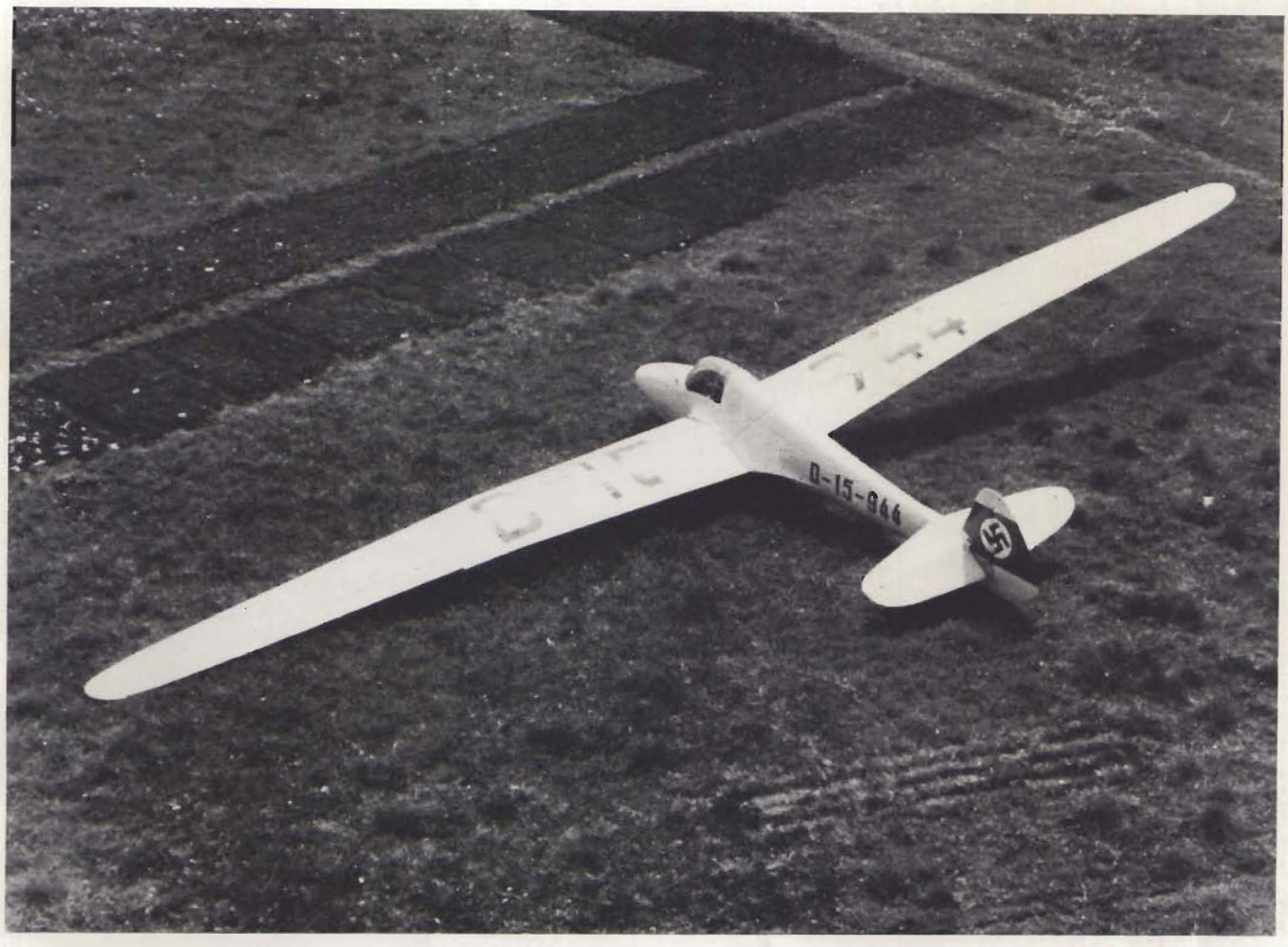
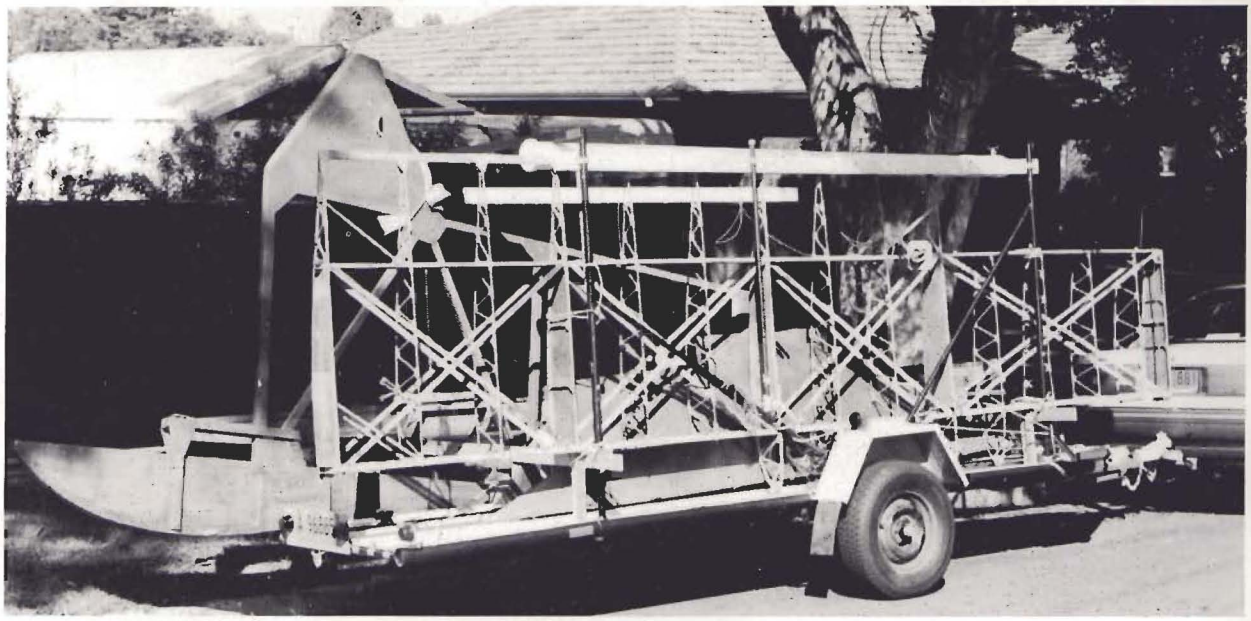
VINTAGE GLIDER CLUB

VGC News

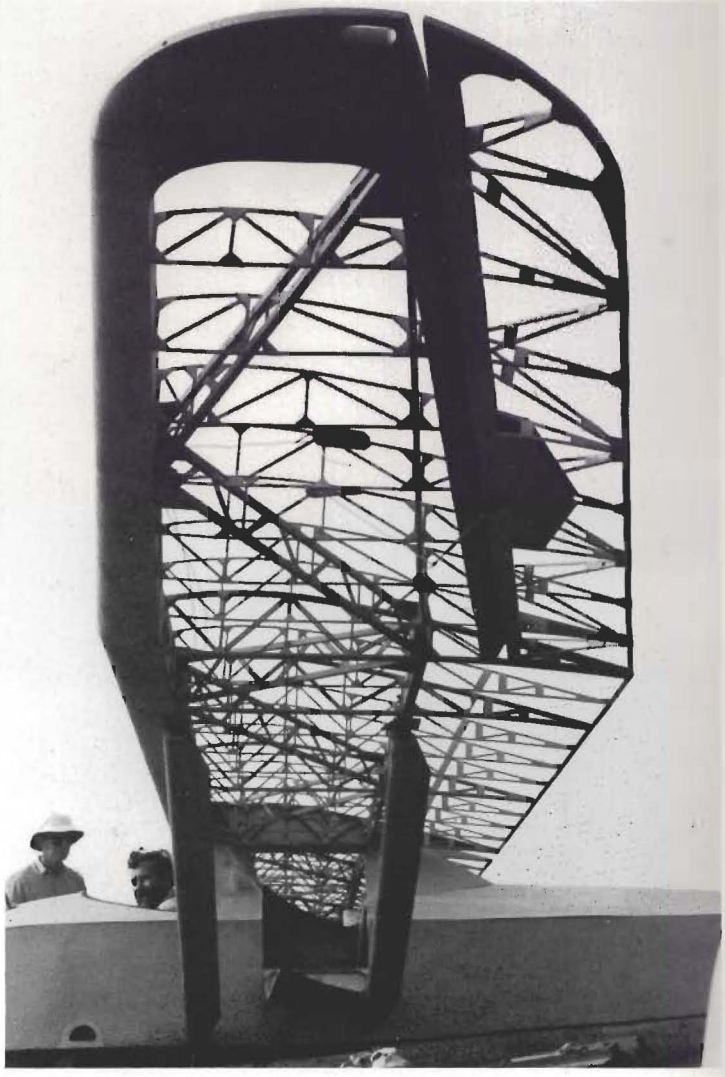
No. 70 Summer 1990





A sight from distant antiquity. This Dickson primary has revealed itself in Sydney and is to be restored by Ray Ash. It is not in bad condition. The Dickson was used by some British gliding clubs during 1930-31 as is remembered by Harold Holdsworth. When flying, this will be the oldest airworthy glider design flying anywhere in the world.

Rigged at Last
The BAC 7 at Rufforth, Bob Boyd in the front seat.



Cover Picture
The only Hütter H 28-3 that was ever built. With its span increased from 12 to 13.2 metres, it only offered a calculated + a point improvement in max. L/D over the 12 metre span version (H 28-2). The H 28-3 was built at the FFG (Akaflieg) Stuttgart (where Wolfgang was also studying for his diploma) during 1938/39. It arrived on the Wasserkuppe for the 1939 Rhön Contest with one of the first VW Beetles towing its ultra light closed trailer. Due to the outbreak of war soon after the contest, the H 28-3 probably never received a full German C of A. No drawings for the H 28-3 have been yet found and it is probable that this machine did not survive the war.

Photo: Peter Selinger

VGC News No. 70
Summer 1990

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

International Rally Committee

Colin Street:	Britain
Didier Fulchiron:	France
Angus Munro:	Norway
Hans Dijkstra:	Holland
Firmin Henrard:	Belgium
Imre Mitter:	Hungary
Willi Schwarzenbach:	Switzerland
Rainer Karch:	Germany
Jan Scott:	USA
Fra. Havlicek:	Austria
Hans Erik Magnussen or Stig Eldov:	Denmark

EDITORIAL

Where are we going?

This question refers rather to our International Rallies than our National events. Do we want large, impersonal annual International Rallies or small, rather more friendly meetings? We invite all our members to send letters to us on the subject which we will endeavour to print.

Our International Rallies are, the President believes, suffering from the rather strange malady of being too successful and have become so large that is has become difficult to find airfields large enough for them, or anyone, to run them. Even if it is possible to find the above, it is apparently becoming impossible for the organisers to correspond with the participants prior to the event.

The club was originally formed in 1973 to preserve surviving gliders which were designed before 1945, and copies of them built afterwards. With great magnanimity, the age-limit was extended to 1951, to allow certain types such as the Sky, Condor 4, Kranich 3 and of course the Breguet 900 and Arsenal 4-111 to take part.

The German international rally representative has said that unless we did this, there would be few German types able to take part, as gliding in Germany was illegal before 1951, and types from before 1945 had been destroyed or requisitioned. However, we believe that if all the Weihes, Meises, Grunau Babies, Mü 13s, Mü 17s, Minimoa, Habicht, Wolf, Goevier 2, not to speak of the three Rhönbussards, two Rhönsperbers, Kranich 2s, Minimoas, Goevier 3s etc. etc., which they have in their collections, could be entered, we should still be flooded out.

Of course, the number of sailplanes entered in an International Rally at a given site depends on the rally's director. Nevertheless, it is the feeling of the President, who founded this club to preserve the ancient types, that efforts should be more seriously made to reduce numbers of entries in our International Rallies by not lowering the age of participating gliders.

He would like to suggest the formation of two classes. A **veteran class** for gliders designed before 1945, and copies thereof built afterwards, and a **vintage class** for gliders designed after 1945 until 1951, and for certain exceptions designed after that time, **AND** that the International Rallies should be mainly for gliders of the veteran class until we show that we can handle the events.

This does not mean that we have not successfully h ndled the events in the past but is in anticipation of what might happen in the very near future.

The year 1945 was decided on, as many gliders in France and Switzerland were designed during the war to prewar specifications. Also before that time, gliders were glued with CASEIN (CERTUS) and KAURITE glues which were a special reason for them to be "done away with".

The President suggests that successful flying operation of such a large event from a small site depends on:-

1. Adequate flying discipline.
2. The weather being suitable enough for gliders to be kept up so that launching facilities and landing areas can be kept free on the airfield.
3. The sending of suitable gliders and pilots on small, non obligatory cross-country tasks TO CLEAR AIRSPACE OVER THE SITE for further launching.
4. There being SAFE OUTLANDING FIELDS should they have to outland near the site.

It must be mentioned that at our next International Meeting, **primary gliders** will be being winch launched and aerotowed and that, as there is no hill, they will be constantly using the landing area as they are hard to keep up. The situation will call for good flying and the best discipline. We are

sure that it will all work if we pull together.

Of course the above is not so relevant to National Rallies in our different countries as they are usually undersubscribed.

We are pleased to report that 1990 should see another **Weihe** (SE-SHU), a **Hols de Teufel,** a new **Gull 3** as well as a **BAC 7** (1931 two seater) flying over Britain and another **Spalinger S 21** and the **Hütter H 28 2** (HB-223) flying over Switzerland. So the restoration scene is still very exciting.

OBITUARIES

Jan van Beugen

It is with special sadness that we have to report the death of one of the VGC's Vice Presidents, Jan van Beugen, suddenly, through a heart attack, at 11pm at his home, on Easter Monday 16th April. He was 58 years old.

He had spent the whole of the day with his friends at the Dutch National Gliding Centre at Terlet, flying his recently restored Goevier 3, PH-206, which is now to be named after him.



Jan, his wife and Camilla, his daughter, had taken part in many of our rallies and had shown a special interest in the running of the VGC and its international rallies. It was clear from his constructive speeches at our annual dinners for which he even came over from Holland, that he loved the VGC and would do anything to help us. We all shall sincerely miss him.

His profession was manager for Rank Xerox and he was recently employed in England, going home for weekends.

During the previous year, we were horrified to learn that he had cancer but were relieved to hear that this had been cured with two completely successful operations. It seems a tragedy that after having beaten cancer, he should have been taken from us in one minute by a heart attack.

His funeral was held on 20 April at the Blerick Crematorium, which is just outside Venlo. The hall was filled with so many people, his friends, glider pilots (almost all our Dutch members), members of Rank Xerox and his family that all the seats were taken and many had to stand. Orations were made by Jan Förster, who organised the service, Neelco Osinga, by a member of the German Sport Flying Club at Goch, just over the frontier, which Jan had often visited and helped, and by Chris Wills, the VGC's President and representative of our British members. Paul Serries and his wife represented our German members and the Münster Oldtimer Club. Paul is also a VGC Vice President.

Among the mass of tributes could be seen an arrangement of yellow flowers which were sent by the VGC from England.

The orations were interspersed with music which included the song "Silent Wings", creating a very moving atmosphere.

Our sincerest sympathies go to his wife, to Camilla and Ton, and to everyone else who knew him. We hope that when we are next together with our magnificent Dutch members, we can have a happier time, as we believe Jan would have wished.

Chris Wills

Tim Hervey

One of the last few surviving World War 1 pilots, Squadron Leader H.E. "Tim" Hervey, M.C., has died at the grand old age of 94.

Hervey enlisted in the Royal Flying Corps in the ranks and subsequently became observer and then pilot before being shot down and captured. Only the day before, he had survived an encounter with the "Red Baron", Manfred von Richthoven. Some idea of his character may be gained from his three escapes, unsuccessful as it turned out, but later to prove very useful experience.

He moved to Australia as a pilot for the Shaw-Ross Aviation Company, and whilst "down under" became a founder member of the Gliding Club of Victoria, made a name for himself as a model aircraft designer before returning to Britain in 1936. At Dunstable he was the first manager and chief flying instructor of the London Gliding Club.

During the Second World War Tim Hervey served as a Squadron Leader in M19, helping to devise escape techniques for prisoners of war. Then in 1941 he was seconded to the Airborne Forces as the first commander of the Glider Training School at Haddenham.

His interest was stimulated by the "new technology" hot air ballooning which developed in the late sixties, and although in his seventies, Tim became a founder member of the London Balloon Club, and continued to fly in this manner up to his ninetieth year.

There was a completely different and artistic side to Tim Hervey. He made clever and unusual miniatures of wildlife from scraps of bark, ferns, and flowers.

The funeral was held near Dunstable in the church at Great Billington, and was well attended. London Gliding Club members sat to either side of the coffin as if in a guard of honour. Chris Wills and Ted Hull represented the VGC. One of the hymns, "All things bright and beautiful" seemed particularly appropriate.

"Each little flower that opens,
Each little bird that sings,
He made their glowing colours,
He made their tiny wings."

Its affinity with Tim's miniature paintings was at once obvious.



For Tim

Clouds hold him
cirrus and stratus
fold him
cumulus
wrap round
hill mists and sea rack
shroud the ground.
Sun take him
winds lift him
light fill him
memory
stay with us.

Anne Lewis-Smith

Wolfgang Hütter

Sadly we have to report the death of this great sailplane designer on 3rd April. During the 2nd October 1989 he had celebrated his 80th birthday. One week before the 3rd April, he had returned from a holiday in Switzerland with Peter Selinger's son, feeling very well.

He was born in Vienna on 2nd October 1909. As he was the son of the builder of the first Salzburg theatre (Festspielhaus), Wolfgang spent his youth in Salzburg and it was there that he designed and built his first aircraft which luckily were not brought to flying stage. It was in Salzburg that he, and his brother Ulrich, the later aeronautical professor and wind energy pioneer, designed the minute H 17 sailplane in 1934, which he himself, during the same year, test flew from Gaisberg (at Salzburg). Many of these were built by amateurs and some are still flying today in, among other countries, far away Australia. Its wingspan was less than 10 metres and the number 17 refers to its max. glide angle, which is the same as that of the larger Grunau Baby. It was whispered after the war that Hütter was the best glider designer, for he could do what others could do... but with a sailplane a fraction of the size of the others. Indeed the H 17 could fly a pilot of its own weight!

