was Dudley Hiscox (who died recently). He did a very steep turn near the V.I.P's and clipped the wing on the ground. He recovered and landed safely and all as though it was part of the display.

We then moved to Christchurch where all metal parts in the gliders were replaced and the gliders towed out to sea and released at high altitude. They then had to fly towards the coast and land after crossing it. Of course nobody knew why, but it was to see how radar reacted to totally non-metallic flying objects. Ralph was allowed to fly the gliders in spite of his eyesight.

He and I stayed in a hotel at the far end of the airfield. He went in daily through the front entrance which was well guarded and I climbed through the fence with my golden retriever dog and spent the day with them.

A lot of time was spent trying to get the tow aircraft to start. It was called an Overstrand and you got into it through its underneath. This didn't last too long and we were all sent off to Ringway. Ralph only stayed for about two weeks as he was taken out of the Air Force to make parts for troop-carrying gliders, which he did until the end of the war.

Gwen Slazenger, 18 July 1989.

Michael Maufe has also sent details of the "Special Development Flight" (S.D.F.) assembled for radar tests at Worth Matravers in May 1940. The aircraft were: Viking 1, BGA 415; Viking 1, BGA 425; Kite 1 without BGA number but constructor's number 355a. (Its wings only have been used for the Kite 1, BGA 400 which has metal fittings only in its fuselage. The "Radar Kite 1" was without most of its metal fittings.) Minimoa – BGA 388 (ex Phillip Wills), Viking 2 BGA 426.

It is clear that the above aircraft do not still exist.

Viking 1 BGA 415 – Date of first BGA C of A – June 1939. Impressed for military service. Struck off charge 26 February 1942.

Viking 1 BGA 425 First BGA C of A issued January 1940. To 3348M? It was withdrawn from ATC use in 1942.

Viking 2 BGA 426 First BGA C of A issued January 1940. Crashed after structural failure due to aerobatics, at Mobberly on 12 October 1940. Crew escaped by parachute.

Minimoa BGA 338 First BGA C of A issued March 1938. G-A2Z postwar. Lawrence Wright owned it. Sold to Iceland in 1950 where it was registered TS-SOM. Destroyed by hangar fire and snow collapsing in its hangar.

Details from: *British Gliders* by Phil Butler, published by Merseyside Aviation Society.

British Gliders and Sailplanes 1922–1970 by Norman Ellison, published by A&C Black. (Concerning the Viking 1s.)

Viking 1s Four were built by Scott Aircraft.
c/n 111 was sold to Argentina prewar.
c/n 112 BGA 415. Impressed, struck off charge 1942.
c/n 114 BGA 416/G-ALRD. This Viking is still in existence at Husbands Bosworth in the capable hands of Lou Glover.
c/n ? BGA 425. Impressed for war service with the ATC and

was sent to the S.W. Area Gliding School. Withdrawn from use in 1942.
c/n 111 was flown successfully in Argentina for years after the war and may even be still there. BGA Nos. 415 and 425 were almost new aircraft delivered into ATC hands, and therefore it may be unlikely that they had glue failure. They were probably crashed.

Minimoa BGA 338 was presented by P.A. Wills to the RAF in 1940 together with its trailer and Talbot 105 (AGY 4) tow-car as a patriotic gesture. The Talbot was destroyed quickly. The Minimoa was delivered finally to an ATC unit at Bray near Maidenhead, where Phillip Wills was unofficially allowed to fly it once in 1943. During the next flight, after Phillip Wills had left with his family (on bicycles), it was crashed. The entire front fuselage was then rebuilt without drawings by John Sproule, who made a wonderful job of it and a new canopy.

THE END OF THE VIKING 2

c/n 118, BGA 426. C of A issued in January 1940. First flight was at Dunstable on 27 August 1939. It was impressed in the Special Duty Flight at Christchurch in June 1940 for use on Radar Trials along the south coast. Later flown from Farnborough on test flights, but developed wing flutter and both pilots baled out and the glider crashed. Total number built: 1.

This information is from Ellison, however Butler records that it was impressed and crashed at Mobberly 12 October 1940. Michael Maufe says "A Viking 2 was also at Ringway for a short time until it shed its wings during an unauthorised display of aerobatics by Wilkinson."

