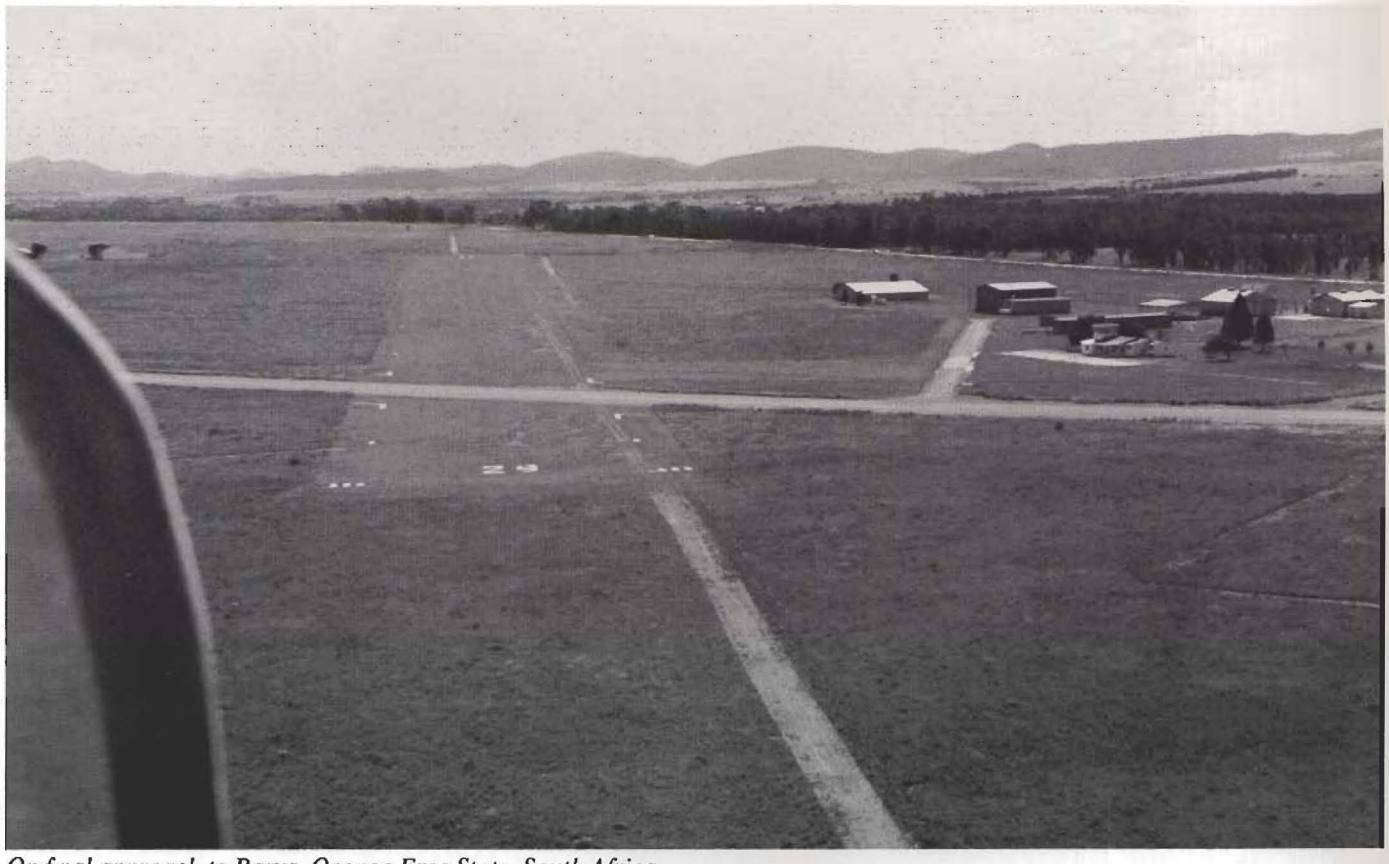
VGC News

No. 72 Spring 1991





On final approach to Parys, Orange Free State, South Africa.

John Heath and passenger about to launch at Parys, runway 26. *Photos by John Heath.*



Cover photo by kind permission of the RAF Museum, Hendon

A Winter scene in Summer. A Swiss Grunau Baby is launched from the Jungfraujoch (11,333ft) during the 1935 International Contest. In the background can be seen the Spalinger S.12 and the Austrian Condor 1.

VGC News No. 72
January 1991

President: C. Wills
Vice President: Paul Serries
Vice President: Willi Schwarzenbach
Vice President: Hans Dijkstra
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
Franz Havlicek: Austria
Hans Erik Magnussen or Stig Eldov: Denmark

EDITORIAL

Awards

"Some talk of Alexander and some of Hercules.
"Of Hector and Lysander and such great names as these,
"Of all the world's great heroes,
"There are none which can compare"

...with **Keith Nurcombe** who has won the National Ladder flying his **Tutor** from Husbands Bosworth. This, in spite of the increased handicap for Tutors, which denied Norman James the same prize last year, when his Tutor's handicap was changed after he had won. The incredible nature of his achievement is evident when one imagines him declaring Anglesey from Husbands Bosworth and when he was driven back when at 6,000 ft over Snowdonia when his goal seemed within his grasp. We used to think that a Tutor was only good for 4 minute circuit training and now we hear they have been flown for hundreds of miles. John Sproule's 1937 design really did offer to deliver the British glider pilot from the slavery and frustration of the primitive aircraft of that time. This offer was not accepted until 50 years later. The VGC salutes John Sproule and Keith Nurcombe. We send them all our congratulations. We are very honoured to have them as our members.

For the National Ladder decentralized national contest, a pilot submits his four best flights which are then handicapped for the type of aircraft he has flown. Keith finished very considerably ahead of his runner-up.

Mike Beach has been awarded the **Dessoutter Trophy** for his tremendous vintage glider restoration and building achievements.

His restorations are a **1935 Drone Motorglider, the Rheinland, Gull 3, Hols der Teufel,** and he is now working on the **Scud 2.**

Chris Wills has been awarded the **Paul Tissandier Trophy** "for services rendered to the VGC, as President for 18 years, beyond the call of duty." He would like to say that without the loyal support of Robin Traves, Peter Woodcock, Sally Shepard, Geoff Moore and Colin Street, and all VGC members, he would never have got here. Chris Wills thanks you all.

SUBSCRIPTIONS

We would like to remind everyone that the renewal date for everyone is January 1. If you have not paid your 1991 subscription yet, please do so. Remember that Eurocheques, International Money Orders, etc., must be made out in £. British banks make a high charge for changing foreign cheques, so that the VGC cannot afford to cash them. We then have to return them, a time-consuming process.

International Vintage Glider Rally USA?

Letter to the International Rally Committee, which was circulated to all members of the International Rally Committee at the last Committee Meeting at the 18th International Rally at Keiheuvel, Belgium.

"The Harris Hill Soaring Corporation, Elmira, NY, in cooperation with the VSA (the Vintage Soaring Assn. of America), and the National Soaring Museum would like to arrange an International Vintage Rally at the Harris Hill Gliderfield in Elmira. They would run it during the last week in July, so that the participants could proceed to the Experimental Aircraft Association's OSHKOSH event the following week.

The glider field is situated on top of an 800ft hill with soarable ridges all around. It has three unobstructed runways, a pilot lounge with a snack bar and an operations office, and a large hangar with a basement storage area for glider trailers,

The airfield is large enough to accommodate National Soaring Contests. Aerotows, cartows and bungee launches are feasible.

The National Soaring Museum is located on the field. It has banquet facilities, several meeting rooms and a theatre.

Surrounding the airfield is a state park with an amusement park, large camping facilities, a new swimming pool with showers and toilets and a Youth Camp with dining and meeting facilities for about 120 people.

In the valley below is Chemung County Airport where the Schweizer Aircraft Corp. plant and a soaring school is located. There are plenty of hotels and a large indoor shopping mall with theatres and restaurants at the foot of the hill.

The present plans for future Rallies lists Norway in 1991 (since cancelled, replaced by Schaffhausen in Switzerland), Netherlands 1992. It appears that the USA should be considered to fill the vacancy in 1993 or 1994."

Extract from a further letter

"The International Vintage Glider Rally has grown over the past 18 years to the point where it rivals the World Championship Soaring Contests in splendour, prestige and pageantry. The stars are the beautifully restored sailplanes rather than the pilots. It would the first such event outside Europe, and, since most of the participants are European, there are of course a number of transportation and other problems. As an added incentive to attract Europeans, the US Rally would be held during the last week of July, so that the participants can proceed to the EAA convention at OSKOSH afterwards. The event would be likely to attract Canadian participation for the first time, – perhaps even Mexican.

We will call upon VSA members to come forth and offer their assistance. We plan to find US hosts for each foreign sailplane and/or crew. Preferably people of similar national origin, who could help with translations. These hosts would pick up the sailplane trailers at the dock with their own cars, and tow them to a storage area (local gliderport) until their owners arrive, and then accompany the owners to Elmira. All European trailers use a 2 inch coupler ball, and a connector plug that is the same in every country over there. (We should be that smart). The VSA will provide information on these.

A few will come without gliders. We would hope that VSA pilots who own foreign gliders, would join their teams. Our members have a Breguet for the French, a T.31 for the British, a Weihe for the Germans, a Moswey for the Swiss and even a Gobe for the Hungarians to name a few. Any of our members who have knowledge of "Space Available Standby Rates" that could be used to ship the sailplanes across the Atlantic, should contact us.

We expect the foreign teams to contact their respective National Airline and Steamship Companies with similar requests."

Jan Scott, USA Team

The VGC thanks their dear American members for their kind offer of hospitality and will do everything possible to discover an economical way of getting their machines and themselves to such an event. We have often had American participation at our international rallies and we have valued it very highly.

(Note: the standard European hitch uses a 50mm ball. Trying to use a 2" ball in a 50mm socket could cause problems!)

RALLY NEWS

We hope you will again give your support to all the rallies by taking your glider, or if that is not possible, by turning up in person to show the flag and spread the word. The organisers at the clubs often go to considerable lengths to welcome us, so please support them.

This year the **York Gliding Centre** is planning a spit roast or barbecue with a Glen Miller type big band to provide the music on the Saturday evening, and also, a more sedate aeroplane than last time is being borrowed for the weekend. There will be no charge for temporary membership, and prizes for the best glider, best cross-country flight, longest flight, etc. All visiting gliders will be given a certificate. It all sounds fun, with possibly wave flying as a bonus.

The H.S.G. at Dunstable is hoping to repeat its highly successful event in September for pre-1940-designed gliders. Come at any time during the fortnight. Camping free, good local pubs, excellent club restaurant (under new management), special lightweight winch cable to get you up high. The hill works wonders in a decent NW wind.

The Slingsby Rally is again a great puller. Non-Slingsby vintage types are welcome, but there is special interest in the types from this manufacturer.

The 1991 National VGC Rally at Lasham

Saturday 25th May – Saturday 1st June 1991.

As this may be the last VGC News before the rally, it seems appropriate to let you know what we your Lasham National Rally Team are planning for the event.

This will be an informal rally, open to all VGC members, including our members abroad, with dates chosen to reflect the school holiday period to allow those with families, or who are in the teaching profession to attend. In addition it provides an extra venue to those who are unable to attend the International VGC Rally, following the requirement to bring that forward out of the school holiday period.

We plan daily tasks, points being awarded for either endurance or cross-country distance flown as in the 1980 VGC International Rally. There will be a daily prize, and the pilot with the largest cumulative total at the rally end wins the **Rodi Morgan Challenge Trophy**, the **Ed Hall Trophy** going to the best flight of the rally.

We hope to foster the spirit of those recent remarkable Tutor flights in England, and ask ourselves, is there an "astuter Tutor" waiting to take fresh challenges on?

On the social side then we shall have a welcoming evening barbecue on Saturday. You are of course welcome to arrive on Friday. Other events are planned during the week but they will depend on the size of the entry. Our final evening party will be on the last Saturday with rally rundown and informal flying on Sunday. We shall run an **auction during** the week and ask that you kindly bring any surplus items along. They do not have to be connected with aviation. When we have done this before we have raised a useful contribution towards VGC funds, and had some fun on a wet day. The beneficiaries this time will be the VGC and the Lasham Centre Restoration Fund.

Full information will come in our briefing notes sent to all entrants before the rally.

Finally a thank you to those entrants who were quick off the mark with their entries. "Ten points" go to Peter Warren for entering his Kite 2a only four days after the VGC News came out.

Colin C. Street
Rally Director

RALLY DATES 1991

March 29 – April 1 Cotswold G.C., Aston Down, Cirencester, Glos.
Contact 028576 473

May 3 – 6 York G.C., Rufforth, Near York.
Contact Howard McDermott-Row 0904 83694

18 – 25 May 3rd Blumberg Oldtimer Meeting
Contact Heinz Nierholz, 7823 Bonndorf, Im Tännle 7, Germany

May 25 – June 1 National Rally, Lasham, Hants.
Entry forms available from **Colin Street, 7 Sharpethorne Close, Ifield, Crawley, Sussex. 0293 543832**

June 9 – 22 OSC Wasserkuppe Schulgleiter Course (SG38 + bungee)
Contact Josef Kurz, Bergerstr 53, 6000 Frankfurt 1, Germany.

July 6 –12 International Rendez-vous Rally, Wächtersberg, Black Forest, Germany.
Contact Jörg Ziller, 7032 Sindelfingen, Brucknerstr. 20, Germany

July 13 – 20 19th International Rally, Schaffhausen, Switzerland. Entry forms available from the **Secretary, or from Willi Schwarzenbach, 52 Route de Cossonoy, CH-1008 Prilly, Switzerland.**

August 10 –11 Booker Gliding Club Rally, High Wycombe. Open to all vintage types. Come along for a fun weekend.

Aug 25 – 31 Slingsby Rally, Yorkshire G.C., Sutton Bank, Thirsk, Yorks.
Contact David Chaplin 0845 597237

Sept 1 – 5 Historic Sailplane Group, Dunstable "Open House"
Contact Geoff Moore 0442 873258

1991 Annual Dinner, Dunstable, September 14th. Details later.

BRITISH NEWS

There were eleven events during the last season at which vintage gliders were required, although only six of them were organized by the VGC.

These were at Lasham, Rufforth, Long Mynd, Sutton Bank (Slingsby Rally.. non VGC event),Booker, Lasham, Camphill, Dunstable LGC 60th Jubilee (Non VGC event),Parham Southdown Club's 60th Jubilee (non VGC event), RAF Benson Fete (Non VGC event), The Historic Sailplane Group at Dunstable's Rally (non VGC event). There were 30°F drops in temperature at two of the northern rallies, and the first Lasham Rally and the Camphill Rally were "washed out".

C.Wills felt that he had to attend all eleven events, if possible with a vintage glider, to "establish a presence",to use a police term and to assure that the events were adequately written up for the VGC News. He managed to take a glider to nine of the events but was able to fly only five times. Only one of these flights took place at any of the five northern rallies, although perhaps he could have flown more at three of them had not other VGC duties prevented him. This gave him the impression that the weather during the summer in the North was worse than that in the South. He only enjoyed flying at two rallies in the South, in the good weather at Wycombe Air Park and at the second Lasham Rally. He thinks that the VGC was unlucky with the weather at eight of its rallies and this tempts him to make the well-worn statement: "If this was supposed to be a good summer for weather, what are the bad ones like?" However, the weather at the International Rally in Belgium was superb and well acceptable, which was very lucky, as weather in Belgium can be unreliable in summer.

Mike Beach is still restoring the **Scud 2, BGA 231 in** its original green as it was brought to the 1934 British National Contest at Sutton Bank by Abbotts. After Mac Clement spun in their Willow Wren (as depicted in the film "Plane Sailing"), Kit Nicholson and Philip Cooper bought the green Scud 2 to take its place in the contest. How long they owned it is not clear, as by 1935 they owned a Rhönbussard.

As has been repeatedly pointed out since our last VGC News, Mike Beach's recent construction is a Hols der Teufel Mk. 2 and NOT an Anfänger as was stated in VGC News No.71 .

We hereby publish the three view drawings of the Hols der Teufel Mk.I and the Anfänger from Kronfeld's book. These are clearly the first versions of each type which were developed from the wire braced RRG Zoegling which was also designed by Lippisch.

As the Hols der Teufel was modified (the Mk.2) it is almost certainly safe to state the the Anfänger was also modified, even to the extent of a nacelle. 60 were built between 1929 and 1936 by Schleichers. This firm had previously built 8 Hols der Teufels between 1926 and 1931. Our information reveals that the Schleicher Anfänger did NOT have A NACELLE but that the Hols der Teufels did, some of which were exported to Austria in 1928.

The Anfänger was clearly much smaller than the Hols der Teufel.

The JS Weihe BGA 1093, formerly SE-SHU. We are happy to report that this, the last built (in 1950) of the Swedish Weihes, was given a first test flight after restoration, by its inspector, at Cranfield, during the first week of December 1990. It can be said that the weather had delayed the event which went off very successfully. Andrew Coates who restored it and built its new wooden trailer deserves every congratulation, as do his wife and children who have lived with the Weihe for a long time. We believe that the winter weather has delayed further flying but we hope that 1991's weather will reward Andrew with many pleasant flights in his Weihe. This Weihe was originally built as the only Swedish A–3 variant. We don't know what this means except that this version was much searched for and not found in Germany after the war.



Mike Hodgson and Susy Blair-Mooring with their Tutor on the Long Mynd during the VGC National Rally.

Dr Paul MacCready flew **SH-SHU** in the 1950 World Gliding Championships representing America and was narrowly compelled to accept second place on the last day after he had been winning, by a Swedish pilot who knew the way in the most "nailbiting" finish of any World Championships. It seems that Weihes in Britain now usually have their first test flights after restoration in December as the Swedish built 1943 JS Weihe BGA 1297, formerly SE-STN, had its first test flight during December 1989. Next year this aircraft, which is now very much in its original form and colour, will be based at the London Gliding Club at Dunstable. It will be the only JS Weihe in Britain with original canopy and jettisonable wheels.

