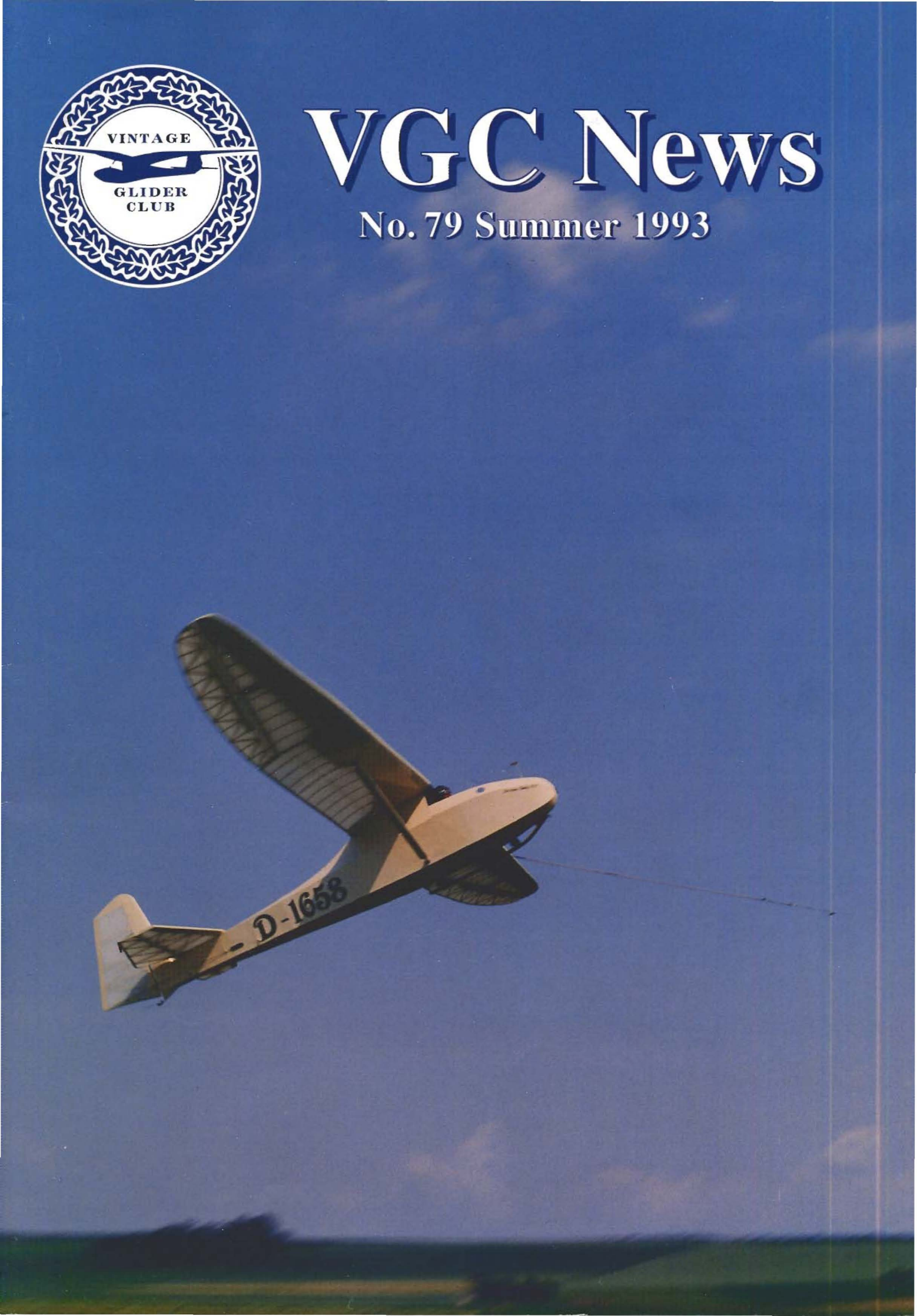
VGC News

No. 79 Summer 1993



DIARY DATES for 1993

JULY 25TH

Brooklands Museum, Weybridge
TIGER MOTH AND VINTAGE GLIDER RALLY

JULY 27TH

MODEL VINTAGE RALLY
Whitesheet Downs, Wiltshire
Details: John Watkins
Tel: 0902 725584

JULY 28TH – AUG 2ND

RENDEZVOUS, Wasserkuppe

AUG 3RD – 20TH

20TH INTERNATIONAL VGC RALLY
AeroClub Zbraslavice, Czech

AUG 28TH – SEPT 5TH

SLINGSBY RALLY
Yorkshire Gliding Club
Details: Margaret Gomersall
Tel: 0845 597237

AUG 28TH – SEPT 5TH

VINTAGE GLIDER RALLY
Norfolk Gliding Club
Tibenham Airfield, Norfolk
Details: Gwen or John Edwards
Tel: 0763 289460

END AUGUST '93

1993 MG RALLY
Micheldorf, Austria
Details: Mario Sells
8000 Munchen (Munich) 60
Bausewein Allee 123
Germany

OCT 23RD

ANNUAL VGC DINNER
London Gliding Club, Dunstable
Details: Geoff Moore
Tel: 0442 873258

Front cover picture – see story inside 'Baby care above the clouds'

Objectives of the Vintage Glider Club

To promote the International preservation, restoration and flying of historical and vintage gliders; to collect preserve and publish information about the above; to locate and preserve documents and artifacts connected with gliding; to co-operate and negotiate with government bodies and other interested organisations to ensure that members best interests are protected; and generally to do all such acts as may be conducive to the objectives of the Vintage Glider Club being met.

Officers of the Vintage Glider Club

President – Chris Wills

Vice Presidents:
Hans Dijkstra (Netherlands)
Willie Scharzenbach (Switzerland)
Paul Serries (Germany)

Committee:
David Shrimpton – Chairman
Robin Traves – Secretary
Geoff Moore – Treasurer
Ian Smith – Technical Officer
Jane Ballard – Rally Secretary
Colin Anson – Sales Officer
Colin Street – Council Member

International:
Belgium – Firmin Henrard
Czech Rep – Jaroslava Hanackova
France – Didier Fulchiron
Germany – Rainer Karch
Hungary – Imre Mitter
USA – Jan Scott

VGC News

No. 79 Summer 1993

Contents

Diary dates ..... Inside Front Cover

Reports from the Committee 1

Glider reference unit – Colin Street.....2

Rallies 1993:
Haddenham does it again 3
Report on Olympia Rally at Lasham.....3

International News:
Austria – A new museum at Spitzerburg 5
Britain – More glider restorations and another 'New Museum'.....5
Southern Ireland – Brian Douglas reports 9
France – Another Fauval AV 22 and the 2nd Ballade planned.....10
Germany – More restorations. Wasserkuppe Oldtimer Club's Flamingo and a Company to build a Rieher.....11
New Zealand – correcting the facts 13
Poland – No Rieher drawings 13
Sweden – More new gliders.....14
America – The Dust Devil Dash.....14
I rescued the 'Orlik' – by Clarence See 15
Yugoslavia – News of previously unknown drawings 18

Modelling Vintage Gliders – John Watkins.....18

Letters from members:
An Olympia in South Africa 19
More on Riehers from Germany 19
Those King Kite wing sections and another Kite 2 about to fly.....20
The Hortens again 20

Errors – from the previous issue VGC News.....22

Books – Bob Ogden on Aviation museums 23
French publication on Christian Castello.....23

'Baby care above the clouds' story behind this month's front cover picture.....23

Classified advertisements.....24

From the Chairman

Whilst on a visit to London recently I stood on Tower Bridge overlooking HMS Belfast, the Imperial War Museum's exhibit on the Thames. Gazing on her newly acquired Second World War camouflage paint scheme designed to hide her from the enemy the thought crossed my mind that if paint can hide a battleship then it must be capable of hiding virtually anything! I then realised that all of us at some time have been the victim of such trickery whether buying a house, a second hand car, a glider or whatever. A clever 'paint job' is capable of both making our brightly coloured gliders clearly visible in the sky or simply concealing something a vendor does not want to be seen. I imagined the response such a remark would have on different nationalities and decided it might be as follows: an Englishman, not trusting anybody, asks for a 'second opinion'; a German, knowing the thoroughness of Teutonic workmanship would simply say "Yes, it's good" (in German), whilst our French friends might say "pas de problem" and gesticulate wildly, as Gallics do, about the choice of colour.

Well, so much for random thoughts, what about the Club? Committees, being made up of people, often disagree on particular issues. Your committee is no different, and the latest discussion was about computers. In particular computer compatibility. When discussing the acquisition of a new computer for the Editor, the choice was between an Apple Mac, which uses its own operating system, and the preferred option of an IBM compatible (MSDOS) system for compatibility with existing VGC users. Well the outcome is that we have chosen to remain IBM compatible but as a result the editing of this Newsletter has become an additional task for the Chairman!

(For those who have a Word Processor the VGC 'standard' is IBM compatible (MS DOS) using 5¼ or 3½ double sided, double or high density discs. Wordstar (Version 4 or below) or an ASCII file from any other WP package may also be used to submit material. We will of course, as always, be happy to receive your letters and any other written (hard) copy – Ed).

Being the Editor for this edition does however have some advantages. Whatever I write gets printed as written. Having spent up to two hours searching the English dictionary for a word to supplement my weak vocabulary, it can be annoying to find it 'edited out'. After all as Humpty Dumpty said to Alice "When I use a word it means what I choose it to mean, neither more nor less".

The next, and hopefully future issues of the Newsletter, will be edited by Neill Rush, VGC member and glider historian. Neill has already contributed to the VGC Newsletter and has, I know, been in touch with many VGC members to research the history of some of our gliders.

Happy soaring, *David Shrimpton*

From the Treasurer

We have received a number of requests from members living outside UK for an easier method for payment of subscriptions to the VGC. Our Dutch Members have set up their own simple system by passing payment to the Dutch Vintage Secretary Nell Dijkstra which is in turn forwarded 'on block' to us. The more usual way is by Eurocheque or by cheque drawn on a British Bank. We do not accept credit cards due to the high cost of commission which would be borne by ourselves. A possible alternative for members would be to pay by direct debit from their own bank payable in Sterling. I hope to offer an additional and practical way at the beginning of 1994. Some of our European Members of course will be renewing their membership at the International Rally in Czechoslovakia in August.

VGC Annual Dinner

Once again the London Gliding Club will be hosting the Annual Dinner and presentation of Awards in their Clubhouse Restaurant. Record the date and write it down now, Saturday October 23rd at 8.00pm. It is always a very popular function at Dunstable, the seating is strictly limited to 80. You are advised to book your seat right away due to the demand as we sadly had to turn away some late bookings last time. Tickets obtainable from Geoff Moore Tel 0442 873258 or send a cheque payable to the VGC for £12.50 to; Arewa, Shootersway Lane, Berkhamsted, Herts HP4 3NP. Overnight accommodation is available at the London Gliding Club which should be booked direct with them by 'phone (0582 663419). Camping and caravans will be accommodated. Make it a great weekend by bringing along your vintage glider or models.

From France we hear of another forthcoming event.

Two historical Societies "Connaissance de Challes les Eaux" (Acquaintances of Challes les Eaux) and "Les amis du vieux Chambrey" (Friends of old Chambery) are to organise the 80th Birthday celebration of Challes Les Eaux on September 19th 1993. Vintage gliders and their owners will be welcome and flying will be possible.

This is the third biggest gliding club in France. Those wishing to take part should write to: Jean-Noel Violette, 75 rue de la Fruitiere, 73190 Challes les Eaux, France.

The following is a communication from Colin Street on the acquisition by the VGC of the Slingsby drawings from Mike Russell.

THE GLIDER REFERENCE UNIT – LASHAM VGC CENTRE

Beginnings

We have been concerned at Lasham, (and within the VGC – Ed.) that with the passage of time reference material on gliders was being lost and destroyed, and felt that we ought to try within our humble means to do something about it. Fortunately with the understanding of the Lasham Gliding Society we have entered into a more formal rental agreement on our Centre and Site, which although it hurts a bit when added to one's annual subscription (the Lasham subscription, not the VGC subscription – Ed.) is still within our means. We are therefore now able set aside the small administration room in our building for the Glider Reference Unit. This involves the acquisition of shelves and plan chests, and to this end I must pay tribute to Mark Wills for the supply of shelving, Ron Tarling and Keith Green for the purchase and collection from British Airways at Heathrow of a large size plan chest, Richard Moyse for the donation of a plan chest and very special thanks to Ian Mcleod who delivered three plan chests to my home in Sussex from East Kent. They have given us the start we needed, although at the time of writing we still urgently need one stack of six drawers and a further stack of nine drawers to take us to the ceiling.

Seeking Reference Material

Seeing that my friend Mike Russell was rationalizing his fleet of Vintage Aircraft, it occurred to me that he might be persuaded to release his treasured collection of glider drawings to us. Not feeling too optimistic I phoned Mike, and to my surprise he said that yes he was considering their future, and had been approached by Museums but had refused to release them as they would not guarantee their availability for reference. Mike had written to the BGA about the future of the collection, but had not received a definitive reply. He agreed that subject to certain conditions it would be in order for me to approach the BGA, to request that the title of the drawings be transferred to the VGC.

The BGA were delighted that we wanted to accept the title to the drawings and gave us their blessings. I suspect they were rather relieved as storage space combined with access is not easy to find.

So arrangements were made for me to collect the drawings from Mike's lovely home near Stansted Airport. The question of how to transport them was resolved by borrowing a spare glider trailer from that excellent firm whose name I won't mention. Visiting Mike's home is quite an experience as it is steeped in aviation interest, and having had parallel careers in aviation it wasn't too long before we found ourselves in the local hostelry, discussing the finer points of the X5 or the X9 propeller on the beloved DH.Rapide. Duly fortified we returned to tackle the onerous task of loading the trailer, after the first hour of loading it began to sink in just how heavy paper is, confirmation of this fact showed when loading was finished, by the very peculiar shape that the trailer tyres had adopted. However we got home safely and then subsequently on to Lasham where we shall be a long time collating the material. I should mention that the condition of the drawings vary, and are in just the same condition as Mike received them.

So our sincere thanks go to Mike Russell for donating his treasure-trove of references. The conditions of transfer were simply that the VGC Centre at Lasham is responsible for, and administers the collection. In the event of the demise of the Centre then the collection would pass to the VGC Committee for administration, and should the VGC not be in a position to do this, then the collection is returned to the BGA

We should also mention that Southdown Aero Services Ltd of Lasham have kindly supported us by donating many items to the VGC Centre, none has been more welcome than the recent provision of further glider drawings.

It goes without saying that we welcome further donations of reference material such as gliding books, manuals and glider drawings etc. Many of our glider drawings are incomplete, so even if we appear to have them please send us any spare copies, they could well be the missing drawings to complete a set. These can be sent to; The Glider Reference Unit, The Lasham VGC Centre, c/o Lasham Gliding Society, Lasham Airfield, Alton, Hants. GU34 5SS, or handed to any VGC Committee member or Lasham VGC Member.

