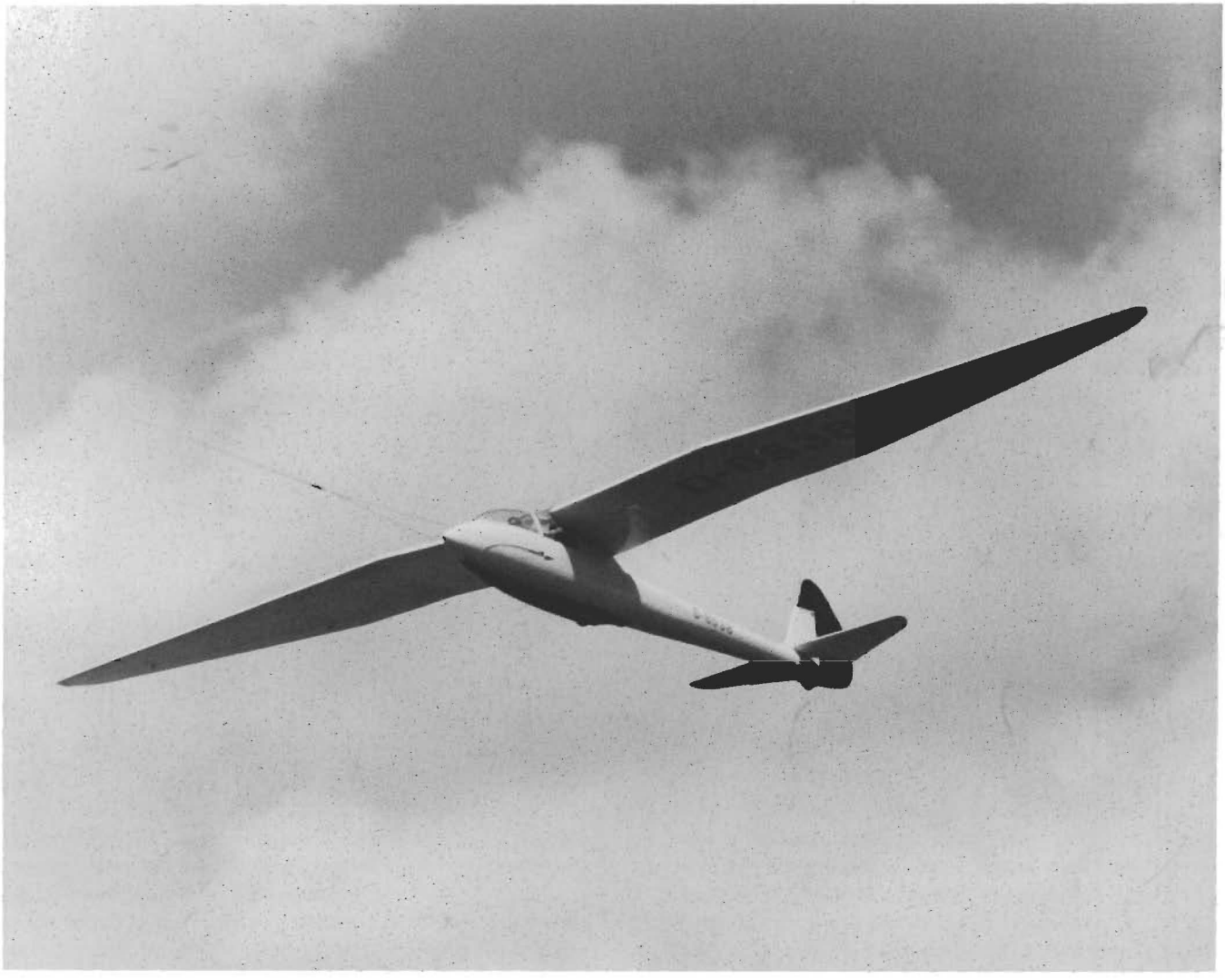
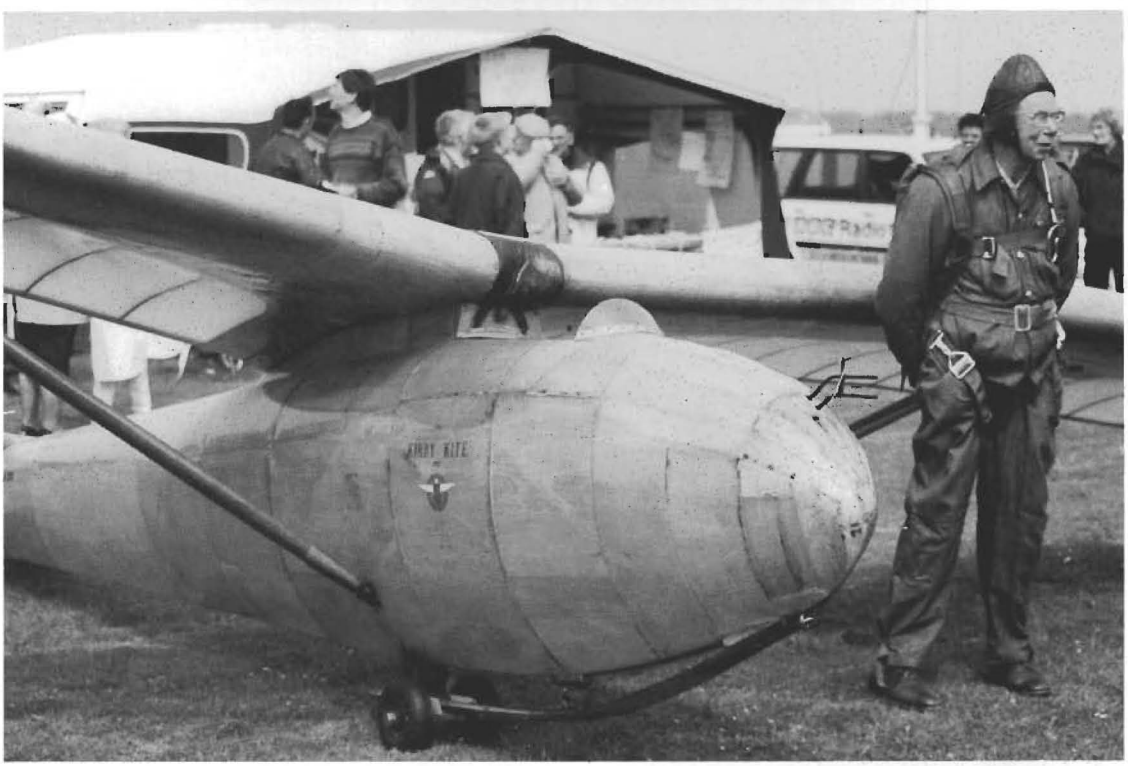
VGC News

No. 74 Autumn 1991







Cover Photo. Mike Birch's Condor 4.

Top: C.Wills and H.R.H The Duke of York.

Bottom: Michael Maufe and his Kite 1. Note his Civil Air Guard uniform. He was at Haddenham in 1941. (Photo: C.Wills)

VGC News No. 74
Autumn 1991

President:	**Chris Wills**
Vice President:	Paul Serries
Vice President:	Willi Schwarzenbach
Vice President:	Hans Dijkstra
Chairman:	D. Shrimpton
Hon. Secretary:	Robin Traves
Hon. Treasurer:	Geoff Moore
Rally Secretary:	Ron Davidson
Sales Manager:	Colin Anson
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
Nell Dijkstra	Secretary

CONSTITUTION

During the Annual General Meeting held on Sunday 15 September at Dunstable the Rules of the VGC were adopted. In the same meeting elections were held for the new committee. For the first time the VGC Committee consists of a president and nine elected committee members.

In this new elected committee Colin Street will be responsible for international contacts. His secretary will be Nell Dijkstra.

The next step is an International Council to consist of elected representatives. Each country may have one representative.

All members are requested to nominate candidates for their own country. The nominated members will then be published in VGC News, after which all members can elect their own representative by a voting slip.

Colin Street.

Tidjens de jaarlijkse algemene vergadering, gehouden op zondag 15 september te dunstable zijn de statuten van de VGC aangenomen. Tegelijkertijd zijn er bestuursvorkiezingen gehouden. Voor het eerst bestaat het VGC bestuur uit een president en negen gekozen bestuursleden.

In dit niewe bestuur is Colin Street verantwoordelijk voor de internationale kontakten. Zijn sekretaresse is Nell Dijkstra.

De volgende stap is te komen tot sen internationaal komite wat bestaat uit gekozen vertegenwoordigers. Elk land kan een afgevaardige hebben.

Alle leden worden verzocht kandidaten voor hun land voor te dragen. De voorgedragen kandidaten worden dan gepubliceerd in VGC News. Iedereen kan daarna schriftelijk zijn stem uitbrengen op de kandidaat van zijn keuze.

Colin Street.

Während der allgemeinen Versammlung am Sonntag 15 September in Dunstable sind die VGC Statuten angenommen.

Zugleich sind neue Vorstandsmitglieder gewählt worden. Zum ersten Male besteht die VGC aus einem Präsidenten und neun gewählten Vorstandsmitgliedern.

Colin Street macht sich dann verantwortlich für die internationalen Kontakten. Seine Sekretärin wird Nell Dijkstra sein.

Der nächste Schritt ist ein gewählter internationaler Vorstand. Jedes Land darf einen Repräsentanten haben.

Alle Mitglieder werden gebeten, Kandidaten für ihr Land vorzuschlagen. Die vorgeschlagenen Kandidaten werden in VGC News publiziert werden. Darauf kann jeder schriftlich seine Stimme für einen Kandidaten abgeben.

Colin Street.

Pendant l'assemblée générale du VGC tenue à Dunstable dimanche 15 septembre on a adopté le statut.

En même temps on a élu un comité. C'est la première fois que le VGC a un président et neuf membres élus du comité.

Dans le nouveau comité Colin Street est responsable des contacts internationaux. Sa secrétaire sera Nell Dijkstra.

Ci-après on veut un comité international élu par les membres. Chaque pays peut avoir un représentant.

Tous les membres sont priés de porter des candidats pour leur propre pays. On les rendra public dans VGC News. Ensuite tout le monde peut voter par écrit son candidat.

Colin Street.

Send to	:	International Council Secretary
Zenden naar	:	Westlanderstraat 1a
Senden nach	:	5301 XH Zaltbommel
S'adresser à	:	Nederland

Geoff Moore: Proprietor of his own motorcycle business and founder member of the VGC, Geoff has been gliding for 22 years and holds a Silver C and Gold distance with a 700 Km distance. He has been VGC Rally Secretary for 10 years and owns an Eon primary and an ASW24.

Colin Anson: Gliding for 18 years with 650 hours, with an AEI rating and Silver 'C', Colin has been a member of the VGC since 1980 and is part of the well known 'Blue Brick' T31 syndicate.

Ron Davidson: Gliding for 23 years and founder member of the vintage movement at Husband Bosworth in 1972, Ron has 3000+ hours gliding and 1000+ hours power flying in tugs and motor gliders. He holds a Gold with 2 Diamonds, has been a Gliding and Motor Gliding Instructor since 1971 and a BGA inspector since 1981. Ron owns the Petrel, SB5 and LS4.

Colin D. Street: First Glider flight in a HORSA, Colin is a professional pilot with 20,000 hours. He holds a Gold 'C' with 2 Diamonds and was a founder member of the Isle of Wight GC, the Kent GC and The Vintage Glider Club. Colin is a BGA Inspector and owns an Oly 2B. He is also a syndicate member of a Capstan, Oly 463 and Swallow.

Jane Ballard: A school Head Teacher and gliding for 14 years, Jane has a Silver 'C', Assistant Instructor rating and is a member of the Lasham T31 syndicate. She has been an active member of the VGC since 1984 and attends many national and international rallies.

Ian Smith: Gliding for 16 years with a Silver 'C', Gold distance and Diamond goal, Ian has 1200 hours gliding and holds a Full Category BGA Instructor rating. He is a BGA Inspector and has been a VGC member for 15 years. Ian has attended all International rallies since 1984 and is an owner of a Slingsby Tutor and a part owner of a T31 and Oly 463.

David Shrimpton: Professional Marine Engineer and Project Manager, David started gliding with the Air Training Corps in 1958. He holds a PPL, a Silver 'C' and AEI rating and has owned several light aircraft and gliders. David currently owns a Slingsby Tutor, T31 and Swallow.

Robin Traves: Deputy Headmaster of a Grammar School, has been gliding for 25 years, holds Gold 'C' with two diamonds. BGA Inspector. Instructed at the Southdown Club for many years, one-time ATC CFI. Has been Honorary Secretary of the VGC since 1981.

Susie Blair-Mooring: Professional secretary, Susie is a well-known personality at the London Gliding Club. She is a partner in a T31 and a member of the Historic Sailplane Group at Dunstable.

EDITORIAL

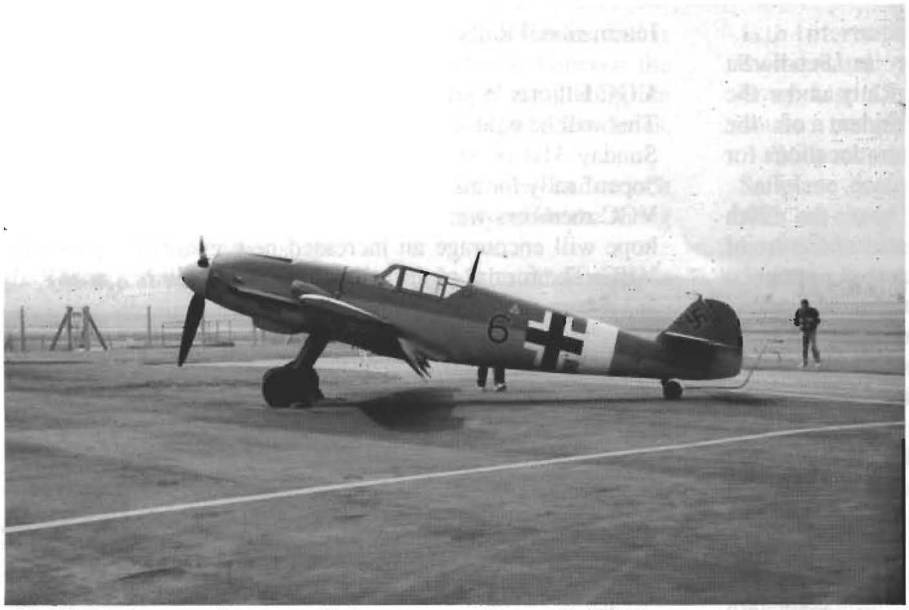
Writing this during the worst summer weather for gliding in Britain ever known, we must say that it is an ill wind that does not bring something good and that this weather while not tempting for flying, may have trapped some of our members in their workshops so that they could work on their projects.

Concerning the flying last year when we announced another great victory in the club ladder decentralised contest, the rules again were changed after a Tutor for the second year running had won. This time, it had been a really brave effort by Keith Nurcombe. When will it ever end? This year, we hear that two Tutors have been flying from Husbands Bosworth to try to gain the title for the third time. However, we imagine that their efforts have been severely hindered so far by the weather. We wish their pilots luck and hope that they will be third time lucky.

We finally urge our members to write to either C. Wills or our editor, Robin Traves, should they have any problems, and to suggest improvements to the VGC News, or to suggest items for sale by the VGC. The latter could perhaps be sent to our sales manager, Colin Anson at 22 Elm Avenue, Watford,

The B.A.C. 7 at Dunstable (Photo: P. Saunders)





The V.G.C.'s recently restored vintage tug. (Photo: C. Wills)

Herts, WD1 4BE. Tel:0923 41924.

Correction to VGC News No. 73 concerning gliders taken over by the Allies in 1945 in Germany... on page 17, Phil Butler, whose address is now: 26 Houghwood Grange, Ashton in Makerfield, Wigan, Lancs, WN4 9LT, who supplied us with the original lists, now makes the following correction due to our faulty interpretation.

"The details of the gliders recovered in Germany need a minor correction. The "Category One" referred to in the context of these gliders means "Required for Research in the UK". The other numbered categories for surrendered German material related to use by British Occupation Forces, use by other allied governments, use by the civilian population, or "Scrapping/reprocessing". The relation of Categories to aircraft write-off is a totally different used by the RAF (and RN/Army) to categorise accident damage in which "Category 5" is a write-off.

I agree with your estimation that the list was compiled in the Summer/Autumn of 1945, although the official document in which it appears was actually published in 1947. The final column ("Others") in the table equates to the Royal Navy sailplanes, except that the Mü-13 is in the wrong column! I trust the above clarifies the article in VGC News."

