VINTAGE GLIDER CLUB

VGC News

No. 83 Winter 1994/5

SPECIAL RALLY ISSUE



Diary Dates for 1995

♦ **29 APRIL – 1st MAY**
Haddenham
Further details in next issue

♦ **16 JUNE – 18 JUNE**
London Gliding Club 65th Anniversary
"Rally of the Flying Legends", Dunstable
Contact: Geoff Moore
Tel: (44) 0 442 873258

♦ **16 JULY – 25 JULY**
International Vintage Sailplane Meet
Elmira, USA
Contact: N.S.M. RD3, Harris Hill,
Elmira NY 14903, USA
Tel: (010) 607 734 3128
Fax: (010) 607 732 6745

♦ **30 JULY – 5th AUGUST**
International Rendezvous,
WASSERKUPPE, GERMANY
Contact: Karl-Heinz Kellerman,
Beethovenstrasse 64
D-60325 FRANKFURT, GERMANY

♦ **6 AUGUST – 16 AUGUST**
23rd International Vintage Glider Club Rally
OBERSCHLEISSHEIM, MUNICH, GERMANY
Contact: Dr Jorg Ziller, Brucknerstr 20
D-71065 SINDELFINGEN
The AGM will be held during the rally, date to be announced. (For more information on the Rendezvous & International Rally, please see page 20)

♦ **26 AUGUST – 3 SEPTEMBER**
Annual Slingsby Rally
Yorkshire Gliding Club, Sutton Bank
Contact: Margaret Gomershall
Tel: (44) 0 845 597237

NOTICE TO ALL MEMBERS:
The new Rally Secretary is Graham Saw.
Please forward details of any 1995 VGC Rallies you may be planning to: G. Saw, 16 Prince Andrew Close, Maidenhead, Berks SL6 8QH
Tel: (44) 0 628 776173

VINTAGE GLIDER CLUB

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 Schwarzenbach (Switzerland)
Paul Serries (Germany)

Committee:
David Shrimpton – Chairman
Geoff Moore – Treasurer
Mike Birch – Technical Officer
Colin Anson – Sales Officer
Graham Saw – Rally Secretary
Ian Dunkley –

International:
Belgium – Firmin Henrard
Czechoslovakia – Jaroslava Hanackova
France – Didier Fulchiron
Germany – Jörg Ziller
Hungary – Imre Mitter
USA – Jan Scott

VGC News

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Loose Enclosures included with this Newsletter
23rd International Rally entry form
VGC Spares registration form
Direct Debit form (UK members only)
UK National Rally Update 1995

FROM THE CHAIRMAN

The recent celebration of our 21st birthday and International Rally at Lasham can only be measured as a huge success.

The Rally attracted over 200 participants and nearly 100 Vintage Gliders. The countries represented included Australia, Austria, Belgium, Eire, France, Germany, Great Britain, Holland, Hungary, Norway, Switzerland and the USA. The oldest glider in attendance (and indeed the oldest airworthy glider in the world), the Baker McMillen Cadet II designed and built in 1930, was actually shipped over for the occasion by Jim Stoia and family from South Carolina (makes you think how easy it should be to cross the Channel – Ed). Furthest travelled VGC members were David and Jenny Goldsmith from Australia. Whilst they were here, Jenny took the opportunity to fly the T31 and the Hutter 17. Interest was shown in the fact that some of the gliders attending the rally were built not far from Lasham at Elliots of Newbury, Abbot Baynes of Farnham and the Royal Naval Aircraft Repair Yard at Gosport! The number of launches taken by VGC gliders during the Rally was a creditable 520 despite the often inclement weather.

We would like to offer our thanks to the Lasham Gliding Society for the use of their marvellous facilities and the hospitality shown us, and also to those VGC Members who made it such a success.

I was asked repeatedly during the Rally to define a Vintage Glider and for the record responded that the VGC defines a Vintage Glider as one designed prior to 1951. (The Club, originally intended for gliders designed before the War, revised the date to include gliders designed up to 1951 in order to increase numbers and broaden the VGC membership).

I would like to mention that during the recent birthday celebrations of the Club, not only Chris Wills but other founder members of the VGC were present. They included Ron Davidson (Husbands Bosworth), Vice-Presidents Paul Serries from Germany and Willie Schwarzenbach from Switzerland, Lou Glover and Graham Saw. I apologise if I have not mentioned any other founder members who were also there. It is with regret that these important members were not publicly acknowledged so I hope that mentioning them now goes someway to putting this right.