Using The Glider Reference Unit

The VGC Centre is open at weekends, with Sunday being the preferred day, except that the Centre is not likely to be manned during National and International Rallies. Our Policy is strictly not to allow reference material to be taken away, so please do not ask us. We will in exceptional circumstances get copies made for those who are unable to visit us, however this is a voluntary service and the Lasham VGC member making the copy will have to be reimbursed.

Provisional List of Glider Drawings

(Not necessarily complete)

Slingsby: Falcon 1, Falcon 3, Petrel 1, Petrel 2, Gull 1,Gull 2,Gull 3, Gull 4, Kite 1, Kite 1a, Kite 2, T17 Troop Carrier, Hengist, T19 Target, Sedberg, Prefect, Barcarole, Hjordis 1, Sky, Skylark 1, Skylark 2, Skylark 3, Skylark 4, Swallow, Eagle. Capstan, Dart.

DFS Olympia, 1942 Weihe, Baynes Bat, Waco Hadrian, Blenheim Target. Eon Eton, Eon Olympia, Eon 460 series. Pirat, Bocian. SG38, Grunau Baby. Camel 2.

Robert Kronfelds Drawings of his Pre War Gliders. Types to be confirmed later.

The Title of the drawings on loan to following, has been transferred to the VGC Glider Reference Unit but are not yet in our possession at the time of writing.

King Kite	David Jones
Weihe	Doug Jones
Willow Wren	Mike Beech
Kranich	David Almey
Grunau	Peter Underwood
SG38	Peter Underwood

The first people to make use of the Unit were Frank Irving and Syndicate, seeking reference on the Main Fuselage Frame of their Kite 2 that they are restoring. We hope they are the first of many to make use of the facility.

Colin D. Street

RALLIES 1993

During the May day weekend our first Rallies of the 1993 Season were held. Some of them were not organised by the VGC.

Firstly there was the Grunau Baby Rally, this year it was held for the first time in the former East Germany.

Then the Swiss Rally which was held at Schaffhausen Schmerlat in celebration of the club's anniversary.

Then there was the French National rally which, organized by Dedale, was held on a gliding airfield near Tours.

Finally. there was the Upward Bound Trust's Rally at Haddenham Thame, once again to celebrate the founding of the Troop carrying Glider Pilot's regiment there in 1941.

Haddenham Does It Again!

From Peter Chamberlain. 'Once again we seem to have chosen the right dates and proved the 'doubting Thomas's at the Met. Office wrong. We managed well over two hundred launches over the three days with many resulting in soaring flights, the longest being over an hour and a half! We also had a very good turn out of members of the Glider Pilot Regimental Association, many of whom had not flown in gliders since the war. They also took the opportunity for us to fly their children and grandchildren.'

Gliders present were:

SG.38	(Eon Eton)	Geoff Moore
Kite 1	BGA 400	Peter Underwood
Kite 1	BGA 310	Michael and Tony Maufe
Kite 1	BGA 251.	Bob Boyd
Kite 1	BGA 394.	Ted Hull
T.31	BGA 3229	Ian Smith and Jane Ballard
T.21b	BGA 2725	Upward Bound trust
T.21b		" "
Ka 8	BGA 3863	" "
Rhoenbussard	BGA 377.	Chris Wills



Wartime Veteran Army glider pilots meet again after 49 years at Haddenham. (Photo C Wills)

Rigging the Kite 1 in 1941 camouflage at Haddenham in 1993. Peter Underwood's BGA 400 was the Kite 1 used for the 1940 Radar trials (in the SDF i.e. Special Development Flight) off the South Coast (Photo C Wills)



Kite 1s were the first aircraft which the Army brought to Haddenham in 1941. We were sorry that the Army's Flying Museum's Kite 1 did not turn up as 5 Kite 1s would have made it the greatest gathering of kite 1's ever seen. There are now 5 Kite 1's airworthy in Britain. Only one more, the prototype, exists but this is waiting for restoration.

An exceptionally fine flight to over 4,000ft was made by Tony Maufe in his Kite 1 on Sunday. On Monday, at about 1500 hours, almost every launch seemed to be into lift.

The Upward Bound Club's CFI Bob Bushell flew the Rhoenbussard on an out and return flight to Wing Air field and back; 65 kms in 41 minutes using cloud street lift, and said that it had a performance comparable with that of a K-8. and that its performance and flight handling were incredibly good for a 1933 design.

During the Saturday and Sunday, winch launches were in a strong 45 degree cross wind. On Monday, the wind was less and more in line with the runway.

The VGC once again thanks the Haddenham Club for their warm hospitality.

Report on the Olympia Rally held at Lasham April 93

The weather forecast for the weekend was not good with a succession of fronts crossing the South of England causing strong winds and rain.

Spirits rose upon the arrival of Dennis Sheppard who had trailed his machine 600 miles from the Highland Gliding Club (the most Northern gliding club in Great Britain!). Friday and Sunday the weather was bad with low cloud and no flying. Saturday the weather improved to giving strong South easterly winds and a cloud base of 2500 feet. Dennis and some of the local members (Ian Smith, Richard Moyse, Ray Whittaker) had good flights.

Monday, after cold night, was an excellent day. The 10-15 Knot SE wind gave good cloud streets with a base of 2800 feet. Thermals were strong at 6 – 8 knots and these conditions enabled straight glides up and down the cloud base for 20 Km or more. Flights of up to 3 hours were achieved with the intrepid Dennis Sheppard achieving 3hours 45 minutes.

Gliders present included:

Olympia 460	BGA 2776	Dennis Sheppard (Highlands GC)
Olympia 460	BGA 1308	Derek Copeland. (Lasham)
Olympia 463	BGA 1373	Ian Smith/Colin Street (Lasham)
Olympia 463	BGA 1288	Mark Wills/Keith Green (Lasham)

Other gliders present were the Sky of Richard Moyse, a K6E and a Capstan also from Lasham. Visitors included VGC members Les Kitchen (Brackley GC) and Laurie Woodage and his father from Dunstable. Lasham were very pleased to see all those who attended and despite the weather the rally was a great success due largely to the hospitality provided by the Lasham VGC centre. It is hoped that the Eon/Olympia rally will become a permanent annual event attracting more participants in future.

Ian Smith

Don't Miss the VGC

1993 Annual Dinner and Prize Presentation

Saturday 23rd October 7.30 for 8.00

with Guest Speaker

Tickets £12.50 from Geoff Moore Tel 0442 873258

"Let's make it an evening to remember"

International News

Austrian News

Bob Ogden has kindly sent the news that Austria now has a Gliding Museum at Hundsheim-Spitzerberg. The Spitzerberg was formerly a Reichssegelflugschule but now is a Bundessport Centre. The gliders and sailplanes in the museum are: Musger Mg 23 OE-, and Mg 23SL OE-0690, Scheibe B-Spatz OE-0387, L-Spatz OE-0759, Grunau Baby 2 OE-0394, Grunau Baby 3 OE-0236, Mü 13E Bergfalke OE-0278, Mü 13E Bergfalke 2 OE-0238 and OE-0307. B-Spatz and L-Spatz 55, Grunau Baby 2 OE-0394, Grunau Baby 3 OE-0236, Mü 13E Bergfalke OE-O278, Mü 13E Bergfalke 2 OE-0238, Doppelraab IV OE-0332 and OE-0333, Condor 4 OE-0981, Musger Mg 19 OE-0197 Werk Nr.05, Mg 19a OE-O389 Werk Nr.24; Emouchet SA-104 (French) OE-0215; DFS Weihe 50 OE-0277; Huetter H.17a OE-0050, Huetter H.17B OE-0350; Schulgleiter SG 38 OE-0177; DFS Olympia Meise OE-0124; AFW 8 OE-0523 Werk Nr.1; Austrian two seat Alpha AVo 60 OE-9094, Austrian two seat motorglider; Goe 4 OE-0104 and Scheibe Specht OE-0292.

Oesterreichisches Segelflug Museum

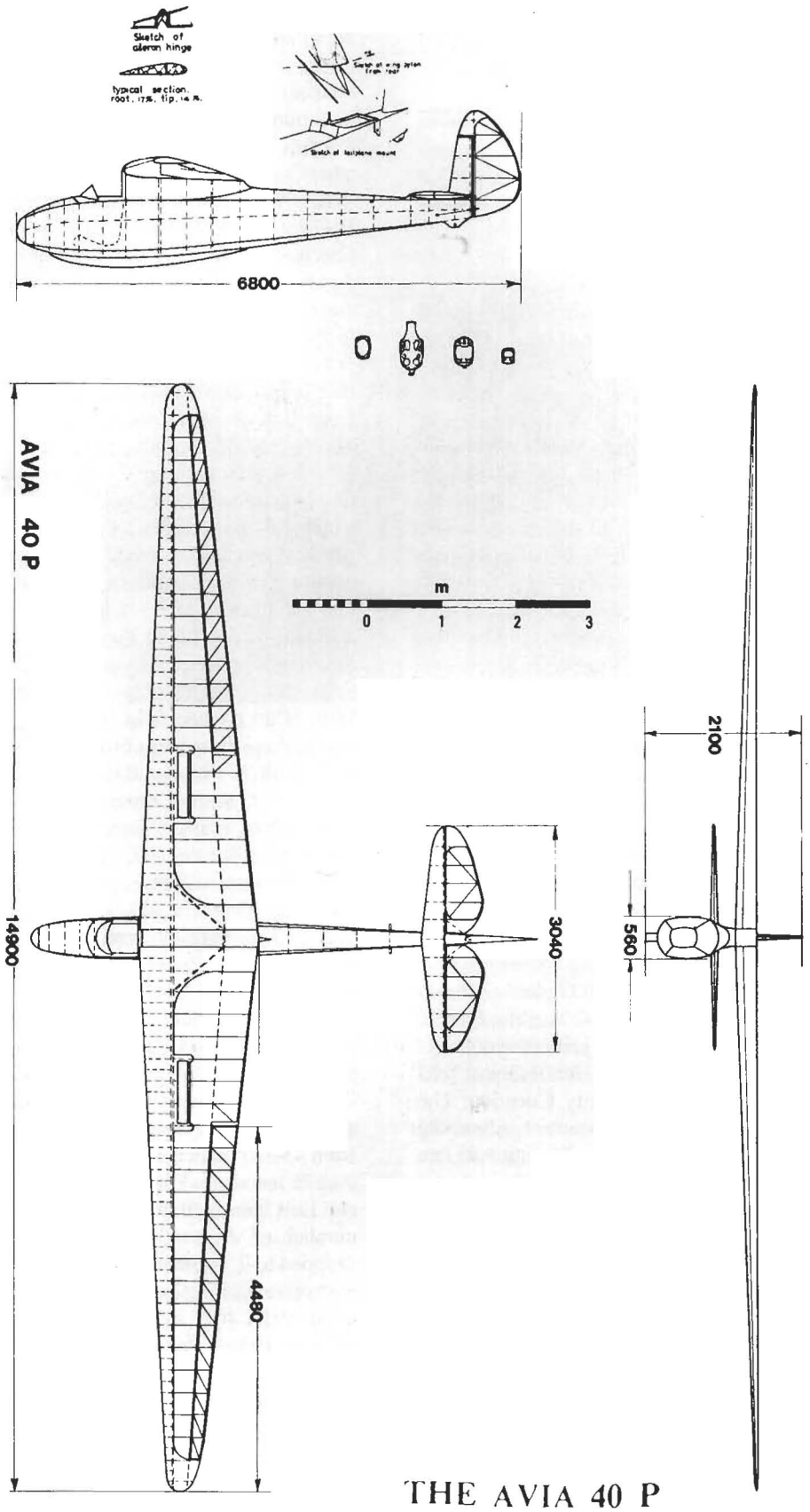
The following information comes from Bob Ogden's Aircraft Museums and Collections of the World, Vol 4: Austria, France, Spain, Portugal and Switzerland, which has just come out.

Address: Flugplatz Spitzerberg, A-2405 Hundesheim. Tel: 0265-4111. Admission: Prior permission only. Location: The airfield is about 5 kms South East of Bad Deutsch Altenburg and about 50kms East of Wien (Vienna). The aircraft are accessible for research – they may be seen by serious researchers with prior permission. The museum association was founded in 1983 and opened an exhibition in a small building at the gliding school at Hundesheim. Attempts have been made to construct a Museum Hangar at the site but these plans have not come to fruition. Other sites have been considered and at the current time there is hope that one has been found. The local authorities in Lower Austria are interested in the project and negotiations are underway. The Hundesheim display contains photographs, documents and components which trace the history of the sport which has always been popular in the country. The museum has collected twenty six gliders dating from the 1930s. Several are of Austrian origin including four designed by Erwin Musger. The two seat AFW 8 is one of several which emerged from the workshops of the Technical University in Vienna. German gliders have been used widely by the Austrian clubs and the collection includes many significant types from the period before World War2 and also examples produced in the 1950s. Many of the sailplanes are in airworthy condition and sometimes appear at Rallies. The members of the association deserve a permanent museum to display the results of over a decade of devotion to the cause.

British News

Unfortunately omitted from our last VGC News No.78, was the fact that Mike Birch, Graham Saw, John Tournier and others have been working every Saturday to restore the Zlin 24 'KRAJANEK' which was originally imported in to Britain in 1947 by Ladislav Marmol, after a dramatic escape by air from Czechoslovakia. Marmol then flew the British Single seat duration record in it, which also had some dramatic moments (33 hours 5 minutes on the 12th-13th April 1949). At the time of writing (early May) the group has almost completed the woodwork and should soon be starting its fabric covering and painting. It is intended to paint it in the style in which it first arrived in Britain from Czechoslovakia in 1947. Ladislav Marmol has been contacted to confirm what that was.

When not working on the above aircraft, Mike Birch is restoring to airworthy condition the AVIA 40P, BGA 680, which for many years has been at Perrenporth in Cornwall, where it was finally owned by Ron Keeping. It has now been bought by François Ragot and is to be made airworthy to be flown in France. As it is a French and all too rare performance sailplane, built during the 1930s, it's return to France has a religious significance to the French. Just how it ever came to England, with probably two others, is unknown to Chris Wills. Can anyone help him with details please? He thinks that perhaps they were brought to England from Germany in 1945 with 10 Grunau Babies and one Kranich 2B-2 for the ATC (Air Training Corps), as a Flt Lt. Narbeth was a member of the CIOS Team in Germany in June 1945 looking for suitable aircraft for the ATC. The Grunau Babies and at least one Avia 40P were at Slingsby Sailplanes being restored and evaluated (no doubt for ATC use) during the immediate post war years. Chris Wills has a record that 14 Avia 40Ps as well as 2 Castel 25s, 1 Castel 'Jalon', 1 Castel C.810 (Colibri), 3 C.800's, 1 Guerchais Roche, 1 Tulak (Czechoslovakia), 1 Wrona, 8 Salamandra's (Polish) as well as an MG 9 (Austria) (then the Ostmark), were on the Wehrmacht Luft's glider strength in February 1944, but they were not being flown. During that month. 464 Kranich 2s flew 4,359 hours from 18,920 launches; 994 Grunau Baby 2A's flew 3,962 hours from 43,737 launches and 1,635 SG 38's flew 1272 hours from 90.673 launches. They were the work horses of the Wehrmacht Luft during that time. By August/September 1944, the number of Avia 40Ps on Wehrmacht Luft's strength had dropped to 9, but then 1 Castel C.30 had been taken on charge. Therefore it seems just possible that Flt Lt. Narbeth found the three AVIA 40Ps in Germany during June 1945 and brought them to Britain for evaluation for ATC use. They were not found suitable and were transferred to civilian hands. BGA Nos 620 and 623 were registered with the BGA in 1948 but never gained Certificates of Airworthiness. They have disappeared without trace. BGA 680 gained its first C of A in August 1952 after being restored by Don Burgoyne, but it had been flown in Britain before then. There is evidence that an AVIA 40P was seen at Middle Wallop which would indicate that it was in British Army hands and another one was seen somewhere else (unless it was the same one) but nothing is confirmed. If they were in British Military Gliding's hands, it may be difficult to discover what happened to them. Would someone kindly inform C. Wills as to whether he is right in



THE AVIA 40 P

Reproduced with kind permission of Martin Simons.
Rearranged in vertical format by C.Wills.

thinking that the Avia 40Ps came from Germany in 1945. It is mentioned that BGA 680 was built by Roche Aviation in 1942. It is hoped to hand it over airworthy to François Ragot, its new owner, for the beginning of the 22nd International Vintage Glider Rally which is to be held at Lasham during August 1994.