C. Wills comments on the above, that the RN, thanks to Lt. Cdr. John Sproule, were able to acquire the following high performance German sailplanes: Kranich 2B-1, Kranich 2B-2, Meise and Mü-13a. (we think that it was a D,) and they certainly never acquired a Minimoa. The above Naval sailplanes disappeared either through damage or glue failure in 1957. The Kranich 2b-2 was organised to Australia by Tony Goodhart for record attempts in about 1957. It was at once spun in by "Pop" Kent. However, the Australians seem to have been able to repair it (perhaps by Harry Schneider in Adelaide) and it did fly after 1957.

Phil Butler has just produced a book on aircraft taken over by the British in 1945 Germany. It should be really worth having.

There is now a move back towards having an unrestricted entry with all wooden gliders present, if not the early fibre glass ones, but we hope priority given to the very old pre 1945 (or pre 1952) aircraft. Chris feels that he founded the movement for these, which were glued with Casein and Kaurite glues. Hans has said that next year's entry might not be quite unrestricted due to the number of people (not gliders) that might be present, which could destroy the intimate atmosphere. We believe we have reported what he said correctly. During the 19th International, we noticed that some of the very good Swiss vintage gliders, including the Spalinger S. 18 of Willi Schwarzenbach, were not present due to severe limitation of entries from each country. Our vice President, Willi put himself at the top of the list for limitation. This was a very magnanimous gesture.

At the AGM in September, those present almost unanimously supported the suggestion that the international meetings should, if possible, not restrict entries, even though this policy might mean that such meetings could only be held at a small number of large sites. Meanwhile, we beg to hear from all our members what they feel about the matter.

SHELTER FOR OUR GLIDERS IN WINTER

Chris Wills is about to advertise in Farmers Weekly in case any farmer in Central Southern England should have an empty barn. Could any of our members, who are interested in storing their gliders during the winter months, please contact him. He feels that even the best trailers (which may not be insured) are at the mercy of the elements during our winters.

David Shrimpton can store up to eight glider trailers this winter. £20 per calendar month to D. Shrimpton, Fairfields, Fosse Road, Oakhill, Somerset, BA3 5HU Tel: 0749 841084.

A FAI PAUL TISSANDIER DIPLOMA was this year awarded to C. Wills. It was awarded in Paris on the 6th October 1990 but was presented to Chris by H.R.H. the Duke of York (Prince Andrew), as President of the Royal Aero Club of the United Kingdom at the Royal Aero Club's annual prizegiving on the 3rd of June at the Lansdown Club.

The citation was "He founded the Vintage Gliding Club in 1973 in the United Kingdom. Since that date, it has grown from a collection of 12 gliders and 50 members to its truly international status with well over 100 gliders and 1300 members from 10 different countries. Thanks to Chris' efforts, the club is now the prime international source of historical and technical information on vintage gliders ".

Chris mentioned to HRH that he had heard that he had flown our vintage T.21s. HRH replied "Yes, but when I flew them, they were not vintage. I suppose that means that I am getting old or something!" HRH included this in his speech afterwards.

(Editor's note: VGC membership in fact stands somewhere between six and seven hundred paid-up members.)

As tickets for the occasion were £16, Chris felt that he could not send out a general invitation to all VGC members.

SUBSCRIPTIONS

Subscriptions are due at the beginning of January for 1992. Please use the blue form from the middle of this magazine.

RALLY NEWS

The International Rally Committee met at Schmerlat (Schaffausen) during the 19th International Rally under the Chairmanship of Colin Street, the President of the International Rally Committee, to discuss future locations for International Rallies and their dates.

The Dutch have kindly agreed to host the 20th International Vintage Glider Rally at their National Centre of Terlet in 1992. Hans Dijkstra, who unfortunately could not be present at this meeting, due to his son being injured at work, is to be its chief organiser. We are very glad that he has taken on this task, and thank him. We believe that he will be helped by Nell, his wife, who will take on the administrative work for the Rally. We thank her also.

The 1993 International Rally (the 21st). It was regretfully felt that a location at Elmira, USA, was not possible due to travel and transportation costs for overseas participants. As it might be possible for some of our members to get there, with, or without sailplanes, Jan Scott, President of the Vintage Soaring Assn. of America, plans to go ahead with organising the international event in 1993 under the patronage of the VSA. The VGC supports the VSA in this and asks its members (and others) who wish to participate in the VSA event, to register their intention by F{AF7 writing to: Jan Scott, Scott Airpark, Lovettsville, VA 22080, USA.

There was an offer from Petr and Yaroslava Hanackovi, who were representing the vintage glider movement of Czechoslovakia, to hold the 1993 VGC event on the Jesenik airfield in the hills near Poland, perhaps during September of 1993. when there should be good weather for vintage gliders in the area. We thank the Hanackovis and Czechoslovakia for this kind offer. There was also an offer from Colin Street to hold the International Rally of 1993 to mark the 20th anniversary of the VGC at Lasham. We thank Colin and Lasham for this. The VGC has always felt that it must break new ground and would be doing this if it went to Czechoslovakia. However, should the Czechs have problems in organising the 1993 event, then Lasham could offer to step in to save the situation.

There was a firm offer from Imre Mitter, who now definitely represents the Hungarian vintage gliding movement, to hold our 1996 International Vintage Glider Rally on one of three airfields (which one has yet to be decided) in Hungary. We thank him and we think that many of us would like to visit Hungary again.

Further to the above, the VGC aims to hold its official international 1993 rally either at Lasham, England, or at Yesenic Airfield in Czechoslovakia, where prices will be still moderate for us. It was stated that there will be some hangarage available. Prices are as follows... for room accommodation on airfield: 3 krons; Aerotow: 2.5 krons; Winch launch: 1 kron. Meals on airfield will be possible for all people. Toilets, showers and bathrooms are available on the airfield. Imre Mitter, who is, we are glad to report, Hungary's representative in the vintage glider scene, said that his country would offer to host an International Vintage Glider Rally in 1996. There were several possible locations for this including a large airfield near Lake Balaton. For those who don't know it, his address is: Budapest 12, Rath Gyorgy. utca 17/B, H-1122.

Our Vintage International Rally timetable is therefore: 1992 – Holland, 1993 – Czechoslovakia or England (Lasham), 1994 – England (Lasham) or Czechoslovakia. Nowhere for 1995. 1996 – Hungary.

All the above was decided during the one meeting of the International Rally Committee at Schmerlat.

VGC Elliotts Week 1992

This will be held at Lasham from Saturday 23rd of May until Sunday 31st of May 1992. The intention is to make this an "open" rally for all owners of Elliotts designed gliders and for VGC members with any type or make of glider. The mix we hope will encourage an increased new membership into the VGC. The format of the rally will be as at our National Rally at Lasham this year.

Details from: Colin Street, Yewdown House, 7 Sharpthorne Close, Ifield, Crawley, Sussex RH11 OLU. Tel: 0293 543832.

Weekend Rally

Middle Wallop 6 and 7 June 1992 for the 50th Anniversary Allied Airborne Glider Pilots. Details from Ron I. Davidson, The Patch, Poultney Lane, Kimcote, Lutterworth, Leics. LE17 5RX Tel: 0455 553362.

Rendez-Vous Rally 1992

Paul Serries has offered to host an informal Rendez-Vous Rally at **Münster-Telgte** from Saturday August 1st to Tuesday August 4th. Costs will be kept to a minimum, and camping will be on the airfield. Telgte is about 150km east of Terlet, and the Münster Mafia have held several successful rallies before, including an international. They know how to make glider pilots welcome.

Further details from Paul Serries, 44 Münster/St. Mauritz, Agnes-Miegel-Straße 1, Germany.

20th VGC International Rally, Terlet, Holland.

For the second time the International VGC Rally will be held at the Dutch national gliding Centre at Terlet in Holland.

The organisation is in the hands of the VHZ (Verenigte Historische Zweefliegtuigen) and it is with pleasure that the VHZ invites you to participate in the 1992 International VGC Meeting.

Place : Terlet (N53-03 – E005-56)

Period : 5th August to 14th August 1992

Launching: Aerotow and winch.

Capacity : 4 tug aircraft 90-225hp and one 2-drum winch.

Limitations: We regret to say that because of safety and infrastructure reasons, entry and participation must be limited. Operations with too many gliders may cause dangerous situations for which the airfield operator and organisation will not be held responsible.
Furthermore, Terlet is situated in the CTR of a military airfield, causing some limitations, but exit/entry corridors towards the east are always available.

Hangarage: There is only limited hangar space available, which will be used for difficult-to-rig gliders and open trailers only.

Camping: The airfield has camping and a limited bunkhouse capacity. However, we regret that the camping has and will have no electricity available.
If indicated on the entry forms, hotel accommodation will be booked by the organisation. On the airfield a restaurant/bar is looking forward to serving you.

Location: Terlet is the Dutch National Gliding Centre, and is situated in the central part of the Netherlands, between the cities of Arnhem and Apeldoorn. conditions for gliding are excellent, as the centre is situated in an area of sand-dunes, heath and forest.

Terlet has a T-strip used for both aerotow and winch launching which will be reserved for the rally while the flying school will use the other strips.

The separation between the T-strip and the other strips is such that simultaneous operation is normal practice.

Tourism: There are numerous possibilities for interesting day-trips. Tourist information will be available.

Entry forms are for VGC members only, and must be returned before February 1, 1992. They may/must be obtained/returned from/to the following address:

VGC Meeting 1992, Westlanderstraat 1a, 5301 XH Zaltbommel, The Netherlands.

Grunau Rally

at Hirschberg/Hartau (Jelenia Gora, Poland)

Following a rally this year at Jelenia Gora, the Association of Silesian Pilots is proposing to hold a Grunau Glider rally at the historic site in 1992. Interested pilots should contact:

Herr Gottfried Baron,
Traditionsgemeinschaft Schlesischer Flieger,
Postfach 140 132, D-4800 Bielefeld 14,
Germany. Tel: 0521 431336

19th International Rally during 1991 at Schaffhausen, Switzerland.

Entry List. Unfortunately, we have been unable as yet to obtain a complete entry list of those participating.

With us during the rally was the famous American Sailplane designer Ernest Schweizer. Although he was not with us every day, we hope that he received an agreeable impression of us.

One day was given to the reception of Swiss veteran glider pilots. Among them were René Compte, whom Chris Wills had last met at La Ferté Alais in 1960 when he had finally flown his Super Elfe (now in America) back to Geneva a distance of 380km, when the weather at La Ferté was too bad for any other sailplane to leave the site (it had perhaps improved on the other side of the Loire). Also there was Willi Baur who had taken part in the Jungfrau International Contest in 1935, the 1936 Berlin Olympic trials, as well as being in the Swiss Team at the 1937 Wasserkuppe International Contest, flying a Spyr 3. Among them was Thedi Heimgartner, who apart from being a well known glider pilot, was also a famous gliding photographer. He played his accordion for us in the hangar. They were all charming personalities and we enjoyed meeting them.

Visiting the rally for one day was the famous Swiss aerobatic sailplane WLM 1 which, designed and built in 1947, was much in evidence, not as a competitor, in the 1948 Samaden World Gliding Championships. Two prototypes had been built to train the Swiss Vampire jet fighter pilots. Apparently, its aerobatic capabilities made it too heavy to

The Czech LF-107 Luňák (Photo: C. Wills)



have a performance worthy of a non-aerobatic contest sailplane. It is still being kept in first class condition as are all other airworthy Swiss vintage sailplanes.

Another visitor was the Albert Neukom AN 66, high performance laminar flow profiled sailplane (now for sale) in which Hans Nietlispach had represented Switzerland in two world gliding championships. With its max. L/D of 1:42, it was hardly in the vintage class. A tremendous international effort to repair a damaged Czech sailplane revealed the true spirit of our vintage glider movement.

There was also an incredible Swiss canard which was very un-vintage.

Taking part in our international rally officially for the first time was a Czechoslovakian LF-107 Lunak. One had been imported into England shortly after 1950, by the legendary Czech pilot Ladislav Marmol. It was then regarded as the most exciting sailplane ever seen in Britain. Not only was it fully aerobatic and cleared to fly at over 400 kph, but it was also, with its Fowler wing area changing flaps, a superb soaring sailplane with at that time a World Championship winning capability. Marmol later took it to the French Pyrenees and flew it 450km as well as to 5000m height. Everything that was then said about it, was true. Several of our pilots flew it. Not only could it climb in thermals with two stages of flap at less than 70 kph, but also, with flaps in, it could run at great speed. The German Akaflieg Aachen student test pilot, Cassius Ewald, said that it should be being built now. He had tried low G aerobatics with it. It seems that the Chef du Centre of the French National Centre at Saint Auban had managed to break up Marmol's Lunak doing aerobatics. (We believe that this is what happened because no gliders from outside the centre were ever again allowed to fly there). In 1952, (perhaps because of this?) the Czech airworthiness authority ordered all the 200 Lunaks to be broken up and the factory was converted to building a Soviet Jet fighter (Mig 15?). Five Lunaks were saved and still exist, mostly in Museums. This aircraft was a sensation and would have been one of the worthy replacements for the German sailplanes which filled every hangar in Czechoslovakia to bursting point after 1945. These were destroyed to make room for the new Czech sailplanes two years later.

Apart from Colin Street's Capstan, the OSC Wasserkuppe's Ka-2, and the LF-107 Lunak, which had been officially entered for the first time, there were no new, never seen before, vintage gliders taking part in this year's international rally. We hope that at least some of the "new wave" which have just appeared in Britain, the CM-8-13 from France and the Sky from Holland will make themselves evident in next year's international rally.

The Flying

Monday the 15th was the first flying day with excellent duration flights. Lift went finally to over 2,000 metres height. Hans Disma flew his Minimoa for over four hours. Petr Hanocek of the Czech team flew the C. Wills Rhönbussard for 6 hours 4min. Werner Tschorn flew his Weihe for 8 hours 3min. He remained in the area between Schaffhausen and Blumberg in Germany. He said that there was a lot going on over Blumberg as at least two contests were using Blumberg as a turning point. Werner's was the longest duration flight of the day. The first out-landing occurred successfully near the airfield when Laurie Woodage put Richard Abraham's T. 31 into a field. He was presented with a bottle of champagne to create lift to get him home next time. There were 74 launches (and 73 landings back on the field), demonstrating that the field was large enough for us to operate from. Total flying time for the first day was 101 hours 8 minutes.

It had been very beautiful weather for the first day.

Tuesday

The thermals would start a little later than they did yesterday. 12 knots wind from the SW. A frontal system would move from France to Germany. There would be clouds over our area from 2,000m. – 3,000m. during the afternoon. Max. temperature would be 28 degrees. Quite good thermals were expected. Possible rain was forecast for the next morning. There would be an exhibition of vintage sailplane models before the hangar at 1900hr.

