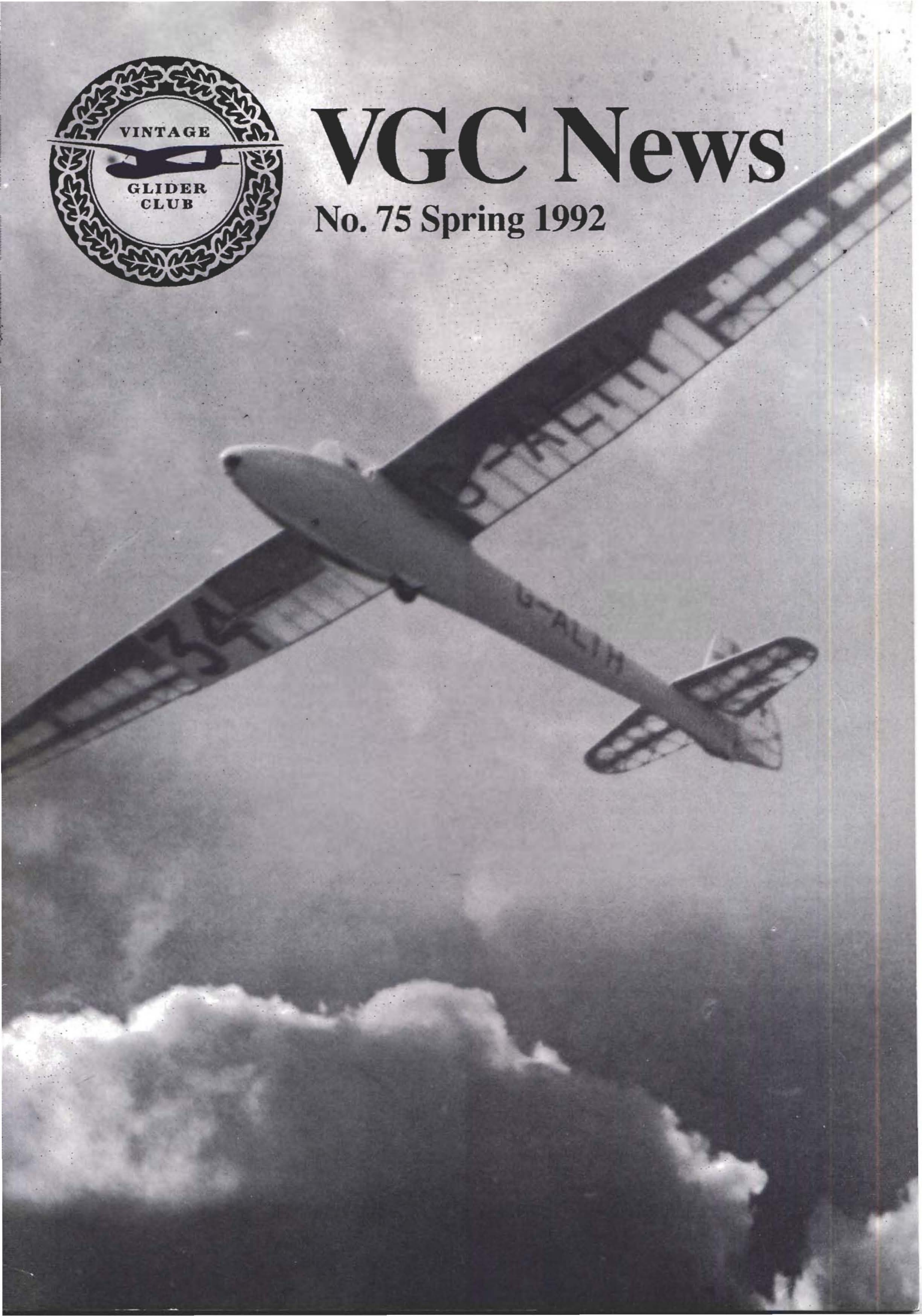
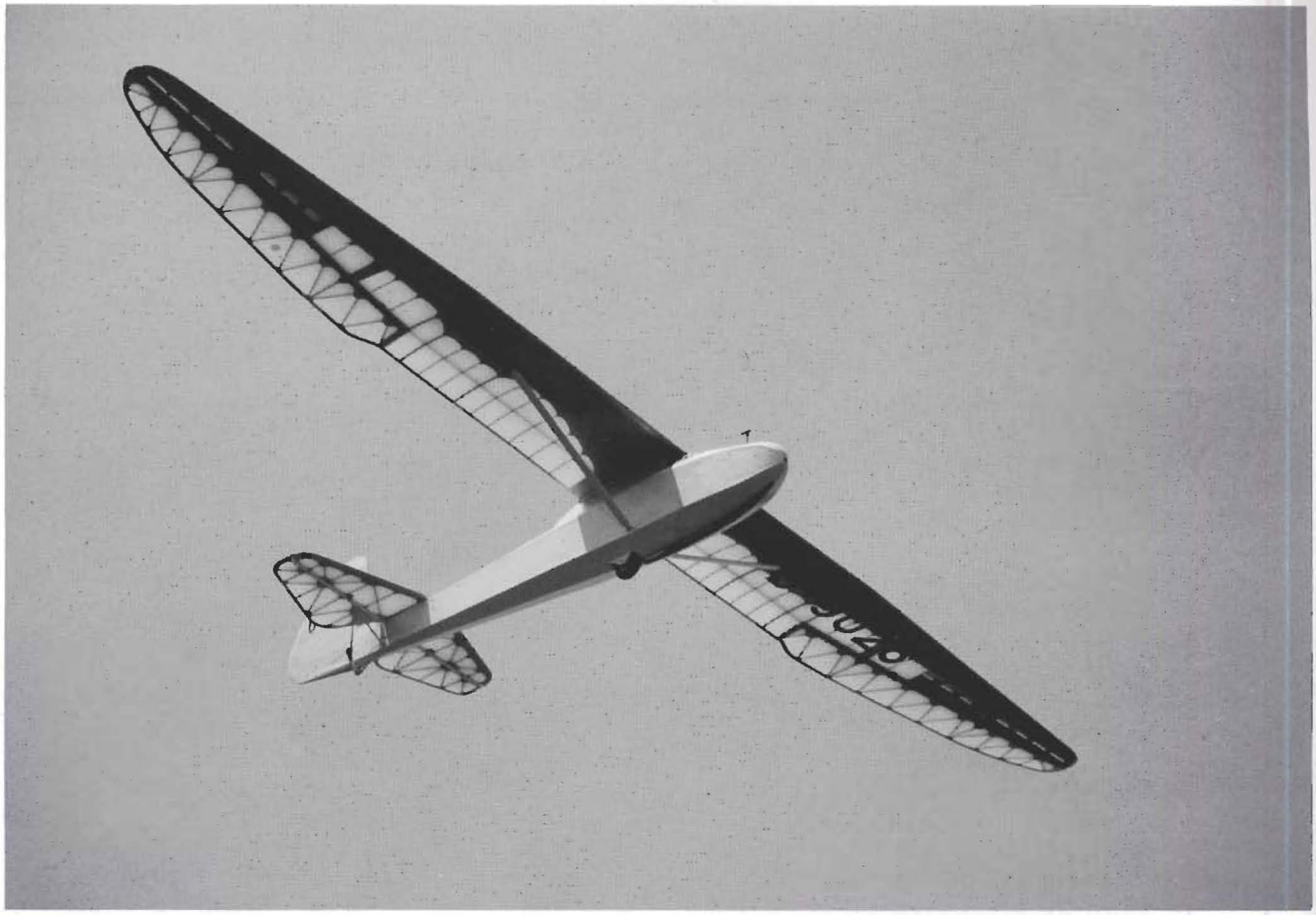
VGC News

No. 75 Spring 1992







Front cover: *Slingsby Type 25 Gull 4 G-ALTH, BGA 612. It received its first BGA C. of A. in August 1948. Later to RAFGSA 219, restored as BGA 612. It was crashed in 1967, and the remains burnt.* *Photo: F.N. Slingsby*

Above: *Otto Grau's Göppingen 1 "Wolf" at Waechtersberg.* *Photo: Rainer Pörsch*

Below: *Weihe 50 flown by Werner Tschorn at Waechtersberg.* *Photo: Rainer Pörsch*

VGC News No. 75
Spring 1992

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

FROM THE CHAIRMAN

As Chairman, I feel it appropriate to say a few words regarding the future of the club as I see it.

As the Vintage Glider Club has grown in size and stature, its service to members and its participation in outside events and affairs has also been growing such that it became apparent some time ago that the VGC was becoming too large to be run by a few individuals and that accountability to the membership was not clear.

As a result the executive committee is now implementing a different style of management by formalising responsibilities and accountability to members.

The Newsletter is I believe a reflection of how we present ourselves generally to others and this justifies a continuing improvement in quality and presentation in the future. I also hope to see more participation by members in its content.

I am sure that the VGC is representative of a significant section of the gliding community and provides a focal point for those with a common interest, whether they be owners, pilots, modellers or simply enthusiastic supporters.

The success of the Club still largely depends upon you, the members, making yourselves heard by keeping this committee aware of your views.

The members of the committee wholly support the election of Chris Wills as Life President, and to those stalwarts who have served as club officers in the past and who no longer hold posts I extend sincere thanks on behalf of the members for their efforts.

THE EXTRAORDINARY GENERAL MEETING

The EGM went ahead as planned, on February 2nd at Husbands Bosworth. The meeting was well attended and conducted in a constructive atmosphere. After due discussion, both motions were voted on, and carried, both by a clear majority.

However, Mr. Woodcock declined to accept the outcome of Motion 1, in that he still felt he could not hand over the assets of the Club either to the President, the previous officers or to the new committee. In view of this, the committee agreed to move forward in complete cooperation with Mr. Woodcock to an Annual General Meeting as soon as practically possible, namely May 24th, on the understanding that he would release such funds as would enable the Club to function normally in the interim, collaborate in merging and sharing the databases, and provide information when required.

EDITORIAL

1991 was a very good year for our members in spite of a very short British summer. No less than ten vintage gliders in Britain have been restored and we believe that only one of these may not have yet flown, simply because its very talented owners have had to work on club gliders. Concerning flying performances during the limited (in Britain) summer, these have been outstanding at least in Britain. We have always hoped that bringing gliders from the 1930s into our new era would see them doing far greater performances now than during the time when they were new, due to the more experienced skill of their pilots and the improved operations on the ground. We can only say that things would have gone even better for us if we had hangars to shelter our aircraft in overnight. This would have prevented our rigging and derigging struggles and we could have had our aircraft ready to fly each day. This was often the case when our foreign aircraft were new. Then there were many young people to handle them and there were hangars to keep them in rigged. This summer it was often daunting to rig our aircraft knowing that there would be no shelter for them if it rained. In spite of this, members have worked miracles and we congratulate them on their restorations and their flying achievements. In 1992, 12 more vintage gliders in Britain are being worked on, or are going to be worked on.

Concerning the central administration of the VGC, there was a strong move during the 1990 AGM that we should have a more formal organisation with a Constitution and Committee. This was all set up with a series of meetings organised and chaired by our Secretary Robin Traves. We can only say that after 18 years of being run by five unpaid enthusiasts in their spare time, formal administration is taking longer to set up. We thank those who have worked for us up until now. They have sometimes had thankless tasks but they have never betrayed our trust. We are sorry for the pain that some are going through now. Your President feels it also and does not like what is happening. At least, it is the old gliders that we serve. They have never betrayed us and it is they that must keep us together. The brilliant achievements of our members in 1991 have given encouragement to the sadly tried administration.

VGC PRIZES

At our Annual Dinner which was held at the London Gliding Club on the weekend of the 14th September C. Wills had great pleasure in awarding the following with engraved silver tankards.

For Restoration:

Werner Tschorn for his Weihe's superb restoration.

Dominique Hagenauer for his Fauvel A.V.36.

Peter Underwood for his Kite 1, BGA 400, which was camouflaged in memory of the nucleus of the troop carrying glider pilots who had flown it, with other Kites, at Haddenham, Thame, in 1941.

Rupert Waysey for his Grunau Baby 3. Rupert was awarded

the Frank Reeks Trophy for the best turned out Grunau Baby of 1991. He had done most of the work himself. Frank Reeks had worked almost until his last breath for the VGC and had done the major work to save a Grunau Baby 2B. The trophy is awarded every year to keep his memory alive.
Mark Wills and partner who had restored the unique Eon Olympia 465.
The Oldtimer Club Wasserkuppe for their Ka-2.
Michael Maufe for his superb BAC-7.
Mike Beach for his beautiful Scud 2.
Mike Birch for the restoration of his Condor 4.

Engraved Silver Tankards for performances flown during 1991 were presented to:
Ian Smith and Vic Marshal for achieving a height of 9,854ft a.s.l. in their T.31 over the Black Forest.

To Richard Moyse for carrying out a 305km triangle in his Slingsby SKY from Lasham. Ian Smith also carried out the same triangle on the same day in his Olympia 463. These are the first 300km triangles carried out in vintage gliders over Britain during the 19 years of the VGC's existence.

A bottle of wine was awarded to Keith Nurcombe for still continuing the battle to win the National Club Ladder decentralised contest flying his Tutor and T.21b. From Husbands Bosworth, he had flown his Tutor round two 100km triangles (the last one in two hours nineteen minutes) and had flown the T.21 two-seater to Great Yarmouth. First place in the contest had been cruelly denied him and his Tutor last year by a mere formality, as it had been to his fellow club member Norman James, flying another Tutor during the preceding year.

These are only small prizes for great efforts, hours of hardship and work, but they are all we have to show our esteem, that of the VGC, which should reflect on the whole National and International Gliding Fraternity.

The Annual Dinner was very well attended and we were particularly honoured to have with us London Gliding Club prewar pilots: Geoffrey Stevenson and Beryl, Mr and Mrs Charles Ellis and Mr and Mrs Dan Smith. Mrs Hervey was also present. Mike Bird was our Guest of Honour who made a fine speech. Rex Moorey was our very excellent Master of Ceremonies. We thank them all for honouring us with their presence and making the occasion even more noteworthy. From Holland, Jan Förster and Nell and Hans Dijkstra brought international colour to the proceedings.

Almost all our National Rallies had bad weather. The one at Haddenham Thame, to celebrate the 50th anniversary of the founding of the military Glider Pilots' Regiment in 1941, had good weather and limited hangarage. Our Easter and first rally of 1991, at Aston Down, had bad weather but superb hangarage for our gliders. There was no hangarage for our gliders offered at any of the other rally sites.

The two International Rallies were held at small sites without hangarage. The first, on the Waechtersberg amid the Black Forest, had 23 entries. Although there were the expected tremendous electric storms at the beginning and at the end of the rally, there was good thermal soaring in between them with heights of over 7,500ft above ground (9,600ft asl.) possible to achieve.

At the 19th International Rally at Schaffhausen, Switzerland, there was a limited entry of 47 vintage gliders. The weather here allowed often over 100 hours a day to be flown in hill lift and thermals. No cross-country tasks were set at either rally.

We think that it can be said that our two International Rallies of 1991 were very successful and we thank their organisers for running them.

SUBSCRIPTIONS

I should like to remind members who have not yet paid their subscriptions for 1992 to do so. We can only send out VGC News up to six months after the lapse of subscription payment at the end of each year.

Please be helpful by renewing as early as possible. A reminder will be sent at six months after which, if there is no response, a lapse will be assumed. In the meanwhile I wish to thank many members for their immediate response to the renewal notice at the beginning of the year, and the many who passed generous donations in January. The club finances are in good shape to continue the production of VGC News which is the life blood of the club. The work producing it is enormous, undertaken by Chris Wills and Robin Traves, fitted in between their own domestic and work schedules. We pass our appreciation for their energy and enthusiasm. We need further to improve its image but without increasing the subscription. The club's aim has always been to give value for money, so keeping the subscription low. Now we ask for your help in achieving this. Each member is asked to introduce one new member during 1992. There is a vast number of potential readers of VGC News out there: modellers, pilots, aircraft owners. Pass round the blue pages from this magazine. Further copies of VGC News and the application forms may be obtained from Committee Members. Do your part by recruiting for the Club.

My apology goes to any member who was paid up to December 1991 and did not receive VGC News in January. Please contact me and the error will be corrected.

Geoff Moore (Treasurer)

VGC RALLIES FOR 1992

50TH ANNIVERSARY of the Troop Carrying Glider Pilot Regiment. 1942-1992. Middle Wallop. Weekend of the 6th – 7th June 1992.

This rally is primarily for our gliders which did military service during the war i.e. for prewar designed British gliders, although others will be accepted as well. It is also known that such German types as Hols der Teufels, Grunau Babies, Rhönbussards, Minimoa and Condor also did service with the British at that time. Middle Wallop is the home of the Army Air Museum. No hangarage can be offered but they do have a Tiger Moth for aerotowing. Middle Wallop is a beautiful grass airfield amid the splendour of Salisbury Plain, and it must be a good thermal area.

All ranks are requested to turn out in Full Battle Regalia i.e. camouflaged jackets, but it is suggested that we leave off the boots as our gliders might not be able to stand the strain! This is to be more in harmony with the environment of an Army operational airfield!!

MAY WEEKEND RALLY, NORTH HILL

2–4 MAY. An informal meeting at D. & S.G.C., North Hill, Honiton, Devon. SAE: Ian King, The Old Dairy, Orchard Hill, Bideford, Devon EX39 2RA.

NATIONAL RALLY 1992

SUTTON BANK, to coincide with the annual Slingsby

Memorial Rally, August 29–Sept 5. Details from YGC or Ron Davidson.

UPWARD BOUND TRUST Bank Holiday Weekend

At Haddenham, Thame, May 23 – 25

VGC Members are welcome to attend on any of the three days. The only cost will be £1 per winch launch. No aerotowing will be possible. For information, contact Peter Chamberlain, 32 Fyne Drive, Linslade, Leighton Buzzard, Beds. LU7 7YQ Tel: 0525 378901

VGC ELLIOTTS WEEK 1992

This is to be held from Saturday 23rd to Sunday 31st May at Lasham.

The rally will take place around the Lasham VGC Centre. It is primarily open to Elliotts of Newbury (Eon) built gliders but other VGC gliders can take part as well.

Details of British rallies should be obtained from: **Ron Davidson, The Patch, Poultney Lane, Kimcote, Lutterworth, Leics LE17 5RX. Tel: 0455-553362.**

VGC RENDEZ-VOUS RALLY 1992

At Münster, Westfalia, Germany from 30th July (arrival on Thursday is possible) until 5th August.

The distance between Münster and Terlet is 160km. The Münster Oldtimer Club offers great hospitality on an airfield with every convenience, and good organisation. There will be no programme and little formality. Low prices for camping and parking. No winch launch costs. Low prices for aerotows (Piper Super Cub). Flying the Münster Goevier 2 D-1080 with or without their pilots.

Large, medium or small hotels are near the airfield at Münster-Handorf, Telgte or Wolbeck. On the airfield is an excellent Restaurant "Berdelhafen". We will be overjoyed to welcome you as our guests on our airfield.

Information can be received from: Paul Serries, Agnes Miegel Strasse 1, 44 Münster/St. Mauritz, Germany.

20th INTERNATIONAL VGC RALLY.

At Terlet, Holland's National Gliding Centre from 5th to 14th August. Open to VGC members and their families. Secretariat: Westlanderstraat 1A, 5301 XH Zaltbommel, Nederland. Tel: 04180-14653.

FIRST "BALADE" FOR OLD GLIDERS.

Angers – Paray le Monial in daily laps. From 22nd to 29th August 1992.