During the Rally we had an opportunity to speak with a concerted voice when it was decided that the VGC should approach the BGA on behalf of the British members to express our feelings on the subject of the new BGA Operational Regulations for glider markings and turning point rules. We believe our actions will ensure recognition of the VGC as

Cover picture. Willie Schwarzenbach's Spallinger S18 at Lasham '94 (Photo: Melvyn Hiscock)

representing a significant body of valuable opinion. I have heard subsequently from the BGA Committee who are sympathetic to our views and have asked for a definitive proposal from us. We look forward to an amicable outcome to these issues.

The membership also decided that future AGM's should be held at the International Rally in order to ensure a more representative view. Members attending the AGM were addressed by Mike Birch, Technical Member of the Executive Committee, on a proposal for a Central Spares Register. Mike appealed to members to let him know what spares exist in order to help others who may need them.

A word of thanks to those who have offered contributions to the Newsletter in response to the appeal made at the AGM, especially for all the colour photographs you have provided. We have also received recognition from other publications offering us copy which they consider more appropriate to us (thank you S&G – Ed).

Finally, our appreciation to Derek Piggott, our guest speaker at the Annual Dinner. Honoured by the Queen, the FAI, the Royal Aero Club and the BGA, we in the VGC are grateful that such a personality could find the time to speak to us and be our guest on that occasion. Lastly, from all of us on the VGC Committee, 'Seasons Greetings' to all our members.

David Shrimpton

TREASURERS NEWS

To make life a little easier for members to renew their subscriptions which become due on 1st January each year, we are enclosing a bankers Direct Debit form to all United Kingdom members who prefer to renew by this method. Forms should be completed and returned to the VGC treasurer as soon as possible. For our members in Europe the following method should be used in the countries listed below.

In the first instance, the local VGC International Committee members should be contacted.

Netherlands: Nell Dijkstra, Melis Blacklaan 61, 43634 VX Woensdrecht. Tel: 01646 13529

Germany: Jörg Ziller, Brucknerstr 20, D-71065 Sindelfingen. Tel: 7031815468

Switzerland: Willi Schwarzenbach, 52 rte de Cossonay, CH-1008 Prilly. Tel: 021 624 1725

France: Didier Fulchiron, Quartier de L'Eglise, F-38770 La Motte D'Aveillans. Tel: 76307818

Renewal subscriptions and new members may join by payment in local currencies with adjustments allowed for exchange rates to these local representatives for your convenience who will advise you on the amount due. Whatever method is chosen, payments will still be accepted by Eurocheque or other cheques provided that they can be cleared by UK banks with no surcharge.

For our other members, particularly from the USA, we are developing a suitable payment method. We hope to make a further announcement in the next VGC news.

Geoff Moore

OBITUARY

It is with very great regret that we report the death of Peter Higby. A keen Vintage member and restorer, Peter recently joined the Editorial Team and contributed much to the production of the Newsletter. He leaves Clare and two sons to whom we extend our deepest sympathies.

Club News

TURNING POINT PHOTOGRAPHY

Graham Saw reports:

With the help of Mike Sinclair, I have been in contact with Eric Smith, the BGA rep. who deals with Photographic Evidence Claims.

Although these laws are laid down by the IGC (a French Committee) and used by the FAI, in the UK the following rules will apply until the IGC modify their rules for open cockpits.

Modified from the FAI Sporting Code, Section 3:

2.7.3. Photographic Control Method. The following method shall be used:

a) Mounting in the cockpit. The camera is held in fixed mountings on the cockpit surround (or 'dog collar') so that every photograph will show the wingtip.

b) Before Takeoff. Just prior to take-off, an Official Observer shall place a piece of contrasting adhesive tape (masking, PVC etc) on the leading edge of the wing, just out of reach of the pilot. This tape must appear in each photograph, with the wingtip. The Official Observer will display the flight declaration for the pilot to photograph with the camera installed.

c), d) and e) as per the Sporting Code.

VGC SPARES SCHEME

Mike Birch reports:

The VGC, in an effort to help members with the rebuilding of vintage gliders, is compiling a list of existing spares.