Another Grunau Baby 2b–2. This has been recently restored and has been flying at the Bristol Gliding Club at Nymphsfield. Its owners are not yet members of the VGC.
In spite of the very severe wind and rain during the Christmas period and afterwards, no reports have yet come in of damage to vintage gliders most of which have had to be left outside in their trailers.

The BAC 7
Michael Maufe had the problem that, when the weather was fine, he wanted to fly his Kite 1 and, during unsuitable gliding weather during winter, the weather at Ilkley is often too cold to work on the BAC. Nevertheless, he was able to install control cables at Rufforth and the BAC 7 is now back at Ilkley for finishing when the weather allows. Mike Hodgson of the LGC Dunstable built new wheels for it and Mike has now taken them North to Ilkley for their installation.

At Booker (Wycombe Air Park) there has been a hive of activity during weekends in the club's workshop. **Mike Birch and Graham Saw** have been leading a team which is restoring a **TUTOR** and very good progress has been made. Mike Birch has also repaired and removed the end plates from the wing tips of his **CONDOR 4 BGA 2292** so that they will be more as original.

The VGC has been glad to discover that the **four JS Weihes and one Weihe 50** in Britain are all airworthy. These are BGA 1230 and BGA 1021, both almost totally Swedish from 1943 (although one may have German wings) belonging to Don Beach and Barry Briggs at Cranwell; BGA 1297 Swedish 1943 built from Essex; and BGA 1093, Swedish 1950, Andrew Coates; and the Weihe 50 BGA 2602 LGC syndicate, and we mention to our French friends that all of them are glued with **Kaurite.** (which would be enough to condemn them for ever in France.)

Winter Shelter
An unsuccessful attempt was made by C.Wills to lease a metal barn large enough to store ten gliders in their trailers at Watlington. At the last moment, the farmer changed his mind and decided to store agricultural equipment in the barn. The original idea was to store trailers for £5 a week from December until April in the barn. Then, we were to be limited to five trailers, and then to three...and then we were not to be allowed there at all. Possibly due to the short time for organization, almost no applications were received from vintage club members to store their aircraft in the barn although it was advertised at Booker, Dunstable and Lasham.

The immediate thought from this was that if we cannot get them into a barn in the South, what chance have we of accepting Bob Major's kind offer of hospitality for six trailers in the Royal Scottish Museum's Museum of Flight near Edinburgh?

Then we felt that our members would take some time to get used to the idea of winter storage when it has never been available in Britain before. Also, there may have been the attitude that if our trailers survived last winter outside, they will survive this one as well. Or perhaps it was that it would cost money, but we thought that £5 a week was cheap?

We feel that the Vintage Club in Britain needs a hangar for storage of trailers in winter and that it would only be reasonable to put one up at a gliding club which owned its site. e.g. the London Club at Dunstable. The point being that, should a gliding club have to leave its site, we would lose our hangar if the site was only leased. There are two sums needed.. the first to buy land, the second to buy the hangar. If the land already belongs to a gliding club, and the club should so allow it, half the financial burden is dispensed with. If such a hangar could be obtained, then we are sure that our club members would soon come to recognize it as a sanctuary for winter storage of their gliders.

Meanwhile, it has come to be recognized that only a steel trailer covered with aluminium, moored to a steel post in the ground, facing a possible onslaught of the weather, has any chance of surviving the winter weather for very long. However, it must be also recognised that no other materials could possibly cause such temperature and humidity changes within a trailer, and that, if our vintage gliders with their ancient glues can survive these, they are really something. There it is. That is what we have been forced to in Britain.

A further letter asking for hangarage for our trailers was sent to the Officer Commanding RNAS Yoevilton. A reply was received regretting that this was not possible owing to RNAS Yoevilton having a ten year hangar refurbishment programme causing problems for the Navy to find adequate hangarage for its own aircraft and equipment. C. Wills will continue searching.

THE PETER DAVIS VGC WORKSHOP

Tessa Davis has kindly given the Lasham VGC Centre the sum of £800 towards the cost of building materials for a VGC workshop.

Construction has already been started by the Lasham VGC members, principal stalwarts in this excellent project being Ian Smith, Richard Moyse, Mark Wills, Ray Whittaker, Keith Green and David Hopgood.

The workshop is dedicated to the memory of Peter Davis, and will be available to VGC members for the restoration or overhaul of their vintage gliders. Members who use the facility will be expected to make a donation towards the upkeep and rental of the Lasham VGC Centre, as the site has to be self-funding.

We are trying to make the Centre a welcoming home for all VGC members. Much has been achieved already, but we are very short of funds and would welcome any financial donation, however small. Donations please to Jane Ballard, Manor Farm Cottage, Bradley, Near Alton, Hants.

The Lasham VGC members look forward to welcoming fellow VGC members at any time, but especially at the National Rally in May when we hope as many as possible will come to enjoy this pleasant VGC site, and make all the effort worthwhile.

Colin D. Street

The Lasham VGC Stalwarts laying the base of the new "Peter Davis" VGC Workshop.





Gunther Welzhofer's Kranich 2b–2 (see Dutch News below).

DUTCH NEWS

Kranich (Kraanvogel – Dutch and Grulla -Spanish)

Neelco Osinga has for years been searching for a Kranich 2 high performance two-seater. At last he has been able to obtain one from Germany, where there were seven Kranichs including the two badly broken ones from England. All the seven German Kranich 2s were either in collections or awaiting restoration. Only one is on view, a Mraz built 1943 2b–2 in the Wasserkuppe Museum.

With some help from Chris Wills, Neelco tried to obtain Kranich 2s from the collections in the Belgrade Yugoslavian Air Museum, in Hockenheim, in Augsburg and in the Krakow Polish Air Museum where there are two SZD Zuraws, Polish built Kranich 2B–2s, 29 of which were constructed in Poland in 1951 for comparison with their new Bocians. The Krakow Museum wanted to exchange one of them for a Constellation engine or four Tiger Moth wings! The Augsburg Kranich was to be sold after restoration. Neelco is no millionaire and these transactions were not taken further. Finally, Neelco was able to obtain, on a ten year loan after restoration, the **Kranich 2b–2 D–9019 of the Gunther Welzhofer collection at Gunzburg.** Gunther Welzhofer agreed that the best way of keeping his Kranich 2 in good condition so that it could be a future part of his collection, was to lend it to someone to make airworthy to flying condition. Thus he has lent it to Neelco Osinga and so, from the 1st of September 1990, D–9019 has been in Holland. Paperwork is now in progress and soon **Ben Schenk**, engineer of the Friese Aeroclub, will begin the great task of restoring it. D–9019 had once been property of a German military club and we heard that it was delivered by air to Gunther Welzhofer's collection at Gunzburg in 1978. However, there has been some deterioration to its airframe while it has been in store. D–9019 had originally been built under licence by the Aeronautica Industrial S.A. in Madrid. The Kranich 2b–2s had been built after the war as standard equipment for the Spanish state-run gliding centres. One of them was flown by the legendary Spanish pilot Juez into first place in the two-seater class of the 1952 World Gliding Championships at Cuatro Vientos, near Madrid. These Kranich 2s were exactly the same as those Kranich 2b–2s which were built by MRAZ in Czechoslovakia. It seems that some German aerobatic pilots took a LO 100 to Spain during the 1950s for aerobatic demonstrations. On the way, the LO 100 was totally destroyed and the Germans then acquired this Kranich from the Spanish. Rudolph Eppler in Reutlingen was the first owner. Via his gliding club, the Kranich went to the Luftwaffensportfluggruppe at Landsberg. Gunther Welzhofer acquired the Kranich in 1978. It has flown 822 hours from 3238 launches. To fly in Holland, it will eventually carry a Dutch registration (The RLD apparently has a Kennblatt for this type ?) Neelco hopes that it will be PH-999 which will remind the Dutch of the **Kranich 2b–1 "AREND"** which once flew in Holland under the registration PH–99.

We believe that the Kranich 2b–1 PH–99 "Arend" was bought by the Dutch from the Flugzeugbau Schweyer before the war. We congratulate Marja and Neelco on their acquisition and hope that it can be made airworthy soon.

The Dutch used to lament that although there were vintage gliders in Holland, there were none with gulled wings. Now there is Hans Disma's Minimoa as well as the Kranich 2. These types did exist in Holland before the war. Also there were a Condor 1 and a Condor 2. We fear that they will never get these types back as only one single-seated Condor, of the very many built, survived the war. This was a strutted Condor 2 which was operated by BAFO in Germany during the late 1940s. Although such a type was seen in the hangar roof at Hirzenhain 20 years ago, we believe that it does not exist any more.



The magnificent JS Weihe (see French News below).

FRENCH NEWS

As received from Vol à Voile No.30 October/November 1990.

Dédale News. The 3rd Historic Congress of French Gliding. This was held on Saturday 1 October from 10.00 to 17.00 and was hosted by the Musée de l'Air et de l'Espace. It was organized by the Historic Commission for the FFVV.

The programme was as follows:

The Period 1925–1930 by Robert Pechaud and Pierre Vaysse.

The DACAL Gliders by Charles Rudel.

The renewing of French Gliding after the Liberation by Jacques Lerat and by those that he may have invited.

The Gliding Centre of the 2nd Aerial Region at Evreux (1948) by Jacques Girard.

The next part of the proceedings was devoted to young people and the presentation of candidates for the Jean-Marie Le Bris Cup. The day was made more interesting by the numerous stands with exhibitions. Whilst lunch was not served this year, the Congress was followed by a standing buffet.

A Castel 301S flies. An event at Paray le Monial on the 9th of August was the new first flight of the **Castel C 301S No.1050, F-WRJM.** It is now the only C 301s airworthy in France and probably in the world. This venerable glider (ex Aéro Club de Nogaro) was winkled out in 1986 by ASPAC (Association pour le Sauvegard du Patrimoine Aéronautique en Charolais) and was stored by Christian Brondel at Challes les Eaux. Its restoration started in 1987 and its registration F-CRJM was finally agreed on by the authorities, having previously been used for the SA 103 Emouchet No.163.

Veritas judged the glider as suitable for restoration in July 1990 but, although there had been a production run of 252 C 301s, it had to be considered as a prototype and it was only provisionally cleared for 5 hours of flight and 20 landings. After its first flight, Yves Soudit, its test pilot said: "—! It is a marvel. There are no adjustments to be made and its flying is very easy". What was even more astounding was that ten days after its first flight, this C 301S, resplendent in its cream and orange colour scheme of the period had already flown seven hours from which there had been 12 landings.

Protection of our aviation heritage

Was there a sudden realization of the cultural and historic importance of our National Aviation Heritage in high places? Why did the Minister of Culture ask for an exhaustive inventory of all aircraft types of which the prototype flew at least 30 years ago, instead of getting this readily available information from recognised sources? This disquiet was communicated to M. Guy Ploussard. Officially, this investigation is not for commercial purposes and has as its only advantage, the obtaining of state aid for owners to help restore their aircraft if they should be judged worthy of restoration (protection). In fact M.Ploussard was not acting as Minister of Culture but he has found a subsidy which is dedicated to restoring regional industrial heritage. Finally, it is worth remembering that M. Guy Ploussard is director and founder of the Nancy Museum of Aviation. We feel that this matter should be followed up very closely.

ASPAC is under way! There is always intense activity at ASPAC. In fact, the fleet is to be enlarged by the acquisition of two relics generously donated by Hugues Auchère, the President of the Association of Aeronautical Documentation. These are the remains of the Nord N.1300 No.249 F-CRCU and the Nord 2000 No.4 F-CBFQ. They have been stored at Paray le Monial. These two machines once flew in the Paris region at Chavanay.

Otherwise, flying hours have been accumulating, thanks to their friends at the Aéro Club Bertin who lend them their Storch every year during the months of July and August for towing. (This is F-BARP.) Little circuits have been normal for their Fauvel AV 36 although it did have one outlanding on the airfield of Montceau les Mines. The Nord N.2000, F-CBFR, has also covered some kilometres cross-country. Some Dutch and Swiss have profited by ASPAC's hospitality.

The same goes for the **GPPA at Angers.** Restoration of old gliders continues with regularity thanks to a team which is as numerous as it is dynamic.

The **Fouga CM-8-13**, which was entrusted to the GPPA by the Musée de l'Air in Paris, is currently being restored. Its controls and one wing are finished, ready for fabric. Work is continuing on its fuselage. The **Bréguet 901 F-CCCV** is programmed for the autumn, while the **AV.36** should fly in the spring. The **SG.38 No. 157** is well on the way to being restored for static exhibition.

The **C.800 F-CAMR** is due to be exhibited in the Museum of National History in Paris from the 15th of November, for six months. It is part of an exhibition of wood, and its uses.

Finally, the **Morane 505 Storch F-BAOU (which is reregistered F-BIPJ)** which is destined to be the Collection's towplane, flew on the 21st of last September.

Meanwhile, **Christian Ravel,** President of the GPPA has just managed to achieve 15,000 flying hours of which 1200 are gliding hours. We send him our congratulations.

From the Musée Régional de L'Air (GPPA) at Angers

Construction of a second hangar was due to have been finished by the Christmas before last and was named "Salle René Gasnier". This was dedicated to the celebrated aeroplane being restored by the GPPA, but also to all the aircraft which will remain on static display, unlike the the first hangar which is destined to receive airworthy machines. Little by little, time and finances permitting, exhibition boards of photographs are being finished showing the great moments of aviation in Anjou. The inauguration of the hangar took place on the 24th of March in the presence of a great number of people including Jean Monnier, mayor of Angers and the General Alain Brossier, who cut the inaugural ribbon together.

The first flight of the **Weihe.** Restoration of this splendid machine went on for five years and bit by bit, its history is being pieced together. Built in 1943, it was first (after removal from Germany), allocated to Beynes, where it was flown by prestigious pilots such as Eric Nessler and Max Gasnier who set up French records with it. Arriving at Angers in 1950, it assured good performances from the young, and the less young, until it was grounded in 1973 when the fibreglass gliders replaced it. On the initiative of President Lerat, it was offered to the Musée de L'Air in 1976, when it was stored in miserable conditions at Chartres. The fuselage was under the roof and the fuselage on the ground. Needless to say, the machine was "lost", when the General Lissarrague, then the Museum's director accepted the proposal to entrust it to the GPPA for restoration to flying condition.

Thanks to Paul Genest and Yves Edmery who were responsible for the woodwork and Jacky Ferret and Pierre Plane who were responsible for the fabric and Henri Degoule who was responsible for the mechanical parts and the painting, without counting the numerous helping hands, the work was completed in 2,500 hours. This team had transformed a wreck into a splendid machine ready to fly. The Veritas expert passed its inspection on the 15th of February 1990 but we had to wait until the 2nd of March for its first flight because the runway was soaked and the towplane was being serviced.

At last on that Friday, everything seemed to be looking good, except perhaps for a rather fresh wind from the North. The glider was got out and rigged and this was followed by a very long preflight inspection. As this went on, Jacky warmed up the towplane. The Weihe was taken to the runway and became the object of a second preflight inspection as careful as the first, but by another person. There was caution and respect because I was about to fly 45 years of history and 5 years of work by a fantastic team.

Finally it was Laurent, our Chief Pilot, who took the towplane after a short usual briefing concerning speed, location and altitude of release height, and what to do in case of emergency.

A few photographs, the cockpit canopy was reshut and the cable slowly became taut. I had not the right to be nervous because I had actually flown this machine 25 years before.

After the take off, I relived the forgotten sensations and climbed at 85–90 kph to 1,300 metres. After releasing, Laurent turned round this splendid machine with its transparent wings and then dived. For me, I had to get it in hand. During a short flight in a straight line, I gently tried the controls. I found the machine light to fly but it had a wind-up capability which I have discussed since with my friends. A few turns to the left... then to the right and a short attempt at soaring, with and without airbrakes (at 38 kph in both cases) and a small surge which made me look attentively at the vario. It was a little 0.5 m/sec thermal which gave me a climb for a few turns. Then the slow descent continued. At about 300 metres I turned above the runway so that glider pilots by the side of the runway could admire it. I let out my war cry for their benefit and then attacked the circuit. The airbrakes were, as they always were, inefficient, but for some time I had been used to the machine and I was able to land it in front of my comrades. It goes without saying that I was very happy. During the next day more short flights took place after little adjustments and of course there was more photography.

A few weeks later, it took part in our 6th National Meeting for old sailplanes where it had deserved success. Later it participated together with the Av.22 in the 18th International Vintage Glider Rally in Belgium.

It will be flown little because not only is it part of aviation's heritage but it is also an excellent show-piece for the Musée de L'Air.

The MS 505 (Musée de L'Air).F-BIPJ (Storch)

As of June 1990, Jean and Jaques had installed the engine while Henri had painted its wings. The struts were being prepared by Daniel and the young Vincent. Finally, fuel tanks were installed and the wings were rigged on the fuselage.



The JS Weihe restored by GPPA at Angers. Behind is the Castel C25s rebuilt by Jean Paul Robin, and restored in the paint scheme of the Air Salon de Provence, just post-war, where the new French training system was formulated.

This is to be the collection's towplane. Its engine turned for the first time on the 24th of August. Various adjustments were made and the Veritas expert came to inspect it on the 13th of September. By now, it certainly should have flown. Its restoration took 3,000 hours in four years of work .

The Castel CM-8-13 No.1 The right wing has been uncovered entirely and its controls have been removed, cleaned and reinstalled. The fuselage has been uncovered and control surfaces are ready to be refabriced.