Shortly after the H 17 he designed the first H 28 with theoretical max. glide angle of 1:28... (actually this was proved as 1:27) with its 12 metre span. This was typical of Hütter's design theory: small, manoeverable, with fuselage of minimal cross-sectional area by fitting the pilot's elbows into the wing roots, which was a characteristic of his later Goevier (1938), H 30 (1953), and H 301 Libelle, of which he is considered the father.

The first H 28 was built in incredibly short time, patronised by Graf Kinsky, in an ideal workshop in 1934 in Austria. Many new ideas were tried out including a blown canopy and retractable verturi. The 12 metre span H 28-2 was designed in Salzburg in 1936 but was never built in Austria. Two were built by an Austrian group in Czechoslovakia, two in Switzerland (of which one went to Rhodesia), and one in Denmark during the war (which is now with Dale Busque in America).

After Austria had become part of Germany in 1938, Wolfgang and Ulrich Hütter took up employment with the Sportflugzeugbau Goeppingen and it was during this time that the Akaflieg Stuttgart nearby built a larger version of the H 28 (the H 28-3) with a 13.5 metre span. This machine was brought to the 1938 Rhön contest in a little closed trailer, towed by one of the first VW Beetles. It caused a sensation.

During 1938-39 Wolfgang Hütter first showed an interest in trying to create aircraft components in plastic construction. This was used for the Goevier's wing/fuselage joint creating an almost aerodynamically perfect wing root, into which both pilots' outer elbows fit, to reduce fuselage cross-sectional area (for less drag).

During the war, he would have been involved in projects being undertaken by the Schempp Hirth firm such as the huge ME 321 and the ME 323 tail assemblies, the Hi 20 (Hi for Hirth) motorglider (Mose), the Hi 21 variable wing sweep side-by-side two-seater with double retracting undercarriage, the Gö 8, a scaled down version for testing of the large Dornier 214 flying boat of 1938-39 and the Gö 9, a scaled down test aircraft with rear pusher power for the Dornier 335 "Pfeil" of 1940-41. Also tailplanes, elevators and rudders were designed and built out of wood for the ME 109K and many would have equipped this fighter during 1945. However the wooden wing, complete with spars, for the ME 109 was found to be too complicated, although one was built.

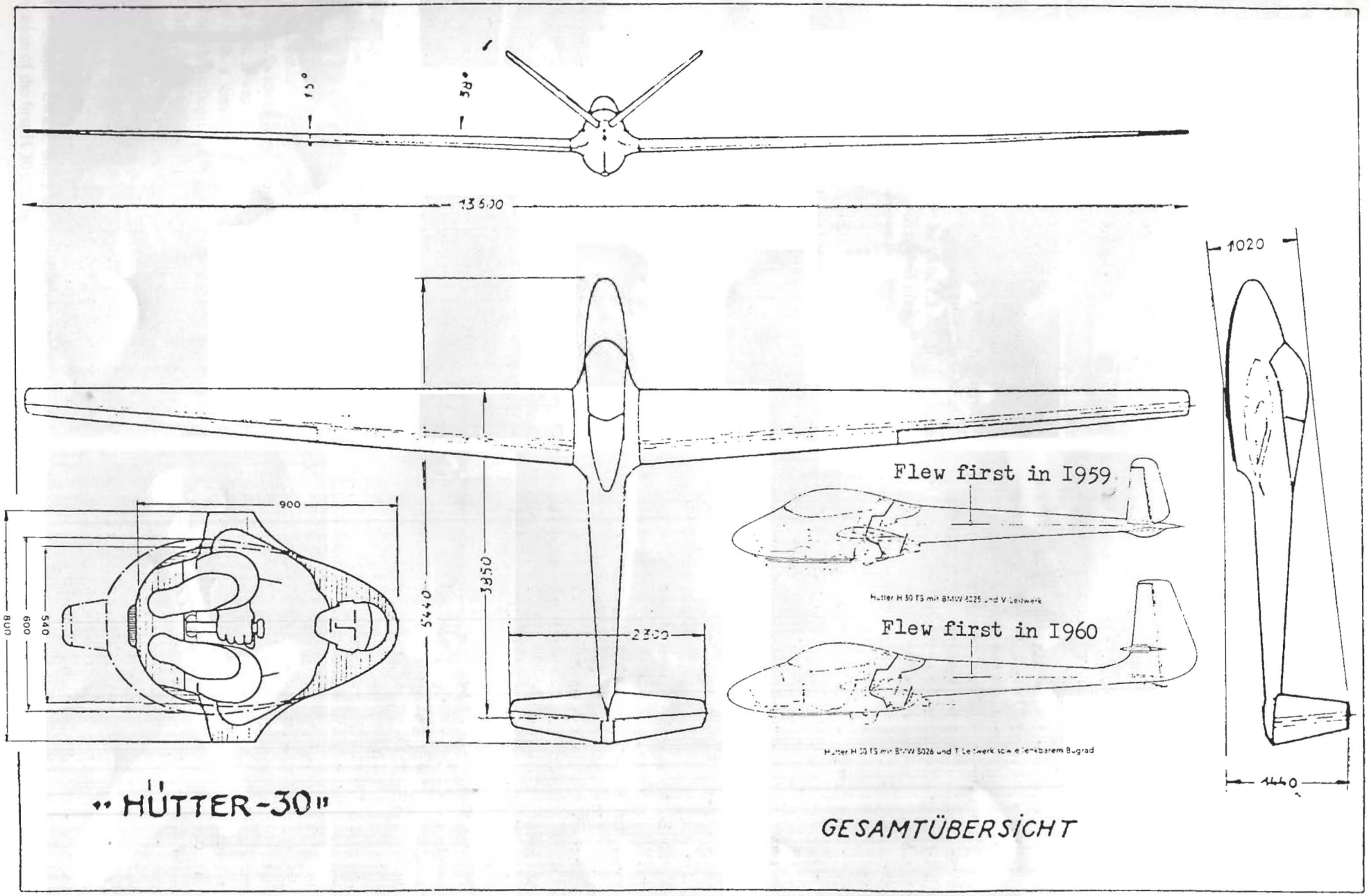
During late 1938, the RLM commissioned the Schemp Hirth firm to design airbrakes limiting speed to a safe maximum, on account of the many accidents in cloud during the final days of the 1938 Rhön contest (seven sailplanes broke up, there being three fatalities).

The Hütter brothers were responsible for these airbrakes and they became obligatory for all NSFK sailplanes, even if they had been already designed and built without them. They were mass produced in kits by two firms for all types of gliders. They were also planned to be used for aeroplanes. The Goevier was the first sailplane to be designed from the outset to have them. During tests with the Goevier with a loaded weight of 400kg. (880lb.), these airbrakes were not efficient enough to hold the machine back. The RLM then required it to fly with a loaded weight of 410kg. (902lb.) and this compelled Wolfgang Hütter to design more efficient "paddle" brakes. Even these would not hold the machine back and a whole aileron carried away with part of the wing. Wolfgang Hütter accompanied the test pilot Clompe on many of these test flights but was not with him during the accident, when both pilots successfully escaped by parachute.

It has to be said that both ME 321 and Goevier were to be used during the 1941 planned invasion of Britain, but in the event the 321s were sent to Russia to supply troops in the snow during the 1941-42 winter, and they could not be retrieved out of the snow. The Goeviers were never used in action (but one of our late members, Max Müller, flew over 700 hours in them at night training night fighter pilots at Paderborn).

The Goevier 2 was already too heavy due to it having to carry nose ballast because of its C of G being too far aft. Nevertheless, it was mass produced like this during the war. The situation was finally rectified with the Goevier 3, which was built after 1951 by the Schempp Hirth firm, with a one metre shortened rear fuselage. It had not been possible to move the pilots forward due to their outer elbows being fitted into the beautiful Hütter wing roots!

In May 1944, Wolfgang Hütter left Wolf Hirth's firm to form his own Hütter GmbH nearby. This was due to his preoccupation to design and build a plastic aircraft. The Horten brothers had already during 1944 pioneered the use of a wooden shell construction formed on a mould for their Horten 4B flying wing sailplane. Wolfgang Hütter intended to use this method of construction to build a one-piece 24.5 metre wing on a 25 metre long concrete heated mould as a plywood and glue shell, for the long distance reconnaisance Hütter 211. This was to be powered by two Jumo 211 which were to enable it to reach a relatively high speed at great height. The fuselage was basically that of the Heinkel 219 "Uhu" but it was to be built of wood rather than metal. Its tailplane was a "butterfly" of wood... as that of the H 30 sailplane. The use of wood replacing the metal would have resulted in an important saving of weight. Much test work and building of mock ups had been completed and the heated mould was almost ready when the workshops were occupied by allied troops in May 1945.


15°
3°
13600
1020
900
800
600
540
5440
3850
2300
1440
Flew first in I959
Flew first in I960
Hütter H 30 TS mit BMW 5026 und T-Leitwerk sowie klemmbarem Bugrad
"HÜTTER-30"
GESAMTÜBERSICHT






HB-22


HB-223




HB-223




HB-223

Clockwise

1. Wolfgang Hütter. Photographed by Thedi Heimgartner possibly during the International Contest at Samaden (Switzerland) in 1947.

2. The 1934 designed Hütter H 17A, BGA 2847, which is currently airworthy in Britain. It was built by Ernst Zanders and partners in Holland but was made airworthy in Kenya by Bim Molyneux.

3. Eugen Aeberli by the registration of his Hütter H 28-2 at Backnang near Stuttgart for an air display in 1974. This was one of only two H 28-2's built in Switzerland before the war and is the only H 28 of the seven built which is airworthy. (It is at present owned by Herr Dätwyler in Switzerland.) In the background (right) is a postwar designed Hütter H 17B. This design is fitted with the "final solution" for the Hütter speed limiting airbrakes! It is the only Hütter design for which the LBA has any information (Kennblatt) as it was designed after the LBA came into existence in 1951.

4. Two Hütter H 17A's in Britain taking part in the National VGC Rally of 1983 at Lasham. BGA 490 has longer nose and ailerons (which were a British modification). It was restored by Southdown Aero Services at Lasham. BGA 2847 is on the right It is interesting to compare the H 17 wing with those of a Grunau Baby and Rhönbussard in the background.

5. Wolfgang Hütter and his wife with Eugen Aeberli's H 28-2 on the Wasserkuppe during our 1974 International Vintage Rally there.

6. H 28-2, HB-223 on the Wasserkuppe in 1974.

7. H 28-2, HB-223 being moved to the "start" in front of a much larger Minimoa at Backnang during the air display in 1974.

8. HB-223 being manhandled to the "Start" at Backnang during the 1974 air display.

During the lean years after 1945, Wolfgang Hütter worked in mechanical engineering (Maschinenbau). During the 1950s, using his experience gained in plastic aircraft structures, he designed the H 30. This was of plastic construction but had an aluminium spar. An attempt was made by Peter Scherer in Switzerland to build it but it proved too complicated for him. It was finally finished in Germany during the late 1950s with a small BMW jet turbine. The aircraft proved itself but the turbojet did not. The H 30 TS (Turbinensegler?) was later destroyed during a winch launch. Eugen Aeberli saw the H 30 TS during an air display in 1960, and from then on he gave Eugen Hänle no peace until he had redesigned it as a sailplane. The prototype was naturally Eugen Aeberli's machine. Wolfgang Hütter used his own laminar flow wing profiles, developed without a wind tunnel, and thanked above all his brother Ulrich, and Eugen Hänle for the successful realisation of the first H 301 "Libelle".

It took ten years for the airworthiness authorities to accept the plastic shell construction (on 7th March 1964) rather than the previously used glass balsa reinforced shell, so that the Libelle could take part in the FAI World Championships. We have Josef Allgeier, Wolfgang Hütter, Eugen Aeberli and Eugen Hänle to thank for the Libelle.

It was during this time that Wolfgang Hütter returned to the dream of his youth. Before 1936, he had been Austrian student long distance skiing champion and had become preoccupied with the problems of man powered flight. In order to discover how much a man could perform, he descended the mountains as often as possible and as quickly as possible noting his time and height difference and came to the conclusion that his duration performance lasting over half an hour was somewhere between 250 and 300 watts!

Only after thirty years was he able to take up again these problems with three comrades from Göppingen. The man powered flight pioneer Franz Villinger and two retired 60 year olds, Wolfgang Hütter and Schüle started to build the HVS (Hütter Villinger Schüle) man-powered aircraft, and it flew at Leipheim during 1983. Unfortunately it took too long to build and the Kremer Prize was already won. However, it bore Hütter's handiwork as it was far smaller than anyone else's man-powered aircraft.

Wolfgang Hütter will be remembered as an outstanding sailplane designer from Austria, and a pioneer of the use of glass reinforced resin for the use of aircraft construction.

It was a great pleasure for us to make his acquaintance during our international rally on the Wasserkuppe in 1974, when he, and his wife, accompanied Eugen Aeberli and his H 28-2. He had a quiet, unassuming and charming personality. We send our sincerest sympathies to his wife, family and to all who knew him.

Chris Wills...with much help from Peter Selinger.

We believe that the "Salto" which is still being built by Frau Hänle is a further revelation of Wolfgang Hütter's philosophy.



Eugen Aeberli with the H 30TS ("Turbinensegler") D-KABA.

THE ANNUAL DINNER 1990

The VGC Annual Dinner will be held on **Saturday 29 September at the Derbys. and Lancs. Gliding Club** whose committee and members have promised that we will be made most welcome.

If there are sufficient numbers there will be flying available in the preceding and following weeks for those who would like to make it a late gliding holiday. If we can provide the expertise the club will allow bungee launching off the ridge (weather permitting).

The cost of the dinner will be **£10.00** per person and the numbers are limited to eighty.

Camping and caravaning are available and flying will be at normal club rates. A restricted amount of bunkhouse accommodation may be available by direct arrangement with the club. We may be able to book hotel accommodation on behalf of anyone who requires it.

Please note that your booking should be accompanied by a deposit of £5.00.

For further details, or to book your place for the dinner please contact the membership secretary:

P.F. Woodcock, 61 Matlock Road, SHEFFIELD, S6 3RQ. Tel: (0742) 349875.

Oldtimer Meeting at the Luftsportverein Gundelfingen e.V., West Germany.
from 10-19 August 1990. Following the success of the club's previous Oldtimer Meeting, they have decided to organise another for twice the duration. It is hoped to set small cross-country and spot landing tasks. Contact address is: Wolfgang Schaeffler, Westpreussenstrasse 11, 8883 Gundelfingen/Donau, West Germany. Tel: 09073/2503 (private) or 08224/7031.

Gundelfingen is in the Black Forest area on the Danube. More information if required is available from C. Wills, address as above.

Rally to be held for **Prewar designed gliders only** at the London Gliding Club, Dunstable, during September. Details from: Mike Beach, 24 Cole Park Road, Twickenham, Middlesex. Tel 01-892 9975.

18th INTERNATIONAL VINTAGE GLIDER RALLY 1990

Keiheuvel, Belgium, 20-30 July 1990.
From a letter received from Johan Kieckens on 20 December 1989, it seems that the following numbers of entries have been accepted from each country.

Holland 14, Switzerland 10, U.K. 17, Germany 15, France 10, Belgium 6, Denmark 1, Norway 1, Hungary 3, Czechoslovakia 2, U.S.A. 1.

It has been decided to allow primary gliders such as the SG 38, Grunau 9, Grasshopper etc., to enter free (not the pilots) and are not included in the total of 80 gliders listed.

The Czech entry consists of the Lunak with Josef Fecko and the Orlik VT-16 with Ales Vladik, Lubis Gasek, Pavel Krpalek and Stanislav Kubicek.

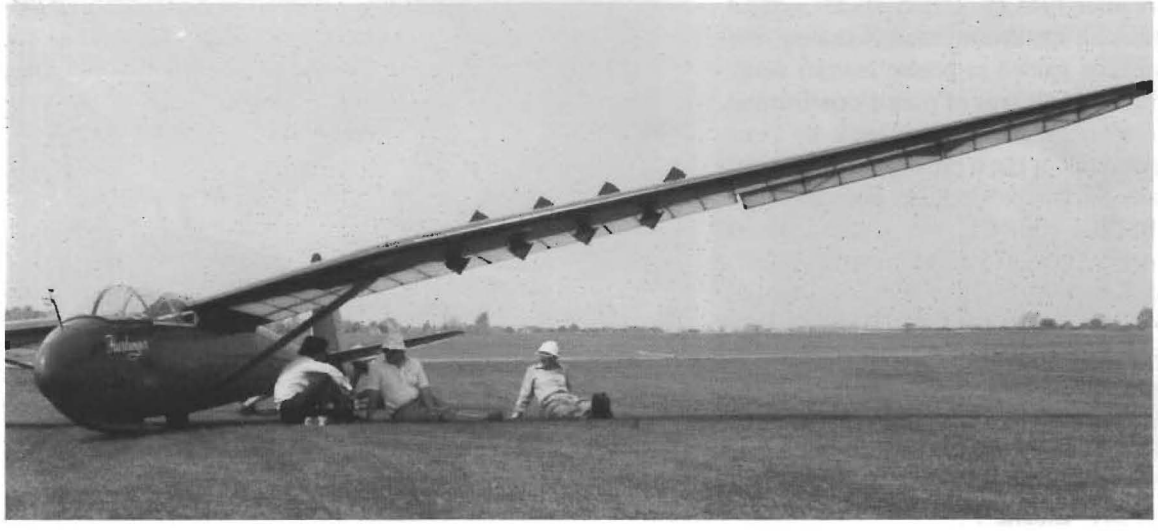
The Hungarian registered A-15 (Antonov) has been accepted as an honorary entry. It has been suggested that the Eastern Block entries should be allowed to enter free. We believe that this has been approved.

V.G.C. Weekend Rally 11-12 August 1990, Wycombe Air Park.
It was proposed to make this a vintage car and costume event also. Contact: Graham Saw, Tel: (0628) 776173 (Home).

London Gliding Club's 60th Anniversary Rally Saturday 30th June.
Participation in this rally is by invitation only.

Representatives of gliders which have flown from Dunstable since 1930 will take part. The earliest will perhaps be a Hols de Teufel and the latest perhaps an ASH 25. Club members from the 1930s will also be present. There will be a parade in which each glider will be allowed one winch launch free.

A Rally for Musger Mg 19 "Steinadlers"?
Mario Selss wishes to organise a first rally for the type from 29th August until 2nd September 1990, possibly at the Austrian National Centre at Niederöblarn in the Steiermark (Styria). The rally would run from Wednesday until the Sunday. Those interested should as soon as possible contact:
Mario Selss, Oldtimer Segelflugverein München e.V., 8000 München 50, Bauseweinallee 123, West Germany. Tel: 8120094.