If you have spares, of any description, such as skids, wheels, instruments, wings etc., please fill in the form provided in this issue of the VGC News, no 83. Even if you are not prepared to sell them, a loaned item may help a glider to become airworthy, until a part can be manufactured or bought.

If you require a component, then fill in the lower part of the form and send it back, remembering to include a stamped address envelope. If such a part is on record, then you will be sent the name and telephone number of the part owner(s).

VGC PRIZES FOR 1994

Every year, it is customary for the VGC President to award Prizes for Vintage Glider Restorations and for performances in them at the VGC's Annual dinner and Prize Giving which was held this year during the evening of 24th September 1994 at the Lasham Gliding Centre.

This year, he welcomed all present, particularly our Guest Speaker, Derek Piggott, Reginald Kasubeck, his wife and aunt from North Germany, and Jan Foerster from Holland. He mentioned how the VGC Membership had now increased to over 750 paid up members and congratulated our VGC Members from Lasham and throughout the UK for having run a successful 22nd International Vintage Glider Rally, in spite of bad weather, with over 90 vintage gliders present. The VGC had never had so many members before that had paid their membership fees and for this, Geoff Moore, our membership secretary was congratulated.

VGC RESTORATION PRIZES for 1994 were awarded to: FRANK IRVING, BILL TONKIN and RALPH HOOPER for the restoration of their Kite 2, BGA 663. This had been the

aircraft they had owned in 1951 when the Surrey Club was at Redhill, before it came to Lasham in 1952. It had been one of two privately owned gliders at Lasham (the other was Jack Carran's EoN Olympia) during those distant times, when the Army Gliding Club (4 gliders), the Surrey Gliding Club (8 gliders) and the Imperial College Gliding Club (the Kite 2) were the only clubs resident at Lasham. The Polish Airforce GC formed at Lasham after this with the Prefect named "Bezmiechowa" after their prewar Gliding Centre.

JIM STOIA, USA for his beautifully restored Baker McMillen Cadet 2 which is the world's oldest airworthy glider having first flown in August 1930. Designed in 1929 by Frank Gross, it has been very finely restored from a wreck. You can imagine how Jim had won a First Prize at OSHKOSH for an aeroplane restoration.

THE GPPA ANGERS-FRANCE for their beautifully restored Breguet 904 "Ville d'Avrille", named after their nearest town, which has helped them so much.

ERIC ARTHUR for his GULL 4, BGA 565, which we did not even know was being restored. John Edwards had helped him. We were very glad to see the last one of the four 1948 Gull 4s. This was the 15 metre span forerunner of the famous 18 metre wingspan Slingsby SKY, 16 of which were built from September 1950. The GULL 4 is now in first class condition.

JOHN ABBOTT – EoN OLYMPIA 419 "Wild Goose". This was Peter Scott's Olympia 419 and it will always bring back memories of him. We were very glad to see it in such a superb condition.

DAVID JONES – HUETTER H.28-2. This was built entirely in the living room of his home in Coventry, as was his previous glider, a KING KITE. It has been a fantastic achievement for him to build them entirely on his own. At the time of writing, his H.28-2 has not flown, but it has been rigged and things look promising for it.

DEREK PHILIPS – Slingsby EAGLE 3. He and colleagues have finished the repair work and restoration of this aircraft and it was one of two flying at Lasham during our 22nd International Vintage Glider Rally.

The FRANK REEKS TROPHY to be awarded each year for the best "turned out" Grunau Baby 2. This is awarded each year to keep alive the memory of Frank who died while helping the VGC. He was also at the time working on a Grunau Baby 2B. John Edwards finished the repair and has been flying it for some time.

This year, it has been awarded to MARKUS LEMMER – GERMANY for his beautiful Grunau Baby 2b which he has repaired and restored. He is the new Werkstattleiter of the Oldtimer Club Wasserkuppe. He has the intention to repair and restore a KRANICH 2, the parts of two of which have been received in very bad condition via Heiko Harms of Flensburg, via Oldenburg, and via Harald Kaemper of Achmer/Osnabruck, from England. He then intends to build two REIHERS. After what we have seen of his superb Grunau Baby 2B, we think that he has every chance of doing this and the end results should be magnificent.

