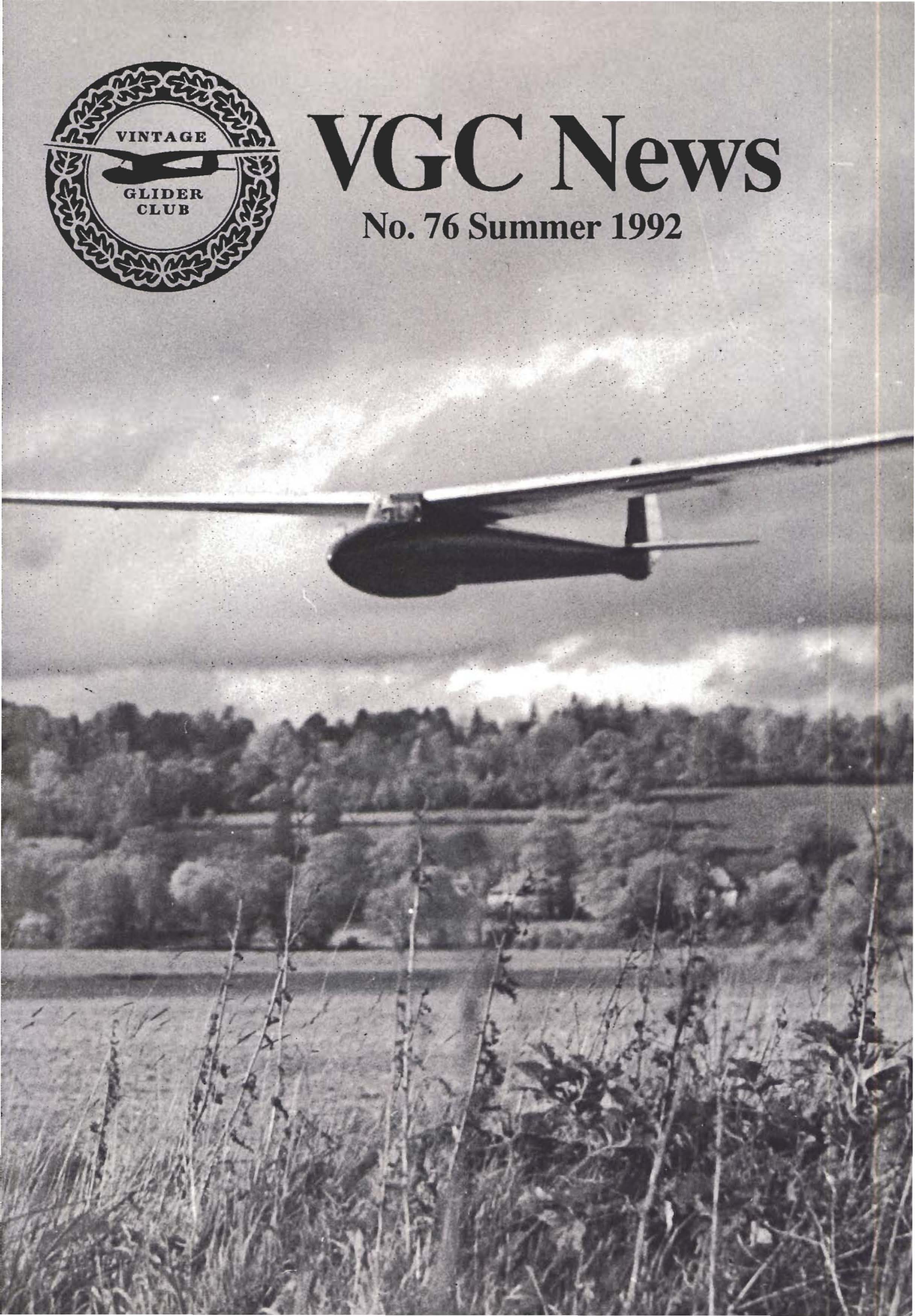
VGC News

No. 76 Summer 1992







Front cover: *J S Weihe BGA 433 on final approach at Redhill after out and return flight. Photo: P.A. Wells*

Above: *The Dutch Minimoa belonging to Hans Disma at our 19th International Rally at Schaffhausen. Photo: Rainer Pörsch*

Left: *Claire and Keith Nurcombe and their Tutor at Dunstable during September. In this, he has done some remarkable cross country flights and triangles. Photo: C Wills*

VGC News No. 76
Summer 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

CHAIRMAN'S REPORT
JUNE 1992

The VGC represents a significant section of the gliding community both here in the UK and abroad having nearly 700 members currently registered with the club.

It had been widely accepted that the original Officers of the club should formalise their responsibility and accountability to the membership. The problems encountered by them in their efforts to achieve this are now well known to the membership.

This year's AGM was brought forward in order to put such matters right by electing a committee strictly in accordance with the constitution and in doing so to resolve the issue of who should be in control the Club's assets.

The withdrawal of one of the candidates, Ms Sally Shephard just prior to the meeting meant that the remaining candidates had to be elected by a simple majority of those present.

Eight of the nine persons nominated were elected accordingly and they are; Colin Anson, Jane Ballard, Geoff Moore, Susie Mooring, David Shrimpton, Ian Smith, Colin Street and Robin Traves.

So much for the past, what about the future?

The VGC has much to offer and its objectives are very clear. The preservation of our type of glider and security of our archive material, the regular production of our newsletter, which keeps us in touch, and the encouragement of our members to share their enthusiasm (and sometimes their gliders) at National and International rallies organised by ourselves.

If we can convince those outside outside our immediate membership, and I believe we now can, that we are a professionally organised and responsible group of people speaking with one voice then our requests for consideration will be taken seriously.

I hope we have now resolved our differences and will be seen by others as a mature and worthwhile organisation.

David Shrimpton
(Chairman)

FROM THE PRESIDENT
VGC NEWS No. 76
FRESH AIR

Once a German Aviation Journalist said that there was not much to interest his readers as always the same gliders were present at our Rallies with their owners. We can only say that our members at least in Britain are trying their best to change the scene, as the entire previous *New Wave* of some 10 old gliders has been restored or built again, and has flown. Now, another *New Wave* of at least 15 vintage gliders has been started. When all of these have flown in two years time (perhaps), the 25 *new* vintage gliders can not help but reflect on the international scene, although they will not all be present at once as some owners own rather more than one vintage glider each. The British are being ably supported by our members in Europe who are certainly working on at least seven more aircraft and may be more. Let us not forget our American and Australian members who are working hard too. Concerning our Rallies, we have heard that two international cross country Rallies are being organized this year in Hungary and France. We are happy to learn of this development. Concerning airworthiness administration etc., we have heard that Chris Simpson of the BGA has, without financial support or secretary, been working in Europe with the various national government bureaucracies controlling gliding, to try to standardize procedures, as 1992 is European Unity Year.

However, the British CAA is more than happy to continue delegating the responsibility for gliding in Britain to the BGA.

Long may this remain so. Concerning the VGC's administration, this should be resolved with a formally elected committee at our AGM in May. This time, there should not be any problems. We thank our members for having been patient with us so far. We welcome two new National Vintage Gliding Clubs... those of Czechoslovakia and Sweden. We have heard that the Czechs have submitted entry applications to our next International Rally at Terlet for no less than seven gliders!

RALLIES DURING 1992

Rendezvous Rally at Munster-Telgte 1–4 August. Details from Paul Serries. 4400 Munster-St Mauritz Agnes Miegel Str. 1, Germany.

20th International VGC Rally at Terlet, Holland. Details from Nell Dijkstra, Wesstlanderstraat 1A, 5301 XH Zaltbommell, Netherlands.

Slingsby Memorial Rally/VGC National Rally at Sutton Bank, 31 August for one week. Contact Yorkshire Gliding Club.

3rd Rally of the Historic Sailplane Group Dunstable. Saturday 12th September until Saturday the 26th September. Co-ordinator: Mike Beach, 24 Cole Park Road, Twickenham, Middlesex. Tel: 081-892-9975.

VGC Annual Dinner 1992. Saturday 26th September at the Coventry Gliding Club, Husbands Bosworth. Information and tickets can be obtained from: Ron Davidson, The Patch, Poultney Lane, Kimcote, Lutterworth, Leics LE17 5RX. Tel: 0455-553362.

International contest for all wood and fabric sailplanes. Farkashegy BIA near Budapest, Hungary. Contact Atilla Ziermann.

1993

21st International Vintage Glider Rally
Zbraslavice, Czechoslovakia 4 – 14 August 1993 (see Czech News).

19TH INTERNATIONAL VGC RALLY, SCHAFFHAUSEN/SCHMERLAT, SWITZERLAND

A General translation of the Swiss account of our 19th International Rally, translated and shortened by C. Wills and (later) by Robin Traves.

It should be mentioned that the first meeting to initiate the idea of the Rally happened on the instigation of our Swiss Vice President: Willi Schwarzenbach, in September 1989. Then followed 19 more meetings, concerning the organization of the Rally during 1990 and 1991. On 18th December 1989 a Team was formed consisting of:

Willi Schwarzenbach – Entry Selection.
Rudi Kunz – Secretary for accommodation and building.
Roebi Christen: Feeding.
J. P. Ackermann – Finance.
Jurg Angst: Flying operations.
Walter Siegfried: Traffic.

Reliable representatives for feeding were Silvio Vecellio and Peter Egger (jun.) for Flight Operations and the Met. man would be Josef Stroebel. This completed our team.

At the beginning of 1991, a special firm was asked for an estimate to build on the hangar Annex. This was too high, and so a compromise was arrived at half the cost. Two weeks beforehand, I was on a gliding holiday at Samaden and this gave me new energy for the final spurt. In spite of this, I was full of nerves concerning the final "readiness" of the shower installation. Three days before the beginning of the Camp, the wooden structure was completed.

(transl. – CW.).

THE 19TH INTERNATIONAL OLDTIMER CAMP

Saturday the 13th of July. Good weather, the participants arrive. General pessimism about our modest airfield. VGC members are used to the size of old military airfields. At 7pm, Richi opens the Rally with his antique barrel organ. We had almost forgotten Chris Wills who every year traditionally opens the International Rally with his cow bell. The Schmerlat Gliding Club's (SGS) Chairman Claude Anet welcomes the visitors with a short speech. Willi Schwarzenbach finishes the formalities with a welcome to his friends in three languages. The *Big Old Dixielanders* start up, and catchy Dixieland rhythms provide the accompaniment for 300 guests at the *Hot Pot* provided by the S.G.S. The first vintage flights take place: Spyr 5, Gull I, T.31b and Condor 4 circle alongside SGS members in thermals.

Flying from 2.30 – 7.05 pm. 11 launches for 11 hours 31 minutes. Vintage gliders' flights: 8 launches for 6 hours 37 minutes.

Sunday 14th July. 10am opening briefing with special reference to our height restrictions. Alan Sands was presented with a bottle of wine. He comes from Northern Ireland and has made the longest journey to get to Switzerland at 1,700 kms.

Sadly, the sky is overcast, with light rain. Bright periods permit flying from 2.30–7pm. Urs Eichenberger demonstrates the WLM-1, a jewel of pure Swiss origin, developed and built after the war. When the first Jet Vampires were introduced into the Swiss airforce, this fully aerobatic sailplane helped convert military pilots. Flying: 6 launches for 6 hours 13 minutes. Vintage sailplanes = 3 launches for 2 hours 25 minutes.

Monday the 15th of July. Yesterday's low pressure has moved away. After the 10 am daily briefing, the oldtimer rarities are rigged ... a brightly coloured spectacle in the fine weather. Towing is by our two Robins, the Piper Cub HB-010, which has operated from Schmerlat for the past 50 years, a Piper L-4 from Birrfeld and the Supercub from the Winterthur GC. By the evening, most pilots have got used to the dimensions of our airfield, and have established that, given discipline, it is possible to operate 50 gliders here.

Flying from: 11.30 – 7.52pm Three 3 hour flights and one 8 hour flight.

70 launches for 102 hours 08 minutes. Vintage gliders: 69 launches for 98 hours 06 minutes.

Tonight is the International Evening. Culinary treats from the nine countries represented here may be tasted... and certainly no-one leaves the hangar hungry or thirsty. We thank our guests sincerely for taking so much trouble to present their offerings so attractively. Our bar in the cellar is still showing an increasing turnover.

Tuesday the 16th of July. Flying from 11.58 – 7.33pm. One demonstration flight and one seven hour flight. 77 launches for 115 hours 02 minutes. Vintage gliders – 76 launches for 110 hours 57 minutes flying.

A further excellent flying day with West wind and thermals. In the morning, a group of some twenty people visit Schaffhausen under the competent guidance of a former flying member Pio dalla Valle. A graceful aircraft appears on finals. Ernst Rupert honours the Rally with his motorized Canard. What a contrast between the up-to-date plastic technology and the vintage machines of traditional wood and fabric construction! In the evening Daniel Steffen's team expands the flying with models of vintage sailplanes. The finish and beauty of these models are in no way inferior to the full size ones that landed shortly beforehand. (These models are the work of the IGO Albatross led by Frederic Fischer at Trogen,

which was the home town of the very famous late Swiss sailplane designer Jakob Spalinger.)

Wednesday 17th July. The weather was sultry even in the morning. Ideal for a visit to the Rhein Falls. A big boatload of VGC mingles with the mass of tourists and cools off in the spray of the central cliff In the cockpit (Kaenzeli) Chris Wills's gaze moves anxiously from the Rhein Falls to the sky. Understandably, for what is brewing up gives real cause for concern. A heavy hailstorm with catastrophic flooding destroys everything in the gardens and fields of the northern suburbs as far as Doerfingen. Schmerlat has been spared. We have been enormously fortunate, since most of the rigged aircraft had been left exposed to the storm.

Flying from 2pm – 3.52pm. 7 launches for 5 hours 43 minutes.

Vintage gliders – 3 launches for 2 hours 18 minutes.

Thursday the 18th of July. After the storm which caused damage worth millions, the weather permits intensive flying from 11.16 – 8pm. 95 launches for 111 hours 38 minutes. Vintage gliders – 93 launches for 107 hours 24 minutes. The Gysi brothers from Winterthur arrive with the Elfe HB-534, thus showing us the first masterpiece of our late honorary member Albert Neukom, who died in an accident in 1983. This aircraft, which caused a sensation in the 1956 World Gliding Championships at St. Jan with a max. glide angle of over 1:40, has been lovingly restored. A full bus (from the local transport services) carries an expectant crowd to the landing stage where we embark on a five hour cruise to Sten am Rhein. Pleasant temperatures permit us to enjoy the return journey on deck in the gathering twilight.

Friday the 19th of July. Flying from 1.28 until 7.18 pm. 56 launches for 53 hours 52 minutes. Vintage gliders – 50 launches for 43 hours 49 minutes.

The end of the Rally approaches. A mood of departure. Czech participants leave on account of their long return journey, as so do the English, who have made firm bookings for channel crossings. The final party brings guests and helpers together again. The Swiss Laendler Band *Cholfirst* strikes up and presentations are made to the organizers with thanks from various teams to the Schmerlat GC for the successful Rally. Apart from a damaged elevator caused by landing in a corn field, we had good luck in all respects.

Saturday 20th July. Flying from 11.42am to 7.09pm. 401 launches for 73 hours 09 minutes. Vintage gliders – 28 launches for 30 hours 43 minutes.
The week's Total Flying:
Total Launches – 362 for 478 hours 56 minutes of which, vintage gliders had 330 launches for 402 hours 09 minutes.
A remarkable achievement for the Schmerlat club and all the helpers!
Translated and abridged by Robin Traves.
We thank the Swiss for a Rally which will for a long time remain a pleasant memory.

ENTRY LIST

BRITISH ENTRIES
Richard Abraham – T. 31 WT 908 BGA 1376. Built in 1950.
Michael Birch and Graham Saw – Condor 4 BGA. Built in 1952.
Michael Hodgson and Susy Mooring – Tutor BGA 442. Built in 1945.
Edward Hull – Moswey 4 BGA 2277. Built in 1950.
David Jones – King Kite BGA.
Ian Smith and Victor Marshal – T.31b BGA 3229. Built in 1953.
Antony Smallwood – Gull 1. BGA 378. Built in 1938.
Colin D. Street – Capstan BGA 1030. Built in 1963.
Christopher Wills – Rhoenbussard. BGA 337. Built in 1937.

FRENCH ENTRIES
Marc Bourdon – C.800 F-CBAN. Built in 1945.



A fine display of gull wings at Schaffhausen, 1991.

M. D. Clement – JS Weihe F-CRMX. Built in 1943?
Didier Fulchiron – Nord N. 1300 F-CRGN. Built in 1947.
Dominique Hagenauer – Fauvel A.V.36 F-CBSM. Built in 1953.
Pierre Plane – Breguet 901 F-CCCU – Built in 1956.
Jean-Paul Robin – Castel C 25S F-CRML Built in 1946.

NORWAY
Bjarne Reier. Grunau 9 only bungee launches. This aircraft remained at Blumberg.

DUTCH ENTRIES
Camilla van Beugen – Goevier 3 PH-206. Built in 1954.
P. de Crom – Ka-2 00 – 2QB. Built in 1954.
H. Fenbeumer – T.21b.
Hans Disma – Minimoa PH-848 Built in 1937?
R.F.E. Frishert – Grunau Baby 2B PH-162. Built in 1946. Went to Blumberg.
S. Seckel – Caudron C.801 BGA 2693. Built in 1952.
George Slot – Rhoenlerche PH-47. Built in 1954.

IRELAND
Alan Sands – Grunau Baby 3. Built in 1953.

USA
Al Uster – Moswey 3. N 48376. Built in 1943.

SWITZERLAND
Peter Egger – Spalinger S. 18-3 HB-538. Built in 1943.
Jost Frei – Kranich 3. HB-538. Built in 1952.
Richard Geisler – Karpf Baby HB-494. Built in 1944.
Hansueli Renz – Spalinger S.19 HB-225. Built in 1937.
Werner Roth – Spyr 5. HB-309. Built in 1944.
Daniel Steffen – Spalinger S.18-3 HB-510. Built in 1943.

BELGIUM
Firmin Henrard – Rhoenlerche. Built in 1954.

CZECHOSLOVAKIA
Jozef Fecko – Lunak OK-0296. Built in 1949.
Petr Hanacek – Orlik OK. Built in 1953?

GERMANY
Jurgen Dreyer – Cumulus 3F D-6026. Built in 1953.
Otto Grau – Goe I Wolf D. Built in 1986.
Karl-Heinz Kellermann – Ka-2 D-7039. Built in 1954.
Frank Konsek – Grunau Baby 2B-2 D-5457. Built in 1939.
Heinz Nierholz – Zugvogel D-8773. Built in 1955.
Werner Tschorn – Weihe 50 D-7080. Built from a French Milan.
Josef Kurz – DFS Habicht D-8002. Built in 1987. Designed 1936.
Joerg Ziller – Meise D-1420 built in 1956? Designed 1938.
Mario Sells – Mg 19A D-1078. Built in 1950. Went to Blumberg.
Ulli Seegers – JS Weihe D-0700. Built in 1959.

HUNGARY
Peto Sandor – Futar HA-4059. Built in 1944.

We apologize that only now can we include the above report.

AMERICAN NEWS

Jan Scott writes: Our most active new member, Jim Stoia, liked the T.31 I sold him so much that he went to Scotland and bought another one, along with a couple of Schleichers. Jim will be holding our National Meet this year in Manning, South Carolina, where he operates the County Airport. Our most exciting restoration in progress is the Bowlus du Pont Senior Albatross which our archivist J. Raul Blacksten and his partner Steve Lowry are working on. It will be our oldest active type when it is finished.

We have decided to change the year of the USA International Meet at Elmira from 1994 to 1995. There were several reasons.

1 We did not want to compete with the Czechoslovakian Rally. In fact, several of us want to go there.
2. No VGC Rally is planned for that year.
3. Conflicting events at Elmira.

Reimar Horten thinks that the Horten Ho. 9 in the Smithsonian is a mere mock up that, according to Horten, was painted to look like a completed aircraft in order to fool the advancing allied troops. I am sure that the wings were never intended to fly, but I am not so sure about the centre section. Anyway, he states joyfully that "your (my) findings prove that the much ballyhooed GO 229 never really existed".

Owing to the changed situation in Europe, where money speaks louder now than guns, Aviation Museums are benefiting from the fall out, as nearly forgotten aviation treasures are resurrected with cheap eastern labour and western capital. The museum for Technik and Research in Berlin appears to be the main benefactor at the moment. A number of aeroplanes and gliders from Poland are being restored by Polish craftsmen. The finished aircraft will be shared between Poland and Germany. Our own National Air & Space Museum was offered a swap deal as well, as the Berlin Museum offered to refurbish two Horten aircraft in return for keeping one. We do not know how that is progressing but Jan Scott was asked to come to Washington to determine exactly what was there and to make some recommendations. Jan determined that the Smithsonian possessed the following:

A complete but severely damaged Horten V1 (6).
A Horten 3F Centre Section and Port wing.
A Horten 3H centre section and Starboard wing.
A complete Horten 2.
A Horten 9 Centre section.

A pair of Horten 9 wings or wing mock-ups. The Horten 9 wings were crudely nailed together, and had no provisions for control movements. Jan sent a description of his findings to Horten Associates in Europe and to Dr Horten himself in Argentina. While the Europeans could offer no explanations, Reimar Horten was quite certain that the Horten 9, or Go 229 as it is often called, was only a mock-up. He had never understood how a complete Go 229 could have been completed in the short time between when the contract was awarded to Gotha and the war ended.

Interest in the Horten designs continues to grow. Jan is currently sold out of the now out-of-print Nurfluegel book. The VSA recently provided some information on the Horten wings to a German modeller, who was impressed enough to pay us for a five year VSA membership. (Chris Wills of the VGC thinks that the Americans did capture the Ho. 9 V. 3 centre section, but believes that the Americans got the Germans to build the wings after the war, and they never

really tried with them. It was the policy of the victorious Allies to get the Germans to finish off their advanced projects. This the Germans were usually more than willing to do, as it meant money, food and warmth for their families. There was also the possibility that the projects would be used to drive the Russians back with the Germans helping the Allies.)