The SG.38 No.157 (GPPA) Restoration goes slowly forward with much care at the home of our friend Bobrie. Those who pass an evening with him will discover his talents as a restorer of furniture and in the kitchen.

Those who were at the Angers Rendez-Vous Rally will well remember the Potez 60. This little aeroplane was badly damaged while landing on the Nantes operational runway which happened to be downwind. Its landing went off well but at the end of its ground run, it ground-looped, severely damaging undercarriage, fuselage front and rear, and its tailplane. Luckily, its pilots were not hurt. After returning to us by road, it is now under repair.

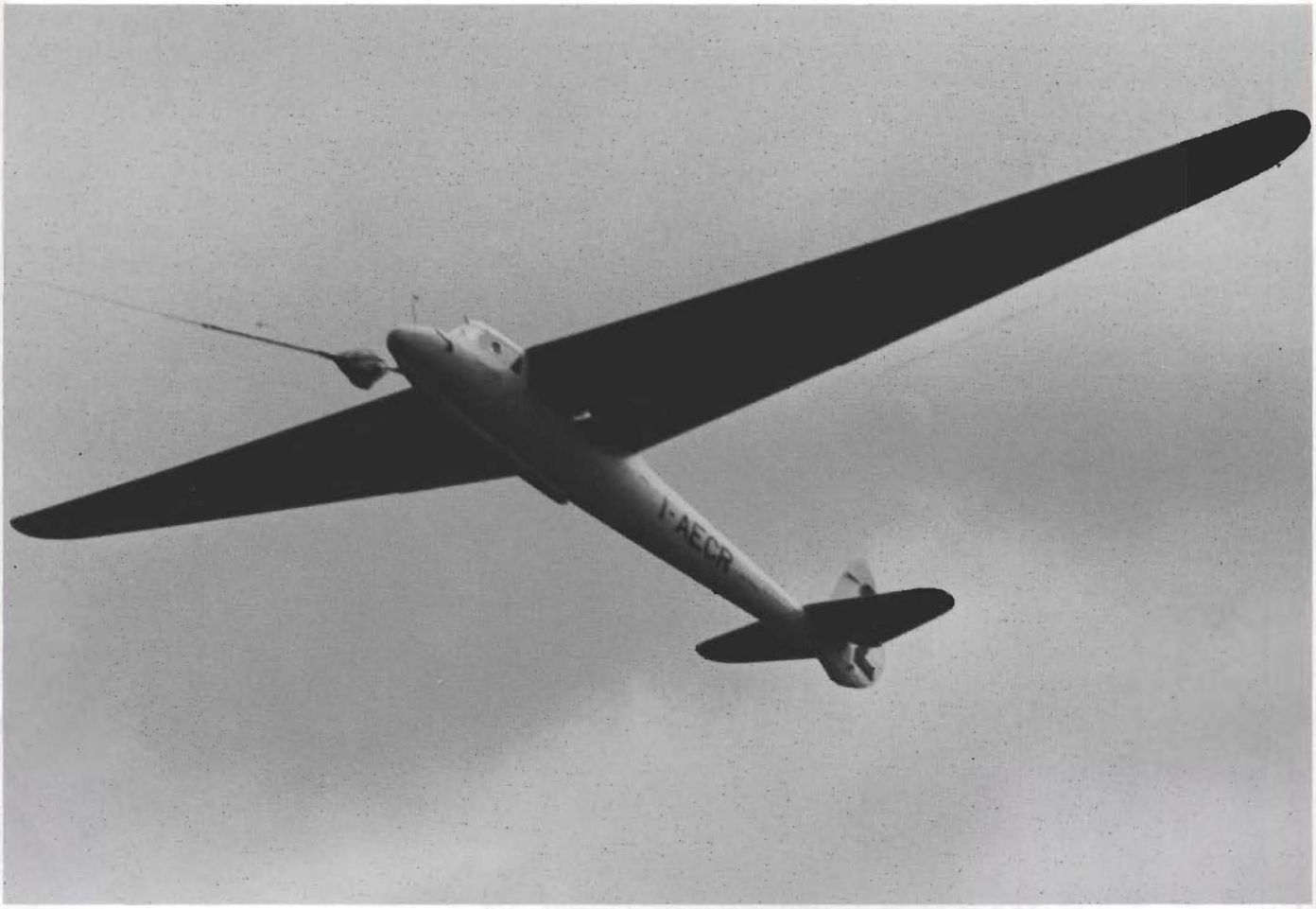
The GPPA is also restoring a Curtis Junior F-AZBR (Musée de L'Air), a Morane N, a Boisavia No.110, the Potez 60 F-PVQP, a René Gasnier and the HM 8.

ERROR

Some time ago, we wrote in the VGC News that Kronfeld's **Kr.1 "Austria 2"** two-seater had met its end at La Montagne Noire. The oldest La Montagne Noire pilot told us that he had seen it happen and that it had been in his opinion pretty finally broken. It had indeed been broken there, but now we have confirmation that it was flying again on the Banne d'Ordanche in 1942. This was the historic French Centre before the war which, near Clermont Ferrand, was considerably higher than the Wasserkuppe. As far as we know, all French gliding had to stop in late 1942 due to German occupation of the "Free Zone" and that the Banne d'Ordanche was never restarted again after the war. All traces of the Austria 2 were lost after the 1942 sighting.

We wonder whether there might just be a few buildings left up there which could contain gliding relics such as Austria 2 and Wien, for the latter was flown there also certainly in 1934, if not afterwards.

Austria 1, Wien and Austria 2 were all brought to England to give flying demonstrations around the country which were the catalyst for the British Gliding Movement in the early 1930s.



Italian Canguro two-seater against an English sky, being winched at Camphill during the 1954 World Championships. Photo: Charles Brown, by kind permission of RAF Museum, Hendon.

ITALIAN NEWS

The Italian gliding centre of **Pavullo** has been rediscovered by our Swiss aeromodeller member **Frederic Fischer.**

This was a most important Italian gliding centre before the war and it was much patronized by that important figure in Italian gliding, **General Nanini,** who was also at HHH and Farkashegy in Hungary. This might explain why the club-houses at Farkashegy and Pavullo were similar?

It seems that in 1944 a German NCO, who was a glider pilot and knew about, or had been on the Wasserkuppe, ordered the destruction of the site's buildings as well as the gliders before the advancing Allies, in the interest of being a good soldier, and so future generations of glider pilots were denied seeing and flying a wealth of beautiful prewar designed Italian sailplanes.

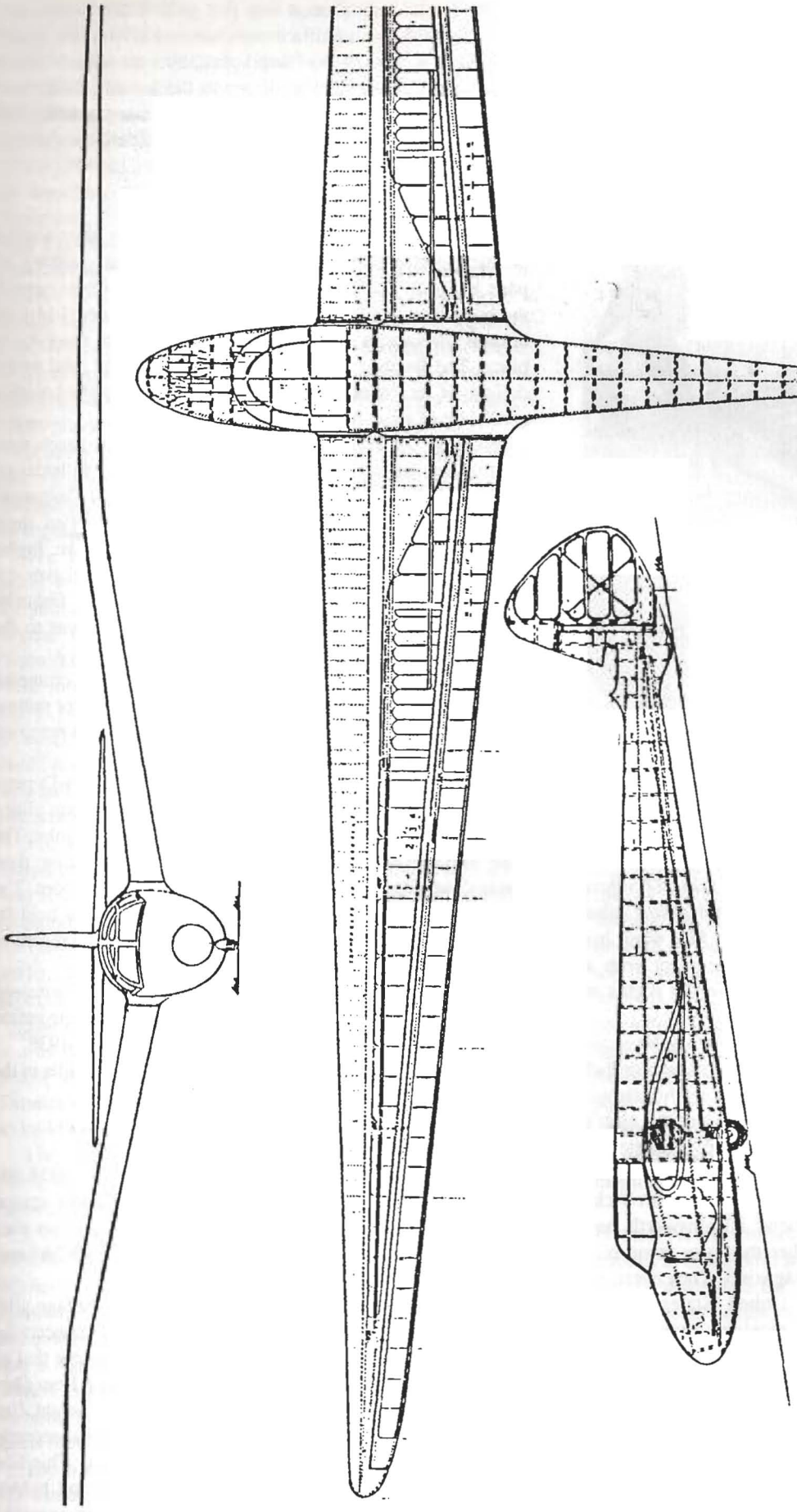
At Pavullo were many of the interesting designs of the important Italian sailplane designer **LUIGI FREDERICO TEICHFUSS** who was responsible for many beautiful Italian sailplanes including the **Orione 1 and 2,** the latter being one of two Italian designs (the other being the **C.V.V.7 Pinoccio**) which were rather similar to the German Weihe; the legendary **Turbine** (the Italian Reiher), the **Sparviero** (the Italian mini Reiher), and the fantastic and most beautiful side by side two-seater high performance sailplane, which had no German equivalent, the **Borea.**

It could be said that the nation which at that time had designed many beautiful things, including the magnificent liners Conte di Savoia and Rex, might also be expected to have produced the most beautiful sailplanes. In Chris Wills's opinion, the Borea goes a long way towards that. To think that until Frederic Fischer's revelations, the gliding world did not know of the existence of this beautiful sailplane, or of most of the other Italian sailplanes, and that it is the VGC's good fortune, through its News and Technical Articles, to be able to reveal it for the first time, as previously, concerning the prewar Soviet Record Breakers.

It is true that some of the Italian designs had their German counterparts. There was an Italian H.17 (CAT 20) and an Italian two-seater Condor, the CAT 28, long before the Condor 4, but many were original. So far, we have no idea concerning how many of each type were built. However, we are certain that at least prototypes of each type were built and flown and many examples were built of the **C.V.V.6 Canguro,** a sort of Italian tandem two-seated Weihe. As some of these 1942 designed two-seaters still exist, we hope and pray that one day we will have one soaring with us at International Vintage Rallies. This may well be the last example of the Italian pre-war designed glider fleet which we believe was an important part of gliding's heritage. (A CAT 10 H.17A also still exists)

We thank Frederic Fischer for researching Pavullo and the work of Frederico Luigi Teichfuss and for presenting us with the results of his labours which have been of the greatest interest. Since then, we have heard that he, Cheesli and Hugo Roth have returned to Pavullo and we wonder what they discovered further.

(We have heard that Hugo has also been in Czechoslovakia.)



BOREA TWO-SEATER

Empty weight	375kg
Loaded weight	736kg
Built	1940
Span	21m
Length	9m
Wing loading	247kg/m2
Aspect ratio	21.4
Max L/D	1:32.5
Wing section	Gö 532
Materials	wood & fabric.

In the "Borea" Frederico Luigi Teichfuss had managed to design a side-by-side two-seater with almost as high a performance as any single-seater of the time. The Göttingen 532 profile, then relatively fast, was also used on the Dittmar Condors 2,3 and 4. Teichfuss often used this profile.



Canguro in Spain during the 1952 World Championships. Pilot was Adriano Mantelli. Photo Heimgartner.

NEW ZEALAND NEWS

New Zealand's Gliding History

The Canterbury Gliding Club started in 1931 as NZ's first Gliding Club. Captain Bill Anderson, a retired airline pilot now in business in Christchurch, was a small boy when his father started the Canterbury Gliding Club together with a few enthusiasts, and remembers watching their first flights at Cashmere and Halswell.

A few years ago, he presented to the Canterbury Museum an album of photographs of the activities of these intrepid pioneers of aviation, which had been owned by his father. The inscription reads "To W. Anderson, builder of the club's training glider, with the compliments of the gliding master, F. A. O'Connell, 31. 12. 31.".

W. Anderson had trained as an aircraft engineer with Vickers near Manchester. An Australian friend, P.Hainsworth, had been visiting Christchurch and together they saw some pictures of a glider in an American magazine. They were so impressed that they wrote to the United States and to Germany for some designs. They received two sets of blueprints and between them designed their first glider by selecting the best features from both.

Hainsworth returned to Australia. Bill Anderson senior was so enthusiastic that he gathered in some other friends to form the Canterbury Gliding Club. He was secretary, and also the club's ground engineer. The President and Gliding Master was Frank O'Connell; E. J. Bell was the Treasurer. There was the added advantage of a big workshop in Antigua Street. Committee members were: W. Bickley, B. Owen and J. Campbell.

The annual subscription was one guinea and in addition, members paid about half a crown for each turn in the glider. The club's aims were to "to practice, encourage and control the science and sport of gliding and the use of gliders over Canterbury". By their definition "a glider is any heavier than air machine which does not depend on an engine for sustained flight".

Certificate of Airworthiness

Every week night and all through the weekends, they worked on their glider in the Antigua Street workshop, making all parts by hand. The high wing was covered with sized canvas; the body was just a framework of light timber struts with no normal fuselage; a strong strap in the nose held the pilot in place. The finished glider was named "TAROA", and to the delight of its creators, it could fly- and was issued with a certificate of airworthiness to prove it.

Initially "TAROA" was towed by 12 men, six each side, running flat out to launch it into the air from the hillsides on the Cracoft-Wilson Property on the lower slopes of Cashmere.

Because the air currents on the hills were often quite dangerous, they then obtained permission to make flights from Wigram aerodrome, where E.J. Bell's Studebaker car was used for towing and launching. Crashes were frequent, but never from any great height, so the damage was to the glider rather than the pilot.

Beneath a photograph of "TAROA" looking rather crumpled on the ground is a note from F.O'Connell – "Sorry for putting this over on you, but you made just as good a job in repairing it as I did taking it to pieces- The Grand Master".

Finance was an increasing problem in those early Depression years and the club had to continue with just one glider. So Bill Anderson was in much demand for repair jobs. The club had 22 active members, six of them earning their "wings" in that first year by making 12 flights or more. The club record for a flight from the hill in 1931 was held by G.B.Bolt with a time of 20 seconds. From the flat, a record of 15 seconds was achieved by Frank O'Connell.

Eventually the club folded up, although "TAROA" remained intact and fully repaired in the care of Bill Anderson senior, who gave it to the Le Compte brothers of Darfied in 1936.

Taken from the article "Gliding over Cashmere Hills in the early 1930s" by Joan Woodward.

(guinea = £1.05, half a crown = 12½p)

C.Wills writes that when he was in NZ from 1955–1958 this was his Gliding Club, which had evidently been started again, probably by Dick Georgeson after the war. Two photographs published with the article reveal that "TAROA" was very similar to a ZOEGLING.

We understand that there is some interest for vintage gliders and their flying in NZ. We have no good news concerning the restoration of the JS Weihe ZK-GAE. (formerly that of P.A.Wills in Britain, which having been obtained from Germany in 1945, set up British National records for height, free distance and goal flight). However, an Eon Baby was recently restored to excellent flying condition in Auckland. This Eon Baby has a straight back, little or no dihedral and bubble canopy. This was probably one of two Eon Babies imported into NZ, the other having been at the Canterbury GC, but we believe that it was entirely destroyed with its pilot, who was killed when it took off with its elevator disconnected.

GERMAN NEWS

News received from Karl-Heinz Kellerman during October indicates that the **Oldtimer Club Wasserkuppe** was not represented at the 18th International Vintage Glider Rally in Belgium because they were running bungee launch courses with two SG.38s which were so successful, with so many pilots both old and young present, that they were never short of launching crews and thus they had no time to come to Keiheuvel. Nevertheless, their hearts are still with us and they have every intention of coming with aircraft to the 19th International at Schaffhausen next July. Because of the success of this year's bungee launch courses, it is hoped to repeat them next year on the Wasserkuppe. For these, the OSC Wasserkuppe has ordered a new bungee rope from:- Whitely Products Ltd, Low March, Daventry, Northamptonshire NN11 4SJ. Tel:- (0327) 300545, the supplier of bungee ropes previously for the British School Cadet Corps.

It has been reported that these ropes are not as powerful as the old German ropes. However, they should be powerful enough to launch SG.38 s. It is also possible to buy a double strength one at some extra cost.