Peter Woodcock chatting to the Harbinger Syndicate at Rufforth

Lasham VGC Centre Weekend Rally 8-9 September 1990 [This can be 'stretched', as Lasham operates 7 days a week] Contact Jane Ballard Tel. (025) 687 553

AUSTRALIAN NEWS

The best regatta yet.

From Vintage Times Number 46, March 1990. (Editor: Allan Ash)

The most successful Vintage Sailplane Regatta yet was held between Christmas and New Year at Lochiel, South Australia. 18 vintage gliders and at least 50 pilots were present.

When you throw together a variety of light aircraft, ultralights, three hang gliders, a parachutist and more than 500 visiting members of the public, plus the Governor of South Australia and his retinue, this has got to be the most successful vintage rally ever held in Australia. Much of the success resulted from the hard work and organizing of the hosts, members of the Adelaide University Gliding Club, under the enthusiastic leadership of Cathy and David Conway.

The facilities at the airfield were quite adequate. Most of the visiting pilots and crews camped on the airfield and the AUGC'S clubhouse was a popular meeting place for meals, showers and socialising.

The weather during the regatta was not the best, with strong winds on most days with temperatures usually over the 30 degrees mark, but most pilots had good soaring flights.

Vintage sailplanes arrived from various parts of South Australia, Victoria and from Sydney in the form of Bob and Mary McDicken with their rebuilt Ka6. Launching was mostly by three winches but one towplane was present, kindly loaned by the Adelaide Soaring Club.

Strong winds made soaring a little difficult, especially for the older machines, which had to keep leaving the thermals when the strong wind drifted them downwind. On several days the wind was on the nearby 700ft. high ridge which allowed slope soaring to 1200ft. or more, enabling pilots to remain airborne until a thermal came along.

The organisers arranged some excellent publicity for the regatta by having the Adelaide Club's Bocian towed into Adelaide Airport on 26 December, the first time that a sailplane has landed at a major city airport in recent years. Having landed, with the kind cooperation of the airport authorities and the Civil Aviation Authority, the State Minister for Labour and Marines, Mr. Bob Gregory, was installed in the front seat as passenger and, with SAGA President Bob Moore at the controls, the Bocian was then towed 130km. from the airport to the Regatta site at Lochiel, with a TV news camera helicopter accompanying it. The stunt brought a lot of good publicity on radio and TV and was probably the main cause of the crowd that came to Lochiel on the open day, Thursday 28 December, to watch activities and to enjoy passenger flights. The open day was a great success and was marked by an official visit by the Governor of South Australia, Sir Donald Dunstan.

For the occasion, all the single-seater sailplanes were lined up in a big arc for the official inspection while the two-seaters took up passengers and gave demonstration flights for the crowd. For the inspection, the gliders were lined up according to their age, with the Rhön Ranger Primary at one end and the LS4a at the other.

The Governor was escorted along the line by the President of the Vintage Glider Association, Alan Patching. Alan explained to the Governor that the regatta celebrated the 60th anniversary of the beginning of gliding in Australia in 1929.

While the inspection of gliders continued, a parachutist made a jump from the Bocian and one of the hang glider pilots soared to more than 3,000ft. and completed an out and return flight of about 20km. during a flight of four hours.

Rudi Gaissmeier made several impressive flights in his LS4a fitted with a detachable TOP engine. Another interesting part of the open day was demonstration flying by two radio-controlled model sailplanes.

The older aircraft naturally came in for the most attention from visitors. The Rhön Ranger, a pre 1930 design, is a replica built in about 1976. The "Golden Eagle" was designed in 1934 and made its first flight in 1937. The (Chilton) Olympia "Yellow Witch" made its first flight in 1948. Most of the other vintage sailplanes present were built during the 1950s and early 1960s.

During the regatta. the VGA (Vintage Glider Association of Australia) took the opportunity to hold a General Meeting and it was obvious that there was great enthusiasm for preserving and flying vintage gliders.

After the meeting, Cathy Conway announced the winners of the various trophies that had been donated by the Coca Cola company (which also donated a drink van and supplies of its drinks for sale on the airfield).

The award for the best presented Schneider design went to Aaron Stroop for his immaculate Grunau 4, VH-GDV. The Grunau also got the award for the best mix of old and new, because it was fitted with a modern Borgelt variometer system. The best vintage sailplane at the regatta was judged to be the "Golden Eagle" and the award was made to Alan Patching. Bob McDicken got the award for having travelled the greatest distance to attend the regatta, having come 1,400km. with his Ka 6, suffering a lot of tyre trouble on the way.

On the final weekend there was a spot landing contest in which all pilots had to fly solo in the Long Winged Kookaburra. Placings were: 1; David Conway, 2; Michael Texler, 3; Peter Temple.

Ralph Crompton won the prizes for the best height (6,000ft.), the best duration (4 hr. 4 min.) and the best distance flight (100km.) in his Ka 6. During the weekend, the visiting hang glider (motorized) made an out and return flight of 150km. as well as doing some local flying. Altogether there were 252 launches for 80 hours flying by the vintage gliders at the regatta. Visitors included a number of those who had been active in gliding before 1940.

Other gliding enthusiasts who turned up were Col. Churches in his recently completed Corb Starlet and Keith Jarvis, in his recently restored Auster. Both are VGA members.

Catering for the regatta was capably done by volunteers from the State Emergency Services. Their contribution was very welcome by pilots and crews. Evening barbecues allowed hosts and visitors to get to know each other and on several evenings videos of aviation interest were shown. One of these showed Waikeries' 50th anniversary celebrations in 1988.

List of Participants

Rhön Ranger	Roger Chapman
"Golden Eagle"	Alan Chapman
Chilton Olympia "Yellow Witch"	Keith Nolan.

This aircraft once did the best flight ever in a vintage sailplane... a 500km. triangle. Keith Nolan was the pilot.

ES 49	Lake Bonney G.C.
Grunau 4	Aaron Stroop
Kingfisher	Fred Foord
Cherokee 2	Doug Cameron
Spruce Goose	Mary Gill
Arrow	A.U.G.C.
Ka 6	Bob McDicken
Ka 6	Ralph Crompton
Boomerang	E. Prelgauskas
Boomerang	Bert Heath
Boomerang	A.U.G.C. syndicate
Long winged Kookaburra	E. Prelgauskas
Short winged Kookaburra	Sunrasia G.C.
Bocian	Adelaide Hills G.C.
Bergfalke	A.U.G.C.
Pheobus	A.U.G.C.
Club Libelle	T & C Linkey
Pik 2	Rudi Gaissmeier
Grob 109	Flinders University

Support for a Vintage only Soaring Contest

During the General Meeting it was stated by Keith Nolan that the Sports Class National Contest gave vintage sailplanes no chance and that therefore the Annual National Vintage Rally should in future last two weeks. The first week for the regatta... the second week for a vintage sailplane contest. No decision was then taken but all members are to think about it until the nest general meeting. It was pointed out that Australia was so large that even if the event was held at a central site, all members might not be able to manage the huge distance involved to get there.

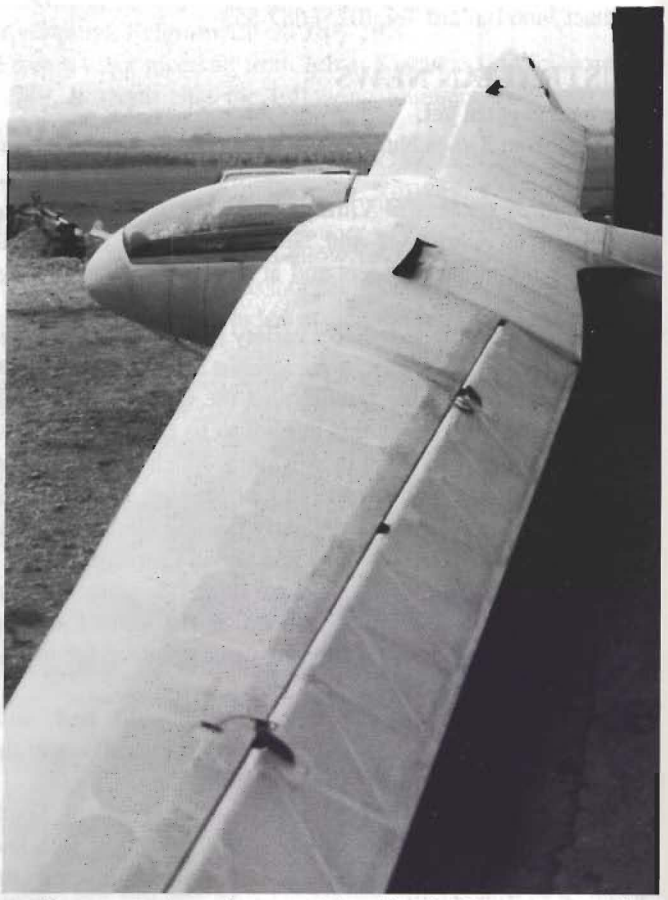
BRITISH NEWS

During 1989, following the restoration of Ka 3, Cumulus, Grunau Baby 2, Grunau Baby 3, the flying again of the Kranich 2, we are very pleased to report that the **Swedish Weihe BGA 1297** was test-flown during a very stormy week before Christmas by Peter Manley after a very extensive year-long rebuild in which many of the Essex Club members, not actually in the syndicate, helped. Not only has a wonderful restoration job been done on the Weihe which now has its Swedish Royal Airforce markings and original canopy, but the trailer has been worked on also.

Lionel Callow, his son David, Brian Thwaites, Peter Perry and **David Dungey,** not even among the Weihe's owners, very much helped to bring the task to fruition which ended at 1335 on Thursday 28th December when the Weihe had its first test-flight from an aerotow launch.

Peter Manley, Essex G.Cs. Technical Officer has done the lion's share of the work while supervising others doing various tasks. Peter has been made Honorary Member of the

The "new" Gull 3 project as it was during winter 1989/90 at the Blackpool and Fylde Club.



syndicate as token of appreciation for his time, energy, effort and skill etc...

Eric Couzins and **Eric MacDonald** Both are Weihe owners who spent most weekends during 1989 involved with the work besides taking some of it home to complete.

Wally Smith. Another syndicate member who has maintained and worked on the trailer during the year, travelled to get items needed and did a large amount of work stripping the fuselage.

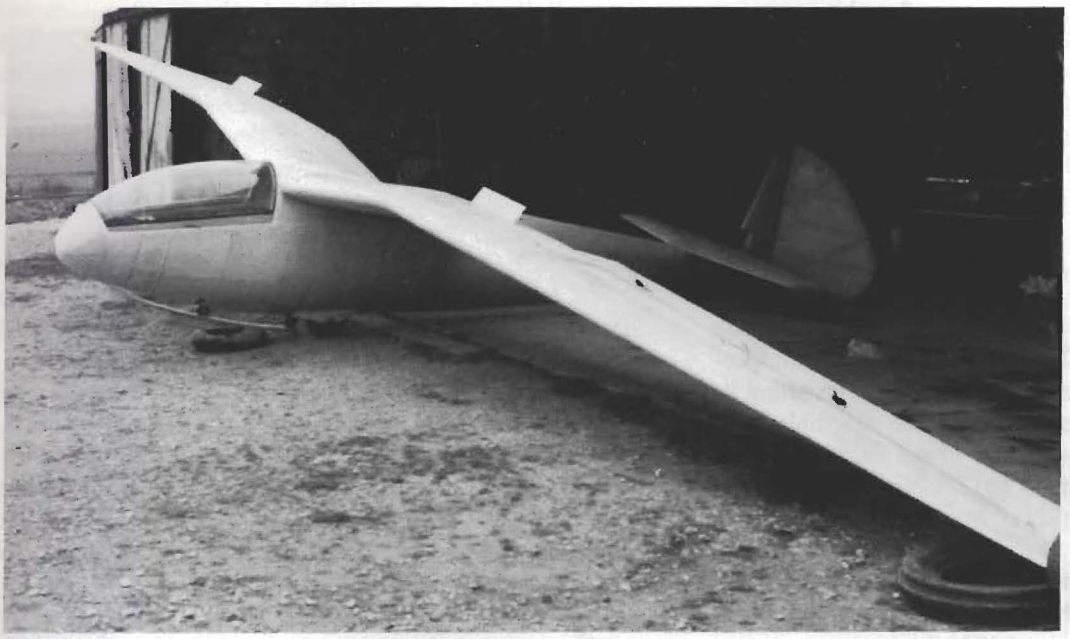
Ron Burke and **Geoff Lynch.** These two are not syndicate members but without their time given on a variety of jobs, the restoration would have taken much longer.

A number of other club members have helped on odd days out of interest in the project. The thanks of the owners go to all of them.

So the restoration the the Swedish 1943 built Weihe BGA 1297 was the result of a massive effort on the part of its owners, and Essex Club members, and we congratulate the club's **C.F.I. Peter Molloy** on his club's team spirit.

Due to work and C.F.I. commitments, Peter could not get involved in any of the above, but wrote numerous letters trying to get information to assist the team.

Glue failed areas were almost the entire rudder, elevator trailing edge and ribs, aileron trailing edges and ribs, wing trailing edges and ribs and plywood covering behind the main spar. Wing tip D-box areas were reskinned on both wings. The starboard wing needed some leading edge D-box ply covering renewed. The port wing's D-box, except at the tip, did not need renewing.



The "new" Gull 3 was rigged for the first time so that its centre section fairing could be fitted. At this time (winter 1989/90) the aircraft was complete except for a fin/tailplane fairing. The first prototype Gull 3, although designed in 1939, did not fly until 1941 when Prince Bira of Thailand was able to own and fly it as he was an ATC Officer. The above is the second prototype Gull 3 in 1990!

The new Gull 3 Project at Blackpool and Fylde Gliding Club

Peter Philpot wrote at Christmas 1989 that the aircraft was now complete except for its fin-root fairing. It was rigged so that its centre section fairing could be trimmed to fit. It was hoped to cover the wings with transparent doped fabric, but the glue used to stick down the fabric left such an unsatisfactory appearance that it will have to be painted all over. Last year (1989) had ideal weather for working on aircraft as, contrary to our last editorial it was a dreadful year for gliding in Lancashire. There was plenty of sun, blazing down from an inert sky, which was fine for gluing and trailer painting. One of the club members had five failed attempts at a Silver C distance. We can only imagine that the club's location near the west coast was influenced by sea weather, which induced stability.

Although the Gull 3 should be airworthy during 1990, it will not be possible to bring it to VGC rallies because its work team have been too busy to build a trailer, although they have a non-roadworthy one to store it in.

Fauvel AV 36's

Ian Hodge of 23 Trenowath Place, King Street, Kings Lynn, Norfolk, PE30 1EN has now acquired all the Fauvel AV 36's that are in Britain. This includes the one that was aerobatted by Andy Gough in the RAF (German built), the one which was owned by Mike Russell (... built?) and the one that was kept at the Derby and Lancs Club, Camphill (early French built... still with original canopy).

Models of our Gliders

Cliff Charlesworth has informed me that the White Sheet RFC will be holding their scale model Vintage Glider Event on the 15 July 1990 on White Sheet Down near Mere, Wiltshire. An excellent meeting was held last year and many VGC members attended. Many of the models will have been built from official works plans obtained from the VGC. Cliff hopes to have his scale model Horten IVa flying by then. This year's meeting should be of great interest to VCG members.

The Mike Beach Collection

As of late 1989, Mike Beach was able to exchange his Ka 3 for a **Ka 1** from Belgium. This machine, which is in the ultralight glider (i.e. Hütter H 17) category, has already made an excellent impression in the air and on the ground.

Mike Beach has already restored a **1935 Drone Motorglider,** the **FVA 10b Rheinland** BGA 171, and the **Gull 3** BGA 643 apart from some aeroplanes. For the last two years he has been engaged in building again new, a **Schleicher Anfänger** (i.e. an improved Hols der Teufel). As of February 1990, this is now finished and is awaiting suitable weather (i.e. a very light wind... almost unknown yet in 1990... and if possible on the Dunstable Hill) for a first test flight. He has now acquired his next restoration project, the **Scud II** BGA 231. This aircraft was once being built (rebuilt?) by Eric Collins and was taken to be finished at Slingsby Sailplanes, after Eric's fatal accident in a Grunau Baby in 1935.

The Scud 2 BGA 231

During its rebuild, Mike Beach has discovered evidence that its plywood surfaces were originally painted green.

Harold Holdsworth can remember the Abbotts firm bringing a green painted Scud 2 to the 1934 National Contest on Sutton Bank. Paul Williams, who is researching the matter, states that after the Willow Wren owned by Kit Nicholson and Philip Cooper had been crashed by MacClement, they bought the Green Scud 2, flying it under the contest No. 16. They later, possibly in early 1935, bought a Rhönbussard and presumably it was then that the Green Scud 2 was sold to Bill Barker. Bill Barker later owned a Scud 3.

In 1935, the Green Scud 2 was at Dunstable and Charles Ellis can remember weighing it, as at that time, and afterwards, there was some doubt about the often quoted design weights for gliders ever being anywhere near their actual weights. Charles can clearly remember that this Scud 2 weighed 250lb. empty. The weight of the type was being quoted as 150lb!!!!

The history of BGA 231 from 1935 until the war is not definitely known. During the war, Paul Williams has discovered that it was bought (rather than requisitioned) by an ATC

Unit in the south of England, which camouflaged it.

Should anyone know more of the history of BGA 231 from 1935 until the war, would they kindly inform Mike Beach, 24 Cole Park Road, Twickenham, Middlesex, Tel: 01-892 9975; and Paul Williams, 2 Eborall Close, Woodloes Park, Warwick, CV34 9QA.

From a letter received from Michael Maufe on 6th April, we learn that Tony Maufe in Norfolk has completed a trailer for his father's **BAC 7** at Ilkley, West Yorkshire. Michael hopes to tow the still incomplete aircraft to Rufforth on the May Day Bank Holiday for Bob McLean to give it a final inspection before it is fabric covered. Michael is now installing its control cables. This year, we hope to see the incredible spectacle of this 1931 British two-seater in the air. It should be remembered that Eric Collins in 1933, in such a type with a passenger, was the first British pilot ever to do cross-countries in Britain.

Michael Maufe has recently spent some time in the office of the ancient newspaper The Ilkley Gazette, going through their files of the original papers of 1930-34, during the period of the existence of the Ilkley Gliding Club. Sue Maufe has made photocopies of all articles referring to the club and has very kindly sent the VGC copies of them. The club seemed to have owed its existence to the BGA sponsored pioneer flights over the area by Robert Kronfeld in his "Wien" in 1930.