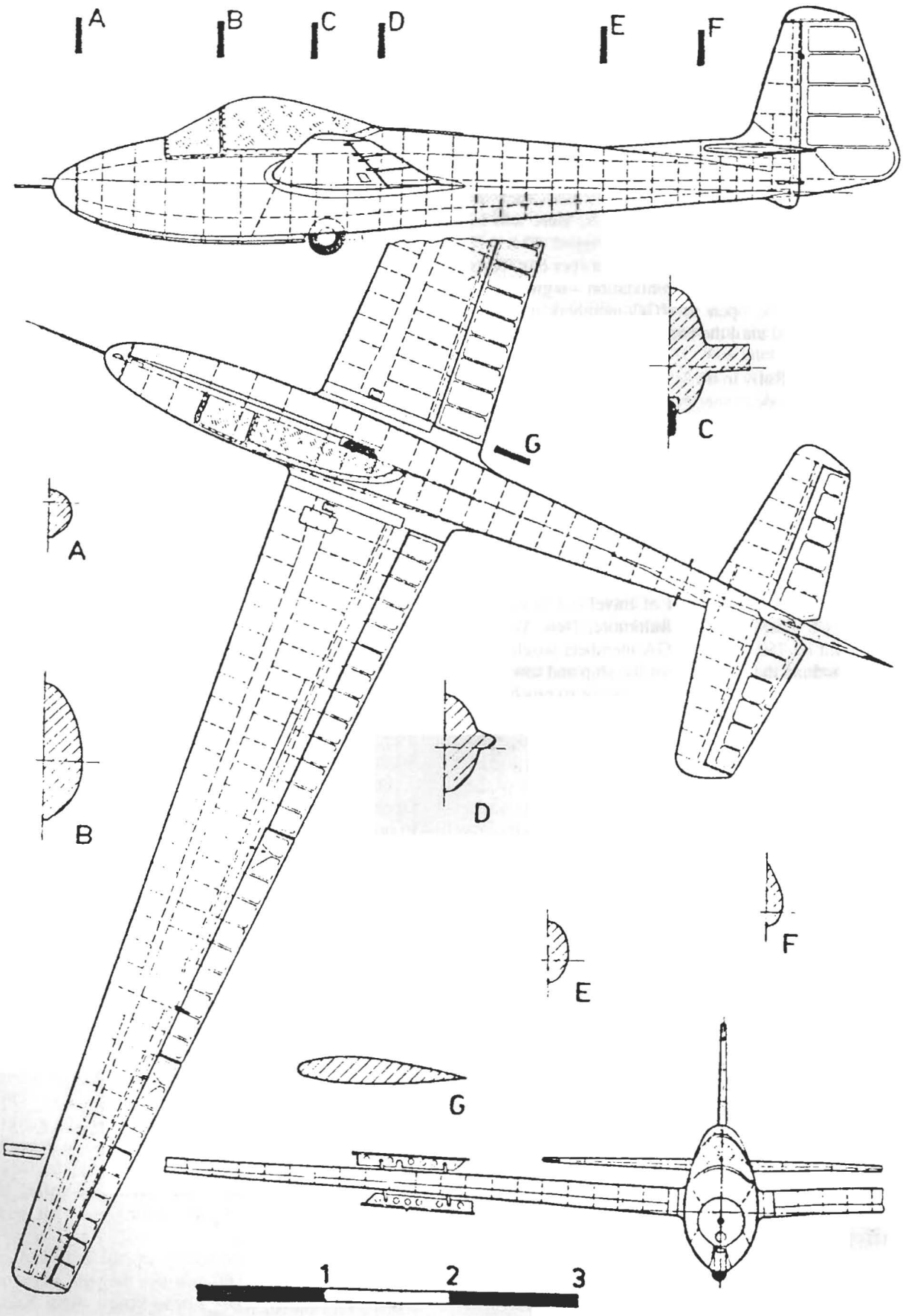
During this day, there were two instances of a crowded landing area. Once two gliders, and once three gliders were landing too close together. The problem was started by one glider leaving the stand off area too late and landing short, blocking the landing area for the machine behind. More height required over the threshold. Pilots must wear hats and sunglasses. Don't leave gliders at the start point overnight as they would block take off operations during the next morning. All gliders respected height limitations. Just one was too high. 4,500ft max. height must be respected in S and SW zones. 116 hours 55 min. were flown from 80 launches during the day. The longest flight was 7 hours by Hans Disma in his Minimoa PH-848. He received the day's prize.

At 1900 hours, there was an excellent model exhibition in flight and on the ground. This was by kind courtesy of Frederic Fischer and his IGO Albatross. One of the finest models was that of the Spalinger S.18 prototype, the Choucas, in which Hermann Schreiber crossed the Alps. Also to be seen were models of the Fafnir, Moazagotl and Spalinger S.16. All were radio-controlled. The S.18 behaved very realistically in flight.

In the evening, there was an International Rally Committee Meeting chaired by Colin Street who made it quite clear that he wished for an unrestricted entry and larger airfields for this.

Some other members said that they felt that this rally's entry and launch fees were too high. This was especially emphasised by representatives of the Czech and Hungarian teams. After they had paid the entry fees for their gliders, they did not have enough money to fly. This was at least partially rectified by C. Wills and Johann Kieckens who spoke to the rally's management, who then allowed each team to have six free launch tickets. The Czech team's representative, Yaroslava Hanackova, said that the Czech team had been unhappy about restriction of their entries. Rainer Karch (Germany) said that winch launches would have been a cheaper method of starting and that a winch was available at Blumberg. Two of the Dutch entries had left for Blumberg but they were unhappy about this now. The German Mg 19A had also left for Blumberg. This was generally due to some disagreement they had at Schmerlat. Fred Hefty (Hungary) said that a winch was needed as aerotows were too expensive. Jan Scott (USA) said that most pilots found the field large enough but if you came from Norway (as he did) the prices were the same. Didier Fulchiron (France) said that the French had no problems.

LF-107 LUŇÁK



TERLET. This to be the site of the 1992 International Vintage Rally. Hans Dijkstra is to be the chief organiser but could not be present as yet at Schmerlat due to his son having had an accident at work. Terlet is the Dutch National Centre situated on high ground which is excellent for thermals, near Arnhem. Entries would not be quite unrestricted due to the huge number of people that might come with them. There will be three Piper towplanes as well as two winch launch cables. Aerotows will cost 35 gilders. Winch launches 10 gilders. There is a 900 metre height limit over the nearby military airfield of Deelen. None of Deelen's facilities, such as hangarage, will be available for us. At Terlet, there will be hangarage for a limited number of gliders rigged. This will cost 10 gilders per night. Caravans – 10 gilders per day. Tents 5 gilders per night. Dormitory accommodation – 6 gilders per night. The rally will be open to VGC members only and entries will be accepted until the end of December.

Concerning the 1994 Rally in the USA. Due to the expense of getting there, for European members and their sailplanes, it was felt that the VGC could not back this as its official annual international event. There seemed to be no hope of financial assistance from the US or television sponsorship for a film about this unique event.

In spite of the above decision, Jan Scott said that the Vintage Soaring Association of America would itself go ahead with organising this rally as its own international event, as it was already known that at least three entries would come from Europe. Jan said that the cost of travel one way from Emden to the US East coast, to Baltimore, New York or Delaware, would be 750 dollars. VGA members would then host the entry, unload the trailers from the ship and tow them to Elmira if necessary. The cost of living is not so much as in Europe. Cost of fuel is one third of that in Germany. At Harris Hill, Elmira, there could be autotow launches to the ridge and Chemung Airport could take overflow of entries. VGA members would host all entries from Europe. The end of the rally would coincide with the start of OSKOSH. (10 hours away), and entries could visit this event after the rally. For further details, could possible participants write to: Jan Scott, Scott Air Park, Lovettsville, Virginia 22080, USA. Tel: 703/822-5504. It should be remembered that Harris Hill is the site of America's National Soaring Museum (NSM) and that two VSA members are trying to restore an Albatross Senior in time for the event.

Our Vintage International Rally timetable is therefore: 1992 – Holland, 1993 – Czechoslovakia or England (Lasham), 1994 – England (Lasham) or Czechoslovakia. Nowhere for 1995. 1996 – Hungary.

All the above was decided during the one meeting of the International Rally Committee at Schmerlat.

Wednesday. Met. Very light showers. A cold front was over Schmerlat but was moving slowly to the east and pressure was already beginning to rise. During the afternoon, there would be slight clearances and weak thermals. There were good weather prospects for the next day. First Prize for the previous day was awarded to Hans Disma for his duration flight in Minimoa PH-848. Prizes were also awarded for those who had come the longest distances to reach Schmerlat. First Prize was awarded to Alan Sands who had come from Northern Ireland – Course: – Scotland, England, France – 1,700km. 2nd Prize went to Jozef Fecko, who had come via Austria from Slovenia – 1,300km.

At 1300 hours there was a free conducted tour of the Rhein Falls by Rudi Kunz. This was a most impressive sight which was brought to an end when it was noticed that the white water was even the more brilliantly white because of the black sky behind it of a thunderstorm, apparently over Schmerlat and our rigged gliders. The VGC retreat from the Rhein Falls was not the most dignified that it has ever made. Luckily the thunderstorm was between the Rhein Falls and Schmerlat and our gliders did not even get wet, let alone blown away. Ghosts of the horror of Thun arose before us, but we got away with it this time.

However, our gliders outside did once get wet due to rain early one morning and they had to be dried and then flown for final drying. One evening, there was the usual very successful International evening and on many evenings, there was much music from a Czechoslovakian Band!

Thus the rally proceeded with not quite good enough weather for us to be tempted to make cross countries to Blumberg or elsewhere. However, Max Raetz did get to Blumberg flying a Spalinger S.18-3. The distance to Blumberg was only about 18km along the rather broken ridge from Schaffhausen but one was never sure that there would be hill lift along the lesser slopes especially if the ridge was only just working at Schaffhausen. Max Raetz used hill lift and thermals to get to Blumberg.

On the final day thermals drifted us back towards Schaffhausen and we were able to see the Rhein Falls from the air, although not from vertically overhead, as that was forbidden airspace. During the final ceremony, the Grand Prize of the Musée de l'Air et de l'Espace was as usual awarded to the best restored glider. This was the psychedelically painted Prefect of Jan Grundemann PH-198. The Imre Mitter Prize for the most outstanding flying performance during the rally was once again (for the third time running) awarded to Werner Tschorn. He had flown no less than five 300km triangles in his Weihe but not during our rally.

Prizes were also awarded to the Director of Flying Operations – Jürg Angst, to Rudi Kunz, to the tow pilots, and to one of the ladies who had worked so heroically during the rally selling our wares. It was awarded to the hardest worker – Alice Anson.

Also, a prize was given to our Vice President, Willi Schwarzenbach who had got us to Schaffhausen. It was a club which once owned a Rhönbussard (which probably still exists stored in Switzerland), and a Kranich 2 which came by a bad accident. However, its members had voted against the reintroduction of vintage gliders to the club.

As on the Wächtersberg, our members left the camping site at Schmerlat spotlessly tidy and clean (as if they had not been there), and are to be congratulated. Rudi Kunz said that gliding people are simply just very clean. On the last Sunday, C. Wills and David Jones made a trip to Lake Constance and crossed on the ferry from Romanshorn to visit the Friedrichshafen Zeppelin Museum. This had also been done by several of our members during the week. However, it was a superb ending to what had been a unforgettable week.

Rudi Kunz said that setting up the rally had cost 8,000 Swiss Francs and they thought that they had just about broken even. We heartily thank Jürgen Angst, Rudi Kunz and all members of the Segelflieger Gruppe Schaffhausen for giving us such a wonderful rally.

BRITISH NATIONAL RALLIES DURING 1991

August 10th-11th. **A Weekend Rally at Wycombe Air Park.**

This was organised by Mike Birch and Graham Saw. Unfortunately, the weather was not kind to us. On the first day, the weather was cold and overcast. On the second day, the weather was at first clear with a moderate to strong SW wind which produced turbulence, associated with waves. On Saturday evening, David Shrimpton and Margaret organised a fine barbecue.

Entries to the Rally were:

Eon Olympia	BGA 1417	Philip Brennan.
Grunau Baby 3	BGA?	Rupert Vasey.
MG 19A	BGA 2903	John Pressland and C. Wills.
Condor 4	BGA 2292	Mike Birch and Graham Saw.

The weather did not allow any soaring.

Slingsby Rally. August 25th-31st Sutton Bank

There were many entries but the two that knocked us backwards were the self-sustaining (after assisted start and therefore BGA registered) T.2Ibs.

Yes, we saw it happen. A small winch launched the T.21 with its Japanese 330 cc Robin two-stroke engine driving a pusher propeller flat out, and the T.21b soared away in to the wide blue yonder and stayed up for ages! All very impressive, but we wonder whether it did soar very well with its propeller stopped? The engine had fuel for two hours' running. The next experiment was not quite so successful. The T.21 was aerotowed, but its flat out engine did not drive its propeller fast enough and this actually added drag to the combination! All this happened on a non-flying day and the launch of five hot air balloons, one filled with girls who were almost put into orbit, further added to the occasion.

To return to the assisted T.21 launch, we believe that such an experiment was undertaken during the war by DFS, when a double Maybach winch launched an HE 111, its engines running at full power, from a small field. Apparently the experiment was successful then also. If this was a non-flying day, what would a flying day be like? A further occurrence on Wednesday was the rigging and weighing of Michael Maufe's finished BAC 7 (1931 two-seater) ... and a wonderful sight it was, resplendent with varnished plywood and transparent dope. Its very light wheels had been built by Mike Hodgson. Its empty weight of 319lb seemed very light for a two-seater. 12lb had to be added in its nose to establish correct C. of G. position for Michael Maufe who does not weigh much. At 331lb empty, it has a max. permissible flying weight of 680lb and thus it can carry more than its own weight. Light gliders were not the sole prerogative of the Hütter brothers. The BAC was later test flown successfully by Mike Wood, the CFI of the Yorkshire Club, and was later thermalled to 3,000ft by Michael Maufe. Flying speed when flown solo is about 30 knots and, when flown dual, about 35 knots. It is already revealing a performance far in excess of what some people expected of it, and it may be better than that of a T.31. Mike must be congratulated on bringing back this superb creation from Lowe Wylde in 1931. Yesterday had indeed returned!

Thursday was clear, but with a mist from the sea due to a light SE wind. There was local soaring. We understand that there had been good soaring weather during the first weekend and that during the final weekend there were also thermals.

The entry was not entirely made up of Slingsby Types.



Ulli Seegers in Hols der Teufel during Schleicher Rally 1991 at the London Gliding Club. (Photo: C.Wills)

Prefect BGA 701	Graham Saw and Mike Birch.
Kite 1 BGA 251	Bob Boyd.
Swallow BGA 3469	David Shrimpton.
Kite 2A BGA 689	Peter Warren.
Capstan BGA 1204	Colin Street, John Light, Ron Tarling, Phil Tiley.
T.21c BGA 1030	Owners as above.
Kite 1 BGA 310	M. and A. Maufe.
Tutor BGA 1698	Ian Smith.
SKY prototype BGA 685	Richard Moyse.
Skylark 3F (190) BGA 788	B. Murray, K. Chichester, John Hughes.
T.21b BGA 1254	J. Blake, D. Hills, G. Schwetz, J. Wardle.
Skylark 2B BGA 872	A. Bowen. (AXP)
Skylark 3F BGA 920	Ron Hendra.
Skylark 2B BGA 729	K. Green, R. Burtenshaw, D. Mills.
T.31 BGA 3229	Jane Ballard, Victor Marshall.
Tutor BGA 442	Mike Hodgson.
T.21B PH-911	E. Hartemann, J. van de Laar.
T.31 PH-3181	Jan Förster.
SKY BGA 686	Peter Teagle.

T21B (Spuce Goose 2 – motor assisted) BGA 636 from Strubby.
T.21B (Spruce Goose 1 – motor assisted) BGA 2900.
T.21B BGA 2720.
T.21B BGA 886.
T.21B BGA 711.
T.21B BGA 945.
Private, but YGC uses it. Very good exterior finish.

Tutor BGA 904	David Chaplin.

Dart 17 BGA 1289.

Kite 1 BGA 394	Ted Hull.
Kite 1 BGA 251	Bob Boyd
Kite 1 BGA 310	Tony and Michael Maufe.
Kestrel 19	Tony Moss.

Non-Slingsby Gliders.

Condor 4 BGA 2292	Mike Birch.
Weihe 50 BGA 2602	David Kahn and Francis Russell.
Ka 2B BGA 2147	Peter and Jill Harmer.
Grunau Baby 2B (naval Dockyard built) BGA 2433	Murray Hayes and Laurie Woodage.
Mu 13 D-3 BGA 2267	Geoff Moore.
Moswey 4A BGA 2277	David Slobom.
Harbinger BGA 1091	Bob Sharman, Austen Wood.
Ka-4 PH-247	George Slot, Evert Jan Vermeer.
Olympia 463 BGA?	Ray Whittaker.
Olympia 465 BGA 1288	Mark Wills, Keith Green.
Grunau Baby 2B BGA 578 Hawkridge built.	Mike Challinor.
Grunau Baby 2a BGA 277	John Smoker, Bob Collison. This was originally home-built in 1936 by Fred Coleman, but Slingsby did build the type under licence as its Type 5, in 1935. BGA 277 was originally called "Black Diamond" at Camphill.

We ask to be excused if we have left any entries out... but there were so many. The numbers entered speak for themselves. It was a successful rally. It was not an official VGC rally but we congratulate the Yorkshire GC on holding such a successful rally at their beautiful site.

Jan Förster made an expedition to Slingsby Sailplanes and established that they are still holding drawings for the following Slingsby aircraft: T.7 Cadet Mk.1, Kadet; T.8 Tutor (Cadet Mk.2); T.21B Sedbergh; T.30 Prefect; T.31 (Cadet Mk.3); T.38 Grasshopper. Copies of the above drawings can be bought.

Tel: 0751-32474. Ask for Mike Rutter to see drawings. Mr. Drinkel is in charge of Customer Sales.