C. Wills reports that he recently sent the American member, Charles Nemake of: 11895 Smoke Tree Road, Box 221-4, Phelan, California 92371, USA, a set of Huetter H.17a drawing prints. He regrets that the hand-written letter does not make a clear distinction between 7s and 9s and so he would like confirmation that the drawing prints have arrived. Charles's telephone Number is: 619-949-2720.

VSA 1992 Events List:

May 9-10. National Soaring Landmark dedication Frankfurt M1.

May 23-25. Annual Membership Meeting and Regatta, Manning SC.

May 23-25. Annual Western Vintage and Classic Sailplane regatta. Hemet CA.

Aug. 1-4. Rendez Vous Rally Muenster Telgte Airfield, Germany.

August 5-14. 20th International Vintage Glider Rally Terlet, Netherlands.

Aug. 31 – Sept. 6. Slingsby Memorial Rally and VGC National meet. Yorkshire Gliding Club, Sutton Bank, England.

Sept. 19-20. 13th Richard du Pont Commemorative Regatta. Location to be announced later.

Two Americans were honoured at the Awards Banquet for exceptional Service to the Soaring Society of America. Bernard Smith for directing the World Championships and Jan Scott for his work with the Vintage Glider Movement.

AUSTRALIAN NEWS

Vintage Times Number 54 March 92 reports on a Regatta/Contest held from 27th December to 5th January at Ararat in Victoria. Twelve Vintage sailplanes were brought to the event from NSW, ACT, Victoria, and South Australia. Optional contest tasks were set but all pilots present took part in them. Organised by the Vintage Gliding Assn of Australia, the Regatta was hosted by the Grampians Soaring Club.

The facilities of the club house were made available and club members gave every assistance which even went as far as emptying the hangar of their own aircraft in the rain, to allow vintage gliders to be derigged dry. This was the first of what may become the new (old) style of competition combined with regatta cost structure and simplicity, a friendly and helpful atmosphere and yet a true test of pilots' skill and judgement.

As with the rest of Australia, the weather at Ararat was not as good as expected for the time of year. The El Nino effect, combined with almost stationary troughs over Eastern and Western Australia, caused a moisture-laden South East airflow over the southern coast of the continent. Fortunately, the air was unstable but the low cloud and convection level at about 3,500 – 4,500ft, combined with 15 knot winds, made the going tough for the older vintage gliders. Nevertheless, flying took place on most days with five contest days out of a possible eight. The aim of the contest was to provide a safe, low cost, competition. All the aircraft were handicapped under the rules of the decentralized competition. Pilots were given a set time in the air and had to nominate their own task to be completed in that period. Points were lost for arriving back at the field more than five minutes before, or after, the allotted time. Each pilot could decide his own start time and the flight was timed from take-off to landing. This eliminated gaggling which could have been hazardous. To maintain simplicity and low cost, the use of parachute, radio, camera and liability insurance, while recommended, were not compulsory. Turnpoint photos were required but the films were not developed every day, so that one 36 exposure film could last the whole contest period. However, the organisers reserved the right to ask for a film to be developed at any time if there was a doubt about a pilot correctly rounding a turnpoint. The weather conditions dictated that all the tasks should be modest and each task was a challenge to pilots, especially those flying low-performance aircraft. The competing vintage gliders included two Olympias, two Boomerangs, and one each of Ka 6, Blanik, Grunau 4, Cherokee 2, Skylark 4, Golden Eagle, Arrow and Standard Austria. Non-vintage sailplanes taking part were: two Cirrus, two DG 100, two Diamants, two Libelles, one twin Astir, and one HP 14V.

Launching was by aerotow and winch and there were a number of radio controlled model sailplanes which were aerotow launched by radio controlled model tugs.

Each pilot was allowed to drop all but his best three days' score.

The winner was Gary Morgan of Sydney in his nicely restored Cherokee 2. He flew on all five days and won four of them. He also demonstrated his competition skill when, on one day, he made a correct assessment of the cycling weather, rustled up a tug pilot and completed his task before the rest of us were able to use the now obvious, but short lived, soaring conditions.

Ross Dutton, of GCV, came second in his well presented Skylark 4 after winning Day 3, and coming second on the other days. In third place was Alan Patching flying his Golden Eagle.

The winner was presented with a trophy which he will keep.

The Schneider Trophy, presented by the VGA for the best presented Schneider-built sailplane attending, was awarded to Ralph (featers) Crompton for his immaculate Ka-6.

Visitors to the Regatta were Leo Dowling, Dick Duckworth, Ted de Kuyper, Charlie Lambeth, and Mal Alexander, all ex-GCV; Bob McDicken, one of our very active members but this time without his sailplane; Ged Terry, an instructor from the Newcastle Gliding Club in England, and a visitor from Germany.

Despite its rather modest flights, the contest was considered a great success and it seems likely that it will become an annual event, perhaps gaining more entries as it becomes better known.

Above all, it was a safe and pleasant contest. Some thirty years ago, when the competing sailplanes were the top ships, petrol was cheap and down-wind dashes were the order of the day. Not so now. We all want to get back to enjoy the cool beer, hot steaks and lovely women and so we need to set tasks which will ensure that pilots should return quickly. In this contest, it meant setting turn points only four to ten kms away. This might seem close, but with winds of 15 knots or more, sailplanes in the Grunau Class need them. Pilots who wish to fly long distances during the contest may do so by either planning to be overhead for recognition at the appropriate time, or keep going and accept the 5% penalty for landing outside the time limit. On a day of

strong conditions, when the best lift develops late in the day, a long distance straight line flight could provide a winning advantage despite the penalty. In this type of contest also, a relight is not penalized but the contest flight becomes the last launch, timed from the last take off.

We all look forward to our next get-together when perhaps an even better contest can be provided for vintage sailplanes and their enthusiastic owners and pilots.

Extracts from a report by Keith Nolan. The VGA Annual Meeting was held during the Regatta. The meeting was attended by 11 members and five visitors. Alan Patching was re-elected as President and Allan Ash was returned as Secretary /Treasurer and editor of Vintage Times. A new sub-Committee was set up to handle competition rules and policy. Keith Nolan, who once flew a 500k triangle in his vintage Chilton Olympia (the greatest performance flown anywhere in a pre-1940 designed sailplane) was appointed as convenor with power to co-opt others as needed.

The financial report showed a very low balance of funds as a result of the ever-increasing cost of operating, especially the cost of producing Vintage Times. As the annual subscription had not been increased since the VGA was formed in 1975, it was agreed that it should be raised from 5 dollars to 10 dollars a year. The meeting was told of the invitation of the South Australian Gliding Association to hold our 1992 Regatta in that state to mark the 40th anniversary of the start of Edmund Schneider's factory in Adelaide. At the time of the meeting, a venue had not been decided but at the time of writing this report, it seems certain that it will be the site of the Balaklava Gliding Club at Whitwarter (see separate report). The meeting supported the plan to hold the next regatta in S.A. However, Gary Morgan expressed the desire to hold a regatta next summer in New South Wales and, since there would be many people in NSW, who would not be able to make the long journey to S.A., the meeting supported the idea of a second Regatta in NSW.

Members of the VGA were urged to follow the example set last year by Ralph Crompton and enter the National decentralized competition. Ralph won the sports class section of the decentralized competition in 1991.

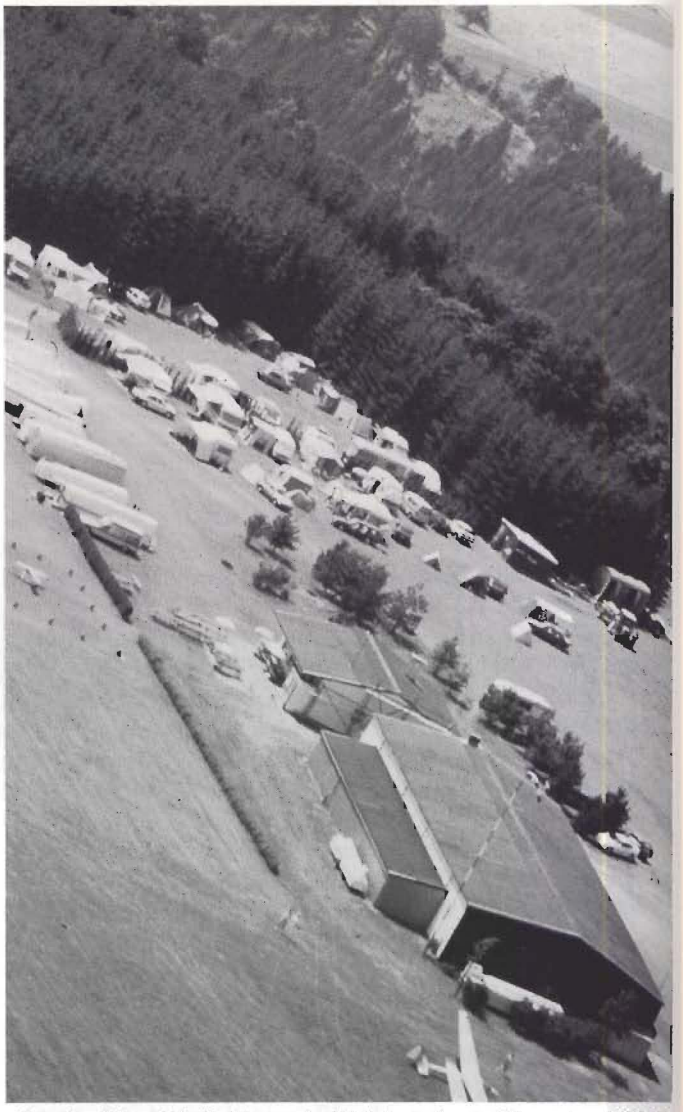
The hospitality of the members of the Grampian Soaring Club's members at Ararat during the VGA contest regatta was excellent and much appreciated by everyone who was there. Frank Smith reports on the Manuel Kestrel which belongs to a friend of his. It was built during the 1940s and last flew about 15 years ago. Frank writes that three Manuel (Dunstable) Kestrels were built in Australia during the 1930s.

One of them is owned by Garth Hudson. He intends to restore it only for static exhibition. It was built by Rew Balsillie of Horsham, Victoria and was test flown at Geelong in 1939. Percy Pratt's Red Kestrel is in Victoria also. It belongs to the Victorian Motorless Flight group which intends to restore it also for static exhibition only. The third Kestrel was built in Western Australia and was painted all over silver. It is also to be rebuilt for static display. Frank has built some superb flying models of vintage gliders. We wonder if he now intends to finish building a slightly larger model, ie. the 9.64m span H.17?

Corrections to VGC News No. 75.

We regret the following. The OSC's Rhoenbussard was BGA 395 not BGA 394.

The Scud 3 BGA 680 is owned by Les Collins ... not Ho ho— Watson.



Rendez Vous 91. Rally on the Wächtersberg. Photo by Rainer Pörsche.

GERMAN NEWS

Frank Konsek, who is, as far as we know, one of the few young Germans involved with restoring and flying vintage gliders, has been working on the 1944 Petera Hohenelbe built Grunau Baby 2B2, which was once in England as BGA 1289. It is the better for several hundred hours restoration. It had in England belonged to Geoff Moore, who himself had restored it, and was sold to Angus Munroe (Norway) who re-sold it to German owners. Frank can be remembered as having immaculately restored the Grunau Baby 2B2 which was damaged by the SG.38 at our International Rally at Keiheuvel just after it had just won the Grand Prize of the Musee de l'Air for the best restoration. He since has bought a FW Weihe 50 and he is now looking for a Meise for a friend to restore.

The Oldtimer Club Wasserkuppe (OSC) has been restoring to airworthy condition the Schleicher Rhoenbussard which was formerly BGA 395. Although it was not granted its first BGA C of A until 1939, it had been flown by the Passold brothers (who were from the Sudetenland) in the 1938 British National Contest at Dunstable where it came 5th with just under half the points gained by Kit Nicholson in the Rhoensperber BGA 260. BGA 395 was just ahead of the Rhoenbussard BGA 337 which was flown by Joan Price and partner. During the war, BGA 395 was impressed for military

service and was photographed possibly in 1949 at Dunstable where it seemed by then to have gained some anhedral.

In 1959, it took part in an aerobatic contest at Dunstable when it was owned by the Handley Page GC. After this, it was grounded for glue failure but was restored at Doncaster in time to appear at the VGC's first International Rally at H-Bosworth in 1973. It was afterwards sold to someone who, after having been sent solo, broke it at Parham. After a very lengthy repair, which was not completed in Rodi Morgan's and Fred Stickland's hands, it was sold to Gunther Welzhofer in Germany who kept is part of his static glider collection at Gunzburg near Munich. Gunther Welzhofer then lent it to the German Glider Museum on the Wasserkuppe which already had a Rhonebussard. We think that it is very far-sighted of Gunther Welzhofer to allow both his Kranich 2b-2 and his Rhönebussard to be made airworthy as the best way of keeping them in good condition.

In the world now, as far as we know, there are eight Rhoenbussards and four of them will soon be airworthy. The airworthy Bussards will be: two in Britain, one in Belgium and one in Germany. Two static Rhoenbussards are in German gliding collections (The Wasserkuppe and Goeppingen Betzgenriet), another is stored in France (François Ragot) and another (HB-115 originally at Schaffhausen Schmerlat?) is stored somewhere in Switzerland. Hans Jacobs has written two letters saying that as the DFS 230 was built from drawings made from little drawings in the book "Kampf und Lastensegler" by Pawlas, and because there are no stress calculations for it, it must not be allowed to fly in Germany or anywhere else. It was built purely as a Museum Exhibit. Hans Jacobs is the Chairman of the Interessengemeinschaft (Interest Circle) DFS 230.

Concerning the experiments carried out by DFS at Ainring during the war, we feel that a more clear explanation should be made concerning the definition *Tragschleppe* (Carrier Tows).

We mentioned in our last VGC News something about these in connection with the DFS 230. It should be mentioned that Hans Jacobs was no longer with DFS at this time and that Felix Kracht (formerly of the FVA Aachen ie Rheinland etc. and latterly of the Aerobus Industrie at Toulouse) was in overall charge of DFS and that Fritz Stamer, formerly instructor at the RRG Wasserkuppe) was in control of this section.

The first *Tragschleppe* was simply this: the DFS 230 was towed off by its towplane as on an autotowed launch, the tow-cable being attached to the normal release on the glider and to a point near the C of G on the upper surface of the fuselage of the towplane; when the DFS 230 had climbed to a point almost vertically above the aircraft, its pilot continued pulling back on his stick, thereby assisting the towplane to get airborne.

It was foreseen that this could help get overloaded aircraft airborne. We presume that the overloaded aeroplane's pilot would release his end of the tow-cable as soon as his aircraft was properly airborne and that the DFS 230 would take it back to the airfield to release it before joining a circuit pattern.

As the DFS 230 was cleared to fly at well over 200mph (300kph) and was very strong, that it would be very suitable for this. We can't think of any other aircraft that would have been suitable for this. In this manoeuvre, the DFS 230 was the carrier.

The Second Tragschleppe. The idea of this was that it could ferry an aeroplane which had something wrong with its engine(s) to another airfield perhaps for repair. This operation did not involve a DFS 230 glider. The tow-cable was attached to a point near the C of G on the lower surface of the towplane's fuselage, which in this case was to be the carrier. The tow-cable was attached to the fuselage at a point near the C of G on the upper surface of the aircraft to be carried (towed). The towplane then rumbled off at full power and the disabled aircraft to be carried would reach a point almost directly below its carrier aircraft.

The first test was made with a DFS Habicht which, attached by its nose hook, and diving at max velocity with its spoilers open, was able to reach this position. Another successful test was successfully achieved carrying a Ju 87 Stuka with its propellor removed. It seems that a Heinkel III was used as carrier aircraft.

A Third Tragschleppe was a method of towing coupled, unmanned aircraft behind a single towplane. Karl Schieferstein who carried out these experiments once had some difficulty in explaining to the Air Police, after landing the combination, that the aircraft he was towing did not have pilots! He made many such tows.

It was foreseen that these experiments were a preparation for towing flying fuel tanks for in flight refuelling to extend the ranges of aircraft, and, in particular of the then new jet fighters (ME 262s) and bombers (Arado 234s). This was hardly a carrier tow as the towed aircraft were in a high tow position above the towplane's slipstream. Towplane was Fw Stoesser (or Morane230?). (ME 262s) and bombers (Arado 234s).

CZECH NEWS

Jozef Fecko has written saying that there is a serious intention to put the LF-I07 Lunak again in to production in Czechoslovakia. The possible production of its metal fittings may take place at Letov in Prague while the wooden structures would be built at Medlanky at Brno. Possibly 20 Lunaks would be built. Original production of this little high-performance (for that time) single-seater was before 1949 and it was the only fully aerobatic sailplane with a high performance for cross country soaring that has ever been designed. After flying it during last year's International Rally at Schaffhausen, there were several pronouncements that the type should be being built now.

As this may be about to happen, the Czechs have asked us through the VGC News to try to discover how many prospective buyers there would be for the Lunak throughout the world. Although we have as yet not heard about its price, we ask our readers to discover how many buyers for the Lunak there would be in their respective countries and to send the information, either to us, or to: Jozef Fecko, Okruzna 769/69 Kamzyk, 05801 POPRAD, CSFR Czechoslovakia. There is such enthusiasm for our movement in Czecho-slovakia, that it was planned to bring no less than seven Czech sailplanes to our next International Rally at Terlet in August.

The 21st International Vintage Glider Rally will be held in Czechoslovakia at Zbraslavice Airfield (on a heading of 110 deg, 70k from Prague), from 4–15 August 1993. Zbraslavice is a large all-grass airfield with a NW-SE runway. There is room for 100–150 gliders, with two small hangars. For accommodation we have the possible use of a boarding school on the edge of the airfield, which has a dining room to allow 100 people to have three meals a day.



The Luňák: see Czech News
Photo: Jozef Fecko

Prices should be very reasonable.

The countryside has woods and rivers which allow horse-riding and canoeing.

DUTCH NEWS

News has been received from Neelco Osinga concerning the Spanish-built (1952-3) casein glued Kranich 2B-2, which he has on 10 year loan after restoration from the Gunther Welzhofer Collection. Neelco is having this aircraft restored in Holland to airworthy condition by Ben Schenk, Technician of the Friese Aero Club. The Kranich's fuselage should be reskinned with plywood this year and its wings will be reskinned next year. Ben Schenk is to retire next year and so he will have more time to work on it. A second Spanish-built Kranich 2B-2 is being restored to fly by Gerhard Bergmann in Germany. (According to our information, both Kranich 2s were built under licence from Germany by the AERONAUTICA INDUSTRIAL, S.A. (A.I.S.A.) and are exactly the same as those built during the war by MRAZ (now Orlican) near Prague.)

In contrast to those built to the prewar design under licence from 1942-44 in Sweden (which have only wing upper surface spoilers and no elevator trim), these have elevator trim tabs, enormous Schempp Hirth (Huetter) air brakes, adjustable by handle front cockpit rudder pedals and a larger front cockpit. The 2 main wing pins are of the expanding variety. Those of the earlier designed Swedish built Kranich 2B-1 are very small conical pins; four of them, pulled inwards by nuts on two bolts into top and bottom spar boom fish plates. During the war in Germany, the prewar built (by the Flugzeugbau Schweyer in Mannheim?) Kranich 2b-1s were sometimes used for experiments (such as Hanna Reitsch landing on cables) or were lost carrying ammunition or fuel in their rear cockpits on the Eastern Front. 80 of these were originally modified very quickly for the planned 1941 invasion of Britain. They were sent to the Russian front instead, and never came back. It is strange that these wing spoilered Kranich 2s should have been used for these purposes due to their floating long distances during landings. Perhaps it was felt that the B-1s were redundant due to their being replaced by the improved B-2 version?

We noticed, in the recently shown German film *Fluge ins Ungewisse*, a Kranich 2B-2 being flown by the 1939 German expedition to Libya, in which there were many DFS members. Could this have been the first prototype of the Kranich 2B-2? Let us hope that soon there will be three Kranich 2s airworthy in the world and that they can be brought together, which will be a sight not seen since the 1950s. One will be Swedish built, and two, Spanish built. We are surprised only that none of the 1650 wartime Mraz built Kranich 2s can not be coaxed in to the air as this was the largest Kranich 2 production run, and some still exist.

FRENCH NEWS

From Info ASPAC No. 26. March 1992.

Paray le Monial (ASPC) and Angers are the two major French centres of Vintage Glider restoration to airworthy condition, for the Musee de L'Air at Le Bourget on the northern outskirts of Paris.

The Castel 301S of ASPAC has been restored to such magnificent original condition that it has been awarded La Coupe Jean-Marie Le Bris. This trophy was created in 1990 to be awarded to the best restoration of a French sailplane to its original form. The jury takes especial note of the quality of its restoration and the faithfulness to which it has been returned to the original colours and form of the first aircraft of the type. In 1990, the first Coupe de Jean-Marie Le Bris was awarded to the JS Weihe of the GPPA at Angers. The Castel 301S at



Marc Bourdon, President of Dedale. Photo: Ian Tunstall

Paray is the only example of the type which is airworthy. The first prototype was developed from the C.30S *Moustique* (Mosquito) of 1941. It was designed by the engineer Castello and built by Fouga. This firm turned out 25 C.301Ss during 1944, 1945 and 1946. A production of 252 C.301Ss sailplanes was achieved by S.N.C.A.C. (Societe Nationale de Constructions Aeronautique du Centre) in 1945. Its wing span is 12.28 metres Its wing area: 14.66sq.m. Aspect ratio: 10:3. Its length: 6.20m. Empty weight is 140kgs. (308lbs) Wing profile is: Goettingen 535. Max. L/D is: 1:17.5 at 67kph. (40mph). It thus has roughly a Grunau Baby's performance at a slightly greater speed. Its wing profile is the same as that of a GB.