We thank the Maufes for sending us this news.

Goevier 2, Fokker built, **BGA 1642.** First British (BGA) C of A issued in May 1971 after it had been in RAF hands. This had been sold to Frans Otten in Holland. It has a closed trailer. As far as is known BGA 1642 just needs fabric covering. This was one of the six Goevier 2s built by Fokker in 1946-47. Its BGA C of A expired in July 1975. Another Fokker built Goevier 2 is in Zimbabwe. BGA 1642 will augment the already very considerable fleet of Dutch Goevier 3s.

Winter Storage for Vintage Gliders at the Museum of Flight, The Royal Scottish Museum, Edinburgh.

The Museum will be happy to store during the winter up to eight gliders in their trailers which can be left open for ventilation, or out of their trailers but dismantled. Over the winter, the museum is not open, and therefore the only people who would be there would be staff or special visitors under supervision. The storage area would be unheated but dry. The Museum would not make a charge but would be happy to receive a fiver or two as donations. Our member who arranged this is not a member of the museum staff, but he is: **Gordon Watson,** 4/5 Gowkthorn Cottages, by Mauchline, Ayrshire, KA5 5SZ. We thank him very much and will follow the matter up. He personally believes that collaboration between a responsible museum and the VGC must be to mutual benefit. The Museum buildings are (or will be in a few weeks) in very sound condition, not heated but fully wind and watertight. The staff knows about aeroplanes and gliders. It is said that the famous **Blue Gull** is there. Last year, 30,000 people visited it. This year it is reasonable to hope that it will be 50,000 and that it will go on in a few years to 100,000 plus. The museum's curator is :- Bob Major, Tel: (062-088) 308 (Museum) or (0383) 822612 (Home).

Easter Rally 13-16 April 1990 at Lasham.

This was unluckily graced with rough, windy and cold weather although there were broken thermals. This was sad as the previous weekend had had good weather and there had been almost a heatwave in March.

It had been important to have a successful rally there to launch fully the VGC Centre, which had been prepared by our Lasham members by hard work.

As it happened only David Hooper, a new member from Keevil, brought a Ka 6CR. Apart from this only the prototype Sky was flown by Richard Moyse, Ray Whitaker, Ian Smith and Phil Philips. the Lasham manager.

High point of the weekend was Saturday evening when CAIR AVIATION invited all members of the VGC Rally to a social evening when there was an impressive exhibition of a few of CAIR AVIATION'S wares (which were for sale often very cheaply). These included stainless steel skids, instruments, a Polish parachute, tie down corkscrew stakes, closed aluminium rivets, parts of T 21s and fine aluminium trailers etc. etc. These were on view by courtesy of Colin Street, Ian Smith and Arthur Stovold, who are CAIR AVIATION directors. Susan Street and Pauline Stovold had prepared a magnificent cold buffet where large quantities of food and drink were there for us all...free!

Those who have worked very hard on the Centre are :- Vic Marshall, Jane Ballard, Richard and Wendy Moyse, Peter Handley Jones, Ian Smith, and Ray Whitaker and we thank them very much. Video films from Paul Serries on the Minimoa and our last International Rally in Budapest were shown during the Saturday evening. They were of a very high standard.

Important visitors were Dick Stratton and Mike Adams from Australia. Mike, Colin Street and Dick Stratton were founder members of the Isle of Wight Gliding Club. Also visiting were Mike Birch, Graham Saw, Geoff Moore, Alice and Colin Anson, C. Wills, Francis Russell and Ulli Seegers from Germany, John and Joy Pressland, David Shrimpton and Peter and Jill Harmer from Farnborough. The rally was a very notable social occasion if not a flying one... and we ask our Lasham members not to lose heart. We hope that we can come back to them as soon as possible in better flying weather.

Left to right, top to bottom.

All photographs were taken by Colin Street at the Lasham Rally during the weekend of 13-16 April 1990.

1. Three founders of the Isle of Wight Gliding Club after the war. Mike Adams (now of Australia), Dick Stratton (VGC member and BGA Chief Glider Inspector) and Colin Street.

2. Pauline Stovald and Susan Street who did so much to make the evening a success.

3. Alice and Colin Anson, Mike Birch and Chris Wills.

4. Ian Smith and the wares of CAIR Aviation.

5. Wendy and Richard Moyse and Jane Ballard.


VINTAGE
GLIDER CLUB
VINTAGE
GLIDER CLUB






ICOM
ICOM



SPRING BANK HOLIDAY RALLY during 5-7 May 1990 at the York Gliding Centre (Ouse Gliding Club), Rufforth.

This was very well attended and three days of thermal flying were achieved out of four possible days. There had been record hot weather during the previous week with temperatures exceeding 28 degrees. During Saturday evening a cold front crossed Britain causing an incredible 14 degree drop in temperature. This led to sun and cumuli during daytime and prolonged thermal flights. The longest of these was by Peter and Jill Harmer in their Ka 2 (we believe that it was seven hours) for which they received the first prize of the rally... a bottle of Scotch.

The Ouse Club members made us very welcome and completely charmed us by not only giving us prizes, but also Certificates of Merit for our gliders, even if they were unfortunately not rigged, as was the case of the Rhönbussard.

So this friendliness characterised the rally and made worthwhile the very long journeys with trailers of sometimes over seven hours to and from the club (for the Southerners). On the Certificate of Merit could be noticed that this was "the First Vintage Glider Rally to be held at the Ouse Club" which gave us the impression that they would like to have us again... and we certainly hope that we will return.

On Saturday night there was a barbeque, disco and party in one of the hangars and much drinking of beer, which no doubt distracted some from the rapidly falling temperatures outside, where, at 1 am Chris Wills was attempting to pitch his tent with the help of two very friendly natives.



Slingsby Grasshopper on tripod ("Pendelbock").

The Rhönsperber BGA 260 which won the British National Contests of 1938 and 1939 at the London Gliding Club and Camphill respectively.



We wish to thank the Club's Chairman – Alan Park, the Secretary – Howard Dermot, the Treasurer – Paul Hepworth, the CFI and Manager – Tony Simms and Lyn Wetherill... for doing everything. Indeed everything was done to make our stay enjoyable even to the extent of waiving temporary membership fees. It is quite clear that the North has a lot to offer us and we thank them warmly.

Seen for the first time rigged at the rally (but not yet ready for flight), was the **1931 BAC 7** two-seater. It was in such a type in 1933, that Eric Collins became the first British pilot to achieve cross-countries in thermals (or by any other means) in Britain. Michael Maufe is to be congratulated on bringing this wonderful project to fruition. It is a small, light, tandem two-seater with twin-wheeled undercarriage, which with a good wing (the basis for that of the first Tutor in 1937) ought to be able to soar. It was returned to Ilkley from Rufforth in its new trailer for final ply skinning and fabric covering after having its control cables fitted. We congratulate Tony Maufe on building a superb small, light aluminium closed trailer for it, which we hope will make it easy to bring it to our rallies.

Also seen for the first time since restoration was the Essex Club's **Swedish 1943 JS Weihe** in Royal Swedish Airforce markings. We congratulate the Essex Club members on their fine effort. We now hear that Peter Molloy and Eric Couzens mean to fly the Weihe in the wooden ships' task week at Bidford on Avon from the 13 May. We wish them luck and hope that the Weihe will come through safely and acquit itself as it did in the "Days of Glory". Both the Weihe and the BAC 7 go a long way towards recalling the atmosphere of a tremendous time.

Another glider seen for the first time at one of our rallies was the **Hawkridge built Grunau Baby 2b-2** of 1947. This has been restored by Paul Bibby on Woodford Airfield near Manchester, where gliding operations have now closed down. Paul is to be congratulated in producing a thoroughly serviceable job and we are glad that he has now started building an H 17A. Of the two Grunau Baby 2b-2's built by Hawkridge Aviation at Dunstable in 1947, we are happy that both are now airworthy, the other, (BGA 578), owned formerly by the unforgettable Rodi Morgan, is now owned by Mike Challinor at the London GC. Visiting the rally was the ancient and legendary Camphill Olympia "Peveril", now with an engine! (Shame!)

Entrants in the rally

Grunau Baby 2b-2 (with Kite 1 rudder)	BGA 2433	Lt Cdr ret'd Murray Hayes This machine is reputed to have been built with others in a Naval Dockyard (Fleetlands) from parts captured by John Sproule in Germany in 1945.
Eon Baby	BGA 629	Keith Emsley
Hawkridge Grunau Baby 2b-2	BGA 615	Paul Bibby (Was this also built from captured parts?)
Harbinger	BGA 1041	Bob Sharman, Austen Wood, Geoff Harrison (The last of Poland's prewar glory)
JS Weihe	BGA 1297	Peter Molloy, Eric Couzens (Sweden 1943)
FW Weihe 50	BGA 2602	Francis Russell, David Kahn
Breguet 905 "Fauvette"	BGA 2844	Peter Woodcock, Robin Traves
Ka 2B "Rhönschwalbe"	BGA 2147	Peter and Jill Harmer
T 38 "Grasshopper"	BGA 3359	Bob McLean
Rhönsperber	BGA 260	Francis Russell
Rhönbussard	BGA 337	Chris Wills
Kite 1	BGA 251	Bob Boyd
Eon Olympia 2B	BGA 1386	Ouse Club syndicate
T 21b	BGA 711	Tom Gornall, Dick Derbyshire, David Brown
T 21b	BGA 2941	Ouse Club
BAC 7		Michael Maufe

We congratulate VGC members on their turn-out. We were very impressed by Bob McLean's tethered Grasshopper and many young and old were able to experience the joys of Pendelbock flying. This aircraft apparently had been soared to great heights above cooling towers, without a variometer, by members of the Burn Club.



Amie McLean on the "Grasshopper".



BAC – 7 detail.

The Kite 1 BGA 285, originally built in 1936, was sold to the Army Air Museum at Middle Wallop and has now been camouflaged to represent a Kite 1 which trained the nucleus of the Glider Pilots' Regiment at Haddenham, Thame in 1940. It is being flown, regularly aerotowed by a camouflaged Tiger Moth and demonstrated over Middle Wallop.

We understand that **Kite 1** BGA 400 will also be camouflaged to represent another of the Haddenham Kite 1's. Three more Kite 1's, all of them uncamouflaged, are currently being flown by our members:- Bob Boyd – BGA 251, Michael and Tony Maufe – BGA 310 and Ted Hull – BGA 394, while the 1935 prototype, BGA 236, still awaits restoration at Dunstable.

The Condor 4, BGA 2292, has been stored under cover since February on its open trailer but (as of 12 May) a closed metal trailer has almost been finished for it, so that it can go to Belguim for the International Rally.

Bergfalke II/55 BGA 1610

Brian Bushell (VGC Member 740) writes:

"After being in club ownership by the Upward Bound Trust at Haddenham for over 10 years, this glider had not been flown since the VGC rally at Husbands Bosworth in September 1984. Last winter, eight of us (we may need that many to rig it!) grouped together to bring the aircraft into private ownership and, thanks primarily to the efforts of David Bramwell at Cranfield, the aircraft is now airworthy and flying at Haddenham again. We hope to attend at least one of this year's VGC rallies, and have plans to complete its restoration next winter with perhaps an eye on next year's Concours d'Elegance Prize?

"Aircraft Data:- BGA 1610. Bergfalke II/55. Manufacturer – Scheibe. Werk Nr. EO 3. Date of manufacture – 1954. First BGA C of A – July 1970, ex D-9208. Colour scheme – red fuselage, cream wings, red tips. Normally flown at Aylesbury/Thame A/F (Haddenham/Bucks). Ownership – An eight member syndicate: Messrs Bonser, Bramwell, Bushell, Chamberlain, Clarke, Concannon, Galbraith, Proctor."

Weihe SE-SHU. This 1950 Swedish built Weihe is believed to be ready, but Andrew Coates is now building a new trailer for it.

3 Hütter H 17a's. Two of these are being built by John Lee in the South of England. A third Hütter 17a is being built by Paul Bibby in the North of England.

DUTCH NEWS

Gerit Ordelman

His death was reported on the 26th October 1989 when he was 78 years old. He was one of Holland's prewar pilots gaining his B certificate in 1936. He received the Dutch Royal Aero Club's Gold Medal with a diamond for holding a gliding certificate for 50 years.

On the 27th June 1952 he became the first Dutch pilot to win a Gold C flying the Slingsby Sky PH-207. On the 30th May 1952 he had been the first Dutch pilot to fly 300km. in the Olympia Meise PH-173. He flew 356.4km. from Terlet to Beckede on the Elbe close by the East German frontier.

In 1952 as the only Dutch entry in the single-seater class in the Cuatro Vientos World Championships, he was at one time in 3rd place and finished in 7th place in front of the American, Paul MacCready flying a Schweizer 1-23. Gerit Ordelman was flying once again the Sky PH-203. Later he had competition success flying the Dutch designed Sagitta sailplane. He was also on the committee of the Dutch National Centre at Terlet as well as being on the committee of his own club at Teuge, to which he had always remained true.

We send our sincere condolences to his relations, to the Teuge Gliding Club and to the whole Dutch gliding movement. We were lucky to have made acquaintance with Gerit Ordelman during our International Rally at Terlet.

Translated from Aerosport Info 5/89 by C. Wills.

New Dutch International Rally Delegate

After the sad death of our Vice-President Jan van Beugen, our Dutch members have elected **Hans Dijkstra** to take his place. His wife Nell already does great work for the Vintage Glider Movement in Holland, as well as being Secretary at Terlet (the Dutch National Gliding Centre). Thus this husband and wife team should lead an even more streamlined Dutch organisation. We look forward to working with Hans. His address is J.T.Dijkstra, Westlanderstraat 1a, 5301 XH Zaltbommel, Netherlands.



Chris and Jan

GERMAN NEWS

The famous **Mü 10 Milan** is being restored in the workshops of the Deutsches Museum in Munich. The fuselage is coming on well but the wings are more of a problem, especially as one of them was sawn off at its root in order to reveal inner structure. It is believed that the Milan will be prepared for static display only.

At Oberschleissheim, the Deutsches Museum's storage facility, where many vintage gliders are kept, a Herr Uden from Hamburg has begun to design again a new centre section for the **Horten 4A LA-AD** (4th prototype), the old one being missing. New elevons will also have to be built, as they are missing also. The wooden wings, now with built on wooden outer sections, are in bad condition by German standards. LD-AD was once flown by the RAF (BAFO) and Heinz Scheidhauer at Oerlinghausen in 1947 for C of G launch tests with release hooks on the main wing spars, either side of the centre section. It was later badly broken at Scharfoldendorf (RSS 17H). As at the Oberschleissheim store for the Deutches Museum, there are 50 other gliders awaiting restoration, the H4 will have to await its turn.

Another **JS Weihe** has been found. We don't know whether this is one of the nine already registered by the LBA. This one was rescued from the Americans at the Hornberg and was later flown on record flights by Willi Rostan.

At Flensburg, little progress has been made by Heiko Harms on the **Kranich 2** (formerly BGA 1092), as last summer he was engaged working for the German Naval Staff. He had the remains of two Kranich 2's from England. The other was BGA 1258. (Mraz built the Kranich 2b-2, 1092 was a Swedish built Kranich 2b-1.) The fuselage is stripped down, and although its nose is not yet rebuilt, it is not in bad condition. The wings have glue failure and broken main spars etc. Heiko needs new wings. He is working on his **SG 38** and has a Tiger Moth to tow his **Grunau Baby 2b,** which he repaired and restored to first class condition. He should have more time next summer.

It is believed that work is continuing to build a new **Rhönbussard** at Braunschweig (Brunswick). The VGC had previously sent a set of Rhönbussard drawings to two aeromodellers there.

HUNGARIAN NEWS

On 11 November 1989 the Hungarian National Flying Association held a mammoth 30-hour long meeting, beginning at 10am on Saturday and finishing at 3am on Sunday. Hungarian gliding had for years been run by men who were tools of the communist state and nearly all of them held military ranks.

In the first ten minutes of the meeting, the old guard were booed off the stage. A Captain Lacz, a Hungarian airline pilot, who started his flying career in gliders, was elected chairman. The flying club is at last being run by flying people and not by appointed party members.

A report has come in on 13 March. All gliding in Hungary is at a standstill. The state is no longer to pay for gliding. It must now be paid for by those who wish to take part in the sport... and no-one has enough money to do so.

Personnel on the gliding fields have no idea when they will be next paid and most are trying to find alternative employment. Joszef Szepesi, the chief secretary, (who previously obtained a two-seater Gobé for the old pilots banned from flying) is no longer in office; nor is Rudolf Ronai, the president.

The airfields are lying still and quiet, although the teams who used to work on them are often still there. The ancient site of Farkashegy, which was no longer a gliding site, is now up for sale. (The site started in 1929 and was Hungary's oldest gliding site.) The aircraft repair and maintenance facility on the site which also restored old aircraft and gliders as exercises for apprentices, is inactive. There is no news as to whether they finished restoring the Pilis, for which the VGC and members sent two consignments of glue. No-one in Hungary has enough money to buy Farkashegy.

Only the Meise Treffen is to take place at Farkashegy Bia, the airfield below the old site where last year's international rally took place. Presumably it must be paid for by those taking part. The Meise Treffen is to run from 20-30 June. The VGC seems to be giving the Hungarian gliding movement one last event.

HUNGARY: YOU HAVE CONTROL

By Carolle Doyle

Reprinted from Pilots' International by courtesy of Carolle Doyle.

There is a bittersweet saying that Hungarian pilots used to quote: "Controlled Air Space is one millimetre above the ground!" Now the new Hungarian National Flying Club intends to exercise its right to uncontrolled airspace once more. When Hungarians are finally given back their air, will they become kings of that element again?

You would have to be quite old to remember a time when the first of the "superships" sailed over the hills of Budapest. Quite old to remember the World Record of Lajos Rotter at the 1936 Olympics when he flew a diamond goal flight of 326½ kilometres in 3½ hours in the sailplane he designed, the Nemere. If you had been a child of eight in Budapest, perhaps you would have seen the great Nemere with its 20 metre wingspan soaring over the hills. Perhaps you would have been inspired to become a pilot and and an engineer; just as the small boy of eight that was Lajos Rotter, saw Blériot's flight and decided to design and fly aeroplanes.

Lajos Rotter was born in 1901. He lost his father at the age of two and was brought up in a household of women. In 1910, the eight-year-old Lajos was taken to see Blériot's flight. Not only did Lajos decide there and then to design aeroplanes when he grew up, but the event impressed itself indelibly on his mind so that, even 50 years later, he could recall the aeroplane in all its detail.