THE RODI MORGAN PLATE. This is awarded annually to keep alive the memory of RODI MORGAN who, apart from being a popular, very early VGC member, was responsible for bringing us back the only RHOENSPERBER that was ever in Britain. BGA 260 was Kit Nicholson's aircraft and won for him the British National Championships of 1938 and 1939 at Dunstable and Camphill respectively. After damp damage in its trailer during the war, it was thought to be beyond any hope of salvation until Rodi Morgan took it on. It is now owned by Francis Russell and is the only airworthy Rhoensperber in the world. BGA 260 first flew at Dunstable on 16 January 1936 and so it must have been built in 1935.

The Plate is awarded for the best achievement during the VGC's Annual British National Rally. Because there was no National Rally this year owing to preparations for the International Rally, it was decided to award it to TED HULL, for a 100 kms triangle flight in his 1935 SCUD 3 during the International Rally.

THE SHAW SLINGSBY TROPHY. This is annually awarded for the best flight(s) in a CADET/TUTOR type glider. During Saturday the 13th August, the day after the planned ending of our 22nd International Rally at Lasham, we had very good weather. Several cross country flights were achieved but none of them was more welcome than that by the Husband Bosworth TUTOR which arrived at Lasham after 140 kms flown by Keith Nurcombe from H-Bosworth. He had the wind behind him but there was hardly any wind strength.

THE ED. HALL TROPHY. This is awarded annually to the pilot of a vintage glider who has made the best flight from Lasham during the year. It is awarded annually to keep alive the memory of the late Lasham Member Ed. HALL who loved vintage gliders. On Sunday the 14th of August at Lasham, when our 22nd International VGC Rally's organization was still running, there was supposed to be even better weather than that of the previous day. A Grid was set up before the club house for which the minimum task was 500 kms. There, in the midst of the massed white latest state-of-the-art fibreglass sailplanes was the very improbable sight of the little Bosworth TUTOR. Its pilot, KEITH NURCOMBE, had elected to try to fly it back to Husbands Bosworth, against the wind!!! ... as he had no retrieve organized. He actually managed 80 kms to land at the RAFGSA Centre of Bicester. He had got at least half way. For this achievement, it was unanimously decided by our Lasham Members that he should have the Ed. Hall Trophy for 1994. Among the Special Prizes given, was a bottle "of some merit"(?) to the Team of our Lasham Members who made our 22nd International Rally the success it was. The prize was received by Ian Smith. The Lasham Team's effort was quite outstanding and we are glad that there are still such men and women who are prepared to run our International Rallies after all these years.

Chris Wills



The Tutor. Keith Nurcombe, its pilot, on the grid at Lasham (Photo: David Shrimpton)

INTERNATIONAL RENDEZVOUS '94

This took place at the London Gliding Club at DUNSTABLE from Sunday the 31st of July until Friday 5th of August after which there was a mass departure for the 22nd International Rally at Lasham which opened on Saturday the 6th August.

The organization for the RendezVous 94 Rally was undertaken very competently by our members Geoff Moore and Colin Anson with Alice Anson and Pam in close support. They were always assuring that the Rally went smoothly in the office. During the first Briefing there were welcomes given to John Tribe from Victoria, Australia; Jim, Mary and Kennie Stoia; Laszlo Mezaros from Farkashegy, Budapest; and Beryl and Jeffery Stephenson were also welcomed. Jeffery had made the first Channel Crossing in his Gull 1 in 1939 and had later been British National Champion as well as a member of the International Team during the 1950s. Beryl of course used to retrieve him. Jeffery still flies gliders, notably his son's ASH 25. We were very glad to have them all with us. Pilots were warned about the day's thunderstorm situation and the weather was very hot.

On *Monday, 1st August,* the wind blew along the hill giving no hill lift except perhaps in the bowl. There were long duration flights in thermals by Firmin Henrard (Belgium) in his Ka-4 "Rhoenlerche" and others.

Tuesday, 2nd of August. Wave lift was evident during the afternoon. Ted Hull reached 3,800 ft in his Breguet 905 "Fauvette" and David Kahn reached 3,650 ft in his "FW Weihe 50". There were also good flights in other gliders, among which was one in the Huetter H.17a. Markus Lemmer had arrived from the Wasserkuppe early in the morning with the Grunau Baby 2B which he himself had restored. On this day the wind blew very much along the hill giving no hill lift. During the evening, there was an "up-market" party in the Club House's restaurant which the Mayor of Dunstable, as well as the Chief Controller from Luton Airport, attended.