Further British News is this letter from Sid Smith, 25 Ash Grove, Upton St Leonards, Glos. GL4 8BH. Tel: (0452) 610234, dated 29th April 1993.

Dear Chris, during a conversation with Bob Boyd last weekend, he mentioned that you had expressed an interest in the Olympia 2B restoration that I am currently involved with at Nymphsfield. The glider is BGA 1153 which was first flown in 1958 and was owned by the Edinburgh University Gliding Club for much of its life. It was acquired around 1986 by Thoby Fisher who had the intention of converting it to an ornithopter. Following Thoby's death in 1991, a group at Nymphsfield acquired the glider with the intention of restoring it as original. Unfortunately Thoby's conversion attempt was somewhat crude and the wings were judged to be beyond worthwhile repair, having been sawn through at approximately ¾ span and roughly dismantled at the root and brake box. The fuselage frames at the cockpit and forward of the aft wing mounts had suffered similar treatment. Fortunately another Olympia BGA? was acquired, which had been substantially damaged in a non-injurious spinning accident at Ganston in 1989. The wings of this glider were relatively undamaged, although the fuselage was almost totally destroyed. We also acquired some fuselage frames from Ralph Jones and Dave Almey. The major work on the glider was started in October 1992 and it is now structurally complete and undergoing recovering. I estimate that final completion will be in June this year following some 650 hours of work. The glider is to be named 'Dopey' following 'Grumpy', which was the name given to the Grunau Baby 3 BGA 1747 which I restored in 1990. All I now need are a further five restoration projects to complete the set! Should you know of anyone who is looking for an ambitious restoration project, or who requires spare Olympia parts, please contact me at the above address. We have an intact canopy, a slightly damaged tailplane and elevator, a few spare fuselage frames as well as substantially damaged wings and fuselage. Please enquire for further details. Regards, Sid Smith.

Chris Wills adds that the original tail surfaces and rear fuselage of a Kite 2 are decorating part of the Bristol Club House, It is hoped that they might find their way on to a Kite 2, which has non standard tail surfaces for the type, such as the one belonging to Dave Richardson at Booker (Wycombe Air Park)!! The decorational tail surfaces at Nymphsfield were off a Kite 2 which also belonged to the late Thoby Fisher. It was spun in by a club member while on loan to the club.

Ted Hull has restored his SCUD 3 BGA 684 but it has not been flown yet because of a problem getting the main pins through the main fittings. However, this is being remedied and the aircraft should have flown by the time of going to print. The coats of paint were rolled on to the wing. The resultant finish is excellent. We congratulate him on bringing to fruition the restoration and repair in the primitive conditions of the Dunstable Private Owners' workshop.

Another tremendous milestone has been achieved by Mike Beach who has been allowed by Brooklands Museum to create England's first museum for vintage gliders. Already thousands of people have been through, often to see vintage gliders for the first time in their lives. What is remarkable is that these six vintage gliders, the new HOLS DER TEUFEL, SCUD 1, SCUD 2, WILLOW WREN, the new FALCON 1, GULL 3 and RHEINLAND, are all airworthy (or will soon be airworthy) and can be taken out and flown at any time. However, this depends on the degree of help he can have. His Bleriot and Curtis Pusher replicas are also on display with his original Kronfeld DRONE motor glider from 1935.



'Is there anything in it'? Mike Beach's Scud 1 trailer and Austin 7 (Photo Mike Beach)



Brooklands Museum on Temporary Exhibition (until July 93). Mike Beaches gliders; Hols der Teufel, Scud II, Wren, Rheinland, Gull III and Falcon 1. (Photo C Wills)

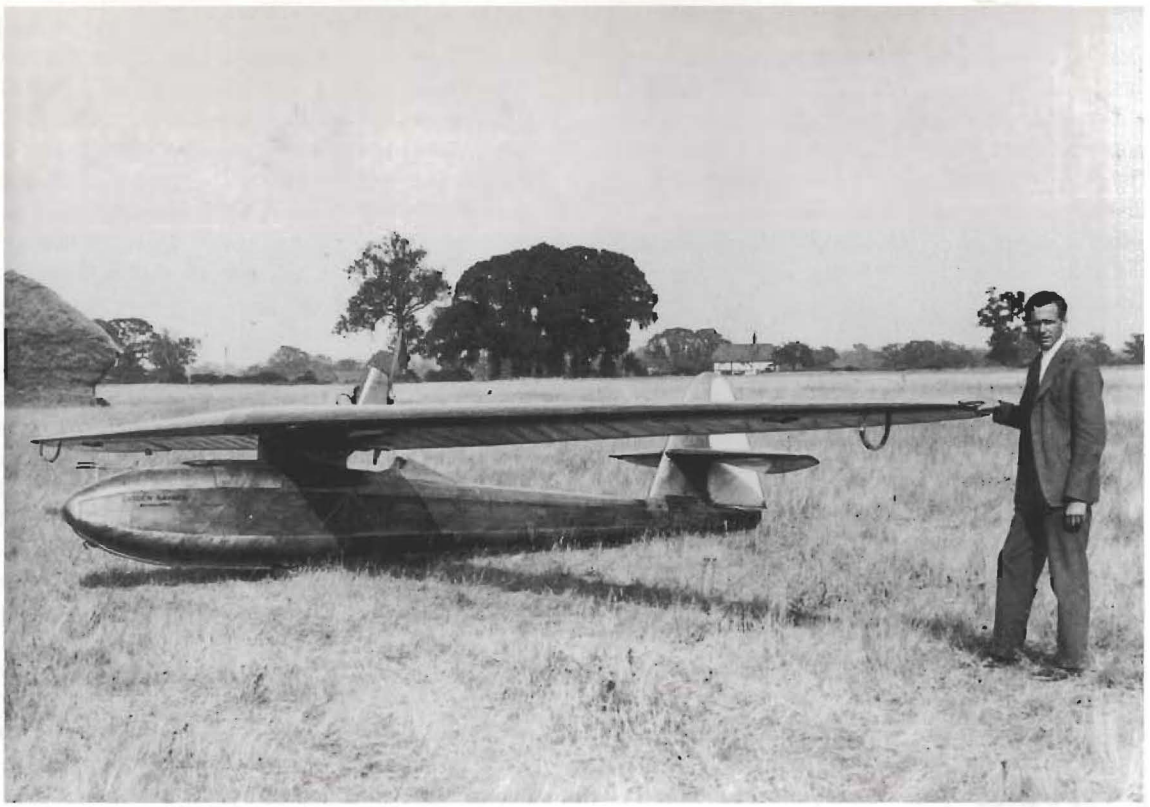
Another newcomer to Dunstable is a BLANIK from Lithuania, belonging to Colin Rogers. We suppose a Blanik must be vintage as the first ones flew during the 1950s? Colin Rogers is an old LGC member who can remember seeing the Horten 4a (LA-AC) in the Private Owners' work shop and spraying a Scud 1 in another make-shift Dunstable workshop, before flying it with Frank Costyn. He also remembers the Krajanek when it first arrived and watched the duration record flight in 1949, flown by Ladislav Marmol. Colin has now built an apparatus which will allow towing the Blanik single handed on the ground, and the hauling of it's trailer out from the trailer rack backwards without help.

NEWS OF THE NEW GLIDING SITE at Postcombe, near Robert Kronfeld's 1938-9 Oxford Gliding Club, near Chinnor under the Chilterns. Planning permission for this has been refused by the South Oxfordshire County Council. However Brian Spreckley and other members of the Booker Gliding Club have been given the right of appeal. We have received the impression that this still has a hope of succeeding.

HORSA DRAWINGS. Bob Randall of 'RANBAR', 12 Ridgeway Road, Chesham, Bucks HPJ 2EG, who during 1944 was involved with the recovery of Horsa troop carriers from Normandy in 1944, mentioned during the Haddenham Rally how he had discovered about 2000 drawings for the Airspeed Horsa, and mikrofilm of them. They were being thrown away in a skip, together with microfilm drawings of many other historical aircraft. As this would have been an aeronautical and historic disaster, someone managed to rescue most of them. Bob Randall has taken some of the drawings to America where a replica Horsa is being built. It is hoped that it will take part in next year's 50th anniversary celebrations of the Normandy landings.

By the time this is in print, the JS Weihe belonging to Keith Green at Lasham should have flown after its second restoration in two years. In 1950, this was the last JS Weihe built in Sweden and was the Series 2 version. Just how the Series 2 version differed from the Series 1 is not known. Perhaps it was the start of the second production run which never happened and there are no differences at all? Registered SE-SHU, it's club hired it to the American Paul MacCready, who nearly won the World Championships with it at Örebro in Sweden during that year.

The following information was received from a member of the Norfolk (Tibbenham) Club on the 6th May. This was a week of strong NE winds and thermal conditions (which had started during our Rally at Haddenham during the previous weekend). A Bergfalke 255 was flown, after being towed upwind to the airfield of Hardwick, a distance of 440 kms to Launceston in Cornwall,in just over 8 hours. This is the British National free distance record for two seaters. Its pilots were David Stabler and Jeremy Moore. Apart from 'sticky' conditions around Cambridge, the flight was not hard with thermals taking them to 5,000 ft. Declared goal was Perrenporth which would have given them the two seat National Goal flight record as well. The previous free distance record was flown by John and Valery Fielden some years ago in a Bergfalke 3. This was 421.5 kms. They still hold the Goal flight for the two seater British National Record.The Bergfalke 2-55's BGA No. is 2159. The '55' indicates that it is the 1955 version of the Mü 13E which was first offered for sale for 7,500 DM (then £750) in 1951. We like to think that this indicates that it is a vintage sailplane. Its landing in Cornwall was at 1900 hours.



Prototype Scud 3 in 1935. Jack Dewsbury, one of Britain's best glider pilots at that time can be seen. A hand throttle at its wing tip enabled the wing tip holder to taxi the glider to the take off point.

News from Southern Ireland

Brian G. Douglas, 103 Abberley, Shanganagh Road, Killiney, Co. Dublin, 29.1.93.

Dear Chris, just a few lines to advise of progress on vintage glider restoration in the Emerald Isle. I wrote to you some time ago and outlined the vintage gliders which I believed to be in existence in Ireland at that time. The position has not changed much since then, but the EON OLYMPIA 2 EI-115 has flown. Unfortunately this glider suffered a heavy landing during our club's annual safari to Kerry in September. This resulted in substantial damage to the keel and cockpit floor area. I believe that John Finon has been in contact with you and that you were kind enough to supply drawings to help effect repairs. This work is now well underway. John hopes to completely refabric the aircraft before it flies again.

The Eon Baby EI-118 has unfortunately not flown as yet but its restoration to flying condition is now complete and the glider is housed in a weatherproof trailer awaiting weighing and final inspection for its C of A. Its overlong delay in restoration was partly caused by the arrival of another Baby which has an A.U.W. (All up weight) a little in excess of 716lbs! We called her Gillian, and it goes without saying that I have learned a lot of new skills since her arrival! This Baby Eon is ex-BGA 608 and would definitely appear to be the prototype of the breed. Unfortunately, I have no life history for BGA 608, and wonder if any VGC members are familiar with this glider or could supply any information with regard to its past. The enclosed photograph was taken shortly after the Baby was rigged for the first time in 16 years (you will note that the wings needed refinishing at this point). Its straight fuselage back, pronounced dihedral and mass balanced elevators can be seen in the photograph. This Baby is canopied and I am anxious to build an authentic "dog collar" for the cockpit area. I wonder if drawings will exist for this? Indeed I am anxious to obtain any drawings whatsoever which may still exist for the EON BABY.

Six Dublin club members, including myself, have recently purchased one of the remaining T.38 GRASSHOPPERS from Bob McLean. Some work has already been carried out on this machine and we are awaiting some parts from Bob. Now we have bought it, some of us are wondering what we will do with it!!! We have no winch and the thoughts of venturing aloft on it behind our Super Cub fills me with terror!

The Kite 2 EI-102 remains in the loft of Gowan Grange gathering dust,which I feel is a shame. Nobody seems to be particularly keen on the restoration of this glider because of its apparent flying characteristics (particularly its tendency to flat-spin without much notice). When this glider is examined, it appears to be basically sound and complete, having been glued with aerolite, but it would need to be completely refabiced. I have read that it is possible to modify the Kite 2's wings in order to provide more acceptable flying characteristics. Do you have any drawings or details of the modifications necessary? The wings appear to have little or no washout built in and I suspect that this is the cause of the problem.

Some time ago, a few friends and myself ventured in to the Wicklow countryside in search of a Slingsby T.8 Tutor which had been advertised for sale for around £300. We eventually located this glider in a cattle feeding trough on a remote farm. The RAF roundels were still visible and I noted the serial VM 657. The glider was in very poor condition. the wings were literally falling apart with casein glue failure, and all metal fittings were badly corroded. Nonetheless, this glider has since departed to Galway, where its owner intends to carry out a full

restoration to airworthy condition. As soon as any information on this restoration becomes available I will let you know.

In your last letter, you mentioned the Kranich 2 which was deliberately ditched in the sea by John Cochran in the making of a film. Enclosed is a copy of an article which appeared in the 'Irish Times' on the 9th Jan 1961. You will note that SE-SCC (Swedish built) was used by the Cork Gliding Club. The fate of the other Kranich 2B-2 (from the Cambridge Club, ex BGA 494) is unknown to me at the moment, but I am still searching. I was recently charged with the task of building up, and maintaining, the Dublin Gliding Club's archives. This has proved to be a very interesting exercise with much detail about the early days of gliding in Ireland coming to hand. I recently produced number 80 of the 'DGC (Dublin Gliding Club) News' and managed to incorporate a brief history of the early days of the Dublin Gliding Club therein. I enclose a copy and hope that you may find it of interest. I have discovered that one Grunau Baby was built in Ireland and that a Professor Fitzgerald attempted to operate a Lilienthal glider at Trinity College around the start of the century! You will notice that quite a number of Kirby Cadets crossed the Irish Sea and I believe that one of these (RAF serial TJ 302), may still exist. I intend to search for this machine during the months ahead, and I will inform you of the outcome in due course. I will write as soon as the EON BABY flies and will try to supply a photograph or two (I may even get drunk!). I will close for now.