He became an engineer and in 1922 he designed a motor glider which had the general arrangement of a high wing strutted glider with a tailplane not unlike that of the German Vampire Glider of 1920, but it had a small 18 hp. engine on a pod in front of the pilot. The glider also had a wheel. The drawings for this glider, which unfortunately was never built, can be seen in the Transport Museum in Budapest.

In 1923, at the age of 22, he joined forces with a financier who helped him set up a factory from which he could design and make aeroplanes. The "Feiro" series of aeroplanes was born. They were all single engined two-seater biplanes to four-seater monoplanes with high aspect ratio wings supported by a lifting strut. At the same time he drew a helicopter

design which won the University Priz Füzzy from Zurich University, although the helicopter was never built. Plans and diagrams describing the "Fiero 3" were published in the London Aero Magazine in 1924. That same aeroplane, with a different engine, but undeniably the same design, turned up in the USA in 1927 – it was called the "Spirit of St. Louis". Specifications of the Feiro 3 and the Spirit of St. Louis differ by only 3/8".

The business venture failed in the economic upheaval of the 1920s, and Lajos worked for various engineering companies. He spoke fluent French, German and English and worked for Weiss-Manfred Engineering Works, Gnôme Jupiter Radial Engines – licence production in Hungary, and Orion Radio Works. In his spare time he began to take an interest in gliding which had been taken up in Germany. He would spend weekends walking on the hills around Budapest with a long fishing rod and a bunch of feathers attached to a hook. In gale force winds he would stand half way up a slope on a hill and cast the line to establish and measure the amount of hill lift.

In 1929 he began gliding just as the Hungarian gliding movement began and after two years he gained his 'C' certificate. Lajos decided to establish his own club and got permission from the city to use the surrounding hills and fields in an area which, in the West is known simply as H.H.H. (Hàrmas Hatàr Hegy).

In 1933 he was asked to design a glider to be flown at the Jamboree using his knowledge of high aspect ratio wings, and he came up with the Karakán. It had a 20 metre span with a gliding ratio of 1 in 25. The minimum sink rate was 2 feet per second. The 750lb. empty weight meant that it needed two bungies to get it off the ground. The Karakán was the first of the world's "superships".

Lajos understood the mathematics of flying perfectly. He always calculated and designed his own wing sections when everyone else was using a standard section design. The Karakán had a stub wing about 9" long each side attached to the fuselage. The wing was attached with pins and all this area where the pins were was covered in a transparent perspex fairing so that you could see, at any time during operations, that the pins and connections were secure. It was disconcerting to see the Karakán flying, for it always looked as though the wings were separated from the fuselage – floating free a few inches away from the body of the sailplane. The wing was strutted and the whole sailplane was of plywood and wood construction. At the Jamboree it set an altitude record of 1,850 metres. A year later, in 1934, Lajos set a National endurance record over the hills around Budapest in the Karakán.

For the 1936 Olympics gliding was a non-official event at the Berlin games. On January 8 Lajos was asked to design another glider to participate. The "Nemere" was ready for the August games. The Nemere was a direct descendant of the Karakán but with a gliding ratio of 1 in 27-plus and a lesser rate of sink than the previous ship. It had some features of a modern sailplane with lowered ailerons that could be used as flaps for slow flying.

At the Olympics he flew the world record, a diamond goal flight of 326 1/2 kilometres in 3 1/2 hours. For this flight he received the very first Istus Ring, a solid gold ring with three seagulls inscribed upon it. Only two other rings were given before the ring was superseded by the Lilienthal medal with its three seagulls.

With fame came an offer of the position of Technical Director of Danuvia Ammunitions Weapons Factory where he designed an anti-aircraft gun which could fire 4,000 rounds a minute with two barrels. As joint chairman of the Magyar Repülö Szövetsag – Hungarian National Flying Club, Lajos was instrumental in selecting the Olympia in 1937-8 to take part in the next Olympic Games. Of course, the summer of 1940 was filled with a different type of wing over Europe, there for a different purpose.

When the war was over Lajos was instrumental in restarting gliding in Hungary, being present at the first glider flight after the war. Unfortunately the Karakán, which had spent the war years in the Science Museum, was destroyed when the museum received a direct hit.

In 1946, when the Communists took over Hungary, the Nemere was declared to be an 'Imperialist reactionary glider' together with its designer. The Nemere was broken up and its designer, who was a strong and outspoken critic of the Communist regime, was humiliated and forced out of employment and gliding. Eventually he found his way back to the radio factory where he became Chief Engineer. Then a Russian General read about him, and he was put in charge of an aircraft repair workshop, ironically the same workshop in which the Nemere had been built.

He was not allowed to fly at all, although loyal friends sometimes took him up illegally. Stripped of his position as joint Chairman of the Hungarian National Flying Club, he could only watch impotently as the club became a facade for the military organisation, keeping its civilian face only in order to stay a member of the FAI.

Lajos Rotter's son, Louis, shared his passion for gliding. In contrast to his father he was grudgingly allowed to fly. But it was flight hedged in by bureaucracy and by petty rules. Permits were needed for every flight and if, for example, Kruschev happened to be flying from Moscow to Geneva over Czechoslovakia, then all private flights would be grounded for two days. Louis remembers an official coming to the airfield and asking him if he had read an article concerned with new regulations regarding flying in the so-called "Free People" newspaper. Louis shook his head: "No, I haven't," he replied. "I didn't expect anything else from you!" the official sneered triumphantly. Louis pointed out that he had left home for the airfield at 6am, before the newspapers were available, and with careful politeness he asked if he might borrow the official's copy, after all, such a knowledgeable and educated man would have one. Of course, he didn't have one either, nor had he had time to read the article. But he would stop Louis flying for that sort of propaganda rubbish.

In 1956, with the temporary revival of Nationalism, Lajos was again called back to the Chairmanship of the Hungarian National Flying Club, but after the failure of the attempts at independence he was once again in trouble because of his anti-Bolshevik sentiments and was interned. His son, Louis, who was 19 1/2, fled the country. He came to Britain where he spent time at Edinburgh University learning English and followed this with a course in Mechanical Engineering at Birmingham University.

Visiting Louis in 1969 Lajos flew solo again at the age of 68 at Long Mynd and Portmoak. Then in 1973 a stroke put an end to flying. Though his right side was paralysed Lajos

learnt to write and draw with his left hand and he took up painting. His son took on the agency for the Rubik Gobé two-seater glider. Louis compares it to the Austin Mini as being well-proven and cheap, but a bit long in the tooth. Rubik had helped his father with the design for the Nemere. At that time Rubik had a substantial factory and turned out 2,000 gliders before Nationalisation.

Lajos was due to be a guest of the Vintage Glider Club meeting in Hungary in 1983, but six weeks before the event he fractured his hip, an accident from which he never really recovered. He died three months later, never having left hospital. By this time the winds of Glasnost were beginning to blow towards Hungary, and the nation gave its pioneering son a state funeral as a tribute to the only Hungarian ever to have held a world record in gliding.

On November 11, 1989, the Hungarian National Flying Club held a mammoth 30-hour long meeting, beginning at 10am on Saturday and finishing at 3am on Sunday. Louis Rotter was in Budapest on business and he attended the meeting. The Magyar Repülö Szövetsag, once chaired by his father, was for so many years run by politicians who were all tools of the Bolsheviks. Now the flying club is at last managed by flying people and not by appointed party members.

Later, in the bar, Louis saw the man who had been responsible in the early days for many of his father's troubles, although he believes that it was this man, mellowed by age and circumstances, who had arranged the state funeral. The man caught Louis's eye and went quite white. Louis just gave a sad smile, shook his head and looked away. There was nothing to say.

SWISS NEWS

Hütter H28 II, HB-223

On 21 January, Willi Schwarzenbach sent the following information. HB-223 is no longer with Eugen Aeberli, who has not been well for many years. It is now with: Max Dätwyler, Präzisionsmechanik, Flugplatz, CH-3368 Bleienbach, Switzerland. Tel: (0) 63 283111. His intention is to fly the Hütter again. Rudi Saegesser who lives 3km. from the airfield will help. HB-223 has been well stored during the last ten years and seems to be in good condition. If an inspection reveals no surprises, its usual normal Swiss C of A should be issued without problems. HB-223 was built in 1937 and now has a max. loaded weight of 205kg. (451lb.). Therefore we hope we can assume that its unloaded weight is 205kg. minus 90kg. (198lb.) load i.e. 253lb. (or 115kg.).

Note to possible builders HB-223 flew at two of our international rallies and seemed to perform well in climb and had a good max. glide ratio. However Eugen Aeberli, besides being a very good pilot, was not heavy. He was about 5ft. 10 in. tall. The H 28 II's width about its seat is minimal. C. Wills believes that, on account of the aircraft's very small size and wing area, if its empty weight and load is exceeded, it can no longer be guaranteed to perform well. However, its narrow cockpit should prevent very heavy pilots from getting into it.

The drawings that C. Wills has seem to represent two aircraft. The ailerons and elevator are pushrod operated. The ailerons are built of steel, 0.5 mm. steel plate ribs being welded on to a steel tube leading edge. A flattened steel tube is the trailing edge. The main wing spar is of ash. The rudder is aerodynamically balanced and damped to increase its effect on the short tail arm. HB-223 has a normal Swiss C of A, as have the Mosweys and Spalingers etc., and this should be automatically reciprocated by the BGA.

During the war from 1943-1945, during his work on wooden shell construction on moulds for wings of military aircraft (Hü 211), Wolfgang Hütter came to the impression that this method of construction could lend itself to sailplanes.

During 1948, he managed to organise the construction of the H 30 in Breitenbach, Switzerland, as everything to do with gliding was forbidden for Germans or Austrians in Germany at the time. Unfortunately the technique of forming wooden shells for fuselage and wing halves in moulds was too complicated and the project was not finished. Nevertheless, the glass fibre expert Eugen Hänle was able to finish an H 30 using GFK construction methods in Schlattstall during the 1950's.

Here was a 13.6 m. span sailplane designed in 1948 with a max. L/D of 1:30, a performance which had hitherto only been achieved by sailplanes of 19m. wingspans and over!!! The first H30 still exists on the airfield of Saulgau.

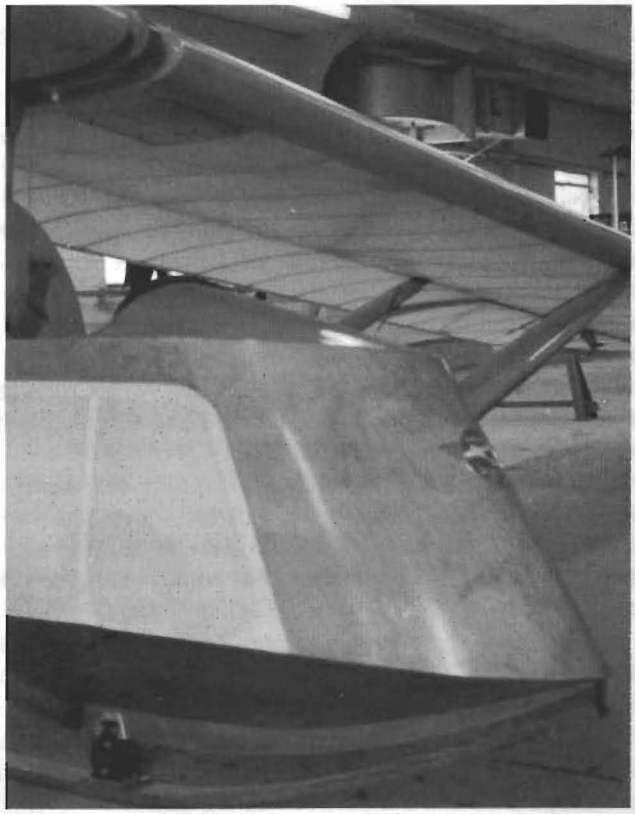
The H 30 TS with conventional tail surfaces was built in 1959 but it had its span increased to 15 metres to decrease the extra wing load caused by the 65 hp BMW 6011 turbojet. The wing profile of the original H 30 was an altered G 600 and Mustang P 51 profile with its thickness to chord ratio lesser at the root than at the tip to give better low speed (stall) characteristics. There was also a method of telescoping the wing undersurface to induce more undercamber for slow speed flight.

The H 30 was the true ancestor of the H 301 Libelle and the smaller Salto which is still being built as the H 101 by Frau Hänle. In the Salto can be seen the true ideals of Wolfgang Hütter. ("He who could do what the others could do, but at a fraction of the size.")

Above all Wolfgang Hütter should be remembered as the absolute pioneer of plastic aircraft construction in moulds, which quickly led to the fibreglass era.

The VGC should at once invite the H 30 at Saulgau into its ranks as at least an honorary member although clearly as a 1948 design it was so far ahead of its time that it must be considered as part of the fibreglass era.

Technical articles will soon follow on the H 28 and H 30 by Chris Wills with help from Luftfahrt International sent by Paul Williams.





It is now believed that with the Falcon (Falke), Hols, BAC-7, Wrens and Grunau 9's in Holland and Norway (and the Dickson in Australia) not to speak of the Zoegling in Switzerland, that it would be possible to hold a rally for pre 1934 designs.

Mike Beach's new "Hols der Teufel", "Anfanger" rigged at Brooklands during early 1990, showing the high standard of his workmanship. Its first flight is awaited with excitement as it is believed to have a fantastic lowspeed soaring capability.

The type was designed by Alexander Lippisch for the RRG (Rh148n-Rossitten-Gesellschaft) in 1928 and several of the type were built in England. This is the improved "Anfanger (Beginner) version (although it was also known as Hols der Teufel or just the Hols) in Britain. Schleichers built six Hols der Teufels between 1926 and 1931 and sixty Anfangers between 1929 and 1936. An Angfanger exists also in the Alleberg Swedish Gliding Museum. It will be noticed that the dates for the design differ.







ACROSS THE CHANNEL

51 years ago, on 22 April 1939, was the first Crossing of the Channel by Geoffrey Stevenson in his Gull 1, the Blue Gull. Here is his account from The Sailplane, May 1939.

On Saturday April 22nd, we arrived late at Dunstable, due to having made an unsuccessful attempt to get (aero)towed off from Heaton. At the surface the wind was 28 m.p.h., gusting to 40. The direction was about 300 (NW. by W.) at 4,000ft.

I was launched at 2.55 p.m., reached the Hill level with its top and hardly ceased climbing once all the way to cloudbase at 4,000ft. The clouds were smooth inside and appeared slightly lighter looking upwards than downwards. This probably helped, for I managed to fly blind to Hatfield Aerodrome.

I now made for Abridge, and just before Epping Forest the lift became scarce. I passed over Abridge and Stapleford and reached the Thames at Standford-le-Hope. Thinking of Greig (Donald Greig, his partner – C.W.) with the trailer, I hesitated before crossing, but a thermal over the water decided the issue.

The Medway was crossed at its widest part at 3,000ft. and I decided that with luck Canterbury Aerodrome was within range. We proceeded cautiously along the London Road and reached the town of Canterbury with 2,000ft. This was encouraging, and I decided to have a shot at Hawkinge. This meant aiming south-west in order to allow for drift in the thermals.

The aerodrome was reached at 1,000ft. and then the big surprise came. I flew slap into a newly formed thermal at 5ft. per second, worked it up to 10ft. per second, and immediately thought of the Channel. The lift increased to 15 and even 20ft. per second. I checked up the direction of Cape Griz Nez and entered a large cloud at 4,500ft. At 6,000ft. and probably still climbing I let the speed fluctuate a bit, so decided that to come out was a bird in the hand. We emerged on the south side of the cloud just off the coast. There were a few ships below, but none ahead. South east of the cloud I had left, and adjoining it was a rather broken cloud which I made for. It was very little use, and ahead of it was 10ft./sec. sink. Ahead again was blue sky and I wondered if it was all sink; but at 50 m.p.h., we were very quickly clear of it, and the sink was normal. I had forgotten to allow for drift, so a slightly curved course followed.

Five miles off the French coast the sink was reduced slightly and I set the speed at 35 m.p.h. The coast was crossed at about a mile east of Cape Griz Nez. The height was 2,600ft. The sink was a little below normal, and, forgetting about St. Inglevert, I went downwind looking for somewhere from which I could be towed back home. There was no field large enough, and as height was running out I chose a small field at the village of Le Wast, 10 miles east of Boulogne. The landing was very gusty, but it worked all right at 5.35 p.m. I cannot speak the language, which was a snag, but everybody was very helpful and seemed to display intelligence in handling the Gull. I found the Gliding Certificate worked as a passport. If you want to know anything about wangling trailers and sailplanes through customs, ask Ann Edmunds (later Ann Welch) who, with Brian Powell, came over. Greig, who spent the afternoon driving the trailer north of the Thames, was responsible for a lot of the donkey work. I wish to express my gratitude to all those who were so helpful.

G.H. Stephenson.

The following article was written by Ann Welch concerning notes for retrieving from overseas. (It had never been done before – C.W.)

Extracts...

"a First of all, ring up the A.A. They will be extremely helpful and do everything.

2. Arrive at the Townsend Ferry Station at Dover at least an hour before the boat leaves. Everything necessary can be obtained from there. (Trailers were then hoisted aboard with cranes... as were cars. C.W.)

b Then, fill up with petrol – it is 9d a gallon cheaper than in France.

c Buy a ticket (£5) for the trailer, and one (£3 17/- approx.) for the car.

d Buy a weekend return ticket (15/-) – Total cost of retrieve:- £25 5/-. etc. etc. Car and trailer tickets had to be bought again for the return but the pilot was extra (12/6d).

Getting the trailer, now with glider, back through Dover, was almost as exciting as it is sometimes now... C.W.

A SHORT BIOGRAPHY OF ROBERT KRONFELD

Compiled with the help of Bill Kronfeld, his son, and made available to us very kindly by Bob Ogden.

60 years ago, in 1930, Robert Kronfeld and Carli Magersuppe (later Karl Marsens) came to Britain with the former's "Wien" and the latter's "Professor" to reinitiate the sport of gliding among the British. After the French victory (Maneyrol) in the Itford Hill International Contest of 1922, gliding had taken a backward step in Britain for eight years until Kronfeld reintroduced it, when he and Magersuppe made demonstration flights all round the country. Kronfeld had been the best pilot in Germany and the "Wien" had been presented to him by the citizens of Vienna, after which this beautiful sailplane was named.