The bungee launch courses are being attended by old pilots who have not flown an SG.38 for 40 or 50 years, and by young pilots, who are for the first time experiencing the breeze on their faces (and everywhere else). So the Wasserkuppe, that traditional mountain of the glider pilot is once more resounding to the cries of "Ausziehen, Laufen, Los !" Not that the SG.38s would get that far (or would they?), as of October the border with the DDR (Mitteldeutschland) could not yet be crossed as the ADIZ (air identification zone) was still in force but it was possible to enter by road, with if necessary, a trailer, to visit DDR gliding sites.

The OSC Wasserkuppe have finished their **Klemm 25** towplane, and we believe, their second **SG.38**. Their **ES.49** was found to have a little fungi in its wings and so this is being rectified.

They have started work to restore and repair a **Ka 2** two-seater. This design dates from about 1954 and has a good reputation for flight handling and soaring.

The Ka 2 is traditionally part of the Wasserkuppe scene as it was designed and built by Schleichers at Poppenhausen below the Wasserkuppe to replace the magnificent Heini Dittmar designed Condor 4, which they found too expensive to build in the austere postwar period.

The OSC Wasserkuppe will now have for its fleet a DFS Habicht, ES.49, Grunau Baby 2b–2, 2 SG.38s, a Ka–2 and a Klemm 25 towplane.

MMM (Münster Metric Mafia) (Formerly: Meister Max Muller after the late never to be forgotten Onkel Max) of the Oldtimer Club Münster is now undertaking one last restoration. After already having restored to perfection a Minimoa and a Moswey 3 for the Americans Jan Scott and Al Uster, MMM is now restoring a **Weihe**. Just which Weihe is not certain, but it may be the much modified aircraft of the late Hans Meyer.

The aircraft is already being advertised for sale in America for about 30,000 DM although it will take two years to complete.

Jochen Kruse is looking for means of repairing his **Condor 4** which was spun in by two instructors, each thinking that the other was flying. One wing is broken in three parts and the fuselage is broken in half behind the wings. He was hoping to get the repair done in Poland but even this is being found to be too expensive. (Both the instructors are now out of hospital and are flying again.) Any suggestions or help for the repair would be gladly received by Jochen at:-

Ortbrook 23b, 2082 Uetersen/bei Hamburg, Germany. Tel:-(0)4122–41254.

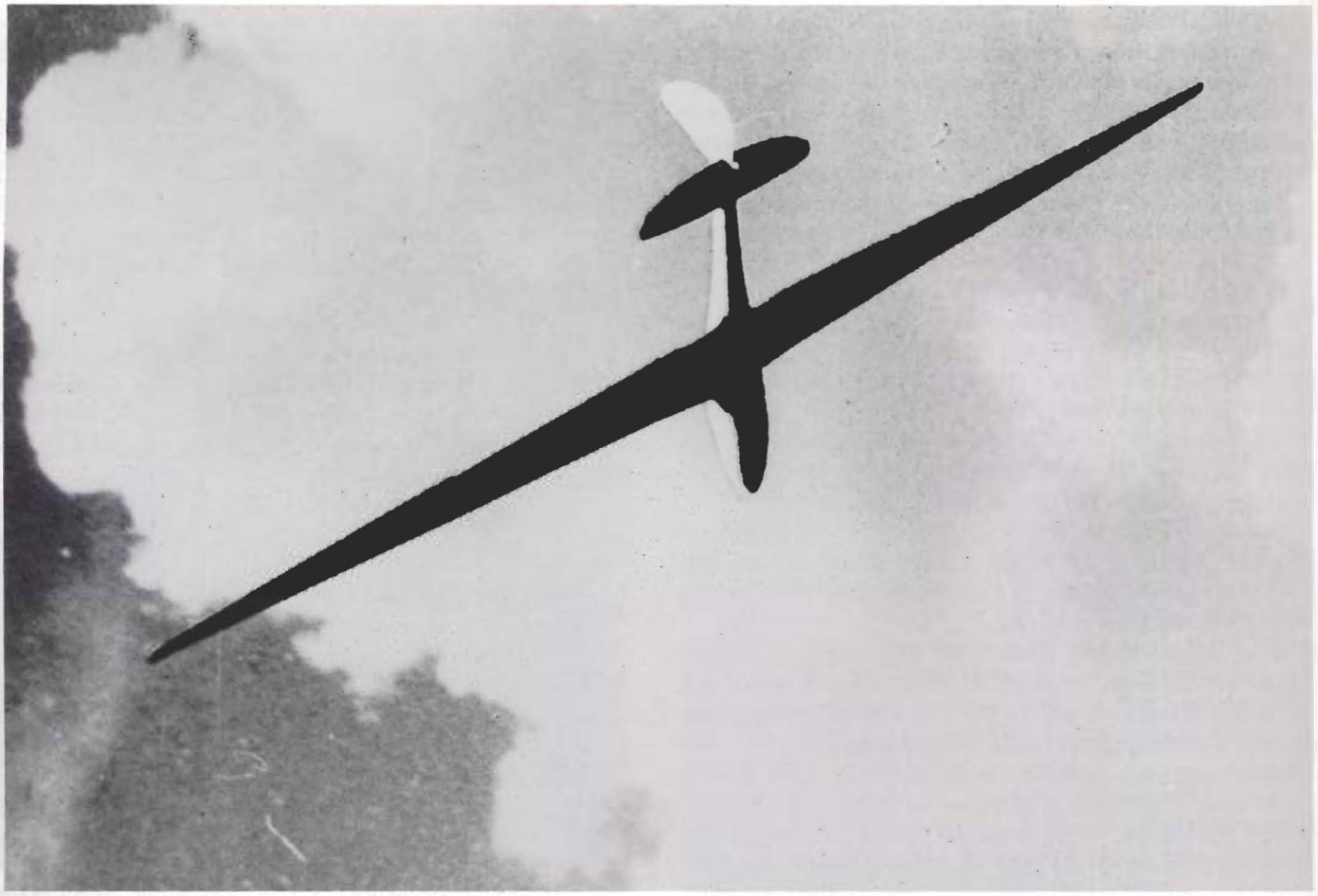
The Luftwaffe Museum has a Goevier, two Grunau Babies, a Doppelraab 4 and an SG.38 in its store. The **Goevier** will be restored by a naval officer and his team in Kiel. One of the **Grunau Babies** will be restored to flying condition and the other to exhibition status.

The Luftwaffe Museum is probably to be moved to an airfield in East Germany where there will be many empty army and air force bases.

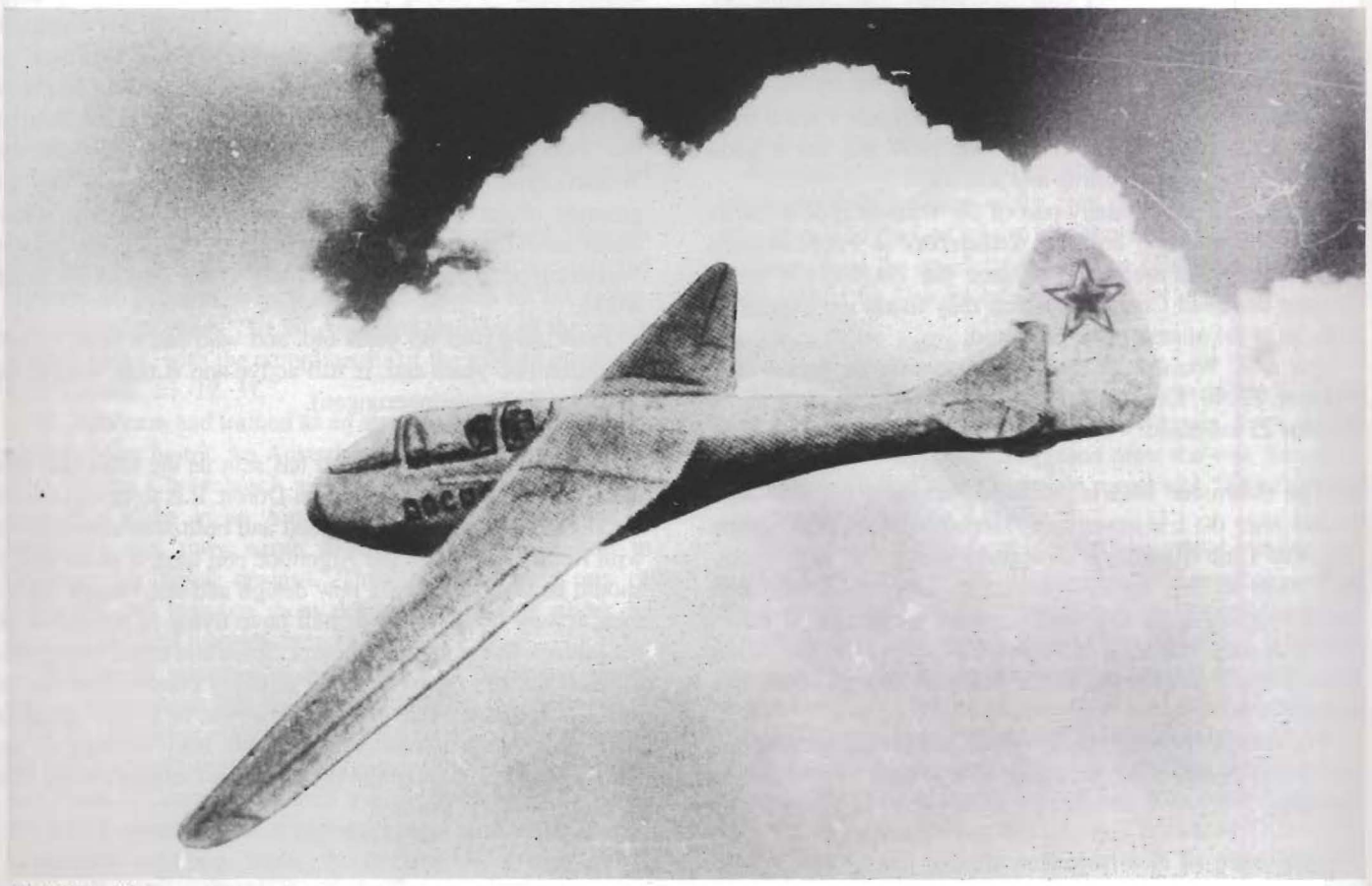
Two of **Peter Riedel's** three volumes of first hand Rhön History have been translated into English by a professional agency in Washington, under the auspices of the Smithsonian Institution. A good deal of further editorial work has been done by Martin Simons. Final checking was being completed by Peter when Martin visited him at Ardmore in Oklahoma in August. The Smithsonian Institute has financed the project this far, but now further money is needed to publish these volumes and the final work. Some additional funds have been offered by an organization in Munich which is interested in promoting German culture, but the amount involved is not yet determined and in any case will not be made available until the books are actually in print. Until then, the Smithsonian is having to carry the entire cost of translation and printing. We only hope that the new Germany considers this as much German Hauptkultur as we do. However, as nothing has been yet heard from them, the project has been delayed and we only hope that the same forces which delayed the foundation of the German Gliding Museum on the Wasserkuppe until three years ago, presumably on the grounds of its prewar political affiliation, are not active again now for the same reason, to try to prevent prewar Wasserkuppe history being released to the English speaking world.

Peter, now over 85 years old, and who had a heart bypass operation two years ago, is still active and is now writing his memoirs (Lebenserinnerungen).

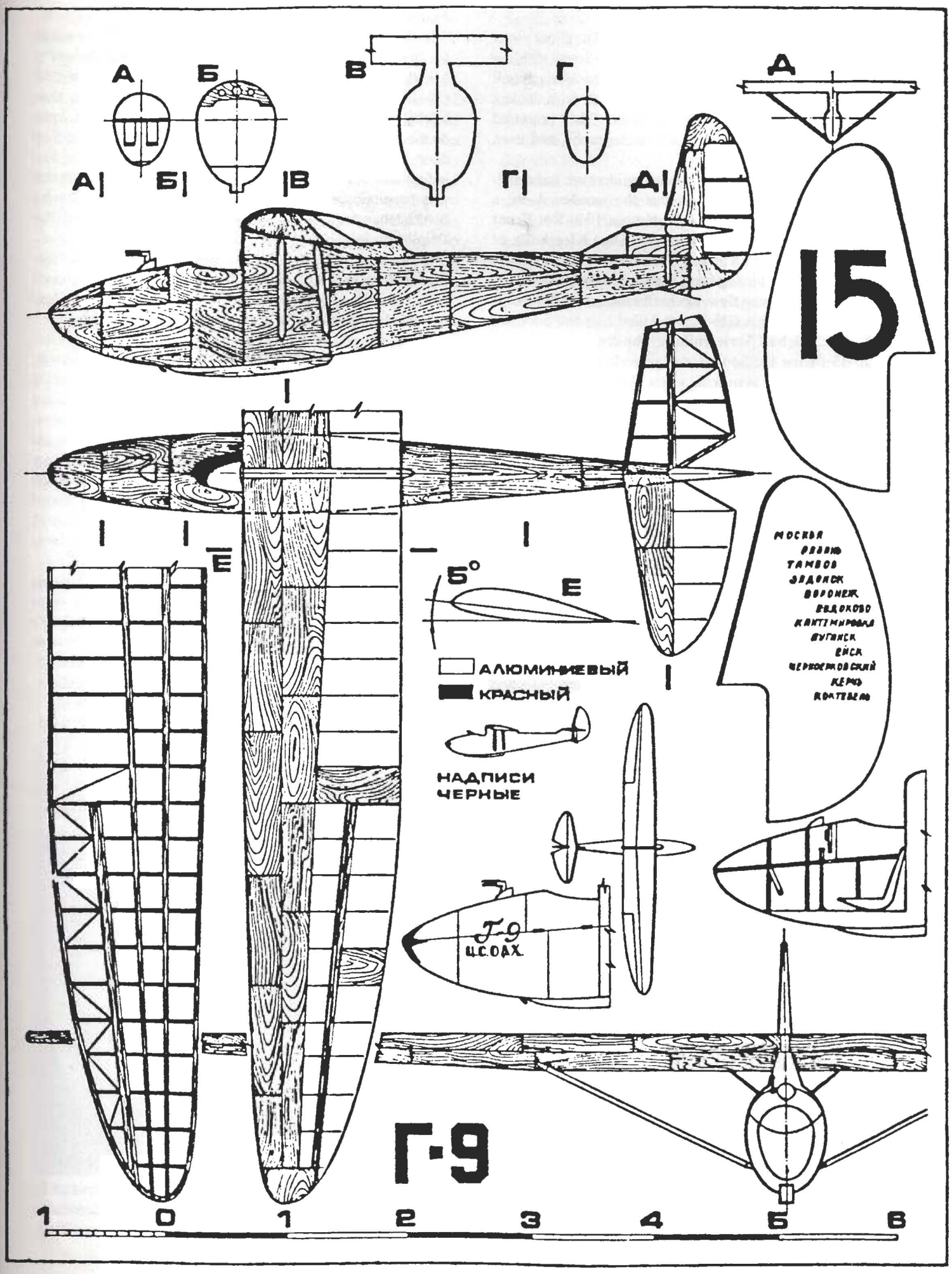
Horten News. Christian Kroll has sent us the news that this aircraft is being built near him at Düren. It is to be a powered ultralight which is being designed and built after consultation with Reimar Horten in the Argentine and thus, it seems that it should be considered as a new design and not vintage. However, it may be all that we shall have flying to remind us of the vintage flying wing designers. Spars and metal fittings are finished but the owner has had to delay construction due to pressure of remunerative work. However, he is now about to start again. Christian himself has been busy working on an American Boeing Stearman biplane for a German owner. The fuselage of this is finished.



Soviet GN–7 of 1937.



Soviet A–10.


А
Б
В
Г
Д
А|
Б|
В|
Г|
Д|
15
Е
5°
Е
АЛЮМИНИЕВЫЙ
КРАСНЫЙ
НАДПИСИ
ЧЕРНЫЕ
Г-9
ЦСОАХ
Г-9
1 0 1 2 3 4 5 6

SOVIET NEWS

During August there visited Booker six Ukranian glider pilots who were remarkably well oriented towards Soviet Gliding History. They mentioned how someone called Boris Sitnik often came to their airfield at **Dnepopetrovsk** with ancient gliding photographs and drawings of gliders. They promised to send Chris Wills information and photographs, and even invited him to visit them.

One of them mentioned how vintage gliders are not usually kept in the Soviet Union and that the wooden **A–9s**, a cheaper to build modification of the famous 1939 **Rot Front 7**, can now only be seen on photographs. **Olga Klepikova**, of the sensational 1939 750km world distance record in a Rot Front 7, is still alive, having been a schoolmistress. However, **Victor Rastorguev** who flew world distance records of over 600 kms in 1937 with a **GN–7**, was killed as a test pilot just after the war. **Michail Verietenikov**, who represented Russia in an **A–15** during the South Cerney World Championships, has now retired as he is over 70 years old. Misha is well and happy and receives visitors very hospitably. He once flew records of over 700 kms with an A–15. He of course lives in the Ukraine. The test pilot **Anoxin**, who was we believe married to **Margareta Ratsenskaya** (who was also at South Cerney) has died. He, we believe, carried out the famous flutter test on the aerobatic metal **A–13** noting which bits fell off first. **Oleg Antonov**, the famous Russian aircraft and sailplane designer is now dead, but his design office is now designing a new fibreglass standard class sailplane called the **Standard-A**, which when its span has been increased, will eventually fill the gap left by Frank Pozerskis cornering all the Lithuanian **LAK–15s** for sale for hard currency in the West.

The Ukranian glider pilots thought that a VGC Rally in their country would be possible, and very popular, but Chris Wills has not yet had any further contact with them.

HUNGARIAN NEWS

While we were at Keiheuvel for the 18th International Vintage Glider Rally, we received a very firm representation from the **Aero Club at MISKOLC** to run an International Vintage Glider Rally. We understand that Miskolc is in a mountainous and industrial area of Hungary. This Aero Club is now the owner of the famous 1944 Prototype **R 22 Futar** which was recently restored.