Thursday, 4th August. There was still a strong South Wind, and the weather was hot. There were thermals and cumuli before the storm. These allowed long duration thermal soaring flights during the afternoon. Among them was one by Graham Saw in the H.17a, and another to 4,500 ft by Earl Duffin in his H.28-3. The Mg 19 "Steinadler" from Uetersen flew for a total of 7 hours 53 minutes on this day.

Friday, 5th August. At Briefing, C.Wills thanked the organization team, Geoff Moore, Colin Anson, Alice and Pam and the London Club's CFI for everything they had done for us. The weather had not been good, but perhaps it had given some of us good practice for what could lie ahead of us at Lasham.

Booked in for the rally had been about 100 visitors, as well as 42 pilots and about 30 gliders.

The weather forecast was a progressive process of clearance until about 5pm giving a West wind of 5-10 knots. There would therefore be possible slope lift. Pressure was increasing and so there were high hopes for excellent weather during Saturday and Sunday at Lasham. From 1 pm until 5 pm, the weather would be "quite fine" for gliding.

What happened was a strange occurrence. The supposedly "good weather" brought high cloud advancing from the East with cumuli advancing from the West. This led to some confusion concerning best take off times. However, Ka-4, Minimoa and Huetter H.28-3 all had long duration soaring flights. The getting away from a winch launch by the Ka-4 flown by Firmin Henrard from Belgium was nothing short of brilliant!

He did a circuit of the field from the top of a winch launch and then proceeded up-wind to catch a thermal from the (ex)pig farm, which took him with the help of a little hill lift to a great height.

All this in a machine of not great performance was incredible to watch. One can only suppose that the air before the hill and over the entire site was at least not sinking? In the evening was the grand departure for Lasham.



Rendezvous '94 Rally at Dunstable. Mg19 is winch launched above the Zlin 24 Krájanek (Photo: C. Wills)

Taking part in the Rally were:

1. Meise – D-1420, Jörg Ziller and Klaus Heyn – Germany.
2. Mg 19 "Steinadler" D-0456 – Jochen Kruse and Reginald Kasbeck, Germany.
3. Grunau Baby 2B-2 – D-7078 – Markus Lemmer – Germany.
4. Huetter H.28-3 BGA 3982 – Earl Duffin – Britain.
5. Baker McMillen Cadet 2, NC 10523 – Jim Stoia – USA.
6. Rhoenbussard, BGA 337 – C. Wills – Britain.
7. Minimoa, PH-848 ... Hans Disma – Netherlands.
8. Huetter H.17a, BGA 490 – Nick Newton – Britain.
9. Nord N.1300, F-CRGN ... Didier Fulchiron – France.
10. Breguet 905 "Fauvette" BGA Ted Hull – Britain.
11. Scud 3, BGA -Ted Hull – Britain.
12. Ka-4 "Rhoenlerche", OO-ZEI – Firmin Henrard – Belgium.
13. Zlin 24 "Krajanek" BGA 655 – Mike Birch – Britain.
14. Fw Kranich 3, BGA 2814 – Peter and Paul Davie – Britain.
15. Mu 13D-3, BGA 2267 – Geoff Moore – Britain.
16. GB-2 PH-HJB – Rob Frishert – Netherlands.
17. Harbinger, BGA 1091 – Geoff Harrison and Austen Wood – Britain.
18. Rhoensperber, BGA 260. Francis Russell – Britain.
19. Prefect, BGA701 – Malcolm Wilton-Jones – Britain.
20. Sky, BGA Brian Middleton – Britain.
21. Fw Weihe 50, BGA David Kahn – Britain.
22. Prefect,PH-198 – Bob van Aalst – Netherlands.
23. Ka-2 D-6173 – Germany.
24. Kite 1, BGA 400 – Peter Underwood – Britain.



THE 22ND INTERNATIONAL VINTAGE GLIDER RALLY

This took place at LASHAM from the 6th until the 13th August 1994.

The Rally was sponsored by SAMSUNG CAMERAS of Korea, and this very much helped us to make the Rally a celebration of the VGC's 21st birthday.