Robert Kronfeld, son of Professor Kronfeld, was born in Vienna on 5 May 1904. After completing his education at the Vienna Oberrealschule he immediately entered the sporting scene and very soon became an Austrian skiing champion. He also was a very active mountaineer and gained some distinction for canoeing in rough waters. He paddled a canoe down the entire length of the Rhône and finished this adventurous trip by canoeing through the open Mediterranean to Monte Carlo. He was also the first to navigate the Ebro (Spain) in a kayak.

He then took a degree in technical physics at the Vienna Polytechnic Academy. Afterwards he went to the Polytechnic Academy at Darmstadt, where he took a degree in aeronautical meteorology under Professor Georgii, one of the leaders of gliding and soaring activities in Germany.

In 1927 he was one of the three Austrian delegates sent to a course on gliding and soaring at the German school for gliding at Rossiten. In December 1927 he obtained the best C certificate ever awarded up to that date, by remaining in the air for over an hour in spite of the extreme cold.

At Rossiten he became assistant to the Works Manager as well as Chief Designer. During the Rhön contest of that year,

he made the first deliberate flight in cloud (flying from the Himmeldankberg) and won the contest (world records for height and distance).

In the winter of 1928-29, he organised the first scientific gliding expedition to the High Alps. The expedition was carried out with the collaboration of the RRG (Rhön Rossiten Gesellschaft) and the Austrian Air Ministry. Valuable facts were then discovered concerning wind air currents in high mountains. Kronfeld, on this occasion achieved the first gliding flight ever made in high mountains over precipitous rocks.

In the spring of 1929, he was the first to accomplish a 100km. flight in a glider and on that occasion he won the Grüne Post Prize of Rm 5,000.

In the 1929 Rhön contest he deliberately planned and successfully accomplished the first glider flight in a thunderstorm. In this same contest, he was the first to pass through a cumulus cloud in blind flight (without any instruments) and this time he set up world records for height and distance.

During the summer of 1930 he visited England as representative of the Rhön Rossiten Gesellschaft. Now, at the request of the British Gliding Association (which had just been formed C.W.) he demonstrated gliding and soaring at Itford Hill, Portsmouth, Folkstone, Weymouth, Ilkley, Scarborough and Ivinghoe Beacon. On this occasion Kronfeld made the first long distance cross-country flight in Britain by soaring from Itford Hill to Portsmouth (about 100km.). At this time also, he organised a gliding demonstration (in the Wien) for the Duke of Windsor (the then Prince of Wales).

In the Rhön contest of that year (1930), Kronfeld succeeded in breaking his own world distance record with a flight of 164km. (100 miles). He was awarded the "Hindenburg Cup", awarded by the President of the German Government for "Performance of Special Importance for the Progress of Aviation". He received this award two years running in 1929 and 1930.

During the winter of 1930-31 Kronfeld accepted the invitation of the Swiss Aero Club to undertake a lecturing and instructional tour throughout Switzerland.

In 1931 Kronfeld designed new devices and developed new methods for popular flying instruction by means of gliders. By using his methods gliding instruction could be given on any normal aerodrome in flat country, and not, as previously, on special gliding sites.

On 20 June 1931 followed the well known double crossing of the Channel in the sailplane "Wien" for the £1,000 prize offered by the Daily Mail. Later came the demonstration organised at Brussels for the late King of the Belgians. Towards the end of June of that year Kronfeld was the first to use pure thermals on a cross-country of about 70km. from London to Chatham. On 5 August 1931 he successfully accomplished his famous cross-country in thermals from the Wasserkuppe to Westphalia over a distance of some 176km.

During the summer of 1931 Kronfeld helped to popularise gliding by taking part in organising great demonstrations in London, Blackpool, Brussels, Antwerp, Essen, Augsburg and Brunswick (Braunschweig). He easily won the French contest in September 1931.

Later in the year, he completed his experience in flying heavy aeroplanes and obtained his German "B" licence. To gain experience in airliner organisation and operation, he piloted Lufthansa planes on that company's regular routes. This included a flight in a four-engined Junkers G 38 carrying 35 passengers from Antwerp to Croydon.

From autumn 1931 until the spring of 1932 he organised aerotowing and glider instruction in the largest civil school of aviation then in existence: the Lufthansa School for Airline Pilots in Brunswick. During his stay there he developed methods for glider and towed flight instruction in flying schools which at that time were working to capacity. He worked as consultant to the Aircraft Research Institution of the Polytechnic Academy of Braunschweig in collaboration with the Lufthansa school.

Besides his activities as instructor, he gave, during that winter, a great number of lectures in all parts of Germany.

In the winter of 1931-32, the German Flying Association (DLV – Deutcher Luftsport Verband) sent him as their expert to the towed flight measurement experiments of the German Experimental Institute for Air Travel (DVL – Deutcher Versuchsanstalt für Luftfahrt) at Berlin-Templehof.

In the spring of 1932 Kronfeld directed a gliding and soaring course organised by the Swiss Aero Club for gliding instructors.

Since 1932 Kronfeld had established ten world records with his famous "Wien" sailplane. His activities in the interests of flying instruction, design of new methods and types took him all over Europe. He visited, among other places, Hamburg, Oslo, Cologne, Dortmund, Dusseldorf, Gleiwitz, Clermont Ferrand, Kassel, Deauville, Magdeburg, Muhldorf/Inn, Vichy, Königsberg, Anstadt/SA, Hannover, Frankfurt am Maine, Vienna and Brunn (Brno, in Czechoslovakia). He was made honorary member and president of a great number of European aero clubs. In summer Kronfeld accomplished a great amount of scientific and technical work in addition to his sports activities. Besides inventing numerous auxiliary tools for flying instruction, he devised the auto winch which met with general success and approval.

Kronfeld then designed the universal glider – "KR-1". This machine, which was constructed after experience gained during his work at the Verkehrsfliegerschule (Airline Pilots' School) and from other practical experiences, could be flown with a span of 14 or 22 metres. This was possible by the wing being divided into four parts. In its form as a two-seater, this machine is the first universal glider for all kinds of training in towed and performance flight.

(Chris Wills writes:- This is almost certainly referring to Kronfeld's "Austria 2", which was also flown in England, together with the "Austria" and the "Wien", and for which Mike Russell has been storing the drawings.)

In the autumn of 1932, Kronfeld took over the direction of the aircraft factories of the Weimar School of Engineering, where the KR-1 was built and further experiments were made in aircraft construction.

Under his management, several new and experimental types were designed and built. The main object of the aircraft factories of the Weimar School of Engineering was to educate young engineers, practical as well as theoretical.

Apart from two all-purpose gliders, the following machines were designed and built:-

One tailless aeroplane with 60 hp. engine for the German transatlantic (Ozeanflieger) pilot Hermann Kohl.

One experimental machine with moving wings for research

purposes.
One experimental machine with rocket propulsion.

All these aircraft were test flown by Kronfeld.

In the spring of 1933 Kronfeld was summoned to Italy by General Balbo, the Italian Minister of Aviation, in order to organise gliding throughout the country. He demonstrated in Naples, Rome, Milan and Turin, and instructed the officers of the Italian air force who were sent to him by the Air Ministry. Of great interest was a three-hour flight over Rome with the Duce della Vittoria, the president of the Reale Aero Club d'Italia as passenger.

During the summers of 1933 and 1934, Kronfeld gave some 50 gliding demonstrations throughout France. On 3 June 1934 he won the French International Prize for achieving a height of 15,000ft. with a flight starting from the Puy de Dome, and landing on a 4,000ft. mountain, the French National Centre, the Banne d'Ordanche.

In December 1934, Kronfeld took over B.A.C. Ltd at Hanworth, Middlesex (the British Aircraft Company). He there designed the first Super Drone Motorglider which carried out a flight from London to Paris for a total fuel expense of 6/-. He sold one licence to Belgium and formed a company for the manufacture of ultra-light aircraft in France of which he was the Administrateur Déléguée (Managing Director).

A licence for his all-purpose glider was given to the Austrian Air Police. The manufacturing rights and copyrights for a tailless aeroplane with a 160 hp. Siemens engine were sold to the German government. An agreement with the Deutche Versuchsanstalt für Luftfahrt (DVL) was made for the use of his high performance sailplane for research work.

In March 1935 B.A.C. (1935) Ltd. was registered by Kronfeld, and later had its name changed to Kronfeld Ltd. The object of the company was the design and manufacture of aircraft which could be bought by anyone who could afford a light car.

Owing to his full-time occupation with Kronfeld Ltd., he was unable to spend a great deal of time with the Societé pour L'Aviation Nouvelle in Paris. He then sold his French rights and concentrated on the British market.

In November 1936 Kronfeld brought out a new instructional device – the Ground Trainer – which gave all instinctive reactions necessary for flying without leaving the ground.

In the spring of 1937, he brought out the design of a new prototype – the Kronfeld two-seater aeroplane with a 55 hp. Weir engine, which was completely foolproof.

He imported Ho IV LA-AC into Britain in 1945, which he hoped to fly after testing at Farnborough. Robert Kronfeld was killed near Lasham testing G.A.L. 56 tailless glider on 12 February 1948. He held the RAF rank of Squadron Leader. His wartime RAF service was mentioned by Michael Maufe in V.G.C. News no. 67 "Memories of Ringway".

Kronfeld bibliography

Kronfeld on gliding and soaring by Robert Kronfeld. London: John Hamilton.

Le vol à voile by Robert Kronfeld. Paris: Gauthier Villiers.

Ein Segelflieger [Robert Kronfeld] by Dr. Theodore Haanen. Cologne: Filde Verlag G.M.b.H.

Segelflieger Robert Kronfeld by Phillipp Winter. Vienna/Leipzig: Michael Winkler.

SPEECH BY AIR COMMODORE G.J.C. PAUL, C.B., D.F.C., R.A.F, at the 40th Anniversary Dinner of the RAFGSA held at RAF Linton-on-Ouse on 15 December 1989.

(This was all spoken without reference to any notes.)

"Air Marshal Graydon, Ladies and Gentlemen,

First, and foremost, on behalf of my fellow Founders, may I thank you all very much indeed for the generous toast and also for your very kind remarks. It is not easy to follow on from your kind words, but I will do my best. I was rather taken aback, when I was speaking to the Station Commander, to discover that I was dining once again at No. 1 Flying Training School because I was with No. 1 FTS when I joined the RAF in 1929; this rather suggests that I am going back to my second childhood (laughter). I should say that today the food is much better! (more laughter).

Group Captain Prideaux, may I thank you and your staff for such a lovely supper and for all the arrangements for our 40th Anniversary. It's a great pleasure to be dining again with Tom Page and Derek Martin, especially when one of the last occasions was when we were dining at a Chinese restaurant in Soho back in 1949. 40 years ago is a long time, and I would like to remind you of the inscription which we put on the Founder's Trophy to commemorate the event. I can't read it so I am going to ask the Group Captain to sing for his supper by reading it for me (laughter).

It says on this inscription: "The RAFGSA was founded on the 15th of December 1949 by R. C Forbes, D. G. Martin, R. P. Hanks, T. Page, G. J. C. Paul in a taxi cab on the way to a Chinese restaurant. Also at the birth were a policeman, who tried to stop it on the grounds of overloading the cab, and the driver who pressed on regardless" (laughter).

Well now, that was the origin of what we are celebrating tonight, and of course that really was the culmination of a whole series of events that led up to it. I'd like if I may to tell you about some of them because I think it's very relevant to what is going on today and what perhaps we have in store for the future. The first gliding club in the Royal Air Force was formed in 1922; it was formed by Squadron Leader Grey at the RAF Staff College which was then at Andover, and the club machine was a thing called a Brokker. A Flying Officer Buchanon and he built it themselves out of scrap. They bought a Bristol fighter fuselage for 5 shillings; for another 5 shillings they bought from Farnborough the top wing of a Fokker D VII fighter and, rather extravagantly they thought, they spent another 8/6 on bits and pieces (laughter). The whole thing cost 18/6! (much laughter).

This was the beginning of gliding in the RAF, and with this they did a remarkable thing; this was at the first gliding competition that took place in England at Itford Hill in 1922. The first prize of £1000 was offered by the Daily Mail. With the

Brokker, they took third prize, for a soaring flight of over 1½ hours. They were only compelled to land then because it was getting dark. What happened to this device I don't know, but we can celebrate Squadron Leader Grey's Brokker as being the first recorded glider in our Service. From then on there seems to have been a bit of a gap. Gliding was very slow to get going in this country, and then mostly in civilian clubs.

The next thing which happened of importance occurred at the London Gliding Club at Dunstable – still a very active and famous club. At that time the Chairman was Philip Wills, later a world champion and Chairman for many years of the British Gliding Association. At that club he met Flight Lieutenant Mungo Buxton and Flight Lieutenant Willy Watt who were also keen glider pilots, and especially keen on design. Mungo Buxton designed a sailplane called the Hjordis which was very advanced for its day, and it was built at Slingsby's. This was flown by Phillip Wills in the 1938 International Gliding contest at the Wasserkuppe. Another machine which Mungo designed, the King Kite, was flown by Willy Watt; both machines did very well.

So the first RAF representative for this country in an international contest was Flight Lieutenant Willy Watt. I knew him very well, he was a fine pilot and an A1 instructor at CFS; amongst his other notable achievements he taught me to fly up-side-down (laughter). Very sadly he was killed in the war flying Hampdens whilst commanding 44 Squadron; he was a terrible loss.

The war of course stopped further gliding in Britain, and so the next event was just after the war. This was at Middleton St. George when the King Kite, the self-same machine that was flown by Willy Watt, along with a variety of other aircraft, formed the basis of a gliding club at No. 13 Operational Training Unit, called the 13 OTU Gliding Club. They started their soaring on the North Yorkshire moors. One of the chaps who loved flying was AC2 Pete Bullivant who afterwards became Flight Lieutenant Bullivant, an ATC Gliding Instructor of considerable renown.

Then came the business of flying clubs in Germany. Mungo Buxton, who I have already mentioned, was by that time a test pilot at Farnborough, and one of his jobs was to help bring back various German experimental aeroplanes which had been liberated. Amongst others, he flew back the first captured Messerschmidt 262 – which he found somewhere in Schleswig-Holstein. Without much instruction on it, he flew it successfully back to Farnborough. What he also did was to discover, all over Germany, quantities of very fine sailplanes which the Germans had, before the war, been building up at their gliding and soaring clubs. In fact they ran big training schools all over the country. When the RAF arrived in Germany at the end of the war three important gliding clubs were reopened as part of the British Air Forces of Occupation rest centres. One was at Salzgitter, and the CFI there was Jock Forbes, who the Association are still trying to trace. I doubt whether, if you succeed, you will ever be able to understand him. Jock had a strong Glaswegian accent. On retirement he went to America to Dallas, and picked the local accent there – the result is that nobody in England or Dallas can understand a word he says! (laughter).

The next gliding centre down the road from Salzgitter was Scharfoldendorf, which was the biggest of the lot, sponsored by the Air Headquarters. Oerlinghausen, the third, was in the Gütersloh area; Flight Lieutenant Archbold was the commandant and CFI there. There were also smaller schools, and amongst them was one quite close to Minden, called Minderheide, and it was here that Andy Gough started flying. As you heard earlier, I had something to do with him learning to fly. At that time he was a Corporal MT fitter in the MT Yard at AHQ! From the very first, he was an absolutely magnificent pilot, and very quickly he was moved to Scharfoldendorf to become the Chief Instructor there. There is a nice tale attached to that. There were two strands to RAF gliding at that time – the BAFO clubs and the Air Training Corps. There were a lot of accidents in the ATC. So it was that the Central Flying School came to investigate to see what we were doing in Germany; they wanted especially to learn from the Germans who really had safety buttoned up. I recall the CFS team came out in three dreadful aeroplanes called Brigands. We took the team off to Scharfoldendorf, and launched them off under very careful dual instruction, with our selected instructor pilots, to see how well they could fly a sailplane. They were pretty ham-fisted and the instructor pilots were rather critical; however, we did eventually get them off solo. What really upset them was when they found out that the instructor pilots were a Wing Commander Robinson – a Stores Officer – and a Sergeant, by then, MT fitter called Andy Gough. The CFS team were a bit miserable about this (laughter). The CFS did in fact get their own back on me years later when I became Commandant!

As a result of this visit ATC gliding was thoroughly overhauled in England and an instructor school was set up at Detling. Jock Forbes became the Chief Instructor. From then on Air Training Corps gliding altered considerably, and very much improved. Indeed it was a direct result of Jock Forbes' original work that the ATC has become what it is today.

In 1948 we organised in Germany what I think were the first large-scale soaring contests anywhere after the war. That was at Fassburg, where about 30 sailplanes took part. There was some very fine flying; this was all done off a winch launch and, since it was a very flat site, each contestant was allowed three launches.

In those conditions Jock Forbes became the first British pilot, and one of the first anywhere, to qualify for the full Gold C with two diamonds – height and goal. The aeroplane he was flying was a Weihe; this was quite an achievement in 1948. The Weihe was the most advanced sailplane at that time, which had a best glide angle, if I remember rightly, of about 1 in 28 and not much penetration capability compared with the aeroplanes we have today. Competitors' speeds, mostly downwind, averaged something like 27 kph. Such were the conditions in those days, so totally different from what they are now.

Well, as a result of all the BAFO opportunities, we enjoyed some wonderful soaring in Germany with all the conveniences you can imagine. And so, when we were posted back to England, some of us were determined that there should be something along the lines of the BAFO Clubs built up in this country. This was therefore how our particular meeting, in a London taxi cab, came about; It was in the Chinese restaurant that we went into a certain amount of detail over how to set about it.

There are I think one or two personalities which are important to mention from those early days, and without whom we would never have got anywhere. The first

RAFGSA President was Air Marshal Sir Ronald Ivelaw-Chapman, who at that time was Vice Chief of the Air Staff and deputy to Sir William Dickson who was CAS. The set up in the Air Ministry was very different to what it is now in the MOD, and Sir William Dickson was both Chairman of the Joint Chiefs and CAS at the same time; The result was that the Vice Chief had a enormous load, and was in fact acting CAS for most of the time.

In spite of that Sir Ronald always found time to listen to the problems of the budding Gliding and Soaring Association, and not only to listen, but to do something about it. It was because of his understanding and influence that we began to feel concessions and privileges which I think would have been otherwise totally impossible, and without which this association just wouldn't exist today.

Another chap who was a tremendous character at the time was Jimmy Lawson, the Secretary of the RAF Sports Board. Jimmy was a great cricketer, rugby player and a very fine all-round sportsman. We went to him and asked for some money; indeed I had furious arguments with him, and I remember him saying gliding is not a sport. I recall well that he used to say: "You can't kick it, you can't throw it, you can't shoot it, you can't hit it – so it can't be a sport!" (much laughter).