Thus we have three different locations for the disaster. What seems possible is that the Viking 2 fluttered during the aerobatics and this caused wing structural failure. Butler states that it was the first time that anyone had escaped from a glider by parachute. This is not true.

Both the Viking 2 and the Gull 2 were extremely advanced two-seaters for the time, and but for the war, might have been the best side-by-side training and performance two-seaters in the world. The BGA 1947 two-seater design contest was also won by a side-by-side training two-seater, the Kendal K1. The side-by-side configuration for training in Britain was favoured by the BGA until the arrival of the tandem seated Slingsby T 42 Eagle in 1954. However the ATC had used the tandem seated T 31 since 1949.

"RADAR DAYS"

to be celebrated in May 1990 as the 50th anniversary of May 1940, at Worth Matravers. Although the exact aircraft cannot be produced, the VGC might be able to furnish similar aircraft of the same types (except for the Viking 2) and will offer to assist the Dorsetshire Council in any way it can.

No doubt in May 1990, some vintage gliders will be again launched forth over the Channel against the oncoming German Airfleets..., as it was in May 1940.

TO THE WASSERKUPPE GERMAN GLIDING MUSEUM

Please give us back our heroes.

Last summer, some of us made considerable detours to go to the new Gliding Museum on the Wasserkuppe. We were impressed by what we saw but were in despair that we could not buy any postcards of the prewar German glider pilots and their machines, (preferably in their original markings).

Before the war, these pilots were the inspiration for gliding movements in many lands and became heroes abroad as well as in Germany. We are sure the Museum must know who they were... but, just in case, here are some of their names and machines.

Otto Lilienthal
"Rhönvater" Ursinus
Nehring – Darmstadt
Ferdinand Schulz – Westpreussen, FS-4
Max Kegel – Kegel
Robert Kronfeld – Wien, Austria, Austria 2
Edgar Dittmar – Albert
Wolf Hirth – Musterle, Moazagotl, Minimoa
Heini Dittmar – Condors 1, 2, 2a, 3; Fafnir 2 Sao Paulo
Groenhoff – Fafnir
Wolfgang Späte – Minimoa, Reiher VI
Otto Bräutigam – Weihe, DB-10
Ludwig Hofmann – Rhönsperber, Weihe, Moazagotl
Peter Reidel – Fafnir, Condor 1, Sperber Senior
Hanna Reitsch – Grunau Baby, Reiher VI, Sperber Junior
Kurt Schmidt – Mü 13, Condor 3, Grunau Baby 2
Ludwig Karch – Mü 10 "Milan", Mü 17
Felix Kracht – Rheinland
Erwin Kraft – Rhönsperber, Reiher 3
Oeltschner – Condor 1
Steinemann – Rhönsperber
Steinhoff – Rhönadler
Bernhard Flinsch – Windspiel, D 30 Cirrus
Hans Fischer – Windspiel
Boedeker and Zander – Kranich 2
Erich Glöckner – Kranich
Erwin Ziller – Kranich 2
Ernst Jachtmann – Weihe
Walther Drechsel – Horten 3,
Heinz Peters – Condor 3
Heinz Scheidhauer – Horten
Rudi Opitz – Condor 3, Horten 4
Graf von Treuberg – Condor 2a
Walter Drechsel – Minimoa
Eugen Wagner – Rhönbussard
and of course the designer Hans Jacobs and meteorologist Georgii, the instructor Fritz Stamer etc., etc., etc.

We apologise for leaving any of them out. Perhaps the foreign pilots and their machines in the 1937 International Contest could be included.

We know that there has been a policy of repression of everything from that time... but these were excellent glider pilots who inspired movements throughout the world and we think that with the latest spirit of Perestroika and Glasnost we ought to be allowed to buy postcards of them... and damn the politics. We have waited long enough.

We are sure that if the German Gliding Museum on the Wasserkuppe would be prepared to do this, its finances would soar to the stratosphere just on the sale of its postcards alone.

The author last summer did manage to buy postcards of the Moazagotl and Grunau 9 but that was all there were for sale on the Wasserkuppe.

RICHARD MIHM – A SHORT LOOK BACK
by Peter Riedel

A few days ago, Karl Vey wrote informing me that our dear Richard Mihm... a good comrade and expert craftsman, had left us for ever. Memories came flooding back to me.