We understand that the situation has changed yet again concerning the new Hungarian Aero Club and who the representative of their Vintage Gliding Club is. However, we are sure that **Imre Mitter** would at least know who it is. His address is: Budapest 12, Rath Gyorgy utca 17B, Hungary H–1122.

STOP PRESS! Latest Lasham News. Richard and Wendy Moyse have had their first baby (Not Grunau). Born 7th December 1990. A boy weighing 6 $^1/_2$ lbs. All members send congratulations!

Letter from David Underwood of the 5th June 1990

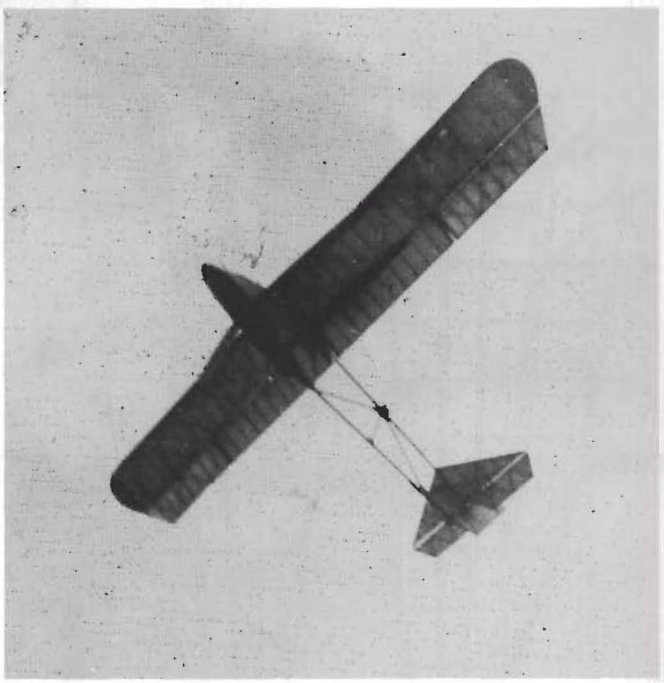
"On the 19th May, on the way to Dorset to pick up materials for my business, I visited the Army Air Corps Museum at Middle Wallop. In the Museum's new extension is their Glider Regiment Section. Normally hanging up is their **Kirby Kite BGA 285.** This time its wings were upside down on the ground and its fuselage was tucked away near the shop door. I was informed that it had been flying a day or two before and that it had got very wet in a rainstorm. All that was happening to the Kite was a drying out and cleaning before rehanging. The Kite should be flying again at their Air Display on July 21st 1990.

Also on display are 3/4 scale (?) **Horsa** cockpit and fuselage sections, a **WACO Hadrian** and, new on display and yet to be restored, a fuselage centre section of a **Hamilcar.** Cockpit and glazing are on the floor by the side of the fuselage.

All this is well worth seeing.

The **Kite 1, BGA 400**, is coming along nicely, but slowly, as we are working on it in our spare time. The wing trailing edge has been renewed at the root end. Some glue failure has occurred due to damp getting into the trailer onto trailing edges, causing failure to the gluing of biscuits in wings and ailerons. Otherwise, it is in very good condition. There are only now small bits to tidy up here and there and soon it will be ready for fabric covering. We hope to have it flying around the autumn of this year. This Kite 1 has only done about 91 hours of flying since it was de-mobbed (from the military CW) in 1957.

Our **Grunau Baby 3** is now unairworthy due to squirrels in the D-boxes of both wings! They were discovered when Ian Tunstall came for a photographic section. After pulling a wing out of the storage shed, prior to rigging, a squirrel came scurrying out of an enlarged hole in the root of the D-box !



Hols der Teufel 2. This aircraft was largely constructed by Harold Holdsworth for the Bradford G.C. It is identical to the one built recently by Mike Beach. Photo : Norman Sharp.

Harold Holdsworth has sent us important information on the **HOLS DER TEUFEL and ANFAENGER**

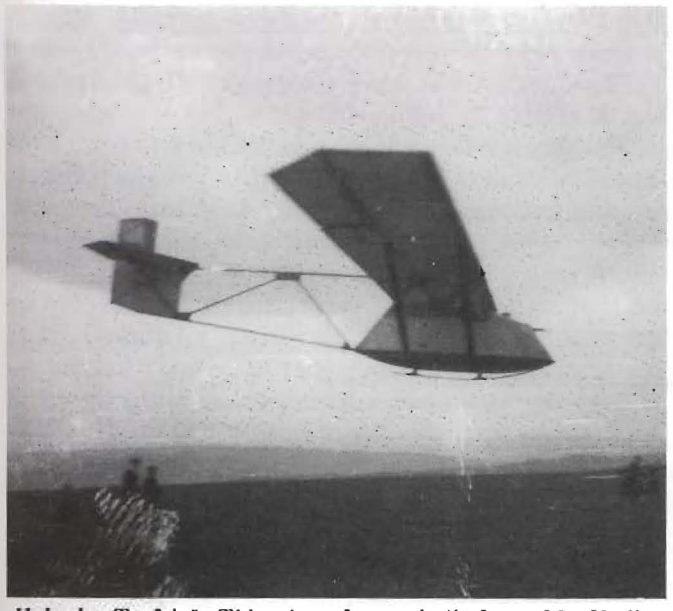
"The original aircraft was built by some students on the Wasserkuppe in 1926. It was tail heavy and had an accident and so the damaged machine was consigned to the back of the hangar with many rude words. The students who designed it had nothing like the data there is today. At the time on the Wasserkuppe, Stamer was Chief Instructor and Lippisch was chief technical man. He discovered the fault and redesigned the aircraft as the Hols der Teufel Mark 1 which had square wing tips and solid main wing struts which weighed 10 lbs each.!!! The machine was designed and built for students to fly their first soaring flights safely in. Performance was of no real consequence. I have yet to hear of anyone seriously hurt in a Hols in spite of horrific bad flying.

An identical machine to that described above was built by two early members of the London Gliding Club named Bolton and Hiscox who flew their Cs in it and competed with it, until better English machines were available. See early copies of the SAILPLANE circa. 1930. Another identical machine to that was built for a Mr Hedley Crabtree who was Chief Instructor of the Ilkley Gliding Club in 1931. (see pictures of the machine being rigged before wing fabric was installed in early copies of The SAILPLANE.) In 1934, that machine became the property of the Yorkshire Gliding Club where I repaired and test flew it many times. In smooth air it could be flown straight very slowly indeed, but not turned. It was advisable to increase the speed 5 – 7 mph for that. I have personally soared that machine, named "THE BAT" at 20 mph indicated on a Smith Air Speed Indicator over Sutton Bank. Touch down was at 14 mph!!! Aileron control was very poor and so "The Bat" was never flown in rough air. It had to be totally rebuilt at least twice and there was often minor damage to be repaired.

During 1932/33, the Bradford Gliding Club built a HOLS DER TEUFEL MARK 2 from drawings supplied by the BGA, which had been drawn by HANS JACOBS, Technical Assistant to the RRG. There were only 5 sheets altogether. The chief difference between the Hols der Teufel Mk.1 and the Mk. 2 were the rounded wing tips, considerable washout on the ailerons, an extra member in the rear fuselage, built-up main lift struts faired-off with plywood, and totally different fittings. I am not aware that either machine was actually weighed complete, but the Mark 2 may have been heavier than the Mark 1. Certainly, it could not be flown as slowly as the Mark 1, but, on the other hand, it could be soared in much stronger winds as the ailerons were more responsive. Like the Mark 1 from the Ilkley Club, it had to be totally rebuilt at least twice as well as having to have many minor repairs done.

The German drawings for that machine were not entirely clear but fortunately I had advice from Hedley Crabtree who had had experience of the type in Germany and from Lippisch himself by letter.

This is the type that Mike has built. I explained the situation very clearly to him. 60 years ago, gliders were built from good quality commercial materials. Open primaries were doped with either hot starch or waterglass, the latter now, no more. Because of the scarcity of good timber, he may now have to use aircraft approved materials."



Hols der Teufel 1. This aircraft was built for a Mr. Hedley Crabtree, the CFI of the Ilkley G.C. It was later owned by the Yorkshire G.C. *Photo : Norman Sharp.*

Friday 12th Oct. 1990. "Since the previous items were written, I have been privileged to have been lent the marvellous book "The World's Vintage Sailplanes 1908–45 by Martin Simons and the true history of the Hols der Teufel and Anfänger do not agree with known facts in the book "Gliding & Soaring" by Robert Kronfeld, – John Hamilton 1932. The two Hols, Marks 1 and 2 owned by the Bradford GC are known to have had the same wingspan and "THE SAILPLANE" of NOV. 14th 1930 gives the same dimensions for both types. In Martin Simons' book, the history of the Hols is different from that related by Rudolf Hassinger. It would appear that the name at least is very old and the machine was at first smaller and quite different e.g. 10.5 metres span and Zögling wing area.

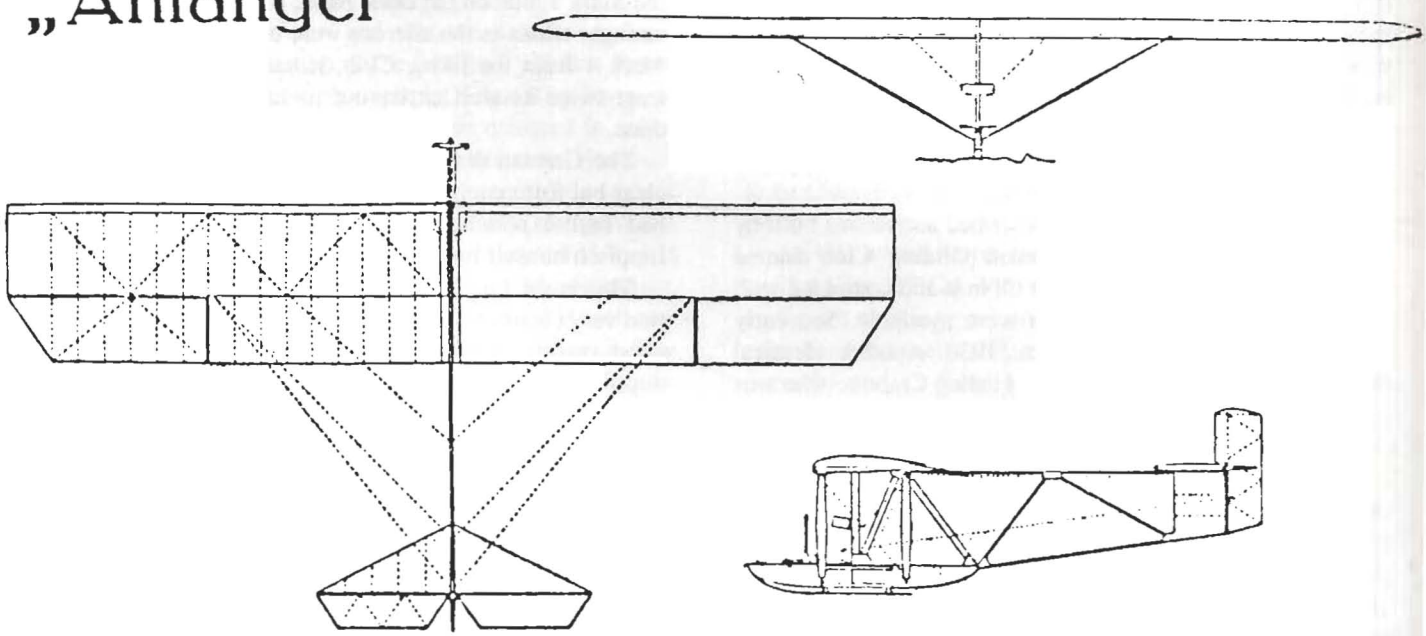
There is a small drawing of the 1930 Dagling made by the R.F.D. Co. Martin does not mention that it was of German/US origin and that the wings of the Dagling and Zögling were interchangable.

In "Gliding and Soaring", Kronfeld gave the history and data for the two Hols with dates, and the Anfänger was a later and smaller machine. So it seems that the true history of the type will never be known. Martin's final paragraph is known to be wrong.There were NO complete Hols der Teufels imported into Britain at all. For the first machine, Dudley Hiscox imported the spars only from Germany. He imported also the spars only for the Super Hols (Dunstable Devil) which was built for him by Collins and Noble at the London GC circa. 1933/1934, at great expense. Sadly this machine was a great disappointment and Hiscox later obtained far better machines as they became available. In 1945, he obtained the drawings for the original Olympia Meise and put up money for a replica (The Chilton Olympia). The difficulties were huge for many reasons, not part of this letter (Harold had to build its fuselage).A proposal to supply a large batch to the Argentine Air Force went sour, the Hon. Dalrymple was killed in a flying accident and Elliotts of Newbury, who took over the contract, had difficulty disposing of them.

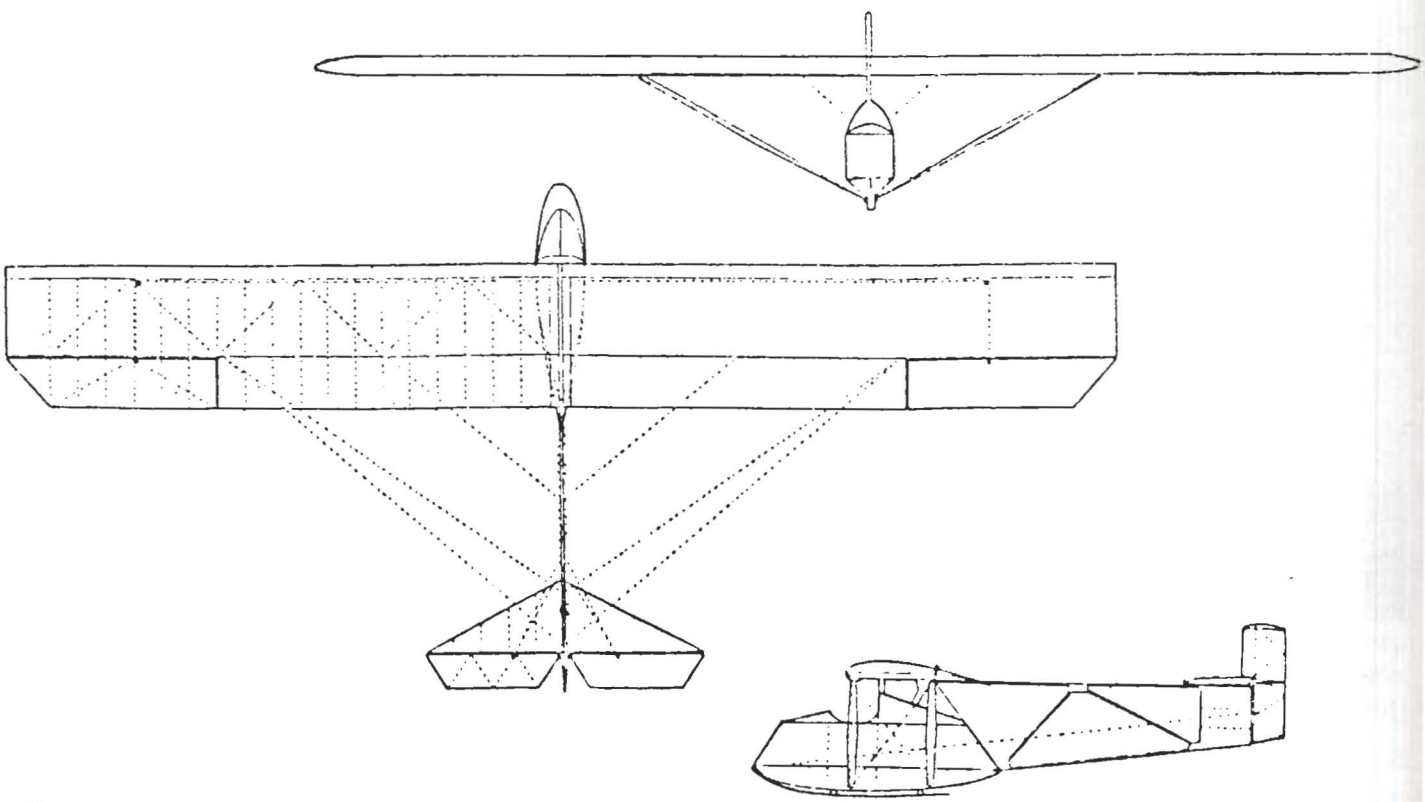
Segelflugzeugbau „Rhön“

Poppenhausen an der Wasserkuppe

„Anfänger“



„Hols der Teufel“



The Harbinger



THE HARBINGER

"A two-seater can have as good a performance as a single-seater and, with a crew of two – pilot and navigator – should be able to out-perform the single-seater."

"The Harbinger should have a good future and a long life. It is not an ultimate or an extreme design. It is meant for good performance in all sorts of weather and all sorts of places."