Best regards. Brian.

PS. Are there any copies of VGC News prior to No. 68 available to purchase? (Yes. speak to Geoff Moore – Ed)

French News

A second Fauvel AV.22 has joined the French Vintage scene. (The first, which has already attended some of our International Rallies is entrusted by its owner, the Musee de l'Air et de L'Espace, to the GPPA at Angers. F-CCGL is the S version's second prototype which was built in 1959. Assigned to the Dinan Aero Club, Charles Fauvel gave an aerobatic demonstration with it while transferring it on the 15th of June 1959 at the Salon du Bourget. The glider was flown 350 kms from Dinan to Cognac on the 18th of April 1960, thereby winning the Survol Cup for that year. On the 30th August 1967, during a last turn made too low, its port wing touched the ground and it was badly broken during the resultant ground loop. It was deemed uneconomical to repair the machine although it had only flown 300 hours. It lay abandoned in the depths of a hangar until a team from the Arcachon Aero Club bought the wreck and tried without success to restore it. It then found itself in a new locality in the Medoc. It was from there that Jean – Claude Neglais and Joseph Boccia-relli rescued it in June 1990 after the death of its previous owner. Some 400 work sessions were necessary to realize its restoration, which was crowned by a first flight on Sunday the 14th of March 1993 at Pont Saint Vincent with Christian Mathieu, the President of the club at the controls. Unless there are technical or administrative problems, this second airworthy AV.22 will be the show piece of the 9th National meeting for Old Gliders at Tours Louroux from the 29th April until the 2nd May 1993.

Jean Molveau, Editor and Chief of the "Vol a Voile" magazine has managed to rescue, after the C 311No.39/310 F-CAIT (ex Philippe Comte), the wings of No. 01, F-CABB, which were at La Ferté Alais. The glider is at present complete and one wonders when it will fly?

Jean Paul Robin has announced that he has organised the 2nd Ballade for old gliders. It is to take place from Saturday the 21st until Sunday the 29th August 1993,starting from Aspres. The programme is to fly from Aspres to Tallard on Monday the 23rd August, Tallard to St Auban on Tuesday the 24th, St Auban to Vinon on Wednesday the 25th, Vinon to Vaumeih on the 26th and Vaumeih to Aspres on Friday the 27th.

Would those wishing to take part please write to: Jean-Paul Robin, Chez Mme Telmon, Quartier de Malcombe, 05000 GAP, France. Chris Wills can provide entry forms. Entries should be in before the 14th July 1993.



At the 1st Ballade. The Castel C 301S F-CRJM bearing the still fresh laurels of the Jean Marie Le Bris Cup for 1991. A proud honour for ASPAC



A 'new' original canopy has been built for the Muenster Oldtimer Goevier II. (Photo Paul Serries)

German News

At the end of 1992, two Condor 4s left the Argentine in a crate. These were for Jochen Kruse, to replace the Condor 4 which was spun in by two instructors (each thinking that the other was flying it). One of Jochen's 'new' Condor 4s, the best of the two, has been sold to Harold Kaemper at Achmer Osnabrueck, to pay for the other one's repair in Germany by a skilled worker from Poland.

Jochen has probably two years' work to do to get his Condor 4 airworthy as there is a lot of glue deterioration due to damp. The Argentinian airfield was flooded and the Condor 4 got very wet. Jochen is still trying to get the paperwork (log book etc) from Argentina but it is a difficult task.

Bjarne Reier will soon come and stay for two weeks and will assess the condition of the main spar to decide what must be done. Also it is hoped that he will be able to cover the Grunau Baby 2b of the Luftwaffen Museum (Uetersen) with fabric so that it will fly this year.

Harold Kaemper has quite a collection of old aeroplanes and gliders. He has a Fw 44 Stieglitz, a silver painted Kranich 3 and also the remains of one (or two) Kranich 2s from England (ex BGA Nos 1092 and 1258), as well as now the Condor 4 from Argentina.

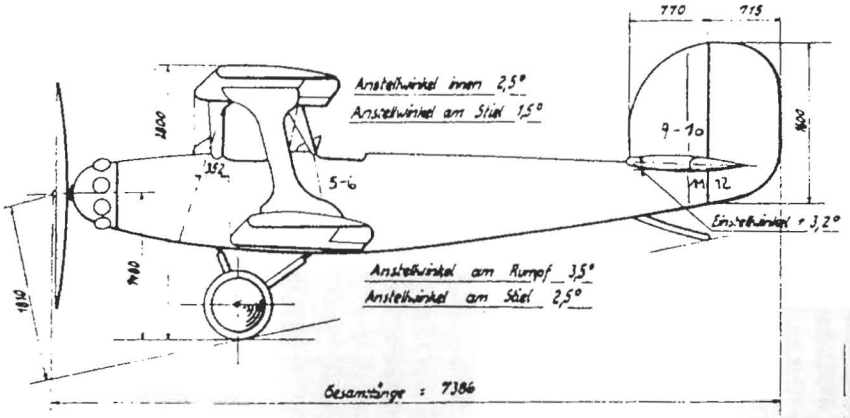
At Muenster, Paul Serries has announced the final completion of the restoration of the Goevier 2 D-1080. It now has had an original old style canopy built for it. The restoration has taken more than 6 years, more than 600 hours and has cost more than 6000DM. We congratulate the Oldtimer Club Muenster for their magnificent restoration of this aircraft which, originally built in 1951 to the old plans, was found being used by a gliding club as their trainer near the Czechoslovakian frontier. A second crate left the Argentine containing another Condor 4 and a Rhoenbussard, for Robert Gaines in America. Transport and packing was left to a German resident in the Argentine. A further letter from Jochen Kruse received during late April states that the Kranich 2s from Heiko Harms (either BGA 1092 Swedish B-1 version and/or BGA 1258 Mraz built B-2 version) and all the Kranich 2 drawing prints from England have gone to Robert Wirth who lives near Oldenburg in Lower Saxony. Robert Wirth is another military jet pilot, as is Heiko Harms. This information came by telephone from Tede Horrismenn, who is not a member of the VGC, but a friend of Harald Kaemper from Osnabruck. The Kranich 2(s) from Oldenburg is/are now with Harald Kaemper at Achmer/Osnabruck (Tel: 010 49 (Germany) 541 126936) who intends to try to get one airworthy.

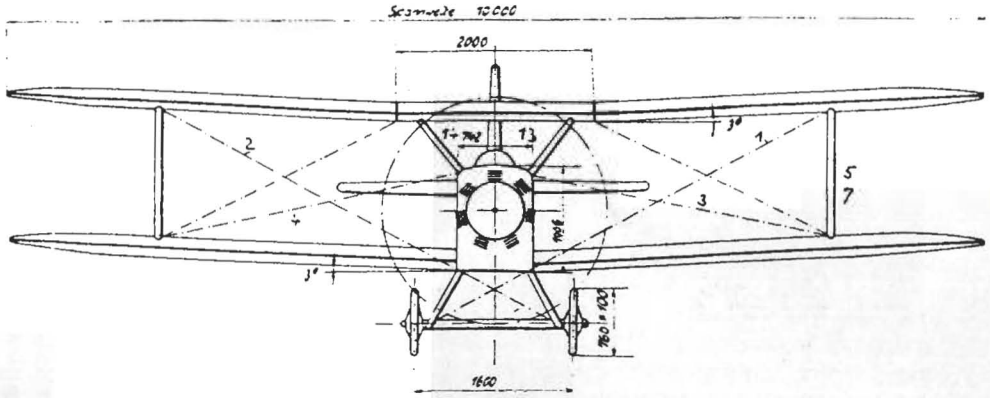
Andre Diner, Festellenweg 1,2300 Kiel 17, Germany, Tel: 0431-37333) is leading a student group in Kiel, which has obtained grants to buy and restore an old glider.

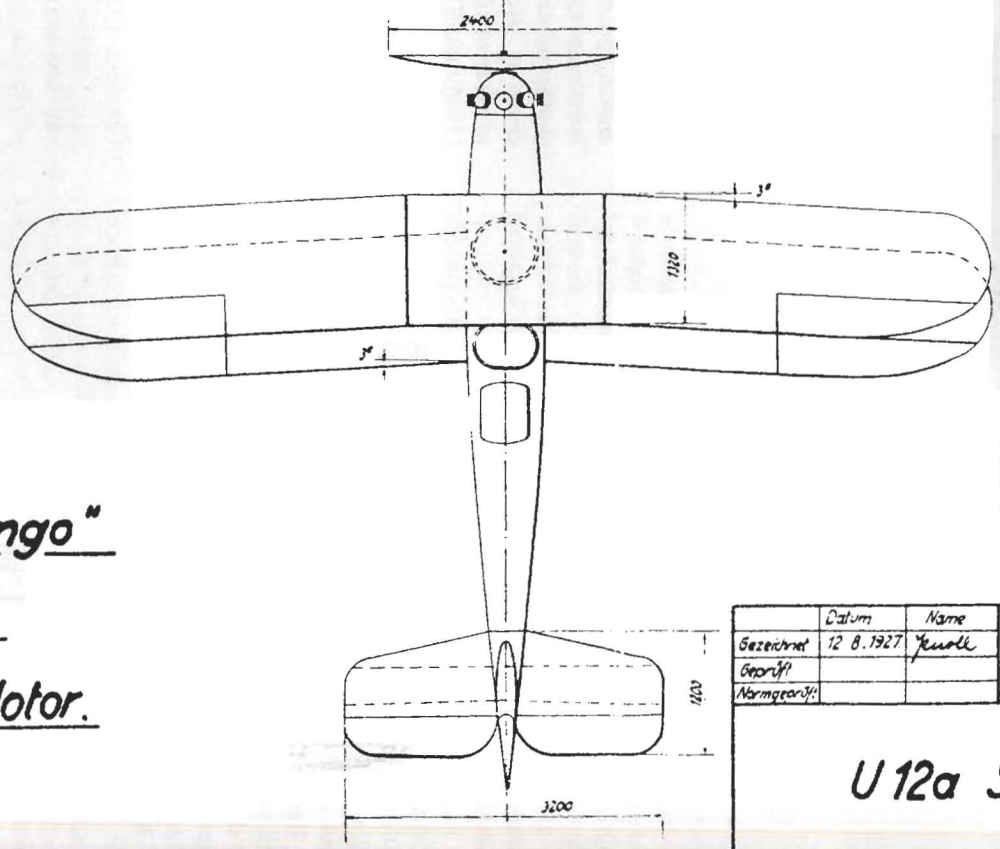
THE OLDTIMER CLUB WASSERKUPPE. This group is continuing to work two days a week under their workshop foreman Josef Kurz. While the Reiher project has been temporally(?) shelved, Josef has resolved to build an Udet Flamingo 1926 biplane with, we believe, a 165 hp Siemens radial engine, similar to that on Buecker Jungmeisters. By the 8th November 1992 fuselage, wing centre section, struts and tail surfaces were all built, It seems that data, building plans etc., for this aircraft are all available. The type was used by Ernst Udet for airshow aerobatics during the early 1930s and one was taken to be towplane for the German Soaring expedition to South America in 1934. When this marvellous project is finished, the OSC Wasserkuppe will use it as their towplane. It should offer more power than the new Klemm 25 which they have already built.

The OSC Wasserkuppe's RHOENBUSSARD (ex BGA 395, originally imported into England in 1938 by the Passold brothers and later used after the war by the Handley Page Gliding Club, before being restored at Doncaster) was originally bought from England by Gunther Welzhofer. The OSC

continued on page 13







Flächengrößen	m^2
Tragfläche mit Querruder	24,0
4 Querruder	2,48
Höhenflosse	2,0
Höhenruder	1,3
Seitenflosse	0,7
Seitenruder	1,0

U 12a „Flamingo"

Schulflugzeug

Mit Sh 11 - Motor.

13.8.27 54 D 24

	Datum	Name
Gezeichnet	12.8.1927	Jenelt
Geprüft		
Normgeprüft		

Bayerische Flugzeugwerke Akt.-Ges.
Augsburg

U 12a Schulflugzeug

A 1001



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 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 (1993)

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 ..... ☐ _____

Ball points @ £0.50 each.
Light blue, with silver motif, 'Vintage Glider Club', retractable. ..... ☐ _____

Sub-total _____

No req | £

Sub-total b/f _____

Tee-shirts, white, with central blue motif 6.5" dia.
L £4.50..... ☐ _____
XL £4.50..... ☐ _____
XXL £5.50..... ☐ _____

Crew-necked sweat shirts, red or yellow with small motif on left breast.
L £12.50..... ☐ _____
XL £12.50..... ☐ _____
XXL £13.50..... ☐ _____

Replica transfers of the original SLINGSBY Emblem £2.50 each
Quantity..... ☐ _____

Mugs with VGC Crest
Blue strong plastic with white motif @ £2.50 each ..... ☐ _____
White Pottery with blue motif @ £3.00 each..... ☐ _____

Ties @ £5.00 each. White motif woven in coloured tie. Green (vert, grün) ..... ☐ _____
Wine (marron, rotbraun)..... ☐ _____
Grey (gris, grau)..... ☐ _____
Navy (bleu foncé, dunkelblau)..... ☐ _____

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. (No cash)

I enclose the sum of _____

Name _____

Address _____

_____

_____

Please send to:
VGC Sales, 22 Elm Avenue, Watford WD1 4BE
Tel 0923 241 924

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	☐	
Spalinger – 4 sides. £0.60	☐	
Rhönbussard – 4 sides. £0.60	☐	
Olympia – 6 sides. £0.90	☐	
Grunau Baby – 5 sides. £0.75	☐	
FVA Rheinland – 6 sides. £0.90	☐	
Slingsby Cadet – 3 sides. £0.45	☐	
DFS Reiher – 5 sides. £0.75	☐	
Avia 40P – 5 sides. £0.75	☐	
Rhönsperber – 4 sides. £0.60	☐	
Harbinger – 3 sides. £0.45	☐	
Slingsby Gull I – 5 sides. £0.75	☐	
King Kite – 6 sides. £1.00	☐	
Schweizer TG-2 – 6 sides. £1.00	☐	
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Oberlerchner Mg 19 – 6 sides. £0.90	☐	
Sub-total		

		£
Sub-total b/f		
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Also: To help with **Restoration Work plus Kaurite Glue** – 4 sides. £0.60	☐	
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The Mü – 15 4 sides. £0.60	☐	
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

continued from page 11

Wasserkuppe has now restored it at some length. It has a new cable release fitted, new wing and tailplane pins made for it, and is painted in the right colours. It has received the German registration D-7059. It is hoped that it will successfully come through its final inspection and will be allowed in to the air, where it belongs.