The Annual Rally of the Historic Sailplane Group at Dunstable 1st to 15th September. This was opened during its first Sunday by a Robert Brimfield (who is not actually a VGC member), soaring Francis Russell's Grasshopper to 3,000ft from an aerotow to 2,000ft. Another glider had to fly alongside the Grasshopper to inform its pilot that he was not to go any higher due to the scintillating air traffic rule over Dunstable that states no heights of over 3,000ft can be attained by gliders until they are beyond Leighton Buzzard! The Grasshopper of course had no instruments. Then followed a week of recovering from this event. It must be stated that Robert Brimfield does not weigh much and this may have contributed to its soaring capability.

The 1950 Swedish built Weihe, BGA 1092 (formerly SE-SHU which was flown in the Swedish World Championships in 1950, by Paul MacCready) had arrived, restored in colour and form as it was when it was new. This is the second Weihe which we have seen with its original canopy. The first was that of Angers. Congratulations to Andrew Coates!

The second sensation of the rally was the Kite 1 BGA 400, now in the camouflage it wore when it was at Haddenham/Thame in 1941. This had an empty weight of 280lb which was only a mere 80lb less than Ted Hull's Kite 1, BGA 395. How do they do it? One almost wonders whether all weighing machines should not be torn apart! The Norman Ellison Bible "British Gliders & Sailplanes 1922-1970" states that the Kite 1 should weigh 305lb empty! BGA 400 has certain components of the Kite 1 used for the 1940 radar trials off the South Coast and this had many metal fittings replaced by wooden ones. Perhaps this made the difference. Peter Underwood should have a good soaring glider there. The Kranich 2b-1 (1944 Swedish built) was flown with Hein Schwing as passenger. The problem was how to stop the Kranich getting above 3,000ft as it was going up like a balloon. Keith Nurcombe, our current Tutor ace, had the next Kranich flight with his daughter as passenger and came down enthusiastic about it. "Everyone should have a flight in this one, just for the experience", he said.

For the first time, we were able to inspect Mike Beach's recently restored Scud 2, with its transparent rear centre section to improve the pilot's view upwards. It is indeed a masterpiece.

For the final weekend, we were treated by Mike Russell to having his Falcon 1 with us, and also by having Mike Maufe's BAC-7 on site and actually airborne. So, with Scud 2, BAC-7, Hols der Teufel, Falcon 1 (Falke) and Kite 1, we could have held a rally for pre-1936 gliders.

During the second Saturday evening, the Historic Sailplane Club of Dunstable held its first birthday party in the form of a barbecue organized by Colin and Alice Anson and Geoff Moore, with plenty of spiritual nourishment and a birthday cake.

On the third Saturday evening, the VGC held their Annual Dinner and Prize Giving in the Dunstable Clubhouse. We were honoured to have Mike Bird as Guest Speaker, and many of the prewar pilots including Geoffrey and Beryl Stevenson, Charles and Mrs. Ellis, Conie Hervey, and Dan and Mrs. Smith. A speech was made by the Chairman of the LGC, and prizes were presented by the Chairman's wife. The Frank Reeks Trophy for the best turned out Grunau Baby of the year... to Rupert Vasey for his Grunau Baby 3, and engraved tankards for restorations to: Mike Beach – Scud 2; to Mike Birch for his Condor 4; to Werner Tschorn (in Germany) for his Weihe; to Dominique Hagenauer for his Av.36 (in France); to Peter Underwood for his Kite 1 (He stated that he had put it into its 1941 camouflage in memory of the men who were to become military glider pilots); to Mark Wills and partners for their restoration of the Olympia 465 which, although not strictly vintage, was the last glider ever produced by Elliotts of Newbury, and to Michael Maufe for his BAC-7. Performance prizes were awarded to Richard Moyse for his 305 km triangle from Lasham in his SKY and to Ian Smith and Vic Marshall for flying their T.31 to over 9,800ft asl over the Black Forest during our Rendez-Vous Rally in Germany. Consolation bottles of wine were awarded to Ted Hull for his great devotion towards building his Rhönbussard's original ailerons, and to Keith Nurcombe for the continued tremendous flying of his Tutor. In an attempt to recapture the National Ladder Contest, he had flown two 100 kms triangles... the last in 2 hours 19 minutes, taking 13 minutes to cover the distance from the last turning point to landing at Bosworth. These were but small prizes for tremendous efforts..... Of the future, Chris Wills mentioned the Sky, in which his father had won the 1952 World Championships. This may be ready in Holland for the 1992 International Rally there. Also, John Lee was preparing his second H.17a. Also, Peter Underwood had been commissioned to restore the Minimoa BGA 1639, which has languished for so many years at Dunstable. The much spoken about "new wave" of vintage gliders in Britain were all complete and most of them had flown. This was a tremendous achievement by our members. For the future, there is still another "new wave" which we can look forward to.

Chris mentioned how important Dunstable had become as a British Wasserkuppe before the war. Therefore, he could not imagine a place more suitable to be a home for vintage gliders.

Rex Moorey had been our brilliant Master of Ceremonies and Chris was even given a prize to be awarded to the best of his three greyhounds. He will treasure this.

On Sunday was held our AGM during which a Constitution was adopted and a Committee voted in.

AUSTRIA

Hans Widerin who was one of the instructors during the war at the former Reichssegelflugschule of the Spitzeberg, has been interviewed by Austrian Television. He is now over 80 years old.

Apparently, the gliding weather during the summers of 1941 and 1942 was so good that there were frequent long distance flights made even by the pupils as navigational exercises, flying Weihes and Minimoas, etc.

On one such day in 1941, three Kranich 2s set out independently of each other with instructors in their rear seats. Turning in the Salzburg area and coming out of cloud, the crews of two of the Kranichs saw each other and came together. Suddenly, the crew of one of the Kranichs were amazed to see a figure rise from the rear seat of the other Kranich and wave to them. It was Eric Vergens who usually flew with his rear canopy off! The Kranichs were on 400km out & returns!!! Eric Vergens would only have been attached to his aircraft by the static line of his parachute!! There was much yodelling and singing after that one!

Hans Widerin kept exclaiming during his report "Teufel, das war eine Zeit!" (Devil, that was a time!)

We have to report that as far as we know, there is now little or no vintage glider activity in Austria, almost all their vintage gliders having been sold abroad. We don't know the exact reason for this but it might be due a very strict civil aviation authority.

BRITISH NEWS

During the first half of the summer, Britain had bad gliding weather. However, it is an ill wind that brings no-one no good. Because of the bad gliding weather, some members have been trapped in their workshops to finish of their restoration projects.

This has been the case, we believe, with the BAC 7 1931 British two-seater which we believe is imminently about to appear. (this is being written on the 20th August). We are trembling in anticipation to see Michael Maufe's latest creation.

We have however, no news about the new Gull 3 which, although finished but for painting, had been put aside so that its owners could work on their club's (Blackpool & Fylde) gliders which all needed Certificates of Airworthiness.

We are glad to hear that Mike Beach's latest project, the unique Scud 2 BGA 231 has at last been finished. It needed so much work doing to it that he has almost been worn out. This will soon appear in its original green paint in which it was brought to the British National Contests in 1934, where it was bought by Nicholson and Cooper after Mac Clement had spun in their Willow Wren.

John Lee has been working again on his second Hütter H.I7a (the first, having an empty weight of an incredible 170lb, flew last year). He is looking for another project and has been so impressed by Baynes' designs that he might attempt to build a Scud 1 or perhaps a "Bat"?

Mike Birch has worked hard and well to restore his Condor 4 more to its original state. It is now a tremendous sailplane in size and performance and is complete with a new metal trailer. On Sunday the 19th August, when the English summer weather had at last taken a turn for the better, Mike Birch and Lynn Stainer rounded a 100km triangle, turning points Didcot cooling towers and the RAFGSA Centre at Bicester, in 1 hour 50 min. (we make this an average of slightly better that 50kph.)

On the same day, Mike Hodgson flew his Tutor BGA 442 from Dunstable to a point beyond Reading in a brave attempt to retrieve the Plate (awarded for flights between Dunstable and Lasham and vice versa). We believe that his distance flown was 70km?

Restoration news from Dunstable is that Peter Underwood has finished restoring the Kite 1, BGA 400. This Kite has at least some components of that which was used in the 1940 Radar trials off the British South Coast. His next plan is to finish restoring the Minimoa, BGA 1639, which has languished for so many years in the London Club's Private Owners' workshop. This is good news indeed.

At the LGC, Ted Hull has been working for many months

to build original ailerons for his Rhönbussard BGA 2077. The ailerons are indeed finished but the wings have needed much conversion to take them. Previously, this Rhönbussard had modified short span, pushrod operated, ailerons designed by Siebert? (of Sie 3 fame). When this project is completed, BGA 2077 will be an authentic Rhönbussard although fitted with Schempp Hirth (Hütter) speed limiting dive brakes. These could have been fitted during the war as kits were issued from two firms in Germany so that all NSFK sailplanes should have them from 1939.

On the other hand, it could have been modified for RAF use in Germany after the war, by their German repair staffs.

The Hols der Teufel has been flying well at Dunstable and, although, as a point of honour, it has no instruments fitted, it has been showing every indication that it will soar. In fact, in certain conditions it may be impossible to stop it soaring!

There has also been a competition to see who can soar Francis Russell's Grasshopper the longest. The record stands at about 5 minutes at the moment!

Rallies held in Britain during 1991

Aston Down. March 29th – April 1st. Bad cold weather during the three days allowed flights of only 3–5 minutes duration from cross wind reverse tow car launches. Gliders entered not from Aston Down were: Rupert Wasey's Grunau Baby 3 and Chris Wills' Rhönbussard, BGA 337. Ginger Lake also had his T. 21b there. From the club were entered the Hütter 17a BGA 2847, which, looked after by Brian and Pat Gillmore, is still in perfect condition, (although it was imported from Kenya by Bim Molineux, who is still its owner). Club members made us very welcome. Many people flew the club's syndicate owned Grasshopper Primary.

Rufforth May 3–6th. Among the gliders entered were the Harbinger two-seater and a T21b from the Blackpool & Fylde Club. Members made us very welcome and there was a pig roast on the Saturday night.

The Schleicher Rally. This was held at the London GC during the weekend of 25th May and was organised by Mike Beach. The weather was appalling except that a light wind blew on the hill. This enabled Mike Beach to demonstrate his Hols der Teufel of which 8 were built by Schleichers between 1926 and 1931. Ted Hull and Ulli Seegers, who was visiting from Germany, also flew the machine. The wind on the hill was not enough to keep any gliders up and there were no thermals except over the bar where Ulli's (formerly East) German club from near Sczechyn, i.e. Stettin, were celebrating of an evening. (If not every evening). The star moment of the weekend was on Saturday night when John Sproule rendered a most interesting lecture on the London Club as he knew it before the war. The lecture was short and to the point and described the time before the new clubhouse was built in 1935.

National Rally. May 25 – June 1st, Lasham. This was organized by our members at Lasham under the leadership of Colin Street. The whole event took place around the VGC centre at Lasham, which our members there have made in to a very habitable building.

The weather for the Rally was very disappointing with a N.E. airstream bringing in cold damp air from the North Sea. Thus, during almost every morning, there was 10/10 cloud cover which usually dispersed during the afternoons over Lasham, but not over most other parts of England.

Gliders entered included a Ka-4 Rhönlerche PH-247 from Holland which was flown mainly by George Slot, Jan Vermeer and Henk Huisingh. The Dutch entry was later reinforced by the arrival of the T21b PH-911 with E. Harteman, H. van der Laar, M. Strunk, K. Hardeman, P. de Graaf (owner) and C. van de Berkt. They arrived on the Thursday (some of them by aeroplane). We were very glad to have had these Dutch entries, and we thank them for coming.

Of the British entries, these were about 30, but there would probably have been 10 more at least had the weather been better.



Hein Schwing, aviation journalist from Holland with Mike Challinor at Lasham. (Photo: C.Wills)



Schleicher Rally 1991. Ted Hull after a flight in the Hols der Teufel. (Photo: C.Wills)

Monday was probably the best day and the task of duration or cross countries to the SW was set. As a result, Ian Smith and Jane Ballard landed their T31 before the New Forest 54km out. Ted Hull had the unfortunate experience of landing his Kite 1 in a field without doing any damage to the crop or anything else, and having the farmer's representative tell him to pay £25 to the farmer's favourite charity. An effort was made to retrieve this money. Peter Wyatt gained his Silver C height on this day. Peter Warren gained his Bronze C and Silver C height flying his Kite 2 BGA 689. We believe that this Kite 2 once belonged to Frank Irving and it thus was one of the first civilian (ie non Army Club) gliders to arrive at Lasham together with the Surrey club's fleet, in 1952. The old Kite 2 certainly remembered its original home.

From now on the Rally developed into a mighty contest to gain the most points, between the Dutch Ka-4 and Pete and Jill Harmer's Ka-2. Because of the very weak thermal conditions, points were awarded for duration, the gliders hanging on in weak lift until they were downwind, before having to come back.

The weather seemed so bad on Wednesday, that Colin Street sent everyone away to visit museums... i.e. the Army Flying Museum at Middle Wallop... and then, of course the weather cleared. This caused some fairly dramatic returns to Lasham for the continuance of the battle between the Ka-4 and the Ka-2. It was on this day that Ray Whitaker landed his Olympia 465 on the airfield of Chilbolton. On Thursday during the morning, under overcast cloud, Colin Street ran an auction of aviation paraphernalia. This realised the sum of £300 half of which was donated to the VGC's funds, and the other half went to the Lasham VGC Centre's improvement fund.

On Friday the battle for durations continued, the Lasham T31 BGA 3229, the Harbinger, the Mü-13d-3 BGA 2267, and the Tutor BGA 1698 all putting up good times.

On the Saturday, which was the last day, the Harmers flew their Ka-2 for 3 hours 52 mins in an effort to retrieve the lead. Mike Birch and Graham Saw flew the Condor 4 for 2 hours 16 min., and the Lasham T31 remained in glacial temperatures at 3,300 ft.

It was on this day that the Street Gang's latest acquisition, a Capstan, was given its first flight by Phil Tiley and John Light, after general overhaul.

During Saturday evening, there was a barbecue and prizegiving, outside the VGC Centre. By a very narrow margin, the Dutch team flying the Ka-4 carried off the first prize, the Rodi Morgan Plate. The Ed. Hall Trophy for the longest distance flight from Lasham in a vintage glider during the year, went to Ian Smith and Jane Ballard for their cross country in their T31 on Monday of 54kms. ("They might have gone further but for the New Forest's trees"). The second prize went to Pete and Jill Harmer who were only about two points behind the Dutch Ka-4. The prizes were awarded by Chris Wills, who remembered his earlier times at Lasham during the 1950s.

The Gliders. We must first of all congratulate the owners of the two Skylark 2s and the Mark Wills syndicate which owns the Olympia 465. These aircraft are now in much better condition than when they were new. One of the Skylark 2s was the Surrey Club owned "Bluebottle" (contest No.35) BGA 729 owned by Tony Mills. The second, BGA 745, had been owned by the Seth Smiths and was flown in the Standard Class of the 1958 World Championships at Leszno Poland, by Philip Wills, where it put up some tremendous performances. It is now owned by Tony Bowen.

It is impossible to remember all the gliders entered during our National Rally, but among them were the Prototype SKY owned by Richard Moyse, the Harbinger – Austen Wood and Bob Sharman, who could be seen often proceeding round the airfield standing on a motorised child's scooter. A tremendous sight.

The Rhönbussard BGA 337, upon which, Mark Wills worked, making it more likely to gain its imminent C. of A. Michael and Tony Maufe were there with their Kite I BGA 310. Francis Russell's and David Kahn's Weihe 50 BGA 2602, The T21b BGA 1254, Olympia 463 – Bill Tonkyn (which he flew for 1 hour 14 mins on the last day.) Kite 1 BGA 394, Ted Hull, Moswey 4 BGA 2277, David Slobom, etc. The Olympia 465 was Elliotts' of Newbury's last creation and was flown by Tony Dean Drummond in the 1965 South Cerney World Championships. These are all relatively old gliders by Lasham standards.