Book: Histoire de Vol a Voile Francais (History of French Gliding) by R. and A. Jouhaud is now out. It is the first chronological history of French gliding from the pioncers to the Marianne. 1200 dates. 7,000 events. Characteristics and performances of over 200 French gliders

ASPAC's C.25S F-CRIN, after 14 years of good service was derigged on Saturday 28th December. It is planned to recover it with Dacron during 1993-94. On Sunday, the 29th of December, the Caudron C.800 F-CAPF, the second wing was recovered in one day, by the ASPAC team. This has finished the recovering of the glider and it was to be soon painted.

The AV.36-H, which was entrusted by the Musee de L'Air to ASPAC in 1985 is about to have its first major inspection. Its registration is: F-CBRX. It was flown since 1987 without major incident except for a broken skid in 1991. F-CBRX will be presented for inspection by Veritas at the end of April to be allowed to fly again. ASPAC also has a fine Nord N. 2000 (Meise) in Armee de l'Air colours and markings. It and the C.301 are to soon have a routine inspection.

The organization of the first Balade de Planeurs Anciens has been going well. Confirmation of entries for this must reach Jean Paul Ginestet in Lyon by the 1st of May. The plan is that the vintage gliders should fly from Angers to Paray le Monial in laps (of about 100kms) to arrive at Paray on August the 29th. The entry at the moment consists of 14 French machines, 1 German, 4 Swiss, I Belgian and 1 English machine. The last is Chris Wills and his Kranich 2 but this depends on whether he can obtain a crew, ie. one to help navigate the glider and the other to drive his car alternately.

Aeroplanes accompanying the gliders will be a Motorfalke SF.25 to sniff out the thermals, a Storch and an MS317 for towing.

The entries are:

FRANCE: Breguet 901, F-CCCU-GPPA Angers.
Nord 2000 F-CBFR – ASPAC-Paray. A. 60 (Fauconet Spatz) – ASPAC Paray. A. 60 F-CDGN – Palaiseau. WA 21 F-CCKQ, AIR 100 F-CBHD Pont Saint Vincent. AV. 36 F-CBSM – Pont Saint Vincent. AV. 36 F-CRBL Aspres Buech. Arsenal 4-111 F-CAAH – Poitiers. PIK 16C F-CCDS Paris. Breguet 904, F-CCFN GPPA Angers. Breguet 904 F-CCFX Clermont Ferand. C. 25S F-CRML Aspres Buech, C-800 F-CBAN Saint Girons.
GERMANY: Meise-D-1420 – Sindelfingen.
SWITZERLAND: Spalinger S. 18 HB-411 Prilly. Spalinger S. 19 HB-225 Burglen. Ka-7 HB-768 Denens. Spyr 5 – HB-369 Weinfelden.
BELGIUM: Ka-4 OO-Z? Chimay.
ENGLAND: Kranich 2 B-1 BGA 964 – Ewelme.

ASPAC lost their towplane, an MS 893 during an overshoot last year. They managed to borrow temporarily a Rallye which allowed them to finish the season. After reflection during the winter, it was decided to buy another Rallye airframe so that their damaged towplane could be repaired at Nevers. It has received a new wing and its engine has been entirely overhauled.

In 1991, ASPAC achieved 95h 47mins of flight from 69 flights without one out landing. There were several breakages – wood and fabric. Restoration of the C.800 was nearly finished. The Castel C.25S was taken out of the air for a major overhaul. The SEVIMIA and an NC 854 were rescued. P. Urscheler purchased an A.60 Fauconet from Rennes. Negotiations are in progress to exchange and SZD22 Mucha in Switzerland and to obtain a WA22 from the Armee de l'Air. It was mentioned last summer by Jean Paul Robin that his home site of Aspres Buech might be suitable for a Vintage

Hughes Beslier, Organiser of Deale '92. Photo: Ian Tunstall



Glider Rally. We understand that it is a plateau in the French Alps which has a hangar for about 40 gliders. Cloudbase is normally at between 3 and 4,000 metres. Wow! The one snag is that the site has no water. This can be obtained about 40 ft below a precipice! We feel sure that a hose pipe could delicately transmit water to the site and that vintage glider pilots would make light of this!

Letter dated May 4th 1992. From Jean-Michel Ginestet.
Last weekend, I was at Bailleau for the 8th French Vintage Glider Rally. We were lucky to have good weather for the whole weekend. The entrants consist of: the G.P.P.A.'s AV-22, Pont Saint Vincent's AV.36, an AIR102, 2 Nord N. 1300 (Gunau Baby 2Bs), a KBK (a mixture of Ka-6 wings and a Super Javelot's fuselage), a Breguet 904S, a M.100 Mesange, our (from Paray le Monial) Castel 301S and, for the first time seen in France for many years' two SA-104 Emouchets (one from Lyon and the other, belonging to François-Louis Henry. The Emouchet from Lyon has only recently been restored.) During the DEDALE's annual assembly, I presented the Balade's organization. 23 Vintage gliders have been entered. 1 from Britain. 3 from Belgium, 4 from Switzerland, 1 from Germany, 14 from France. Two motor gliders (SF-25 and SF-28), 4 or 5 aeroplanes. For towing – MS 505 Storch; (Musee de l'Air du Bourget, in Angers and Thouars). MS 893 Rallye and local Tow Planes. Vintage: Aero 101 and Potez 60.

Prices: Towing to 500m. = 120fr. Camping. Between 0-20f. per night. Angers Evening – 40fr. per person. Paray le Monial. Big Charolais Evening. – 40fr. per person.

Flying and Gliding with the Chauvigny Aero Club. Chris Duthie-James and Barbera Reed are offering comfortable Bed & Breakfast Accommodation in their 17th Century Farm House, which has been sympathetically restored to provide all modern comforts. Two family bedrooms are available, one with a double bed and full size bunk beds. This room has a shower room with toilet ensuite. The other room has twin beds and full size bunk beds, and a wash basin. There is a bathroom on the landing. Both rooms face East, looking out on to a private court yard with ample parking. The entrance is not suitable for trailers or caravans.) Tea and coffee making facilities are available in each room and continental breakfast is included in the room price. The house is in Paizay le Sec, 10 kms from Chauvigny Airfield. If you would like to book – please phone: 010 33 49 46 87 89.

Alternatively, write to: B. M. Reed, Le Bourg, 86300 Paizey le Sec, France. Discounted price for family – 170fr. per room per night for one or two occupants, or 220fr. per night per room. Evening meals are available by arrangement, normally on nights when there is no evening barbecue on the airfield. During the day sandwiches and soft drinks are available on the airfield, with more substantial food at the many restaurants in Chauvigny itself.

Flying and Gliding with the Chauvigny Aero Club. From June 1st 1992, Chauvigny airfield will officially reopen. The runway has been completely re-aligned, regraded and lengthened to give an 800 by 80 metre grass runway. The new grass is growing well, and all work is on schedule for the official opening date. In addition to the runway work, a third hangar of 600 sq. metre area is being built, with a door opening of 29 metres. Work on a replacement club house has a lower priority and will probably not occur this season. Chauvigny Aero Club, the operators of this splendid site, are keen to welcome visitors for flying holidays, in particular glider pilots. For the coming season, they plan to have a Bijave (wood and fabric two seater) on site and a 150 hp Super Cub to cater for visiting clubs, or for individuals who do not wish to bring their own tugs, or two seaters.

Groups with their own club fleets will continue to be welcome, as will individuals with gliders or motorgliders. It is intended to operate the Bijave on the U.K. register. Two members of the Chauvigny Aero Club are B.G.A. instructors (and inspectors), as well as tug pilots. This will avoid the problem of British pilots not having a gliding licence normally required to fly P.1 in French registered gliders (No UK gliding licence. therefore, no reciprocal agreement).

About the Area. Chauvigny is in a good flying area, as those who have flown from Le Blanc, 30 kms to the east, will know. The town is 20 miles east of Poitiers and 230 miles from the Normandy Coast, with Caen and St. Malo being the most convenient entry ports for those coming by road. The area is agricultural, rather than tourist, orientated, but Chauvigny is in comfortable reach of many interesting places, and indeed has its own *Cite Medieval.* The town is not large but has good shopping facilities, and a famous market every Saturday.

Accommodation: Hotels, Gites and Chambres d'Hôtes are all available, but early booking is advisable. The town also has an excellent camping site within walking (or staggering) distance from the town's hostelries and the airfield, so campers and caravanners will find themselves well catered for. The Aero Club's two British (and VGC) members also offer bed & breakfast accommodation within a 15 minute drive from the airfield.

BOOKING: If you would like to come as a club, the Chauvigny Aero Club would appreciate a letter giving as much advance notice as possible. For individuals with a glider, but no tug,, please write so that we can be sure of having a tug available for you. Of course, if you are coming with a motorglider, there will not normally be any launching problems, but you will still need to book your accommodation. The address to write to is: M. Guy Latus, 40 rue Poitiers, 86300 Chauvigny, France. The tourist office in Chauvigny can supply you with a list of Gites and Hotels.

LITHUANIAN/DANISH NEWS

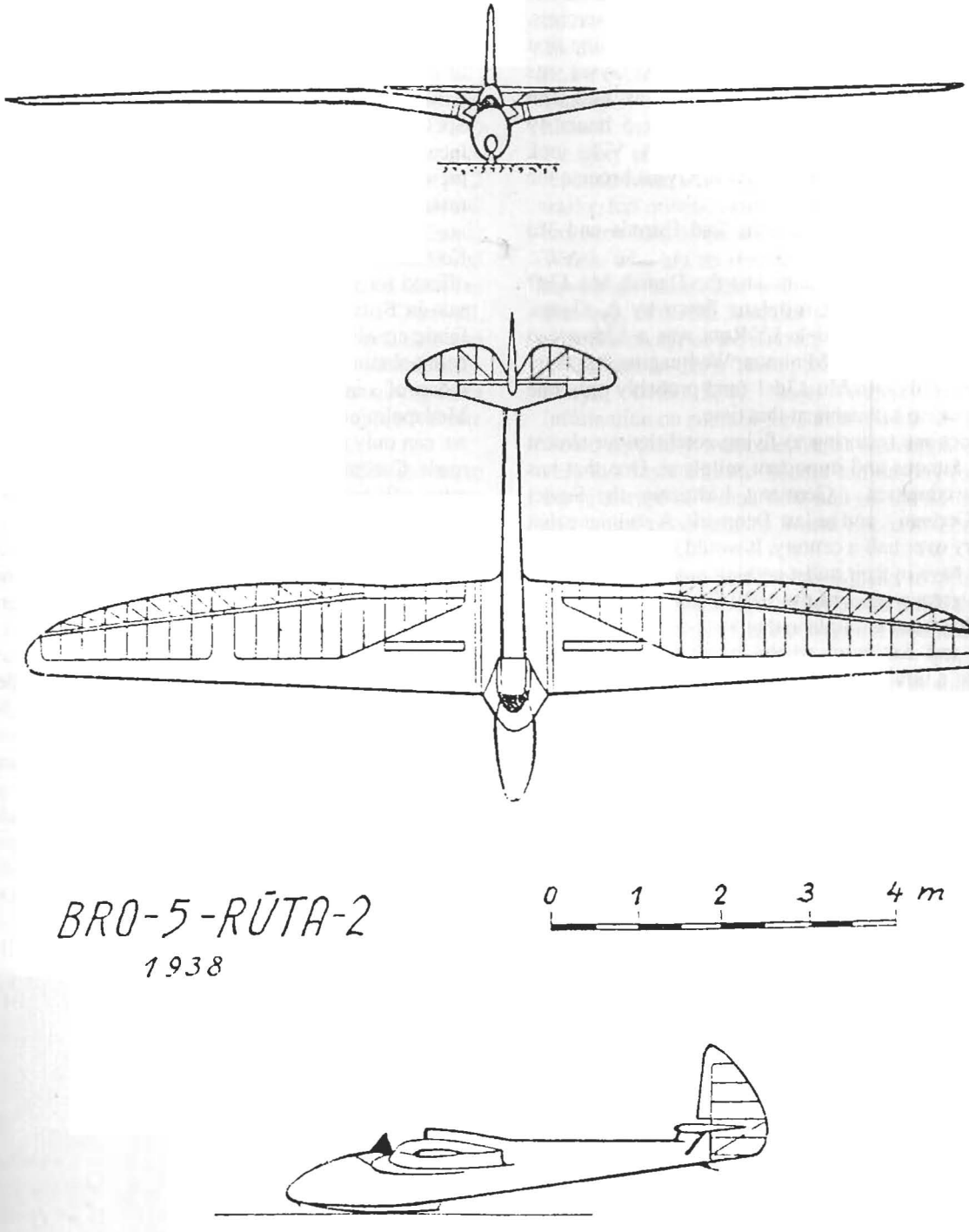
Some of our readers may remember that some time ago, we published details of a MU 13D (OY-MUX) which is being restored to fly in Denmark. They may also remember that this aircraft had been left behind by the Germans in Denmark, after they had removed it from Russia. The words "Russisches Beuteflugzeug" (Russian Booty aircraft) were found in its log book. It was also believed that this aircraft had been originally sold to an owner in one of the Baltic States, before they became part of the Soviet Union in 1940. Now read on. The incredible jigsaw puzzle may be about to fit together!

Each year now, a Baltic Contest is held in Lithuania, Estonia or Latvia and Soviet National Contests were sometimes held there. However, a Baltic Sea Contest was held before these countries became part of the Soviet Union.

The following has been extracted from a recent brochure.

"Fifty years period separates us from the First Sports Aviation Games of the Baltic Sea Countries. The Games were the last festival in the sky of sovereign Lithuania – only two weeks remained till the beginning of World War 2.

On August 14–19, 1939 airmen from four countries of the



This was a Lithuanian-designed sailplane taking part in the 1939 Baltic Championships.

Baltic Sea – Finland, Estonia, Latvia and Lithuania (FELL) – competed in Kaunas. The Games' place was chosen by the conference of FELL Aeroclubs' representatives which was held in Tallinn on December 17–19, 1938.

Glider pilots, aeroplane pilots and aeromodellers participated in the Games. The Finns did not send their glider pilots.

The Lithuanian Glider Pilots' team consisted of:
B. Oskinis – with the sailplane LY-RUTA.
A. Gysas – with the sailplane LY-KEVA.
J. Pyragius – with the sailplane LY-Birzietis.

The Lettish (Latvian) team:
A. Vilks with the sailplane YL-12 Rhoenbussard.
B. Azelicki with the sailplane YL-Goevir. (Goevier)

The Estonian Team:
G. Buschmann with the sailplane ES-PAC Kranich.
A. Saar with the sailplane ES-PAB Goeppingen (Wolf)
H. Vapris.
R. Max.

On the very first day, as soon as the clouds appeared, glider pilots rose for the free flight (distance).

The Latvian A. Vilks landed after 180 kms distance. The

Lithuanian A. Gysas flew 169 kms. The Estonian A. Saar covered 72 kms and established a new Estonian record. Later on, the sportsmen competed in altitude and duration exercises. A. Saar, who reached a height of 2,000 metres took the first place and bettered the record. The Lithuanian A. Gysas was second with 1750 m. and the Latvian A. Vilks was third with 1643m. The Lithuanian A.A. Gysas soared for 5 hours 49 minutes and thus remained in the air longest. A. Vilks took second and third places. The Lithuanian A. Gysas became the absolute champion in all three exercises.

Team winners were: 1st Lithuania, 2nd Estonia and 3rd Latvia.

You will wonder how this concerns the Danish Mu 13d? Well LY-KEVA, the winning sailplane flown by A. Gysas, was a beautiful new Mu 13d-1. LY-Ruta was a Lithuanian sailplane. LY-Birzietis was a Minimoa. We imagine that there could have been only one Mu 13d-1 (and probably only one of the other types) in Lithuania at that time.

So, the Danes are restoring to flying condition an almost certainly very famous and important sailplane. One that has been in many countries... Germany, Lithuania, the Soviet Union, again Germany, and at last Denmark. A sailplane that has seen history over half a century. It would seem very likely that the Danes have in their midst nothing more, nor less, than LY-KEVA the great winner of the 1939 Championship of the Baltic Sea! It has been a sailplane that has born the colours of many nations and has survived the delicate adjustment of frontiers during a turbulent period in the world's history. It is only a miracle that she did not bear also British colours, for in 1945, British forces carried off from Denmark no less that 76 German gliders for their use in Germany and among them were two Mu 13s. (LY-KEVA was at that time German and probably had Wehrmacht Luft (WL) registration. It could have been hidden?)

Lithuania has a proud sailplane design tradition as not only have its designers created the BRO 11 primary glider, which is in widespread use by Russian children, but they have also pioneered fibreglass sailplane design. The LAK sailplanes, which were the only nationally designed Soviet fibreglass sailplanes, are generally thought to be sailplanes of world class. The LAK 12 is called Lietuva which means Lithuania.

SWEDISH NEWS FROM ESKILSTUNA

Ake Andersson, who once worked for Elliotts of Newbury during the early 1950s reports that his club's vintage section, apart from already flying a restored in Poland Grunau Baby 2B-2, a T.21B and an SG.38, is now working to get an ancient 1926 Anfaenger 2 airworthy, and that this is not the only one in Sweden. His group is also trying to purchase a Meise or an Eon Olympia to fly, although one which would only need a little work to get airworthy would also be considered. An Eon Olympia would be preferred because of its aerolite glue. 60 Alexander Scheicher/Fritz Stamer designed Anfaenger Primaries were built by the Schleicher firm in between 1929 and 1936. Others may have been built particularly of the Mk. 2 version, which differed from the Mk. 1 in that it had rounded wingtips, as had the Hols der Teufel Mk. 2.

See photo right

IMPORTING AIRCRAFT MATERIALS FROM AMERICA

Owing to the very favourable rate of exchange existing at present between US Dollars and British Pounds, it is cheaper to buy American Aircraft materials than it is for us to buy British aircraft materials or aircraft materials from Germany. Special attention should be given to buying Ceconite 104 fabric from America. This is stronger and lighter than previous types of Ceconite, and has the same ultra violet resistant properties.

Ka 6s recently imported from America in to Britain are being offered for sale in Britain far cheaper than those currently for sale in Britain or imported from Germany. Nuts, bolts, tube, fabric etc all released in America for aircraft use are currently being obtained advantageously by our members in Britain. To those of our members who are still using the traditional Medapolin of ancient times for fabric, and Aerolite 306 glue, we can only say that the former is heavier than the new man-made Ceconite and that Aerolite with its medium hardener goes off quicker than Aerodux and can shrink plywood between ribs, giving a starved effect, and this is apparently due to its water content. Aerodux goes off slower, thus giving more time for getting plywood covering on, but leaves a purple stain which may not be pleasing for someone hoping to use transparent doped fabric.

Whereas for sailplanes which have laminar flow profiled wings, weight may not be quite so important, we feel that it is always important to save weight for gliders which have the old profiled wings and that use of Ceconite 104 will contribute towards this. the old profiles.

Chris Wills



Ake Andersson on the Anfaenger

BRITISH NEWS
VGC NEWS No. 76.

During the last two years, the following 10 vintage gliders have been restored and flown in Britain. Condor 4 – Mike Birch;

BAC-7, Michael Maufe; (fuselage and tail surfaces are new) ; Hutter H.17a (new) John Lee, Hols der Teufel (new) Mike Beach, Scud 2, Mike Beach; Gull 3, (new) Blackpool & Fylde GC syndicate), Grunau Baby 3, Rupert Waysey; 2 Swedish built JS Weihes, Essex GC syndicate and Andrew Coates; Swedish 1944 built Kranich 2B-1, Paul Williams; Kite 1, Peter Underwood. Other vintage gliders were restored including the Olympia 465 by Mark Wills and Keith Green at Lasham and two more Swedish built Weihes at Cranwell, owned by Don Beech and Barry Briggs. We congratulate and salute these members who, by their hard work in often unpleasant environments, have brought back something from the past that we, and future generations, will be able to admire in the air and on the ground.

One will ask if there are any more vintage gliders to restore in Britain? The answer is that there are. Our British members have now started to restore and build a second *New Wave* of at least 20 aircraft, and, incredible to relate, there are still more to save even after that.

By the time this is sent out, the first two vintage gliders of this second *New Wave* will have been finished and flown. The first of them to fly was the Rhoenbussard of Ted Hull, on the 4th of April. For this, he has built new original long span ailerons.

He has worked in the somewhat austere conditions of the Dunstable Private Owners' workshop for most of last autumn and during the last winter. The Rhoenbussard BGA 2077's first test flight was very successful and it was kept up in thermals near Dunstable for some time. He has also spent six weeks building two metal closed trailers with Peter Underwood. The first is for his Kite 1 BGA 394. The second is for the Kite 1 BGA 400. Ted is certainly spending his retirement well!

The second of the *New Wave* to fly, was the Tutor of David Shrimpton. The third to fly may well be the second new Huetter H.17a to have been built by John Lee. This, he has found, was at least as hard to build as his first one.

Nevil Churcher has been doing overtime recovering with fabric the prototype Slingsby Prefect, BGA 599? Serial No. 548. Although the Prototype is supposed to have flown in June 1948, its rudder has the date on it written in pencil, March 1942. The prototype's fin is wider and deeper than those of the production version. The rudder's upper extension was built on in 1954 in accordance with Mr Slingsby's approval.

At Wycombe Air Park (Booker), a team has been working, led by Mike Birch and Graham Saw during every Saturday, to restore a Tutor. At the time of writing, (April 11th), this aircraft and the Gliding Club's T.21b, are being recovered with Ceconite 104.