In the end he very reluctantly gave us £250, and with that we bought our very first new RAFGSA glider. This was a Grunau Baby, built under licence by Slingsby's as a Prefect. It made its first flight at Detling on the 27th of May 1950. So that was when the first new RAFGSA aeroplane made its first flight; incidentally, it was also the first aeroplane on which we had painted our Roundel with the RAFGSA lettering round it.

Our second President was Air Marshal Sir Theodore McEvoy. He is still very much alive and a tremendous character. It was largely due to him that gliding became a recognised service sport, with all the benefits without which we probably couldn't manage at all. With this and other achievements I ought to couple two others, one was Paddy Kearon who was a Group Captain then but later became Air Commodore, and Group Captain Roy Goodbody. These three between them, managed to get some kind of stability in postings, which meant that people with gliding experience were kept where they could usefully be employed in gliding; this overcame the instablity and turbulence caused by postings. We could then ensure some clubs had an established future.

Equally significant was the establishment by these three of the Centre at Bicester, and of course with it the CFI – Andy Gough. I would like to say a little more about Andy. He was I think without any doubt one of the finest pilots I have ever been privileged to fly with; he was a brilliant instructor and totally unselfish. If he had persued his own interests I have no doubt at all that he would have finished up as a world champion, but he didn't. He devoted every scrap of energy he could to the RAFGSA, and to obtaining, for our Association, transport and gliders from the ATC and other sources. He was also largely instrumental in opening the way to buy our first really important sailplanes from Schleichers, and similar companies in Germany.

Andy was an amazing character; we tried to get him to accept a commission but he refused it flat. I don't think he needed a commission – it sounds a funny thing to say – but he had all the right qualities: he was very gentle, very understanding, above all a brilliant pilot. When he was so sadly killed, the memorial service at Abingdon church was absolutely packed with everybody who had ever had dealings with him, Air Marshals, AC2s, Generals, Admirals, all sorts of people. That I think probably sums up the prestige and position which he himself very modestly held. We shall not forget Andy Gough.

I don't want to talk about the present because we all know it, but I would like to say a little bit about the future.

Before the war when I joined No. 1 FTS, we had the sort of aeroplanes in which you could fly the tradesmen, cooks, clerks, orderly room staff etc.; on my first squadron we used to do this regularly. As a result a lot of people were able to be given dual instruction; I think it's from that source that we certainly encouraged an understanding and interest in flying but, more than that, we recruited – internal recruiting I think is the word for it – very valuble aircrew. My first gunner was also my Corporal Fitter, and he learnt to fly. Although he didn't actually become a pilot, he did become a Flight Sergeant Air Gunner who sadly met his end in a submarine during the war.

We recruited all sorts of aircrew through this source; the important thing was that anybody who wanted to, and had the will, could get into the air and give it a try. Today all that's gone as you can't do that sort of thing in the aeroplanes we have now, certainly not in the fast jets anyway. I do think our Association fills that sort of gap, as it does mean that anybody who has the will, has the chance to fly.

In a flying Service I believe this is absolutely essential. There is one other thing which I think is important. It was my privilege, a long time ago, to hear Lord Trenchard make what was to be his last speech, certainly to the Royal Air Force. I remember him saying: "Always remember that quality will cut through quantity like a hot knife through cheese." A typical "Boom" statement. I believe our Association has that quality, and, I think because of its peculiar attributes, it has a great part to play in keeping that knife both hot and sharp. So this is how I see the RAFGSA's future for the next 40 years – going from strength to strength.

Now please may I ask you to raise your glasses and drink to our Association and its next 40 years (long applause).

The Vintage Glider Club

see our blue pages
for items of interest
you can purchase!



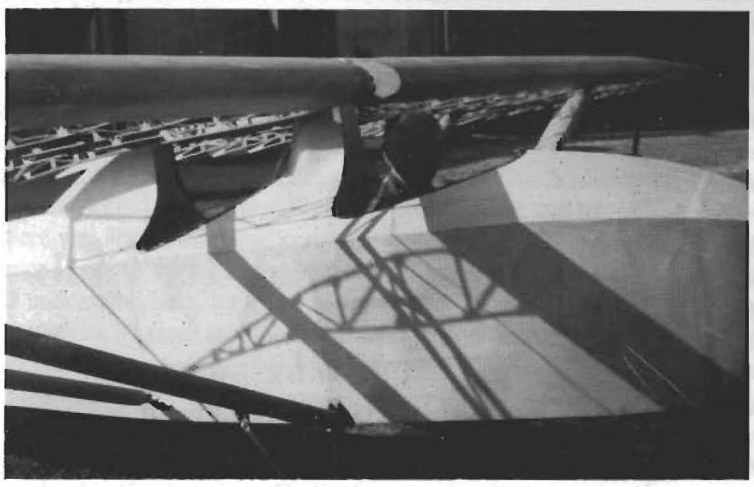












These photos reveal the BAC-7 1931 design two seater after its first rigging. Michael Maufe, who is seen standing by the nose and getting out of the aircraft, must be congratulated on bringing this fantastic project to fruition. New wheels with softer low pressure tyres are being obtained for it. The tyres are already obtained but the wheels are having to be made for it.

Getting in and out of especially the rear seat may present problems for some! Eric Collins, who did much flying in the type and made the first cross country flights by a British pilot in England, was small of stature but this does not mean that larger pilots might not get into it.

The wings were off the 1935 powered version, the Drone, but the fuselage has had to be built again (and so have most of the wings). The aircraft fits into a small, neat, enclosed aluminium trailer designed and built during the winter by his son, Tony.



The JS Weihe BGA 1297 showing its not too original landing wheel and cockpit canopy. However we are told that its original canopy is almost ready. The other Weihe entered, flown by David Kahn, made a cross country to Sutton Bank but had to be landed in the Vale of York on the way back.



Peter Molloy before the recently restored 1943 Swedish JS Weihe, BGA 1297. The No. 4 refers to the F 4 wing of the Royal Swedish Airforce to which this Weihe had been allocated in 1944.



The Hawkridge Grunau Baby 2b-2, BGA 615, which was recently restored by Paul Bibby.



Bob Boyd and Francis Russell after rigging the Sperber.

All photographs were taken by C. Wills at Rufforth during our VGC Rally there on 5-7 May 1990.

LE PETIT MATERIAL ALLEMAND 3 continued from VGC News No. 67

Gliding every day.

Extract from the review Trait d'union translated by C. Wills.

Let us return to France and the civilian sector. The dividing up of the machines was not always satisfactory among the National Centres as well as among the Aero Clubs. There were numerous claims. In the east, glider pilots were feeling deprived, such as at Strasbourg, where 30 gliders in first class condition which were based by the Germans during the war "to encourage gliding" were taken by the Air Minister and were replaced by some lower performance machines. The Alsatians were unhappy and burnt many dozens of SG 38s without more ado, having judged them to be useless.

There were other problems concerning the utilization of this German material in competition with French machines. There was a decision to retire the Kranichs as training two-seaters, as it seemed better to use for this prestigious role the French Castel C 25s. Once again it proved difficult to calm the spirits so soon after the end of hostilities.

But, in general, most of the pilots got to know the extraordinary joys of flying the German sailplanes which often had transparent wings revealing their structures on the ground and in the air.

Among the numerous pupils trained after the war on German gliders, let us examine the case of Jean Paul Weiss. Born on 4th July 1930, he took his Brevet in May 1948. He was 18 years old and one year later, on 10th May 1949, he achieved his Gold C flying a Nord N.2000 (Meise) 490km. from Nancy to Limoges.

On the 26th January 1957, he climbed a Breguet 901 to 9,400 metres, he became French champion flying a Breguet 901S in July 1957 and came 5th in the 6th Transeuropean Contest in 1983 flying an ASW 20.

Between 1945 and 1947, ten national records for men and women were broken (distance, altitude, single and two-seater), one in a Meise, one in a Nord N.2000, two in Weihes and two in Kranichs. During the same period, seven international records for men and women were set up of which one was flown in France in a Nord N.2000, two in a Weihe in France and Sweden, and two in Kranichs in France and Spain.

One must particularly notice the high standard of the female pilots of this epoch. Among them were Marcelle Choisnet, Elizabeth Boselli, Jaqueline Mathe, Janine Rouseau and others.

True enough, there were other records which fell at the time, most of them to German sailplanes, but we cannot describe them all through lack of space. The same goes for the great World Championships of 1950 at Örebro in Sweden. Eleven Weihes were classed among the fifteen sailplanes taking part and Wolf Hirth was there to watch them.

But there is no intention here to write a long and marvellous history of gliding.

The superb sport functioned perfectly well in France. During the first semestre of 1948, 13,288 hours 30 minutes of flying time were registered at the National Centres alone in spite of a severe lack of petrol for towplanes and winches. One compares this with the the 13,600 hours of flying time registered by the centres for the whole of 1946. This proves the success of gliding in France after the war. Years passed, and flying hours accumulated, except for SG 38s and Zoeglings which, accompanied by Avia 11A and 15A, covered with dust, were hanging sadly from hangar walls. For a long time bungee and winch launching for the old machines had been abandoned. At the beginning of 1947, the French method of two-seater training known as the Salon Method (Méthode de Salon de Provence) had been definitely adopted.

The other machines were used very much. In August 1949, the Mü 13d no. 1 of the National Centre of Pont Saint Vincent totalled 620 hours of flying from 501 launches in France. In October 1950 it managed 770 hours from 600 launches which was remarkable for a glider of very elaborate metal structure, considered at first to be too fragile and too slow for distance flying.

During the same period, the Mü 13 and the Mü 13d in service with the Aero Club du Rhône on the airfield of Corbas averaged 300 hours per year, and the Mü 13 of La Montagne Noire was almost achieving the same results.

The "racers" needed overhauls meanwhile, and at Pont Saint Vincent, after the paint of the Mü 13D no. 1 (French number) had come off, it should here be mentioned that this was no less the prototype from the factory, which, piloted before the war by one of its builders, Kurt Schmidt, won the famous Freiburg/Stettin race! It is true that, the old registration having been discovered, as was the custom of the time, there was no attempt to put it back. Overhauled, the Mü 13D no. 1 carried the contest number 38 on its fuselage and took the air in company with other Mü 13, Minimoa, Rhönbussard, Meise, Weihe and the other French gliders of the centre.

In the full season, one should relate a rather uncommon incident at the Centre Pont Saint Vincent that could have had very tragic consequences. A Mü 13 collided with a Nord 1300 in full flight and found itself with approximately a metre of wing of the Nord planted exactly under the seat of the pilot! Both aircraft with their pilots landed without further damage. This miracle was adequately celebrated in the bar...!

The pilots of this centre, and also those at Beynes, mostly specialised in distance flying. Certain people remember the heroic epoque of the years 1945-1947 with its magnificent "pleasure parties" known as "going aux vaches" (or the art of landing out).

These "pleasure parties" included laughing gently in the presence of an agent of the authorities who had to check every individual outlanding. At a time when spies or saboteurs were presumed to be present, a little as it was at the end of the 1930s, it was frequently to be suspected when getting out of some flying engine coming from heaven knows where and covered with inscriptions in the tongue of GOETHE.

The same inscriptions appeared again on the parachute, and the ticking barograph hidden somewhere that could only have been a bomb that would give one no chance... at least the Pandora (box) had to be investigated as quickly as possible...

But everyone did not hurl themselves at distance flying, and found contentment in the delights of solitude in altitude and duration flying. The pilot Marty flew seven hours during one flight in thermals at Beynes in a Mü 13.

In the south, the Saint Auban Centre redoubled its activity using eleven Grunau Babies, three Kranichs, one Meise

Olympia, one Milan (a French Weihe built in 1950), eight Nord N.2000s (Meises), a Swiss Spalinger S 18 and different French machines. This was in 1950. During this year, it was decided to convert in the workshops of the centre, a Kranich into a single seater. Completely overhauled with a modified cockpit, equipped with four oxygen bottles and many batteries, radio, navigation lights, a search light for landing and heated gloves, it was finally destined for high altitude wave flights.

The end of ex-German gliders

In 1950 state aid was seriously reduced. The euphoria known after the liberation had already started to decline. Grunau Babies were becoming more and more rare, and only the German high-performance sailplanes, still not replaced by equivalent French aircraft, were maintained in flying condition often by miracles of teams of carpenters... The Strasbourg glider pilots, who only had three gliders left, began to look seriously at the great projects that were being prepared on the other side of the Rhine. Many others did so also.

C. Wills adds: There follows a long resumé of the types used which is too long to print. However, we must add that due to reduced state aid leading to very small production of new types of sailplanes after 1950, the German sailplanes were used very widely in conjunction with French types until 1965.

Until that time there was a Goevier 2 at Beynes, a Rhönsperber at Persan Baumont and a VMA 200 Milan (Weihe) at La Ferté Alais, (as well as a Kranich II, a Rhönbussard and a Mü 13D-2). I remember how during 1960 (or 1961) Breguets were grounded through aileron trouble and the German types at La Ferté were used instead of them. Some of their outstanding flights were 360km. by Francois Louis Henry in the Rhönbussard, a 300km. triangle in the Milan by Mlle. de Brougada, a French female record, and later François Ragot took the Kranich 2B-2 over 500km. to La Teste near Bordeaux.

"Weihe." 100 examples were ordered in 1950 from the Societé Victor Minie Aeronautique. Only 30 examples (or 32?) were finished at Saint Cyr under the designation VMA 200 "Milan". These aircraft were built using original Weihe parts "liberated" in Germany, **and were condemned officially at the end of 1965 together with the Weihes built in Germany and all the other sailplanes "made in Germany" glued with Kaurite.**

The F.F.V.V. (Fédération Français de Vol à Voile, the French Federation for Gliding) demanded that the technical services should allow them to fly again, believing that if "liberated" parts were glued with this damnable glue, the primary structures were glued with casein. This last glue was reputed to lose only 40 per cent strength in structures between 10 and 15 years old if they had been stored in a temperature of 25 degrees C. and in a relative humidity of 60 per cent. Kaurite was thought to lose 60 per cent of its strength if kept under the same conditions.

A committee was formed to examine nine Milans in 1967 and during the spring of the following year. Allocated to Aero Clubs, which would assure their complete overhaul, they were able to fly again only years after they had been forbidden to fly! The C.N.R.P. imposed an inspection every 200 hours or every two years on the Milans which, already very tired, were now being allocated to glider pilots during their early training stages...!

LETTERS TO THE EDITOR

Dear Chris,

A few comments on VGC News No. 69, received the other day.

The Condor 2 BGA 320 was almost certainly the example flown by the ATC post-war with the number VW918. This was still current in 1947.

The Spalinger S 15 in Belgium is not known to me, but a Spalinger S 21M, HB-320, was sold in Belgium in 1947. No Belgian registration has ever been reported for this one.

The details of the Viking II's demise are as shown in my British Gliders. The report that it crashed at Farnborough arise from the record card for this sailplane in the Air Historical Branch which show it to have been at RAE on 29.11.40. (There is not a mention of it having been at Ringway.) However I suspect the 'RAE' date is an error, or perhaps relates to the wreckage being taken there for investigation. There is an 'Accident Card' at the Air Historical Branch which records its crash at Mobberley on 12.10.40. Mobberley is a village to the west of Ringway. I accept that my note of 'first parachute descents from a glider' is wrong (it is a quote from an earlier book by another author). (I think the other author may have intended first parachute descents **in England,** but I'm not sure this is right either.)

Finally, the Gull 3 pictured in the inside cover was given the RAF serial number TJ711 on 25 May 1944, when it was 'on loan from Slingsby Sailplanes to the A & AEE (Aeroplane & Armament Experimental Establishment), Boscombe Down.'

I trust the above will be of interest.
Sincerely,
Phil Butler.
22 Houghwood Grange,
Ashton in Makerfield,
Wigan, Lancs., WN4 9LT

Dear Mr. Wills,

It was very good of you to write at length and send so much information on Hanna. I addressed my enquiry to Sally Shepard as she is listed as 'archivist' as I thought this might save you going to a lot of trouble in searching records. You must be kept pretty busy with compiling and publishing VGC News.

Your mention of Pegasus leads me to warn that if anyone is thinking of building one, the original was designed (with ample load factors) with the highest possible cockpit width and length to accomodate my mere 5ft. 6in. (1m. 67) and bare 10 stone (64kg.) weight. Even if the fuselage nose was built 3 or 4 in. wider and longer, a 12 stone pilot would bring the C.G. too far forward for reasonable up-elevator trim. In fact I did a slightly larger version designed to suit heavier and bigger pilots, but the war eliminated opportunity of construction.

Your father saw the first flight (and others) of Pegasus at Sutton Bank. For the next few years the little sailplane gave me many hours of pleasure soaring along the Dorset coast, or the Purbecks, or a hill-ridge above Corton-Denham near Sherborne.

All good wishes,
Harald Penrose.
Nether Compton,
Sherborne,
Dorset. DT9 4QA
Broad Hill,
Hardington,
Yeovil,
Somerset. BA22 9PX

REVIEW

Providing for Air Sports

Sports Council Study 35 £10.00

This report provides some useful facts and figures about motorised air sports in the U.K., and discusses the main issues facing gliding, parachuting, hang-gliding, parascending and microlight flying; in particular, the restrictions on air sports because of the extension of controlled airspace in South East England. It uses examples of good practice to dispel some myths about the sports, and to show that different air and land users can work cooperatively. Its recommendations are directed at relevant bodies to improve the planning and management of air sports in the wider context of current discussions about airspace management.

WINDS OF FURY

Most members in Britain will have heard about the storms which struck the south of England for five weeks from the 25th February, destroying buildings, trees, lorries, aeroplanes and gliders in their trailers (and out of them) etc., etc., and so the less said here the better as some of the owners, including the writer, are still surfacing from the shock (as are their gliders). Briefly we send condolences to our members who have lost gliders or have had them suffer damage. Thirty trailers were damaged at Lasham and six left the airfield!

The winds were so violent (in excess of 150 kph.) that in some cases trailers were turned over although they were tied down (the Jaskolka for the second time in two years at Ringmer). So far as we know, the old Bocian (196) and a Bergfalke were lost at Lasham and a fine Prefect at the Peterborough and Spalding Club four weeks after the others. We congratulate the Harbinger owners for getting their aircraft away to Sutton Bank three days before the disaster. Excepting the above three, other gliders should be now flying again. It is particularly sad as two years ago, we had a similar storm and we still have not found hangarage for our aircraft.