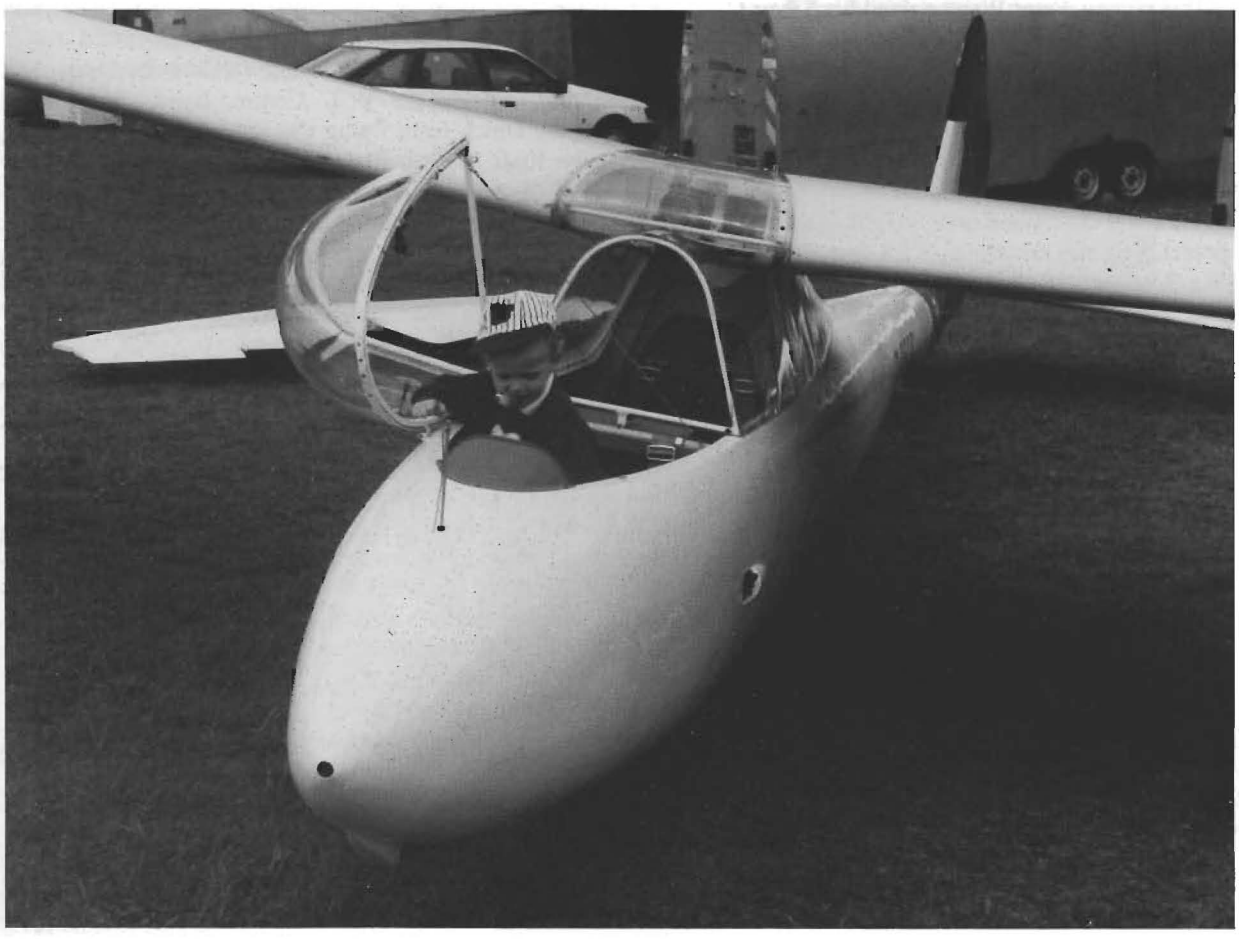
It was also good to see Murray Hayes' Grunau Baby 2b BGA 2433, built post-war in the Naval Dockyard. John Sproule managed to organise Grunau Babies to be built as exercise for their apprentices in no less than four Naval Dockyards and this one was built at Fleetlands. Another Grunau Baby 2b entered was one of two built by Hawkridge Aviation after the war (both are still flying!). This one was BGA 578, formerly owned by the late Rodi Morgan, Jeremy Menzies and now, by Mike Challinor. This one was built in 1947.

In spite of the poor weather, it had been a well run rally and we hope that most of its participants had a good time. We would like particularly to thank Pat Swaffer from Southern Ireland for putting his Tiger Moth at our disposal for aerotows and regret that the turbulence and wind direction gave him so many problems. It did us too. We must also give heartfelt thanks to the Lasham Gliding Society for having us, and to Colin Street for running the rally.

THE UPWARD BOUND TRUST

Situated in one corner of rural Buckinghamshire, Haddenham Airfield is one of those small, almost forgotten, places that, when you look closely, have a history unlike any other. In its time Haddenham, only the CAA mapmakers call it Aylesbury Thame, has been home to the Army, Navy, Air Force, Air Transport Auxiliary, civilian aircraft manufacturers and motorbike racers! Nowadays the only permanent users of the remaining small strip of grass are a jockey whose mount has two engines and a small group of glider pilots calling themselves the Upward Bound Trust. Saturday April 17th saw the residents of this small airfield welcome friends and visitors from all over the country to a gathering to celebrate thirty years of existence and fifty years of memories.

On New Year's Day 1941 five Tiger Moths arrived over this cold windswept airfield, from what is now Manchester International Airport, and settled down amongst the wrecks of cars set out to foil the arrival of the German hordes still expected any day. A few hours later five Kirby Kites arrived in trailers, hastily impressed from civilian clubs by those same club's former members. They had all been painted in the colours of the day – camouflage! This small collection was here to form No. 1 Glider Training Squadron, and to start a process which would lead to honours gained in Norway, France, Sicily, Holland, Germany and the Far East. The idea was to teach soldiers to fly troop-carrying gliders into battle. As there were no troop-carrying gliders around at the time, single-seat sailplanes would have to do! The first 8-seat Hotspur arrived at Haddenham in April 1941. Initial basic training was done on the Tiger Moth with pupils transferring to the gliders later.



Mike Birch's Condor 4 at Lasham during the British National Rally. (Photo: C.Wills)

The Squadron was run by prewar glider pilots such as Tim Hervey, (CFI), Lawrence Wright and John Sproule, none of whom could believe their luck at being able to continue their favourite sport in wartime! There was even a plan to tow the kites to Dunstable for hillsoaring if conditions were suitable! The first Army pupils arrived on 5th March and started training immediately, not too successfully, it seems, as the first accident in British military gliding took place on the 21st when one pupil landed a Kite on top of the Sergeants' Mess! No.1 GTS stayed at Haddenham until August 1942 when it moved to the larger airfield at Croughton, in order to cope with the new and much bigger gliders coming into service.

Twenty years later the new Lord Mayor of London, Sir Frederick Hoare, was looking for an idea which would bring to life his theme of office, that of 'Youth'. A good friend of his was Brigadier George Chatterton who just happened to be the wartime Commander of the Glider Pilot Regiment. It was he who came up with the suggestion of setting up a charity which would teach youngsters to fly gliders as cheaply as possible and at the same time instil a sense of achievement and comradeship, a kind of airborne Outward Bound course. Using volunteers that had served under him in the regiment, and donations from several organisations, including the Pathfinder Association, he set up what we now know as the Upward Bound Trust, the only thing lacking being an airfield to fly from! Shortly after, it was discovered that Haddenham was available, so the opportunity to return to their original home seemed too good an opportunity to resist, flying starting about a year later.

Those of you who have an eye for maths will now see a pattern emerging, hopefully! Late last year it was suddenly realised that 1991 would see Upward Bound Trust in operation for THIRTY years, so a little celebration seemed appropriate, doubly so when it was also realised that it was FIFTY years since No.1 GTS had moved in! We eventually settled on a flying day with certain guests invited along to join in the fun, Members of the Glider Pilot Regimental Association being the first and obvious choice along with former members of the Trust, the Vintage Glider Club were also included in order to bring a little period atmosphere to the meeting, especially if you could bring one or two of the few remaining airworthy Kirby Kites along. Having chosen Saturday April 27th as THE day, I was a little apprehensive as we opened the hangar doors at 7.30am to low cloud and a freezing easterly, but this was to prove short-lived as the day later turned out one of the best the year had given us so far. The first guests, (a member of the GPRA and his family), arrived early, no doubt spurred on by the promise of free flying, although their excuse was they had stayed the night in a local Bed and Breakfast! By 11.00am there was a steady stream of arrivals, mainly ex-wartime glider pilots but also the first members of the VGC with their gliders. The hope for a couple of Kites turned into a dream come true when by lunchtime FOUR had arrived, truly a record for such a small meeting. Michael and Tony Maufe bringing theirs from Ilkley, (Michael having last visited Haddenham in November 1941 when he was in the Development Unit, Central Landing Establishment at Ringway!), Ted Hull's from Lasham, David and Peter Underwood's from Milton Keynes, (sadly unable to fly) and finally Edward Scott via the Museum of Army Flying at Middle Wallop in Hampshire (where it is kept hanging from the Museum ceiling!).

The first army pupil to go solo. Sgt. Strathdee (March 1941), being congratulated by his C.O., Squadron Leader Tim Hervey (of L.G.C.)





G.A.L. Hotspur MkI Training Glider on take-off, Haddenham Airfield, September 1941.

This last Kite being camouflaged exactly as per the originals here at Haddenham in 1941 and flown by well known Auster pilot, Mike Somerton-Rayner, looked just like the many pictures of that time that were on show on the airfield This Kite was also accompanied by the Director of the Museum, Michael Hickey, who had earlier arranged a very successful press release to be issued about the celebrations. Joining the Kites were Chris Wills with his beautiful Rhönbussard and two T31s, Ian Steel trailering his from Lasham and Derek Hall bringing his the easy way via aerotow from Leicester just up the railway line. By the time the thermals started at 12.00pm, everyone had arrived and settled down into our launch procedures, the winch and its drivers working flat out to keep the steadily increasing flying list moving. Our two T31s were busy giving rides around the airfield whilst the other gliders were getting used to this corner of Buckinghamshire, Chris Wills doing better than everyone with an 11-minute epic. For several of the Regimental Association visitors this was their first time in a glider since wartime, proving to be much more peaceful than flying into Arnhem for instance, where over half of the Regiment's pilots were either killed or captured. Amongst the Association members were some of the Trust's founders, including Arthur Proctor, our first CFI, and Bob Somerscales and Geoffrey Freeman, two of our original instructors. Arthur was later interviewed on Radio Oxford, whose Chris Phillips arrived with a mobile transmitter to interrupt programmes 'live' during the afternoon. His other interviewee was John Sproule, well known for his involvement in British gliding and amongst other things for his exploits with a glider on board an aircraft carrier, investigating wake turbulence.

As mentioned earlier John was also heavily involved in setting up No.1 GTS here at Haddenham. His too few minutes 'on air' proved extremely interesting! By 7.40pm when the last launch took place, it was possible to judge just how successful a day we'd had. With over 70 visitors flown and 100 launches altogether, (40 by VGC members), we were more than happy, especially as our own daily average is about 40 launches! Derek Head and his T31 were aerotowed back to Bicester at exactly 5.00pm as arranged with the tugpilot earlier that morning, Ian Steel and crew returning to Lasham after sampling the culinary delights of a late evening barbecue! However not all of the VGC gliders returned home that night as Chris Wills and Michael and Tony Maufe stayed to sample the more relaxed, that is normal!, atmosphere on Sunday, both gliders clocking up several hours of soaring. I must end by thanking all of the VGC members who turned up, especially of course, the Kite owners. Also I am sure we wouldn't have been able to fly all of our guests without Derek Head and Ian Steel's help. Chris Wills outdid his reputation for generosity on the Sunday by not flying himself, allowing several instructors to fly his beautiful machine. All in all we are more than happy with the success of our celebration and are glad that everyone who attended, from all the various groups and organisations, seemed to enjoy themselves. I am sure that we won't wait another thirty years to do it again!

Peter Chamberlain.

FRENCH NEWS

Ian Tunstall reports that the French National Rally for old gliders was a great success at Pont Saint Vincent, the former National Centre near Nancy, in the East of France. This was their 7th National Meeting and it took place from the 27th April until the 1st May. During the four-day event, the wind was on the slope and thermals were plentiful. There were six Fauvel flying wings taking part but one of them was damaged on take off. The presence of so many flying wings made the German flying wing experts Dr Nickel from Freiburg in Breisgau, and Heinz Scheidhauer very enthusiastic. Heinz was at 4,500 ft in the AV.22 in so much lift, that he had to find a hole in the sky through which to descend! Heinz Scheidhauer is the legendary Horten flying wing pilot and he seems to have lost none of his ability to fly.

Also present was the GPPA's JS Weihe as well as many other sailplanes including the recently restored C.301S from Paray le Monial.

The 1992 French National Vintage Sailplane Rally is to be flights in several laps (not exceeding 100kms) from Angers to Paray le Monial. (500kms). Vive les grands épreuves! Chris Wills already has entry forms for this exciting event. The rally is to take the form of a "sympathetic ballade" of old gliders rather than a race which is of course in the spirit of Dédale! Leaving Angers, the participants are to fly to Angers via Saumur, Tours, Bourges and Nevers (or via a route more to the South... via Thouars, Le Blanc, Bourges and Nevers).

Only the gliders will score and this will mean that they can be flown by teams of pilots.

Scoring. Goal achieved... 1 points multiplied by a handicap according to the glider.

Goal not achieved. 1 point per km flown multiplied by the glider's handicap. A bonus of "Y" points will be given to gliders which achieve landings on airfields along the courses.

Handicaps for the gliders will be determined according to their performances (max. L/Ds) with an advantage for the two-seaters. The rally will necessitate the hire of a towplane for the five days and it will be necessary for each glider to have a team with towcar and trailer in case of out landings.

The object of the exercise is for each glider to reach the goal irrespective of the time it takes to get there. The organisation for this rally has already started. For the rally to be "serious", there must be at least five old gliders entered. Thus, entries should be received as soon as possible. Late news is that ASPAC at Paray le Monial has just managed to rescue the Sevimia S 20 motorglider from certain burning at Fayence. This aircraft was built by the VMA (Victor Minie Aéronautique) in 1951. The VMA had previously been building French Weihes (30 VMA 200 Milans). The S.20 never seems to have had its pusher motor fitted. ASPAC was able to obtain it from its owner Philippe Esparcieux at Fayence. Both Philippe and the Sevimia were well known at Lasham a few years ago. It had been brought to England then in an effort to gain a permit to fly here as the then situation in France was very bad for it and for other old gliders also. It did fly at Lasham. We are glad to hear that it has another lease of life.

GERMAN NEWS.

Peter Ocker has sent the news that restoration of the famous MU 10 "MILAN" two-seater as a static exhibit for the Deutsches Museum is now finished. As has probably been reported in a previous VGC News, this type was designed by Egon Scheibe of Munich probably as early as 1934. It was the forerunner of the famous MU 13. Flown by Ludwig Karch, it won the 1937 German National Rhön Contest against all comers both single-seaters and two-seaters and was the only two-seater ever to do so. Because of this, it was decided that two-seaters had an unfair advantage and thus in the 1938 and 1939 Rhön Contests, they had to be entered in a separate class. In 1937, the MU 10 also won the ISTUS contest flying across the Alps from Salzburg. In both these contests, the first FVA 10 "Rheinland" came second. After the war, the MU 10 was hidden to avoid destruction but, when gliding was allowed again in Germany in the Spring of 1951, it was brought out again and continued doing flights through the Alps, round the Alps, and over the Alps. Because of this, the aircraft was named "der Bezwunger der Alpen" ("The Conquerer of the Alps) It had not the best flight handling qualities but it did have a very low sinking speed and this stood it in good stead when it was close up against an alpine wall.

DFS 230. The steel tube frame of this Hans Jacobs designed troop carrier was returned to Germany by the French from the plateau of Vercors, where it and others with Gotha 242 had been taking part in a ferocious anti-Maquis operation in 1944. It was presented to comrades of the former Luft Land Geschwader (Gliderborne troops) who have restored it to perfect condition together with a complete instrument panel received from the former DDR. The 800 strong veterans then decided to build its wooden wings. Although they had no drawings, they did have advice from Hans Jacobs and even the wings have now been finished. Despite this achievement, no museum can be found willing to exhibit it, although the Uetersen Luftwaffen Museum is threatening to move to new premises in the East. The veterans have resolved that it should be flown, and an attempt is to be made to obtain an Oskar Ursinus Vereinigung Experimental Permit for it. Should this fail, they will take it to some country where it will be allowed to fly. If not Germany, France, Belgium or England. It is thought that they would need a towplane of at least 650 hp to launch it.