GbR Haase und Krahn have formed a Gesellchaft zum Bau eines REIHERS. (A Company to build a REIHER) and need all help possible for this mamoth project (See Letters Section). We hope that the OSC Wasserkuppe and this organisation will unite for mutual help, as certainly both organizations will need every assistance to build a REIHER.

The 7th Oldtimer Fliegertreffen will be held at Hahnweide Kircheim-Teck from 3rd – 5th September 1993. This is a tremendous event which has been compared to a mini OSHKOSH, and is certainly the greatest Vintage aircraft meeting held in Germany. It is organized every two years. Old gliders are warmly invited to take part and can fly from there during the previous week. It is organized by the FLIEGERGRUPPE Wolf Hirth, Flugplatz Hahweide, D 7312 Kircheim/Teck, (Stuttgart). Those wishing to take part with vintage gliders should contact: Klaus Laessing Marktstrasse 45, D-7312 Kircheim/Teck. Tel: 07021/3305. Fax: 45663.

Chris Wills has Entry Forms for the 7th Oldtimer Fliegertreffen if someone should need one.

New Zealand News

On Page 17 of VGC News No. 78 Spring 1993, stated that the JS Weihe ZK-GAE, (ex BGA 433 and G-ALKG) which was brought to Britain from the Wasserkuppe in June 1945, (together with the Weihe BGA 448 and the wings of another one) is now being restored in NZ. 'Snow' Fenn reports that this information is incorrect. The famous record breaking Weihe is still being stored by Harry Smith of 129 Carrington Street, New Plymouth, awaiting repair and restoration. The aircraft was severely damaged by an instructor undershooting in it.

Polish News

This is a reply to a letter from Chris Wills asking whether they had any old glider drawings and especially those of the DFS REIHER. The letter from PZL BIELSKO 43-300 Bielsko Blala, ul. Cieszynska 325, was dated April 13th 1993.

Dear Sir, Answering your letter of March the 10th 1993 concerning the technical documentation of pre war gliders, we should like to inform you that we have only the drawings of the modified post war version of the KOMAR (Gnat-originally designed by Antoni Kocjan in 1932 CW). The condition of the documentation is very bad as it got wet.

As far as we are informed, no airworthy REIHER was ever encountered in Poland. May be there were some destroyed in the war but we have no true confirmation of this. In our programme of operation, we had the intention of building some old gliders but this was not realized for many reasons.

Sincerely Yours, J.ROMAN, M.Sc. Vice Director, General Engineer.

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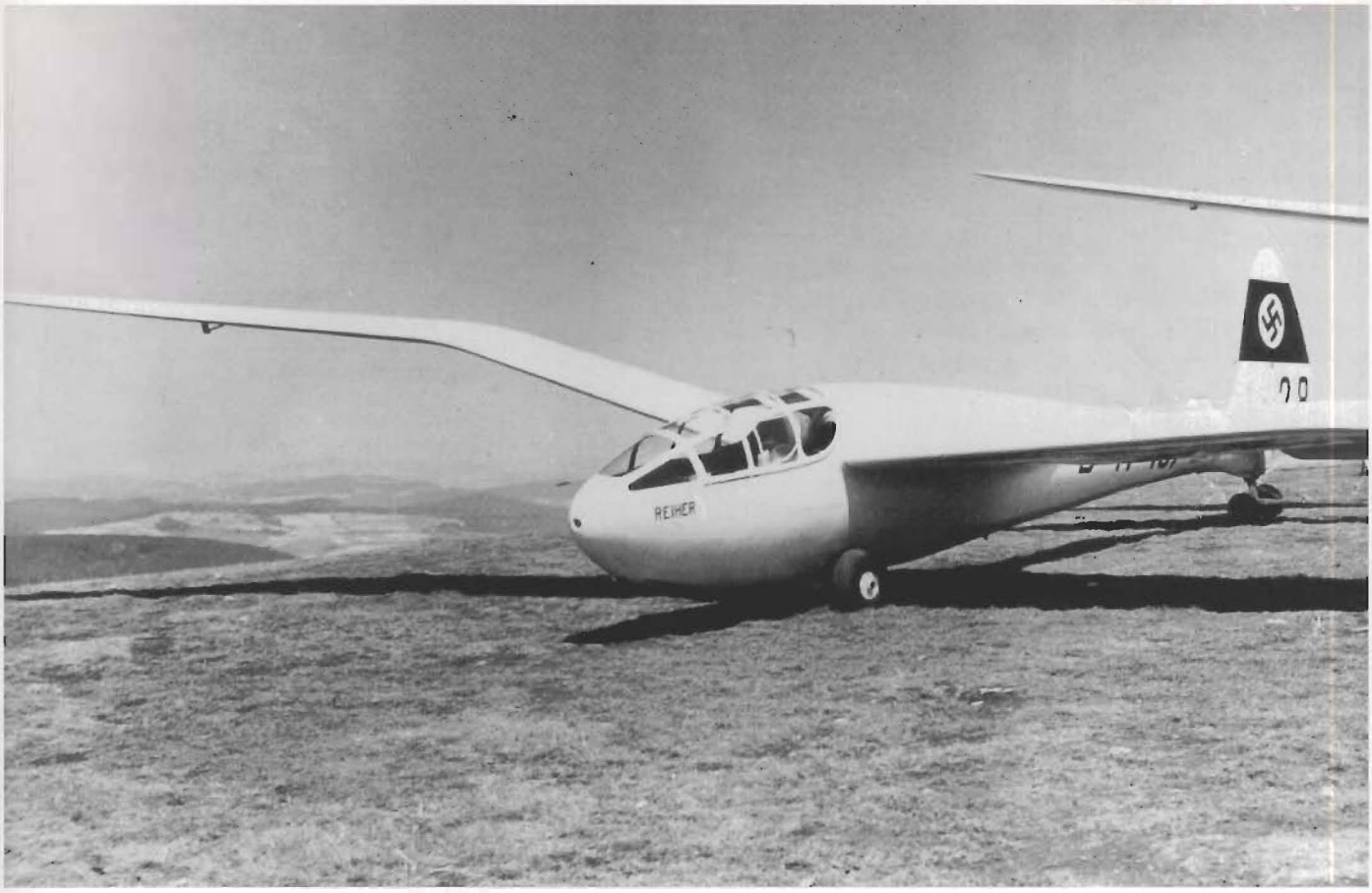
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The second prototype REIHER (v-2) shown at the 1939 Rhoen contest. It participated in the 1939 German Libya Expedition and was burnt by the French at Strasbourg in 1945. (Photo by Hermann Eckert)

Swedish News

At time of writing (5th May), Rolf Algotson has sent a post card from Leszno in Poland saying that they have just picked up their Eon Olympia SE-SMH. It looks very, very beautiful. We gather that it was restored in Sweden but was finished in Poland, as was the Eskilstuna Grunau Baby 2b. SE-SMH is to reinforce the airworthy Swedish vintage glider fleet which already includes an Anfanger Primary, an SG.38 and a T.2Ib.

American News

From 'BUNGEE CORD' Vol XIX No.I Spring 1993.

THE 1992 RESCO DUST DEVIL DASH or a VINTAGE GLIDER BEATS A NIMBUS 3. by Doug Fronius.

The 8th annual 'Dust Devil Dash' was held September 12th,1992 at the Mountain Valley Airport in Tehachapi, California. The 'DASH' is a one day free distance contest using the CH handicap system, sponsored by the Region 12 Soaring Council (RESCO). Jeff Byard and I flew Jeff's TG-2 in the 1991 event, and had a great time. See 'Soaring' June 1992).

This year vintage gliders were well represented, with Jeff Byard and Josh Knerr in Jeff's TG-2, Wayne Spani in his Bowlus 'Baby' and me in my LK-10A (TG-4). The rest of the entries ranged from a BG-12 to a Nimbus 3D, with most entries being modern glass. In addition a 'mystery' pilot with his SGS 1-26B showed up late, missed the weather briefing, didn't know how bad it was predicted, launched first, and disapeared in sink heading for the desert floor ... more about this later.

The weather briefing by Dan Gudgel indicated no mountain lift and weak lift on the desert floor, with SW winds. The 17 entries (other than the I-26) generally waited to see what would happen, tried to figure how far they could go on a dead glide. and where to land. Slowly a few bored pilots dove over the hills into the desert. By 2.00 most were either airborne or in line for a tow. Those who chose to go NE towards California City generally got to California City, about 24 miles. Most of the field headed South towards Rosamond and then East, to bypass the Edwards Air Force Base.

After a good start off the Tehachapis, the Baby and the TGs headed towards Rosamond, finding only zero sink en route. Wayne made Rosamond first, where he was joined overhead by a 1942 Ryan PT-22 whose pilot could not believe what he was seeing! After finding no lift, Wayne decided to land at Rosamond with its inviting runway, phone and tie downs. It seems Wayne was cross country in the Mojave Desert with no crew, no tie downs, no maps, an open cockpit, in a 53 year old glider, and he HAD to be home early that night!

Well, it wasn't quite that bad, as Wayne was being chased by both Jeff's crew (Mark and Jason Mercer) and my crew

The Results of the 1992 'DUST DEVIL DASH'.

Pilot	Ship	Hdcp	Dist (miles)	Hdcp Dist (miles)	Landing Place.
V. Hutchinson	1-26B	1.52	183.6	279.1	NE of essex CA.
T. Serkowski	ASW 20	.94	260.5	242.2	Ora Acres AZ.
J. Gera	Jantar 2b	.85	236.4	200.9	Blythe Arpt CA.
G and L. Leffler	Nimbus 3D	.81	236.4	191.5	Blythe Arpt CA.
Joker (Joe King) and Eiler	Janus C	.93	156.5	145.5	29 Palms Arpt.
L. Coon	Ventus A	.94	97.0	91.2	Lucern Valley.
D. Fronius	TG-4	1.52	54.9	83.4	W.of El Mirage
M. Mahan	Jantar 2	1.00	79.4	79.4	Apple Valley Arp
Jeff Byard and Josh Knerr	TG-2	1.57	31.2	49	Ave E & 50th E.
P. Kumpis	ASW 20	.93	49.5	46.0	Nichol Farms CA.
W. Spani	Baby Bowlus	1.97	20.2	39.6	Rosamond CA.
R. Morgan	LS-4	.97	33.2	32.2	W. Koehn Dry L.
J. Powers	BG 12-16	1.26	23.8	30.0	Cal.City, CA,
R. Hildebrand	ASW 20A	.94	29.1	27.4	S.of Rosamond.
R. Williams	Caproni A	21.90	23.8	21.4	Cal.City CA.
T. Edwards	Std.Libelle	1.03	.4	.4	E.E Rnwy Fatsy H.
L. Tyndall	Jantar 2A	.85		Unreported.	

(Dan and Nicholas Benson). Once they picked up Wayne and tied down the 'Baby', our crews continued after the TGs.

The TG-2 and TG-4 were right together over Rosamond when Jeff and Josh pressed ahead while I watched from some zero sink at about 3,500 AGL. Rounding the corner of the Rosamond Dry Lake, the TG-2 was down to 1,000 AGL. Jeff struggled for another 20 minutes and 5 miles but had to land on a dirt road near Av E and 50th E in Lancaster. For those of you that don't know Lancaster, that's in the middle of nothing. However, No problem... Jeff pulled out his cellular phone and called the gliderport to check in, while he and Josh relaxed and ate snacks under the TG-2's wing. Both of our crews started to look for Jeff and Josh, but were several miles off in their initial search. After two hours, the TG-2 was found and my crew continued on course.

I had managed to hang on, mostly drifting in zero sink at 800 to 2,000 AGL. El Mirage dry Lake appeared ahead, and upon reaching it I stopped circling (and concentrating) to take a picture... oops.. and was on the ground in minutes. OH, well. two hours later, Dan and Nicholas caught up and we made it off the dry lake just at dark.

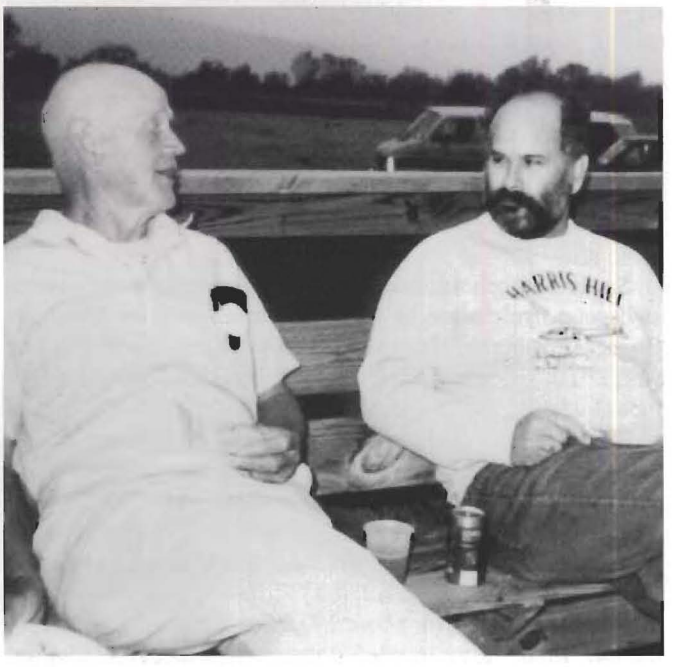
Now for the real story... remember the I-26 that left first? It was piloted by Vernon Hutchinson. He flew 184 miles to Essex CA, beating all but three pilots without a handicap and winning the 'DASH' with a handicapped distance of 279.1 miles! I'm not sure how he did it, but I think I'll miss the weather briefing next year! Out of a field of 17 gliders, vintage ships placed 1st, 7th,9th and 11th. Not bad, and watch out, we'll be back next year! Let's make the 'DUST DEVIL DASH' the vintage cross country event of the year!

I RESCUED THE 'ORLIK' by CLARENCE SEE as Told to and Edited by Raul Blacksten. by kind permission of 'Bungee Cord' Vol XIX No.1, Spring 1993.

This is the story of the rescue of an Antoni Kocjan designed Orlik which is the only pre-war designed Polish sailplane that is still flying today.(CW)

In July 1991, my partner Steve Lowry, and I ventured to the hallowed hill of Harris on pilgrimage to the mighty 'Albatross', but that's another story.