As foreman of the Rhön Rossiten Gesellschaft (the RRG which later became the DFS... German Experimental Institute for Gliding) technical department, he led Lippisch's and

Hans Jacobs' workshop on the Wasserkuppe. He built the "*Fafnir*" which Günter Grönhoff flew so successfully and later crashed. Later I was able to win the 1933 Rhön Contest and the Hindenburg Cup (during the same year) with this most beautiful of all plywood birds. Always Richard Mihm was there ready to help. That was especially so during our four month long expedition to South America from 5th January – 8th May 1934. Until then I only knew him superficially as the RRG employed me on the airfield of Griesheim near Darmstadt and I had met him solely there and on the Wasserkuppe.

An expedition quickly brings people together. We had luck that there were no unsurmountable tensions between us. The expedition consisted of Professor Dr. Walter Georgii, Hanna Reitsch, Wolf Hirth, Heini Dittmar, Wilhelm Harth, Richard Mihm and myself. There, we gained only the very best impressions of Richard Mihm. Twice he had to repair vital aircraft components at great speed overnight, in Rio. That was in the hottest part of the summer which we had not had the chance to acclimatise to. He was always the same... never complaining and always ready to do good things. Once, someone drove a car over the *Moazagotl's* wing tip. For the second damage, I was responsible. During take off from Ipanema, I managed to release the tow cable instead of jettisoning the *Fafnir's* undercarriage. The steel tow cable touched the ground during the ensuing circuit and almost removed the tailplane and elevator of our Messerschmitt M 23 towplane, thus very much endangering the towpilot's, Gustav Adolf Wachmuth's, life. In two days the M 23 was again airworthy, thanks to Richard Mihm.

Finally he built my diploma work. The GMG-2 of the RRG at Darmstadt had to have its fuselage and wing modified because it had been fitted with a five cylinder BMW radial engine instead of its earlier 3 cylinder Anzani engine. The change of engine brought about an increase of power from 30 to 50 b.h.p. for the same engine weight. The Anzani with its max. 1,280 r.p.m. often broke its crankshaft. Because of this, the RLM (Reichsluftfarht Ministerium) had sent a small air cooled engine to Darmstadt. It was an experimental engine that was not yet in production. The GMG had wonderful flying properties. The Dipl. Ing. Hermann Hofmann from the Akaflieg Darmstadt had designed it in 1927 for the firm of the brothers Müller at Griesheim.

So it happened that Mihm and myself were very much together during the winter of 1932–33 when the modification was carried out in the workshop on the Wasserkuppe. As was expected, Mihm's work was up to the best aircraft standard and there were no problems. This GMG was converted to a two-seater from being a single-seater and I don't know what later became of it. Before it was finished the Third Reich was in situ, and I had, among many choices for a profession, searched out another position in Berlin.

After 1945, Richard Mihm, then relatively elderly, emigrated to Canada. There, he worked in different positions using his craft between 1965 and 1973. He did repair one sailplane for friends of his. Then, for private reasons, he returned to Germany. During the last years we often saw each other. Once we signed together a document stating, in order that future generations should know from expert opinion, that Grönhoff's fatal accident on the Wasserkuppe's West Slope on 23 July 1932 in the *Fafnir* was **not** due to a wrongly connected elevator (fully flying tailplane). This was simply technically impossible. One could adjust the elevator cable through a hole in the fuselage but this could only be achieved by removing the plywood skin. Besides Grönhoff had already flown the machine 20 minutes before the accident, from the Kuppe to the Small Eube before returning quickly to the West Slope. This is what really happened.

Dear Richard Mihm. You have done your bit for the development of gliding at the Rhön. Your friends will never forget you.

Translated by Chris Wills.

Note: Of the 1934 German Soaring Expedition, now only Peter Riedel remains.

C.W.

SUBSCRIPTIONS FOR 1990

Under the new arrangements your subscription becomes due on the 1st January each year. This means that a general reminder that subs. are due will be contained in the editorial of the last VGC NEWS each year (or the first of the following year). If your subs. remain unpaid after the end of January we will write to you requesting payment.