The Kranich 2b-2, D-1680 (almost certainly Mraz built), which we mentioned in VGC News No 73 as being on display in an unknown museum, is, we have been informed by Roland Poehlmann, on display in the "Fliegende Museum Augsberg" resplendent in white paint, back registration and transparent doped fabric. This museum is situated directly at Augsburg-Mühlhausen Airport. They also have an SG. 38 on display, and the following aeroplanes: Rapide, MS 505 "Storch", Harvard, Klemm Kl 35D, Sokol, Luscombe, Bleriot, Stampe, Fokker triplane, Pitts Special, ME 108 "Taifun", ME 109 G-6, Boeing Stearman, Fiat G 91, F-104 Starfighter, Il 18, TU 134, Super Cub, AN 2, Grunau Baby, FW 44 "Stieglitz", Mig 15, Mig 17, MS 733 Halcyon, Tiger Moth. This museum is unlike almost all other museums in Germany as it intends to fly aircraft on every second weekend, or on every third weekend, should bad weather prevent the former. This museum is thus like the British Shuttleworth Trust. Address is: Flughafenstrasse 3, D-8000 Augsburg. Tel: 0821-17 18-63. and 0821-70 10 10.

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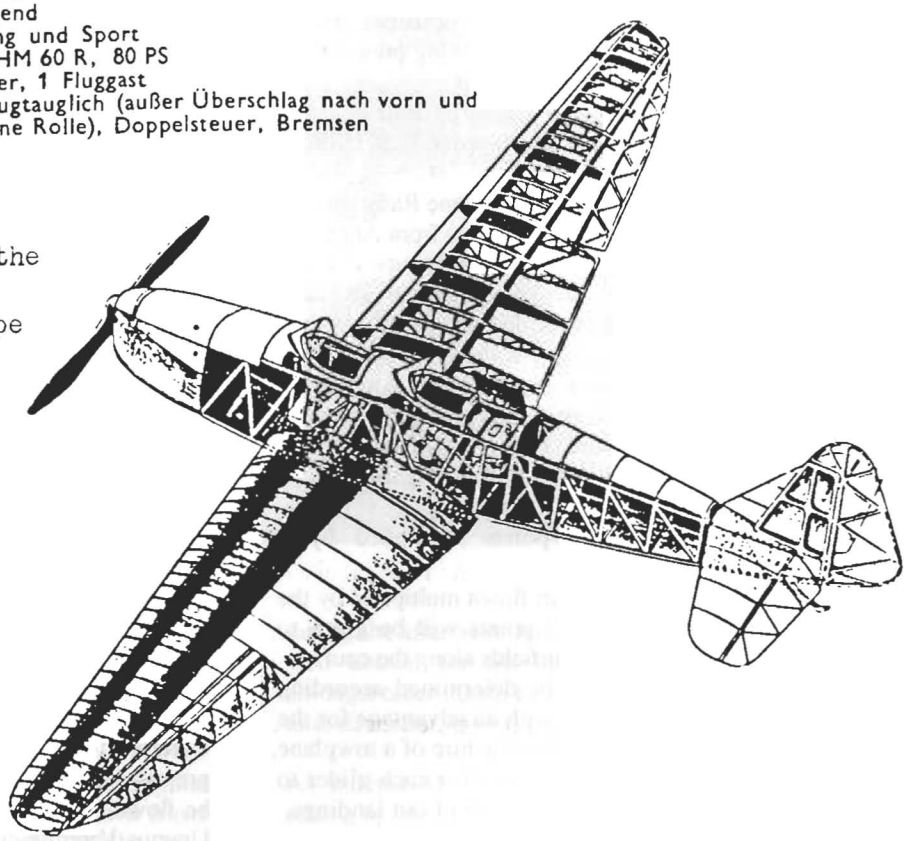
Projekt KLEMM 25D

Ein Schleppflugzeug für den OSC Wasserkuppe

Hersteller: Klemm
Baumuster: Kl 25 D
Bauform: Tiefdecker
Bauart: freitragend
Verwendungszweck: Schulung und Sport
Motor: Hirth HM 60 R, 80 PS
Besatzung: 1 Führer, 1 Fluggast
Besondere Merkmale: kunstflugtauglich (außer Überschlag nach vorn und gerissene Rolle), Doppelsteuer, Bremsen

Under the leadership of Josef Kurz, members of the Oldtimer Club Wasserkuppe have built this Klemm 25D which is powered by a 105 hp. Hirth engine.

The aircraft is being flown under an Oskar Ursinus Vereinigung Cof A and is to be a towplane for the OSC Wasserkuppe's gliders.



Abmessungen:

Spannweite	13,00 m
Länge, gr.	7,50 m
Höhe, gr.	2,05 m
Radspur	1,34 m
Bereifungsart	Niederdruck
Reifengröße	465×165 mm
Radbremse	ja
Inhalt des Kraftstoffbehälters	90 l
Inhalt des Schmierstoffbehälters	5,5 l

Flächeninhalte:

Tragfläche mit Querruder	20,00 m²
Querruder, ges.	2,75 m²
Landeklappen, ges.	0 m²
Höhenflosse	1,69 m²
Höhenruder	1,08 m²
Höhenleitwerk	2,77 m²
Seitenflosse	0,55 m²
Seitenruder	0,70 m²
Seitenleitwerk	1,25 m²
Tragflächenumriß	elliptisch
V-Form	3,0°
Pfeil-Form	2,2°
Bruchlastvielfaches	S 4 K = 7.30 P 3 =
Wurzeltiefe	2,00 m
mittl. Flächentiefe	1,66 m
Endtiefe	1,10 m
Flügelstreckung	8,45
Trapezverhältnis	1,82

Gewichte:

	S 4 K	P 3
Rüstgewicht	420	420 kg
Zuladung	230	300 kg
Fluggewicht	650	720 kg
Zuladung/Rüstgew.	0,55 bzw.	0,71

Luftschraube:

Bauart	Starrschraube
Antrieb	direkt
Durchmesser	1,95 m
Blattzahl	2
Baustoff	Holz
Drehsinn	rechts
Schraubenfläche	3,00 m²

Abmessungen des zusammengeklappten Flugzeuges:

Länge, gr.	7,60 m
Breite, gr.	1,45 m
Höhe, gr.	2,05 m

Baustoffe:

Tragwerk: Holzgerippe, sperrholzbeplankt und stoffbespannt
Rumpfwerk: Holzgerüst, sperrholzbeplankt
Leitwerk: Holzgerippe, Flossen sperrholzbeplankt, Ruder stoffbespannt

Leistungen (Fluggew. 650 kg):

Flugdauer	4,5 h
Flugweite	650 km
Kraftstoffverbrauch	14 l/100 km
Schmierstoffverbrauch	0,1 l/100 km
Höchstgeschwindigkeit	160 km/h
Reisegeschwindigkeit	140 km/h
Landegeschwindigkeit	60 km/h
Startstrecke	120 m
Landestrecke	100 m
Dienstgipfelhöhe	4800 m
Steigzeiten auf 1000 m	5,8 min
Dienstgipfelhöhe	40,0 min
Steiggeschwindigkeit in Bodennähe	3,2 m/s
Flächenbelastung	32,50 kg/m²
Leistungsbelastung	8,00 kg/PS
Flächenleistung	4,00 PS/m²
Schraubenflächenleistung	26,65 PS/m²

HANNS KLEMM FLUGZEUGBAU
Leichtflugzeugbau KLEMM G. m. b. H.



Mraz-built Kranich 2-b-2 from Jugoslavia in the Augsburg Museum. This one may fly again.

Roland Poehlmann mentions another not so well known aviation museum in Germany. This is the "Internationales Luftfahrt Museum Manfred Pflumm" at the Villingen-Schwenningen Airfield, half way between Stuttgart and Lake Constance. Gliders there: Grunau Baby D-9209 and SG.38 D-7033. The SG.38 bungee launch courses organised by the Oldtimer Gliding Club Wasserkuppe did go off successfully. Although the new bungee rope bought from England suddenly split its sheathing, it was able to give (we believe) an incredible 450 launches. Our member Peter Ocker did have one of these launches (if not more than one).

There is still a spirit to build more oldtimer gliders new in Germany. These are mostly to be built by the older generation. We are very excited about these projects and can't wait to welcome them at our rallies.

Aero 91

Every year, this massive Air Fair takes place at Friedrichshaven on Lake Constance. This year it was dedicated to 100 years of Man's Flight, the first man to have achieved controlled flight being Otto Lilienthal. There was more than one replica of Lilienthal's gliders displayed close to the latest Nimbus, thus revealing the progress made in glider design in 100 years.

This year the Fair was held at the end of March. From the point of vintage gliders displayed, the fair has for long been a Germano-Swiss occasion, the Swiss presumably bringing their gliders over Lake Constance on the ferry (much used by vintage club members this summer) from Romanshorn to Friedrichshaven. The prewar designed gliders on display were: SG.38. Grunau Baby, Hütter H.28-2, Minimoa 36 HA-282 (from the German Gliding Museum on the Wasserkuppe. Presumably, this will be the last time it will be seen outside the museum?), the Wasserkuppe Museum's Rhönsperber, Goevier 3, Weihe, Meise-D-1420 (This is Jörg Ziller's airworthy Meise which every year becomes more and more like the original prototype.) Spalinger S.19 HB-225 airworthy and belonging to Hugo and Werni Roth, the Spyr 5 HB-369, also airworthy, belonging to Hugo and Werni Roth. The immediate postwar generation was well represented by Ka 1, Doppelraab, Spatz, Zugvogel 1, D-8773, AV. 36, Austrian MG 19B OE-0396, etc. The fair is essentially a static exhibition of aeroplanes and gliders and things to do with the air.

At the end of August was the famous Hahnweide Air Display which takes place every two years. This is anything but a static display with so many vintage aeroplanes and gliders taking part that it rivals OSHKOSH in the USA.

Air Days have always been popular in Germany and there are now more and more calls for vintage gliders to take part in them.

Horten News

We have recently heard that an Italian firm near Bologna is putting into production a microlight called the PUL 9 which has definite Horten influence. This a pusher powered single-seater, which claims a speed range far superior to that of any other microlight. (Powered by a Rotax 447, it has a stall speed of 55 kph (35 mph) and a top speed of 225 kph (140 mph). Empty weight is 160 kgs (352lb!!). It has a composite wing, strengthened with steel tubing with a span of 9 metres. Main spars are of carbon fibre. If what is claimed for it is true and the aircraft has no unpleasant habits, then a significant stride has been made towards producing a microlight slippery enough to out perform many conventional single engined aircraft. Richard Meredith-Hardy, the World Champion of the microlight world, is very excited by this design. We had thought that it was a further derivative of the Horten 1, but now we are not sure. It is certainly built with modern materials, and so it can hardly be accepted as vintage. (Marketed by Nike Aeronautica, which is now intending to bring out a two-seater version and one with a retracting undercarriage. The design is claimed to be completely stable, except for a tendency to yaw in strong roll reversals, a natural trade-off for the absence of any vertical surfaces. The control system is ingeniously clever with only three moving parts apart from the ailerons themselves. Details from "The Flyer" June 1991.

Perhaps more exciting for us is the news that a Pianifero 3 has been built in Australia, in Sydney. Our member Ray Ash has been to investigate it. It seems that Bill Moyes has had this built by two German aeromodellers and has been flying it for over a year from motorboat tows off Bondi Beach!



Spalinger S-19 belonging to Hugo and Werner Roth. (Photo: Ian Tunstall)

The story seems to have started with two German aeromodellers winning an important International contest with a Horten model. Reimar Horten in the Argentine was so impressed by this that he sent them the drawings of his latest design, the Pianifero 3.

As the two aeromodellers could not afford to build it, Bill Moyes invited them, and paid for them, to build it in his Sydney workshop. This they did in six months and then they returned home.

Unfortunately the aircraft has no yaw control (although the Pianifero 3 had) and so only very wide turns have been achieved.

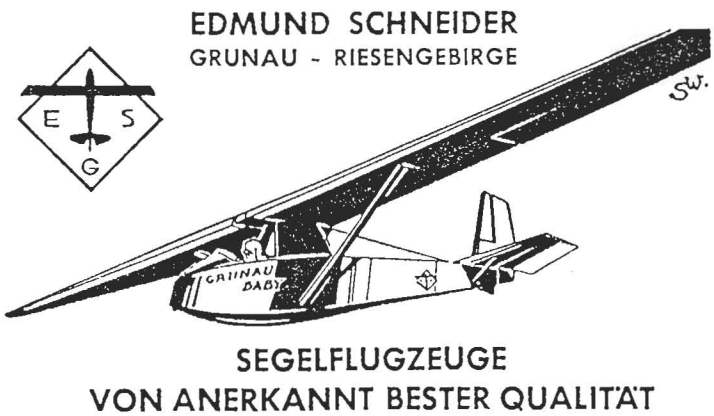
So Ray Ash has suggested the installation of wingtip drag spoilers. Its performance has already revealed itself as being very high. (Bill Moyes suggesting that its max. L/D may be as high as 1:30, which from a 15m. span Horten is sensational) After modification, it is intended to take it to a site inland to aerotow it behind a special microlight towplane which Bill Moyes has designed and built. It will then be tested in thermal flight. Bill Moyes has had a sensational microlight career and has even descended from Mt. Kilimanjiro with one. (The television film "The Birdmen of Mt. Kilimanjiro). So, if anyone can make the Pianifero 3 work, he will.

However, once again, although the Horten influence is there, modern materials (aircraft approved?) have almost certainly been used with modifications, and so we don't know whether we can call this one vintage. Bill Moyes' address is: 475 Bronte Road, Sydney 4020, Australia. Because of his non-stop lifestyle, he has no time to answer letters. We thank Ray Ash for sending us information on the Australian "Pianifero 3".

For some years, Reimar Horten has refused to send out drawings of any of his designs unless they have been first successfully test flown.

Thus, we are left with the Horten 4 as the only possibility, We badly need just one practical Horten sailplane design and one from the old days, (The Horten 14?) which we can call vintage, to build. Let us hope that now he has helped the microlight movement world, he will also feel inclined to help the gliding movement (in particular the vintage gliding movement) as well.

There is a move to restore the Horten 4A LA-AD (the fourth and last of the Horten 4As). We are told that the drawings and calculations (restressing?) for this will take eight years, but the building of a new Horten 4A would only



take two years. We can not understand why the drawings and restressing would take that long. We cannot believe that this took so long in 1941, when the Horten 4 prototype was built in a hangar on the East Prussian airfield of Koenigsberg Neuhaus in 1941 by personnel of a troop-carrying glider unit who had nothing better to do.

While LA-AD is to be restored as a static exhibit for the Deutsches Museum, Munich, it hoped also that another one will be built for flying!

LA-AD had been rescued from the Americans in 1945 by an RAF AC 2, who told them that it was incomplete and even broken as it had no tail!

It was this machine that underwent C of G launch tests at the BAFO club at Oerlinghausen flown by Jock Forbes and Heinz Scheidhauer (unofficially). Both cable release hooks were installed under the main wing spars either side of the centre section. LA-AD then had winch launches as high as those ever achieved by other gliders. LA-AD was the second Horten 4A to fall into British hands, the other one being LA-AC. This was brought to the RAE Farnborough via Sq. Ldr. Robert Kronfeld. It was sold for £1,000 to a Hollis Button in the USA in May 1950 and it is now the property of the Planes of Fame Museum (Ed. Maloney). LA-AC is currently without its metal wingtips and elevons. It has its centre section much modified by the Mississippi State College.

ITALY

We are very glad to learn that our Italian member Carlo Antonio Zorzoli, who has attended our last year's International and this year's Rendez-Vous Rally with his "Uribel", has since last year owned a 1942 Italian designed C.V.V.6. "Canguro". Unfortunately, its wings and fuselage may have been built in different factories as its wings do not fit its fuselage. Its wing span is 19.20m. and it has a max. L/D of 1:30. Its empty weight is quoted as being 280 kgs. (616lb) When restored, it will be a worthy representative of the oldtime Italian glider fleet.

LETTERS

From Harold Holdsworth dated Sunday the 28th of July 1991.

Dear C. Because of your suggestion to Ray Ash of New South Wales, Australia; I have received an extremely interesting letter from him. Thank you very much.

Ray tells me that he has completely rebuilt an old Dickson open primary, and, by coincidence, has used most of the modifications that I would have liked to use 60 years ago, and never got round to it. Because of our experiences and that of Martin Simons, it is now quite obvious that the magazine "Flight" prepared ALL the type and the printing blocks for the entire machine, before one had been built. I happen to possess a few of those old copies of "Flight" ... very nostalgic. From those dates, the design of the Dickson must be the oldest in the country intended to be made in quantity, leading the Lowe Wylde machines by several weeks. Incidentally, the BAC 2 with struts was quite unsuitable for an absolute beginner who had never been in to the air before. The number of broken struts and/or wing spars must have been considerable when the student stalled and dropped the machine from a few feet. The Dagling with its shear pins in the landing wires was far superior in that respect.