They intend their next project to be the unique Krajanek, BGA 655 (originally OK-8592) which held the British Single seaters' Duration Record which was flown at the London Gliding Club by the legendary Ladislav Marmol (33 hours 5 minutes on the 12th and 13th April 1949). The previous World duration record had been over 36 hours by Kurt Schmidt in a Grunau Baby in 1933 but this was increased to 40 hours 51 minutes by Guy Marchand of France in a Nord 2000 on 16th–18th March 1949. The FAI had not recognised the 53 hours 52 minutes flown by Ernst Jachtmann in a Weihe in 1943 and the over 38 hours flown by Eric Nessler in a Spalinger S.18 at La Montagne Noire in 1942 due to their deciding not to recognise wartime records. The 33-plus hours flown by Marmol was a very creditable flight in a Krajanek. During it he carried out several aerobatic figures to keep himself awake. It is not known whether he had a British Passport at that time. The Jaskolka at Ringmer, having been repaired twice in two years after being blown over twice in its trailer, has now been severely damaged in its trailer by fire. It has been sold as an Insurance Write-Off to a group in North Wales, who are to repair it. 7 of the 19 fuselage bulkheads have been burnt. The new owners have been able to obtain drawings of all the Jaskolka's bulkheads from John Hulme, a previous owner of the aircraft.

Contact is: Chris Tonks, No. 12 Brushwood Avenue, Flint, Clwyd, CH6 5TY, North Wales. Tel: 0352-762783. Information on sources for Baltic (Polish) Pine, and any help, would be gladly welcome. What has happened to one of the very last Jaskolkas has been a sad destiny for a Polish type, the prototype of which flew first on the 21 September 1951, and which once held 15 World Records! Let us hope that it can be saved.

Leslie Collins (not Ho-ho Watson as printed in our last VGC News), has bought materials to finish the restoration of his Scud 3 BGA 680, as he is now retired and will have more time.

Tim Wiltshire has been able to import some Muchas (Fly) (both 100s and a Standard) from Poland for sale quite cheaply in Britain. As the IS-2 (Institut Szybowcowa? = Gliding Institute) it was Poland's second type to be designed and built after the war (The first type, IS-1, was the gull winged Sep). Being built first in 1948, it became Poland's standard high performance sailplane, (as Britain and France had the Olympia). If we can ever welcome a Polish contingent into the VGC, they will surely bring Muchas. The Mucha Standard, built in 1958, won the Standard Class in that year's World Championships at Leszno in Poland, flown by Adam Witek. 114 of the Mucha Ter were built. One of them set up a new polish distance record of 615kms in 1957. Another record was an over 500 km out & return Leszno – Katowiecz – Leszno. In the 1951 Polish National Contest, 23 pilots gained their Gold C 3,000m. heights and six gained Diamond Heights. 15 pilots flew 347 Goal flights. 350 Mucha 100s were built of which 70 were exported to 10 countries.

In the Polish International Contest of 1961, 55 Mucha Standards were entered. On the last Contest Day, the 17th of July, 26 pilots flew distances of over 500 kms and among them, was the Italian Vitelli who set up a new Italian record of 507 kms.

After 1961, the Mucha was replaced by more modern gliders after an unparalleled career of successes during 10 years. Apart from those described above, there were many other Mucha (Fly) versions built, and many more records were flown.

The Muchas Ter, 100 and Standard all had the prewar Goettingen 549 wing profiles loaded to over 5lbs/sq.ft With these, they were able to turn in performances comparable to those of Ka6s. To do this, they may have the minimum of wing tip Wash-Out. So perhaps one can expect some honest spins with them. This probably goes for other Polish sailplanes as they were designed to train military pilots. There were also Muchas designed with laminar flow wing sections.

Our members at Lasham are restoring a Swallow in the

VGC Centre. Richard Moyse is rebuilding a Slingsby Cadet at home.

Late news (April 16th) is that the Weihe BGA 448 (LO-WQ NSFK 1943 registration) has been bought from Rick Myhill by a syndicate at the Stratford upon Avon Gliding Club who intend to restore it as original. This aircraft was extensively damaged during our 1979 International Rally at Thun, Switzerland, when it was blown over.

Note from Dec. 1965 – January 1966 Sailplane & Gliding.

Relics for Disposal. A picturesque figure in British Gliding in the early 1930s was E.T.W. Addyman, who ran a Harrogate Aircraft Club. He continued to build gliders of his own design, even after losing one hand in a crash at Ingleby Greenhow (he was attempting to soar a Primary (Dickson?) in a gale. He died nearly three years ago, and his son, Oscar J. Addyman (Bluehaze, Glasshouse Lane, Countess Weir, Devon) now writes to Flight offering to dispose of his father's relics which are still at the club headquarters at White House, Starbeck, Harrogate, as the planning authority requires the land. The relics include a Standard Training Glider of 38ft span, a light wind soaring sailplane called *Zephyr* (illustrated in the Sailplane & Glider for 8th September 1933, flying from Skiddaw) and the remains of a German sailplane (Professor) in which Carli Magersuppe splashed in to the sea off Scarborough in about 1930. We believe that Nigel Ponsford of 4 Park View, Kirkby Overblow, Harrogate, Yorks, does have the Addyman relics but does he have the remains of the Magersuppe Professor? This was certainly the last one in the world at that time. As far as we know, there are no drawings remaining for the type, which was designed by Alexander Lippisch well before 1930. With these remains, it might just be possible... to make new drawings?

INSURANCE: A HORROR STORY. Our British members will have noticed that they are having to pay much higher 3rd Party Insurance Annual premiums, when hitherto, they were being allowed very kindly by the Insurance Companies to pay only £50 per annum for our vintage gliders. The reason for the increase in Premiums is because there has been a very heavy claim due to a heavy landing by a fibreglass two seater with severe back injury to the passenger in the front seat, which left a young girl paralysed for life. There were other claims. The accident which has effected our 3rd party cover premiums was the collision by a British SG.38 with a German Grunau Baby on the ground during our International Rally at Keiheuvel. A $6,000 claim had to be paid, largely owing to the aircraft shortly before-hand being awarded the Grand Prix de la Musee de l' Air et de l'Espace for the finest restoration of the year and also because of the high German labour charge per hour, which has caused German firms to set up business abroad in countries where there still is relatively cheap labour.

This the first claim made by VGC aircraft during the club's 19 years of existence. It is a shame because with 40 gliders' owners paying premiums of £50 per annum the sum of $6,000 would have been covered in three years. The new premiums will hit two-seater owners worst.

It is sad that, just at a time when our British members are restoring and rebuilding vintage gliders as never before, these members, who often own more than one glider, will be able only to insure one or two of them even for International Meetings in this country, so that these aircraft will never ever be seen together.

It is easy to say that this increase in premium would have come anyway, due to glider accident claims during the last year. The one accident that we have ever had seems to have been the spark which started our problems. If only we had known beforehand, we might have managed to cover the repair between ourselves. As it is, we will all be paying for it for as long as we wish to fly our vintage gliders, although we did not cause the accident.

However, in truth, our 3rd Party Premiums will now only be as high as those paid for non vintage gliders.

Chris Simpson has been spending nearly all his time in Brussels arguing that the European Government Bureaucracies should follow the BGA's and Belgium's system of delegating the running of gliding in their countries to small bodies of glider pilots who might have a more intimate view of gliders than office workers. Chris is out there on his own with no funds and with no secretary. What chance does he have? Tell us what to do and we will do it. The VGC sincerely hopes that its members will continue to have their freedom to restore their gliders under the enlightened direction of the BGA's Chief Inspector, Dick Stratton. We urge our members to have a safe flying year in their adequately maintained gliders, so that we can still proudly state that our aircraft, since our club's formation in 1973, have never had a case of structural failure in flight and that this is really something for wooden aircraft and glues which are often 50 years old or more.

We believe that we can announce that the plans of the Child of the Fafnir have been saved, and can be copied should anyone wish to have them (we hope) to build a Rhoenadler 32. The original blue prints were signed by Hans Jacobs in 1932. They are not of the prototype Rhoenadler which was a larger aircraft. They are of the first production version. The plans were found among other plans in the Slingsby Loft by Martin Simons who kindly passed them on to C. Wills. They had been obtained by Slingsbys during the early 1930s and were probably used for reference during the designing of the Petrel in 1938. A Rhoenadler 32 was owned by Eric Collins from 1933 and he flew British National Records in it. He was killed in a Grunau Baby during 1935. This was the only Rhoenadler that ever was in Britain. It was burnt because of glue failure after Easter 1946 when it took part in the first British post war Meeting at Rearsby. Chris Wills saw it there still in its original form.

Concerning the Condor 2, a quotation from Sailplane November 1935 mentions how Dittmar had flown 267 miles in 3½ hours and an average air speed of 140 kph. This gives an average ground speed of 76 mph. To achieve this, he clearly had to fly the Condor 2 for long periods at 140 kph, or 87 mph. The aircraft had also been tested with full aerobatics.

On the same day, a Condor 1, a Rhoenadler, DB 10 and Rhoensperber landed at Brno (Brunn) 502 kms out. The Rhoernadler which was flown by Steinhof arrived with 2,000 metres in hand but the Rhoensperber only just got there. This new World distance record was credited to the pilot of the Condor 1 which broke up during the aerotow retrieve. The pilot, who was killed, was named Rudolf Oeltschner.

Our team at Lasham, which included Geoff Moore from the London Club, who is our Rally secretary, spent the wet Easter Weekend at their VGC centre for our National Rally which was held during the week of 25th May – 5th June. A huge amount or work was achieved during the weekend. As of

the beginning of April, more than 35 entries had been received for the National Rally. We congratulate our Lasham members for their hard and often unpleasant work preparing the VGC

Report by Chris Wills.

BAC VII
BY MIKE MAUFE, APRIL 1992.

Some members of the VGC may be wondering about the origins of the unfamiliar two seater which appeared last September at Sutton Bank and Dunstable ie. the BAC-V11.

It was designed by C. H. Lowe-Wylde (Gliding Certificate No. 1) in 1931, being the seventh in a series of basic gliders made by the British Aircraft Company at Maidstone in Kent. It was the first British two seater and was designed specifically for auto tow training.

A BAC-V11 owned by the novelist Barbera Cartland and flown by Flying Officer (later Group Captain) Edward Mole was the first glider to be aerotowed in Britain. He was once towed from London, Hanworth, to Blackpool with a passenger, carrying a letter from the Lord Mayor of London to the Mayor of Blackpool. F/O Mole broke the British passenger carrying record soaring the five mile ridge at Ditchly Beacon, and Eric Collins made a soaring flight of about 16 miles from the Downs at Huish in Wiltshire in another BAC-V11.

In 1932, three BAC-V11s towed by Gipsy Moths performed formation flying at the RAF display at Hendon. In the same year, four BAC-V11s were fitted with 600 cc Douglas motor cycle engines mounted on steel tube pylons on the top of the wings with pusher propellers becoming the first British motor gliders. These were named *Planettes*. After Lowe Wylde's death in 1935, the B.A.C. Company was bought by the well known Austrian glider pilot, Robert Kronfeld. He made several improvements to the *Planette* including the fitting of a 750cc Douglas Sprite engine of about 25hp, and this became the *Drone*, one of which is owned and flown by VGC member Mike Russell at Duxford. A converted Ford Car engine of 30hp could be fitted as an alternative, which improved the cruising speed from 60–65 mph, but made it 40 lbs heavier. Mike Beach owns one of these.

Eight BAC V11 gliders were built, the last be constructed by Short Bros in 1942 for the City of Rochester ATC Squadron. No original BAC-V11s still exist.

By chance a set of blue prints for this glider came into the hands of my son Tony in 1983, and a year or so later, the remains of a 1935 BAC *Drone* became available.

Having recently completed the restoration of a 1937 Kirby Kite, I undertook the lengthy job of rebuilding these in to a BAC-V11 glider. The old *Drone* fuselage was too badly wrecked to use, and, in any case, it had different dimensions to those of the glider. So I decided to build a completely new fuselage including the two wheel undercarriage and all metal fittings. The other components needed a lot of restoration work, new plywood and certain alterations from the Drone design. Although some original wheels were acquired, the large low pressure doughnut type tyres are no longer available but Mike Hodgson on the London Gliding Club made some superb light weight wheels to suit suitable 'buggy' tyres.

As records of some of the pre-war gliders, including the BACs, were destroyed by enemy action, the flight limitations of the BAC-V11 have been fixed at about the same as the Kite 1. ie. winch – 43 knots, aerotow – 52 knots with VNE – 70 knots. With a 12lb weight in the nose to correct tail heaviness, the empty weight is only 33lbs and an All Up weight of 680lbs has been approved, giving a carrying capacity of 348lbs.

The first flights took place at Sutton Bank last September – eight years after the conception of the project! Mike Wood, the C.F.I. of the Yorkshire Gliding Club flew first. Then, I went up in the rear cockpit, but I found it difficult to fly with no instruments and a wooden pylon in front. However, we managed to stay up in thermals and I followed solo with a flight of 35 minutes up to cloudbase.

The first winch launches were made at the Dunstable Historic Sailplane meeting and I found no problems with Dunstable's powerful winch.

With only limited experience, its performance so far is difficult to assess but the controls seem quite well balanced with the ailerons being more responsive than I expected. A rather more effective rudder would be an advantage,



Mike Maufe in his BAC-VII

especially for side slipping, which is essential, in the absence of air brakes or spoilers. Stalling speed appears to be between 22 and 25 knots according to load. The empty weight of the BAC-V11 is the same as the Kite, but with 23sq.ft. more wing area, the sinking speed when flown solo should be lower. With its unstreamlined design and prominent aeroplane type undercarriage, the gliding angle must be considerably steeper however.

Those who have not yet seen the BAC-V11, should be able to do so at some of the VGC Rallies this year, including those at Lasham and Sutton Bank. As with almost all gliders of the 1930s, it is finished in clear varnish, and although it is not entirely original, it is as near as possible an exact replica.

Letter from Mr Geoff Moore, Berkhamstead, Herts.

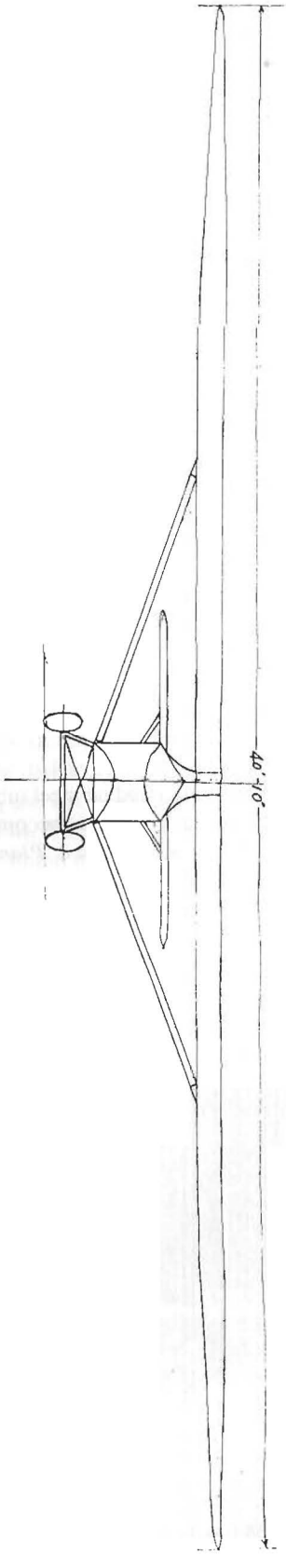
Dear Editor,
It is with horror I read VGC News No. 75, page 21 of the letter from my pal Harry Chapple in which he is laying bait with a slippery eel when he describes my MU13 was a replica.

Firstly let me say that all MUs are part of a huge family tree of remarkable flying machines without exception to recent years with the latest fully aerobatic MU 28. The full and carefully documented history of my MU13D BGA No. 2267 starts from 22nd August 1954 when the club Segelflug-Verein at Weineenburg Bayern decided to build this lovely glider which was registered on the German list as D-1327 from detailed information passed by Scheibe Flugeugrau GMBH to its constructors. It was always referred to as a MU13D and given a works construction number 5 which first flew on 28th July 1957. The very first recorded picture taken outside a hangar shows it rigged as original form with a panebuilt-up style cockpit canopy let into the wings with angular built-up nose of tubular frame construction-covered fabric as Harry's MU13. The fuselage originally was constructed with pulleys for wire elevator and aileron controls. This system was changed in 1963 to work with pushrod controls. The pulley mounting brackets still remain in the fuselage unaltered today. The last mod came in early 1970 when damage was sustained to the nose and hence a glass top half cone was fitted together with a K8-type canopy and the skid removed allowing the main wheel to be lowered by 2 inches. All this had the effect of better cockpit lookout and better ground handling with the wheel mod, so less profile drag.

The interesting detail difference from Harry's MU13D are the Frise ailerons which do not protrude out so far in the airflow hence a reduction in drag. The rudder is also slightly different shaped and larger. This all adds up to a more technically advanced glider type, making the controls more positive in flight, giving it a gentle and light touch feel with instantaneous response. With all these additions it is very much a MU13 with a best flying speed of 32 knots and stall of 22 knots, best glide angle 28:1, more of a floater than a sprinter. Known originally in Germany as Scum. I claim it possesses all the breeding characteristics of the MU 13D from the originals and bearing in mind the mods which take it further still, I am sure, out of reach from Harry's MU 13D, so perhaps it should be a MU13? D/4 of the continuation of a unique series.

Perhaps this theory has thrown Harry into deeper trouble?

Geoff Moore.





President: Chris Wills
Wings
The Street
Ewelme
Oxford OX9 6HQ

Secretary: Robin Traves
Rose View
Marden Road
Staplehurst
Kent TN12 0JG

Treasurer: Geoff Moore
Arewa
Shootersway Lane
Berkhampsted
Herts HP4 3NP

The Club arose from the wish of the vintage glider owners at the very successful first International Vintage Glider Rally at Husbands Bosworth in 1973 to encourage the preservation of worthy gliders of the past, particularly by the ownership and active flying of these machines.

Associate membership is available to those who wish to support the activities of the club, and Associate members are very welcome at Rallies.

Rallies are organised in conjunction with local groups several times each year, and International Rallies are held annually in sequence.

A quarterly magazine is issued to members, and there are technical articles about gliders of historic interest. Readers are always invited to contribute articles of interest to publish.

The club endeavours to keep subscriptions as low as possible. Donations towards the running costs of the club are always gratefully received.

CUT

Membership No. **(please include your membership number when renewing)**

MEMBERSHIP APPLICATION FORM (1992)

I renew/apply for Owner/Associate membership of the Vintage Glider Club, and enclose remittance for:

		£	
Initial Membership fee	☐	3.00	(payable only once on joining)
Annual subscription	☐	10.00	(Great Britain)
Annual subscription	☐	11.00	(Europe)
Annual subscription	☐	15.00	(Rest of the world to cover airmail postage)
Donation	☐	_____	
Total		_____	

Cheques should be made payable to the VINTAGE GLIDER CLUB. Overseas members are requested to pay by Girocheque, Eurocheque or in sterling drawn on a British Bank

For all members (block capitals or typewritten please)

Surname _____ Christian Name _____ Title _____

Address _____

_____ Telephone _____

Gliding or soaring club (or other aero club) _____

Your gliding and/or PPL qualification /Experience/Modeller _____

Trade or profession _____

please turn over

PLEASE NOTE:

a) **Membership is individual (not by syndicate).**

b) Owner membership is either sole ownership or ownership in a syndicate.

c) Club owned aircraft are accepted as though the club were a single owner.

d) Unless b) or c) apply, associate membership is applicable.

e) The club reserves the right through the committee to accept or decline any particular glider for owner membership.

The club would be pleased to have fuller details of your glider(s) on a separate sheet, enclosed with this form

---

For owner members (block capitals or typewritten please)

Type of glider _____

Maker and date _____

Registration _____

Other numbers _____

Colour scheme _____

Where normally flown _____

Other owner(s) _____

Condition (airworthy/under repair/refurbishing/museum exhibit) *(delete where applicable)*

Note:
The club records are on computer file. So that we keep within the British Law (Data Protection Act 1984) please sign opposite:

I have no objection to my VGC membership record being held on a computer file:

Signed _____

Please post with your remittance to:
Geoff Moore, Arewa, Shootersway Lane, Berkhampsted, Herts HP4 3NP

ORDER FORM

	No req	£
Adhesive badges @ £0.40 each. Blue motif on silver 3" dia. Four types: Front glued for sticking inside windscreen		
1 'Vintage Glider Club'		
2 'Vintage Glider Club Member'		
Back glued for sticking on glider etc.		
3 'Vintage Glider Club'		
4 'Vintage Glider Club Member'		
9" dia. PVC sticker, blue motif on silver 'Vintage Glider Club' Back glued for trailers etc. @ £1.50 each		
Cloth badges @ £1.50 each. Blue motif on silver-grey. 2.75" dia.		
Metal lapel badges @ £1.50 each. Silver-coloured motif on blue enamel. 0.625" dia.		
Brooches @ £2.00 each. Blue and white enamel. 1.125" dia.		
Key rings @ £3.00 each. As Brooch on black leather fob.		
Large Postcards four different colour prints from original paintings by H.K. Harwood of historical and vintage glider scenes, @ £0.20 each, or £0.60 per set of 4		
Pom-pom knitted hats in different colours. £4.00 each		
Beanie Hats white drill printed VGC crest navy blue @£3.50 Med:		
Large:		
Miniature wind socks 20 cms long @£1.30		
Pencils @ £0.15 each. Dark blue with silver motif and 'Vintage Glider Club'.		
Ball points @ £0.50 each. Light blue, printed as pencils, retractable.		
Mugs with VGC Crest Blue strong plastic with white motif @ £2.50 each		
White Pottery with blue motif @ £3.00 each		
Sub-total		

	No req	£
Sub-total b/f		
Ties @ £5.00 each. White motif woven in coloured tie. Green (vert, grün)		
Wine (marron, rotbraun)		
Grey (gris, grau)		
Navy (bleu foncé, dunkelblau)		
Tee-shirts, white with blue motif 8.5" dia. Child's size £3.50 each: Chest 32" 80cm		
Adult sizes £4.50 each: S 34-36" 85-90cm		
M 38" 95cm		
L 40" 100cm		
XL 42" 105cm+		
XXL £5.00		
Polo sportshirts, red or yellow with small motif on left breast. L £10.50		
XL £10.50		
XXL £11.50		
Crew-necked sweat shirts @£10.00 each. Grey with blue motif 8.5" dia. S £10.00		
M £10.00		
L £10.00		
XL £10.00		
XXL £11.00		
Crew-necked sweat shirts red or yellow with small motif on left breast. L £12.50		
XL £12.50		
XXL £13.50		

Please add postage and packing (foreign rates in brackets):

Each sweat shirt or polo shirt £1.25p (£2.00)	
Each T-shirt, mug, pom-pom or beanie hat 50p (90p)	
Small quantity adhesive and cloth badges 25p (50p)	
Small quantity other small items 35p (70p)	
TOTAL	

Cheques should be payable to 'Vintage Glider Club' in sterling, drawn on a British bank, or Eurocheques payable in sterling.