Because this is the first full year of the new system the arrangements will be slightly different. Normal reminders will be sent and members are asked to make payments for any outstanding subs. (from 1989) plus their subscription for 1990.

In order to avoid any confusion you should find the amount we need to bring you up to the end of 1990 on the blue membership application/renewal form in this issue. Many members, when remitting their 1989 subscription did in fact pay up to the end of 1990; their renewal forms will show this and they need do nothing at all.

Several enquiries have been received about alternative means of paying subscriptions to the club. Mindful of the cost of making remittances, particularly for our members who do not have access to a British bank we make the following suggestions on ways of making payment which we can accept.

1. Cheques drawn on a British bank or Eurocheques **payable in sterling** present no problems for us at all.
2. Non-British Girocheques cannot be accepted **unless your Post Office has made special arrangements for them to be passed for payment by Girobank at Bootle in England.**
3. International Money orders (in sterling) where these are available. i.e. U.S.A., Canada and Australia.

It is important that any payment should be free of charges to the VGC unless sufficient extra is included i.e. at least an extra £5.00.

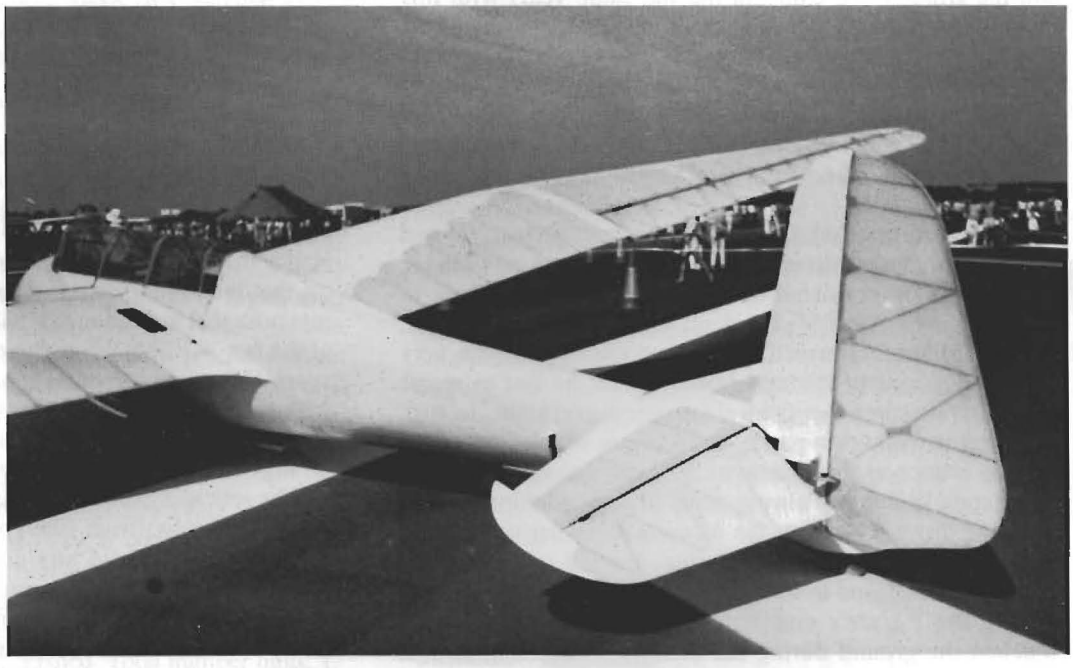
Cash will be accepted in sterling (or other major currencies but please add the equivalent of £1.50 to cover conversion costs). The risk of sending cash must be borne by the sender. Registered post is recommended.

Credit transfers may be made directly into the VINTAGE GLIDER CLUB bank account (sorting code 20-00-87, account number 00180556). Again this must be free of all charges to the VGC. **It is important that any payment made in this way clearly states your membership number and name,** since if these do not appear on the club's bank statement then your payment cannot be identified and will have to be regarded as an anonymous donation. It would also be helpful if you could notify the membership secretary of your intention to pay in this way.

It may be that a number of people living in one area or country may wish to pay their subs. collectively i.e. one cheque to cover a number of members. This also is acceptable provided it is made clear which subscriptions are being renewed. Moves are being made by our members in Holland to do this via their own national club.

P.W.