The total distance is about 500km, which has to be flown in 5 days. On three days, vintage towplanes Morane 505 (Storch with more powerful engines) will assist. It has been decided to limit the entry to 15 gliders and that, among these, there should be 5 allowed to enter from foreign countries. Jörg Ziller (Meise), and a Belgian team have already signified their wish to take part. Those hoping to enter, should write to: Jean-Michel Ginestet, 139 rue Baraban, 69003 Lyon, France. Tel: 72.36.89.68. It is planned to fly the following laps: Angers-Thouars; Thouars-Le Blanc; Le Blanc-Bourges; Bourges-Moulins; Moulins-Paray le Monial to arrive there on the 29.8.92.

Some years ago it was planned to fly such a goal flight rally to end on the Bay of Biscay Coast and there, to be able to eat an excellent Fruits de Mer. It did not come off. This time, it is hoped that it will, and that participants can be offered a fine Entrecote de Charolais instead.

THE FRENCH NATIONAL VINTAGE GLIDER MEETING

This will take place at Bailleau from 30th April until the 2nd of May 1992. Hugues Beslier will be the organiser. His address is: 4 rue P. Gauguin, F-78282 Guyancourt, France.

RENDEZ VOUS 91

International Vintage Glider Rally

July 6th – 12th. This was a very successful Rally which was organised by our member Jörg Ziller and by members of the Segelflieger Gruppe Waechtersberg which is a small gliding club on the top of a mountain on the outskirts of the Black Forest, south west of Stuttgart. 23 of our gliders took part.

Initially, we had hoped to hold our Rendez Vous Rally at the former French National Centre Pont Saint Vincent with its enormous hangar (for all our gliders rigged). This was unfortunately not possible as our French members had already arranged to hold their National VGC Rally there, prior to our meeting. We were a little reluctant to commit our rally to the Black Forest area because of previously experienced violent electrical storms there. As it happened, we were not disappointed. There was an electrical storm at the beginning, and another one at the end of the rally. Our gliders were in their trailers during both of them as they occurred at night. During the period between the storms, we had very hot days and good thermals. The heat on the ground was difficult to adjust to after the weather we had been having previously in England. However, it was cooler in the thermals, which rose to great heights, and this was specially noticeable in open gliders.

There were we believe 23 gliders entered in the rally and we regret that we do not have a full list of them.

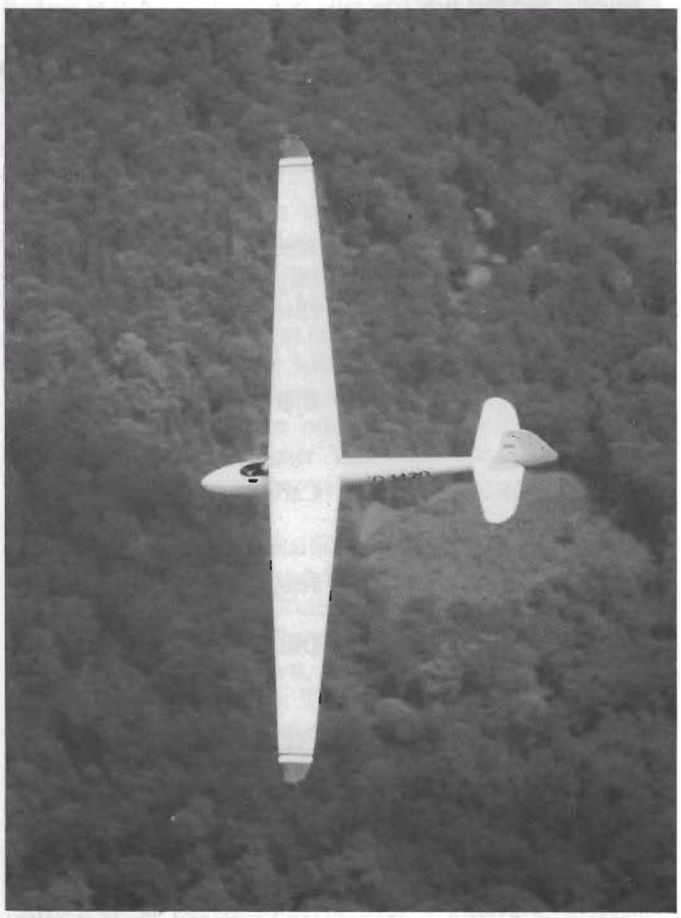
The ones we know about were as follows:

GERMAN	
Weihe D-7080	Werner Tschorn.
Meise D-1420	Jörg Ziller.
Göppingen 1 "Wolf" D-9026	Otto Grau.
NORWAY	
Grunau 9	Bjarn Reier.
ITALY.	
Uribel I-RORI	Carlo Antonio Zorzoli.
FRANCE	
Castel C.25S F-CRML	Jean Paul Robin.
Nord N.1300 (GB-2B) F-CRGN	Didier Fulchiron.
SWITZERLAND	
Spalinger S.18-3 HB-458	Peter Egger.
GREAT BRITAIN	
Slingsby Capstan	Colin Street Syndicate.
Tutor BGA 442	Michael Hodgson and Susie Blair-Mooring.
T.31 BGA 3229	Ian Smith and Vic Marshall.
T.31 BGA 3487	Dave Woodage, Colin Anson and Richard Abrahams
King Kite BGA 2769	David Jones.
Moswey 4 BGA 2277	Ted Hull and David Slobom.
Rhönbussard BGA 337.	C. Wills.



Left to right: Jörg Ziller, Werner Tschorn, and flat out Otto Grau, at the Waechtersberg.
Photo: C. Wills

Jörg Ziller's Meise over the Waechtersberg.
Photo: Rainer Pörsch



Flying over the Black Forest was quite an experience with its almost endless dark expanse of trees, broken very occasionally with cleared areas for villages. Of the hundreds of gliding airfields in Germany, there was no sign. There was also the alarming possibility, if we were not sure of our navigation (which some of us were not) of straying into Stuttgart Echterdingen's controlled airspace which was immediately on two sides of the home site. This happened to Chris Wills on his first flight, when at considerable height over the trees, he became lost in the Rhönbussard for some time. He was encountered by some of our other gliders... i.e. Weihe – Werner Tschorn, Meise – Jörg Ziller and Uribel- Zorzoli, which were apparently returning from their Hornisgrund (a beauty spot) turning point. (80kms out and return) The Weihe departed at speed towards the east, luckily indicating the course to get back (No controlled airspace had been violated). The Rhönbussard had got herself home after being in the air for 5 hours 35 minutes. Ted Hull was also lost in his Moswey 4 until he saw a great crucifix rise out of the east. It was the Capstan representing Lasham, a newer time of gliding, and thus mass participation in our rallies. Ted knew then that this must be his way home. Dave Woodage had accomplished a field landing in the T.31 and another one later at our Swiss rally. He must therefore be in the best field landing practice of us all. On the next day, Thursday the 11th of July, numbers of our gliders rose to greater heights than most of them had ever been before. During the morning, Firmin Henrard, who owns an airworthy Rhönbussard in Belgium, flew C. Wills' Rhönbussard to 7,500ft above the site, which itself was 2,100ft above sea level. He was seen 40km out. He described the temperature at 9,600ft asl as "glacial" compared with that on the ground. Chris Wills took the Bussard to the same height again during the afternoon and stopped climbing at cloudbase as one should not take an old glider into cloud, without parachute and with a N.1300, Tutor and T.31 nearby. The T.31 flown by Ian Smith and Vic Marshal got highest with 9,800ft a.s.l. still out of cloud as the cloudbase was stepped. That evening, we were treated to a "Maultaschen Essen" which was guaranteed to leave no-one hungry. There was also music from a small band which was, it is hoped, assisted by Werner Tschorn on his trumpet, Chris Wills on his horn, and singing. (Maultaschen is a local speciality)

Prizes had been awarded each day. These were whistles fashioned by Klaus Heyn out of birch branches (plucked from

the Black Forest). They were to be used should we get lost in the air, or descend amid the trees, to gain contact with each other or the natives!

Friday was our last day before the move to the 19th International at Schaffhausen. It saw the wildest take off by the French C.25S which during the climb out, turned the tail of the Franklin powered Chipmunk through at least 40 degrees horizontally low over the trees. The towrope was jettisoned as if red hot by both Chipmunk and glider. It was never found again. The C.25 managed a 180 degree turn to land downwind on the airfield. The towpilot did not seem perturbed afterwards but someone said that he had flown Stukas! There followed the arrival of an unexpectedly large number of German schoolchildren who were given air experience flights in two-seaters which included Henrard Fimin's Rhönlerche.

During that evening, there followed the second tremendous thunderstorm with lightning strikes near the clubhouse. Many of us experienced a very damp night in our tents. During the dawn, twin horned monsters came forth from the forest to do battle with Susie Blair-Mooring in her tent. They were snails! During the last briefing, Colin Street said he had started the Rendez-Vous Rally idea and that, in his opinion, this rally had been everything that he had hoped a Rendez-Vous Rally should be. There had been the minimum formality and organisation. Adequate hot water for washing in a large tent had been provided by sun power on a large black bag which was replenished by a fire engine. Jörg Ziller and the club's members and the two towpilots of the Robin and Chipmunk had gone about their tasks with quiet efficiency and we warmly thank them all. During this rally and the International Rally, the Rhönbussard BGA 337 had had 9 flights by Peter Ocker, Henrard Firmin, Petr Hanacek, Antonio Carlo Zorzoli and by Chris Wills, its owner. It averaged over three hours per flight. Such was the weather. Visiting the rally was Giorgio Orsi from Calcinati del Pesce. He and his wife Adele had taken part in a British National Contest at Lasham some years ago. They flew Philip Wills' Skylark 3 which they later bought.

As we left the Waechtersberg reluctantly, the roads were steaming in the heat of the sun of the new day. We hope that we can revisit the Black Forest in future years and enjoy again the superb flying it offers.

AUSTRALIAN NEWS

Very exciting news has come in from Ray Ash (in a letter dated 17. Nov. 91. His Dickson Primary had its first flights after restoration during last October. Everything went very predictably with no problems whatsoever. So far, it has only carried out straight ahead flights from heights of up to approximately 200ft.

It was a traumatic event actually getting it a Permit to Fly as there has not been a Primary Glider in that part of Australia for many years and the airworthiness people in the Gliding Federation had no previous knowledge of these aircraft. So it was as if they had asked for a Permit for an F.111, there was so much drama! Ray was made to carry out many unnecessary (he thought) modifications, including throwing out the seat and building a new one, and relocating the seat belt attachments, before the authorities would even consider it to be airworthy. They probably had to look up a Primary in an old book to see what one looked like! It was not helped by the Dickson being in Sydney and the inspector being in Melbourne, 500 miles away! Finally, after all arrangements for a first test flight had been made for a given date, Ray received a Permit at 8pm the evening before. The initial flights were from autotows, just getting the Dickson off the ground, but the first half of the day was devoted to double inspections to check the rigging and to filling in the paperwork, before they even thought of flying. What made haste imperative was that one of the people in the primary syndicate was the President of the NSW Gliding Association. He is a very go-ahead sort of person and had committed the Dickson to be part of the flying display at an airshow to be held at the 70th Anniversary of the Richmond R.A.A.F. base. This had been arranged 6 months beforehand and there it was having its first test flights 10 days before the event! It was hoped to have another day's test flying to try



Ray Ash's restored 1930 designed Dickson Primary in Australia, seen here about to fly. It has a little landing wheel, but no sprung skid.

Photo: R. Ash.

some turns and circuits, but there was no time. As it was, the air display went off perfectly. "The scenario being that two fibreglass sailplanes and a Pilatus were aerotowed to about 2,000ft and, when they released, we commenced an autotow immediately before the crowd (estimated at 70,000) up to about 100ft. At the same time, the glass machines would come flashing past at maximum speed dropping water ballast. As they completed their runs, the Primary was landed and the Pilatus went into an aerobatic routine with smoke canisters at its wingtips. This was done on three consecutive days, although the effort involved could hardly had been worth the about one minute's flying each day. After the concentrated effort to get it flying, everybody was drained and flying the Primary has not been resumed since. After a month it was hoped that testing could be resumed in a more relaxed atmosphere and that circuits could be tried. Great help came from Harold Holdsworth who sent five letters and as many audio tapes. His recall of events during the very early 1930s with Dickson Primaries in England is still crystal clear. (C. Wills has photocopied the Dickson Primary Plans from an ancient book should anyone wish to have them.)

Ray continues. "Depending on how you look at it, our weather lately has been both good and bad. Good from the point of view that it has been both warm and sunny and good for flying, but bad because we have not had any useful rain for nearly a year. Bush fires have been bad, causing extensive damage to homes and properties in the suburbs of Sydney, less than 10 miles from where I live. But that's Australia I suppose – a land of either droughts, floods, or bush fires, and we have to learn to live with it."

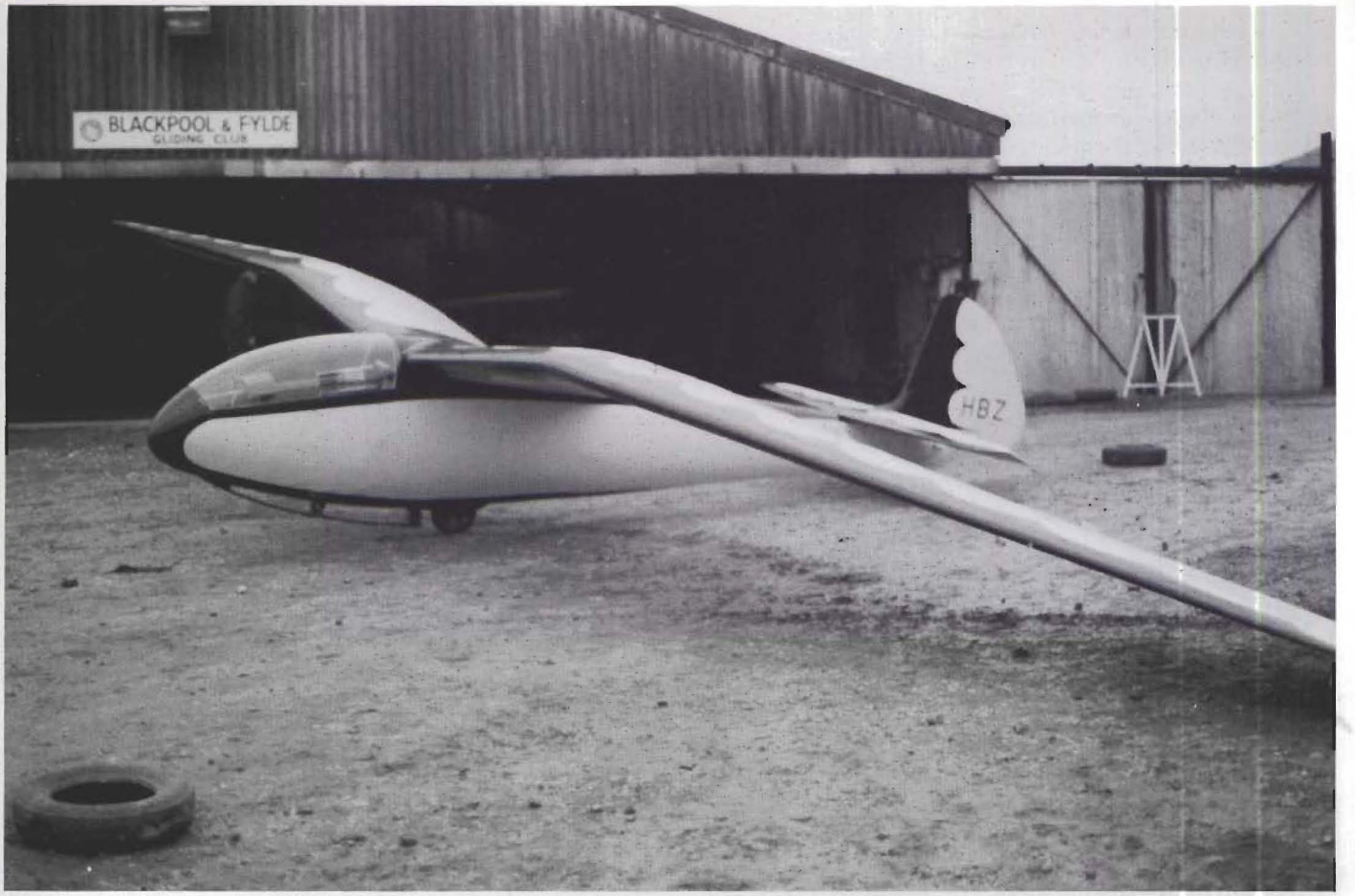
Ray Ash,
1 Bowden Street, Nth Parramatta, N.S.W. 2151, Australia.

Our aeromodeller member Frank Smith writes on the 4th Dec. that he has just purchased with a friend, Geoff Hearn, a half finished Hütter H.17A, from Garth Hudson. It has already almost complete fuselage and tail surfaces. With it was its closed weatherproof metal trailer. It was recently displayed together with a 1940s built Rhön Ranger Primary at a Model Expo. The Rhön Ranger is also owned by a friend and was last flown about 15 years ago. We wonder whether this will be another of our dreams to come true. In other words, an aeromodeller is deciding to work full size on a slightly larger model. He has built some perfect models of vintage gliders sometimes using our plans and photographs, and is now working on a model that is slightly larger than usual ... a full size Hütter H.17A. (wingspan – 9.64m.)

Frank has sent photographs also of one of three Manuel (Dunstable) Kestrels which were built during the 1930s and still exist unairworthy in Australia. One was built by Ray Balsillie of Horsham Victoria. It was test flown at Geelong in December 1939. It is now owned by Garth Hudson who intends to restore it, but it will never fly again. Percy Pratt's Red Kestrel is in Victoria also. This is owned by the Victorian Motorless Flight Group but it is in poor condition and will be restored for static display only. The third Kestrel was built in Western Australia and was painted silver overall. This will also be restored for static display only. Frank has built some really superb radio controlled flying models of old gliders. These include Moazagotl, Minimoa 36, Grunau Babies, Kite 1 and now, a Mü 17 "Merle". He now wishes to build a model Mü 13D 1938 version, but needs more details of the cockpit canopy. His address is: 204 Burwood Highway, Burwood, Victoria, Australia 3125.

The Dickson awaiting take-off. *Photo: R. Ash*





The recently completed Gull 3 at the Blackpool & Fylde Club.

BRITISH NEWS

1991 was a year of unprecedented achievement for VGC members on the ground and in the air. The very short gliding season has led to many restorations being finished. In 18 months, no less than 10 historic gliders have been restored and nearly all of them have been flown. These have been: Grunau Baby 3 by Rupert Waysey, Hols der Teufel and Scud 2 by Michael Beach, BAC-7 by Michael Maufe, 1943 Swedish built JS Weihe by an Essex GC syndicate, 1950 Swedish built JS Weihe by Andrew Coates (SE-SHU), Kite 1 (BGA 400) by Peter Underwood, Hütter H.17A (new) by John Lee, Condor 4 by Mike Birch, Gull 3 by Blackpool & Fylde syndicate. (This aircraft is new and may not have flown at the time of writing.) One should add the Eon 465 which was beautifully restored by Mark Wills and partner at Lasham.

On the flying side, we congratulate Ian Smith (Eon 463) and Richard Moyse (prototype SKY) for achieving the first 300 (305)km triangles flown by VGC members in Britain. Both flights were done on the same day from Lasham during August. There were also three 100km triangles. Two were flown in a Tutor from Husbands Bosworth by Keith Nurcombe. The last was in the fantastic time for a Tutor of 2 hours 19 minutes. He was attempting to retrieve the Club Ladder decentralized contest which was unfortunately denied him last year. The third 100km triangle was done by Mike Birch and Lynn Stainer in the Condor 4. The flight took him a little over 1 hour 30 mins. He left Thame at 70 knots and still arrived back at Booker with 2,000ft. He said that this time he was gaining experience and the Condor was capable of going much faster. Keith Nurcombe also flew a T.21 (the Bosworth T.21 of many epic flights) from H-Bosworth to the beach at Great Yarmouth.