I enclose the sum of _____

Name _____

Address _____

_____

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Please send to:
VGC Sales, 22 Elm Avenue, Watford WD1 4BE

The Vintage Glider Club – Technical Articles

		£
Manuel "Wren" Series – 2 sides. £0.30	☐	
Kranich – 5 sides. £0.75	☐	
Bolus Baby Albatros – 3 sides. £0.45	☐	
Weihe – 5 sides. £0.75	☐	
Mu-13 – 5 sides. £0.75	☐	
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Olympia – 6 sides. £0.90	☐	
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FVA Rheinland – 6 sides. £0.90	☐	
Slingsby Cadet – 3 sides. £0.45	☐	
DFS Reiher – 5 sides. £0.75	☐	
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Rhönsperber – 4 sides. £0.60	☐	
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King Kite – 6 sides. £1.00	☐	
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Sub-total		

		£
Sub-total b/f		
Kadet/Cadet/Tandem Tutor (1986) – 6 sides. £0.90	☐	
Also: To help with **Restoration Work plus Kaurite Glue** – 4 sides. £0.60	☐	
Ageing of Wood Adhesives – 4 sides. £0.60	☐	
Colours and Markings of German Gliders 1922–45 – 7 sides. £1.00	☐	
What's Washout? Watch Out! – 6 sides. £0.90	☐	
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Mü – 17 3 sides. £0.45	☐	
Total		

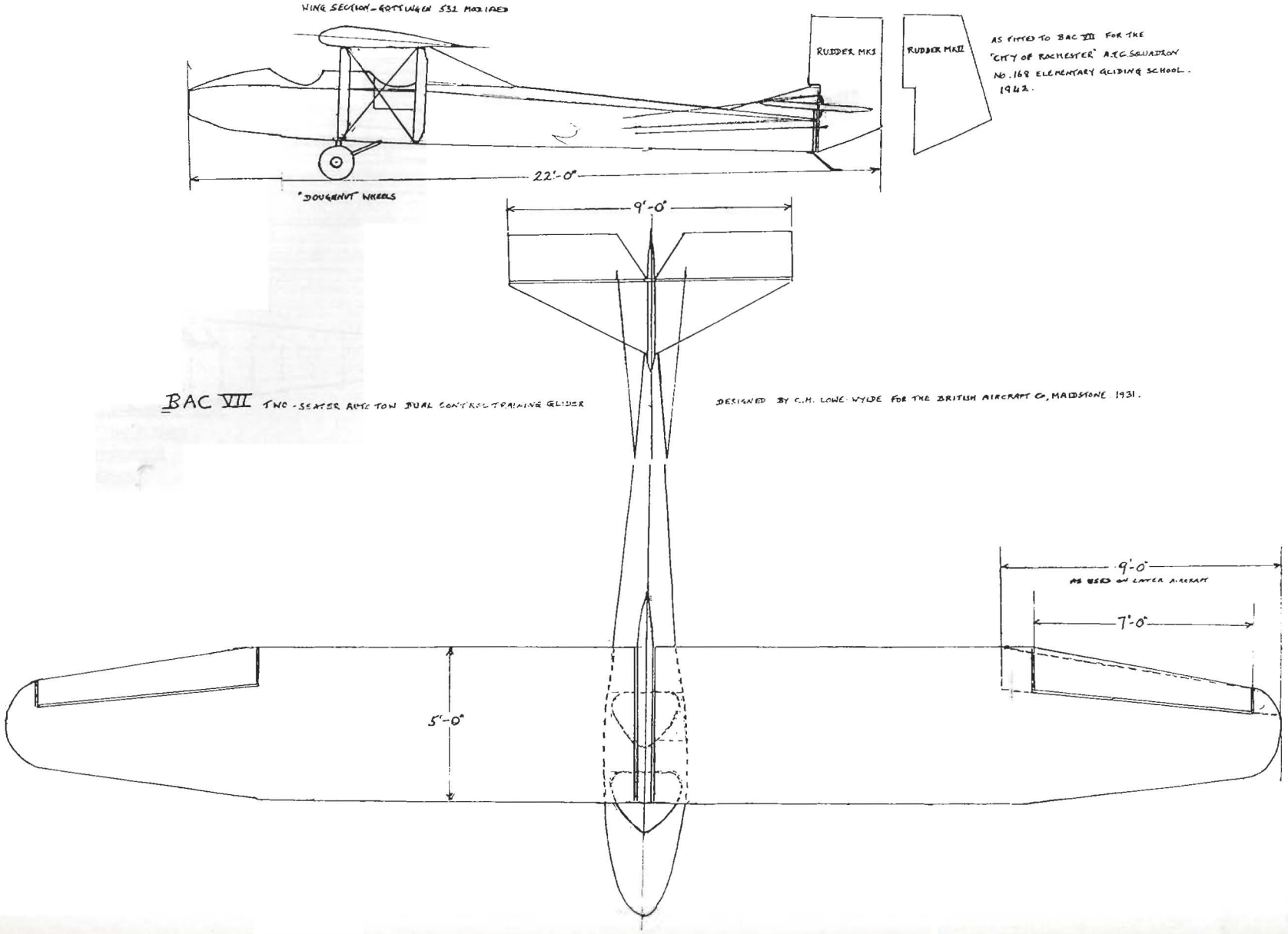
All orders should include postage.

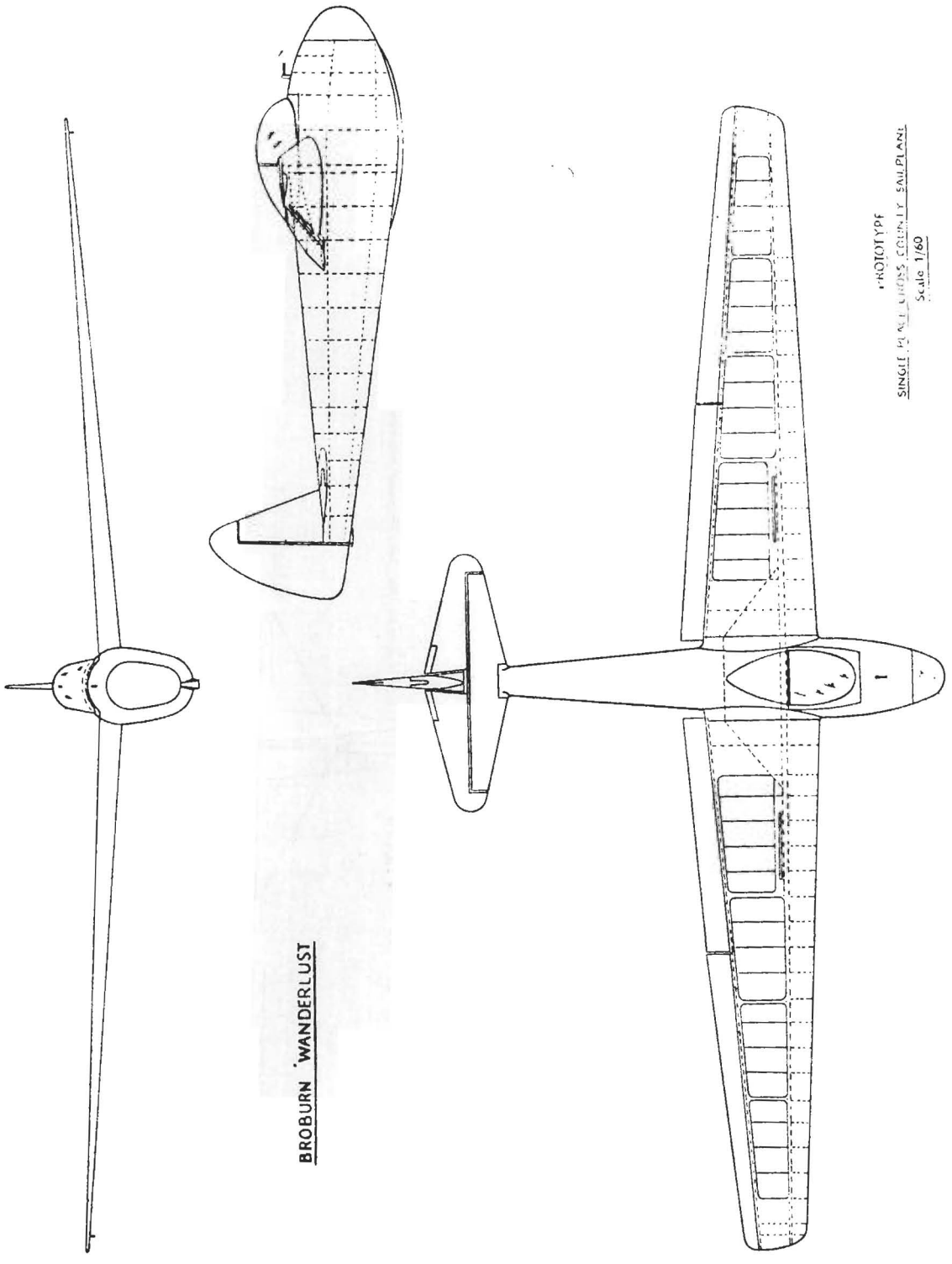
For postage to Europe, please add a small donation. For postage outside Europe, please add a slightly larger donation!

Cheques should be payable to 'Vintage Glider Club' in sterling, drawn on a British bank, or Eurocheques payable in sterling.

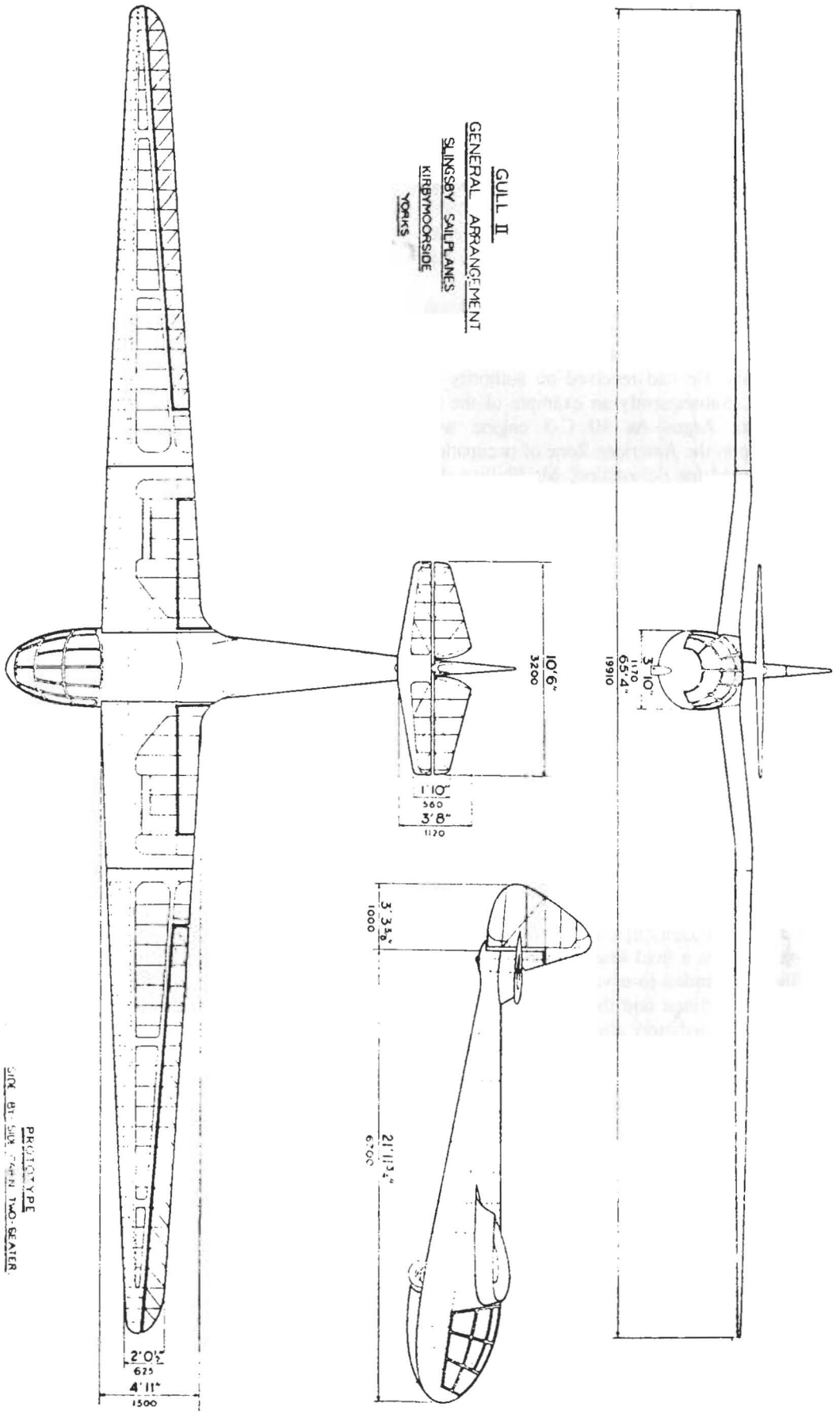
From the Secretary:

Robin Traves
Rose View
Marden Road
STAPLEHURST
Kent
TN12 0JG


WING SECTION - GOTTINGEN 532 MODIFIED
RUDDER MK I
RUDDER MK II
AS FITTED TO BAC III FOR THE 'CITY OF ROCHESTER' A.T.C. SQUADRON No. 168 ELEMENTARY GLIDING SCHOOL. 1942.
22'-0"
"DOUGHNUT" WHEELS
9'-0"
BAC VII TWO-SEATER AUTO TOW DUAL CONTROL TRAINING GLIDER
DESIGNED BY C.H. LOWE-WYLDE FOR THE BRITISH AIRCRAFT CO, MAIDSTONE 1931.
9'-0"
AS USED ON LATER AIRCRAFT
7'-0"
5'-0"



This was a diminutive sailplane designed and built by Messers Brown and Burns in 1946 at Woodley aerodrome near Reding. It is believed to be languishing in a hangar at Farnborough awaiting restoration? Its wing span is only 10.36m. The wing profile at the root is NACA 23021 (which was exactly that of the original King Kites) but has NACA 4312 profile at the tip. Empty weight was only 250 lbs. Stalling speed was only 52kph (32.4 mph)



The Gull 2 originally flew first in April 1940. It was damaged by a ground loop on take off at Lasham in 1957. As far as is known, only its nose was broken. Does anyone know if it was then destroyed, or can its remains be hiding somewhere? It had a three piece wing and a calculated max. L:D of 1:27, which was a very good performance for a two seater of that time.

CHILTON AIRCRAFT Hungerford or why the Chilton Olympia was built at Elliotts of Newbury.

The following article has been reprinted from Aviation News Magazine Volume 20, No. 18, 14–27 February 1982.

Captured Hardware. Ken West tells the story of three captured enemy aircraft after World War 2. This is the third section; *Illicit Acquisition.*

The Honourable A.W.H. Dalrymple, director of Chilton Aircraft Ltd of Hungerford, Berks, made a request to the Ministry of Aviation Production in September 1945 requesting the Ministry to supply a Fieseler Fi 156 *Storch* to his firm for experimental purposes, but the request was not granted.

Mr D.B. Phillips, a pilot, who was employed by Chilton Aircraft as a designer, had obtained permission from the MAP to go to Germany for the purpose of studying aspects of the German Aircraft Industry. He had received no authority to bring back any aircraft. Subsequently an example of the Fi 156, equipped with an Argus As 10 C-3 engine was "acquired" from a dump in the American Zone of occupation which had been scheduled for destruction. Mr Phillips did some repairs to the aircraft which included fitting a starboard aileron, repairing one of the starboard aileron hinge brackets and painting RAF roundels on the wings. He then flew the Fi 156 to Shoreham via Darmstadt, where he picked up an American officer who wished to go to England on leave, Brussels and several other airfields on the continent.

Clearing customs at Shoreham on 24th of December 1945 Phillips flew on to the Chilton Aircraft works on Christmas Day. It is understood that during part of the journey, the starboard aileron trim tab connecting rod became disconnected and that severe vibration ensued. The pilot effected an emergency repair by taking off the broken rod and inserting a bolt in the gap between the aileron and the outboard end of the tab, thus locking the tab to the aileron and preventing any relative movement. Under these conditions, the Port aileron (servo) would be in operation but the starboard tab would not. A demonstration flight was subsequently made the same day, 25th December, with Phillips as pilot and the Hon. Dalrymple as passenger.

The Fi 156 took off from a field near the works, made a few circuits and then descended to a very low altitude, the starboard aileron began to flutter and then became detached and the aircraft crashed immediately afterwards at 15.45 hrs, the aileron falling to the ground some 100 yards away. Fire broke out when the aircraft struck the ground and both occupants were killed. No aerobatic manoeuvres were carried out and the aircraft did not strike anything during the flight. The weather was fine, the visibility good and the wind strength light.

From examination of the wreckage, which had not been burned, it was evident that the airframe was generally in a bad condition: the weathered state of the un-burned starboard wing and aileron was indicative of the aircraft having been standing out in the open for a considerable time. The accident was due to the failure of the starboard aileron inner hinge bracket occurring when the aircraft was in normal flight but at a very low altitude and the accident must be attributed entirely to the aircraft having been flown when in an un-airworthy condition.

The Fi 156 was flown from Germany to England under false pretences and that flight and the demonstration flight in which the accident occurred, were made in deliberate disregard of regulations. Additionally, neither the pilot or passenger had a current pilot's licence.

Acknowledgements. The author would like to thank the AIB and the Royal Signals and Radar Establishment.

Because of the loss of the firm's Director, the prototype Chilton Olympia, the fuselage of which was being built by Harold Holdsworth in a very small workshop in the works (a converted chicken house), had to be passed on to Elliotts of Newbury which subsequently completed 100 Eon Olympias with parts for a further 100. Although, many parts were used for repairs, there were still enough to finish another 50 Eon Olympias. Many of these 150 Olympias, built with aerolite 300 type glue, are still flying today as testimony of the firm's good workmanship and endeavour.

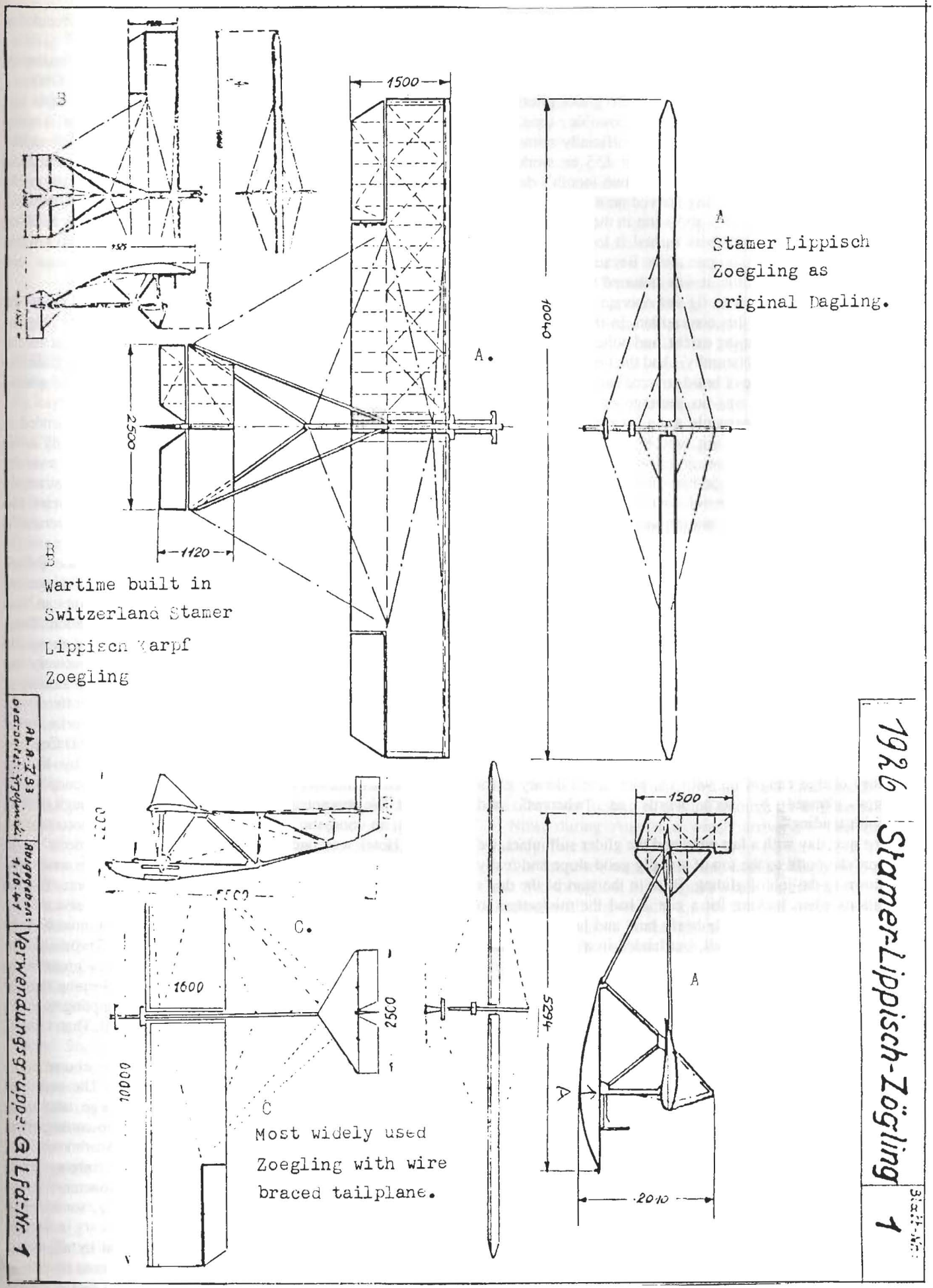
Chris Wills

HARD FACTS. (Gliding & Gliding Clubs) by the late F.N. Slingsby.