The people at the Glider Museum at Elmira (NY) were fascinated by my explanation of exactly why wing struts are undesirable in an open primary and passed on my letter to Mr Paul Schweizer, who, with his two brothers, had built an original open primary with built up wing struts in 1930 and had just built and flown a replica of their first machine. Paul was equally pleased and sent me a private letter of thanks along with a copy of "Soaring" Dec. 89 which was given over almost entirely to the history of the Schweizer Aircraft Corporation.

The brothers claim that they had never seen a real glider, only photographs. It bears a remarkable resemblance to a Hols der Teufel without its nacelle and cut down wing span.

Paul did admit that they flew their first Primary very little



Livia, Antonio Carlo Zorzoli and Jean-Jaques. (Photo: C.Wills)

before moving on to more advanced types. What became of it is not revealed. It would appear that dual instruction on gliders was taken up much earlier in the US, than here.

Since my last letter to you, I have been presented with photocopies of the Log Book of Dudley Hiscox's Hols der Teufel when new. Apparently, it was German and was built by Alex. Schleicher, Poppenhausen, Rhön. and was not homebuilt as I had been led to believe. Humble apologies about that. The log book makes astonishing reading. Either Hiscox lent the machine to club members, or was incredibly lucky with helpers, as, between 21. 6. 31 and 3. 10. 31, the machine flew 32 times... mostly hops. That was more than I managed in two years!!!

My wife Grace has been in intensive care in hospital with heart trouble but is now convalescing at home. Recovery is very slow but life is much better having her at home, even if letter writing has to take second place.

On the 13th of June 1991, after 14´ years, building, Don Gifbin telephoned from Ontario to say that his Chilton had flown at last with a paid test pilot. He promised more later.

All good wishes, Harold.

Flat 9, Droveroad House, Bowling Old Lane, Bradford 5, West Yorks BD5 7BW. Tel: 0274-736961.

We thank Harold for his letter and send wishes for his wife's recovery.

Postscript of the Saga of the Yorkshire Club's Hols der Teufel. from: **Jim Robson**, 6 Ashbrooke Mount, Sunderland SR2 7SD.

On the 30th July 1939, I obtained my "C" (No. 995) on the Yorkshire Club's Hols; ridge soaring at Sutton Bank, after a launch from Ramsey MacDonald's famous aluminium bodied Rolls Royce. Immediately afterwards, another Sunderland Branch member completed his "C" time, but, coming back along the ridge, he incautiously edged in towards the small landing area. Then, with the port wing "in lift", and the starboard wing "out of lift", he spun in on the wrong side of the dyke (lifting!) necessitating a fairly lengthy repair to the Hols by Harold Holdsworth.

After the war, I was demobbed from the R.A.F. and took over the A.T.C. No. 31 Gliding School at Usworth. We had a mixed bag of gliders – a Falcon 3, which I used for giving dual, Kadets for solo work by the boys and the Yorkshire Hols as a "perk" for the instructors. The other perks included a Gull 1, Gull 2 and King Kite at various times. My last Hols flights were on May 4th 1946 and these consisted of 4 – 5 minute circuits.

Some time later, the Yorkshire Club was starting up again and a deputation came to No.31 to see if we'd any spare gliders. It so happened that I had just received an A.M. directive from 64 Group, York, stating that "all non-standard gliders were to be reduced to produce". I was of the opinion that £25 in the boys' Welfare Fund seemed more sensible than breaking up the Hols, so a deal was done. There was consternation at Group! Why had I sold Service property without putting it up for tender? As an unpaid voluntary C.F.I. and C.O., I sent an appropriate reply, and nothing more was heard.

The Newcastle Club started operating again, with the Hols, from a field near Cramlington, before moving down to the Ingleby Greenhow area. I am afraid therefore that I do not know what happened eventually to the Hols.

If the financial transactions of those days raises an eyebrow, I could add that in 1938, the Sunderland Branch of the Y.G.C. bought a 30 hp Buick Saloon from Messrs. Binns Ltd. for £5. It had been their demonstration model. We fitted a cable drum on the rear wheel and used it for winching on our Whitburn field until October 1939, when the police stopped our gliding activities. Later, we sold it to the Scottish Gliding Union for £25! Happy days!

From **Leto Martin**. P. O. Box 973, 20080 San Sebastian, Spain. 11. 7. 91.

In No. 64 of V.G.C. News, page 3, Barry Smith says that he has L-Spatz, Werk Nr.1. I was very surprised reading about it, as I have seen an L-Spatz with the very same Werk Nr. in Huesca, Spain. The aircraft's registration is EC-DMB at the "Club de Vuelo sin Motor Nimbus". The original German work number and registration was "Muster-L-Spatz, Werk Nr. 1, D-3578". Here is a photo of it with a very pretty française (Glider Pilot) at Mora de Toledo, Spain.

Leto continues in French "since my last news of this machine, I have heard that it has had an accident without injury to the pilot. I don't know how badly damaged the machine is."

NAMIBIA (South West Africa.)

We are very pleased to have received this news from SW Africa. An Olympia 460/463 C/N 016 has just been restored. It is owned by John M. Smith of Durban, South Africa. Registration: ZS-GEV.

Also a wartime built German "Meise" was 85% restored some months ago. It was bought before restoration in SW Africa for £200. Its restorer is Colin Stevens and its owner, Andre Gouws. An aluminium plate on its fuselage bears the following inscription:

D-7116, MUNSTER 70 OLY M, WERKNR. 4.

Its wings do not appear to be a pair. If any of our members can shed light on this aircraft, we, and its owner would be grateful. There are not many of the 601 Meises built by Schmetz and of the 25 built by Schleichers still existing. Another is privately owned at the Cornish Gliding Club at Perranporth.

The D-7116 is a post 1951 German registration. 108-70 was the Reichs Luftfahrt Ministerium's code for a Meise.

We wonder if a firm at Münster had been subcontracted to build some of the 601 Meises built by Schmetz at Herzogenrath near Aachen? Should the word MUNSTER read MUSTER (= TYPE)? Perhaps the postwar registration gives us the clue that this Meise was in fact built after the war? It would be very interesting for us to learn whether other firms beside Schmetz and Schleichers were building Meises during the war. If so, then the quantity of Meises built during wartime in Germany may have been higher than 626!



OBITUARIES

Thoby Fisher. We are very sad to have to report the death of Thoby in Bristol after a short severe illness on the 22nd of June. Thoby had started gliding as a teenager in 1936, but he had already been interested in the sport before this, probably due to his sister marrying Philip Wills. Thoby had an interest in design and invention and already worked for Slingsby Sailplanes in 1935. There he was instructed to redesign the Grunau Baby which was already being built there under licence from Grunau in Silesia.

The result was the Kite 1. This beautiful little sailplane revealed his artistic flair but was rather more expensive to build than the Grunau. (Grunau Baby £144. Kite 1 – £165, Gull 1 – £177). Nevertheless, as the firm of Slingsbys Type 6, it was the most built sailplane of any consequence built in Britain before the war, no less than 25 having been built. Because there were so many of them, when most gliders in Britain were impressed by the military in 1940, some of the Kite 1s found themselves at Haddenham Thame in 1941, 50 years ago this year, to train the nucleus of the British Glider Pilots, Regiment. Sir Winston Churchill saw them and was very impressed. Those present still today are not convinced that Winston did not think that Thoby's Kite 1s were going to be sent into battle with the enemy.

It was such a fine little sailplane that we have five out of six of them still airworthy in Britain while another exists in South Africa and another in the USA.

I remember Thoby saying that he worked at Slingsbys for little pay, but that he would have worked for them for nothing if he had been asked. I remember Mrs Slingsby saying that her husband Fred had told her that Thoby was clever... very, very clever.

At that time, Thoby obtained the Diploma of the Airspeed Aeronautical College and so he could only work at Slingsbys intermittently.

In 1937, Thoby went to the First International Contest as part of the British Team, and, as such, he helped retrieve the British designed sailplane "Hjordis" which his brother-in-law Philip Wills was flying. At that time, when there had only been gliding in Britain for seven years, British sailplanes did not have any drag devices to facilitate landings. The Hjordis had gone all the way across a field to end up half in a stream. In fact its pilot could only keep it out of the water by sitting on its rear fuselage. The situation was saved by the sudden appearance of Thoby leading two oxen which he had found nearby already harnessed. They retrieved the Hjordis from the stream and the field. He then designed and partially built his own sailplane, the ARUN, but this was dragged out of a hut at Dunstable and burnt after the war.

In 1939, Thoby had helped with the designing of the high performance Gull 2 side-by-side two-seater sailplane with a three-piece wing. This might have well have been, but for the war, the best side-by-side seated, high performance two-seater sailplane in the world, as no other country had a similar sailplane in production. Like so many other sailplanes, it was no longer possible to build it after the war because of production costs. In 1940, aged only 23, he joined Rubery Owen Messier in the experimental dept. as Chief Test Engineer. Two years later the Ministry of Aircraft Production, recognising his talent, appointed him to the Aeroplane and Armament Experimental Establishment at Boscombe Down. Employed principally on aircraft handling and performance measurement, he coordinated research and development activities, initially on the Hurricane and later on the Spitfire, Mosquito and Warwick. He later helped investigate captured enemy aircraft. After the war, he joined British Messier as Chief Stressman, moving in 1955 to Bristol Aerojet as Chief Technician. There, displaying an extensive grasp of rocket design and overall knowledge of such associated matters as stress analysis of rocket motors, he achieved a reputation as the acknowledged British expert on synoptic rocket design. His skill and imagination bore fruit in the introduction of Bristol Aerojet's meteorological sounding vehicles, Skua and Petrel.

After 1946, he was one of the first to buy, with partners, an Eon Olympia, which he flew with success in the 1949 National Contest. Then this was sold and replaced with a Kite 2. There was no market for such a sailplane because of production of other similar types, and moreover, Kite 2s had a reputation for spinning However, it was cheap to buy and Thoby found that by slightly modifying its wing tips with washout, it would have acceptable flight handling. This became known as the "Copper Kettle" because of its copper colour.

And now we come to another part of Thoby's character... generosity and kindness. Because of the problems of rigging and flying a sailplane on your own and because there are no hangars for privately owned gliders, Thoby decided to lend his sailplane to his club, providing that they would insure it, maintain and repair it and give it shelter in their hangar rigged. The club members would fly it, on condition that they would let him fly it when he was there. It was only necessary that it should be a robust glider.

Finally, the inevitable happened. An inexperienced club member spun it in and destroyed it. The "Copper Kettle", now restored and painted orange and white, was no more. The Club, with lack of sensitivity, mounted the rear fuselage and tail surfaces of his Kite 2 as a trophy over their bar and Thoby would not go there any more in case he saw the last bits of his glider.

Then Thoby was able to buy a 1950s German-built Olympia Meise. This had been hand made and was the type designed for the 1940 Olympic Games, in which competitors from every country would fly. In the Greek sense of the word, the Olympia was perfect in line and also flight handling. So perfect, that Thoby thought that it was not exciting enough and, because of that, he bought a British version and resolved to try to turn it into an ornithopter. "It has never been done before... but it might just work", he recently told me. This project is at this moment almost ready for final assembly, and some person or organisation will have to be found to take it to fruition. It was to be a final exercise for his engineering and design ability.

Then, there was the King Kite. This had been designed in 1936 by Peter Shaw, a Mechanical Engineering Honours Graduate from Cambridge, who had never worked on aircraft before. However, he made a brilliant job of it, and it was through no fault of his that the first three prototypes had problems through spinning. Although the British Gliding Association's Technical Committee has no information on prewar sailplanes, its drawings did exist and David Jones decided to build a new one in his living room in Coventry after Thoby and he had agreed on modifications, which included the moving of its C. of G. further aft and the use of a new German wing profile. Thoby had helped make its fittings

near Bristol. Thoby's Stress analysis was co complete and so professional that it was accepted by the BGA Technical Committee without question. "What did they expect of me. That was my job." said Thoby. All his services had been given free.

The new King Kite has proved itself to be so good that it may be one of the best wooden gliders ever designed. If the originals in 1936 had been anything like so good, they would have been among the best gliders in the world.

Thoby was born on August 19th 1917. He never knew his father who, as an officer in the Royal Artillery, especially supervising the bringing up of supplies with mules, was invalided back from the Western Front, to die on Easter Day 1918. He had been an architect in peacetime and thus had some mathematical ability. It was because of this that he was put into the R.A. He passed on his mathematical ability to Thoby.

Thoby was an excellent family man and was the first at their bedsides if they were ill. His brother, Mark, received a Military Cross at Dunkirk although severely wounded. He later led his troops through Italy via Monte Cassino. It was in North Italy, when the war seemed to be going on for ever, and the Alps were still before them, that Mark saw a jeep coming towards him through the snow and slush. Someone in the jeep shouted his name, brandishing a packet. In the packet incredibly was a bottle of brandy sent to him by Thoby in England!!! Thoby often took part in our National and International Rallies with his Meise and frequently added colour and excitement to the proceedings. He has many foreign friends who will have good memories of him. We all have treasured memories of him and we send sympathies to those who grieve and especially to his wife Jo who looked after him during his illness with great courage.

If we all meet our final destinies with such dignity and bravery, we shall be among the greatest heroes.

George Scarborough. George died through heart attack after severe exercise during the last week of July. He had been Chief Instructor of the London GC after the war, and then, of the Booker Gliding Club at Wycombe Air Park. He later became power flying instructor at the Wycombe Air Centre. George's whole life had been with gliders as his father had been taken on at Slingsbys at Scarborough as one of his first workers. He had been a skilled woodworker, originally having been a boat builder.

We send sympathies to his family and all his friends.

Herbert Seegers. Herbert has died after a severe illness at the age of 70 on 26th April 1991. He had been a professional cabinet maker and this would have made him very popular at an old time gliding club.

He had been gliding in a Deutscher Luftsport Verband Group in 1936 when Rhönbussards had been the best sailplanes in the Group. He often came with his wife and son Ulli to our International Rallies where he renewed acquaintances with old gliders in the air and on the ground. We are glad that his son Ulli is carrying on his love for gliding with us in the VGC.

We send our sincere sympathies to his wife Ilse, and to his children, Monika, Ulrich and Volker.

BLIND LANDING IN PAVULLO NEL FRIGANO

At the Luzern Aero Club, they had no ideas and had never heard of Pavullo, and at the AIS at Zurich Kloten, the nice people there could only give us the slightest information after much questioning.

This was all we had, until our aeromodeller friend Frederick Fischer told us of "his" Pavullo and made us enthusiastic to visit the place.

He himself had discovered Pavullo during his investigations into the Italian/Swiss sailplane designer and builder Teichfuss who worked and lived in the area and is buried in its cemetery.

This little information encouraged us to visit the area in the hills West of Modena first in the autumn of 1990. And then we were convinced! The hospitality and heartfelt cordiality with which we were received simply could not have been greater.

Thus, we had no difficulty in deciding to organise our next oldtimer glider expedition to Italy.

We started the considerable preparations on May 26th 1991 with Postbus, Castel C 25S (half the Castel was in the bus, and the other half on a tubular chassis trailer!) and the many other utensils.

PAVULLO NEL FRIGANO. This is what this little town is actually called. The journey was long (600kms), the rests short, the weather conditions – hot, the navigation (yes, don't go via Sassuolo) thanks to our translator, Ruth, relatively simple.

We accomplished it without accident and the champagne in our refrigerator was duly served!

The welcome from our Italian friends was again heartfelt and we felt at once at home.

Our camp was quickly set up. Only Hugo's tent offered some complications. He read us the instructions and we managed to get it up without mistakes, in spite of headaches.

A wonderful evening meal with local specialities, organised by our friends, crowned what had been a stressful day.

Our towpilot, Hans-Dieter Grandi, flew in on the next day from Modena. It was midday and our Oldtimers were almost ready. Then, things started to happen. The tow, low over Pavullo, to definitely register with the inhabitants that we had arrived. Tattered thermals over the surrounding hills. Yes, don't release too early as there are very few outlanding possibilities.

The Morane towed us valiantly to 700 metres over the field and there was the lift. Hugo's goal is Monte Cimone which, with its over 2,000 metres peak, is the highest mountain in the area.

In my rear seat, it was becoming definitely cool and I tried to put on a windcheater. Hugo thought I was behaving like an angel!

To my sorrow, the thermals in the sun were minus degrees Centigrade. The Castel with Fips and Werni was lost from our view and we rounded with sublime contentment the Cimone summit.

The next days unfortunately brought us thunderstorms with rain showers from early afternoon. And so happened the famous "blind landing". Hugo was flying P.1. in the left-hand seat and I was with him in the right-hand seat. For information, the Castel flies very well. It is only rather dubious in the cockpit, owing to missing side windows. (There is a huge gap).