Flights during the two International Rallies in Europe were also impressive. On one day during the Rendez Vous Rally on the Waechtersberg, there were many flights of 7,500ft which represented 9,600ft above sea level. Ian Smith and Vic Marshal reached over 9,800ft in their T.31.

The future also is brilliant for restorations in Britain. No less than 14 more vintage sailplanes have been, are being or will be, worked on. These include the Rhönbussard at Dunstable (Ted Hull) which already has new full length original ailerons. He carried out the work on the ailerons and conversion of the wings to take them, in the private owners workshop at Dunstable. It has been some task and we congratulate him. At time of writing, it may not be quite finished.

John Lee is working on his second new Hütter H.17a. Peter Underwood is working on the last Dagling. He also intends to work on a Grunau Baby 2b-2 which will be restored in German military colours (WL?) to represent one of those used to train German military glider pilots. His Kite 1 is in the camouflage of one used to train the nucleus of the British Glider Pilots' Regiment at Haddenham Thame in 1941. Peter also intends to restore the Minimoa BGA 1639 which has languished for so long in the LGC's private owners workshop at Dunstable. Peter is working at home, assisted by his son and we believe occasionally a small group of trainees from the LGC. Apart from finishing the Kite 1 BGA 400, Peter Underwood has repaired Geoff Moore's Eon Eton (SG.38) which was damaged during the 1990 International VGC Rally at Keiheuvel in Belgium. Mike Birch and Graham Saw are leading a group which is restoring a Slingsby Tutor at



In Lasham hangar, a Polish Mucha 100, designed 1953. *Photo: John Watkins*

Wycombe Air Park (Booker). "Ho Ho" Watson will soon retire and will finish restoring his Scud 3 BGA 684. The restoration of this advanced 1935 Baynes' design has had some setbacks due to gales at Dunstable. Its completion will mean that there will be two airworthy Scuds in Britain. Originally, these were motorgliders but they fly very satisfactorily without their engines. Mike Birch also is planning to restore his 1947 built Czechoslovakian Krajanek during the winter. It will be the last Krajanek airworthy in the world. This aircraft once held the British Duration Record when flown by the legendary Czech pilot Ladislav Marmol at Dunstable. There are other projects being worked on in Britain.

As vintage gliding groups have been set up at Lasham and Dunstable, Mike Birch has managed to set one up at Booker. It has got away to a tremendous start with we believe 14 members meeting every Saturday morning in the workshop to restore the Tutor. They will be able to fly it and the Prefect (already restored by Graham Saw and Mike Birch) for as long as they like free of charge (except for the launch cost). We congratulate Mike Birch and Graham Saw on their initiative for organising this.

Both Mike Beach and Michael Maufe are both looking for new projects. Mike Beach has now 6 vintage gliders including the motorized BAC Drone. If he had one more, he would have a different glider for every day of the week! Michael Maufe has asked whether anyone has the drawings of the Dart Cambridge (either 1 or 2) or those for the Slingsby Dagling, which apparently was 100lbs lighter than a Slingsby Grasshopper.

Our Lasham members are working on the following projects. Richard Moyse is restoring a Cadet. This type is very rare in Britain now. Colin Street is rebuilding an Eon Olympia and a Slingsby Swallow is being worked on. Recently, a Mucha 100 SZD 12 Polish sailplane has been seen at Lasham. The World's Sailplanes First edition 1958 states that this type was first flown in 1953. There will not be any earlier Polish sailplanes flying than this one, so far as we know. It was imported by the lady glider aerobatic pilot Hilary... (We don't know her married name) The Mucha 100 seems to be in the hands of a member of the Polish Air Force Club at Lasham and is the first of the type to have been in Britain. One other Mucha, a 1958 built Mucha Standard is believed to be in the North of Britain. The Mucha 100 is a 15-metre span medium/ high performance sailplane of those times, designed at moderate cost to provide training for very high performance sailplanes. It is a single-seater of cantilever wooden construction.

News has come in concerning the AVIA 40P BGA 680 at Perranporth.

It is now owned by Ron Keeping, instead of having many owners. It is in the care of Robbie Robinson at the Culdrose GC at Helston, Cornwall, who is BGA Inspector for the club. Unfortunately, even though it has been kept under cover without its fabric all these years, the wings have succumbed to the ravages of time and the ply has become delaminated. The end result of this is that they now need major restoration work (and quickly) to bring this aircraft back to flying condition. Robbie says that the extent of the work would be considerably eased if he had access to wing drawings. This information has been received from Peter Wells, BGA Inspector 045/ME,

VGC Membership No. 1064. We have thanked him and given him locations in France, where we know that Avia 40P drawings are held. Only one other AVIA 40P exists in the world. This is on display at the Musée de l'Air et de l'Espace at Le Bourget and, as far as is known, it was not destroyed in the fire in the Museum's storage facility two years ago.

AVIASPORT has on record that only 25 Avia 40Ps were built in France in 1935. We believe that it was France's only quantity produced high performance prewar sailplane. We have record that the Germans took 14 of them for their Wehrmacht Luft Gliding Organisation in 1943 and that the British took two more of them in 1945. That would give the impression that there could have only possibly have been 9 left in France, if none of the original 25 had not been broken. How the British got their two for Slingsby Sailplanes to evaluate is not known. Did they come from Germany or France? BGA 680, after initial BGA suspicion before 1952, had already even before then more than confirmed that it could stay up. There is information in Britain that considerably more Avia 40Ps were built, even after the war, by Roche Aviation near Paris, among other firms. However, both veteran and young French pilots have asked whether we are sure that the Avia 40Ps were not simply rebuilt by these firms?

Bad news has come in concerning the Jaskolka at Ringmer which had been repaired after being twice blown over in its trailer during the last four years. Incredibly, it seems that it has now been set on fire in its trailer during approximately the time of Guy Fawkes Night (5th November). Its two main wing/fuselage bulkheads have been damaged so extensively that an attempt is being made to get it to Poland, where its drawings should still exist, for repair. It is believed that there are no airworthy Jaskolkas left in Poland, or anywhere else. Possibly, one or two may be left airworthy in Britain. It is a very famous design, having gained many world records in Poland during the 1950s. It was flown by many competitors during the 1958 World Championships at Leszno. The first Jaskolka flew in 1955, when it went into quantity production.

Nev Churcher has bought into the Street Gang syndicate's prototype Slingsby Prefect and intends to fly it from Lasham. This means that there will be another (BCAR Requirements' Sub Section E for gliders 1947) vintage glider at Lasham. This prototype of the Prefect has DFS air brakes (the later ones had Schempp-Hirth airbrakes) and a rounded tip to its rudder. Its owners had not flown it for 20 years (?) but it seems to be in excellent condition.

John Watkins' wonderful model Jaskoka on a low speed pass with Fowler flaps out. *Photo: John Watkins*





First meeting of the Czechoslovakian Vintage Glider Club at Jesenik.

Rick Myhill has his broken 1943 JS Weihe BGA 448 up for sale. This used to be the Surrey Gliding Club's flagship. Philip Wills had originally found it among the gliders on the Wasserkuppe. It and one and a half others were placarded that they were required by RAE Farnborough for testing. They were unexpectedly delivered by benevolent R.A.F. action to Courtrai in Belgium from where they were ferried over the channel in two flights by P.A. Wills flying a Dakota. The gliders had been damaged in Germany or Belgium probably due to their NAZI insignia. Lorne Welch flew it from Redhill to Brussels and also competed with it in the 1950 Orebro Swedish World Championships. John Williamson had flown it to 30,000ft from Lasham. It took part in many British National Championships, when it was notably flown by Wally Kahn.

CZECH NEWS

THE GLIDING OLDTIMER CLUB CZECHOSLOVAKIA.
Plachtarsky Oldtimer Klub CS. (POTK CS)

The first meeting for the Czechoslovakian friends of Oldtimer Gliders was held in the North of Moravia on the 8th–10th of November 1991 at the airfield of Jesenik. The meeting was organised by Jarka and Petr Hanackovi who took part in our two last International Vintage Glider Rallies and visited England during 1990. Because many problems prevent old gliders from being made airworthy in the new Czechoslovakian Federal Republic, POTK CS has established contact with the Amateur Aviation Association CSFR (LAA) in order to take advantage of its relatively benevolent airworthiness requirements. POTK CS wishes to ensure that their old gliders should have legal Certificates of Airworthiness in Czechoslovakia. The POTK CS wishes to be part of the VGC and to be in contact with this happy organisation at all times. As among the members of POTK CS, there are several renowned glider designers and builders (the Chief Designer of the Aircraft Factory LET Ing. Ladislav Smrcek, and the designer of the training sailplane L-23 Super Blanik and the world class sailplane L-33, Ing. Marian Meciar, etc.) POTK.CS had decided to formulate its own requirements for restoration and airworthiness of old gliders, which will be submitted to the Aviation Authority for their approval.

POTK CS has formed a Committee and Ing Ladislav Smrcek was elected Chairman, Petr Hanocek – Vice Chairman, Milos Ramert – Treasurer, Richard Jensen, Secretary-Otto Nowotny. Other members of the Committee are Ladislav Danda and Jan Krumpolc (Jr.). They discussed preparations for the VGC International Rally in 1993. The airfield at Jesenik with its absolutely free airspace would be suitable. The question of the rally's location is still open and a second meeting in February or March will definitely decide it.

It is very probable that two "new" old gliders will fly during the Spring of 1992 in Czechoslovakia. POTK.CS members are now restoring them and it is hoped that they will be brought to the 19th International VGC Rally at Terlet in Holland.

During the three days of the above meeting, about 30 people came from different parts of Czechoslovakia and 15 more sent apologies for their absence. It is intended to organise a bus tour for them to visit the Terlet International VGC Rally for three to four days so that they should

discover what the VGC is all about. Johan and Ingrid Kieckens from Belgium have visited Czechoslovakia where they visited the aircraft factories LET and Aerotechnik where Blaniks and L-410 and L-610s are built. They also saw the Jesenik airfield.

The VGC warmly welcomes POTK-CS into its midst. Clearly the Czechs, as well as the Swedes, are now with us!!! What a tremendous year 1991 has been for the VGC !

We thank Jarka and Petr Hanackovi for doing so much for us. Jarka has been writing letters for the new Oldtimer Club almost every day. Chris Wills regretted he could not be with them for the meeting but he sent them a long article on the VGC which was translated. It was read at the meeting and was also sent to all Aviation Factories and POTK-CS members. The POTK-CS has been allocated space for their news in the Amateur Association Journal (the CSFR LAA).

DUTCH NEWS

We believe that Raymond van Loosbroek and partners are attempting to get their 1952 World Championship winning SKY airworthy in time for the 1992 International VGC Rally at the Dutch National Gliding Centre at Terlet, during the final part of next July. Likewise, a special effort is being made to get airworthy the Spanish built Kranich 2b-2 which Neelco Osinga has on 10 years' loan from Gunther Welzhofer. Although it arrived at the Welzhofer collection by air, it seems that a tremendous amount of restoration work is having to be done on it to meet the Dutch RLD Airworthiness requirements. This would have been the type of Kranich used by the legendary Spanish pilot Juez to win the two-seater class against Kranich 3s and Condor 4s flown by the out-of-practice German team during those 1952 World Championships near Madrid.

FRENCH NEWS

The GPPA at Angers has just celebrated its 10 years of existence. They are justly proud that they have kept going on a shoestring, motivated by burning enthusiasm with voluntary unpaid spare time labour. The following gliders have been made airworthy. The FOKA F-AZKA (Plane and Ravel), the Breguet 901 F-CCUU (Plane), The AIR 102 F-CAGQ (Ravel), The Breguet 904 F-CCFN (GPPA), The Minicab F-BFLC (GPPA), The Fauvel AV 22 F-CCGK(MAE), The MS 505 Storch F-BIPJ (MAE), The Weihe F-CRMX (MAE).

Because of lack of space and time, they have sent the following to secure homes and competent hands, the SA 104 Emouchet No. 264 to the Paris Region, the Nord N.1300 (Grunau Baby 2b) No.71 to Tourain and the Nord N.2000 (Meise) No.48, to Vaucluse.

At present, the team is working on the Fouga CM-8-13 aerobatic sailplane. Its wings are covered, its fuselage filled and, at the moment, its controls are being attended to. It is hoped to be able to present the machine at the next International Vintage Rally. Its restoration has been entrusted to the GPPA by the Musée de L'Air et de L'Espace at Le Bourget on the outskirts of Paris. Apart from the above, the GPPA is occupied restoring no less than six aeroplanes.

During the last flying season, the GPPA has participated in the following events: On the 1st of May,. The French National Vintage Glider Meeting at Pont Saint Vincent with the Weihe and the Fauvel AV.22. 15 vintage gliders took part and among them were 6 flying wings!

18th and 19th May. Meeting at La Ferté Alais with the MS 505 Storch and the AV.22. As usual, the event was remarkable.

16th of June. This was the "Open Door" day at Amboise Dierre. Again, the Storch and the AV.22 participated. A nice day of remarkable club atmosphere.

15th – 23rd of July. The 19th International Vintage Glider Rally at Schaffhausen in Switzerland. The AV.22, the Weihe and the Breguet 901 took part. In spite of a small airfield and 50 vintage gliders, the organisers did remarkably well.

18th of August. Meeting at Villeneuve sur Lot... with the MS505 Storch. There was a huge entry and some remarkable machines.

8th of September. Grand Meeting at Rennes... with the MS 505 Storch and the AV.22. Fine weather, a fine plateau and great professionalism.

15th of September. Open Door day at le Mans. The MS 505 Storch and the AV.22 took part. The hosts were kind, and agreeable. We shall return.

ASPAC. Paray le Monial, Charolais. A radiant Spring announced that we would have a good gliding season. In spite of the period May and June being catastrophic and disquieting, the sky recovered itself and offered a summer of sunshine.

ASPAC took advantage of it and the Castel C.25S, the Nord 2000 (Meise), Castel C.301 and AV.36 found themselves often at the launch point. The "Days of Glory", one notes in the flying log, are referred to as flights of style. The C.25S flew 4 hours 10 minutes in one flight. Crew: Pompom/ Sebastien.

Or the days of style: Castel 301: 2 hours 10 minutes. The Nord 2000: 3 hours 20 minutes. AV.36: 3 hours 20 minutes in, for each of them, one flight. The Nord 2000 was maliciously dragged away on a cross country with the view to training for next year's BALADE DES PLANEURS ANCIENS (next year's French National Cross Country Rally for old gliders). However, it was a "fuming" day and it flew Luzy/Paray (40kms) all the time at between 1,900 and 1,500 metres. ASPAC stretched its wings to a radius of 50kms from Paray all the time this summer without difficulty as there were no outlandings. One finally notes the number of pilots loosed on the 301 for the first time. Visiting Paray were members of the Lille Aero Club with a Pegase and a Mesange M.100. Profiting by the good weather conditions, many distance flights were undertaken, notably by Frank Descatoire in the Pegase. He landed just 10kms short of his 500! As every year, many pilots and visitors made detours to visit ASPAC. Hugues Auchere, responsible for the association's Aeronautical Documentation took the occasion to relive old experiences in the N.2000 F-CBFR and the C.25S F-CRIN.

Who said "Great activity means risks of damage"? ASPAC did not escape this year, but luckily, there was no serious damage.

The starboard wing of the 2000 fell on to mudguard of a trailer due to the parting of one of the straps. The result was a hole in the leading edge plywood. A little bit of wood and a dab of paint made this disappear. This caused an icy shudder among the ASPAC Team when they thought of the consequences should this have happened on the Autoroute going to Pont Saint Vincent...

After a summer without incidents, the second half of the summer was hot. After the crash of the towplane, the AV.36 F-CBRX made a bounce landing. A bump on the runway was

the cause of the skid breaking. Here again was a near catastrophe, the "Godasse" only just failing to end up on its back! We managed without difficulty to remove a new skid from the flying wing at the back of the hangar and, after some modifications and repairs to the fixings, the "Godasse" again was airworthy. It was noted that CBRX now had an original AV.36 skid. Its old one had been one from an Emouchet modified. But, pay attention to landings nose-down. The bending of the skid has caused many misadventures to poor Fauvels in the past. The Castel C.301 did not escape the horrors a few days later, when a fine strapping lad, when ground handling the aircraft, did not hesitate to put the wing down on a picket. Result. A fine hole under the wing. The CRASH. A bad blow to the glider pilots at Paray le Monial happened on the 20th of August when the towplane, an MS 893 could not stop by the end of the runway and finished up in a field, having crossed a ditch and a road. The damage seemed important enough principally in the area of the wing. The undercarriage had come away due to the shock. This towplane is an aircraft of SFACT which was destined to be ceded to the Fédération Française de Vol à Voile and then resold to the clubs. The towplane of the Comité Régional of Gliding in Bourgogne had been based at Paray le Monial, because of the accident was unable to finish the season. A season that was prematurely cut short in more senses than one. The responsible members in the clubs concerned will have to find a solution for the 1992 season, a difficult problem considering the "weight" of a towplane in the financial budget.

THE 4th CONGRESS of the HISTORIC GLIDING COMMISSION. This will take place as usual at the Musée de l'Air et de L'Espace at Le Bourget on Saturday the 30th of November 1991. A menu always very rich and exciting will be proposed this year. ASPAC will present its Castel C.301S F-CRJM as a candidate for the Jean Marie Le Bris Cup for 1991. A complete dossier on the aircraft was already sent to Jacques Lerat during October. Jean-Michel Genestet has asked whether he could present the great attractions of the First Balade des Planeurs Anciens, which is planned for next August. Finally, a dossier of photos of ASPAC was presented on the stands with badges, T-shirts, stickers and examples of the bulletin INFO ASPAC.

The ASPAC Team is continually looking for new vintage gliders. Different information is leading them along interesting avenues and negotiations are underway. Latest news leads us to the possible rescue of a Nord 2000 in good condition in Brittany as well as an A60 "Fauconnet". (Spatz).

RESTORATION WORK. The Caudron C.800 F-CAPF. Work has proceeded energetically during October on the second wing. Last gluing and filling has taken place but fabric covering has been retarded owing to the dacron needed being used for a Bijave of C.V.V.S.L. After the covering of the two wings, the machine will be ready for its final painting.

The Castel C.25S. F-CRIN. This will be the last season of red with the white stars C.25S. Soon it will be derigged before taking the place of the C 800 in the workshop for a major do-up.

Sevimia 20 F-CRNN. Due to lack of space, the Sevimia has been derigged and stored in principal hangar at Paray le Monial. The lack of parts (all the controls of the flaps and some of those for the ailerons) poses problems. They are being searched for without much hope in the Fayence area. The work calendar has not yet been established but the beginning of this machine's restoration should start this winter.

The Castel 3010 F-CBXO. Work seems to be slowly proceeding dismantling it. The machine is at Moulins.

Hours Flown by the machines during 1991.
Castel 301S -F-CRJM No.1050 – 20 hours 09 minutes.
Castel C.25S F-CRIN No.124. – 25 hours 46 minutes.
Nord 2000. F-CBFR No. 13. – 16 hours 22 minutes.
Fauvel AV.36. F-CBRX No.123 – 14 hours 53 minutes.
Various – 18 hours 37 minutes.

GERMAN NEWS

It is difficult to gain a coherent picture of vintage glider activity in Germany as there is no National German VGC, on account of the sport's political affiliations during the National Socialist time when some of their gliders were new.