Photos by C.Wills at the RAF Benson Fête on Saturday 15th July 1989.
As the airfield was operational, and also for insurance reasons, nothing flew.



The last airworthy Kranich 2 in Britain, BGA 964, restored by Paul Williams ten years ago.



BGA 964 in all its magnificence. This Kranich 2 was built in Sweden in 1944. In the background the Me 109G (see below).



The last original Me 109G-2, which is almost ready for engine runs. This is owned by the RAF and its Daimler-Benz engine has been restored by Rolls-Royce. The aircraft was captured in Tunisia at the beginning of 1942 and was flown by pilots of an Australian Kittyhawk squadron. It was later acquired by the British for testing (as it was the first of its type captured) and was tested for rate of climb to 33,000ft during six flights by Mungo Buxton at Jeddah in 1942.

FOR SALE

J.S. Weihe Much modified. Once holder of world height record. With closed trailer. Ex Hans Meyer. Contact: Paul Serries, Agnes Miegelstrasse 1, 44 Münster/ St Mauritz, West Germany. Tel. +49 251 31391.

Grunau Baby III with open trailer. Radio, basic instruments but with second vario, Good condition. £2,400. Contact: Herr Proetzl, West Germany. Tel. +49 9188 3253. (From S & G Dec/Jan 1990)

Kranich II Contact: Neelco Osinga, Ceinturbaan 87, 7413 Deventer, Netherlands.

Slingsby Tutor and open trailer with C of A. Basic instruments; and
Nord 2000 Meise in closed trailer with C of A. Basic instruments and original? canopy. Both at Strubby, Lincolnshire. Offers to: Phil Trevethick, Tel. South Cockerington (050 782) 532.

Slingsby Tutor Unairworthy. Property of an ATC Squadron. No cost except donation to squadron funds. Contact: Brian Goodspeed, 14 Westbourne Road, Ramsey, Isle of Man. Tel. (0624) 814064.

Eon Olympia 2B with trailer. Recent recover. C of A until June 1990. Very good condition. £2,750. Tel. (0409) 253370.

Slingsby Swallow Ex-RAF. Major overhaul completed 1989. New controls and fabric. Offers to: D. Shrimpton, 48 Langdon Road, Bath, Avon. BA2 1LT. Tel. (0225) 315 082.

15m. Metal Trailer Superficially damaged in road accident but repaired. Originally built for ASW 20. Offers in the region of £500. Tel. (0223) 629648.

Hütter H 17a s which are now being built new. It will also be possible to sell **H 17a components and parts.** As there are at least three incomplete Hütter H 17a s in Britain, this should be of interest to their owners. Anyone interested in purchasing complete aircraft, components or parts should contact: John Lee, 68 Timberleys, Littlehampton, West Sussex. BN17 6QB. Tel. (0903) 722578.

Ka 4 (Rhönlerche). Fuselage re-covered; new rudder, elevator cables; basic panels; good open trailer. Private, based service club, Germany. VAT exempt. £2,500 ono. Tel. +49 251 617140.

Goevier 3 side by side 15m two-seater Fokker built 1948. Easy rigging. Wings stripped for recovering. Complete in two wheeled enclosed wooden trailer. View at Cranfield Gliding Club, Sunday 8th April (11 am – 4 pm) or sooner by arrangement. Contact Ken Crack. Telephone: (01) 346 8094.

WANTED

Drawings for building a Heini Dittmar **Condor 2 or 3.** Contact: Hans Mehl, D 8544 Geogensgmund, Mabenberg 3½, K.v. Megenbergstrasse 59, W. Germany. Tel. 09172 327.

Two soft, low air pressure, tyres to go on small diameter (1 ft?) wheels suitable for **B.A.C. V2,** as its only cushion for landing shocks. Offers or suggestions should be gladly received by: Michael Maufe, Redwood Croft, Panorama Drive, Ilkley, West Yorkshire. LS9 9RA. Tel. (0943) 608910.

Somebody connected with a draughtsman's office who is prepared to transfer **Rhönadler 32** negative blueprint drawings onto paper or film material as positives so they can be copied. The process was started successfully but not finished by British Aerospace. Otto Grau has recently transferred blueprint Minimoa 36 drawings on to Mutterpausen (Master Copies?) so they can be copied. The original Rhönadler 32 blueprints are in poor condition and must be saved. Anyone prepared to help should please contact C. Wills at: "Wings", The Street, Ewelme, Oxford. OX9 6HQ. Tel. (0491) 39245.