While slipping in during final approach, my thermal hat blew off straight into Hugo's face, covering it completely! The poor chap was very busy with both hands (on stick and air brakes) and had to fly blind towards the very close landing area. With a determined grab at his nose, I managed to free the pilot from his unfortunate predicament and Hugo managed to make a perfect landing!

The next flights in our two-seaters were fully booked up. Our hosts all wanted to fly. Lorenzo, Hans-Dieter, Luciano, Robert and everyone else who could, came to add to their experience. Robert was somewhat pale, his friend froze in the Castel as he was clad only in a T-shirt, but neither ever complained! So the week passed all too quickly. Excursions by car to Florence, and by tandem to Monte Cuccolo rounded off our programme. Werni searched for rare flowers, and Fips satisfied a desire to obtain a scarf. It would at least serve him well during Castel approaches.

From the culinary point of view, we were really spoilt. One evening, our friends from Modena visited us and brought meat, bread and wine in large quantities. UL pilots brought, with their delta planes, wine into the camp and invited us to go with them on aerial excursions. As a high point, our friends from the Pavullo Aero Club invited us to a supper in a restaurant. Our friend Roberto Gianaroli organised for us a wonderful round table and our pianist Frederic Fischer entertained us musically. We were presented with an engraved plate as a souvenir of our visit and we thanked them with Swiss Glider Pilots' wine and a photo album.

All in all, our visit to Pavullo was a tremendous experience for us all. We have made many new friends. We wish to thank our many Italian friends from our hearts very, very much, especially Robert Gianerolli and the Signor Commandante of Pavullo Airport for their hospitality. Heartfelt thanks go also to Hans-Dieter Grandi and his representative Luciano from Modena for their aerotows.

There is still much more to tell about our experiences, but one thing is certain. It will not be the last time that we shall visit Pavullo nel Frigano!

Members of the Swiss expedition. Werner Roth, Hugo and Ursula Roth, Fips Rothenbuehler, Cheesli and Ruth Renz.

Translated by C. Wills.



Spyr 5 landing at Pavullo. (Photo: Werner Roth)



Werner, Cheesli and Fips. (Photo: Ian Tunstall)

POLAND

A letter has been received from Jochen Kruse who has together with Bjarne Reier and their respective SG. 38 and Grunau 9, visited the ancient site of Grunau (now known as Jesow in Poland) for a flying meeting which took place from May 31st until June 2nd this year.

"Did Bjarne Reier from Norway tell you that we went to Grunau (Jesow Sudecki) and were bungee launched down towards the town of Hirschberg (Jelenia Gora) (in both languages – Polish and German, it means Stag Mountain). It was really a very, very great feeling for me to glide down from a really historic hill, that hill of Hanna Reitsch, Wolf Hirth, Edmund Schneider and many others. Bjarne was at least as proud as I to have flown again from the historic site, where he learned to fly in 1935. He was about 17 years old when he travelled from Norway to Hamburg by train. There, he bought a bicycle and rode it to Grunau, about 650kms, to learn to fly gliders like his Grunau 9, which he finally built again in 1986 or was it 1988? It was one of his dreams, which has come true, to fly again one at Grunau. The weather was fine from May 31st – June 2nd and we enjoyed the occasion very much. I am enclosing two photographs. One shows Bjarne sitting beside the right wing of his Grunau 9 with my SG.38 behind. In the background, to the East, is a towplane and a two-seater on top of the Grunau Plateau. This is a very small area and in previous times, only Fieseler Storchs could land and take off from there. Today, the famous Antonov 2 biplanes can operate there taking 12-14 passengers on sight seeing trips. It is astonishing how this big biplane can take off and land in less than 600 yards. There were about 70 people present from Germany, mainly old pilots, and also Polish pilots and a lot of young people. On the Saturday and Sunday, many Polish families with more than a lot of children came from the villages and the town of Jelenia Gora (Hirschberg). The atmosphere was quite friendly, although one German did not behave quite as well as I and Bjarne had expected him to behave.

My old Polish friend ADAM ZIENTEK, who is 71 years old, arrived from Bielsko-Biala, and I gave him the honour to fly my SG.38 first. (but behind Bjarne on his Grunau 9, who definitely insisted on being launched first.). You can see the Grunau 9 in one photograph far behind the seat of my SG.38 which is below on the landing meadow. [This photo reveals the town of Hirschberg and, further on the horizon, the "Schneekoppe mountain" on the top of which the teenaged Hanna Reitsch once landed a Grunau Baby 2, much to the consternation of her instructor Wolf Hirth.

The Schneekoppe is in the foothills of the Riesengebirge (Giant Mountains) from which is formed the Moazagotl, the huge wave cloud. CW.] I would like to fly again there with an international group of young people to show that we can live together in harmony to overcome the past. "

Jochen is still trying to get his Condor 4 repaired and has contacts with expert woodworkers in Grunau, Bielsko Biawa, and Leszno, but so far none of them have said that they can definitely repair it. Time will tell. They may be able to help him one day. He would like to establish contacts in Czechoslovakia or Hungary who would be able to repair his Condor but, so far, he does not have contacts in these countries. His address is: Jochen Kruse, Ortbrook 23B, 2080 Uetersen, Germany.

Sensible offers to repair his Condor 4 would be gladly received.



Jochen Kruse on his S.G. 38. (Photo: Jochen Kruse at Interwössen 1989)

SLINGSBY SKY T34

1954 Good condition (recovered 1990). Oxygen, T&S, Headlight! Parachute, Aluminium Trailer.

This superb scratching machine is now for sale. Over the past summer it has helped attain Silver height and duration, a 100Km triangle, and a 150Km O/R. Stay up while others are putting theirs away!

£4600

For further details please contact:
Noel McLaughlin on (0733) 69294 (Peterborough). evenings.



Above: On Grunau Hill looking south to Jelenia Gora (Hirschberg). (Photo: Jochen Kruse)

Below: On Grunau Hill. Bjarne Reier and his Grunau 9, Jochen Kruse's S.G. 38 behind, looking east. (Photo: Jochen Kruse)



FOR SALE

Piper PA 18-150 Super Cub with two sets towing gear (1 automatic, 1 standard), good A/c with super engine, over 1000hrs to next overhaul, new C. of A., German register, ideal for towing Vintage Gliders. £17,900. Contact R. Fehlhaber, Hauptstraße 14, W-5401 DOERTH, Germany. Tel: ++49 6747 8311, Fax: ++49 6747 6080.

Mucha 100, HB-647 Fully instrumented with radio AR 1301, Built in 1959. This is the forerunner of the Mucha Standard. Offers to: Peter Leist – Tel: Switzerland (0)53 244415.

Oxygen apparatus from the late Hans Meyer's Weihe. Two oxygen bottles, Oxygen regulator and mask with plumbing. 200 DM. Flugsport Vereinigung Waechtersberg e. V. 7277 Wildberg, Germany.

AN66. This a modern Elfe glider which was flown twice in world championships by the legendary Hans Nietlispach. Max. L/D: I:42. 18 m span. Brake parachute. 411 hours. 107 flights. Fabric covered trailer. Offers to Maurice Derand, Brandards 5, 2005 Neuchatel, Switzerland.

Two T2Ibs and one Eon Olympia with trailers. Offers to Derek Godfrey, The Manager, Booker Gliding Club, Wycombe Air Park, Booker, Nr Marlow, Bucks.

Cherokee and Ka-8 Plans – Hans Disma Ph NL—23-390559.

Meise and T31 with closed trailers are for sale. These have previously been unsuccessfully advertised for sale in VGC News. If prospective owners would kindly get in touch with C. Wills, he will put them in touch with their owners. The former has a C. of A.

C. Wills, Wings, The Street, Ewelme, Nr. Wallingford, OXI0 6HQ. Tel: 0491-39245.

1/25 scale fibre glass model gliders from Czechoslovakia. The models are accurate down to cockpit detail but are rather large. They are the best models that we have ever seen and are delivered finished. They include: Discus, Ventus, Nimbus 3, Nimbus 3D, Cirrus STD, Cirrus 75, DG 600, LS 4, LS 6, LS 7, Grunau Baby 2b, Minimoa, Janus, Jantar STD 3, PIK 20, Speed Astir 2, ASW 15, ASW 19, ASW 20, ASW 24, ASW 27, Kestrel, Libelle Club, Libelle STD, Mini Nimbus.

For other types such as Kranich 2, Habicht, etc., the firm needs a minimum of five orders per model. Minimum delivery time is two months after receipt of order. Exact colour details are necessary for customer's wish for authenticity.

Prices: 219DM for vintage sailplane models; 199DM plus freight for 15m standard and club class gliders; 239DM for two-seaters; 319DM for motor gliders. Freight extra. From "Modellers Club H & H" Ivan Hodan, Borivojova 57, CS-1300 Praha 3, Czechoslovakia.

Grunau Baby 3 BGA 1935. German built 1953. Very good condition. Frank Reeks Trophy winner 1988. C. of A. to June 1992. Windscreen for summer and full canopy for winter. Always hangared. Lightweight purpose-built open trailer. £2850 o.n.o. to John Garrett, Swing Gate Cottage, South Perrott, Beaminster, Dorset DT8 3HU Tel: 0935 891445.

Wanted. Drawings of Dart Cambridge or Dagling, by Michael Maufe, Redwood Croft, Panorama Drive, Ilkley, West Yorkshire, LS29 9RA Tel: 0943 608910.

Wanted. Slingsby Prefect, preferably ready or readiable to fly in 1992, but any condition considered. Substantial sum available for good example. Please contact Nev Churcher, Jamaica Cottage, Jamaica Place, Gosport, Hampshire. Tel: 0705 527202 (home) 0962 847909 (work)

Wanted. Older Soaring and Glider magazines, VGC Newsletters before No. 62, Books, Glider Manuals, brochures, instruments, Crossfell Variometer, Cook Compass, etc. Hans Disma, Vinkenbaan 19, 2082 EN Santpoort, Netherlands. Ph NL-23-390559.

Wanted A copy of a videotape (VHS) of the VGC Rally in either Hungary, Belgium or Switzerland. For a long video £20 is offered.

Helmut Kaiser, A-8423 St. Veit am Vogau 52, Austria.

The **HARBINGER** syndicate is seeking additional partners and applications are invited. This is a rare opportunity to participate in the ownership of this unique vintage two-seater sailplane. Further information can be received from: Austen Wood, 87 Torkington Road, Hazel Grove, Stockport SK7 6NR. Tel: 061 483 6100.

INFORMATION

Frank Irving of No. 1 Test Group Lasham has very kindly passed over the following vital information to C. Wills from the Test Group's archives.

For the T3I as well as for the Cadet and Tutor (Cadet Marks 3, 1 and 2) Service Manuals which include information on control movements, calculation of the centres of gravity and points of lubrication in the control systems. There is also a repair manual for the above types. There are similar documents for the Slingsby Prefect.

These can be photocopied... and will be of vital importance for owners of these aircraft abroad who wish to obtain Certificates of Airworthiness from their own national aviation administrations.

Apart from other documents on Slingsby sailplanes, there is also a Type Record for the Skylark 2.

BOOKS

Gliding in Australia by Allan Ash.

This a comprehensive history of the subject, highlighting the differences between the development of the sport in Australia, especially those brought about by the country's relative isolation from the rest of the gliding world. The book has 184 pages, including 116 black and white photographs and has a UK retail price of £9.95. Address of the publisher is Midlands Counties Publications, 24 The Hollow, Earl Shilton, Leicester LE9 7NA. England. Tel: 0455 847256.

The book is the result of careful research and it has a soft cover. It is very well worth having.

Wings like Eagles. The Story of Soaring in the United States by Paul A. Schweizer. This a comprehensive study of American soaring history from Orville Wright on. It has many black/white photographs but no three-view drawings or contest lists, etc. Nevertheless, there is a tremendous amount there and it is an important book for every gliding historian's library. It is published by the Smithsonian Institution Press, Washington and London. The book is the result of 58 years of experience with gliders and sailplanes and the dedicated people who flew them in the USA.

STOP PRESS

Jochen Kruse is seeking help with the repair of his Condor 4. If anyone is in a position to help as a partner in this major task, please contact him. Address: Orthbrook 23b, D-2082 Uetersen, Germany.



No words can describe this beautiful example of the 1/5 scale FVA 10b V-1 "Rheinland" prototype of 1936/7. Mick Moore, its builder is seen holding it. Mick has already built Mü 17 and Berlin B-6. He now urgently requires a good drawing of a "Helios". Can anyone help him? (Address: 37 Finchfield Lane, Merry Hill, Wolverhampton WV3 8EE) (Photo: Mick Moore)

L-Spatz Werk Nr. 1 in Spain (with the pretty "française") (Photo Leto Martin)



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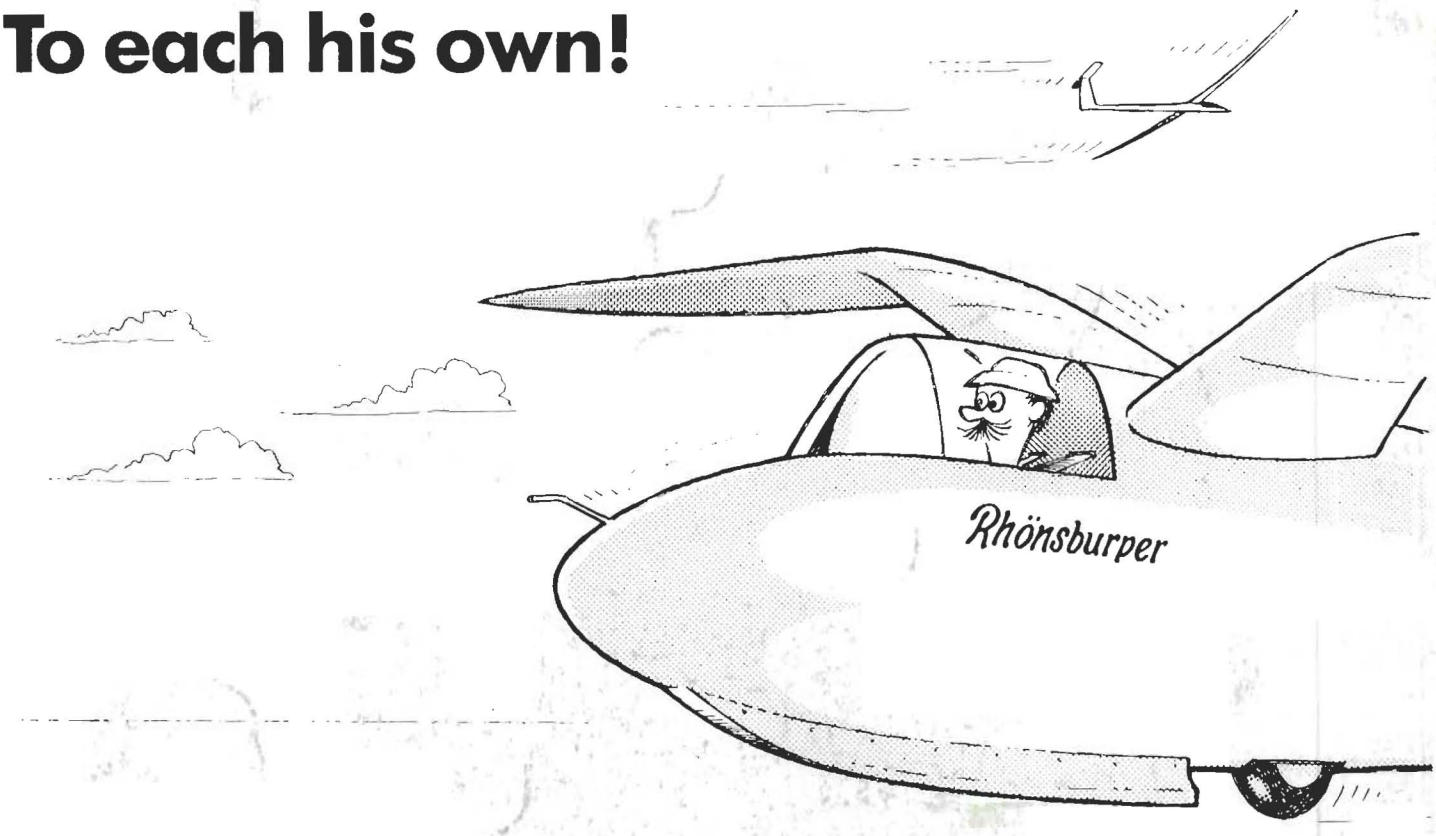
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