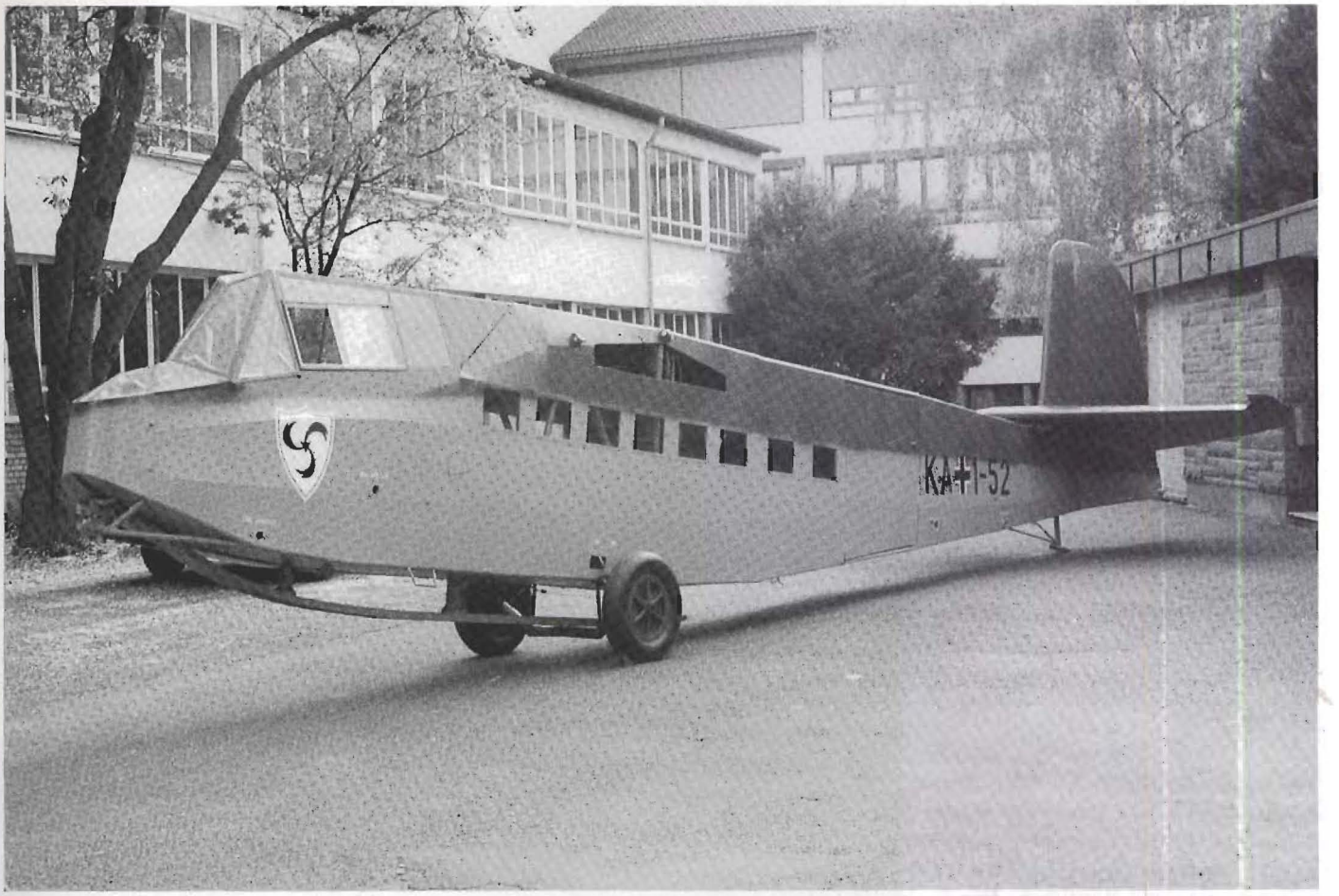
However, there is some activity which in the past was dominated by the older generation but is becoming more and more accepted by the youth. Peter Ocker has written saying that a Weihe at Munich has now been bought by Frank Konsek, who, during the last two international rallies has flown his very excellent Grunau Baby 2b (first prize from the Musée de l'Air). We don't know whether he still has the Grunau Baby, but if he brings the Weihe up to its standard, it should be some aircraft!

Frank Konsek's machine is a FW Weihe 50 with built-in landing wheel, centre of gravity cable releases on either side of its nose and a blown canopy. Peter writes further that sadly the Mraz-built Kranich 2b-2 that was obtained from Yugoslavia, and is now in the Fliegendes Museum Augsburg, will not be allowed to be flown. It was restored to exhibition status only as the glue in the whole spar came out in crystals!!! It had no fabric on its wings for some years, and some water got into the wings' wood. It now seems that there is only one more Kranich 2b-2 in Germany that has a chance of flying. This is owned by Gerhard Bergmann of Friedhofstrasse 19A, 6120 Michelstadt, who has sent us the good news that he is well advanced with the restoration of his Spanish built Kranich 2B-2 and that it may be ready to fly this year. This type was built under licence from Germany and is similar to those built during the war by MRAZ (near Prague). We have the information that 50 of this type were built in 1952-1953 by A.I.S.A. (the aircraft factory – Aeronautica Industrial, S.A.) All of them flew in the official Government Gliding Schools – El Cerro del Telegrafo, Huesca, Llanes, Ocana and Somosierra. The VGC has sent 35mm microfilm of Kranich 2 drawings and photographs to help Gerhard Bergmann.

Herr Bergmann mentions that he has finished all the individual parts for a Minimoa 36, and expects to have this project ready in three to four years' time.

We understand that his aircraft came from Hockenheim and, before that, from Spain, as did the Gunther Welzhofer Kranich 2 which is being restored in Holland by Neelco Osinga. Spanish-built Kranich 2s were probably glued with Casein which should be more elastic than the wartime Kaurite-glued Mraz-built Kranich 2s. The increase of moisture content of the wood of aircraft being built in Spain, and then moved to Germany, must have been considerable, but the Kranichs probably survived that. We have not yet received any news concerning the two broken Kranich 2s that were bought by Heiko Harms in England for repair.

Details of the DFS 230 were sent by our member Jochen



The fuselage of the DFS 230. The rebuilding of this glider is one of the most ambitious projects ever realised. This type took part in some of the most dangerous operations in the history of aviation. *Photo: F. Günther*

Kruse. In 1963, veterans of the former troop carrying Glider Units decided to form the Luftlande Flieger Kameradschaft which for many years has been excellently led by Hans Distelmeier (Cptn retired). The organisation had a burning wish to find just one DFS 230 for museum display so that future generations could view what they flew. The search for an original complete DFS 230 was a hopeless exercise. It is true that there were wrecks but no complete aircraft survived. Now the incredible has happened and there is a complete DFS 230 which has been built again, without original drawings.

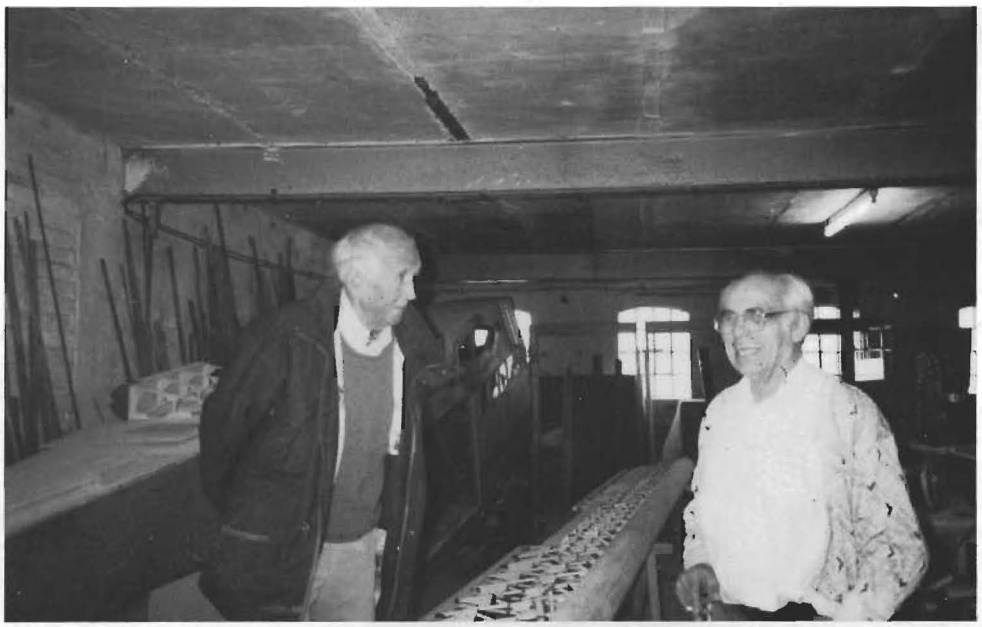
The project began with the discovery of a severely corroded fuselage centre section at Göttingen on the 26th of February 1986. A fuselage forward section was found and retrieved from Aachen on the 10th June 1986. An expedition to Vassieux at Vercors in France was made to measure up and photograph the rear section of a complete DFS 230 fuselage. Then, in spite of incredible difficulties, a whole fuselage could be welded together.

It was also possible to examine a complete DFS 230 at Vassieux near Vercors and various measurements could be made, and photographs were taken. Using Dr. W. Mueller as translator, many good contacts with the French were made. There were considerable costs to be borne for the fuselage restoration and 12,000DM was provided by Walter Koegel. Steel tube was paid for by Willi Radinger and Heinz Muhlenbach and this went also for ball bearings and cable turnbuckles. Some of the comrades parted with war souvenirs with heavy hearts and this included a fully instrumented panel for a DFS 230 from the LS comrades in the then DDR. The new DFS 230 has now a fully equipped fuselage which even includes static line parachutes.

Which museum would have it was a problem. Primary hope was that the Luftwaffen Museum at Uetersen would have it. Apparently this was not possible, and now perhaps the new Luftwaffen Museum at Hannover will display it. Its restoration had much to do with idealism. This will be fully realized when the Comerades Erich Gramig, Karl Gnewikow, Willi Gaenzler and Heinz Butschkau finally are able to sit in the completed aircraft.

It was originally cleared to fly at up to 290kph with a loaded weight of two tons. It is felt that it could be flown with two people on board (instead of its full complement of nine) but no inspector is prepared to clear it.

The restoration team was very much helped by a group in France called "Ailes Anciennes". These young and very interested people had been searching Germany for documents on the DFS 230 for the French Air Museum at Paris Orly. Thus the team went to Paris in December 1986 to meet them. Then followed an exchange of photographs, drawings and even parts of the greatest importance. There were helpers in Germany who worked tirelessly and others who gave donations. Among those who helped, was the DFS 230's prewar designer, Hans Jacobs, who is well-known to the VGC as the designer of some of their best aircraft. Also helping with advice was the designer of the Gotha 242 transport glider, Erwin Leiber. The fuselage and tail surfaces were restored and assembled in the Frankfurt area and are now



Designer and builder. Hans Jacobs with Otto-Ernst Hatje during the building of the wings.
Photo: F. Günther



The DFS 230. Only the fuselage nose and centre sections were found, severely corroded. Otherwise it is new and built from drawings made only during the project.
Photo: F. Günther



Cockpit detail DFS 230, taken in May 1988.
Photo: F. Günther

complete almost down to the last detail (seat parachutes and an instrumented panel received from a donor in the then DDR). Then 66-year-old prewar sporting glider pilot Otto-Ernst Hatje managed to build the 21.98 metre span wooden wings again without original drawings. Drawings had to be made. There were 400 wing ribs!!! There were 12,000 individual parts!!! Otto-Ernst Hatje built the wings in 14-1500 hours in a workshop in Wedel. To make the plywood sheets of the wing's skin go further, they were glued on with grain running spanwise instead of diagonal. Because of this, and because the wings had been built without original drawings, an LBA Inspector could not clear the machine for flight, although many declared that they would fly it with a much reduced load and at much less VNE. Hans Jacobs described the completion of the project as an incredible achievement. Now the task is to find a museum to display it. At present, the most likely to have it will be the new small Luftwaffen Museum that has been started in Hannover. Originally 1,500 of the type was built. It was the first cargo carrying glider in the world and was developed by DFS which had designed many successful sporting sailplanes. The DFS 230 was designed to the operational requirement of being able to fly from one country to another in the half light of dawn to make almost silent approaches for surprise attacks on strategic objectives. We have wondered why it was not fitted with effective airbrakes and can only imagine that in 1937, gliders had only been fitted with upper wing surface drag spoilers since the summer of 1935. DFS airbrakes were not developed until 1938 and the Schempp Hirth (Hütter) dive brakes to restrict speed to safe VNE, not until 1939. The DFS 230 was designed to be brought down by a tail drag parachute as well as upper wing spoilers, and to be held on the ground by ploughs on either side of its fuselage. Its operational debut, when it was used to capture the Belgian fort of Eben Emael, and by doing so, to cause the outflanking of the Maginot Line, created an international sensation. The British worked even harder to perfect their radar to pick up wooden aircraft, as the absolute secrecy surrounding the DFS 230 during 1940/41 prevented the discovery that it had a welded metal tube fuselage. After Eben Emael, they were used for the successful taking of the bridges over the Albert Canal. These successes caused the Allies to build and develop their own troop carrying and cargo gliders. Subsequent operational use of the DFS 230, the invasion of Crete, the rescue of Mussolini and its employment in Africa, Russia and Hungary (Budapest), where it was used to supply cut-off pockets of troops, brought the aircraft fame. The type had high performance wings which enabled it to be soared and flown distances. In fact, it was thermal soared with full loads so often over the Ukraine, that an official Wehrmacht order had to be given to prevent their pilots thermal soaring them until they had completed their missions. They were sometimes retrieved by air to fly more missions. Nevertheless, casualties among crews and troops in both Allied and German troop carrying gliders were very high. We hope that gliders will never again be used for war. We imagine that the experience that Hans Jacobs gained in designing the welded tubular fuselage of the DFS 230, served him well when he designed his last sailplane, the 1951 Kranich 3, which also had a fuselage of such a structure. Hans Jacobs told me that surprise "tip toe" operations were seldom, if ever, achieved by DFS 230s and that therefore they were used outside the tactical requirement for which they were designed. During the Eben Emael operation, some of the best of Germany's sporting glider pilots flew the gliders and these included Erwin Ziller, Otto Brautigam and Heinz Scheidhauer. What a waste to use good record and contest glider pilots!

Mungo Buxton designed the British Hotspur glider which carried about the same number of troops and also, especially its Mk 1 version, had low sinking speed and good max. glide angle. Because of this, it was used only for training and was never employed on military operations. The later Horsas, Hamilcars and Wacos were designed to descend as quickly as possible using huge wing trailing edge drag flaps. The later German Gotha 242, which carried 30 men, also had a poor performance and came down quickly. To achieve such a rate of descent, the pilot of a DFS 230 would have to deploy his tail parachute. It has been rumoured that part of the training was a descent from 2,000m with a full load, hanging on its parachute!! To use a DFS 230 today as a joyriding soaring sailplane is not practical as it would take up much hangar space and would need a towplane of a minimum of 650hp to launch it. Photographs revealing a 60-100hp Klemm 35 or a FW Stoesser of 240hp, and later an ME 109E attached on top of it, are misleading. These were experiments carried out during the war by DFS at Ainring, Bavaria. The DFS 230 was usually flown solo but sometimes carried one passenger. The combinations had been towed to altitude by a Ju 52. With the Klemm, maintenance of level flight by the combination was impossible. With the Stoesser, height was maintained, but not gained. With the ME 109E, height was gained. Fritz Stamer, who was Director of the experimental institute saw for himself and his institute the special mission to develop new towing methods. Among these towing experiments was the idea of shortening the tow cable and eventually replacing it with a rigid bar which had a hydraulically damped coupling at its towplane end and a flexible coupling at its glider end. These experiments were successful in that they would allow a DFS 230 to be towed safely in poor visibility such as darkness or cloud. Although the first tests were done with an He 72 Cadet and a Minimoa, the DFS 230's towplanes were Ju 52, HE 111 and Do 17. Similar tests were later carried out successfully with the larger Go 242 glider with a heavy bomber HE 177 as towplane. Later, five HE Kadets towed one DFS 230. Then, three Ju 52s towed one Ju 52 without its central engine. Then, one Ju 52 towed three DFS 230s. DFS 230s were landed with tail parachute and forward firing rockets to brake them. With a full load, the DFS 230 stopped in a cloud of smoke in 25ft. In another experiment a DFS 230 was fitted with floats with a braced undercarriage below them for water landings. Towed launches were undertaken using an HE 115 seaplane from the Chiemsee in Bavaria in late 1944. A further test was done by a DFS 230 overtaking its towplane thereby assisting in getting an overloaded aeroplane airborne. There was also the Wolga system of launching using land vehicles (for example caterpillar tractors or electric and steam locomotives.) These were to serve as launch assisters for cargo carrying gliders or overloaded powerplanes. It was also thought of for instructing parachutists in case of fuel shortage or for pilots' exercise. The tow cable was deflected by sheaves bringing the operation speed up to four times the towing speed. Two tractors, or electric locomotives went off in the opposite direction to the glider. The same effect could be created with one steam engine. In these experiments based on a cable length of 3,000ft and a full load, a DFS 230 was launched to heights between 700 to 1,000 feet. During the water take off and landing tests, when the tow cable was kept on the water's



Right, Jürgen Etter, struck down by illness before his time. Seen helping the take-off of a Dutch Grunau 9.
Photo: Peter Ocker

surface with cork floats, tests came to an unexpected end on a bright moonlight night when British aircraft used the DFS's planes as targets.

The above information has come from an article by Karl Schieferstein, "Development of the German Research Establishment for Gliding ". Since 1936, Karl Schieferstein had been one of the DFS's test pilots. C. Wills can provide photocopies of the complete article to interested readers.

We received a Christmas Card from Siegfried Lorenz, (address: Halfmannstrasse 44, 5020 Frechen 3, Germany.) He sends us news that his work redrawing the Rhönsperber drawings is now finished! He has done 96 drawings including static of the wing spars. A few drawing print copies received from C. Wills of the VGC were the basis for the work. Siegfried hopes that his drawings will enable new Rhönsperbers to be built which will be flown! Chris Wills sends him the VGC's warmest thanks for his worthwhile task. We hope also that Hans Jacobs will be happy as, through VGC members' actions, it is now possible to build the following of his designs: Rhönadler 32, Rhönadler 35, Rhönbussard, Rhönsperber, Kranich 2, Habicht, Weihe and Meise. The Reiher has so far eluded us as only two of its important drawings have been found. They both came from the Slingsby loft with assistance from Martin Simons. The fact that they were there makes us wonder if the others could not be somewhere in Britain or in America?

Project: For the price of an ASH 25, it would be possible to put one of the above types back into production! This idea is not so impossible when one hears that in the Vintage Power Flying World, Western enthusiasts with hard currency have got the Russians building YAK 3s with Allison engines (similar to the original Russian engine) and that two-seater training YAK 11s are also being converted into YAK 3s by having their forward seats removed and the above engines installed. There seems to be a lot more money in the power flying world than there is in the gliding world!

Jochen Kruse has enough problems with his broken Condor 4. He has now taken its fuselage to Jesow (Grunau) to be repaired in Poland. However, after actually seeing the wreckage, the Polish repairer quoted a far higher price for repair based on 1500 hours of work. As the latest repair estimate is in the region of £15,000, Jochen has advertised in AEROKURIER either for a partner, or for someone to buy the remains.

Peter Ocker sends the very sad news that Jürgen Etter is no more.

"He died in mid-September after a two-year illness. He slept peacefully but did not wake up again in the morning. He died at the age of 45 from multiple sclerosis. Our deepest sympathies go to his family (Frau Etter and the three daughters).