This time, we were very lucky not to have lost a lot more aircraft, particularly those from among the very old gliders. At the London GC, a shed housing a motorglider exploded through the differential of pressures outside and inside and its bits flew down the line of trailers, dispatching many of them. We are sorry to hear that the Blue Brick was turned over and damaged and many others including the Weihe 50 and Olympia 419 were also damaged.

It must be stated that vintage gliders deserve hangarage or shelter more than others because:

1. They are irreplaceable.
2. Their glues fail through damp.
3. Their trailers are often higher or longer than those of modern types and are thus the first to blow over.

It must be mentioned that gliders in their trailers are kept under shelter in continental European countries, and the French seem to get more hangars for them just for the asking. We can only imagine that in Britain, hangarage for gliders almost does not exist, is too expensive if it does, and that as modern fibreglass sailplanes do not deteriorate through damp and have low trailers, there has been no impetus for their owners, or the BGA, to find more shelter for them.

After the storm of two years ago, C. Wills did take the matter up through his Member of Parliament who "targetted" some hangarage for us on an RAF airfield in the west. However the matter had to be broken off when we found that we would have to pay for a Ministry of Defence Land Licence and for insurance for the small amount of space for six trailers in the hangar of an RAF gliding club. (C. Wills felt that this went slightly against the grain when the RAF pilots were getting it free and we were already having to pay for it through our taxes.) We were advised that C. Wills had gone about this the wrong way in that he should have "approached the matter from the bottom... rather than from the top".

He had already contacted all the national museums who informed him that they had no room for vintage gliders' storage (or exhibition). The Museum of Flight (the Royal Scottish Museum) near Edinburgh is an exception. Thus, two years ago, after failure of attempts to find shelter, it had to be "every man for himself" to find their own shelter.

It seems that things do improve north or south of the English frontiers. After this year's horror, C. Wills has approached the BGA, who informed him that Bill Scull is attempting to find some hangarage on Buntingthorpe airfield.

Ideally, we would like a well built hangar to withstand high winds and to be dry. One on a recently vacated RAF field would be ideal but an underground hangar on a recently vacated American base would be more than ideal, but these hangars would have to be secure. A hangar placed somewhere near the centre of Britain accessible to all vintage glider owners would be preferable.

C. Wills will approach the RAF again in the hope that they might have something, but of course we would have to pay for our hangarage anywhere. Meanwhile, we urge all vintage glider owners to tie their trailers down during winters and summers, as the Cambridge Gliding Club does.

C. Wills asks all members of the Vintage Club in Britain to investigate hangarage or shelter near where they fly and to contact him if they can find anywhere, at: "Wings", The Street, Ewelme, Oxford, OX9 6HQ. Tel:(0491) 39245, so that he can correlate information.

The National Ladder 1989

We were sad to learn that Norman James, having won the 1989 Ladder in his Slingsby Tutor by over 5000 points, was relegated to second place by a change of his handicap. We believe this was brought about by the owner of a glass-fibre ship complaining. **For us, Norman will always have been the winner!**

We were glad to hear that Norman, with his indomitable spirit, set off again from Husbands Bosworth in his Tutor during the cold weekend of the 26th May and landed in North Wales. It seems he is trying again. Once again the VGC cheers him on and will be with him every inch of the way. (In a Tutor it really is every inch!)

VGC Prizes

Would VGC members please inform C.Wills if they think that they, or others should be candidates for the VGC national prizes to be awarded at the Annual Dinner at Camphill on Sept. 29th.

The prizes are:

Rodi Morgan Trophy for the most meritorious flight during our national rally which was held in May at the Long Mynd.

The Ed. Hall Trophy for the best flight by a VGC member from Lasham.

The Frank Reeks Trophy for the best restored Grunau Baby.

Also engraved tankards for restorations and performance flights at home and abroad.

The Glider Pilot's Psalter

A copy of this curious document has been received. It appears to have been first published on Ascension Day, 1938 at St. Hucklow's Priory, Higher Winchum. We reproduce a small extract here – more next time.

In the Top of the Old Apple Tree

(Tune: "In the shade of the Old Apple Tree")

In the top of an Old Apple Tree
I finished the flight for my "C",
And the voices I heard
All gave me the bird,
And some blew a raspberry at me.
From my perch up above I could see
The instructor was glaring at me,
And my heart filled with fear
When he drew very near,
And called me a daft-looking "B".

FOR SALE

Slingsby Tutor BGA 789 and trailer (open) with C.ofA. 5,629 launches, 584 hours. Basic instruments. Wing spoilers fitted. It can be seen in the hangar of Strubby Gliding Club, Lincolnshire. Offers to P. Becker. Tel: (0522) 791098.

Nord N.2000 (French built Meise) with original canopy but with built-in landing wheel (as British modification). Wooden closed trailer. With C. of A. In 1985 it was re-covered and refurbished. It can also be seen in the hangar of Strubby Gliding Club, Lincolnshire.

Offers should be made to the club's C.F.I. (Chief Flying Instructor) Peter Becker., Tel: Lincoln (0522) 791098.
Other contact is: Phil Trevethick, Charnwood, Chaple Lane, South Cockerington, LOUTH, Lincs.

Mucha Standard with new closed trailer. The machine is at present at McLean Aviation, The Aerodrome, Rufforth, YORK, YO2 3QA. Tel: (0904) 83653

Slingsby Tutor. Unairworthy on Isle of Man. It is thought that it can be delivered to the mainland free. Owned by ATC Squadron. Only cost – donation to the squadron's funds. Airframe complete. Has canopy and may once have been motorised. Contact Brian Godspeed, 14 Westbourne Road, Ramsay, Isle of Man. Tel: (0624) 814064.

Irvin Parachute EB 69 glider. Life will expire on 27.8.1994. Price £55. Peter Tribe, 248 Princes Road. Dartford, Kent. DA1 2PZ. Tel: Dartford 222924.

Olympia 419 BGA 1960. Contest No. 87 with closed trailer (serviceable and weatherproof but may be its original Elliotts trailer of considerable proportions). C. of A. until May 1990. Built-in landing wheel. Re-fabric covered five years ago. This aircraft used to be flown by the RAFGSA champions Andy Gough, Paddy Kearon and John Williamson. It has averaged a fantastic 3,600 hours from 3,700 launches during its whole life! Last year alone, it averaged over three hours a flight! This was one of the top aircraft during the National Contests of the late 1950s and 1960s, being flown by the RAF team. It is fitted with a supersensitive PZL variometer. Offers around £6,000 should be made to: Harold Purser, tel: (02302) 4943. It will only be sold to a good experienced owner.

Grunau Baby 3 BGA 2384 (1978) previously GSA 374 from D-9142 (1954). In pristine condition with new C of A. Choice of open or closed trailer. £4800/£3750 or offers. Or shares available. May be seen at Perranporth.
Contact Ivan Foster, Tretheake Manor, Tregony, Truro TR2 5ST
Tel : Day 0326 74762, Evening 0872 501707

Meise 51 BGA 2080 with closed metal trailer. Offers to Thoby Fisher, 36 Worrall Rd, Bristol BS8 2UE.
Tel: 0272 736135

Ka-4 Rhönlerche No trailer. Aircraft in storage. C of A to 31/8/90. £2500 or near offer to R.Andrew, 29 Bridgegate, Howden, Goole, North Humberside DN14 7JG

FOR SALE (Cont).

Caudron 801 built 1953 by Etats Fouga. A side-by-side French training glider believed to be one of only two remaining of the ten originally constructed. The flying surfaces have been recovered and the aircraft has a current BGA permit. The instruments are ASI, altimeter, mechanical vario and COSIM vario. A purpose-built metal trailer (which would also take a T21) completes the outfit (but not available separately). £2000 ono. Contact **John Mead** on 0446 773269 (South Wales)

T 31 Airworthy, ex ATC, with C of A and in very good condition, with many spare parts. In a very good closed vintage plywood monocoque on steel chassis German trailer, which originally brought a Grunau Baby 2b-2 to Britain. Running gear of trailer recently renewed. £2,765.
Phil Collins, Iver House, Firs Road, Kenley, Surrey, CR2 3LH. Tel: 071-660 8736.

AVAILABLE

Hütter 28 II drawings from C. Wills, Wings, The Street, Ewelme, OXFORD, OX9 6HQ. Tel: (0491) 39245. This is a 1936 12 m. span single-seater with a max. L/D of 1:27. While appearing to be ideal for home builders, it is not straightforward to build with a main wing spar of ash, and steel ailerons. Empty weight is approximately 250lb.

WANTED

Wheels for BAC 7 with low pressure tyres of approximately 1ft. diameter. Contact: Michael Maufe, Redwood Croft, Panorama Drive, ILKLEY, West Yorkshire, LS9 9RA. Tel: (0943) 608910.

Kranich 2 Contact Neelco Osinga, Ceintuurbaan 87, 7413 Deventer, Netherlands.

Rebuild project. Tutor, Cadet, Prefect, Grunau or similar. Anything considered. Terry McRae, Seaford 0323 898319 evenings

CORRECTIONS

In the last issue it was said that both Grasshoppers based at Teuge were to have their first flights. In fact only one of them has been overhauled so far. It is WZ758, now styled PH-885. Hank Fennebeumer is hoping for a limited C of A in time for the Dutch Oldtimer Meeting at Salland.

Ken Crack's Goevier is a Goevier 2 with closed trailer. This was built with the other Goevier 2's by Fokker in Holland just after the war. It was referred to in the last VGC News as a Goevier 3. It has been sold to one of our Dutch members.

SKYWAYS
THE JOURNAL OF THE AIRPLANE 1920-1940
Leo Opdycke, *Editor*

W·W·1 Aero
THE JOURNAL OF THE EARLY AEROPLANE
Kenn Rust, *Editor*

W.W.1 AERO (1900-1919), and SKYWAYS (1920-1940):
our two Journals, which contain:

- information on current projects
- news of museums and airshows
- technical drawings, data
- photographs
- scale modelling material
- news of current publications of all kinds
- historical research
- workshop notes
- information on paint and color
- aeroplanes, engines, parts for sale
- PLUS: your wants and disposals
- PLUS more...

Sample copies $4 each.

Published by WORLD WAR 1 *Aeroplanes*, INC.
15 Crescent Road Poughkeepsie, NY 12601, USA (914) 473-3679

YOU CAN BANK ON
Cair Aviation Ltd.
FOR SALE

The superb ICOM A2 Airband Transceiver £298.00
ICOM A20 Airband Transceiver & VOR £348.00

Both ICOM's come complete with helical antennae, nicad battery, mains charger, 12v. DC cigar-lighter supply lead, belt clip, leatherette case, earphone, jacks and operator's manual.

The latest PZL Instruments:
ASI's for Vintage Gliders £88.00
ASI's for Glass Gliders £88.00
Standard WRS Variometer 0-10 kts. £148.00
Miniature PR-04 Variometer 0-10 kts. £178.00

Variometers have long life incablock bearings and are compensated for thermal effect by a special valve that is controlled by a bimetallic element, all come complete with bottle and speed to fly ring.

PZL SP6 Steerable Parachutes complete with bag POA

Superior quality built Cair Aviation metal trailers:

Hydraulic damped hitch with energy store
Auto reverse brakes
Independent suspension
Steel belted 165/13 radial tyres
Jockey wheel and drop pole
Lockable front and rear doors
Full statutory lighting
Low drag shape from £2600.00

Airframe spares including some large components for the following Vintage Gliders:

Grasshopper, Cadet, Tutor, T31, Prefect, T21, Swallow.

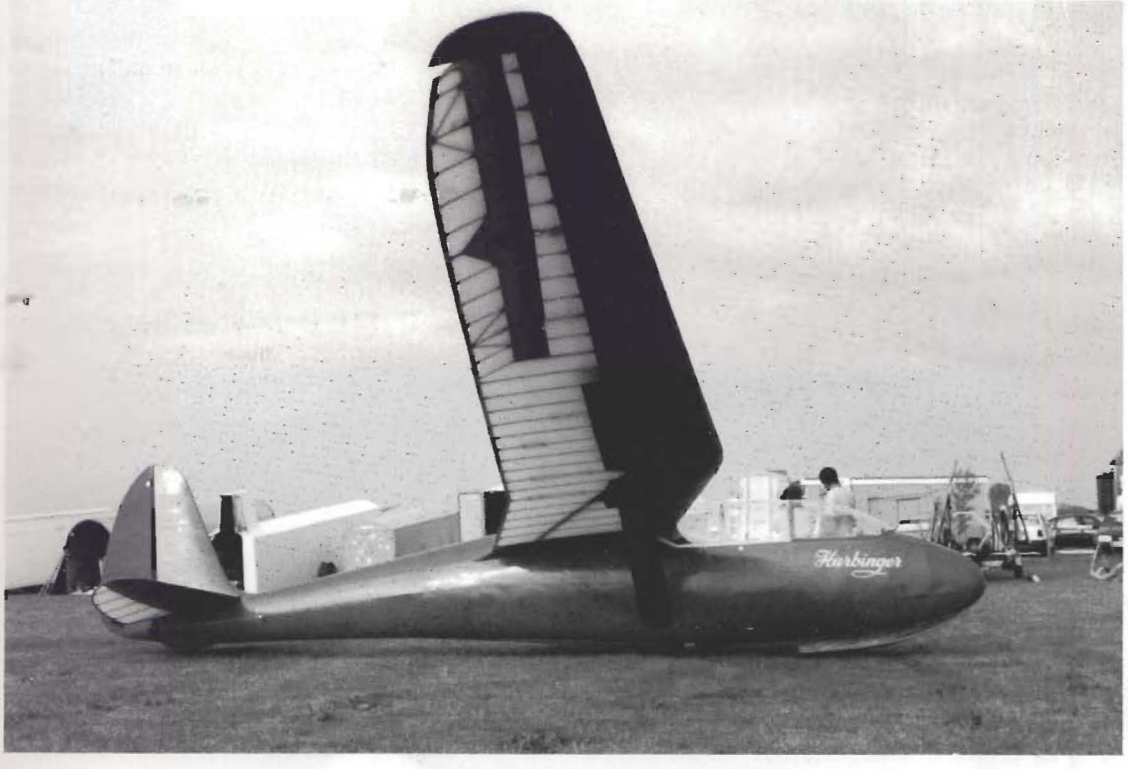
A selection of Vintage Gliders with C. of A. POA

All Prices plus VAT and Carriage
Cair Aviation is owned and run by VGC Members C. Street & I. Smith.
Tel: (0293) 543832 or FAX (0293) 513819 – Colin Street
(0705) 592839 – Ian Smith

7 Sharpthorne Close, Ifield, Crawley, Sussex. RH11 0LU
Tel: (0293) 543832

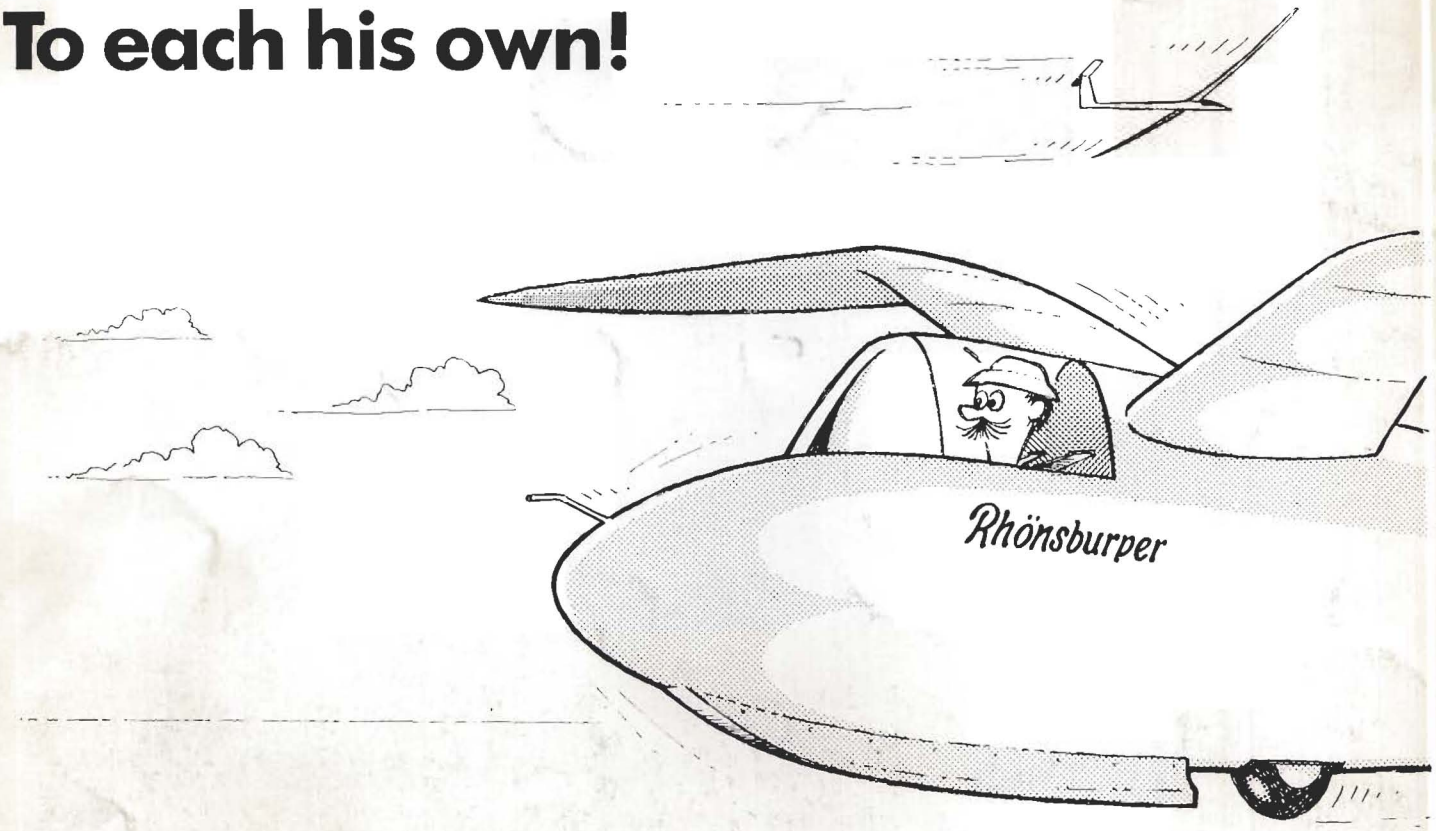


Michael Maufe (front) and Tony in the BAC 7 at Rufforth in May



The magnificent Harbinger at Rufforth.
Photos by Robin Traves

To each his own!



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

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

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

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

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

Or write to:

MOWBRAY VALE INSURANCE

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