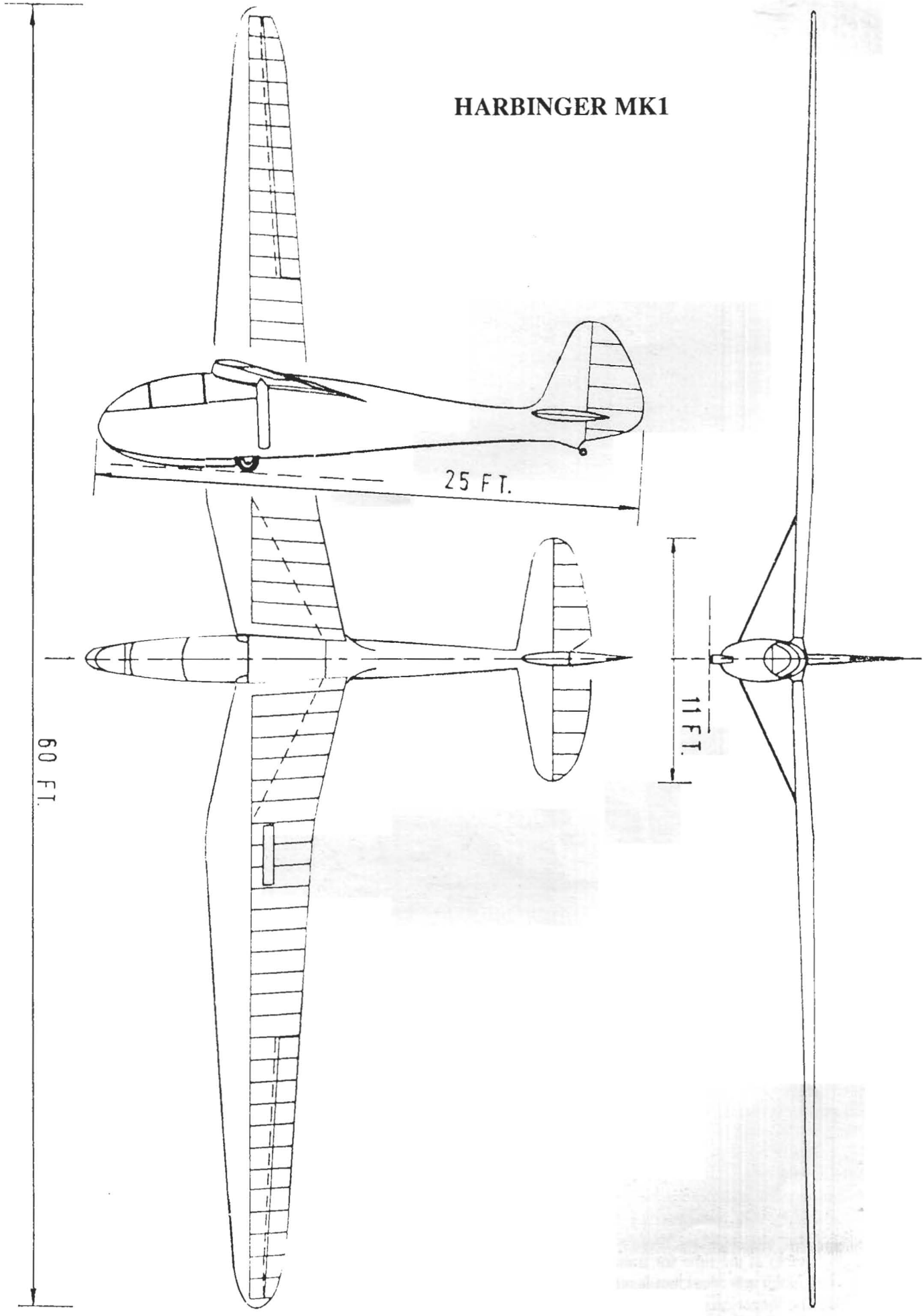
These comments were made in May 1948 by **Waclaw Czerwinski and Beverley S. Shenstone**, the joint designers of the Harbinger. They had prepared a design for entry in the BGA design competition of that year for a two-seater trainer which would have a cross-country performance. there were twenty designs entered and the Harbinger came fifth. The winner was a side-by-side two-seater by Hugh Kendal and known as K1. (Crabpot). The side-by-side arrangement was thought more suitable at the time for training purposes and the K1 embodied many new ideas, but it subsequently proved unsuccessful and no longer exists.

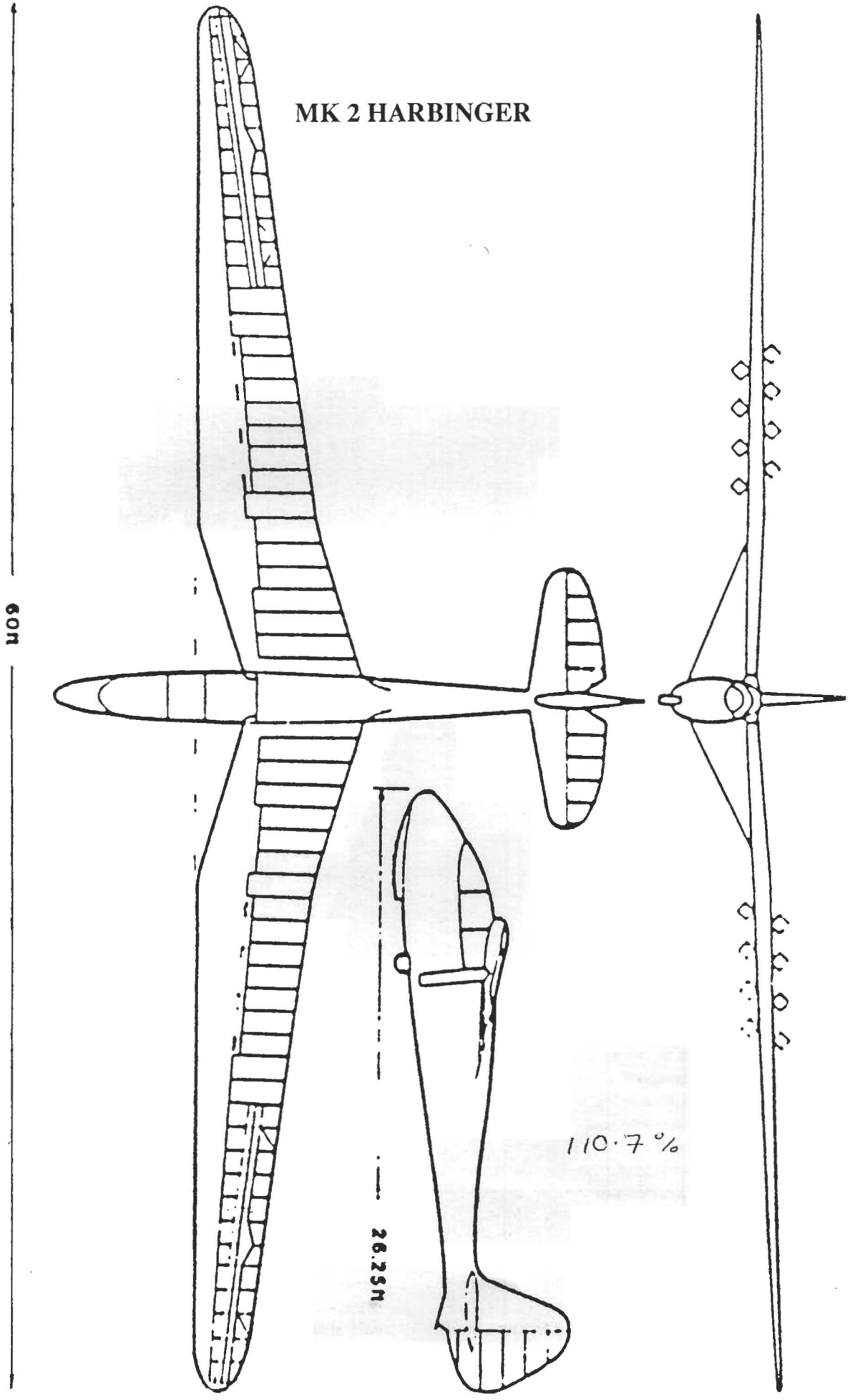
The Harbinger design and construction employs well-known principles and aimed at a relatively light airframe of clean lines but with strutted wings, and by sweeping forward the centre part of the shoulder wing, gives the rear pilot an excellent view, something which was a failing of the 1935 German Kranich then in widespread use throughout Europe. The equipped weight was estimated at just over 564lbs. This figure was optimistic and there are a number of reasons why the Harbinger Mk2 eventually weighed over 700lbs.

What of the Harbinger designers?

The late Beverley Shenstone, born in Canada, had worked during the 1920s for Junkers on the single-engined metal aircraft (the W.30) which was later to develop into the technically excellent Ju 52. He had then transferred to Supermarine to work on the prototype Spitfire. After the war he was to become British European Airways Chief Engineer.

HARBINGER MK1




MK 2 HARBINGER
60ft
26.25ft
110·7%

He was always interested in gliders and produced many papers on sailplane design.

The other contributor to the design was the Pole Waclaw Czerwinski. Few people in Britain have heard of him, and yet he was one of the four Polish sailplane designers before the War, and probably the best of them! The following high performance sailplanes were Czerwinski's design: CW5 (1934), CW7 (1935), PWS 101 (1937), PWS 102 (1938), PWS 103 (1939).

Some readers may have seen pictures of the two magnificent PWS 101 single-seaters taking part in the Wasserkuppe International Meeting of 1937. These designs by Czerwinski, and other Polish sailplanes entered, were judged second only to the German aircraft for their technical excellence. On the first day Mynarski flew a PWS 101 351km to Hamburg together with three German competitors, one being Hanna Reitsch, who was flying the prototype Reiher. At the Wasserkuppe in 1937 a CW5 achieved best altitude after a climb in cloud in competition.

For a flight of 578km across Poland in a PWS 101, T.Gora was awarded the Lilienthal Medal for the most meritorious performance of 1938. The following year saw the construction of three examples of the PWS 102 "Rekin" (Shark), another design by Czerwinski, which was the equivalent of the Reiher. But before it could achieve real fame, war broke out and most Polish sailplanes, as they were based in the east of the country, were removed by the Russians to Moscow and never heard of again.

When the Germans invaded Poland in 1939 Czerwinski was able to escape to Canada and there, whilst working for A. V .Roe Canada, met Beverley Shenstone. In Canada in 1945 he reproduced his earlier design, the Salamander, under the name of Sparrow, and then produced an improved version known as the Robin. Shenstone and Czerwinski were also together involved in the design of the Loudon sailplane which was built at the University of Toronto as an engineering exercise for fourth year students. This was in 1949. The Loudon incorporated a steel tube wing root diagonal internal strut similar to that in the Harbinger.

Fred Coleman, an engineer, who was a member of the Derby and Lancs Gliding Club and had been gliding since 1929, was responsible for building the British Harbinger, later to be designated by Czerwinski as Mark 2 to distinguish it from the Canadian one, construction of which was started about the same time. Coleman had built a Grunau Baby, "Black Diamond", taking two years to build it in 1936, and this aircraft, BGA 277, much restored and without the 4-piece wing it originally possessed, is still flying today. To build a two-seater sailplane is a very considerable task. To build a new design, in fact , a prototype where the plans are being completed, some materials not available, and at long range to the designers needed someone of considerable ability and tenacity. Fred Coleman was just such a person. He received some help from Gerry Smith, an employee at Rolls-Royce, former CFI of the Derby and Lancs G.C. and a former member of a BGA Test group, and also from a friend, Mr. Shadlock.

In early February 1949, Coleman, having paid Czerwinski a licence fee, received the wing drawings, and having already arranged in advance to purchase his materials from A. V. Roe & Co. Ltd., commenced work on the sailplane. He also designed and built an all-metal trailer. (Timber was rationed and could only be bought on licence at the time.) to take it, and planned to have the Harbinger completed and flying first for 1952 and later in the 1954 International Gliding Competition to be held at Camphill. The trailer was completed in December 1951.

Because of the many difficulties encountered, the Harbinger Mk2 was not ready until September 1957, when serious centre of gravity discrepancies became apparent. As Coleman's construction was virtually completed, he suggested a relatively simple solution: to lengthen the fuselage by 15 inches between the two pilots. After considerable correspondence with Czerwinski, consultation with Shenstone, who was by now in England, and fresh stress calculation in respect of the proposed greatly enlarged cockpit opening, Czerwinski agreed , although his own solution, subsequently incorporated in the Canadian Mk1, was somewhat different, in that he suggested that the wing centre section forward sweep be reduced by three degrees.

By 7th June 1958 the modified Harbinger was ready for further weighing. An engineering assessment was made, found satisfactory, and so, on the 26th July the preliminary test flights were made at Hucknall, Nottinghamshire, with Gerry O. Smith the test pilot. No adjustments were found necessary.

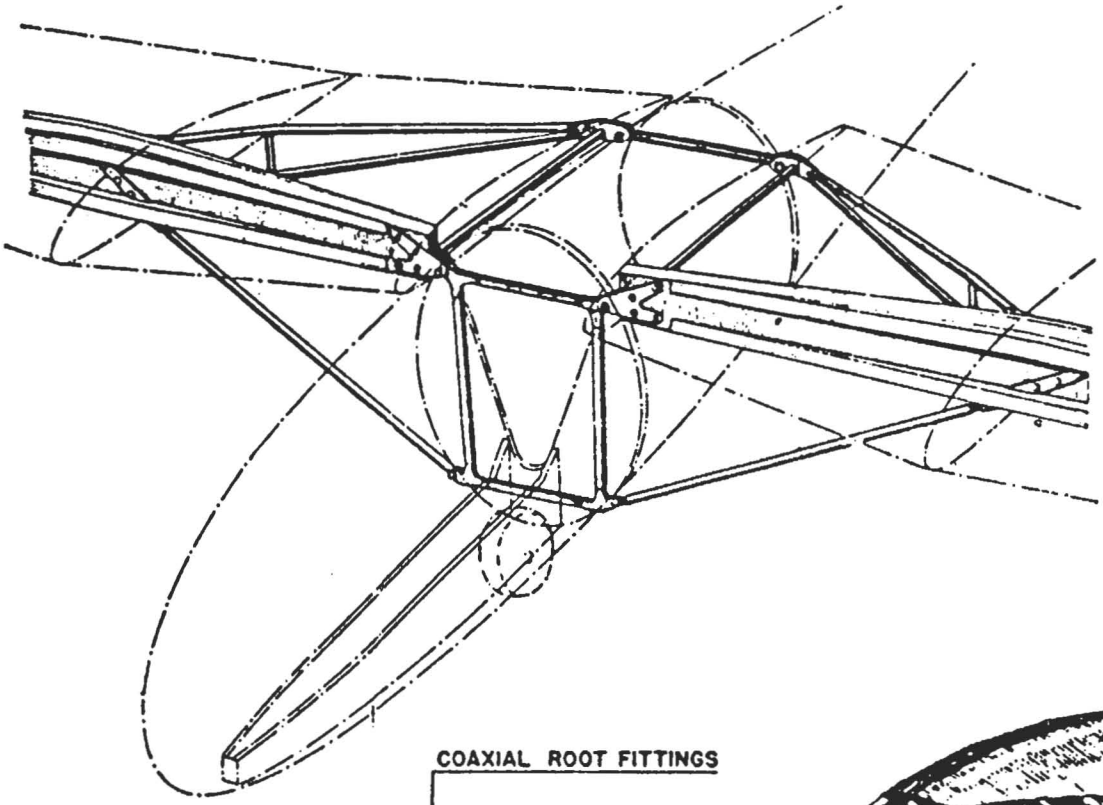
The aircraft was taken to Camphill and flew regularly until on the 28th June 1959, whilst being flown by Fred Coleman with a passenger over Bradwell Edge, Great Hucklow, it suffered a mid-air collision with a Slingsby Prefect flown by Brian Hollingsworth. Sadly the Prefect pilot was killed. More damage was caused to the Harbinger in the subsequent forced landing at the bottom of the hill than in the collision. Fred Coleman suffered damage to his ankle and other injuries. At this time the Harbinger had not yet received a full Certificate of Airworthiness.

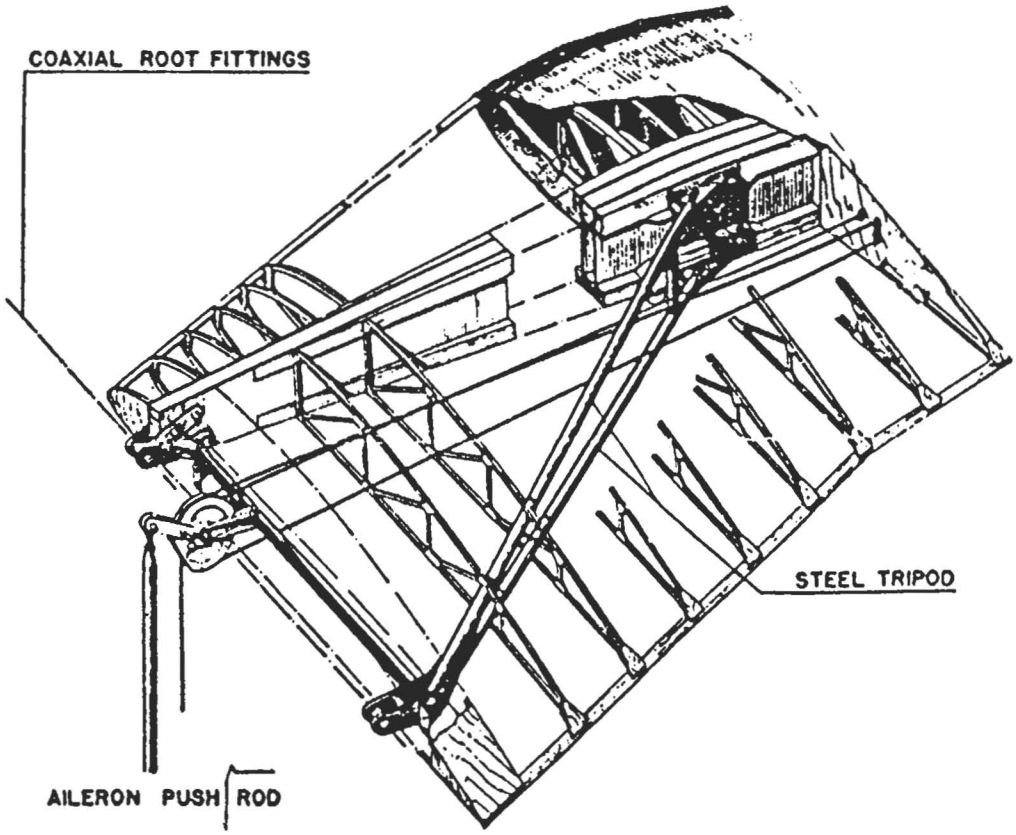
It was another three years before the Harbinger became airborne again, totally without modification except for a new front canopy and wheel brake operating on the exterior of the tyre. Some pre-collision flight testing had been carried out by the BGA No5 Test Group but later, post-collision flight testing was carried out in July and August 1962 by Bedford Sailplane and Design Group at Twinwood Farm, Bedfordshire, headed by Harry Midwood and including Joe Caiger and Peter Bisgood. The Harbinger received a Category Certificate soon afterwards.