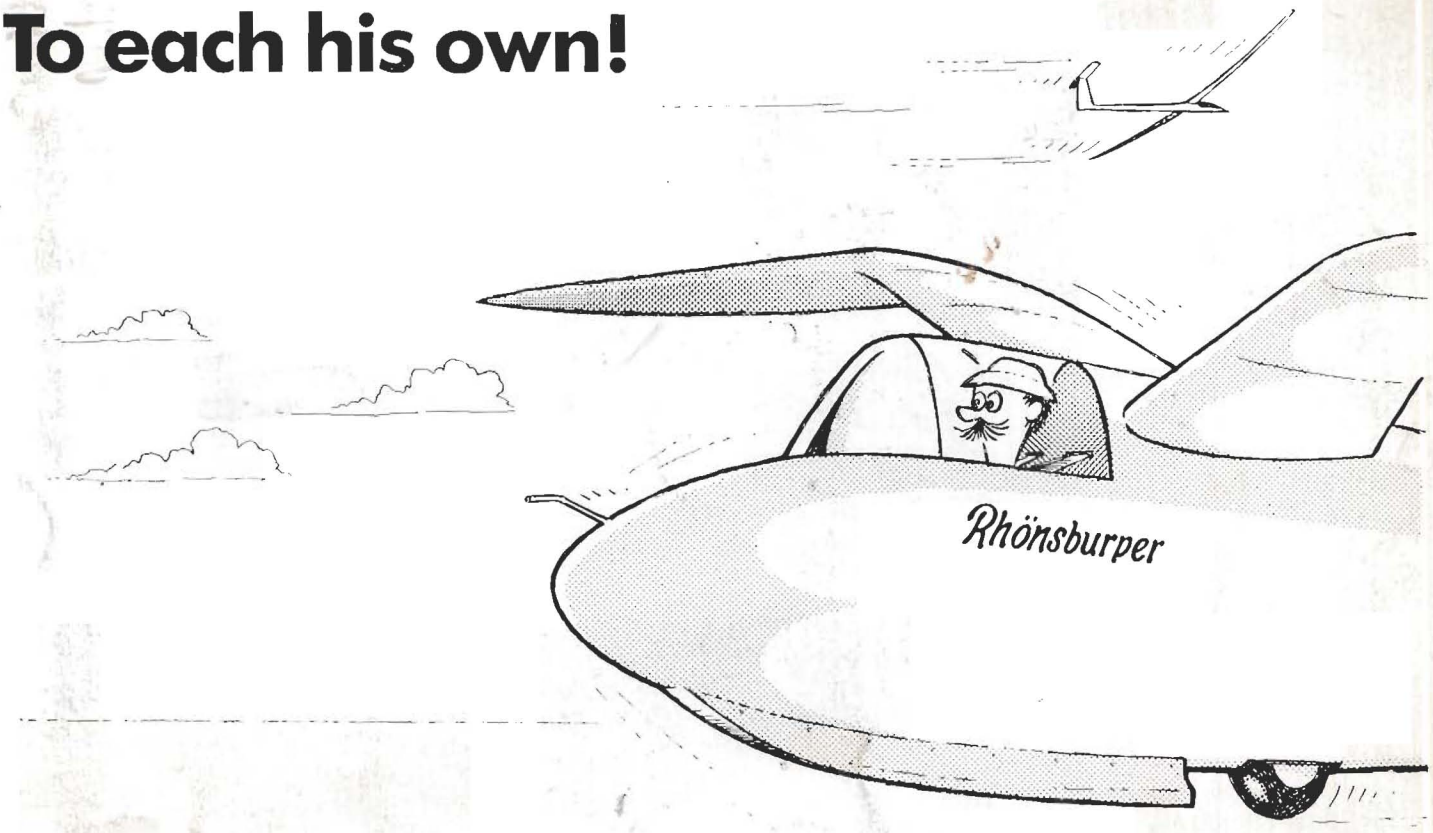
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To each his own!



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

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

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

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

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

Or write to:

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