I first met him in 1989 at Farkashegy, Hungary together with his family, his brother's family and his very well known red/white Doppelraab in its huge greenhouse-like trailer. Shortly after the unforgettable Hungary Rally that gave us so much fun, he was told of his illness. Although obviously ill in 1990, he was with us in Belgium where most participants realised that something was wrong with Jürgen.

He will be remembered as a kind and very experienced pilot, never negotiating about a flight in his Doppelraab if someone asked for one. Jürgen, we'll never forget you."

Peter Ocker.

Thus we have lost someone from the newer generation in Germany who was a worker on vintage gliders. He had made



A Soviet pre-war two-seater exported to or built in Turkey. Does anyone know the type? Information to C. Wills
Photo: Jochen Kruse in Turkey 1961

some airworthy and had started on a Minimoa 36. All VGC members send their sincere sympathies to his family and friends.

C. Wills. President of the VGC.

The OSC Wasserkuppe had wished to attempt its most ambitious project of all their projects, a REIHER. However, as only two very important drawings of the very many were available via the VGC, it is not yet possible to build one.

The OSC is always busy and intends to organise its very successful bungee launch courses from the Wasserkuppe next year again. There is also the very real possibility of them making airworthy Gunther Welzhofer's Rhönbussard, which is currently at the Wasserkuppe but not on exhibition in the German Gliding Museum as the museum is already displaying another one.

This Rhönbussard was formerly BGA 394 which was owned before the war in 1938 by Ingo and Rolf Passold, who flew it in the 1938 British National Contest at Dunstable. The Passold brothers were supposed to be Czechs but Ingo managed to win the Junior Class of the 1939 Rhön Contest flying a Mü 13D. At least one of the brothers spent the war years in Britain where BGA 394 probably did war service at first at Ringway and then with the ATC. It was one of four Rhönbussards to survive the war in Britain. The four of them were seen by Chris Wills during 1946 at Rearsby (Leics) during the Easter meeting, which was the first official gliding event to be organised by the BGA after the war. We believe that BGA 394 was built in 1938. It had been part of the Rodi Morgan Collection but, at the time of his death, it was offered for sale still not repaired after an accident during the first years of the VGC's operation as a club. There are now three Rhönbussards in Germany, the other two being static museum exhibits.

THE HAHNWEIDE OLDTIMER RALLY. This is held every two years at the famous gliding site near the Teck. This year's rally was again held in perfect weather during September and was attended by huge numbers of old aeroplanes which included 2 Ju 52s, an AN (Antonov) 2, a YAK 18, Klemm 35, Fi Storch and some of Ray Hannah's warbirds from Britain which included a Mustang and Corsair.

Among the old gliders, there was a German registered Slingsby T.31 and the legendary Hütter H.30, a three-view drawing of which was revealed in VGC News No.70. The H.30 at Hahnweide seemed to be in perfect airworthy condition. Peter mentions that the gliders as always were held a little bit in the background. The following were present:

Jörg Ziller and Klaus Heyn	Meise.
Peter Egger	Spalinger S.18.
Mario Sells	MG 19A and T.31.
Bjarne Reier	Grunau 9.
Attilla Zierman	Moswey 2.
Hungarian Team	Vöcsök.

Frank Konsek's Weihe is a Weihe 50 with blown canopy, long span ailerons, landing wheel and cable releases on each side of the nose. Its registration is D-9062.

THE OLDTIMER TREFFEN WEILHEIM/PATERZELL.
The 40 years' Jubilee of the local club was celebrated by a week of vintage glider flying. Some VGC members participated although the weather was not so good. They were:

Werner Tschorn	Weihe 50
Otto Grau	Göppingen 1 "Wolf"
Mario Sells	MG 19A and T.31
Attilla Ziermann	Moswey 2 (and his very beautiful daughter)
M. Schäffler	Grunau Baby 2B.

The late Hans Meyer's Weihe.

Bjarne Reier (Norway)	Grunau 9.
Peter Egger	Spalinger S.18-3.
Hugo Roth	Spyr 5.

Reiner Karch, and various other vintage gliders.

Peter writes: " Yesterday I returned from Munich after six full days working on the Deutsches Museum's Grunau Baby 2b. Together with two friends (radio modellers), we were able to finish the aircraft except for its final painting. Also a new instrument panel, panel covering and canopy have yet to be made. We expect to hand over the aircraft to the Museum in

early 1992. It's a very successful project up till now (much fabric covering and finish etc.), so let's hope that the final painting will be as successful. The right wing, elevator and aileron are left uncovered to allow visitors to see the aircraft's structure."

Jochen Kruse sends us the news that his MG 19 at Uetersen is now fabric covered. There were immense problems with the LBA because it was discovered that it had original MG 19 wings with their long span ailerons, but had the longer fuselage of the shorter aileron version, the MG 19A. Apparently the longer fuselage was designed for the MG 19 after Werk Nr.10. Thus, the LBA concluded that it was neither a proper MG 19 nor an MG 19A. However, after much perusal, they have decided to approve it after thicker control cables and greater diameter pulley wheels to take them had been installed. We now understand that Jochen Kruse has fabric covered his MG 19 and that the fabric will be left transparent doped. She should be ready to fly when the weather becomes good again.

POLAND

The Director of the Polish Air Museum Krzysztof Radwan wishes to arrange the exchange of four gliders from a list of five. These are Zuraw (Polish 1952 built Kranich 2B-2), Czapla, Mucha, Jastrzab (fully aerobatic when new), Sroka, for two aeroplanes, which should be repairable for static display in the Museum. The aero planes needed for the exchange are two of the following: Vampire, Venom, Meteor, Sabre, T.33, Thunderjet, Thunderstreak, Cessna 0-1, Skyraider, Harvard, or the helicopters: Bell 47, Alouette, Huey, Wessex, S-58, etc. The address is:

Muzeum Lotnictwa Polskiego, 30-969 KRAKOW 28, Skr.Pocztowa 17, Alega Planu 6-Letniego 17, POLSKA. Tel: 471-81.

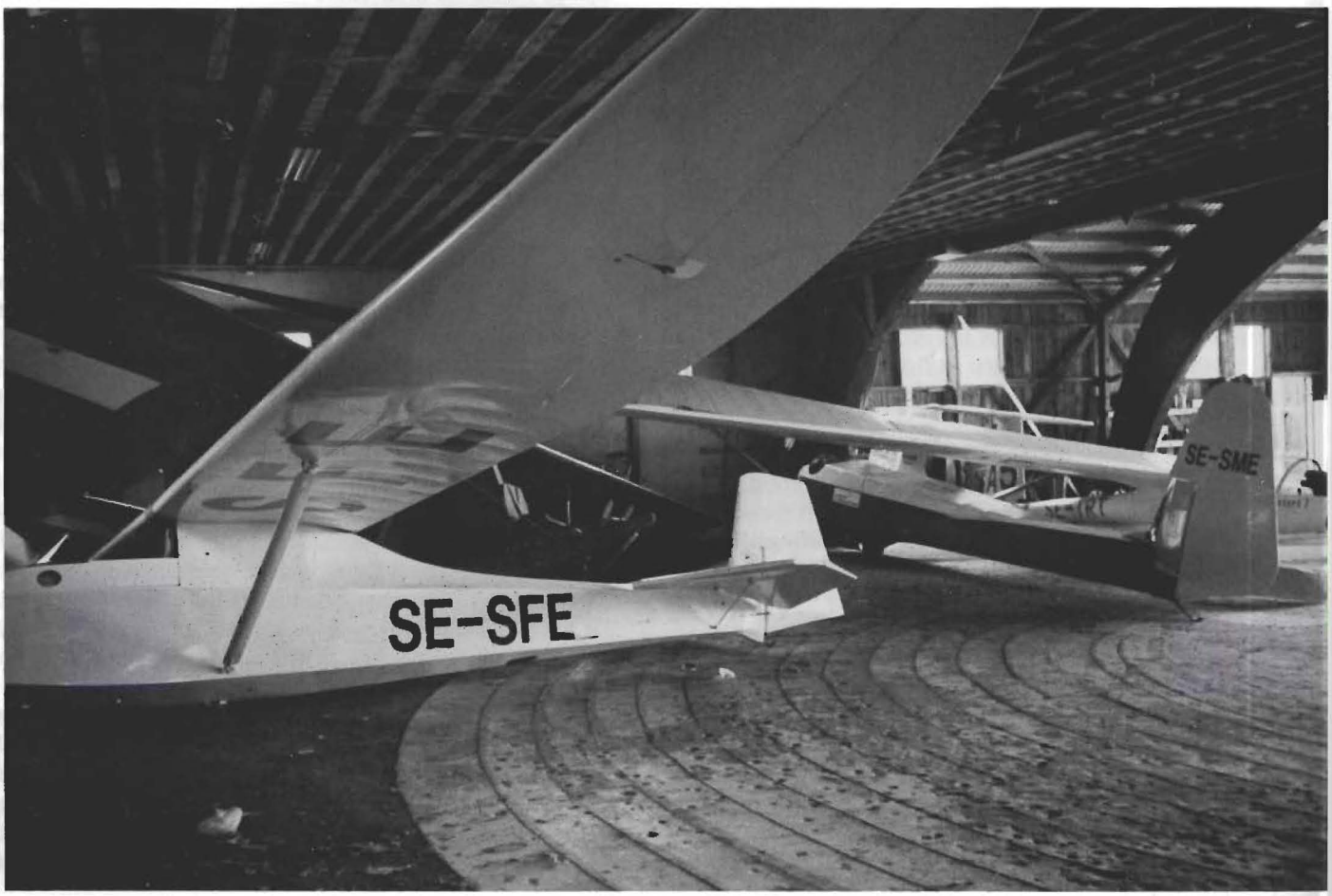
Note: All Polish postwar gliders up to the early 1960s were glued with Casein.

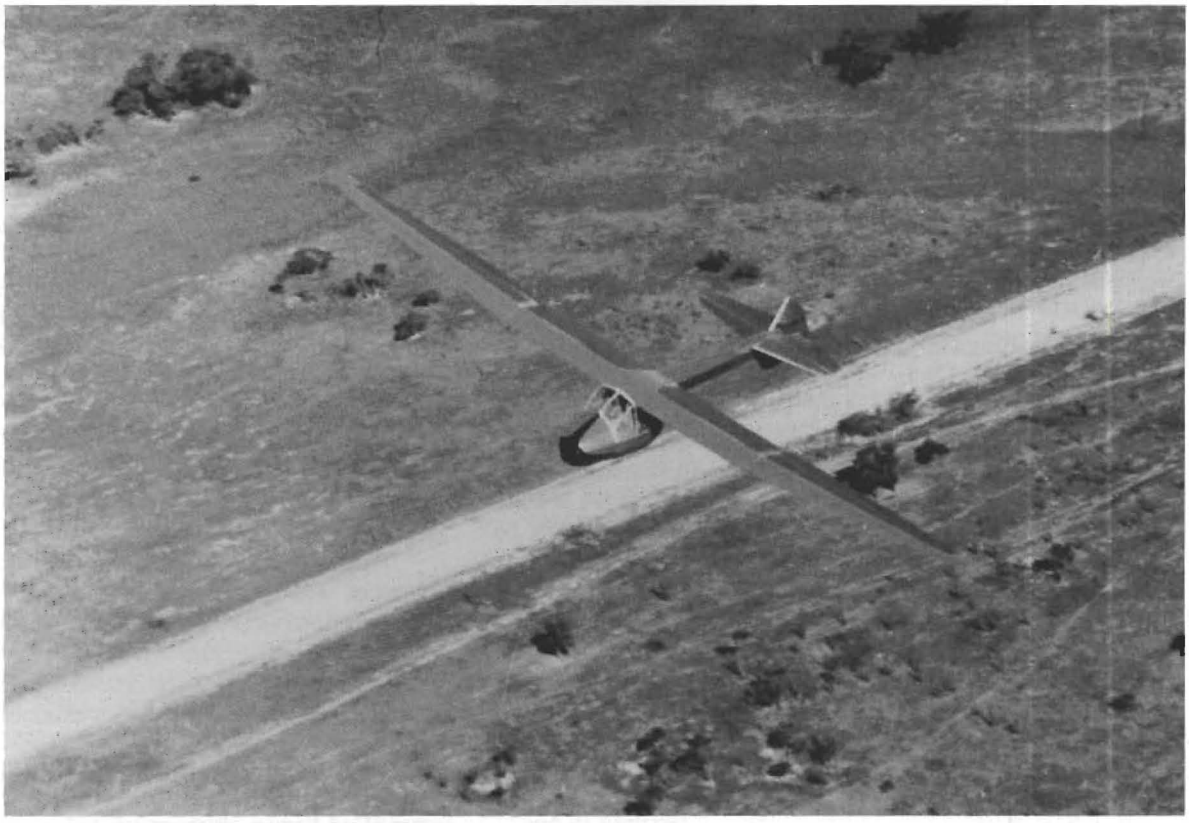
SWEDISH NEWS

The name Eskilstuna seems to bring music to our ears! Here, amid the sunlit Swedish Plain of shrubs, trees and still waters is a large grass airfield which has much gliding activity which includes a vintage gliding group which even has a space in the hangar. Three vintage gliders are there. The first two are an SG.38 and a Grunau Baby 2b-2 from the dawn of Swedish gliding when they were built under licence from Germany during 1942/3. Both are as original and the Grunau Baby 2b was restored in Poland recently. Its registration is: SE-SBM. The third vintage glider is a Slingsby T.21b which came slightly later in Sweden's gliding history. They have unfortunately not yet Swedish-built Weihe and Kranich which were also licence-built from Germany during 1943/4. However, some do exist in museums in Sweden and we wonder whether an arrangement could be made with a museum to restore one to airworthy condition and in return for labour, to be able to fly it. The club once had the JS Weihe SE-SNE which, as BGA 1021 is still airworthy in Britain.

Prime mover for the vintage movement at Eskilstuna is Ake Andersson who, during the time 1951/2, worked at Elliotts of Newbury where he gained the reputation of being a very skilled woodworker, working on Olympias and Eon

Veteran corner at Elkistuna, Sweden. Grunau Baby 2b, SG 38 and T21b. *Photo: Ake Andersson*





Pelican 2 in the air near Waikerie, South Australia.

Photo: Noel Harding

Babies etc. He had already taken a Weihe to over 12,000ft in Sweden, although he was only 17 years old. This made a tremendous impression at least on Chris Wills at Lasham where the club's flagship was also a Weihe, which had been built in Germany. Chris worked at Elliotts of Newbury on Eon Babies after Ake had left. Ake is still a professional woodworker.

Meanwhile, we can only hope that one day we will visit the paradise of Eskilstuna.

Late news comes from Bengt Micrander that a preliminary date has been set in April at Eskilstuna for the forming of a Swedish Vintage Gliding Club.

AN AUSTRALIAN BIRD

Some time ago, Chris Wills visited Waikerie, South Australia and Jock Barratt took him for a flight which included aerobatics at 9,000ft in his Pelican. It was almost an initiation rite at Waikerie (where there are many Pelicans, that all visiting pilots should have a flight in the Pelican !)

There are many Pelican birds at Waikerie but this is a description of the sailplane, which C. Wills has recently received from Jock.

THE PELICAN

The Pelican twin seater was an inspiration of Ernest Raymond Barratt, or Jock as he is better known to members of the Waikerie Gliding Club in South Australia where he is a founding member.

The story goes that in Sydney around 1935, there was, working for De Havillands, a sailplane designer named Martin Warner. He was the designer of the single-seat Kite series of sailplanes. They had a pod and boom fuselage layout. The Sydney Soaring Club had a Mk. 1 and the Waikerie Gliding Club had a Mk.2. Actually both of them were once purchased by the Waikerie Club.

Early photographs reveal show that this was the inspiration for a new two-seater that Jock needed for the Waikerie Club. It was to become the Pelican.

The layout was similar, but the fuselage pod was twice as wide because of the side-by-side seating configuration. You might say that it was born out of necessity! A model fuselage pod was wind tunnel tested and was considered to have an extremely efficient drag factor. The testing was done by Harold Bradley, who went on later to help with the design of the Jindivik Drone Target aircraft.

A 20ft long fliche of 12 by 12 spruce was procured and brought from Melbourne to Waikerie some 450 miles by truck. There was only one saw mill in the town that could cut it to a more workable size. Unfortunately, a lot of sawdust finished up on the mill floor because of the wide saw blade. However, there was still adequate spruce left for the spars, leading and trailing edges, longerons etc. These were all cut from it. The 1/4 inch square rib material was cut by members with hand saws from 1/4 inch sheets. Club members really had to be keen in those days. "Saw today, soar tomorrow"!!! Ray Bournholm designed the controls and fittings. Harold Bradley constructed duplicate control sets and tested one set to destruction, its strength being more than adequate and passed with flying colours. The constructing and testing of the metal fittings was done at the Adelaide Railway workshops where Harold worked. The fuselage pod and boom plus wing pieces were built in the disused Waikerie Show Society Hall which was 20ft long, so this became the aerodynamic guide factor for the length of the Pelican. "You can't build in the rain can you?"

During the building, a classic case of too many bosses took place when no-one thought to measure the width of the fuselage and the width of the double doors at the hall. Well, you guessed right! There was no way it was going to come out of that doorway. So the roof was taken off and a crane was brought by a local contractor which lifted it out and on to a truck, which took it to Jock's garage at home to be covered

and doped.

All this action took place after World War 2 had finished. In the late 1940s, milk ply and casein glue were readily available from army disposal stores. The wheels, instruments and perspex for the canopy all came from a disposals Avro Anson aircraft. The fuselage is painted orange and the wings silver with orange on the leading edges. In recent times, what was silver is now white because silver dope had become unobtainable in Australia.

When finally hatched, the Pelican had its first flight in 1950 and has been flown regularly ever since. The only modification deemed necessary was an enlargement of the trailing edge of the fin which was originally straight, was rounded to add more rudder area. The twin shoulder towing bridle which worked very well, was substituted for a belly hook when local ADRs declared the previous type to be dangerous. The front wheel was moved 6 inches back to accommodate it. Later, an aerotow tow hook was fitted to the nose when aerotows substituted the club's winch. The bottom fairing on the fin was getting worn away with some of the tail down landings on the gravel surface. Later a protective metal capping was fitted and this has not been a problem since.

There was a Pelican 1. This had a 48ft wing which was borrowed from a Rhönfelt sailplane. It had no dihedral. The Pelican 2's wing span was increased to 53ft with large dihedral tips.

SHE MIGHT BE UGLY ON THE GROUND, BUT IN THE AIR SHE FLIES LIKE HER NAMESAKE-A PELICAN!

by Noel Harding.

LETTERS

Concerning the gliders removed from Germany and Denmark by the British. VGC News No.73, Summer 1991 on Page 17.

Niels Ebbe Gjørup says that only the German owned sailplanes would have been taken. They would not have touched the Danish ones, which includes Hütter H.28, Hütter H.17 a, two Rhönbussards and the Mü 13D. This latter (now registered OY-MUX,) was German owned as it had been recaptured from Russia (i.e. probably one of the Baltic States where it had been sold to an owner, before the Baltic States became Soviet Russia). In its Log Book can be found the term Russisches Beuteflugzeug. (Russian Booty Aircraft). This one seems to have been overlooked by the British. It is now being restored in Denmark to fly (we hope).

Concerning the Categories, **Harry Chapple** writes: "Herewith the information promised in our telephone call. I am giving it to you to use as you see fit.

First, the article on Page 17 of the Summer News Letter re. lists of aircraft from Germany.

The current classification of aircraft serviceability is as follows: Cat. 1 – Serviceable. Cat. 2, 3, 4 – Various stages of unserviceability but all capable of repair. Cat. 5 – Write Off.

This to the best of my knowledge has been the case since the dawn of time.