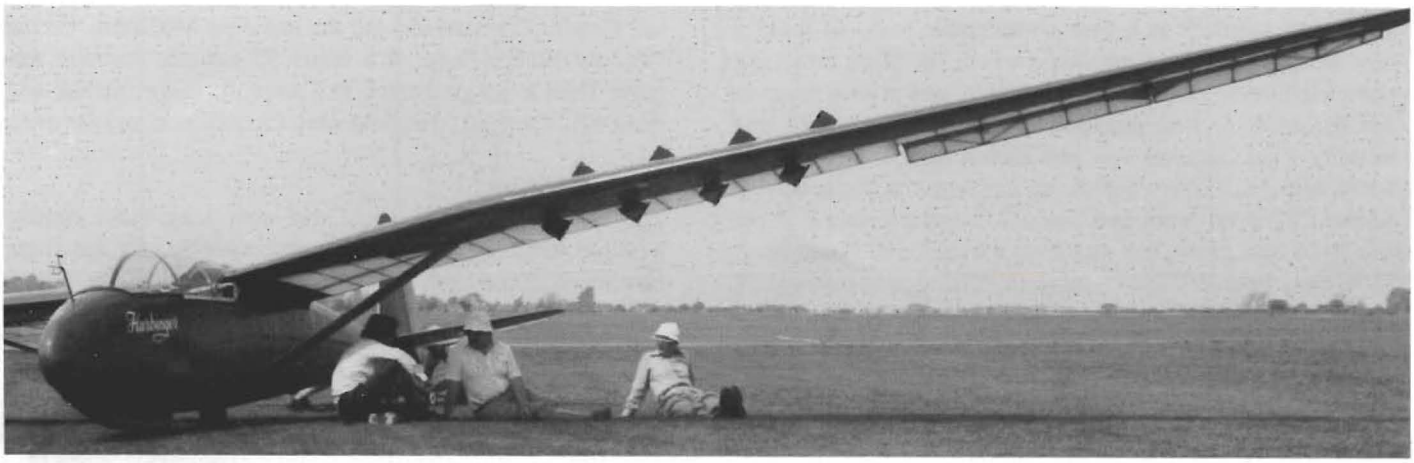
In July 1965 the Harbinger was entered in the Northern Gliding Competition at Doncaster, coming 9th out of 16, being the top placed two-seater and beating both the Blanik and the Slingsby Eagle. The pilots in the Northerns were the late Charles Christianson and the late Alec McCaskie. On the 9th July 1966 a flight of 8 hours 55 minutes duration was made from a winch launch at Camphill, using thermal and wave lift. The pilots this time were Christianson and Spooner.

Technical Merits

The Harbinger's light wings and simplicity make rigging possible within ten minutes by three people. As the struts bear much of the load, it was possible to design much lighter main spars and a shallow depth of profile at the wing root. The minimum chord and depth of wing-root profile have reduced the danger of wing-root/fuselage (armpit) turbulence,




COAXIAL ROOT FITTINGS
STEEL TRIPOD
AILERON PUSH ROD



a constant worry for designers wishing to produce a cheap aircraft. Where there is likelihood of trouble, the area has to be diminished. This solution was used by the designers of the Westland Lysander and some of the pre-war PZL fighters. The Harbinger's designers sought to find very simple solutions to basic structural problems.

The aircraft has two square steel tubular wing attachment frames built into plywood frames which form part of the essentially wooden fuselage. The wing attachment frames take the wing loads, the rear frame being attached to a steel diagonal tripod within the wing. There are steel tubes within the struts. since all are connected within a system of triangles and rectangles, a very strong structure results.

Because of the limited size of Coleman's workshop, (his spare bedroom), he built the fuselage in three separate sections before removing the bedroom window frame to transport them to his specially lengthened garage for final assembly as a fuselage.

Rear seat visibility and ease of rigging are much improved over those of the Kranich 2b 1. The Harbinger's empty weight is 738lb with 25lb ballast. This makes it about as heavy as the Kranich 2b 2, although some Kranich 2b 1s weighed only 630lb. The wings of the Harbinger are much lighter and can be lifted by two people.

Technical Data

Span 60ft. Fuselage length 26ft 3in (Mk1 25ft)

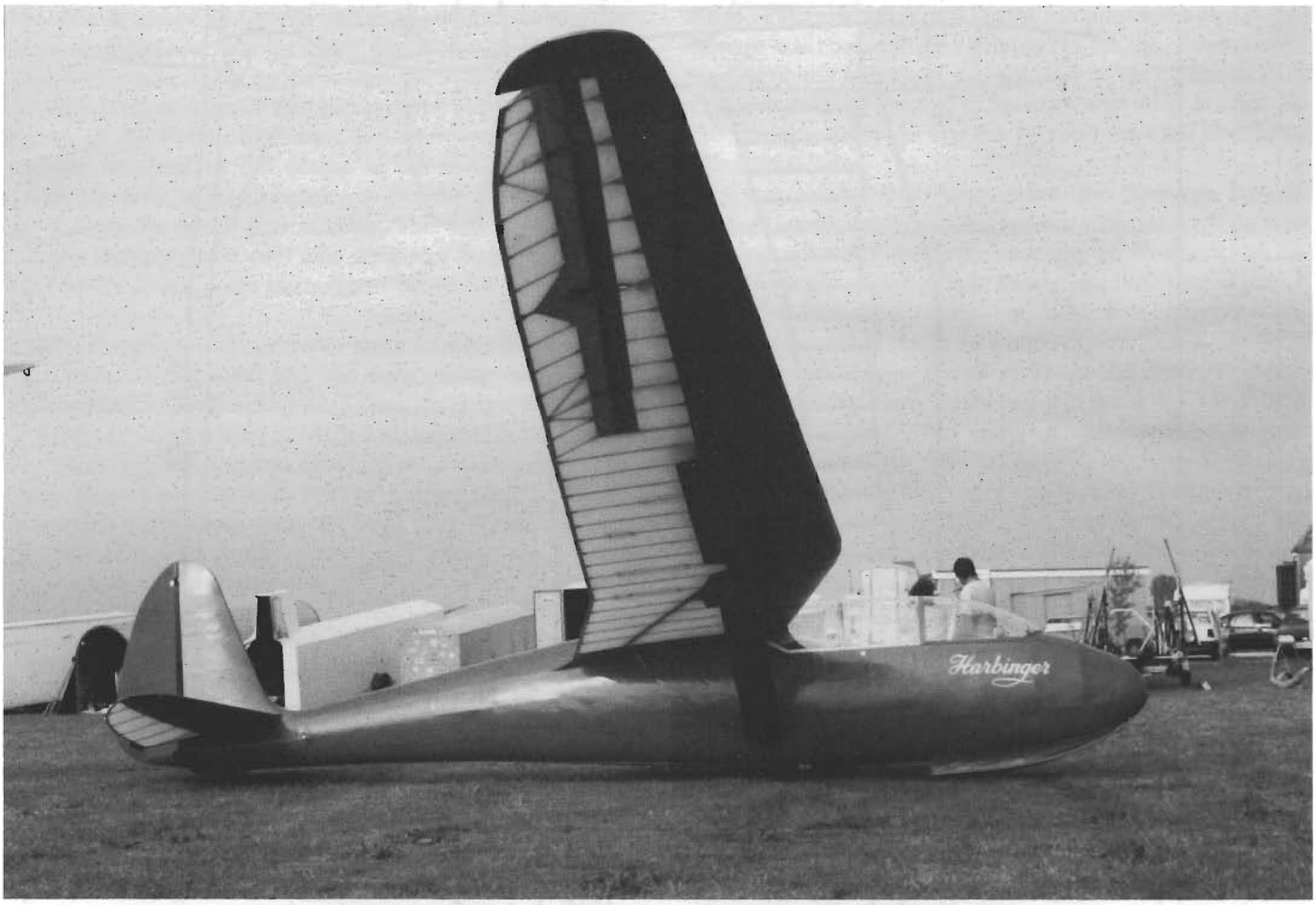
Aspect ratio 15. Best L/D ratio 25.9

Speed for min. 37.5mph. Gross weight 1100lb (inc. 25lb ballast)

The aircraft features slotted ailerons and segmented airbrakes, and whilst slightly under-ruddered at slow speed the general characteristics are of a docile yet good soaring sailplane. Because of the high all-up weight, excessive speed on approach and landing can result in a lengthy ground run. On the ground the tail is heavy (approx 85lb to lift).

Beverly Shenstone may have been responsible for the Harbinger's excellent engineering design, but it is the lines of Czerwinski's famous sailplanes that transpire in the Harbinger. This aircraft remains one of the few material tokens of the the fine fleet of pre-war sailplanes that once graced the skies of Poland.

The Canadian Harbinger Mk1 was eventually completed in 1975, and whilst this is a saga in itself which one day may be related elsewhere, we can say that it weighed 670lb empty and flew for a total of 26 hours before being donated in 1976 to the Canadian National Aircraft Museum at Rockcliffe, Ottowa, where it remains listed but unseen in storage in a side annexe. It differs in numerous details from the British Mk2 and also in its appearance, with a slightly swept-back wing, shorter fuselage and "bunny" nose profile.



This extended and improved edition of the Harbinger article was produced by Austen Wood, one of the owners of the Harbinger Mk2.Autumn 1990.

I might mention that the late Fred Slingsby always regarded the Hols der Teufel with great contempt. He never built one from scratch and only repaired the Yorkshire machines under pressure from the late Norman Sharpe. Fred favoured the Falcon 1 which was fine if you had the money and experience, but we both agreed (Norman and I) that the Hols was the most suitable machine for its time and place.

When Mike Russell dreamed up his idea of a "Memorial Falcon 1" to be built by VGC members, he had no idea what he was asking from them. As I had seen them being built at Kirby Moorside and, as I had had to repair the Yorkshire Falcon many times, I was fully aware of what was involved, and that was why I refused to join the project. Martin does not reveal that the German Falkes were only flown in their Rhön Contests twice. After that, they were banned because of lack of view. They were totally blind in a banked turn".

Harold Holdsworth's second letter of the 4th December 1990 was in reply to a letter from Chris Wills which had stated that Ian Smith's late father had told him that the Hols der Teufel would stay up and float "on nothing" and that if we could find him the drawings of a Hols der Teufel, he would build one .The drawings were found but Ian's father was sadly no more with us. He had flown as a passenger with the never to be forgotten Eric Collins (Britain's first Silver C pilot) in a BAC 7 in 1930.

Extract. "The story about the Hols being able to stay airborne ridge soaring on the slightest breeze is completely untrue. Sad, but there it is. If it were otherwise, the Yorkshire Gliding Club would not have been able to train beginners by winch on Roulston Scar in 1934 to 1938 on the restricted available landing area, then only a third of what it is today and the 12 foot high Gaston Dyke right on the best approach path... now thankfully removed.

The Hols Mark 1 could be launched by bungee, with only two each side and one on the tail. With a good winch, it went up like a rocket but came down nearly, but not quite so steeply. True, it could be flown very slowly indeed in smooth air, but you still needed the lift. I have only seen one machine perform over the ridge as you describe. It was the Latimwer Needham Albatross, which was claimed to be the first British designed and built sailplane. C of A No. BGA 141 issued in October 1930. This was probably true. The Abbott "ALERT" was certainly in existence a little earlier but there is no real proof that it ever had a C of A, or, if it ever really flew. What is a fact is that the "Alert" never appeared in Bradford as contracted. Its owner/pilot Russell Taylor disappeared with our money and has not been heard of since.

Concerning the legends around the gliders Djavlar Anamma and their developments (ie developments of the Hols der Teufel, German for "Devil take it!"), it was now evident that not one, but a number of early gliders carried that name and to say positively which carried a given date and name is almost impossible The name to cause the most trouble is the ANFAENGER (Beginner). I can say positively that only three Hols der Teufels were built in Britain and that none were imported.

These were the Mark 1 with square wingtips built and flown by Dudley Hiscox in early 1930. Hedley Crabtree had one exactly the same in 1931. The Bradford GC had a Mark 2 with rounded wingtips and built-up main lift struts in 1932. Note. All these gliders had identical wingspans and identical wing areas apart from the loss of wing area due to rounded wingtips. Please find enclosed a copy of the drawing published by "The Sailplane" date Nov. 14th 1930. The performance figures are roughly as I recall flying the type. ie. Sinking Speed Good. Penetration for practical reasons... Nil! Unlike the Mark 2, the main lift struts were of Silver Spruce. In an atrocious landing, I recall one of them literally compressed 3/16th of an inch shorter. This was my first experience of compression failure in wood .

Until recently, I had some old copies of "Flight" dated from February 1930. One of those copies described the return of those visitors from the Wasserkuppe (Eric Gordon England, First President of the BGA, The Hon..Master of Semphill, Dudley Hiscox etc etc. CW.), starry-eyed and extolling the virtues of the Hols. They even compared it with the "Wien"!! I can only explain that by stating that the Germans had 10 years start on us in 1930. On the whole, the British machines were so poor; the Dickson broke the wing spars at a screw-hole if one sneezed, the Reynard, the fuselage A-frame; the BAC 2... the lift struts; the "Alert" disappeared with our money, the Scud 1 was a killer and the RFD's ailerons moved about on the ground and most of the BAC range only just soared, and that applied to the German Prüfling. It would only soar at Sutton Bank in really good conditions. So the sight of a machine that flew about over the ridge with ease, even if it never went far, must have seemed marvellous."

I see that Mike Beach's Hols does not have an A.S.I. It should have. Probably, today an A.S.I. reading from 10 to 80 mph is hard to obtain. The Hols was rather more likely than most other machines to blow over on account of its light wing loading than most other gliders."

We thank Harold Holdsworth who is now 83 years old, for sending us these letters. They are real gold.

We finally conclude by asking whether the Swedes really have got an ANFAENGER in their soaring museum at Alleberg?

Of the three Hols der Teufels built in England, one was in existence in the North of England after the war after having spent the war years in ATC Service (also in the North of England). Their BGA numbers were:- 127,180, 252., the latter receiving its first BGA Cof A in March 1936. (180 later became 280 in Nov. 36). 180 was said to have been built by Weltensegler and BGA 289 was said to have been built by Slingsbys.

Info. from "British Gliders", the Merseyside Publication by Phil Butler.

289 seems to have been a fourth Hols der Teufel in Britain?

The OSC Aktuell no. 2 has published the following production of Hols der Teufels and Anfängers.

Hols der Teufel – 8 between 1926 and 1931.

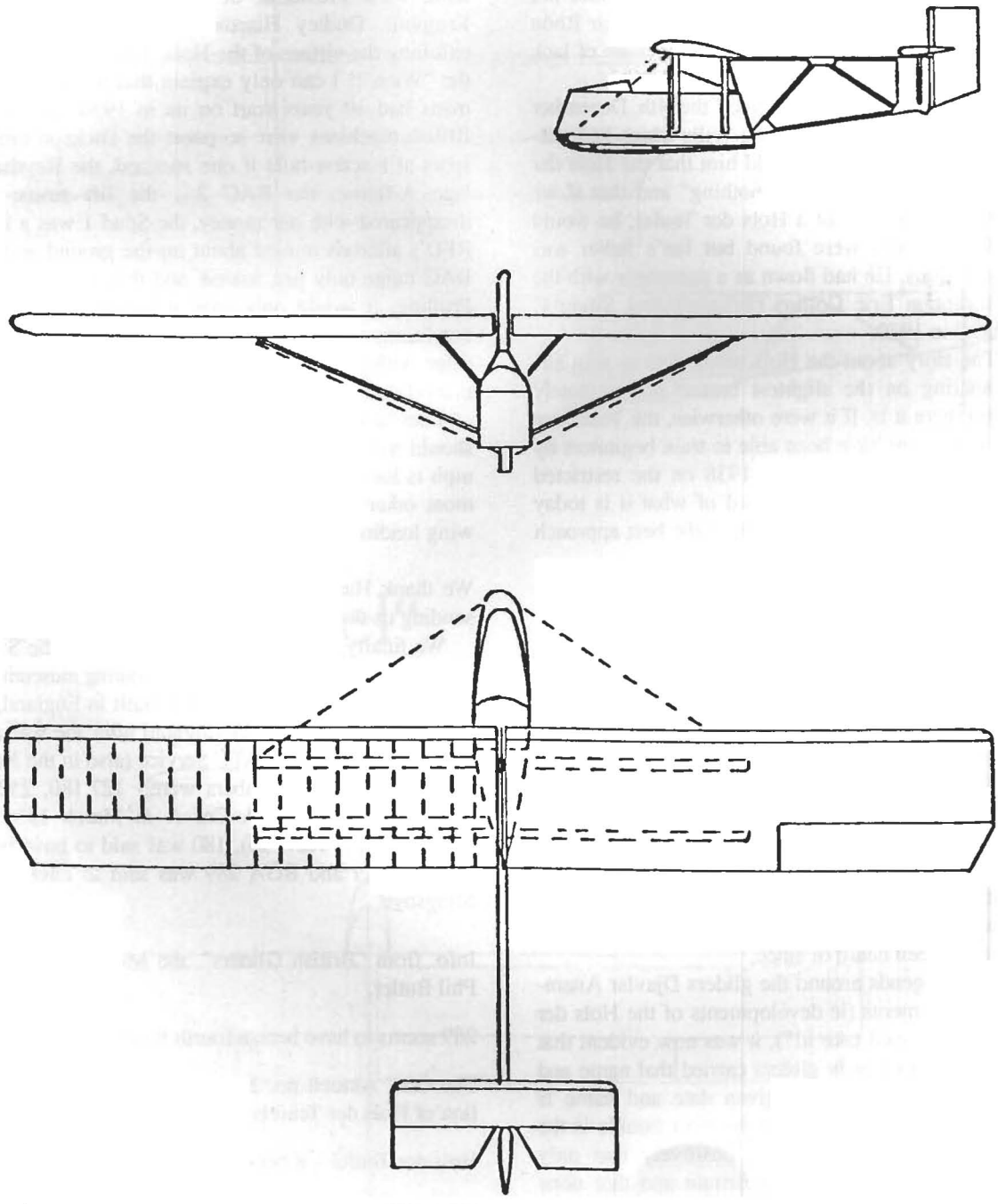
Anfänger – 60 between 1929 and 1936.