From the dawn of British Gliding in 1930! (from three versions of the same article – CW.)

The art of gliding as an organized sport was introduced into Britain in the winter of 1929/30. Many flying enthusiasts had been to Germany and had seen beautifully designed machines flying along sand dunes and hill sides without engines or any visible means of support for hours on end cruising like seagulls and in complete control. Articles appeared in many illustrated magazines showing the long, slender, and highly tapered wings of the new aircraft called "sailplanes" in English, and in German "Segelflugzeuge" meaning sailflying things and that adequately described them. The young men of Britain, and the old ones also, were intensely interested, so much so, that, as soon as the British Gliding Association was formed in London, its offices were flooded with impatient enquiries for membership, and for advice on starting something without delay. We learned that a man called Lowe-Wilde had designed one or two types of gliders and was operating them in Kent. The Manchester Aero Club was early in the field with the new sport, and a Mr Basil Meads had formed a Gliding Club and was giving instruction.

I was living in Scarborough at the time, having taken a partnership in a furniture building firm. After my years in the RFC and RAF, I was still keen on flying; the new sport of gliding made a very strong appeal. A few kindred spirits called a meeting at Scarborough in the early part of 1930 and we formed the Scarborough Gliding Club. We wrote to the BGA and in a few weeks, we had a visit from a Mr Howard Flanders and Mr Gordon England who were kept very busy with our eagerness. As the result of this meeting, the club ordered its first glider, a primary built by the R.F.D. Company of Guildford. The Company was named from the initials of R.F. Dagnal and the firm had years of experience of making balloons, canvas rafts, tents and so on. Mr Dagnal was a very early and enthusiastic supporter of the B.G.A., and was easily persuaded to build a series of Primary Trainers to blue prints supplied by the Gliding Association of America. The Americans had adapted the German Primary type glider named the Zoegling to stand up to some rough treatment, by using steel tail booms to carry the tailplane instead of the rather delicate wooden wire braced girder of the Zoegling. But the Zoegling was in fact a much lighter machine and, although it required more time for rigging, it had far better handling qualities and a lower sinking speed. The American version, was, in my opinion tail heavy, had very little lateral


1926 Stamer-Lippisch-Zögling 1
A
Stamer Lippisch
Zoegling as
original Dagling.
B
Wartime built in
Switzerland Stamer
Lippisch Karpf
Zoegling
C
Most widely used
Zoegling with wire
braced tailplane.
1500
2500
1120
1600
10000
4625
2010
Verwendungsgruppe: G
Lfd-Nr. 1

control and was too sensitive fore and aft. As for the directional control, the rudder was almost ineffective. However, it was a glider and it had to have a name. As a mark of appreciation for R.F. Dagnal who had gone to so much trouble to provide the impatient would-be glider pilots with something to fly in the shortest possible time, this Americanized German primary was unofficially named the *Dagling*. These machines were sold for £55 ex works and when we ordered ours there was about two month's delivery time. The Scarborough *Dagling* arrived on a big 12 ton lorry from Guildford one Saturday afternoon in the Spring of 1930, and a swarm of club members rushed it to the moors near Fylingdales to commence operations. Because I had been in the RAF for a longish time, it was assumed that I must know all about gliders and how to rig and operate them. It took me about two hours to rig this contraption. In the meantime, the crowds grew to an alarming extent, and police arrived to keep the roads clear of cars. Naturally, I had the first flight. We used a double launching rope of braid covered rubber about ¾ inch in diameter. As there was no shortage of labour, ten men pulled on each side. I certainly got a good send-off, but had the sense to keep about ten feet from the ground. So, I whistled along over the heads of my wildly excited crew and, by good fortune, smacked the heather covered moorland well away from the cheering crowd. Our first day of operations; my first flight in a glider, and the very first time that I had been the star turn of a flying event. Then, I noticed that the 12 ton lorry was still waiting patiently at the road side "Oh that's alright sir", said the driver, when we woke him up, "Mr Dagnal said we should wait until the first few flights had been made. You see, sir, they nearly always gets broken up the first afternoon, and if we just wait around, it sometimes saves a special journey, like". Well, we didn't break the thing, so we sent the lorry back South. We then realized that, although we knew the price of the glider and had in fact paid the £55 to the R.F.D. Company Ltd like good Yorkshiremen, we had not taken account of the delivery charge. Anyway, that could wait for a day or so, we thought. It was a year afterwards that the delivery charge caught up with us, plus some dreary extra charges phrased by such words as "whereas" and "notwithstanding".

The next day with a fair wind and the glider still intact, we dragged the outfit to the top of a really good slope and really got down to the job of gliding. Prior to the start of the day's operations when looking for a site, I had the misfortune to meet up with an exceedingly beefy bull, and just got clear of him by jumping a stone wall, but landed in a deep, dry, and very hard ditch. I got in one or two better flights with the glider. Only one other man was injured that day. He stalled the Primary and was badly bruised in some very awkward places. The glider didn't do so well. We took the pieces back to my little furniture workshop that night, and puzzled out a method for repairing it. From that day, I was in the Glider Business! We didn't make much furniture the following week. I bought some weird stuff called casein glue which, when mixed with cold water as per instructions, looked like the sort of stuff one should feed to babies to make them lusty. In the years that followed, I was to use tons of the stuff and glory in its extraordinary strength.

Of course, the Scarborough Gliding Club was not the only one in the North. In fact, nearly every town of some size started a gliding club. In 1930, there were over one hundred gliding clubs formed in Britain and Northern Ireland, and very few had qualified instructors or knew the first thing about gliding. By the end of the year, about half of them decided to give up.

(As this version does not continue, the second version of this incredible narrative has now to be adhered to... CW)

In 1930, I was leading a peaceful life of bliss and tranquillity designing and making furniture in a cosy workshop in Scarborough, with a small, but highly skilled staff of expert woodworkers. Scarborough is a delightful town. I paid my way and in fact even made a small profit. Then, the turbulent craze for gliding swept through the land, plucking at the imagination of all who had flown anything from a Boxkite to a bomber. That year, the British Gliding Assn was formed and there was to be no peace and tranquillity left for such as I.

With a few kindred and restless spirits, I formed the Scarborough Gliding Club, bought a thing called a *Dagling* which, I was assured by the wise ones in London, was second cousin to a German Zoegling, and off we all went to glide like gulls over the Yorkshire Moors. At least, that was the general idea.

We hopped it, flopped it, smashed it and then mended it, and discussed far in to the night, methods of improving it. We then repeated the programme time and time again on a variety of sites around Scarborough, until my staff of strangely enthusiastic woodworkers just about rebuilt the weird and long suffering *Dagling* many times over. (The 3rd version is now adhered to)

To satisfy the insistent clamour for gliders, the B.G.A. Council persuaded Mr R. F. Dagnal of the R.F.D. Company of Guildford to build a number of Primary machines to blue prints supplied by the American Gliding Association. These prints were readily available for 25/- per set of five sheets and clubs were advised to make their own gliders; but very few had either the facilities or the inclination to do months of woodwork especially when the R.F.D. Co. offered the complete aircraft for the modest sum of £55 ex works. So the Scarborough club ordered a Dagling from the R.F.D Co., then occupied the waiting time for the delivery by holding numerous meetings and social events to raise money to pay for it. We appointed as Chairman of the Scarborough Gliding Club, an energetic Hotel Manager with very vigorous ideas. His Hotel was one of the high-class establishments in the centre of the town, so our numerous meetings were very popular and well attended. I was appointed Honorary Ground Engineer and Instructor because of my years of service in the RFC and RAF. Moreover, I was a partner in a furniture works in Scarborough and so had skilled woodworkers and workshop facilities. That fact alone seemed very important to the other club members, because news was seeping through from clubs already actively engaged in attempting to glide, that frequent minor repairs were to be expected. That, I found, was the understatement of the year.

The R.F.D. Dagling glider arrived in due course and I hopped it on the moors near Scarborough. The next day, numerous other club members, eager to have a go, tried to get a better performance than his fellow, and the consequences were inevitable. We took the pieces back to Scarborough and dumped them in my workshop. Very little furniture was made for the next few days. However, I was the Honorary Ground Engineer. The club had to be kept going so, somehow or other, we always managed to patch up the primary in time for next weekend, and a smashing time was had by all, except myself. There was of course a limit to what could be done in an honorary capacity. With some reluctance, I had to make a

charge for repairs however modest. Thus, I got in to the gliding business. After a few months, my workshop staff practically rebuilt that blessed glider many times. Nevertheless, it was interesting, if not profitable, work.

1930 was the year Amy Johnson did her epic solo flight from England to Australia (in a Gipsy Moth). On hearing of her safe arrival, our club Chairman immediately cabled an invitation for her to be our President. She replied "honoured to accept". We then became an important organization in Scarborough. Town Councillors thought up ideas for an official reception on her triumphant return to Britain. It was to be a great feature.

To be continued.

THE THREE BS + 1

Early Days of the Southdown Gliding Club.
By Raymond Frederick Brigden.

The Three "B"s (Johnie Billeness, Bill Bushby and me) and Arthur Woodley became firm friends through the Brighton Hove and District Modelling Club. We flew above Atlingworth Valley, which is north of Portslade Isolation Hospital. We used the top of the hill whilst the Southdown Gliding Club usually practised their training hops in the valley below where they had a hangar and clubhouse alongside.

One hot Sunday afternoon in 1938, model flying was abandoned as we sat in the long grass, fascinated. A Grunau Baby at hill top height was gently soaring the east ridge overlooking the clubhouse. With its original clear dope and varnish each subtle movement in the strong sunlight made it truly sparkle. This rare soaring flight was to us most impressive.

Returning for a moment to the modelling club; up to 1938, its 80-odd members met in a converted workshop over my grandfather's garage. Amongst the many models, I remember a Kinglet and a Skyrover, both elastic propelled, and a Miss America, she was petrol driven. In the wartime emergency, our "Club Room" was given over for the storage and distribution of gas masks. So, next spring, the three "B"s packed up modelling and joined the gliding club.

We were welcomed by S.G. Stevens, who was secretary and Rubick who was ab-initio instructor for the Primary. In 1939, on the 22nd of April, it cost £2 to join and sixpence (old currency) per "hop". Four of us joining "en masse" was quite an event for the club and we were treated very well indeed.

Initiation to Gliding in those days was by wing balancing. Then, we were very slowly towed by a car just balancing the wings. Success in this manoeuvre led to small bungy launches. Increasing in size as we progressed, so taking off further and further up the hill until one reached the top. Our promotion was somewhat delayed when Johnie was given an over-enthusiastic launch which shot him straight into the air and the inevitable stall. Lack of experience created a crash landing, resulting in a broken front frame and two spars of one wing. I can still vividly picture the Primary sitting at the top of the stall with Rubick yelling "Put the stick forward". All to no avail.

Our modelling skills were quickly put to good use. It took six weeks to repair the glider. Johnie's neck recovered in three days.

One day, returning to the clubhouse alone, after helping with the repair job, I caught sight of a rabbit in the car's headlights. I had been told that if this happened, one could pick up a rabbit by its ears. In great excitement, I jumped out of the car and rushed towards the rabbit. I was near to grabbing it when it struck me that I had left the car in gear and it was just about to run me over. We both lived to tell the tale.

Eventually, we did reach the top of the hill and were allowed to try for our "A" Certificates; staying airborne for thirty seconds (note seconds you modern guys) from release to landing. This required maximum height for which two people had to hold back on the tail booms of the Primary with the car going flat out down the hill to stretch the bungy ropes to their utmost. We all clocked up about twenty eight seconds.

The following weekend, all four of us gained our Certificates and were able, on the next one, to proceed to the nacelled Dagling. "Nacelle" for those of you that don't know is French for a small boat. The Dagling was a single seat Primary glider and so, a nacelled Dagling was only a Primary Glider with a small cockpit built on to it. (No Canopy). Nevertheless, claustrophobia became the next challenge. Today, I would dread the thought of being so in the open.

By the way, the club was formed in 1930 by York Bramble, a schoolmaster, at Balsdean Farm, north of Rottingdean. He was Secretary and worked extremely hard in getting it established. I did not have much contact with York on the field but he did obtain his "A" and "B" Certificates although he did not proceed much beyond this. Later on a move was made to Steep Down, north of Lancing. It was S.G. Stevens who moved the club into its soaring configuration and then a further move had established it at the Atlingworth Valley site, either during 1935 or 1936.

Around 1937, a subsidy of £5,000 per annum was given by the Government to the whole Gliding Movement. This enabled the Southdown Club to get a proper hangar. Previously, the gliders had been left in an open barn.

When we joined the club, launching was by bungy only. Years before, there had been a winch of sorts. The rear wheels of a car had been jacked up with a drum fixed to one, while the other was locked, so driving through the differential.

Now, during August a winch arrived. It was built by Sammy Yules.

Our launches went to the intoxicating height of 500–600 feet. We thought it a great joke when launching the Nacelle Dagling with the winch to see the medapolin on the top surfaces go slack, In reality, this was not at all funny as it meant that the wings were over bending, and so, over-stressing.

The "B" Certificate for which we were now all aiming, required two flights of one minute with "S" turns, but we still had not been taught to turn, and so panic set in when Arthur Woodley was seen to be flying straight for the hangar. Everybody rushed out shouting "Turn, turn". He did manage to put on some rudder and, to everyone's relief, landed just beside the hangar doors.

We also had at this time, a BAC-7 two seater. A southerly wind meant that we could tow this by car to a spot near the Devil's Dyke at Brighton, bungy it off which enabled its pilots to follow the valleys back to the Atlingworth Valley. A northerly wind enabled us to bungee off the Devil's Dyke itself. In anticipation of a luckless pilot landing at the bottom of the Dyke, we had, by the Dyke Hotel, cemented in a car wheel with a protruding stub axle enabling us to take a cable down the side of the Dyke. Then we could pull the glider up

with the aid of a car running along the top of the Downs. Sadly the wind did not often blow from the North, so we rarely soared the Devils Dyke Ridge. It took a war, before I managed to do it.

Our training now became curtailed a little due to the club running two camps for the League of the British Empire Air Cadets to enable them to obtain their "A" Certificates. I visited them one night only to find a very shaken Treasurer, a chap called Edmunds. An enquiry produced "I showed these lads how to get their "A" Certificates, and one stalled at the top, side-slipped in, and piled up the wing. Our "fleet" of Primaries became one again.

Due to our training the Air Cadets, we were able to buy a new RDF Dagling Primary. We all proudly rigged it for its test flight. Fortunately the test pilot Rubick very quickly twigged that the ailerons were crossed – no cockpit checks in those days. He managed to land with the plane and himself unharmed.

The club's fleet normally consisted of two Primaries, one nacelled Primary, a BAC-7, and the Grunau Baby that had first excited our interest. It was originally owned and flown by Filmer, who sold it to the club when he acquired the Viking in which he made his epic flight to Petersfield. By then, I had become an enthusiastic member and was very proud to have helped launch a pilot who had obtained the first Silver C distance flown by a Southdown Gliding Club member.

There were five private owners. S.G. Stevens with a Kirby Kite, A. Little with his Tern, Filmer's Viking, Dunning with a Grunau Baby and Cox with a Scud.

When war was finally declared on September 4th, I was elsewhere assisting with evacuees. But my three pals were on site with all the gliders rigged outside the hangar waiting to be towed to the launch point. Then the siren sounded and the hangar was repacked in record time.

A sad Sunday later, we returned to put all the equipment into store whilst the club's fleet was commandeered by the Government for the ATC; excepting the Grunau Baby which was "accidentally" hidden in Steve's workshop where it remained throughout hostilities.

The next thing I knew was that S.G. Stevens was at Hassocks, training the ATC (No. 161 Gliding School), in a big field beside the railway line. Most of the club's fleet turned up there. When on leave from the RAF, I used to help Stevens.

It is not my intention to go into a history of the ATC, but I must only say that they moved from Hassocks to an airfield at Chailey (pity that this was allowed the lapse) It was there that Squeege Aston had the life scared out of him when a V. 1 flew beneath his winch launch! After "D" Day, a move was made to Shoreham Airfield, from there to Ford and finally to Tangmere. Both these airfields are now disgracefully lying idle.

During the war, "the three Bs" managed to keep in touch. Sadly Arthur was lost in a Halifax on only his second mission over Germany.

Just as the war was ending, Johnie Billeness and I purchased the Scud which had been left at 161 Gliding School. A lot of work was required before it could become airborne, and my grandfather's (now my father's) garage was commandeered again.

March 1946 saw the three of us demobbed at about the same time and we set about resurrecting the Southdown Gliding Club. Our greatest disappointment was being able to find so few of the old members to help rekindle the flames. Had we been able to, we could have retrieved our original site; the hangar, having been used as a cow shed was unservicable. Eventually, it was moved to a new site at Friston.

However in April, the Imperial College Gliding Club asked if they could use the Atlingworth field and the old hangar for a summer camp. They were told of the use the hangar had been put to, but they still came. One evening in June, I had a phone call saying that they were stuck at the bottom of the Devil's Dyke as their Morris Minor would not pull the trailer with the Cadet attached to it up the hill. The firm's breakdown truck pulled the trailer to the top, where the Morris was re-attached, as from then on, it was all downhill to the site. They stayed a few days, training with bungy hops until the Cadet was damaged when its wingtip caught the long grass, causing it to ground-loop.

I was thrown in at the deep end when one day Stevens turned up at my father's business laden with the Treasurer's and the Secretary's Books. Against my protestations that I did not want them, he retorted: "I put your name in Sailplane & Gliding as Secretary and Treasurer". That was the way of Steve and that is how my name came to be on the documents that reinstated the BGA, as the Southdown Gliding Club was one of its Council members.

For our first job, we unstored the Grunau Baby that was all we had beside the Scud that Billeness and I had just bought.

We had no winch, but when the ATC winches came into my garage for repair, we tested them by launching the Grunau. Naturally, they had to be returned after testing when we were left with only the bungy and the necessity of a North wind and a flight over the Dyke.

Amongst the famous names who flew our Grunau were Frank Foster (1956 co-winner of the Two-Seater Class at the St. Jan World Championships in France), and John Sproule. Steve had acquired a Slingsby Petrel in which he completed his Silver C, but that was not from the Southdown Site.

One day, we took our Scud and Steve's Petrel to launch on the Downs above Plumpton Agricultural College. At first, it proved to be too windy for the Scud but Steve managed to soar for a couple of hours. Then, as evening approached, the wind dropped and we rigged. Elected for first flight, I proudly sat in it and, giving instructions for Debauch to hang on to the tail, with Stevens on one side of the bungy and Billeness on the other, I ran over the hill and out of sight. Unbeknown to me, they came up against a wire fence. I shouted to Debauch "Let Go" and then "Push". Off I went with vigorous shouts from the ground of "Push the stick forward". I was not aware that the plane was so nose light. However, I kept it airborne for fifteen minutes – enough for the "C" Certificate – and landed O.K. When we started to tow the glider back to the launch point, we discovered that the nose was within three inches of an unexploded mortar bomb. The Downs had not been cleared.

(Digressing for a moment, you may be interested to know that I did my five hours in the Scud, up and down the cliffs at Friston. Furthermore, a beautiful scale model of it adorns my mantelpiece. It was given to me by SGC members whom I taught in the early days at the Parham Site.)

Johnnie's launch was fine, but, on landing, he lost aileron control due to hill turbulence and the Scud rolled over onto its back. Again, the safety belt broke and he sailed out to suffer another stiff neck while the Scud had to return to the workshop for repairs to one wing tip and the fin. Whilst retrieving it, Steve and I all but put my father's breakdown van down a slit trench. It was sheer chance that I drove

between two of them. Despite all these catastrophes, Johnnie turned out to be the far better pilot.

One evening, we bungied him off the Dyke to get his "C", which he achieved. Again we had used my father's breakdown van to bungy him off but, in trying to regain the top of the hill, we encountered barbed wire and the rest of the evening was spent cutting it free.

It seemed that a lot of winch testing for the ATC was being done on the Downs above Atlingworth Valley, so it was on August 24th 1946 that Steve said "Lets take the winch and the Grunau to the RAF aerodrome at Friston on the Seven Sisters". Steve was keen to soar the South-Westerlies but when the cliffs were not working, thermals proved to be not too abundant. Permission to fly from Mr Pattenden, the farmer, was the first call. Although Steve was disappointed in that the cliff was not soarable, we did have some good launches. That was the day that the Rule was laid down that one left the cliffs at 600 feet in order to get back to the landing area. This Rule remained as long as the club was operating from Friston.

(The Southdown Story will be continued in the next issue.)

LETTERS

C. Wills received this letter on the 19th February from David Allison.

Dear Chris, Recently I have been looking back through many editions of the VGC News and reading of the many excellent achievements. My father John Allison owns a Slingsby Prefect (BAN) and an L-Spatz 55 (EFN). The VGC News encourages people to write in and tell of their achievements and on persuasion by my Father and brother, I have decided to write in to tell you about my achievements in the L-Spatz and about my aims.