You see therefore that given the above, the table makes sense. I would also suggest that the header "To UK" should be sited equidistant between Cat 1 and others. So: Cat 1 To UK Others.

The first line for Grunau Babies now reads:
— Total Used in Germany Cat.1 To UK Others.

The interpretation thus reads:

9 Grunau Babies to UK; 6 serviceable; 3 in OTHER than serviceable condition. To continue: 2 Kranichs, 1 Mü 13, 1 Meise (Olympia) to the Navy as you thought. 1 Rhönsperber operated by BAFO.

Concerning the Weihes brought in by Philip Wills. Were they not brought in by Philip Wills personally rather than by a military logistics organisation(?) and therefore, they would not appear on a military inventory? The one Minimoa is not an airworthy example and so would probably have been declared "Beyond Economical Repair" and scrapped. (The gull-winged sailplane rotting in a crate in the hangar at Farnborough? !!!!)

The one Mü 13 is the Navy one.

The one Reiher. If one were to discover that the Squadron Mascot was wanted by the Boffins, one would certainly declare it serviceable and swear that it fell to pieces on the way to the UK. (Chris Wills supposes that the Horten 4 LA-AC was also imported into Farnborough by Robert Kronfeld's action – outside official service channels?)

Now, to the contentious bit!!! (I can hear you groaning already)

The Mü 13D whatever.

1. All the documentation for the Canadian Mü 13 describes it as a Mü 13 D-3. Don't try to tell me that the Canadians were influenced by a bunch of hysterical German administrators!

2. All the documentation for my Mü 13 describes it as a Mü 13D-3, or just a Mü 13 D, but never a Mü 13D-2! (We should just say here that Harry's Mü 13 was built in 1943 – CW.)

3. The Flugzeug Typenbuch 1944 on Page 342 describes the Schwarzwald Flugzeugbau series built Mü 13D as the Mü 13D – Baureihe 2 which I translate as the –2, series 2, Model 2, call it what you will (short fuselage Mü 13D).

4. From the VGC technical article on the Mü 13, it appears that in 1939, after 15 Mü 13s had been entered in the Rhön Contest, the aircraft was put in to series production with more sweep back. This is inconsistent with the information in the Typenbuch.

Page 294. Mü 13 "Merlin" V-Form (dihedral) 2.5 degrees.

Page 342 Mü 13D Baureihe 2, V-Form 2 degrees 24 minutes.

I would respectfully suggest that "15 SERIES production Mü 13s were entered in the 39 Rhön Contest. The latter is borne out in Georg Brütting's book: to the effect that as a result of the success in the 1938 Rhön Contest, the Mü 13 was put into production at the Schwarzwald Flugzeugbau where 15 were produced for the 1939 Rhön Contest.

As to the "d" suffix to the Mü 13, I have two theories and they are ONLY theories, but logical ones.

Of the three Mü 13s built by the FFG (Flugtechnische Fach Gruppe München) (Munich). 1 Merlin – Mü 13A?

2. Atalante – Mü 13B?

3. Motorized Mü 13-Mü 13C?

LOGICALLY then the Series Production Mü 13 becomes the "D" and the first 15, being the first batch, Mark etc. would be the Mü 13 d-1. They would not be listed as such however, but would acquire –1 by default when the –2 were built. The –2 IS documented as such and technical detail shows it to be

of similar proportions to the "Merlin". This leaves the long fuselaged Mü as the -D-3.

Alternately, because the Schwarzwald Flugzeugbau was at Donaueschingen, it was the Mü 13 – Donaueschingen abbreviated to Mü 13D.

The former would seem more logical since the "Bergfalke", which owes a lot to the Mü 13 D, is the Mü 13E. I shall remain convinced that I have solved the puzzle until someone comes up with a MORE LOGICAL ANSWER (as opposed to a proclamation!).

5. Peter Selinger's list in VGC News No. 39, Feb. 1981 lists type 108-63 as Mü 13D-2/3, and gives a quantity of 81 delivered up to Nov. 1944. This information is from Federal Archives and it does list D 2/3 !

6. Frise Ailerons. There are two distinctive types of Frise Aileron:

a. full span Frise as fitted to the replicas and the short fuselaged Mü 13.

b. The deep inset tip as fitted to mine, and also to the Mü 10 "Milan". I haven't seen any other examples and I am awaiting a reply from Robert Gaines with interest, (his example had new wings built from supposedly Mü 13 E drawings but he says in his letter that the rebuilt wings were indentical to the originals). I can only suggest that whoever redesigned the long fuselaged D-3 was influenced by the Mü 10. 7 definitive examples are extant.

Mü 13D-2. I suggest that the example owned by François Ragot is as original as you will get. It has the full Frise ailerons and a multiple-pane built-up canopy.

Mü 13D-3. I suggest that mine is as close as you will get to the originals as I have full documentation going back to 1952, and verbal confirmation of its history prior to that. (There is also a letter in file suggesting its build date to be pre-1945 as opposed to post-1945).

IN SUMMARY. The replicas and rebuilds all seem to have an unswept back spar as the 13 D-2 but purportedly built from 13 E drawings, the exception being the Donaueschingen Mü which has a swept back spar minus the inset Frise! The post-war-built examples are all different from each other and should not be considered when trying to define the originals. I respectfully suggest that the information that has come your way re Type definition should either be substantiated with documentary evidence or retracted. For my own part, I shall continue to refer to my machine as a Mü 13D-3 and the likes of Geoff Moore's as a replica until a LOGICAL argument to the contrary convinces me otherwise.

The Mü 13A Saga. (The R.N. Mü 13 which was imported into the UK by John Sproule in 1945 has always been referred to as a Mü 13A in reports from 1946 – 1957 CW.) What do you get when you knock the tail off a lower case Gothic d? Answer: an "a"; which is what is shown on the nose of the aircraft. I realize that the Mü 13 is poorly documented but I am attempting to compile a definitive history of the Mü 13 series and it does not help when apparently uncorroborated statements such as those in the VGC News magazine are bandied about. Since Peter Selinger's information postdates the Mü 13 article, I would suggest that you give me the task of updating the Mü 13 article!

Harry Chapple, 2 Stevenson Close, Kings Meadow. Bicester, Oxon OX6 8YJ.

Chris Wills answers. 1. He did not think that any Mü 13D wings could be constructed using Mü 13E drawings as this two-seater had larger span swept forward spar wings. The Royal Navy Mü 13A appeared at the 1946 Easter BGA Meeting at Rearsby still with its original post June 1943 NSFK registration. LG-WZ. There was no Mü 13A written on the nose of the aircraft. Mü 13A was later written on its nose by the R.N. The information concerning the Mü 13D-2 as the from 1943 produced Mü 13D with the long fuselage was received from Rainer Karch. His father Ludwig had designed the 1938 Olympic Mü 17 with such a fuselage to replace the former square Mü 13 fuselage which was to accommodate either an engine or a passenger. The triangular fuselage was stronger, lighter and gave less drag than the former square fuselage, which was more typical of aeroplane construction. His father also designed the triangular, longer, fuselage for the 1943 Mü 13D. Rainer said that these aircraft had to be referred to as D- 3s although they were D- 2s as no aircraft were supposed to exist in Germany from before 1951 which was the foundation year of the LBA. Therefore, it was safer to refer to all existing Mü 13s, including the short, square, fuselaged version owned by Ernst Walter, as Mü 13D-3s, which were built in 1956!!!!

Concerning the construction year of Harry Chapple's Mü 13D, I was informed by Rainer Karch, who brought it to England, that it was 1943.

Please could Rainer Karch, Peter Selinger, Klaus Heyn or anyone else kindly verify the above facts so that Harry Chapple and the VGC can discover the truth about the Mü 13 and its versions.

What Harry has discovered already is of the greatest interest. I did not know that the first Mü 13, the Merlin, was converted into the Motor Mü and that this could possibly have been the Mü 13C, after once having been the Mü 13A! I suggest that the final rewriting of the Mü 13 Technical article should be delayed until absolute confirmation has been received of the above facts.

VGC members and our VGC News has often had the privilege of discovering the truth about sailplanes for the first time, and thus we have been of value. How the Naval Mü 13 in Britain after the war can ever have been the Mü 13A is beyond my limited comprehension. It seemed to have met the characteristics of a production D-1 version, (except for its canopy which was simplified) so far as I know them. I wrote the Mü 13 article some time ago, when many of the lately discovered facts were not known. However, there is one sentence that must be at once changed concerning Kurt Schmidt's post-1938 flights. "Kurt Schmidt flew 487km from the Reichssegelflugschule Trebbin, near Berlin, to Holzkirchen in Bavaria, his adopted homeland, on the 24th of May 1939." Chris Wills has not heard of any longer distance flight in a Mü 13. Rainer Karch said that he was still flying the "Atalante". This was NOT during that year's Rhön Contest, when he flew a Condor 3 to second place behind Erwin Kraft's Reiher 3. Also on that day, N.S.F.K. Stafu (Standarten-fuhrer – Colonel- he had to be one) Seff Kunz who was the quiet, efficient organiser of the last Rhön Contests, and championed the Olympic Sailplane idea (and much later became President of the reborn German Aero Club after Wolf Hirth,) flew one of the first (if not the first) Olympia Meises 348kms from Trebbin to Nürnberg (Nuremberg) which was his goal. This was then, and until much later, hailed as the World's Goal flight record which was not bettered until 1955. I don't think that this could have been possible and this might have been just the German National Goal Flight record. However, the fact that the Mü 13 flew on that day more than 130km further than the Meise speaks much for the calibre of

the machine and pilot.

Kurt Schmidt also came second in the 1938 International Goal flight contest from Sylt to Breslau behind Hanna Reitsch. Presumably he was flying his Atalante, and Hanna Reitsch, the Reiher. There were 23 competitors.

In the 1939 Goal Flight Contest from Freiburg to Stettin, he was the outright winner. In 1940, he received the Adolf Hitler Ehrenpreis (Prize of Honour) for his gliding successes.

In Georg Brütting's book "die Berühmtesten Segelflugzeuge" (The most famous sailplanes) it states that Kurt Schmidt was killed while testing the ME 163 "Komet" rocket aircraft in 1943. This was not so. He was killed on the 8th of March 1944 at Lechfeld, test flying the ME 262 V.6 jet fighter. The V.6 was the prototype for the production ME 262 A-1a. It had four MK 108 cannon in its nose, was painted light grey (interpreted from black & white photographs) all over, and was registered V1+AA. Kurt Schmidt was killed because it had some technical shortcomings and one of them prevented him from bailing out. His World Duration Record was 36 hours 36 minutes in a Grunau Baby 2. It was flown in hill lift over the East Prussian coastal sand dunes at Korschenruh!!! Dates of this flight were 3rd and 4th of August 1933. Chris Wills believes that Kurt Schmidt was one of the very best glider pilots of the prewar era. His accounts have to be read to be believed !!!

He would also like to point out that there are inaccuracies in many books which we had hitherto believed were "Bibles" and that one of them might be the Flugzeug Typenbuch 1944.

C. Wills.

Chris Wills believes that only by writing the above can true history be obtained, in that letters may now arrive substantiating or contradicting what has been written. Chris Wills once heard Brennig James say that no two Mü 13s were the same, and therefore it may be difficult to substantiate any "definite" pronouncements.

Letter from Jan Scott, for the International Vintage Sailplane Meet Committee. This Meet is scheduled to be held at Elmira, NY, USA in 1994.

"Dear Soaring Friend: As you may know, the VGC International Rally Committee turned down our bid to hold the Rally in the USA, in 1994.

As there were several people from many nations that were disappointed with that decision, we are exploring the possibility of having an international vintage sailplane meet here anyway. It would be in addition to the regular International VGC Rally, which will be held elsewhere in 1994. Our event would be at the historic Harris Hill Glider Field near Elmira NY during the last two weeks of July. This will enable those who wish to attend the EAA Oshkosh Convention immediately afterwards to do so. The best vintage gliders in the US will attend including the WW 2 military training gliders, and also Bowlus and early Schweizer designs.

This invitation has been sent to those who have indicated a desire to come to the USA, and also to several pilots in Europe that we believe might be interested in attending. For our planning, we need to know your needs, desires and concerns so that they can be addressed.

Each nation's representatives were given a video tape (PAL system) along with information brochures on the Elmira area at the 19th Int. Rally at Schaffhausen. You should make an effort to see it if you can.

For those wishing to obtain Entry Forms, please write to:

Jan Scott, RT.1, Box 239, Lovettsville VA 22080, USA.

If we receive a minimum number of vintage sailplane entries, we will proceed with the plans. Please return the form so that we can put you on our mailing list and keep you informed. VGC Membership is NOT required for this event.

Note: There will be many European designed gliders registered in USA in attendance. Qualified European pilots without gliders in some cases will be allowed to fly these.

Sincerely,

Jan Scott for the IVSM Committee.

From Paul A. Schweizer, the famous US Sailplane Designer

"Dear Chris, It was a pleasure to meet you at the International Vintage Rally in Schaffhausen last summer. I wish we would have had more time to talk, but Ginny and I tried to do too many things with the limited time that we had available in Europe.

As you know, we got to know your father in connection with the International Contests, the FAI and CVSM activity, and he visited us in Elmira in 1960, after he had competed in the US Nationals in Odessa, Texas. We also enjoyed his books and other writings and his logical thinking, particularly in airspace matters. We look forward to any contacts that we may have with you in connection with vintage sailplane activities.

I received the July notification of the Annual General Meeting as well as the Draft Rules of the Vintage Glider Club. Since I have only recently become actively interested in the International aspects of vintage gliding activity, I don't feel qualified to comment on the Rules. However, from now on, I hope to follow VGC activities more closely and may have some comment in the future.

With the steady increase in cost and sophistication of today's production sailplanes and the small number of glider manufacturers that are in production today, the interest in vintage gliders should greatly increase. In the U.S. we are beginning to see this happen, and gliders and sailplanes that have been in dead storage in barns, or hung in the rafters of hangars, are being repaired and restored. Also, due to the high replacement costs of sailplanes in the U.S., sailplane enthusiasts are willing to repair and restore sailplanes that would have been considered uneconomical to repair only a few years ago. The possibility of an international vintage meet has also increased interest. So we look forward to some good growth in the Vintage Movement in the U.S.

One problem I see is some division between those who believe in high quality restoration and who are financially able, and those who just want to get "the old bird" flying again so that they can have some cheap flying. Both types seem to like the cameraderie and challenge of flying vintage gliders, and so it is not a question of Right or Wrong? I suspect that in most cases, it is just an economic problem. Hopefully they can move up the scale with time.

One aspect of this division was apparently present in the lack of a decision on the U.S Vintage Soaring Association's bid for the International Rally for 1994. It is understandable that having to come to the U.S. with a glider is a major

financial project which many can not afford, at least at the present time. Our hope is that by 1994, the number that could make such a trip will increase.

The other argument in favour of having the rally in the U.S. is that it would be a big step ahead and show that the vintage movement is growing and establish the fact that the vintage movement is not just a European activity.

On the assumption that there is not enough support for a rally in the U.S., in 1994, the VSA, Harris Hill Soaring Corp, and the National Soaring Museum (NSM) are proposing to have an Invitational Vintage Sailplane Meet at Harris Hill, Elmira, N.Y. in 1994 just prior to the EAA Oskosh Convention. By that time, we shall have many more restored vintage gliders in the U.S. so that we would be sure of a good sized meet. Jan Scott, of the VSA, is contacting you and other vintage enthusiasts in Europe who might be interested in such an event.

If there is sufficient interest shown in such an event, then the three organisations that would sponsor this event, can investigate what other support and inducements can be developed to help the foreign participation.

I am sorry that this has become such a long letter but I get carried away a bit when I think about the potential of such an event. I will look forward with interest in seeing what interest Jan's proposal develops.

Sincerely, Paul A.Schweizer.

(U.S. Sailplane Designer and Builder since the early days of gliding.)

Letter dated 22nd November from Martin Simons, 13 Loch Street, Stepney, South Australia 5069. requesting information on Heini Dittmar Condors 1, 2, 2A and 3 Versions.

Dear Chris,

Seasonal Greetings to you and all VGC Members. I have applied for some leave next year and might be able to come to the Rally in Holland. I cannot make any definite arrangements until I know if the leave will be approved.

I am prompted by the photographs of Eustace Thomas with his Condor 2 in the summer issue of VGC News, to again ask for help.

I have for some time been trying to sort out details of the Condor 1, 2, 2A and 3 Series and have come up with some puzzling questions. Possibly, someone in the VGC can fill in a few of the gaps.

Dittmar introduced the Condor 2 in 1935 and flew the prototype in the Rhön Contest of that year. The fuselage seems to have been exactly the same as the Condor 1 but the wing was completely new. The wing and aileron had the very distinctive shape shown in the enclosed sketch.

In Peter Riedel's third volume of Rhön History, there is a photograph of him in the prototype(?) Condor 2, showing that when the canopy was closed, he could have barely have turned his head to the side. Other photographs of the Condor 2, and of the later Condors, show the narrow wing pylon.

In contrast, the Thomas Condor had a much wider wing pylon, with ample headroom, and a swept down horizontal fairing aft of the wing trailing edge, instead of a tapered, upright, knife edge at the rear of the fuselage "neck".

Was the Thomas Condor built specially to order, or was the wider cockpit offered as a factory option.? Or was this Condor modified after Thomas took delivery? Can anyone tell the story? I have one other photograph of a Condor like this one, but it may be the Thomas example before it left the factory.

I remember hearing years ago, that Eustace Thomas's Condor was broken at Camphill once, when Louis Slater was flying it and hooked a stone on the tailskid when landing, causing the rear fuselage to break off. (Half buried stones were common at Camphill in those days). Also, on another occasion, Gerry Smith mentioned that he had repaired the Condor wing, including splicing the main spar. I do not know when this was or what had happened. It may have been during "impressed" war service when the Condor was at Ringway.

I should be extremely grateful if anyone can fill in these and any other details about any of the pre-war Condors. I believe Condors flew in Holland, for example, and some remains of them may be preserved there. There was also one in Argentina, but I have no other information. Does anyone have a genuine photograph or accurate drawing of the Condor 3? Most of the existing photos and drawings are clearly not the Condor 3, but are the Condor 2A.

All best wishes, Martin.

C. Wills adds that he thinks that the two Condors in Holland and the one Condor in Argentina (which flew a 500kms after the war) were all Mark 1s.

From Keith Nurcombe, Middle Moor House, Kites Hardwick, Nr. Rugby, Warks CV23 8AA

Dear Editor,

I doubt that anyone objects to being described as an "ace", and I openly admit to enjoying the outrageous flattery appearing from time to time in your excellent magazine. However, it would be mischievous of me to allow the remarks concerning the National Ladder to go uncorrected.

The Ladder rules state quite clearly that the trophies will only be awarded to pilots who produce clear and unequivocal photographic turning point evidence, and I was remiss in failing to meet the specific requirements. There was in fact no rule change in this instance, and Ed. Johnson holds the trophy quite legitimately. However, we can all content ourselves in the knowledge that although I was not allowed to put my name on the cup for 1990, a pilot flying a Slingsby Tutor gained more points that year than anyone flying anything else.

You need to remember that you are trying to beat the handicappers just as much as the opposition. Since last year the "windicaps" have been radically altered to the detriment of gliders of lower performance. At the moment, the formulae are too highly speed based and favour 15m glass ships. We have allies in the pilots of large span gliders, who consider that their handicaps allow them no prospect of success in the Ladder. There is talk of adjusting the formulae to give less speed prominence. If this happens, the dice will be less heavily loaded against the older gliders. Most of the old gliders will go better than you think, if flown with sufficient determination, but it is, after all, just a light-hearted competition, and watching the boy racers squirm is half the fun.