Harold Holdsworth says that there were three Hols der Teufels all built in Britain. Phil Collins lists four BGA numbers for them and suggests that at least some of them were built in Germany. Now the air has been cleared (we hope).

INFORMATION NEEDED

Who knows this type? It was in service in German gliding clubs until 1939/40. The drawing is from photos seen in a special edition of "Der Adler" June 1940. Needed are all data and information. Please send to **Karl Hermann Schneider, Rheinbergerstr 160, 4130 Moers 1, Germany.**

We believe that the drawing is incomplete regarding the wire bracing, and think this may be a reduced "Hols der Teufel". Could this be the elusive "Anfänger"? We had thought that the tailplane and wingtips were rounded as with the "Hols der Teufel".



This information was received from our **Vice President Paul Serries in Münster.** We undertake to publish any information received on this aircraft.

Hols der Teufel cont.

What is certain is that John Sproule who designed the Cadet and Tutor in 1936 and 1937 for Slingsby Sailplanes, delivered the British glider pilot from having to fly Hols der Teufels and Prüflings for their early solo training. We suggest that, but for a rather oppressive system, Cadets and Tutors might have flown distances of 100s of miles before now, as the VGC has shown them to be capable of doing. So, John Sproule's designs really were a great leap forward in 1936 and 1937.

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

DRAWINGS AND VIDEOS

Since the list of drawing sets available for copying by C.Wills was published in VGC News the following sets have become available.

Hütter H.28–2, Goevier 2, Fauvel AV.36, Horten 4A (incomplete).

C. Wills has also the following films on VHS Video which could be copied:

Plane Sailing 1936, professionally made with sound for the public.

Prelude to Flight 1938, professionally made with sound at the London GC. 12 mins.

Gliding till Now (1956) made by Lawrence Wright with much American footage. Sound track added by C. Wills. At least 1 hour.

Derby & Lancs Film. Sound track added. 1936 – 1963.

Dudley Hiscox Film 8 mins. Sound commentary added.

Dudley Hiscox Film 15 mins. Commentary added.

Extract from Wunder des Fliegens 15 mins, showing Udet's Rhönbussard airborne before the Zugspitze. 10 mins.

Flüge ins Ungewisse. (Flights into the unknown) German commentary showing German 1939 Libya expedition with Reiher V.2, Windspiel V.2, Rheinland V.1 and Kranich 2b–2 in colour. 1 hour.

STOP PRESS!

Mg 19 Rally in Austria.

Michelsdorf August 27 – September 1, 1991.

In 1990 an Mg 19 rally took place at the Austrian National Centre Niederöblarn and five Mg 19s participated. At Michelsdorf there should be hangar space for four or five machines and the cost of aerotow and winch launches should be considerably lower than at Niederöblarn. A hospitable clubhouse will be at our disposal and barbecues should be possible. There is also a club camping site which can be used for caravans. Thermals should be so good that winch launches should enable one to get away. This year the rally will be open to all Mg 19 and Mg 23 owners. It is hoped that besides those taking part last year there will be many more entries.

Contact as soon as possible :

MARIO SELLS, 8000 MÜNCHEN 50, BAUSEWEINALLEE 123, GERMANY.

TEL: 8 12 00 94 FROM 19.00 TO 22.00 HRS.

Segelflug. German wartime gliding film with musical (from that time,) sound added.15 mins. It shows NSFK courses. Black & white.

A little jewel of a film smuggled out of Germany via New Zealand. Test Pilot. A British Film depicting Hanna Reitsch 45 mins.

German Parachutist film which includes the rescue of Mussolini with DFS 230 gliders. 30 mins.

Ferry Pilot. ATA Film showing their work and Philip Wills. 30 mins.

New Zealand Gliding Films from 1936. 15 mins.

Australian model vintage gliders film in colour. At least 30 mins with sound.

Wolf Hirths Erinnerungen – Wolf Hirth's Memoirs. By far the most interesting film that was smuggled out of Germany, showing German South America Expedition 1934, the Rhön Contests, the Wasserkuppe, New York, Grunau, and continues with the Akaflieg Stuttgart's reintroduction to gliding in 1951. At least 1 hour. Commentary in English added.

Hungarian Wartime Gliding Film by Lajos Rotter made during the war. Black/white, sound commentary added. 35 mins. Included are shots of Karakan, Nemere and Futar .

Australian Gliding Film showing the Golden Eagle's (Australia's oldest airworthy glider) 50th birthday.

Running times are very approximate.

SWEDISH NEWS

The club at Eskilstuna has had a Swedish built (under licence in 1945 by the AB Flygplan in Norrkoping) restored in Poland. They are very pleased with the result. They have the Baby back immaculate in its original white or cream and with its Swedish registration SE-SFE in black. SFE was flown first on 25th May and clearly gave great pleasure particularly to its test pilot Ake Anderson. We believe that it was this Ake Anderson who worked for Elliotts of Newbury and flew at Lasham during the early 1950s.

It seems that the Eskilstuna club is interested in flying vintage as well as high performance sailplanes as it has also an SG.38 and a Slingsby (T.3I?)

On the 19–20 May, there was a vintage glider Rally held in sunny weather at Alleberg, the Swedish National Centre, where there is also a National Gliding Museum. It was visited by the Norwegian Bjarne Reier with a Grunau Baby and also by the Dane Knud Andersen, also with a Grunau Baby 2b. Among aircraft taking part were also a Meise Olympia, a T.3I and a Tiger Moth towplane.

Letter from Bengt Micrander

Dear Chris,

Thank you a lot for your interesting letter the other day. There were a lot of interesting pieces of information, e.g. – little did I know that my old beloved Kranich still existed. I thought it had "gone west" long ago. It was a nice machine to fly, very stable and good in weak thermals, despite its weight, but it was awfully cumbersome on the ground. I sold it to Alf Warminger et consortes in 1961 or so, but had already a prospective buyer in Cyprus. In fact I had already made detailed preparations to aerotow it from Sweden (down to Greece and through Turkey) to Cyprus.

This leads me to your question if it was correct that I organised a sale abroad of second-hand gliders because the bureaucracy here had grounded them after a Weihe broke up in mid-air. This is not correct. The sale of a number of machines took place during the years 1959–63. The ban on old gliders came after a Weihe had broken up at the Borås club in August 1964. The gliders were sold with a valid C. of A. which would have been impossible if they had been grounded.

The reason for the sale of many Grunaus, Weihes, etc., was that during a few years no less than about 120 Bergfalkes had come into our country and they replaced a lot of the older machines, especially those used for training, i.e., Kranich and Grunau Baby and also the Slingsby T21s, so it was not a matter of being condemned. The T21s were sold because all winches had been scrapped in the country and the T21s were best suited to winching. I flew one T21 on aerotow to Britain, by the way.

The banning of the older gliders came about thus:

In July 1964 a friend of mine and I had declared an out-and-return from the Borås field. It was to be about 2 x 160km. He flew a Weihe and I a Bergfalke 2. Unfortunately, through over-convection, we both were rained down, he at the turning point and I shortly before. I was transported home by road at once. Through carelessness the Weihe was left sitting in the open in pouring rain for a few days! Probably the wings got full of water.

One or two weeks after this, the Weihe was sold to a club up-country (Örebro). One fellow in the club wanted to have a last goodbye flight in the machine, and he got it!

He is quite a lot overweight and probably steamed it up a bit to do a stall turn or something. The result: one wing broke at about 1000m and he came down by parachute!

No doubt this came about as a result of a lot of water in that wing. The Air Board, which had no big faith in the war years gliders, promptly grounded all gliders older than 20 years.

A lot of clubs were hit, not least our own. We had five gliders at the time, and three were condemned, leaving us with our two Bergfalkes only. (The other three – Weihe, Grunau Baby, Baby-Falk all went on the rubbish pile where they were later burnt.)

This was a common occurrence all over the country. I have no figure how many machines were scrapped, but it might have been as many as sixty or so.

Very few have remained and some people are now busy trying to collect bits and pieces to make flyable machines. The whole decision was very rash, to say the least. Many machines had very sound glue and could have flown for many more years, especially the Baby-Falkens.

What you say about the Kranich elevator pressure seems to confirm what I remember. My normal weight of approx. 75 kilo meant that I had to apply some back pressure to keep the nose up. I cannot remember if there was any difference with a passenger in the back seat.

No – I do not think that Swedish Kranichs were ever built with elevator trim and DFS dive brakes.

PS (One week later, Dec 3) I have been waiting to get the Polish addresses from Åke Andersson, Eskilstuna. He is a professional woodworker himself and has a workshop for building models of all kinds for industry. He once worked for the EoN factory, building Olympias. He sends his regards.

Anyway, here are two addresses. Number one is English-speaking, number two not, possibly German.

1. Lotnicze Zaklady
   Produkcyjno – Naprawce
   Aeroklubu RP
   38–400 Krosno-Lotnisko
   Poland
   Tel: 223–23, 202–24
   Telex: 06543

2. Not English-speaking.
   Zaklady Remontow i Produkcji
   Sprzetu Lotniczego
   Edward Marganski
   43–300 Bielsko-Biala
   Lotnisko
   Poland
   Tel: 218–70

[The Swedes have just got their Grunau Baby back from one of these firms in perfect as new condition. C.W.]

WANTED
Left aileron for a Grunau Baby 3 by Christian Kroll, Konzendorfer Strasse 4, 5160 Düren-Konzendorf, Germany. Tel: 02461 52124.

FOR SALE
Olympia Meise 51 with closed metal trailer. Offers to:- Thoby Fisher, 36 Worall Road, Bristol BS8 2UE. Tel:- 0272 472606.

T31 complete, recently re-covered. No instruments. Airworthy, but out of C. of A. Offers to Andrew Briggs, 155 King St., Kettering, Northants NN16 8QR. Tel: 0536 520464.

Skylark 2 BGA 730 in Northern Ireland. Fuselage badly damaged, but most fittings are intact. Wings are complete except for damaged trailing edge tailplane and rudder are damaged but repairable.

Offers to Alan Sands, Out Farm, Garvaghy, Banbridge, Co. Down BT32 3SZ, Northern Ireland. Tel: 0238 532407.

The last airworthy **Mü–13 D–1** much depicted in the last issue of VGC News. 100,000 DM Ernst Walter, Altes Pfarrhaus, Sandstedt Wersabe, Germany.



High speed panel in Ernst Walter's Mü 13d. Photo C.Wills.

CAIR AVIATION LTD
"You can bank on us"

RADIOS
ICOM A2 Tx/Rx **£295** ICOM A20 Tx/Rx, VOR **£345**, inc. accessories.

INSTRUMENTS
Latest zero resettable PZL sensitive variometers complete with speed-to-fly ring and flask. Standard size **£148** miniature **£178**. PZL expanded scale sensitive ASI 0–140kt in 1+ turns or 0–200kt in 13/4 turns **£88**. PZL TE capsules **£27**. Reconditioned sensitive IFR altimeters **£149.** Reconditioned 12V T/Slips **£135**. Reconditioned Airpath panel mount compasses **£42**. Ex ministry accelerometers standard size **£82** miniature size **£85**.

PARACHUTES
SP6 steerable, 18-year life, bag and manual **£320**.

AIRFRAME SPARES
Cadet, Tutor, Sedbergh, Prefect, T31, Grasshopper, Swallow, including some large components.

ASH SKIDS
K7 and K13 **£65**, and most Slingsby types/Olympia 2b at **£59** in stock. Other types made to order.

OTTFUR RELEASES.
We own the design and manufacturing rights of the "Ottfur" release. New releases available. Exchange recondition service **£39**.

TRAILERS
Superior well-engineered metal trailers for the discerning glider owner. Complete or in kit form.

GLIDERS.
Swallow, T21c, Foka 5, choice of K6s.

SZD–51–1 Junior **£14,500**, with trailer **£17,000.**

SZD–50–3 Puchacz **£20,500**, with trailer **£23,600**.

New gliders in conjunction with Anglo Polish Sailplanes Ltd.

STOP PRESS – NEW BRITISH VARIOMETER "XK10"
Standard or miniature instrument sizes, dual range, dual response rates, up and down audio with variable thresholds, dedicated continuous reading averager, no flask required, very low power consumption. **£297**. Repeater meter **£79**. Available shortly.

Prices shown exclude VAT and carriage. For full details of our competitive prices please send for our brochure.

COLIN D. STREET
"Yewdown House", 7 Sharpthorne Close, Ifield, Crawley, Sussex, RH11 0LU. Tel: 0293 543832, Fax: 0293 513819 24hrs.

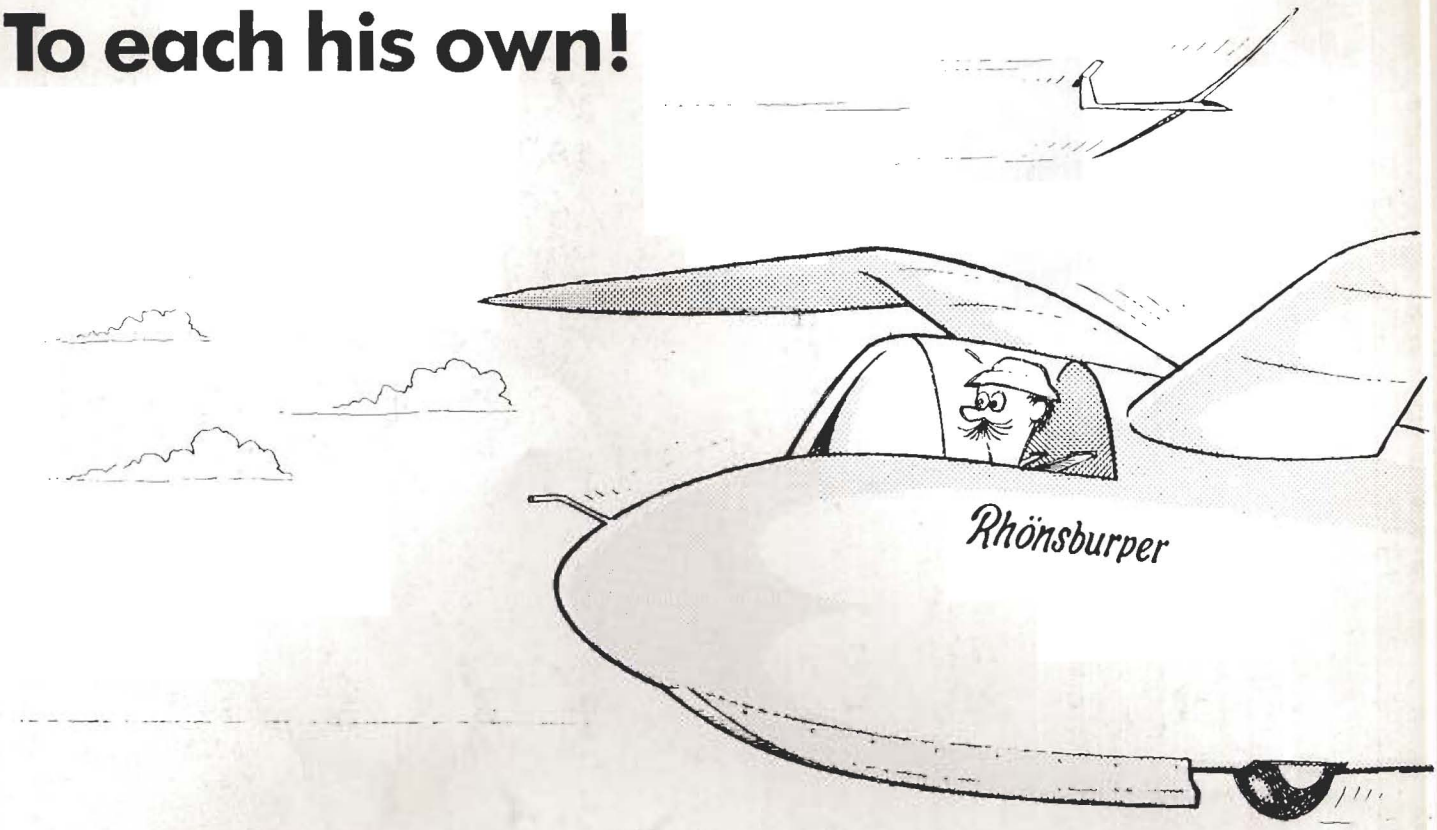
Published by:

C. Wills
Wings
The Street
Ewelme
Oxon
Tel: 0491 39245

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

Typeset in Times using Quark Xpress™ on the Apple™ system by Roger Booth Associates
Half Moon Chambers, 10 The Bigg Market, Newcastle upon Tyne NE1 1UW. Tel: (091) 232 8301 Fax: (091) 261 9745.

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