I have recently turned 17, having gone solo on my 16th birthday. My Father wisely made me wait five months before I could fly the *Spatz* due to its very ineffective airbrakes and uncoordinated controls. I have flown over fifty hours from 37 flights and have achieved nearly 800kms cross country in it, with just three outlandings and only one into a field! I flew my Silver C distance from Halton (RAF Chiltern's Gliding Club) to Enstone and my Silver C Height albeit by 20 metres! I also managed my 100kms Diploma, on my first attempt, at a handicapped speed of 66 kph in this wonderful glider. Then came the big one ... a shot at a Diamond Goal! Halton-Westbury – Stratford upon Avon – Halton. I failed but managed 240kms in just over five hours on the 26th of August last year, going further than a Ka 6 and a Discus! I aim to achieve my 300kms Diamond Goal in this glider next year, but this might be optimistic as I will be practising in glass gliders a lot for the Junior Nationals!

Finally, may I ask a favour? Would it be possible for you to send me details of all the vintage glider meets in this country in 1992, and how to get involved? I would be very grateful if this were possible. Thank you for your time. Best Wishes. David Allison. Waste Court, 76 Bath Street, Abingdon, Oxon. 19th Feb. 1992.

We have not had a letter like this before. David has inspired us all!! His Father is no less than Air Vice Marshal (I hope we have his rank right) John Allison, who has been excellently flying the ME 109G-2 at Duxford. This aircraft is similar to that which was flown by the German ace Hans-Joachim Marseille in North Africa during 1942.

David and John certainly have flying in their blood. We are glad to have them with us.

We more than welcome him into our club and hope that he will come to our Rallies.

The following is a letter received from Phil Butler on the 26th of January 1992 from 26 Houghwood Grange, Ashton in Makerfield, Wigan, Lancs WN4 9LT. He must be the leading expert on aviation history research and has given us invaluable assistance on British Gliders since the 1930 formation of the BGA etc etc.

The letter was in reply to one from C. Wills on the subject of why civilian gliding in Britain was allowed so few German gliders after 1945. Was it partly for propaganda reasons? Of course the British wanted to build up their own glider design and building industry at that time, but the answer lies in timing. By 1946, when British Civilian Gliding was allowed to start again, all gliders which remained, after their initial great destruction, in Germany were in the use of British Armed Services Gliding Clubs as a relaxation sport. It was too late to obtain any from the British Zone after May 1945.

Extract from Phil Butler's letter of the 26th January 1992.

"Dear Chris, firstly, the information in your letter is broadly correct and the only comments I would make are 1. I think it is over the top to suggest that there was a fear about sailplanes being used for Nazi Propaganda, and 2. there were six sailplanes handed over to the BGA at Cambridge in 1946. The sixth was a second Meise. Originally the RAE had promised seven gliders but the seventh (whatever it was) did not materialize, (I have this from letters and meeting minutes filed in the BGA Office at Leicester). The six were delivered to Marshalls of Cambridge for overhaul and four of them were given the C of A numbers 446-449 inclusive, (reserved Sept. 1946, issued June/July 1947) after work at Cambridge. The Kranich 2 had some parts missing, so there was some delay in making it airworthy as BGA 494. (October 1947). I have speculated that the second Meise was allotted BGA No. 517 (number reserved about March 1947), but if so its C of A was never granted. The RAE Weihe (ie. BGA 448) was originally LO-WQ, (post June 1943 NSFK registration as it was obtained from the Reichsegelflugschule Wasserkuppe CW.). There was only one other Kranich 2 at Farnborough, the ETPS/Bill Bedford example. The Halton/Cranwell example was never at Farnborough; ie. it was probably one of the Wasserkuppe aircraft mentioned with the Grunaus in your father's papers. I believe this because it had a serial number (VD224) in the range of numbers given to HQ Air Cadets for gliders acquired by them, and the ATC representative (Narbeth) was looking for two seaters as well as Grunaus. It does not seem to have been used by the ATC, but records for the pre-1947 ATC Gliding Schools are so fragmentary that I can not be sure.

Material in your father's files raises questions about what happened to the second Weihe which your father brought from the Wasserkuppe – I think that this may have been the example owned by Prince Birabongse but I have yet to find evidence to prove it.

(No, BGA 448 went to the Surrey Club, 433 to P.A. Wills, 642 to the USA where it is now owned by Robert Gaines. My Father brought in three Weihes. BGA 489 might have been Prince Bira's Weihe. CW)

Thinking further about the contrast between French and British post-war use of German sailplanes, I think it was just

that the French acquired their sailplanes and took them to France without immediate plans about what to do with them. The plans to give them to National Centres came later. The British had no plans either, but they had large occupation forces (certainly larger than the French, and needed recreational facilities for their people. It just so happened that some gliding clubs were set up – therefore it seemed a good idea to lay claim to all gliders and maintain the momentum of forming more gliding clubs. All this took place before the BGA woke up to the possibility of acquiring gliders from this source, and all the gliders had gone to the BAFO and BOAR clubs before the BGA claim had time to grind its way through the bureaucracy. Even the ATC claim – which was clearly being actively pursued at the same time as your father was in Germany (June 45 CW) was too late to pick up any gliders from the British Zone, and it was entered in to the bureaucratic chain months ahead of the BGA claim. The ATC Claim was redirected to the US Zone only because all sailplanes in the British sectors had previously been officially allocated to British service gliding clubs. It would take a long time for me to dig out all the evidence of this, but I can assure you it is fact, based on information in dozens of official files I have seen in the public record office and elsewhere. I can understand that this official position may well have been unknown to people on the ground and it is understandable that they may have worried about their gliders and aeroplanes being taken away. In the end, the towplanes (Storches) were taken away, but only because it was realized that they absorbed enormous maintenance effort because of lack of spares etc. and the Air Ministry therefore decreed that only standard British service types (Austers? CW) should be used for official purposes.

The bureaucracy to operate the disarmament plan was a monster in itself; its chief arm was the London Materials Allocation Board, a committee with representatives from all allied countries, supported by a bureaucracy. I don't know if it is mentioned in the Morgenthau Plan (which I have not seen), but it was arbiter on allocation of any item of war material, and it would have had the final word on the gliders. The allocations we know about were certainly authorised by the LMAB. This reminds me that one of the papers shows an allocation to British Dominions of (if I remember rightly) 1 Weihe and 1 Grunau. I have never found any other information on these aircraft. That is all I can at present add to your story. I hope it helps."

(Morgenthau Plan; Section 13 – Aircraft. "All aircraft (including gliders) whether military or commercial, will be confiscated for later disposition, No German will be permitted to operate or to help operate any aircraft including those owned by foreign interests". Neither the British. French and Americans kept to the Plan unofficially as the British certainly used Germans on the ground and in the air to get their gliding clubs going.

Gliders were to have the same fate as the aeroplanes. The interpretation of the word "disposition" is questionable. It could mean destruction. Gliders were destroyed in the British Zone before July 45 but aeroplanes in both British and US Zones were being destroyed during the next four years according to a report received from someone who was there. In the US Zone, gliders also were at risk of being destroyed during that period. Henry Morgenthau Jr.. 1891-1967, served as US Secretary of the treasury from 1934-1935 under presidents Franklin D. Roosevelt and Harry S. Truman. During World War 2, Morgenthau organized the Victory Bond campaign and raised more than 200 Billion dollars. He proved efficient in the treasury post, although he probably would have preferred to have been secretary of agriculture. During World war 2, he proposed the Morgenthau Plan which would have ended Germany's military threat. It was never fully implemented but during the beginning of May 1945, British and American forces certainly had a craze for destroying everything to do with German aviation, and in some cases the destruction went on for far longer. Among British airforce personal engaged in gliding, the arrival of the Allied Disarmament Commission was awaited with terror.

A camouflaged Meise was seen stored and covered with dust at Elliotts of Newbury by C. Wills when he worked there in 1953. It was then considered to be beyond restoration. There was also the tailplane of a 1938/39 DFS Weihe and the wrecked Newbury Eon aeroplane.

As BGA 448 has just been sold for restoration, we think it appropriate to publish a time table relating to its rescue, with two other Weihes, from the Wasserkuppe. This has become possible from P.A. Wills letters of the time. PAW to Flt. Lt. Narbeth (ATC) July 6th 1945.

Extract. "I was at the Wasserkuppe early this week after some Weihes which we have at last found there, and I hope something may come of it. For your information however, I found in the M. T. hangar there, which we did not believe contained anything of interest, no less than 36 Grunau wings properly stored in racks. If you are interested in these, it might be worth your while to take the necessary steps accordingly". To C.W. Prower, July 7th 1945.

"We went over to the Wasserkuppe again on Monday, found three Weihes and I am trying to wangle two of them back in to England, and basely sawed up a third. I brought back in the Anson most of the essential fittings."
From: No. 151 Repair Unit (Aircraft) Royal Airforce B.L.A.

10th July 1945. Extract. "The low loader I sent in to Germany for your equipment left on mid day of 3rd July, and has not yet returned. I am making arrangements to let you know as soon as it does, and I understand that you will arrange air transport for the equipment to England."

From PAW to Cdr H, Perrin CBE Royal Aero Club, 119 Piccadilly, London W. 1. July 16th. 45. "I enclose herewith a copy of the letter written to Slingsby after talking things over with Ken Wilkinson at Farnborough. I hope that you will approve of my suggestion, which seems to help both the BGA, the Clubs and the Sailplane Manufacturers." (This may to pertain to the placarding of sailplanes in Germany for testing at Farnborough and the later allocation of them to the BGA clubs etc., "for further research" CW)

July 16th 45; to Slingsby. "Further to my other letter about Weihes, there is an additional pair of wings going up, which I would be obliged if you would repair for me. I will later on be able to let you have a tailplane, rudder and also the main fittings for the fuselage, and the stick assembly etc for the cockpit.

Would you then build me a new fuselage redesigned to take a landing wheel and brake. I do hope all this stuff is repairable. I am afraid that it is in a very bad way, but I have seen you take on things much worse".

To Slingsby July 16th 45.

"I am dispatching to you today per Queen Mary two Weihe sailplanes which have just arrived from Germany. Both are unfortunately considerably damaged but I believe are repairable. Mr Wilkinson is taking the necessary steps with M.A.P. to obtain the contract for the repair of one for RAE.

(LO-WQ later BGA 448 CW).

I should be obliged if you would hold one pending hearing from him or M.A.P.

Would you put into hand the repair of the second machine, the cost of which I will guarantee. My intention is to hold this machine for the B.G.A. on condition that they dispose of it in due course, and apply the money so obtained for the benefit of the gliding clubs. In this way the gliding industry will of course benefit as well as the clubs."

July 17th. To Mungo Buxton.

Extract. "Here is an unofficial copy of the report on the Germany trip. In the meantime, things are progressing a bit. Group Captain M.....r played up, and last weekend I took a Dakota over to Courtrai, and got hold of the Weihes."

P.A. Wills to Slingsby. July 17th 1945. Extract.

"Further to my letter of yesterday, Mr Wilkinson phoned me last night, and altered his instructions. He is taking only one Weihe (LO-WQ later BGA 448 CW) at Farnborough where we are delivering it today".

It is noticeable that the Weihes came from the US Zone, there being none left in the British Zone by June 45. They had been all requisitioned by BAFO or BAOR (which operated independently from BAFO), to be flown. Even the Army (the 22nd Armoured Brigade gliding Club) had much later even to capture gliders from the Americans, who were still guarding, but not flying, their gliders. It is only fair to add that the American and French zones were in some of the best gliding country in Germany and so it is likely that most of the gliders were there. There was one American Gliding operation at the former NSFK Reichssegelflugschule Teck in 1945 and later.

To William N. Womelsdorf, USAF. 8th August 1945.

"I have just come back from a week's gliding in Yorkshire in which we had great fun. As far as I can see, we are all to devote the remaining few months of our existence to having as much fun as we can, before your atomic boys succeed in blowing up the show."

This was an unofficial Gliding meeting on Sutton bank in 1945 and, during it, the first atomic bomb had been dropped. It was during this week, that Chris Wills had his first flight in a glider (the Type 20) and saw the two Weihes in a shed at Slingsby Sailplanes. They were still in German colours and markings but were both damaged. These were BGA 433 and BGA 448. BGA 433 after breaking most of the British Records (civil registered G-ALKG) went to New Zealand as ZK-GAE, where it still exists. In NZ it also broke the British Height record (about 30,000 ft, flown by P.A. Wills and later broke NZ records flown by Dick Georgeson. ZK-GAE is currently awaiting restoration at New Plymouth. (Harry Smith, 129 Carrington Street. New Plymouth, NZ.)

Sailplane Nov. 1946. Page 17. BGA News. Ex-German Aircraft. The secretary reported the present situation on the six German aircraft ex Farnborough. The Ministry of Supply had verbally agreed to sell them outright to the BGA for a nominal sum and confirmation in writing was expected." BGA News Circular N. 9/46 (Extracts from the Sailplane Sept. 46. Page 17. 3. "Ex German Gliders. They all will require several hundred hours of repair.

Out of the six German aircraft collected from Farnborough, only four are in a state which enable repairs to be carried out without undue delay. The Kranich can not be repaired until the missing parts are available and one of the Olympia Meises is in such bad condition that it is not worth pairing. The remaining four aircraft have been allotted as follows:

Bristol Club... One Grunau Baby 2B BGA 446 (destroyed before 1953 CW).

Midland Gliding Club... one Grunau 2B BGA 447 (destroyed before 1953 CW.). Newcastle Gliding Club... one Olympia Meise BGA 449.

Surrey Club... one JS Weihe BGA 448 (ex LO-WQ). The above clubs have been informed direct of the financial and other conditions which go with the loan of the aircraft."

Of them all, surviving today is BGA 448, which as from mid April 92 is to be restored at Stratford upon Avon Club by Derek Phillips and Syndicate. The Meise BGA 449, is as far as is known, being restored by L.S. Phillips of Truro in Cornwall. It may be one of the last of 601 Meises which were built by Schmetz in wartime Germany.

The second JS Weihe from the Wasserkuppe was BGA 443. This is still awaiting restoration in New Plymouth New Zealand. The Kranich 2B-2 BGA 494, after doing service at the Cambridge University GC, finally met its end in Eire, together with a Swedish Kranich 2B-1, during the making of a film. They both were put in to the sea (info. John Cochrane at Lasham) during the film. The 3rd Weihe from the Wasserkuppe was assembled from the spare pair of wings and the sawn off fittings etc and was allotted the BGA No. 642 in 1949. This is now with Bob Gaines in the USA and registered N 1900M. Clearly, old Weihes never die! They don't even fade away! What a sailplane!

"The seventh glider which was to have been handed over to the BGA by Farnborough in 1946." Could it have been going to be the AFH-10 Hannover? Perhaps it was felt that this machine was too hot a ship for British glider pilots at that time? It was at Farnborough.

"Allocation to British Dominions." The following extract is from the book "Gliding in Australia" by Allan Ash. Perhaps this has something to do with the entry in the bureaucratic chain?

Page 128. War-surplus sailplanes.

"With the end of World War 2, Australian pilots had read with some envy of the German sailplanes 'repatriated' to Britain and the USA. Mervyn Waghorn wrote to the British Gliding Association during 1946 in an effort to get several of them shipped to Australia. Later that year, during a business trip to England on behalf of de Havillands, he made personal representations to British authorities, asking that at least one Kranich two seater and a Weihe single seater be allocated to Australia as a means of raising our standards. Despite his best efforts, and those of others, all requests were turned down." Prince Birabongse of Thailand (then Siam) did import a JS Weihe into Britain on his own. It is rumoured to have been aerotowed over the channel with John Furlong among those helping. We believe that this Weihe could have been: BGA 489. Constructor's No.000376. Allocated its first BGA C of A in March 1947. Jacobs Schweyer built. To G-ALPL. Taken abroad by its owner prior to Sept. 1951. (Information from Phil Butler's book "British Gliders" A Merseyside Aviation Society Publication.)

A second letter from Phil Butler on the 17th April 1992. Extracts.

"Dear Chris, first a brief note about the Turkish glider in VGC News No. 75, page 17. The official Turkish records show it as a 'THK-9' of which about 15 seem to have been built. Previously there were other types, namely the 'US-4' (Russian?) and the THK-3, THK-4 and THK-7. THK was the



AFH 10 Hannover, which is strongly believed to have been at the RAE Farnborough in 1945. Here it is seen flying over the Chiemsee in Bavaria during the AKA flieg Meeting at Prien in 1941. Wing profile was NACA 33012 throughout the whole span according to the Typenbuch 1944. *Photo: Felix Kracht*

Turkish Air League (Turk Hava Kurumu) which had an aircraft manufacturing facility, making various types such as the Miles Magister under licence. There were also some indigenous types such as the THK-5 twin engined ambulance aircraft. I infer that the THK-3, 4, 7 and 9 may have been new designs by THK. There seem to have been about six THK-3, 25 THK-4, 10 or so THK-7 built, plus the 25 THK-9. I'm afraid that I have no other details, except that the THK factory was at Ankara/Etimesgut. Previously other gliders were built under licence by Nuri Demirag Tayyare Fabrikasi at Istanbul/Yesilkoy; this factory was established in 1937 but I've no idea what these types were. There were later THK sailplane prototypes, including the THK-13 tailless single seater and the THK-14 two seat side by side training sailplane

Now to your letter of 27 March. Of course you can publish my letter of 26 January, and indeed any other letter I send. As for the Storch crash at Hungerford, I think the flying of civilian aircraft was still illegal at the time. In the case of the Storch it was even more illegal in that the aircraft had been stolen, had RAF markings painted on it, had no airworthiness documents or insurance and the pilot had no licence. Over the last few months, I have been truly overwhelmed at work and I've had little time to pursue things as I wished. What time I've had has been devoted to trying to progress my book. I will advise you when I am confident that the publisher will get his act together and give me a real publication date for the book, also a real title (at present it is War Prizes, but this may still change)."

C.W. Comments. Yes, he had always expected that the Turks were building foreign gliders under licence. The THK-9 seems to have been the Soviet SH-9 designed by Sheremyetev. Gribovsky's G-9 was also built as well as the DFS Habicht. We have no idea what their Turkish nomenclatures were and how many of the types were built in Turkey. C.W. thanks Phil for the information on his book. It should be very worth having.

Martin Simons of: 13 Loch Street, Stepney, South Australia 5069 writes (dated 16.4.92): The VGC News arrived a couple of days ago. I must congratulate you and everyone with this production – it goes from strength to strength.

The Soviet glider shown in Turkey on Page 17, is an SH-5, a two seat design by V.N. Sheremyetev. My reference is a NASA translation of Planiery i Planierism (Gliders and Gliding CW) of Moscow Mashinostroyenye Press, 1974. This translated copy is not very well printed. The single blotchy photo suggests that there is a slight difference in the shape of the rudder. Otherwise, the aircraft is identical. Possibly the one in this book is older – the date indicated is mid 1930s.

Of the gliders of this period (1930 – 1940) one must note the very successful designs of V.N. Sheremyetev (the SH-5 glider), V. K. Gribovsky (G-9 glider) and many others.

In a paper on the Flight Testing of Soviet Gliders by A. Turchkov and A. Borin, translated from Samoliet, 1935, No 12 pp22-29, the following appears.

SH-5 (Open Cockpit)) Parasol with V-shaped struts. Two place. R-11 wing section, 14%, constant along the span. Beside the brackets, two pairs of cables lead to the hinges of the ailerons. According to Iudin, the SH-5 is stable and manoeuvrable. Good soaring glider. Tested at speeds of 50 to 180kph. With hands off the stick, noses down slowly and picks up speed. Controls effective.

SH-5 Closed cockpit model – According to Koshits, no marked difference in performance from that of the model without enclosure was noted, due to factors indicated below.

Span was 16.05 metres, wing area 22.3 sq. m. Aspect Ratio 11. 5, empty weight – 240 kgs, wing loading – 17 kgs /sq. m., manufacturer, Osoaviakhim Glider Plant, First flights 1934.

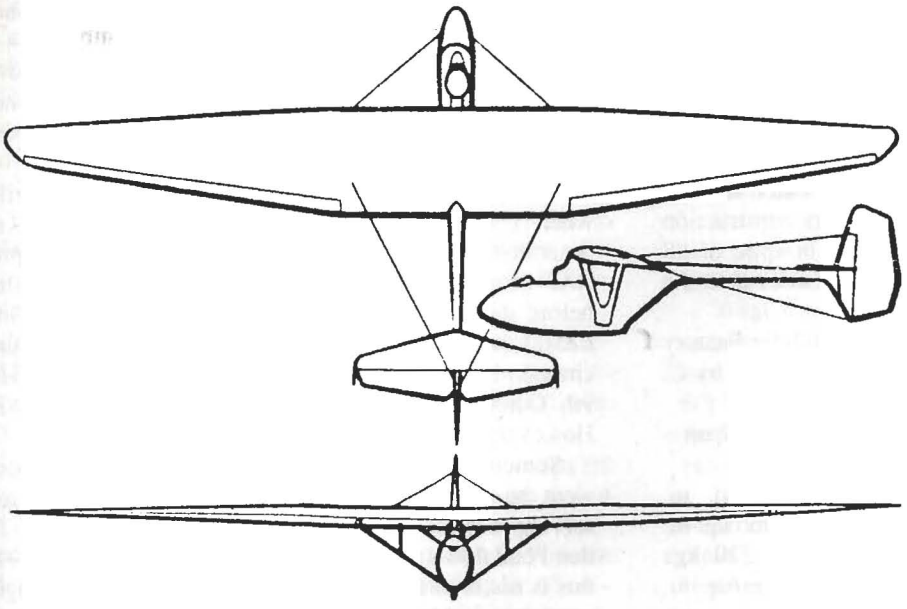


Рис. 60. Схема планера Ш-5

The 1933 Soviet two seater sailplane Sh-5. It has a staggered tandem two cockpit arrangement to enable the pilot in the second seat to see forwards, to the left of the pilot in front.