Regards, Keith J. Nurcombe.



Déjeuner sur l' herbe in the heat of the day. C25s and French and Belgian teams on the Waechtersberg.

Photo : C.Wills

Victor Rastuorgef seen in his GN-7. During one week in 1937 he broke the world distance record three times! His last flight was 652km! This photo came from Boris Sitnik via Mixail Belyi in the Ukraine.





Rudolf Kaiser and ASK 16. *Photo: Peter Selinger*

OBITUARY: RUDOLF KAISER

"A Life for Soaring & Sailplanes." by Peter Selinger.

Who knows of another sailplane designer who has done so much for the sport by designing sailplanes right through the spectrum from training to competition performance, as Rudolf Kaiser did during his engineer's career? For nearly half a century, his sailplanes set a standard for flight handling without losing their high performance. Only one day after his 69th birthday, he had to leave us physically. But his sailplanes from the early Ka-1 to the latest ASK 23B, which was certified just before he retired, will keep him alive in our memories. Rudolf Kaiser was one of the really great men in soaring's history.

Rudolf Kaiser was originally to have become a butcher following in his father's footsteps. But he loved flying far more and in the beginning, he had to serve in the German Luftwaffe, gaining his C Gliding Certificate in 1942. After the war, flying was completely forbidden in Germany. So he started studying construction engineering. As a sailplane designer, he was a self-made man. All he knew was not learnt in a university or Akaflieg. Did one ever feel this in his designs? No, but he never forgot to mention how much he had learnt from Walter Stender, his teacher, without whom he never could have done what he did. This was also an expression of his humbleness and gratitude.

During his last semester before he qualified as an engineer, during the winter of 1951/2, which was just before Germans were allowed to fly again (but not yet in powered aircraft), he designed and built in his flat the Ka-1. This was a very small and handsome sailplane which was to enable pilots to fulfil their Silver C requirements. Completely built from pine, plywood and fabric covered, he chose the same materials that were used for his first Schleicher design, the Ka-2. During these first years 1952 and 53, he worked for both Schleicher and Scheibe simultaneously. Following the Ka-2, he changed the Ka-1 by giving it a steel-tube, fabric covered fuselage, which would make it easier for amateurs to build. This was the Ka-3. After the Ka-3, he designed the Ka-4 which became better known throughout the world as the Rhönlerche 2. This type founded the glorious line of Schleicher training two-seaters.

Between October 1953 and April 1955, Rudolf Kaiser worked for Scheibe only. The famous high-performance Zugvogel (Migrating Bird) 1 became his first sailplane utilizing a laminar flow profiled wing. In his personal type list, this was entered as the Ka-5.

To achieve Gold C flights, the Ka-1 was not good enough. So, during his time with Scheibe, he started to build his Gold C sailplane, the Ka-6. This famous Ka-6 became the culmination of the wooden sailplane era. Its two World Championship wins flown by Heinz Huth in 1960 and 1963 made it the best standard class sailplane in the world. Indeed, it won the OSTIV award as the best standard class sailplane in 1958. The Ka-6 (later K-6) for 10 years dominated competitions all over the world. Today, 30-35 years later, it is still the best loved and best kept single-seater, with its perfect flight handling characteristics. In spite of 1,368 having been built, they are difficult to buy because of the above.

As well as the K-6, Rudolf Kaiser's greatest merit, credit and contribution are his training sailplanes, both single-seaters and two-seaters. They gave the firm of Schleicher a great part of its reputation. The K-7 (511 built), the K-8 (1,212 built), the ASK-13 (645 built), the ASK-18 (49 built, and now in series

production in Argentina), and the motor gliders ASK-14 and ASK-16, because of the K in their type designation, assured that Kaiser's name was famous throughout the world. In spite of all the advantages of today's plastic sailplanes, these Kaiser designs are still much flown. They are often the basic training sailplanes in clubs to assure that youth is adequately guided towards the marvellous sport of soaring. However, Rudolf Kaiser also had the drive within himself to master the transition from wooden sailplane design to their design in fibre reinforced plastics. Based on considerable experience with this new material, Rudolf Kaiser and the Schleicher factory, which had gained the services of his already famous colleague, Gerhard Waibel, were able to create the ASK-21.

This relatively light but fully aerobatic training two-seater took the market, in spite of all doubts due to well established competitors. It has been in mass production since 1978, when the type first flew. Consequently, he designed a single-seater comparable to the ASK-21, the ASK-23. Once again he met his own requirements to transfer the excellent flight handling characteristics of his wooden designs to the plastic age. In addition, both sailplanes had the same cockpit design. The ASK-23 was his last creation and its first flight took place on October the 20th 1983, which was his 61st birthday. He completed its type certification work before he retired. Martin Heide in the design team was well established after his good start.

Many of his companions, pilots and designers accompanied him on his last journey on earth to Einberg, near Roedental-Waldsachsen outside Coburg, his native town. The international soaring world has once again lost one of its really great men, a creative designer, and a really humble man, to whose achievements tens of thousands owe their first solo flights and their continued access to soaring.

Peter F. Selinger,
outside Coburg, his native town.

DOCUMENTATION

Mr Frank Irving, formerly of the British Gliding Assn's No.1 Test Group, and of the Imperial Aeronautical Section, has very kindly passed on to us the records of the Test Group. There are some also from BGA Test Groups Nos 3 and 6. We formally announce that we have them and will make them available to our members for the price of photocopying them.

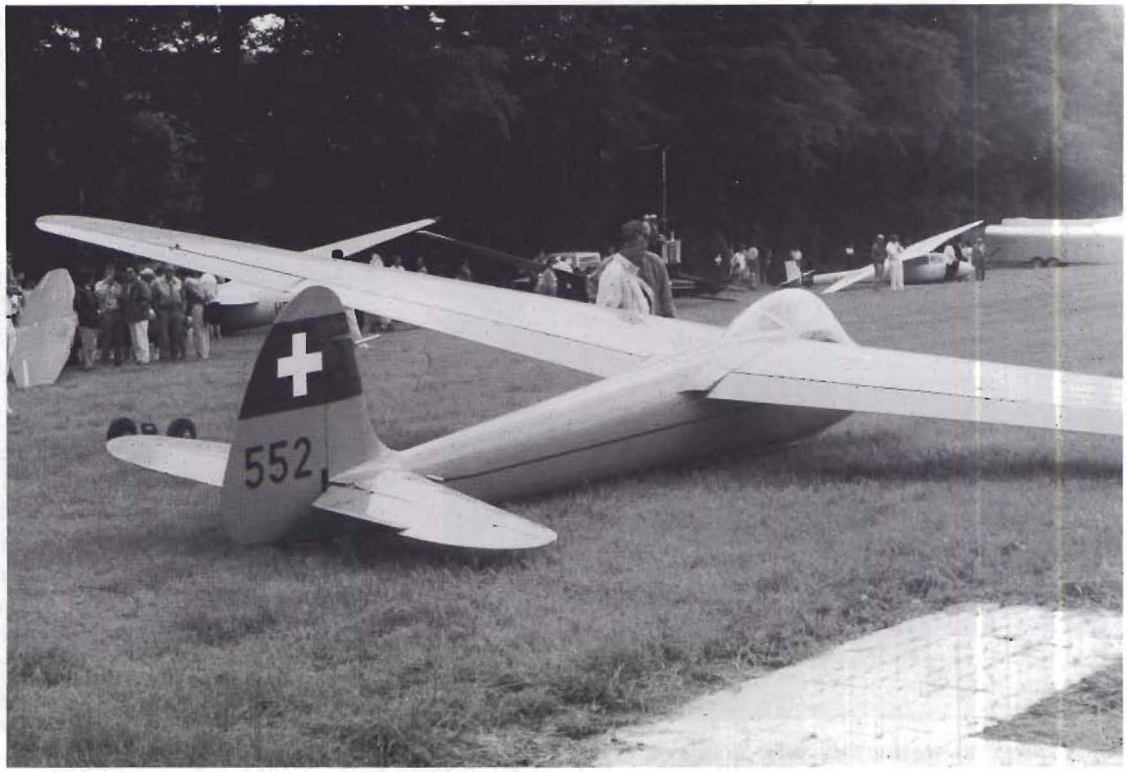
There are reports on the following Slingsby Types: Gull 4, Prefect, T.31, T.21B, T.21C, Skylark 2, Skylark 3, Skylark 4, T.42 Eagle, Swallow, HP-14, Dart and Kestrel 17, and of the Birmingham Guild's BG 100, and on the Harbinger, and there is much on the Kendall K-1. There is also a brief test report on the Swiss WLM 1 which was at the Camphill World Championships in 1954.

There are test and performance tests on the following German sailplanes: JS Weihe (BGA 448), Ka-2B "Rhönschwalbe", Ka-6, SHK, Club Libelle, Mini Nimbus LS-7 and DG 100.

There are also reports on the Polish sailplanes: Jaskolka, Pirat, Foka and Bocian, and on the Roumanian IS 29D.

Minimoa flown by Hans Disma over the Schaffhausen hill. *Photo: Rainer Pörsch*





WLM 1 aerobatic sailplane at Schaffhausen. Photo: C. Wills

There is a paper on the Towing Performance of the DH-82 Tiger Moth (May 64), and papers on "The Durability of Glues used in Glider Construction" by F.G. Irving and C.O. Vernon. There is also a Test Report by Proof Loading on the wing of the Beaufort Gliding Club's two-seater (Australian).

Accident Report on Auster Tugmaster (1.1.64).

Accident Report on T.31B on 26.12.64.

Skylark 3 – Brief Test of effect of Dive Brake Trimmer.

Brief Test of Skylark 3s fitted with Elevator Bob Weight.

Very Brief Flight Test on Slingsby T.53B two-seater.

Brief Flight Test to observe Handling Characteristics of a Skylark 4's wing.

Wind Tunnel Test on Slingsby T.51.

T.51 Dart Pilots' Notes.

Performance Tests on Skylark 2.

Description of Slingsby Type 52 Tandem two-seater.

Paper on Altimeter Errors.

Report in English on the 1943 comparison performance tests between the Darmstadt D.30 "Cirrus" flown by Hans Zacher, and the Horten 4a flown by Heinz Scheidhauer. These were at that time the most efficient high performance sailplanes in the world.

Ministry Manuals on maintenance and flying surface deflections (i.e. Control Movements) on the following sailplanes used by the Air Training Corps: Cadet Mk.1, Cadet Mk.2 (Tutor), Cadet Mk.3 (T.31), and Prefect.

A Brief Handling Assessment of the Fauvel AV.36 with particular regard to its take off and landing characteristics" by A.R.I. Austin, and H.V. Midwood.

All reports of flight handling of the Kendall K.1.

Technique of smoothing Leading Edges of aeroplanes by M.B. Schwartsberg, Aerophysics Dept. of the Mississippi State College.

Flight Test Report to determine efficiency of Dart 17's retractable undercarriage.

Preliminary longitudinal tests on prototype Dart 17 with mainplane and tailplane incidences reduced by 5 degrees.

C. Wills at his home has an article by Karl Schieferstein on the "Development of the German Research Establishment for Gliding" with particular emphasis on tests carried out carried out during the war.

He also has flight handling notes in German or English on the ME 109 G-2 and Fi 156 "Storch".

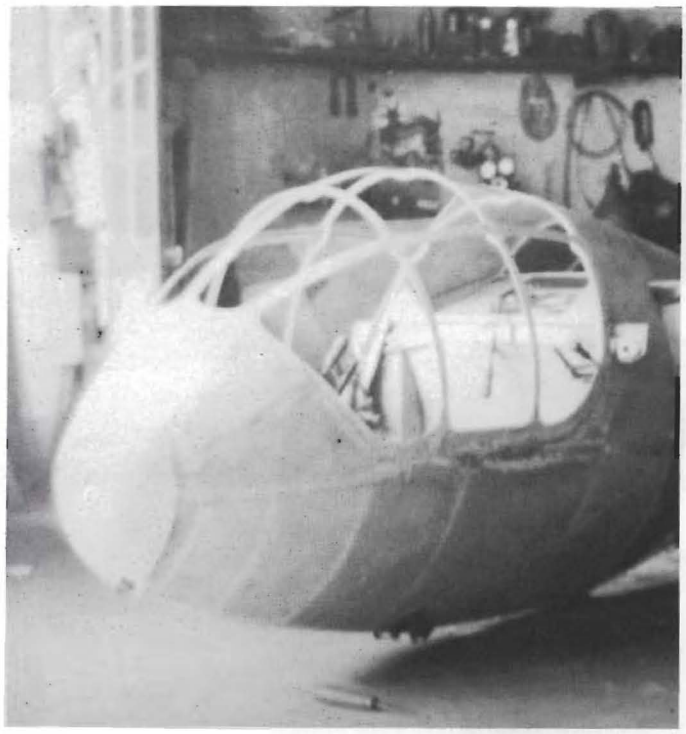
MODELLING NEWS

At the Model Engineer Exhibition, Alexandra Palace, London, in January the VGC was well represented with a high award winning magnificent detailed 1/3 scale Rhönbussard finished in varnished wood fuselage and clear doped wings. The builder, David Storer, went to incredible detail with a scale effect of the imaginary pins used in the plywood planking construction, each showing a minute spot of black glue. Another vintage glider seen was a Mu-13d of some 15ft wingspan, and John Purchase did well by placing a VGC sticker on the tail of his Avenger vintage radio-controlled glider. We thank all these modeller members for their enthusiasm in showing beautiful vintage gliders and putting the VGC to the forefront.

Model Kits

Two kits made by MODELA in Czechoslovakia were examined and built. These are of the LF-107 Lunak and the LET L 13 Blanik and are to 1/48th scale. This scale seemed to be perfect and not too large or too small to have in the house, in the builder's opinion.

Firstly, we must state in our opinion, that the models were of the very highest quality complete with cockpit details such as seats, instrument panels and even, in the Lunak's case, a barograph. Differentiation of textures represent fabric, wooden or metal skins. Control surfaces are also represented. It seems a pity to have to paint these models in case the fine details are obscured. However, painting them is necessary for their original colours. In the Lunak's case, colours, registrations and transfers represent either a Czech or Hungarian version. Also information is supplied on how to

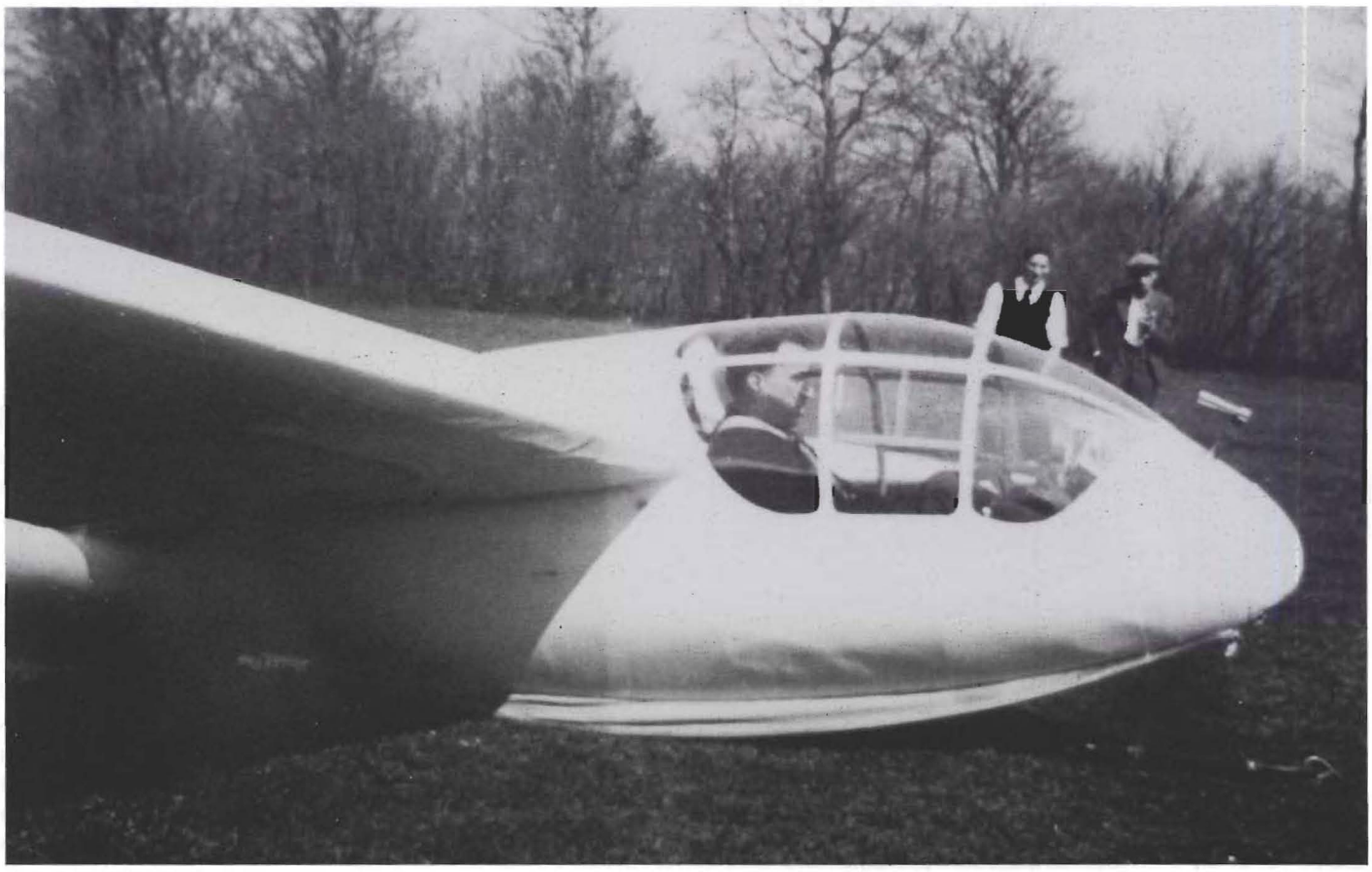




This French glider was built in 1938 and bought by an Englishman in about 1953 at Troyes. Will anyone who can shed light on the identity of this glider please contact

M. Mosson Norbert,
28 rue Henri Baigue,
25000 Besançon,
France.

[We would like to know, too!]



convert the model into one of the two prototypes, one of which came to England, to be flown by Ladislav Marmol. With the Blanik, the builder has the choice of building in Czech or Brazilian colours or as a powered Blanik. The kits come complete with plastic display mounts and plastic name plates. We cannot emphasize enough the superb quality of these models which can become objects of beauty worthy of gracing a home. When will such beautiful model glider kits of vintage gliders ever become available in Western Europe?

BOOKS

Deutsche Oldtimer Flugzeuge (German Oldtimer Aircraft) By Peter W. Cohausz. Published by Aviatik Verlag.

This is a superbly produced book with some coloured photographs. The text in German not only gives a short development history of the types, but where they can be found now, which is all too often not in Germany, and sometimes is even at the bottom of the sea. The Sailplane Section, to which many of our members have contributed, is especially interesting for us. Unfortunately the Horten Sailplanes which are now in the USA are depicted as when they were new, rather than as they are now. Also some of the locations and details of the gliders have been changed since the book was written. However, the writer is a master of his subject and communicates his love of it to his readers. There is also a section on wartime German rockets. We feel that the book is very much worth having even if the reader can't understand all the German, just for its photographs, black and white and in colour which often go into great detail. The VGC is proud to have been allowed to contribute to the book.

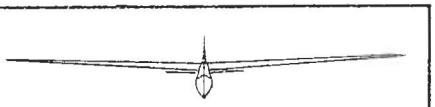
C. Wills.

GLIDING IN AUSTRALIA by Allan Ash. (Editor of Australian Gliding) Published by Hudson Publishing, 6 Muir Street, Hawthorne 3122, Victoria, Australia.