While on the hill, we were privileged to fly off it in a couple of 2.33s, and I had the opportunity to fly with Clarence See. After the flight, I told him that his name was familiar but that I could not place it. He said, "Oh I'm the guy who rescued the 'Orlik' after the war", and proceeded (upon my urging) to tell me about it. What follows is his story in his own words:

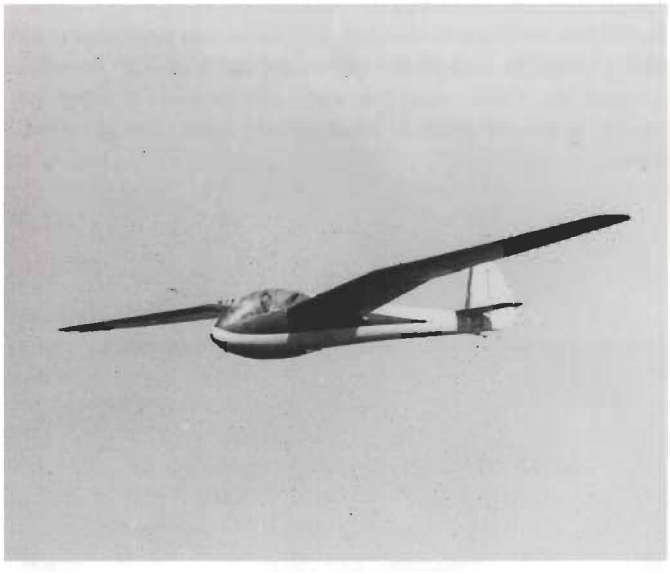


Clarence See and Raul Blacksten at Harris Hill, July 1991 (Photo Lida Jensen)

"Well, I first saw the 'Orlik' hanging in the Polish Pavilion at the (1939) New York World's Fair, and admired it a great deal. In 1940, I came to Harris Hill as an 8 year old teenager, and the 'Orlik' was here since it had been orphaned by the war. Johnny Novak flew it a couple of times at the contest but didn't really compete with it. I vowed that some day, I was going to own it.

During the war, work took me to Wright Field quite frequently. In talking with one of the officers, I learned that across the road, there were several sailplanes stored. So he got me a pass to get in to see them.

Sure enough, there was the 'Orlik', a Kranich (Peter Riedel's?), and a 'Minimoa'. The 'Kranich' had deteriorated to the point that it was beyond salvage. The 'Orlik' was covered, but the canvas had deteriorated somewhat. Whenever I went there I'd go see the 'Orlik' and cover the wingtips 'cause no one was paying attention to 'em. I'd proceed to scrounge all the cord and rope for nothing that I could, and all this time, I was wondering how in the world I could get my hands on this when the war is over and it's sold. They had a WTS (War Training Service) program at Syracuse (New York) with about 75 light aircraft and 'course all these came up on surplus immediately as the war started to wind down. I got fairly well acquainted with the WTS man who was in charge of selling the aircraft. I mentioned the 'Orlik' being out in Dayton and if he knew anyone who was out that way that was selling it, I would like to make contact with him when it was being sold.



So, lo and behold, one Friday afternoon, he came over to say 'good-bye' 'cause he was being transferred to Allegheny County, Pittsburgh. He said, "describe that sailplane that you want to buy, because I understand that there's some sailplanes there that are going to be sold." So I described it to him. Off he went and I never figured I was going to hear from him.

Lo and behold, Monday afternoon at 2.30, he called and he says, "You bought the trailer with contents for $275 " and he says "I'm sure that the contents is the 'Orlik'. Get down here tomorrow morning and get it!" So that's the way I ended up with the 'Orlik'.

I flew the 'Orlik' for about 150 hours I guess. After, I used the following winter to rebuild the outer 5 feet of the wings, which were completely deteriorated except the spars. The ribs and skins were apparently put on with Rescorcinal, like the K-6's are built with, but it didn't take the weather at all. The leading edge skins were gone. They had just deteriorated, fell off, and blew away.

I opened the wings up in 2 or 3 spots. In other words, I took all the fabric off it so I could inspect the spars from the aft side. The spars were built up with Aerolite glue, which at that time was practically unknown in this country. I knew it was tremendous glue but whenever I saw apparently a little water damage, I took the skin off the leading edge and inspected it. Fortunately, and I can't understand it either, the leading edge showed no sign of any water ever getting in.

The areas where water got at the spar, I could only get a ten thousandths feeler in, or maybe, at the most an eighth of an inch. That was the first time I ever used a hypodermic needle method of puttin' everything back together again.

The whole front end of the fuselage originally was covered with less than a millimetre plywood. it was like that 1/32 plywood and I knocked the skid out from under the front end of it the first summer I flew it. Of course, when I took the skid out, this plywood had aged enough and was so thin that it disintegrated right off the keel. So, I proceeded to cover the pounds to the empty weight of the sailplane. Paul MacCready did exactly the same thing, knocked the skid out, and didn't do a bit of damage.

The skid was 'shocked' with nothing but an inner tube that they'd cut in two, cemented both ends, and then left the stem out through the canvas cover. You just inflate the inner tube and it was a nice shock absorber on landing. 'Course it had no wheels. you were using the skid to land on, but it wasn't designed to take any side loads to speak of. When you got that thin plywood on the ground, if it was going sideways a little bit, it just proceeded to eat it right off. The only thing I didn't change and I should have.

I had probably flown it for about 20 hours and was comin' in to land one day. Just off the ground, I pulled the spoilers out and suddenly got one heck of a rolling motion. One of the cables out to one spoiler had gotten water in the tube and rusted the cable in two. Of course, only one spoiler popped open. Fortunately, no problem. But everything else, all the cables and everything in it were original when I started flying it. They were in good shape.

When Clarence first got the 'Orlik', the wing taper pins were missing and he tried to figure out how to make them.Then one night, I was thinking about it, gee, it would have to be absolutely perfect. Of course, it was before plastics were takin' over, so I got a bright idea. I waxed the cavities good, filled 'em with plaster of Paris with the idea that plaster of Paris is gonna shrink, but it is gonna shrink uniformly. So, when I pulled the plug, I laid it out, mic'd it, and got the taper for makin' up the pins. I got a couple of pieces of 4130 from the Schweizers, and Ernie gave me what he thought the heat treat should be on it.

I guess those pins would have held the wings on a DC-3 when I got through because they're huge. As I recall, I made 'em out'a inch and a quarter bar stock. I didn't take much off the big end when I was turnin' 'em and I had 'em tapped to pull 'em. I have the feeling that the original pins probably had a three quarter inch hole in 'em to lighten 'em up.

I can't recall what the taper was, but it was a fairly flat taper. So, in reality, as I think back at it, you can slam 'em in with your hand, one turn would be plenty. I did learn early not to grease 'em, to put 'em in dry. I wondered if I was ever going to get the wings off every time I put 'em in with grease. Sounded like a 30-06 rifle going off when they finally broke

loose, they were so tight.

I had the retaining bolts. The retaining bolts retained the wings on to the trailer. They were metric but as I recall, they were approximately five-sixteenths.

It was a nice flying sailplane, but like all sailplanes I knew at that time, it didn't have any near enough fin and rudder. If knew anywhere near as much about aerodynamics, as I do now, I would have changed the differential in the ailerons. Dick Johnson did that on a TG-2 and you would'a swore he doubled the fin and rudder. I'm sure it would have improved the flying qualities of the 'Orlik' considerably. If you wanted to roll into a turn fast, you couldn't do it and keep the yaw string centered because you just plain ran out of rudder.

We know today that that's adverse yaw. If the aileron ratio is proper, you don't hardly need any rudder. But it was typical of all sailplanes. You had to lead the rudder goin' into a turn in the 'Minimoa'.

The 'Zanonia' was a little better than the 'Orlik' in the differential of the ailerons. 'Course Johnnie (Robinson) had the spoilers hooked up like toe brakes, on the rudder pedals. He didn't even use the ailerons to go in to a turn. He just popped the spoiler open on one side, hit the rudder, and he was goin' around.

I considered putting spoilers on the 'Orlik' that way. What it did for ya is it corrected for adverse yaw because when you dump the lift on the wing, you also put drag on that side and got ya around the turn. Did everything in the right sequence.

They (the 'Orlik' and the 'Zanonia') climbed almost like they were out of the same mould, but at about 60, the 'Zanonia' fell away. I flew a lot of sailplanes before I flew another sailplane that had the high speed performance that the 'Orlik' had. Talking about 60-70 miles per hour."

I asked him about what colour it was painted when he first saw it?

"It was painted 'Polish Grey'. The whole ship was painted Polish Grey. Somewhere along the line when the Army got a hold of it, they sprayed it 'Windsor Yellow'. The fuselage was a faded-out blue when I got it. They'd sprayed it the same as all the training aircraft, but it had Polish Grey under it. I stripped every bit of paint off and painted it red and white. Solid white with red trim. I don't think it's ever been changed. I originally covered it with what they called 'light plane' cotton. If it was out doors, it was only good for a couple of years. If it was stored, heck, no one ever thought of an airplane being around for more than five years without being recovered. Paul MacCready blew some panels out of the wings flying in the wave with it. I think Paul told me himself that the wing flexed enough that it popped the fabric. I wouldn't be surprised if it probably has dacron on it now."

(Eventually, Clarence sold the 'Orlik' to Paul MacCready and made a tidy profit on the $275 dollar trailer.)

"I didn't really want to sell it. Doc (Paul MacCready's father) offered me so much money I couldn't refuse it. I think it was the highest price a sailplane ever changed hands for at that time. Up to his death, I think Doc thanked me every time I ever saw him after that for sellin' him the 'Orlik'."

I am sure that the MacCreadys got their moneys worth out of the 'Orlik'. Paul won the 1948 and 49 Nationals and set up a world altitude record with it. In all, the 'Orlik' has been flown in five Nationals. Clarence flew it in a couple before Paul MacCready, and Lyle Maxey flew it in 1961.

Clarence See is currently retired but still hopping rides part time at Harris Hill. When I was on the Hill, Clarence was also in the process of building a house for his son, from scratch. That is, he and his son logged the property, milled the logs, and are building the house themselves from that lumber.

Just in case you, dear reader, are unfamiliar with the 'Orlik', a bit of background.

A sailplane design competition was held to determine the one class design which was to be used for the 1940 Helsinki Olympic soaring demonstration. Entries came from all over, but when the fly-off was held in Italy, in (February) 1939, not all showed up. Among those which did show up was the beautiful and graceful Polish entry, the 'Orlik'.

It probably surprises no one that the winner was not the 'Orlik'. The likelihood is that because of politics, the glider selected was the German 'Meise' (titmouse), although it was neither as attractive, nor as streamlined as many other entries. The 'Meise' became known as the 'Olympia', while the others have faded from memory.

Is it possible that Hitler decided to invade Poland because he was jealous of the graceful 'Orlik'? I like to think so. Surely Antoni Kocjan was not sent to the firing squad just because he was a resistance leader. Just imagine, a whole war fought over a sailplane!

Anyway, what the Nazi invasion of Poland did was to strand the sole 'Orlik' in this country at the World's Fair, where Clarence and so many others first saw it. I do not know, but the glider in this story may be the only 'Orlik' left in the world. I do know that it is still flown over the Arizona desert by its current owner, John Serafim.

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The stranded Orlik, photo circa 1939.

Yugoslavian News

Ann Welch has kindly put C. Wills in touch with Col. Walter Kutschera, who was asked to find out what drawings there were of old gliders in Yugoslavia. The following reply has been Faxed through:

Dear Mr Wills, It was a great pleasure for me to receive such a nice letter from you. Please send greetings to Ann Welch. I visited my friends in the Air Museum two days ago to collect information about plans (drawings) of old gliders.

The situation is as follows:

1. There are NO plans for the German glider REIHER because we have never had this type of glider in Yugoslavia.
2. The complete set of drawings (unicat) for the Polish sailplane ORLIK is available from the library. There are about 75 plans of different format (from AO to A4).
3. There are also plans for the following old gliders in the library:

From Poland: Komar, Komar bis, Salamandra and Wrona-bis.
From Germany: SG 38, Weihe, Olympia and Kranich 2 (not complete).
From Yugoslavia: Orao, Kosava, Jastreb and 10 other types.

Please send answers to the following:

1. Which of the types previously mentioned are you interested in?
2. Which type of media would you like these plans in (Microfilm or plans printed on paper?)

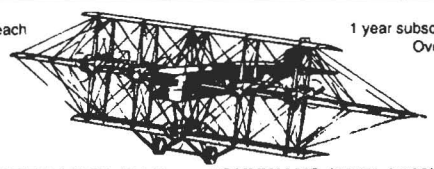
With respect Walter Kutschera. Executive Engineering Group

Chris Wills was slightly overwhelmed with this response as he had no idea that these plans were in existence. He did know that Polish Orliks were built under licence in Yugoslavia and that some took part in their national contests shortly after the war. He also knew that some Komars flew there.

That plans of these Polish sailplanes should exist in the Yugoslav Air Museum's Library on Belgrade Airport, and not (except for the post war Komar) in Poland, means that a most important part of the World's gliding history, hitherto thought to be lost for ever, can be recreated. We warmly thanks Ann Welch for the contact, and also Walter Kutschera for doing this for us. The date of the Fax from Belgrade was 17th May 1993.

So perhaps it is not inconceivable that one day we shall see Polish Orliks once again winging their way across the skies of Europe.

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Modelling Vintage Gliders by John Watkins. (VGC member No A495)

The formation of the Vintage Glider Club helped germinate the idea of building radio controlled model replicas of some of the beautifully built and restored full size subjects.

Models of vintage gliders have a charm of their own, being a true representation of their full size counterparts in every way possible.

The eventual release of Martin Simon's book, "Vintage Sailplanes and Gliders 1908-1945" triggered an explosion of enthusiasm and many new model creations were to be seen on the flying fields.



The VGC rallies are a great attraction and source of inspiration where many reels of film are expended, documenting interesting new subjects. Some modellers prefer to design and build models of rare gliders once seen gracing the hills in pre-war days, being a very practical and cost effective way of recreating the atmosphere and sense of achievement of those times.

The glider's original character can be created by careful selection of materials, mainly spruce and good quality plywood. The material used in many cases for cladding the fuselage and covering the wing leading edges is 0.4m/m ply which provides a very workable and realistic surface. Lightweight nylon or one of the modern lightweight heat shrink fabrics is generally used for covering the open framework.

1/4 scale is probably the most popular model size, being of manageable proportions and very realistic in flight, provided the wing loading is kept around the 10-18 ounce per square foot region, light by full size practice.

My personal collection amounts to the following types; Minimoa, Avia 40P, Kirby Kite 1, Crested Wren, Jaskolka, Harbinger Mk2 and ASK 13. All are to ¼ scale except the Minimoa which is to ⅕ approx.

One of the classic events for model vintage gliders is the one held at White Sheet Downs in Wiltshire, organised by White Sheet Radio Club. This attracts between 30 to 40 beautifully constructed pre 1956 gliders, many being of pre-war origin such as the Weihe, Nemere, Minimoa, Kirby Kite, Grunau Babies etc. Each year sees a new rash of 'scratch' built sailplanes, i.e. own design and built. Most of these machines are capable of aerobatics far beyond the limits imposed on their full size counterparts and are called upon to display precision manoeuvres in front of judges who mark accordingly.

Having tasted the joys of full size gliding, there is also another thrill of seeing ones own creation soaring gracefully in a summer sky.

Most models are capable of being winch launched and aero-towed from from flat terrain and with thermal assistance, durations can often exceed the hour mark. Aerotowing is particularly appealing as it calls for keen discipline from both tug and glider pilots giving them both a chance to display their skills and achieve some fine flying. However, most popular of all is slope soaring, but it is so dependant on wind direction and strength. 10 to 25mph is ideal, much above this and flying becomes a struggle. There's something to be said for models that don't depend on ¼ scale winds!

I hope this introduction to the modelling side of Vintage Gliding has been informative and on behalf of other enthusiasts may we express our thanks to the active members of the Vintage Gliding movement for their friendliness and forbearing.