The performance report mentions that the addition of the closed canopy increased the cross sectional area of the fuselage and so the drag was no less at low speeds than the open cockpit model. Max. L/D was 19.25:1. At high speeds, of course, the closed cockpit made a big difference. I can supply the detailed performance curves and text of the report if anyone is interested. 15 sailplanes are included in this report (Kim-2, RF-5, &6 (Rot Front), GN-5&6, G-9 and G-17, and others. Unfortunately, there are neither drawings nor photographs. I got it from the Library of Congress in Washington DC, catalogue number is PB 25232.

I am baffled by the French sailplane on p.28. I guess someone will know it.

Thank you for printing my letter about the Condor. I am still looking for more information and have had little success. I do hope to be at Terlet but my trip is going to be very compressed this time and I have things to do in England which ought not to be neglected." Martin S.

From Gabor Fececs. Desi Huber, u. 26. V11. 30. H-1098 Budapest, Hungary. Tel: 36. 1. 147 0961. April 25th 1992.

I am glad that you are able to improve gradually the paper quality of the VGC News. Reading through the last issue with interest, a photo taken by Jochen Kruse in Turkey has a very familiar look. Since information is sought, browsing through my notes, I have found information about this glider.

Jochen Kruse has stumbled on to one of the two seater gliders designed by Sheremietev in the 1930s. As far as I know, there was a series of two seater gliders with mediocre performances, most of them having the same general arrangement and similar looks as the glider in the photograph. When you and I had exchanged information on Soviet gliders, particularly on the KIM-2 and GN-7, in 1984 you sent me copies of pages from a Russian book showing a photo of the KIM-2 as Fig. 7. However, Fig. 6 is showing the SH-5, which is a member of the two seater series I am speaking of.

I have a copy of a book: Vinokurov-Novickij "Sovietsky Planiorizm" (Soviet Gliding), Moscow 1955. This series is mentioned in this book, however no details, dimensions, performance data – are given. These gliders are designated Sh "number" excluding the glider numbered as TEMP.

It looks like the first of this two seater series was known as the TEMP. A pilot Golovin participated with TEMP in the 8th Soviet Glider Contest at Klemientiev. A photo of the glider is shown with Golovin, another pilot and Sheremietiev. Golovin had made an 8 hour 40 minute duration record flight with a passenger. It is interesting that there was a glider designated as Sh-3. However, this was a three seater!! This glider is mentioned as having flown an 11 hour 30 minute duration record in 1935 during the 11th Soviet Gliding Contest in the Crimea with the pilot Komic.

From other sources, it looks like the Sh-5 had been designed in 1933. In the Vinokurov – Noviskij book, a photo of the Sh-5 can be found and she has similar looks as the glider in Kruse's photo. In 1935, during the 11th Soviet Gliding Contest in the Crimea, Zelienkov had flown a duration record with this glider of over 12 hours. A woman glider pilot, Margareta Ratsenskaya (who was part of the Soviet team at the South Cerney World Gliding Championships in 1965), had flown a womens' duration record of 15 hours 39 minutes with this glider. Discussing the development of gliders in this book, the Rot Front, KIM-2, G-9 and Sh-5 are mentioned as the new generation of Soviet gliders designed in the mid 1930s to meet the competition challenge presented by foreign gliders.

There are other members of this series mentioned in this book. It looks like there were the Sh-7, Sh-8, Sh-10 and the Sh-11. Of these, a photo of the Sh-8 can be found in the book. However, the only details concerning this series I have found in the copies you sent me in 1984. These are the data of the Sh-10 and the Sh-11. Unfortunately, I do not know the title of this book you copied these pages from. Gabor.

(It seems that Sheremietev was very famous as the Moscow International Airport is named after him. Sheremietievo!!! CW.) C. Wills comments that he did not think he had any Russian Gliding books and perhaps he sent Gabor photocopies of pages of drawings. Peter Selinger has

kindly sent photocopied pages of the book "Planiuri CCCP". "Gliders of the Soviet Union"

Gliders designed in 1933. Sh-5. – two seat glider designed by B. H. Sheremietiev. Glider was broadly based on the design of the TEMP. Two examples were built to take part in the 9th VPS (named "Ten Years of Soviet Gliding" and "Sergo Ordszonikidze") The Sh-5 was a two seater suitable for towed flight for training and instruction. Its construction principally followed the lines of the TEMP. In spite of all efforts to keep it simple, it came out 15 kgs heavier than the TEMP and it still was a good glider.

The Sh-5 went into series production at the Glider Factory between 1935-1937. (About 70 were built) (translated by C. Wills. He does not know if he has it quite right).

Data for Sh-5: Length – 6. 35 m. Height – 2.05m. Span – 16m. Wing Area – 22.3 sq. m.

Wing profile – R.11, Tailplane's span – 1.83 sq. m. Elevator area – 1. 44 sq. m. Rudder area – 1.26 sq. m. Ailerons' area – 3.1 sq. m. Weight of glider – 220 kgs (484lbs). No of pilots – 2, Wing loading – 17 kgs/sq. m. (3.485 lbs/sq. ft).

Letter received dated 14. April 92, from the Channel Gliding Club, Waldershare Park, Nr. Whitfield, Dover, Kent CT15 5NH. Tel: 0304-824888. from Ron Armitage.

Dear Sir, I was interested to see the photograph of the Lasham Mucha 100 in edition 75 of your magazine. You might like to note that we regularly fly a Mucha 100 at the Channel Gliding Club along with a Slingsby Swallow, a T. 21, Skylark and K-7. I have to say that in about 16,000 launches, I have yet to come across a glider with such wonderfully responsive controls as the Mucha. Coupled with 360 degree visibility, it really is a delight to fly.

I can confirm that both plastic models mentioned in your "modelling news" section make up into excellent models and it is unfortunate that there are so few plastic glider kits around. I have however been able to find some excellent 1/72nd scale glider kits made in Poland. The series includes Mucha Standard, Bocian, Sep, Lis and Jantar Standard. Airmodel make an epoxy resin model of the DFS Kranich 2 in 1/72nd scale and Hasegawa a 1/60th scale model of the Japanese Horikawa H-22 B3 two seat primary trainer.

I hope that this info. is of some help to you.

Best Wishes, Ron Armitage.

From Len Dent, 90 Hereward Green, Loughton, Essex, IG10 2HF.

Prompted by Jim Robson's "Postscript of the Saga of the Yorkshire Club's Hols der Teufel" published in issue No. 74, (I have a feeling that it appeared also in an earlier issue) I deliver to you the true and final post postscript describing the demise of this glider. I passed this information to Mike Beach some time ago and I know it reached Doug Collison and Harold Holdsworth. I had hoped that gravity would have dropped it on your lap by now.

I first saw the Hols in November 1947 at Usworth (then a disused RAF Station, later Sunderland Airport and now the site of the Nissan factory, where it was in the charge of Jim Robson's 31 Gliding School. I was attending this school on a classic Cadet Mk. 1 solo training to "A" course. The Hols was not flown whilst I was there. It was parked in the Beehive hangar (still standing) gathering dust or, more correctly, thick colliery grit. It was accompanied by a varnished and clear doped Gull 1. This was also unflown during my short stay at the school, but I remember seeing it in the air at the ATC school in Lambton Park maybe two years earlier.

I joined the Newcastle Club early in 1948, but flew very little that year, as the club had no permanent home as I remember. I'm pretty sure that the club did not operate at Cramlington after the war.

The Hols first appears in my Log Book on 17th April 1949, when I did two high hops in her at the club's site at Stannington, a disused RAF station near Morpeth (properly RAF Morpeth). I think she had been bought by the club just before that date for about, or maybe exactly, £15. (Jim says £25). Later, I flew my "B" legs in her and, after a further 9 circuits, I converted to the Tutor after a flight in the Hols on 9th October 1949. This is my last recorded flight in her. However, there is more to come.

Sometime in the mid-fifties, I lost my original logbook and went back to Newcastle's town headquarters (I was then serving in the RAF) to reconstruct it from the club log. I know that I had flown the Hols at a later date than October 1949, but this is not recorded. I'm fairly certain that this last flight was sometime in March 1950, as it looks as if I was relegated to the T.21B between 12th March and 17th June.

The flight, which was intended to be a hop to a new launch point, ended in disaster. I released from the auto-tow at maybe 100ft and, without a moment's hesitation, spun in. I was held to be culpable and had to pay a sum, I think it was the full fifteen quid, as compensation.

I am pretty sure that the glider had no instruments when I first flew it at Stannington, but later it was fitted with a very crude external instrument panel carrying an altimeter and a venturi driven ASI.

This venturi left a circular mark on my forehead, when the Hols and I hit the runway.

And that's it. I suppose the remains of the Hols were burnt. I must admit that I have subsequently tended to add a knot or two when near the ground.

I currently own a share in a non-vintage PIK 20D and spend a great deal of time instructing in the almost unspinnable Schleicher ASK 21, all this at the Long Mynd. I wonder how many of Jim's "boys" are still active in motorless flight.

Now for something slightly different. Round about the time when I destroyed the Hols der Teufel, I was told that there was gliding at Dunstable in a British feature film called "Dance Hall". Wild horses would not have dragged me to see a movie with such a title at that time. I now learn, as a lecturer in Media and that sort of thing, that this is a significant work directed by Charles Crighton, who more recently in his eighties, directed "A Fish Called Wanda". Anyway, I caught up with the flick, on television, a week or so ago. The gliding scene was most elegant showing the LGC's Gull 4 and a Prefect doing low passes along the ridge. This must have been with the co-operation of the London Club. Has anyone any details of the who and how?

L.D.

We thank Len very much for writing this. It is not often that someone writes of their disasters. We praise him for his courage.

From Jack Caslaw, 12 Northdene, Chigwell, Essex IG7 5JT. Tel: 081 501 0941. To the editor of VGC News.

Sir, John Cross of the Army Flying Museum thought I might be interested in VGC News No. 74, and sent me a copy, pointing out the article by Peter (son of Joe) Chamberlain on

the Upward Bound Trust. I was.

It's normal for a good time to be had by all at Haddenham, preferably in suitable weather.

Minor points – Tim Hervey had been C.F.I. at Dunstable, but was Station Commander at Haddenham. Also in your photo on p.15 was the C.F.I. John Saffery, seen nobbling a glove beside Strath. The slender fourth man was F/O Sproule who later, according to the Press, invented a large net to enable choppers to pick up W.R.N.S. ladies who'd fallen in to the sea. He also reconstructed a Cayley glider, which flew, frighteningly.

Admittedly, Johny Weston poked a Kite into the roof of the RAF Sergeants Quarters. Damn silly place to leave a Sgts Q's anyway, I say. You should have seen what we could do with Hawker Hectors, including the instructors.

But not all training was unsuccessful. Army pilots started flying Kirby Kites in mid – March 1941. Towards the end of April, on a windy parachute littered Ringway, five Kites landed in echelon right about thirty yards from Winston Leader-Strachdee (died – Norway), me, John Zander (died – Sicily), "Jonah" Oxenford (died – Arnhem) and Bill Johnson. According to Lawrence Wright in his book "The Wooden Sword" (p.51), Churchill growled "What's the use of obstructing all these fields?")

The Glider Pilot Regiment had "got a green".

Incidentally, that's me piloting the Hotspur across your page 16. The copse on the far side of the field is still going strong too.

Hals und Beinbruch!

Jack Caslaw.

Comment. We thank Jack for writing this. It is a great honour for us to hear from him. Let us hope that some of us will soon meet him in person, at Haddenham or Middle Wallop?

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

Dated: 17th April 1992.

Dear C. Many thanks for the No. 75 VGC News. Do you happen to know if the Eustace Thomas mentioned in Martin Simons's letter is the same person who flew the original Crested Wren and the original Scud 2?

I see that Norman Ellison has "surfaced" again, page 29. After he left England for the USA, I had great difficulty regaining contact with him but I note that his private address is still the same. He told me that he had severed all contact with Europe, remarried and flew a Slingsby Skylark 4 very carefully. He had before leaving passed on his considerable collection of Slingsby pre-war drawings to Mike Russell, owner of the Russavia Collection.

I have written to Mike Maufe about his enquiry (p.8) and explained that there is a good chance that Mike Russell would be able and willing to supply copies of the drawings for the last Slingsby nacelled Dagling which was by far the best of any built. It ridge soared at Sutton Bank quite well, which was something the Dickson never did, and the Pruefling managed to do so only in ideal conditions. It is even possible that Mike Russell might have drawings of the Reiher!!!!!

All attempts to contact Rex Stedman's son Adrian have failed. Before he left for the USA, Norman reported that there was a proposal that Adrian should hand over ALL his father's old drawings which included those for a prewar six seater glider, but it all came to nothing. Some of old ciné film is reported to be in a museum of the R.A.E., but it is not known if they are very old (1917 pilotless planes), or later film on gliding. In case you have never heard of him, Rex was connected with the S.E.5 at Farnborough, a prominent member of the YGC, he was literally thrown out of the prototype Slingsby Hengist, with John C. Neilan and was later test pilot demonstrator for the Chryslea Ace.

Re the story of the German DFS 230 and the English Hotspur, see the book "History of the World's Glider Forces" by Alan Wood.

What I am about to relate was told to me by my former employer, the late Mr E. R. Ward and a former workmate, but mostly by the late Mr Norman Sharpe, when he took me to the 8th VGC International Rally at Sutton Bank during 1980. As we had not met for 41 years, we had naturally a great deal of news to catch up on.

I was not allowed to join the Armed Services (during the war) but registered with the Police who kept a record of me to make sure that I did not sneak away from Chilton Aircraft. Norman was in Army Gliding right from the start and ended as a Group Captain in the RAF This was something he rarely spoke about later.

The success of the German DFS230 burst like a thunderclap and this was made worse when it was discovered that civilian, wooden, sporting gliders were found to be barely seen on the Radar of the period. A British Glider Force was formed as soon as possible but it had a bad start. The first specification called for a glider to carry eight soldiers a distance of 100 miles from 20,000ft in still air!!! – a dream and impossible. The next best thing was the Hotspur 1 with a wing span of 61ft 10¾ inches which carried eight soldiers and light weapons. Its actual performance figures were not published. It could not meet the specification but, when empty, it could be soared and handled like a sport glider. Only 24 were built... some by General Aircraft, and some by Slingsby Sailplanes. The design was by F.F. Crocombe of General Aircraft, Feltham, and not by Mungo Buxton as reported.

Mr Ward and my friend related that they were built as economically as possible and carried in the cockpit a placard notice that the aircraft was "To be flown only once"!

The first test flight was made by Group Captain Wilson but later flights were carried out by Norman Sharpe who reported that it was a very nice glider to fly but that it would be useless for warfare as it took too long on the approach and actual landing. What was needed was something that descended very quickly out of shell fire. So – , the policy was completely changed. Instead of a long, silent, free flight in darkness, the glider Force would fly in daylight, as low as safety allowed, and would be towed almost to the landing area, descend quickly for the troops to disembark quickly before they could be hit by shell or mortar fire. Severn feet of span was literally sawn off the wing tips and the ailerons were re-hung. Thus resulted the Mk. 2 which had totally different flight handling and was very suitable for training. In order to cope with the repeated heavy landings during training, certain parts were strengthened and that became the Mk. 3. The Hotspur did not go in to action and it was used only for training. But it was a near thing. A proposal was made to destroy the German Heavy Water Plant in Norway using a fleet of Hotspurs which would ditch on the near by lake. The troops would then destroy the Heavy Water Plant and then make their way to Sweden. There was a problem; the lake and near-by Plant were in the mountains at considerable altitude. The question

was what would happen to the Hotspur should it be ditched at speed due to the rarefied air of the mountains, as a Mk. 2 already landed rather fast? There was only one way to find out... try a replica flight. A selected Hotspur was loaded with ballast and was towed to height over a suitable reservoir with a rescue boat standing by. Kronfeld and Sharpe were first and second pilots. In order to simulate the lake ditching, Kronfeld put the Hotspur down on the water quite fast where it promptly disintegrated, leaving the two pilots floating in their Mae Wests until rescued. Norman reported that the fast ditching was very spectacular, as the Hotspur literally flew apart in a shower of small splinters, which caused minor cuts on his face. Robert Kronfeld was quite unhurt.

An attack on the Heavy Water plant was then proposed using two early Horsa gliders. It all went horribly wrong and is now a matter of history. The survivors were executed by order of Hitler! The dangerous plant was finally destroyed by the Norwegian Resistance.

To the best of my knowledge, no enemy glider flew over England operationally during World War 2. It was technically possible but not used. Spies were dropped by parachute, but not armed soldiers. As related earlier, I was not allowed to join the Forces but did join the Warks Platoon of the Home Guard, where we were trained to use light weapons and to make the best use of our local knowledge in case of small groups of Saboteurs arrived by air to disrupt the smooth transfer of the D-Day landings. That was expected but did not take place. The disruption was the V-1 flying bomb and later the V-2 rockets.

During the period 1939–1946, I was employed by the small firm of Chilton Aircraft, situated near the town of Hungerford. Berkshire, which is in truly rural surroundings. North of Hungerford but South of Wantage is a wide area of open grass downs-land where racehorses were, and still are, trained at the village of Lambourn. It was not possible to cover such a large area with anti invasion posts. All we could do was to keep a good look-out. High Command took the situation very seriously and issued us with a large quantity of ready-to-use ammunition and the warning that ANY aircraft with three engines is enemy. Sound the warning at once and expect an attack.

From 20,000 ft, a DFS 230 could have covered the 50 miles from the South Coast to Lambourn in still air. With a good tail wind it could do it with ease... but what condition the soldiers would be in after such a flight without oxygen is doubtful. With a really strong tail wind, it might even have made the flight from 10,000ft with no margin but it was never made. All the grenades and cartridges issued to us went back in to store. We just kept our normal supply until the Stand Down, and then the disbandment.

During World War 2, the DFS 230 was thought to be all wood and immune to Radar, the main cause for concern. Now we know the truth. It had wooden wings and tailplane and a fabric covered, welded steel tube, fuselage.

PS. When the prototype Scud 2 was in the possession of an elderly gentleman, he collided with a GB-2, which spun inverted without its tail. The Scud 2 ended in the trees on the top of Sutton Bank and the Thirsk Fire Brigade was needed to effect a rescue. Both pilots were unhurt. See recollections.

I hope you found what I had to say interesting.

Yours Sincerely, H. Holdsworth.

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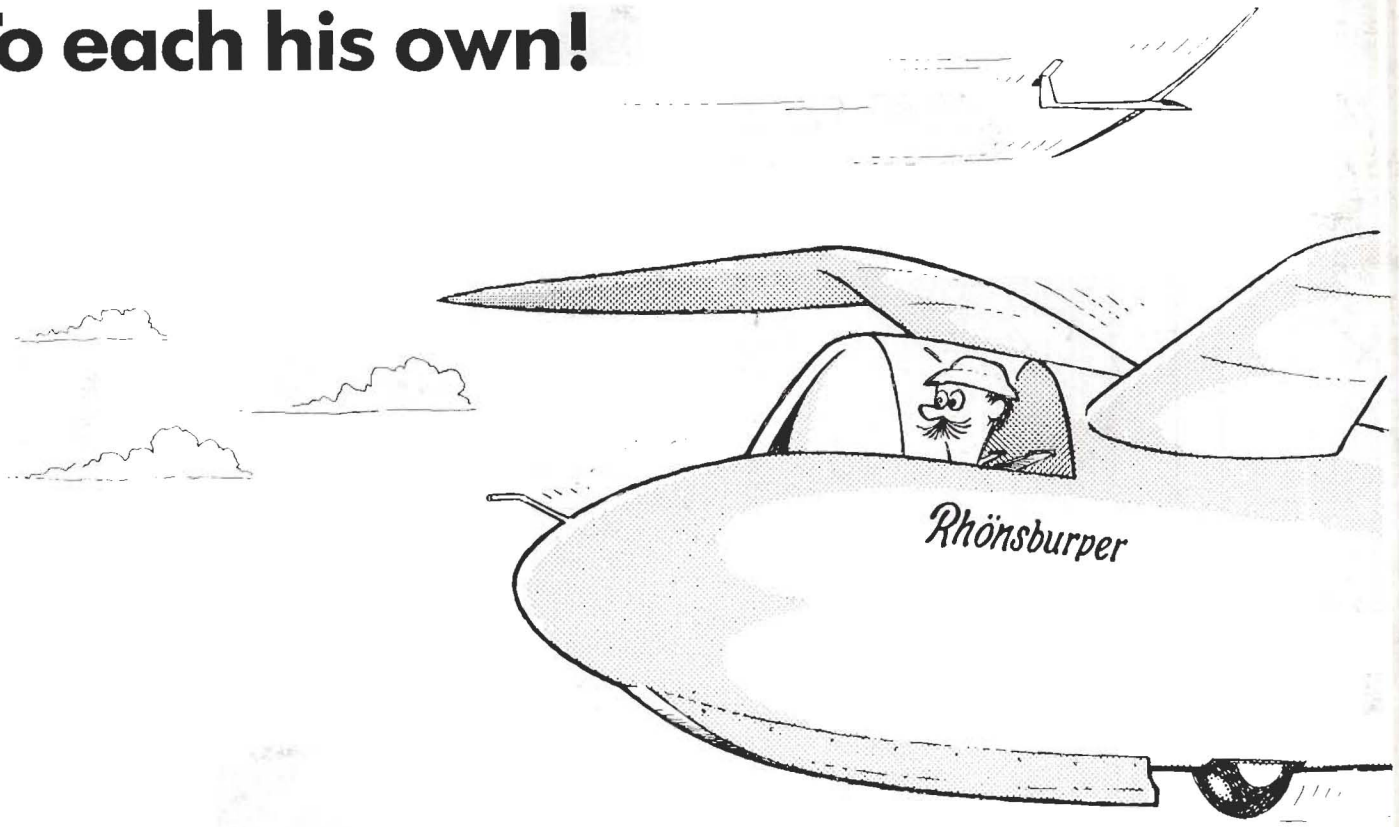
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Tel: 0293 543832, FAX 0293 513819 *24hrs*.

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

Editor: S. Mooring, 6 The Uplands, Harpenden, Herts, AL5 2PH, Tel: 0582 460444

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!

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