This is basically a soft covered book and is therefore relatively cheap to buy. The book which is well illustrated with black and white photographs, describes the development of gliding in Australia. In the prologue, Allan Ash writes "The Australian Gliding Movement developed in a manner distinctly different from the movements in other countries. The geography of our continent and its thinly spaced population, centred mainly in a few big cities, caused the gliding movement to begin simultaneously but without contact in a number of places. It was twenty years before these independent little cells came into regular and close contact with one another, but, when this happened it was found that each cell had developed along the same lines as the others, yet rather different from the movements overseas. To put it very simply, isolation had two contrary effects; it inhibited communications, with the result that Australian pioneers were in some respects behind the times; but also it forced them to be more self-reliant and more innovative, so that in other respects they tended to be in the lead."

This is the story of gliding in a country where the first manned flights seem to have taken place in 1909 although one man was lifted by four Kites to 15ft in 1894. Australia has now produced two World Champions and so study of its gliding history is well worthwhile, especially as vintage gliders are now coming to light there at least as old as any flying in Britain.

C. Wills.



THE "ELLIOTTS" WEEK

A GATHERING OF OLYMPIAS
AT THE LASHAM VINTAGE GLIDER CENTRE
LASHAM AIRFIELD 23rd – 30th MAY 1992

An informal Rally open to all Elliott glider owners
Run by the Lasham VGC Centre members
(VGC members with non Elliott vintage gliders also very welcome)
Write to 'The Elliotts Week' Rally Secretary for entry forms:
Jane Ballard, Manor Farm Cottage, Bradley,
Nr. Arlesford, Hants. SO24 9RZ

FOR SALE

T.31 in good condition in good closed wooden trailer. Contact via C. Wills.

1943 JS Weihe, broken and no trailer. Offers to Richard Myhill, 3 Dagnall Rd, Edlesborough, Nr. Dunstable, LU6 2EF, Tel: 0525 221788

Meise in good condition with instruments on open trailer. Stored in a barn. Without C. of A., but no problems. DM 8,000.00
From: Gerhard Bergmann, Friedhofstr 19a, D-6120 Michelstadt, Germany. Tel: (0)6061 71240

Olympia 419 19m high performance wooden glider. Built 1959 for Sir Peter Scott, who won 1963 Nationals with it. Good condition, fabric renewed 1989. Outfit includes new aluminium trailer, parachute, oxygen, T&S, radio, compass. £7,000 o.n.o. From: John Burke, Magnolias, Poplar Drive, Meir Heath, Stoke on Trent ST3 7HH Tel: 0782 398 033

The National soaring Museum of America is seeking makers for three Slingsby types, the Kirby Kite, the Skylark 3, and the Kirby Gull. These will be part of the EOGASE project. The models are to be to 1/24 or 1/25 scale and in solid wood, no moving parts. Would anyone interested contact the Exhibit Committee for a full specification. *National Soaring Museum, R.D.#3 Harris Hill, Elmira, N.Y. 14903*

SPECIAL OFFER ON BRAND NEW PARACHUTES

New SP-6 Series 2 Parachutes for sale at £330 each (in lots of four). If you would like to take advantage of this offer, but need three others to be able to order, write to the Secretary, VGC, Rose View, Marden Rd., Staplehurst, Kent, TN12 0JG, who will provide further information and co-ordinate the purchase.

SLINGSBY DECALS

Norman Ellison, 4048 140th Avenue S.E., Bellevue, WA 98006, USA, has some for sale at £5 for two, including postage by airmail. He can accept sterling cheques.

Discounts for Channel Crossing

Ian Smith sends the following information.

Alternative Promotions give 40% discount on ferry prices. They only deal with Sealink/Stena and require payment immediately on telephone confirmation of bookings. Cash or

continued on page 33

An der Wiege der Fliegerei!

Auf der Wasserkuppe



Alexander Lippisch



Fritz Stamer



Robert Kronfeld











Der Aufwind-Baum

Von Golde

Nach dem

Pfingstwettbewerb 1951

Als ich zu Kaisers Zeiten ein mächt'ger Rhönbaum war,
Da quoll zu meinen Füßen die Fulda frisch und klar.
Viel Wasser floß die Jahre hinab ins Fuldatal,
So mancher Sturm zerzaußte mich, zum Frühjahr stand ich kahl.



Und nach dem ersten Weltkrieg da kreisten Segler stolz,
So mancher attackierte mich und brach an meinem Holz.
Doch viele kurvten über mir im Aufwind, wie im Traum,
Und dankbar nannten diese mich, den guten Aufwindbaum.



Den zweiten Weltkrieg stand ich durch - kein Segler schwebte mehr
Fünf Jahre stand ich still allein, um mich wars öd' und leer.
Ja selbst die Fuldaquelle, sie hemmte ihren Lauf
Und erst im Jahre 51 - da brach sie wieder auf.



Sie hatte allen Grund dazu, auch ich fand neuen Mut,
Viel kleine Segler über uns, - die Segelfliegerbrut. -
Geht auch mein Lebensweg zu Ende, euch Seglern sah ich Jahre zu,
Gott geb' euch nun die Schicksalswende,
Dann gehe ich gern zur Ruh'. -



Gewidmet dem Rhönvater Ursinus

THE LIFT TREE

by von Gelde after the Whitsun Contest of 1951.

On one of the Wasserkuppe's slopes, there stands one tree and, at its feet is the source of the Fulda River.

"When I in the Kaisers' times a mighty Rhön tree was,
There sprang forth at my feet the Fulda fresh and clear,
Much water flowed the whole year round in to the Fulda Valley,
So many storms drenched me, and in the early year stand I bare,

And after the first World War, there circled gliders proud,
So many attacked me, and broke upon my wood,
Yet many circled above me in lift, as in a dream,
And thankfully they named me The Good Lift Tree.

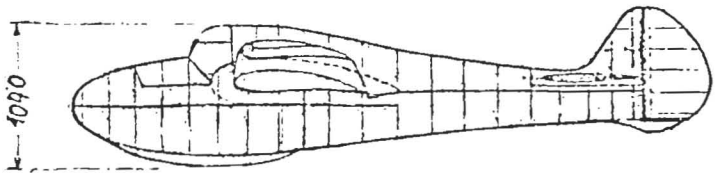
Through the second World War stood I – no glider soared any more,
Five more years stood I alone and quiet;
For me life was odd and empty,
Yes, even the Fulda spring, she held back her flow,
And first in year 51, did she break forth anew.

She had all grounds to do so, and I also found new courage,
Many little gliders over us, the glider pilots' brood,
Should also my life have run its course,
I will have seen you gliding for years,
God give you all your destinies,
Then I will go gladly to sleep.

Dedicated to Rhön Father Ursinus.
Translated by C. Wills.

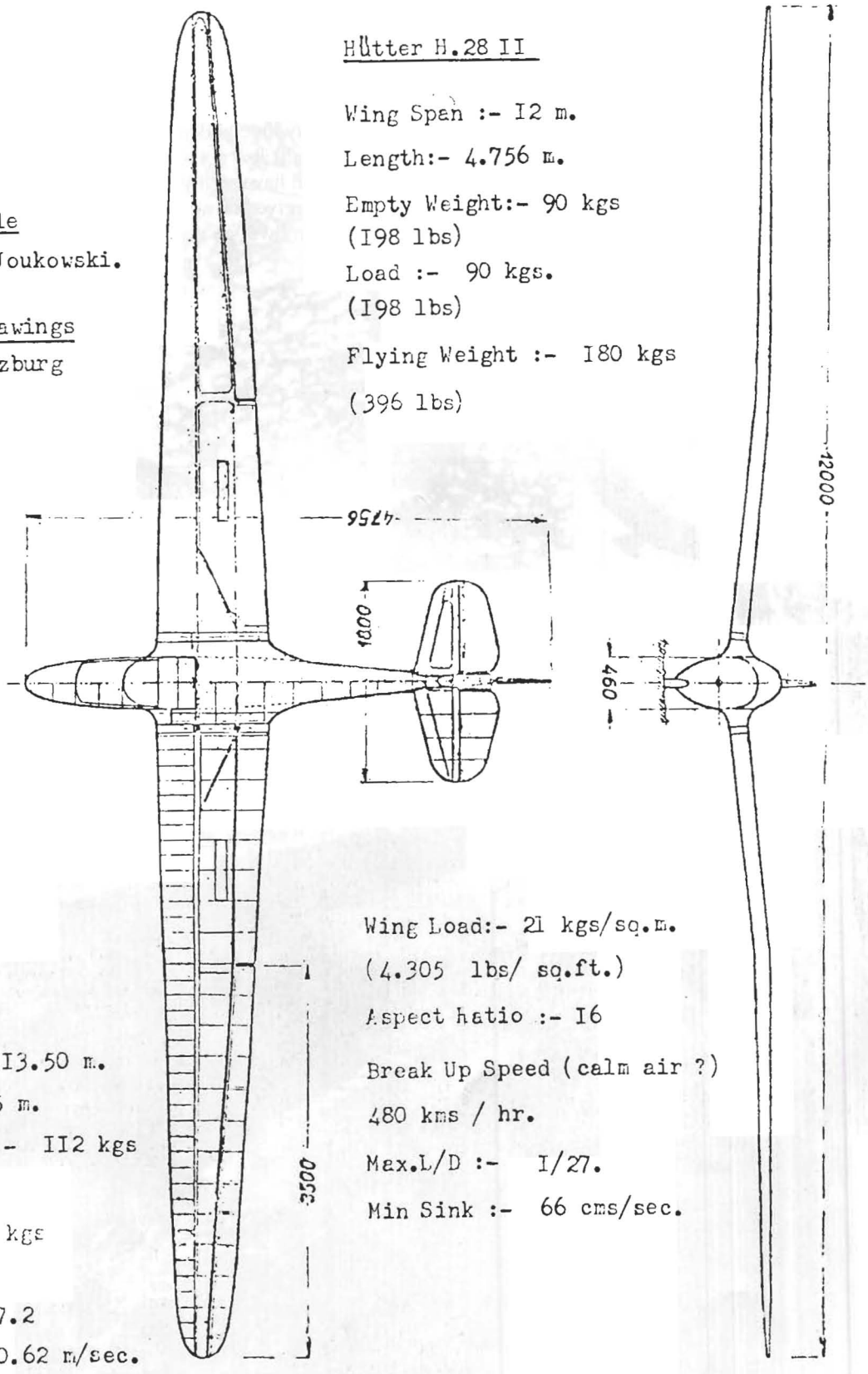
Site of the 19th International VGC Rally, Schmerlat, Schaffhausen. *Photo: Rainer Pörsch*





H 28 II

Number Built :- 6 traced.
of H.28 I.II. and III.



Hütter H.28 II

Wing Span :- I2 m.

Length:- 4.756 m.

Empty Weight:- 90 kgs
(I98 lbs)

Load :- 90 kgs.
(I98 lbs)

Flying Weight :- I80 kgs

(396 lbs)

Wing Profile

Modified Joukowski.

H.28 II drawings
issued Salzburg
I936.

Wing Load:- 21 kgs/sq.m.
(4.305 lbs/ sq.ft.)

Aspect Ratio :- I6

Break Up Speed (calm air ?)

480 kms / hr.

Max.L/D :- I/27.

Min Sink :- 66 cms/sec.

H 28 III

Wing Span :- I3.50 m.

Length:- 5.35 m.

Empty Weight:- II2 kgs
(246 lbs)

Loading:- 88 kgs
(I93.6 lbs)

Max.L/D:-I/27.2

Min.Sink:- 0.62 m/sec.

Wing Loading:- 20 kgs/sq.m.
(4.I lbs/sq.ft.)

continued from page 29

cheque only. For 1992 Sealink appear to have the best prices, particularly if you are taking a trailer. e.g. Trailer at £44 return, D tariff, any length.

Contact: Brian Ashton, Alternative Promotions, 45 Church St., 1st Floor, The Agora Centre, Wolverton, Milton Keynes MK12 5LG

Tel: 0908 222900 (Day), 0908 502937 (Eve), 0860 511726 (Mobile), 0908 222919 (Fax).

WANTED.

Vintage 2 seat glider. Exchange Tutor T.31 or Swallow, all in very good condition.
David Shrimpton. Tel: 0749 841084 (Somerset).

SCHOFIELD AVIATION
Quality aluminium trailers. Vintage gliders a speciality.
Tel: (work) 0792 790160 (home) 0793 822300



Hans Disma carrying the Minimoa tailplane at Schaffhausen.
Photo: Rainer Pörsche

Cair Aviation Ltd.

"You can bank on us"

RADIOS
DELCOM AIR 960 Tx/Rx. **£189.90** (Top control knobs for possible panel mounting). ICOM A2 Tx/Rx. **£289**, ICOM A20 Tx/Rx, VOR **£339**, Inc. nicads and accessories.

GLIDER ELECTRONICS
12v converters for 28v turn/slips 'Standard Model' **£18.90**. 'High Tech Model' with selectable higher voltage outputs **£22.90**. Automatic charger for sealed rechargeable 12v batteries, two outputs with LED indicators **£35.90**.

INSTRUMENTS
Latest zero resettable PZL Sensitive Variometers complete with speed to fly ring and flask. Standard size **£159**, Miniature **£189**. PZL expanded scale sensitive ASI 0–140 kts in 1½ turns or 0–200 kts in 1¾ turns **£89**. PZL TE Compensator **£25.90**. Reconditioned Sensitive IFR Altimeters 20,000' **£149**. 30,000' **£169**. Reconditioned 12v T.Slips **£135**. Reconditioned Miniature T/Slips **£199**, New Miniature PZL Turn & Slip **£259**. Reconditioned Bendix 3⅛" Artificial Horizons with new inverter **£339**. Reconditioned Airpath Panel Mount Compasses **£42**. Ex Ministry Accelerometers Standard Size **£82**, Miniature Size **£99**.

THE NEW 'XX 10' VARIOMETER
Standard or Miniature Instrument sizes, Dual Range, Dual Response Rates, Up and Down Audio with Variable Thresholds, Dedicated Continuous Reading Averager, No Flask required, Very low power consumption. **£299**. Repeater Meter **£79**.

NEW PARACHUTES
SP6, Steerable, 18 year life, Bag & Manual. Pack size length 540mm, width 340mm, depth 100mm. **£330**.

AIRFRAME SPARES
Cadet, Tutor, Sedberg, Perfect, T.31, Grasshopper, Swallow, Skylark including some large components.

ASH SKIDS
K-7 & K-13 **£69**, OLY 2B and other types from **£62**.

OTTFUR RELEASES
New 'Ottfur' releases **£99.50**. Exchange 'Ottfur' re-condition service **£39.50**.

TRAILERS
Superior well engineered metal trailers for the discerning glider owner. Complete or in kit form, from **£1,850**.

GLIDERS
Swallow, Foka Standard, Foka 5.
*SZD-51-1 Junior **£15,500**, with Trailer **£17,900**
*SZD-50-3 Puchacz **£22,000**
SZD-55 **US$45,000**

*New gliders in conjunction with Anglo Polish Sailplanes Ltd. Prices subject to revision.

Prices shown exclude VAT and carriage.

COLIN D. STREET
'Yewdown House', 7 Sharpthorne Close, Ifield, Crawley, Sussex RH11 0LU.
Tel: 0293 453832, FAX 0293 513819 *24hrs.*

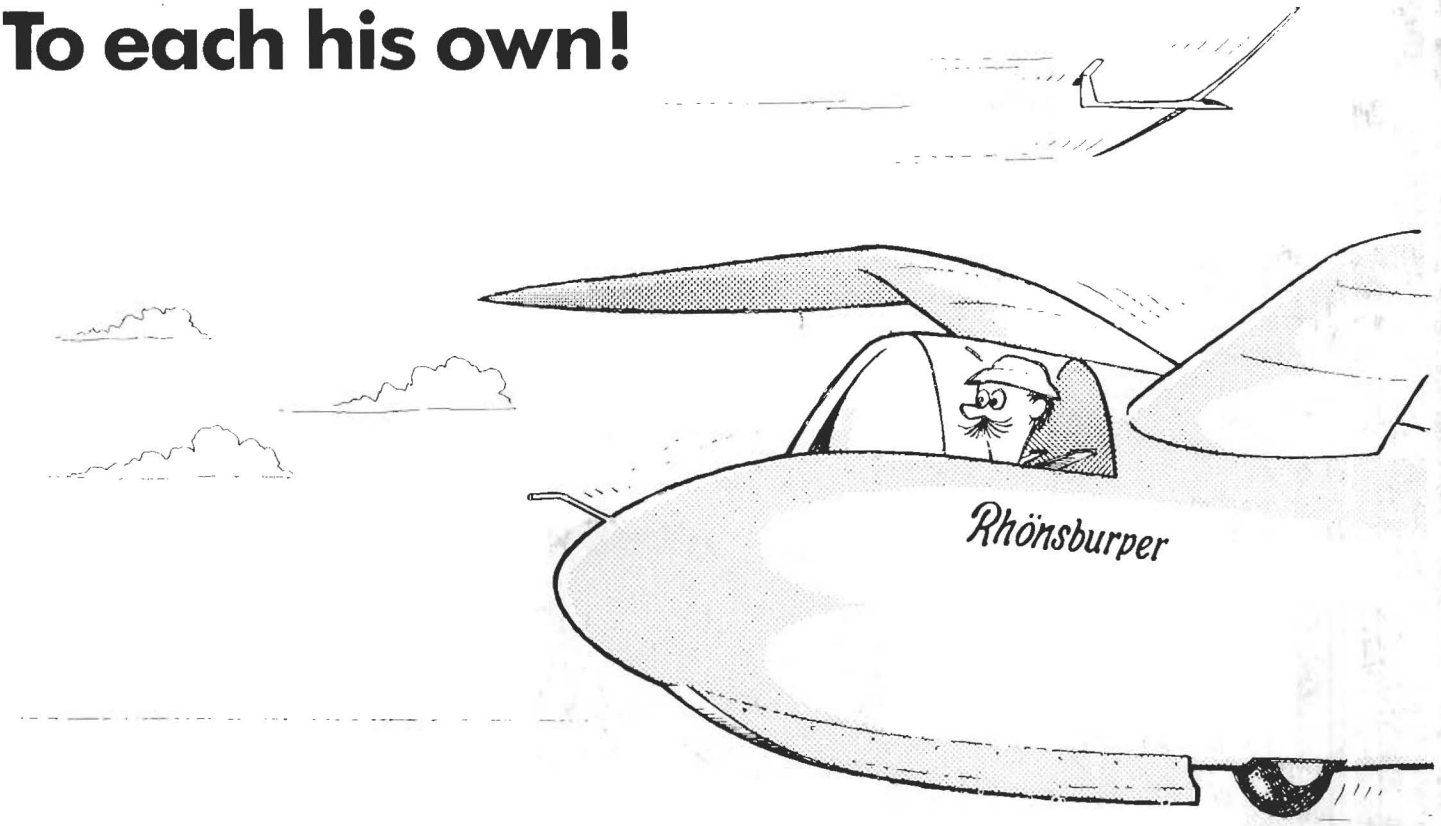
Published by:

C. Wills
Wings
The Street
Ewelme
Oxon OX9 6HQ
Tel: 0491 39245

R. Traves,
Rose View
Marden Road
Staplehurst
Kent TN12 0JG
Tel: 0580 891625

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

To each his own!



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

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

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

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

Contact Carole Taylor or Stephen Hill on
Thirsk (0845) 523018 – 24 hr. Ansaphone Service

Or write to:

MOWBRAY VALE INSURANCE

8 Castlegate, Thirsk, North Yorkshire YO7 1HL.
Telex: 587470 *Represented at Lloyds* Fax: 0845 525483