LETTERS

Dear Sir/ Madam
Eon Olympia 419 Works No.EON/4/002 (Albert Works Newbury Bucks)
Information is required but first a little history.

This aircraft was probably known to many in england as it was originally issued with C of A No. 6290 on the 22. 05. 58. with identification markings, G-APLD, and it was flown and later owned by the late (Col.) John Evans, who brought it to South Africa to be stationed at the Eastern Province Gliding Club at Uitenhage, just outside of Port Elizabeth on the South eastern Seaboard. Of course, she also saw a great deal of service flying under the banner of Southern Command Gliding Club at Netheravon.

The last entry in the Log Book is dated 23/11/86 and shows a total of 1145 launches, with 1568 hours and 18 minutes of flying time. A severe gust (probably a whirlwind) caused severe damage to the unattended glider, breaking off the fuselage ahead of the wing root and breaking the Main Spar of the Port wing as well as crushing and wrenching the joiners. Ever since, the 419 has been confined to her original trailer and relegated to the back of the oldest hanger at E.P.S.C. to lie in waiting in the dark and extremely hot, dry cocoon. The co-owners, Barrie Taylor and the late R.Lovatt never forgot her.

Last year, Barrie offered his beloved 419 to me to restore, and so far I have only looked inside the trailer with a torch! A full assessment of the damage will only be possible when the glider is stripped in broad daylight, and everything is minutely inspected and documented. Lots of time and space will be needed.

Since the nose section was totally destroyed and critical hardware is completely mis-shapen, I would appeal to any lover of this grand old lady to assist me in obtaining as much detail as possible so that work can begin. Any assistance would be greatly appreciated as I live an awful distance away from your fair land and the beginnings of the Primrose and White beauty.

Kind Regards, Francis Girdlestone, 10 Michaelangelo Ave. Pari Park, 6070 Port Elizabeth, South Africa. (member of EPSC Soaring Society of South Africa).

CW. Francis Girdlestone has been written to with the address of CAIR AIR at the VGC Centre at Lasham, where all the Elliott (and thus Olympia 419) drawings should now be.

A letter dated end April has been received from Johannes Haase, Maschweg 39,4515 Bad Essen, Germany.

As a glider pilot and member of the German Aero Club, I am doing research on old gliders. The Group I belong to, is particularly interested in German gliders constructed during the first half of this century. Momentarily we are collecting information about the DFS Reiher (the first prototype of which was flown by Hanna Reitsch in the 1937 International Contest on the Wasserkuppe.and won the 1938 Rhon Contest flown by Wolfgang Spaete. The Reiher was designed by Hans Jacobs and seven more were built during 38/39. Although two of them were in French and British hands in 1945 and were destroyed, no trace of the others has ever been found. CW) Getting blue prints, documentation, or new hints about other sources where information can be found would enable us to rediscover a very special part of aviation history. In a second step, and perhaps with your help, we are going to reproduce the REIHER! I will greatly appreciate your assistance. Yours faithfully, Johannes Haase.
They have founded an organization called GzBzR.i.e. GbR Haase und Krahn, Gesellschaft zum Bau des Reihers. (Company to build a Reiher).

The VGC has already sent them all the information it has which includes the large 1/10th scale plan view of the Reiher 3's wing with almost all dimensions, but copies of photographs have not yet been sent. Fresh sources of information have been indicated in Germany. These include the OSC Wasserkuppe and Hans Jacobs, its designer. The VGC would appreciate if all other possible help could be given to them, to aid them realize their magnificent project.

As this group evidently does not have contact with the OSC Wasserkuppe, perhaps we are going to have two Reihers

Letter received from: Christoph Merteus, Lindenstrasse 27, D-3150 Peine. Germany. (D-31224 Peine from July). Tel: 05171/17219.

Dear Christopher! Cassius from Aachen told me about your Club, when we met at the Glassflugeltreffen during September last year.. As I have bought a partly broken Kranich 3, Werk nr.58, D-9176 from the Gliding Club at Aukrug in Schleswig Holstein, North of Hamburg, I would be interested to become a member of your Club. Cassius told me that you could perhaps arrange for me to have contacts with other Kranich 3 owners, or people who know about this sailplane. The Left wing is broken. the rest is in fairly good condition. Its fuselage was overhauled in 1989. the airframe is Zn – covered. it flew until August 1992. At the moment I don't even know where I could obtain plans for this machine. Focke Wulf is part of Deutsche Aerospace but nobody seems prepared to help me there. Perhaps you know of someone who could help me? Yours, Christoph Merteus. Cassius sends you his greetings!

If Christoph reads this, we suggest that he should try the German Gliding Museum on the Wasserkuppe. i.e..Theo Rack.

From Frank Irving, 3 Charmouth Court, Kings Road, Richmond, Surrey TWI0 6EW.

Dear Chris, you may recall that following publication of the VGC technical Article about the king Kite with VGC news No. 77, I wrote to you a letter about NACA series wing sections and related matters.

I was therefore surprised to find on page 25 of the Autumn VGC News a paragraph starting "The following letter has been received from Frank Irving dated Chris Wills writes:"

Apart from the fact that this does not make sense, it was not followed by my letter but by some observations by Fred Slingsby.

I would be obliged if you would set the matter straight by making it quite clear in VGC News that my letter was omitted and the remarks printed after the sentence quoted above had nothing to do with me. It would be nice if you would print my letter, but it is not essential as it was on much the same lines as John Gibson's.

Whilst on the subject of errors in the Autumn VGC News, the caption to the cover photograph of an Olympia is incorrect. the pilot was Walter Morison (note the spelling) not Harrison.

Work on the KITE 2B, BGA 663, progresses and it will doubtless fly later this year. The impression given in Peter Warren's excellent article is that I am the prime mover in this project. In fact it is now owned by a syndicate consisting of Ralph Hooper, Bill Tonkyn and myself. The prime mover in "re-purchasing" it from Pat george and partners was Ralph Hooper, who was mainly responsible for the extensive air brake mods in I951. I will write a piece for VGC News when we get it flying.

Yours Sincerely, Frank Irving.

HORTEN 4A LA-AC

Two letters concerning its history have been gratefully received from Phil Butler and Paul Williams. It is hoped that they might be of interest to our readers.

From Phil Butler, dated 17 Jan. 1993. 26 Houghwood Grange, Ashton in Makerfield, Wigan, Lancs WN4 9LT.

Dear Chris, Neill Rush phoned me a few days ago and said that you would like to have any details we can put together on the Horten 4a which was at Farnborough. I think its history is quite well known since it is referred to in the Horten/Selinger book 'Nurfluegel'. it was first flown on 28th April I943 at Goettingen as D-I0-1451, later becoming LA-AC. At the end of the war, Robert Kronfeld met the Horten brothers and persuaded them to let him borrow the sailplane. It was taken to Farnborough aboard an RAF aircraft and was flown from there, mostly by Kronfeld. It made its first recorded flight at Farnborough on 11th October 1945. From 29th October until the 9th of November, it was part of a 'static display' at the 'German Aircraft Exhibition'. It then returned to a Flight Test Programme, part of the general trials of tailless aircraft then taking place at Farnborough (which also involved the Slingsby-Baynes Bat, the General Aircraft GAL 56U, '56V and GAL 61 Gliders, the Messerschmitt Me I63B (flown as a glider), and later, the Armstrong Whitworth AW 52G etc. It was flown intermittently at Farnborough until about mid 1947 as part of this work. From April I946, it had the RAF serial number VP 543. It was sold to Robert Kronfeld on 8th December 1947, although it was still at Farnborough, awaiting hand-over to him, when he was killed in an accident on 12th February 1948, flying the GAL 56 'Medium V' Prototype, near Lasham. The Horten left Farnborough by road on 17. February and was handed over to Kronfeld's executors at Lasham. (Lasham was an outpost of general Aircraft Ltd. of Feltham at the time, from which they flew the GAL tailless gliders). The executors were H.E.Bolton of Hawkridge Aircraft and F.F. Crocombe, Chief Designer of GAL.

After overhaul by Hawkridge, the Horten received the BGA CofA No.647 on sale to Captain Hollis E. Button of the USAF. It received its CofA after a test flight (by Flt Lt. Robert (Jock) Forbes. CW) on 2nd May 1950, and was then registered in the USA as N79289.

After being damaged during its first flight in the USA, the sailplane was repaired by Rudolf Opitz, the well known Me I63 pilot, and its first US Airworthiness Certificate was issued on 15th May 1952. In return for his work on the Horten, Opitz was allowed to fly it and entered it in the Mid West Gliding Championships at Toledo, Ohio, in July 1952. In August 1952, he flew it again in the US National Gliding Championships at Grand Prairie, Texas, and won the contest. In the following month, the Horten was sold to the Mississippi State University, where it was used for aerodynamic research by Dr August Raspet. The first set of trials (completed by May 1953) showed that it's measured performance was less than calculated and it was decided that the University would rebuild the sailplane, which had by then flown 180 hours. The rebuild took several years, after which test flights were made by Rudi Opitz and Dezso Gyorgyfalvy. Its CofA was renewed on 26. october 1959. The test results were included at the OSTIV Conference held at Cologne Bonn in 1960, although the tests were largely financed by the US Army and the US Navy. Tests ceased after the death of Dr. Raspet and the Horten was sold in October 1964 to John Caler of North Hollywood, CA. by which time it had accumulated 708.5 flying hours. It was never flown by Caler and he sold it in May 1967 to Professor John L. Groom of Redlands, CA. John Groom died on 19th of November 1969 and the Horten was sold to Ed. Maloney by his estate. It is now in Ed. Maloney's 'Planes of Fame Museum' at Chino, California.

That's all I know about W.Nr. 25 LA-AC. I have nothing on LA-AD W.Nr. 26 apart apart from its first flight date, 20th June I943 at Goettingen, and initial registration D-I0-1452. There is an article(I think in S&G about 1950, reprinted from 'Soaring') about a Horten flown at an RAF Club at Scharfoldendorf, which is believed to be this aircraft. 'LA-AD' is now with the Deutsches Museum outpost at Oberschleissheim on the north side of Munich. (Flugwerft Schleissheim, Effnerstrasse 18, W-8042 Oberschleissheim). All the best Phil.

Chris wills' only comment is that there is no date of when LA-AC was broken at Farnborough which necessitated a considerable repair to its wing tips. Also, during the Grand Prairie Contest of 1952, Rudi Opitz came 7th although he flew the Horten on two flights of over 300 miles and one of 220 miles. It is believed that he got lost on the last day.

From Paul Williams, 2 Eborall Close, Woodloes Park, Warwick, CV 34 5QA. 9.4.83. extract; 'CIOS' – Combined Intelligence Objectives Sub Committee (they appear to work for G2 Division SHAEF). The Hortens were target number 25/157. The 'team'; Lt Cdr Biot, Lt Jayne, Capt. R.S.Goodall, Flt.Lt J.R.Evans, Flt. Lt D.C.Appleyard. This team made the first contact with the Horten organisation in Bonn in March 1945. (The war did not end until 7 May CW.) The Horten brothers were interrogated in England in May 1945 and in the first two weeks of June, they returned to Germany with K.G. Wilkinson who led a party from the RAE Farnborough to tour the Horten factories and design centres – specifically in an attempt to find, and preserve (for tests), some of the more useful aircraft (this is a 1945 quote from Wilkinson) who continues, the trip was disappointing in that all of the powered aircraft, except the half completed Horten VIII, were found to be destroyed. Only one aircraft, the Horten 4, was discovered in the British Sector in a condition suitable for transport to



LA-AC displayed at the German Aircraft Exhibition at Farnborough during Sept/Oct 1945.

England for test flying and was brought back. Other (Horten) gliders were found in the American and French Sectors.

Final interrogation was carried out by a team sponsored by the 'Tailless Advisory Committee' in September 1945 in Germany. This team was Professor Hill, Sqd. Ldr. Kronfeld (AFEE), Prower (General Aircraft), Watson (Armstrong Whitworth), Lee (Handley Page) and Wilkinson (RAE). The Horten 4a was found at Goettingen. It was W.Nr. 25 LA-AC. It was quoted as having flown 500 hours which suggests that its Log Book was there complete.

Eric Brown stated that the Horten 4 was never winched, only aerotowed at the RAE and was of low priority interest among the high performance types at there. Interest only increased as the RAE began to be interested in prone piloting. Note that Capt. Eric Brown's first flight was on 13th May 1947, looking first at stability and control, not soaring, and later considering the practicality of prone pilots. Brown states that it arrived at the RAE in August 1945 in an Arado Ar 232 (my guess is July in a Dakota). Flt Lt. Tommy Grant also flew the Horten 4 as did briefly, several others unofficially, but rarely before 1947. There is no idea or hint that Kronfeld flew it.

From F.Crocombe – 7 Heathside, Hanger Hill, Weybridge, Surrey KT13 9YQ (Address as in 1981!).

Crocombe designed the GAL 56 and it was he that hired Kronfeld as an extra test pilot for the flights at Lasham. (had he flown the HP Manx Chris?). The fatal accident (in the GAL 56 CW.) was caused by an unintentional 'bunt' after a stall. Surprisingly, Crocombe didn't know that Kronfeld had got the Horten 4 (or how), until after his death. Another executor of his will K. Polack, 88-90 Chancery Lane, London WC 2 asked him to dispose of it as an asset for the estate. I get the impression that it was Crocombe who arranged for Hawkridge to repair it (with data of rigging from the RAE). After its repair, no one was prepared to fly it and Flt Lt. Forbes was paid in the order of £250 to test fly it at Cranfield. As you know only two flights were made.

At this point Crocombe met an RAF Officer who undertook to arouse interest among American Gliding Circles... again for a fee of about £100... and it was he who contacted Hollis Button. A price was agreed and the aircraft was shipped to the USA where Button collected it and arranged onward shipment. Crocombe vaguely thinks he paid £5000...

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and thus, even after shipment, Kronfeld's estate benefited quite a bit. Sorry, I can't locate any further information of any use on Kronfeld.

This letter is continued in our Letter Section.

We hope to report further on the Horten 4a LA-AC in our next VGC News... concerning its rigging and its two test flights at Cranfield.

Paul Williams' letter of the 9.4. 93 continued.

As regards the HE 162 mentioned in the last VGC News ... two two seat powered trainers were under construction at Vienna, designated HE 162 M16 and M17, wk.Nrs. 220019 and 20. but it is believed that neither was ever flown. the second cockpit was situated aft of the standard cockpit canopy and extended back as far as the engine intake.. but without altering the external shape of the fuselage. A hatch was provided so that the instructor could escape via the underside of the fuselage otherwise it was a standard airframe from which the forward fuel tank was removed.

The unpowered HE 162 two seat trainer was reputedly called the the HE 162 S, as you can see from the poor photo (I believe that this is the only photo), it seems to be a stripped down HE 162 with a simplified fixed undercarriage – larger squarer fin/rudders and a new canopy. It seems possible that it had a wooden fuselage – but that is just my opinion. Note that the wing does not have the downward turned wing tips of the production jet.

Models: I have ordered you a 1/72nd scale Ho 4a from germany via my contact – but whether this will appear is another matter. Although not gliders, I think that the following should be added to the VGC News: The Company @DRAGON@ has issued two models of the Horten 9/Ho 229 jet fighter.These are produced in 1/48th scale. The first is the Ho 229 A-1 single seat jet fighter. It's a very fine kit and will produce a convincing replica. Do, however, do a 'dry' assembly as some trimming of parts is required for a neat fit. Despite the title on the box top, the model actually depicts the Ho 229 V-3 (currently stored in the storage facility of the Smithsonian Institute in the USA). The production A-1 series would have had a slightly redesigned centre section. The second model represents the Ho 229B two seat trainer/night fighter prototype with an extended nose – the Ho 229V-6. The real aircraft was never actually built. Modellers should disregard the radar antenna as the radar prepared for this aircraft would have utilized a dish scanner carried internally. At around £24, these models are not cheap, but if you do want one, I can not believe that models of such obscure aircraft will remain in production for very long. The ITALAERI range of ½nd scale troop carrying gliders is again generally available. All are exquisite and very reasonably priced- The range includes: Airspeed Horsa ,Waco Hadrian, Gotha Go 242, and ME 321 (about a metre span!). The German Company HUMA still have their DFS 230 available and have recently released a Lippisch DM.1 Delta wing test glider. Finally Chris, do you have any photos or drawings of the 2 seat Minimoa. I have seen the ones in Peter selinger's book on schempp Hirth production, but are there others? Also, is there a larger three view? Looking at it carefully, I get the impression that the fuselage was deepened by raising the top of the fuselage even though this reduced the area of aerodynamic balance on the rudder!

I am still awaiting some more Horten 3 data... some from the Imperial War Museum, and some from the USA. Best wishes Paul.

Chris Wills adds that Paul for some time has been researching for us Horten 3s, but has discovered differences in almost every one of them built. His final thesis will contain, we hope, many three view drawings of variations of Horten 3s. We are looking forward to receiving this absolutely unique information, which could go into a tremendous technical article on the type.

Because of Paul's work, we have never published a three view drawing of the type, because, almost certainly, it would be proved wrong!

Further Models. From Dédale's Lettre d'Information No. 45. I. April May 1993. Page 11. Phil Gourgues has sent the address where one can obtain 1/72nd scale models of the following types at an interesting price. These are of: Minimoa, Habicht, Sperber Junior, Kranich, Viking and Horten 4. The address is: Mr Josef Bartonicek, PO Box 32, 436 01 LITVINOV, Czechoslovakia.

(Can it be our Scott Viking? CW)

ERRORS in VGC News No.78

We very much regret that these crept in and sincerely hope that these have not hurt anyone's feelings.

In the Belgian News Schaj should have read Sohaj. Fauchures should be Faucheurs (de Marguerites) Mauberge instead of Maubeuge and both Stephane Vander Veken and Firmin Henrard's names were spelt embarrassingly wrongly. We extend apologies to both of them.

Anthony Fokker transported his gliders on a Cadillac, not on a Chevrolet as mentioned below the photo on page 29. On Page 2, the sentence concerned 'the military still seem to own the former gliding school radar site on the the top of the Wasserkuppe, but we now have permission to enter it. We trust all explosive devices have been removed'. The sentence as was originally written concerning explosive devices buried along the former Iron Curtain 4 kms from the site. It was mentioned that should one have to outland, the fields are larger to the East of the former Iron Curtain, than they are on the Western side of it and we trust all explosive devices have been removed from that area. We apologise for the errors and hope that everyone found something interesting to read about in VGC News No.78 to make up for them.

In the next issue of VGC News
NOVEMBER 1993

- A full report on the WASSERKUPPE rendezvous and the 20th International Rally at ZBRASLAVICE.
- International news and your letters.
- MORE colour pictures.

Please send your contributions for the 'News' now!

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BOOKS

Bob Ogden, aviation historian and author, specialising in museums (his address is 13 Western Avenue, Woodley, Berkshire RG5 3BJ, England – Tel: 0734 693276) has for some years been producing books on the contents of aviation museums and collections throughout the world. This task is at times thankless when museums and collections in various countries are increasing, as so are the numbers of aircraft in them. In return for sending him our VGC News, we have been very lucky to receive his books in exchange. The last one 'AIRCRAFT MUSEUMS AND COLLECTIONS OF THE WORLD 3: BENELUX, GERMANY and the NORDIC COUNTRIES' was very gladly received.

From Vol. 3 we were able to learn that Germany now has no less than 66 Aviation Museums and collections but perhaps they don't all have room for old gliders (thank goodness!). The book is illustrated with black and white photographs and has lists of aircraft – including gliders – in the museums and collections. For those interested, it is a book well worth having. It should be noted that the last two pre-war built DFS Weihes in the world are in Finnish Museums and are not even on display but are available for inspection by serious researchers. At least one of them has been modified. From this book one has the impression that there has been tremendous restoration activity in the above countries and that the finished results are really perfect, as can be seen in the photographs.

Bob Ogden's Vol 4 is also published.

"Planeurs Avions" by Christian Castello (Gliders Aeroplanes) This is the story of the aeronautical career of the important French glider and aeroplane designer Robert Castello, from 1922 to 1967. He designed 24 types of glider of which 447 were built, and thus can be considered as one of the 'Fathers' of French gliding. He was born 7th June 1906 in the small village of Agres in the province of Alicante in Spain. In 1917 his parents decided to take their family to Toulouse in the south of France and later took out French nationality. He contributed to the design of the celebrated Dewoitine 520 which has been referred to as the "French Spitfire" as well as many other aeroplanes and gliders, some of which are are still being flown by members of the French Vintage Glider Movement. The book is illustrated with interesting photographs and good three view drawings. It contains statistics for the gliders and how many were built. It also mentions when they were built. The book gives so much information concerning his aeronautical career from Dewoitine to Sud Aviation via les Etablissements Fouga, that it is a must for all aviation historians. It is a great shame that it has been printed only in a limited edition by the L'Imprimerie Paragraphique at Toulouse from April 93. Its price is 290fr.

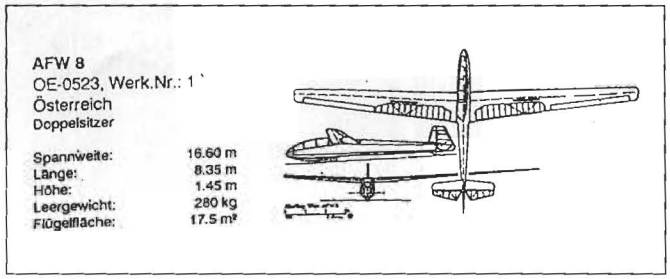
'Baby care above the clouds' – story behind the front cover picture.

Brothers, Wolfgang and Ferdinand Schaffler from Gundelfingen, Donau, employed at the Gundelfingen Power Station have a common hobby, they devote their free time to gliding. The sport was established for them in the cradle, their father was an enthusiastic glider pilot and flying instructor. Both 'Energy Systems Engineers' have learned their skills the hard way and both successfully passed the examination as foreman in the Bavarian Aerosport Unit. Some years ago they conceived the idea of of acquiring a new glider at a very early stage of construction and completing it themselves. After



many fruitless enquiries they were finally successful with the Schnieder Company in Egelsbach who supplied them with mouldings for an LS 4, approved the completion programme and carried out the test flying prior to acceptance of the machine by the authorities. For many hours now the finished glider has demonstrated its reliability and is the pride of its two owners, proving the worth of the hundreds of hours labour involved.

Not satisfied, the brothers sought another project and it was love at first sight when they adopted a 'Baby' in need of care and attention, a Grunau Baby 2, frequently seen in the air in the 50s but now an 'Oldtimer'. During the winter of 1991–92 the brothers decided to give the Baby a new look and with the motto "our Baby shall be even more beautiful" they set to work. They subjected the glider to a most thorough inspection. All the fabric covering and parts of the wooden skin had to be removed for close inspection of the structure inside. The renewal of the cables and pulleys was a very labour intensive process and all the fittings had to be checked very carefully. The plywood skins and covering were restored and to emphasise the special characteristics of the 'Oldtimer' it was decided to use a very expensive varnish to give the aircraft an almost transparent look. The original instrumentation proved to be fully functional and was retained. After an official inspection, Wolfgang and his brother were able to test fly and prove the airworthiness of the Baby. With this work of art completed, one wonders what the brothers will be restoring next. *(Translated from an article in the 'RWE Energie Verbund' – Ed).*



The AFW from Bob Ogdon's Vol 4. (see Oesterreichisches Segelflug Museum on page 5)

Classified ads

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MUCHA 100 HB-647. built in 1960. It is fully equipped and has a nearly new radio. It has a current C of A (letter written in October 1992). Complete with a closed trailer. Offers to: Richard Schneider, Oberstieg 30, CH- 8222 BERINGEN, Switzerland.

FOR SALE. T.31 in enclosed wooden trailer. The aircraft has no C of A at present. Offers to: Brian Bull, Atlanta house, Old London Road, Benson, Oxon. Tel: (0)491-835873.

Mu 13D-3. offers to Heinz Nierholz, Im Taele 7, 7823 Bondorf/Wellendingen, Germany.

ZEFIR 2 and MUCHA 100 are about to come up for sale in Poland. Interested persons should write to: Angela Sheard, UL. Kuznicza 12/14, 60-241 Poznan, Poland. Tel and Fax is: (01048)-61 327352. There prices have not yet been decided. Angela has been enquiring as to the likelihood of there being a Jaskolka fuselage available in Poland to assist those repairing a burnt Jaskolka in Wales. She thinks that there are no Jaskolkas left. Her letter was dated 28th April 1993.

For sale. Original unpacked Slingsby Tutor struts – offer invited. David Schofield, Schofield Aviation, The Hangar, Lotmead Farm, Lower Wanborough, Swindon, Wiltshire.

For Sale. Eon Primary SG 38, recent rebuild, recovered ceconite, opaque/yellow, instruments, Additional 'Wires' for aerotowing, Complete with purpose-built trailer. Offers or syndicate. 0442 873258.

For Sale. Slingsby Cadet, recent rebuild, sensible offers 0749 841084.

For Sale. Ka-7 with basic instruments and recent CofA. £6500 inc VAT. Contact John McKenzie, Derbyshire & Lancashire GC 0298 871270.

Martin Street from Capel-en-le-Frith, Derbyshire, is offering on 'long term loan' the Peek 100 which his father helped to rebuild. This is a side-by-side two seat machine in apparently good condition. The only proviso is that he and his father are able to fly in it on an occasional basis. Martin can be contacted on 0298 813543 or 0298 812456 (day).

For sale. Surplus to VGC requirements. Amstrad PPC 512 portable computer. 31/2 disc drive, output parts for printer etc. Mains cable. Offers in writing to The Secretary (by the end of September '93).

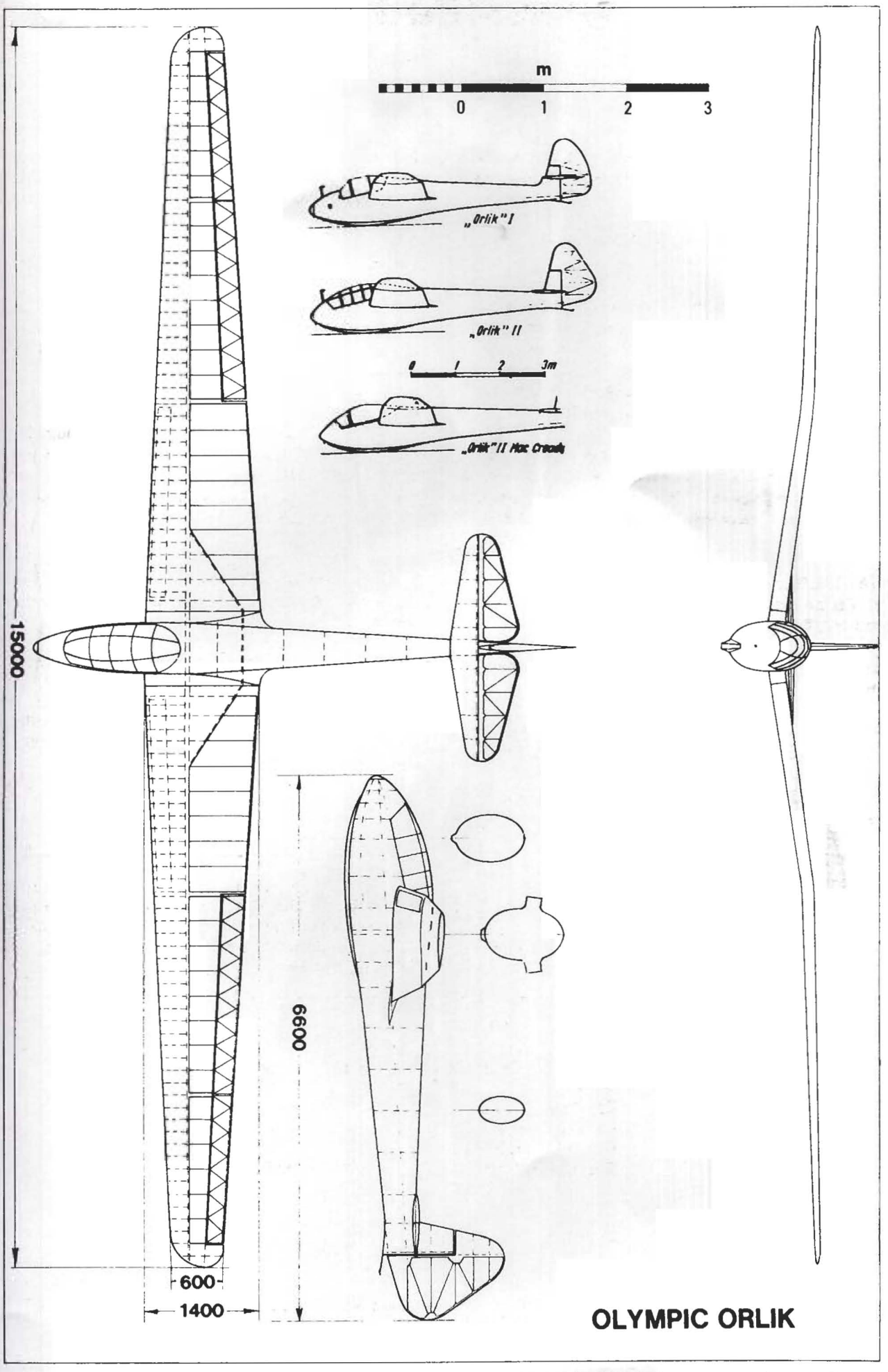
Late News! Fly at Chauvigny, France. The Chauvigny Aero Club welcomes visitors, particularly glider pilots. Operating 7 days per week with Bijave 2-seater, single seat WA 26P and 150hp Super Club. There are excellent camping facilities and hotels. Contact: C.D. Duthy James, le Bourg, 843900 Paizy le Sec, France. Tel. 49 46 87 89.

(The VGC Committee has decided that it is only 'realistically possible' to publish VGC News three times per year (March, July and November). Copy for the November issue of VGC News needs to be with the Editor by 1 September 1993 to guarantee inclusion – Editor)

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