Our team at Lasham consisting principally of Colin Street (Rally Director), Mark Wills, Jane Ballard, Ray and David Whitaker, Richard Moyse, and Ian Smith all worked until the last minute to prepare the Rally's infrastructure. Ian Smith particularly, gave himself to installing the hot water system and showers in the VGC's Centre and he also assisted in bringing the American entry, the 1929 designed Baker McMillen Cadet 2, from the Queen Elizabeth 2 (it did not actually travel on her!) dock at Southampton to Lasham.

THE AIRCRAFT

Among the British Entries alone were at least 10 sailplanes that, being recently restored or built, had never taken part in one of our Vintage rallies before. These were two Huetter H.28s, two Kite 2s, one Geier 1, one new Gull 3, one Gull 4, one Pegasus, one Olympia 419, one Scud 3.

Among the French entries were the magnificent Breguet 904 "Ville d'Avrille", an M.100 and an AIR 102 now at last with an original canopy. Among the German entries was a Grunau Baby 2B, which had been restored by its owner/pilot, Markus Lemmer, of the Oldtimer Club Wasserkuppe. Then there was the American entry, the 1929 Baker McMillen Cadet designed by Frank Gross which, restored to perfection by Jim Stoia, is the world's oldest airworthy glider. This Cadet 2 had flown for the first time in August 1930 and had been restored from a wreck by its owner/pilot Jim Stoia.

THE WEATHER

In spite of a forecast to the contrary (predicting gradually increasing pressure and fine weather) Lasham had only one day, Monday, of good gliding weather. This was followed by good weather in the first half of Tuesday and the second half of Friday. What came in between was a massive low pressure and warm front from SW France, which allowed us no flying on Wednesday, Thursday and the first half of Friday. The Rally was supposed to officially close during Friday evening, during which the VGC's 21st Birthday was to be celebrated (with a birthday cake). The closing ceremony did not happen as the next three days were perfect gliding weather. Because of the bad weather during the Rally, the Lasham Manager, Phil Philips, allowed the Rally's operation to stay in place for the next two days, and indeed there were two Dutch teams who stayed at Lasham for the following week. This was another case of the good weather of a country with a maritime climate, not being able to coincide with prearranged dates (as was indeed noticed during our last rally at Terlet) and that there is a good case for at least planning for the running of the Rally to run on if necessary for another day or two. At Lasham, most of the foreign entrants had to return across the Channel on Saturday night. Nevertheless, some British entries were able to stay on to fly in the magnificent conditions of Saturday and Sunday. With this tremendous weather during the final weekend, the Rally did end on a high note amid the excitement of cross-country flying in super weather.

Thus the 21st Birthday and 22nd International Rally of the VGC was celebrated with 97 vintage sailplane entries. We wish to warmly thank everyone who was there for their participation.

There had been 81 glider entries at the previous international VGC Rally held at Lasham in 1986.We were glad to welcome our Vice Presidents Paul Serries from Germany and Willi Schwarzenbach from Switzerland who attended our first International Rally with a Goevier 2 and Spalinger S.18 respectively.

DAY BY DAY ACCOUNT OF RALLY

Saturday 6th August

The official Opening of the RALLY took place at 1800 hrs under a grey sky which threatened rain. During this day and the next, Lasham was one of the few places in England that was covered with cloud in spite of a good weather forecast. Only a few kilometres away to the West, and to the North East, was very good gliding weather!

The Benson and Roke Band conducted by Ray Hewett (and featuring our very own Chris Wills on brass – Ed) played during the opening air display. This air display had been organized by Colin Street. On the day, some of the aeroplanes did not arrive owing to low cloud or fog over the South and North Downs. John Fairey, the grandson of the founder of Fairey Aviation, flew the Fairy Flycatcher, a beautiful replica of the prewar 1940 Naval aeroplane. Barry Goldspink, a Britannia Airways pilot aerobatted his Pitts Special. He had to leave Lasham on finishing his display, to fly his Pitts direct to Luton where his airliner awaited him. Eddie Mc Entee demonstrated his original 1940 factory-produced Buecker "Jungmeister", which he himself had restored. Adrian Brook demonstrated his 1940/41 "Miles Magister", which was painted in its 1940 training colours. A "Miles Monarch" and "Luton Minor" were also displayed. Sam Mummery aerobatted a Pilatus and Derek Piggot a "Grob Twin Akro". Finally, one Minimoa (Hans Disma), two Petrels (Ron Davidson and Graham Saw) followed by the MG19 "Steinadler" (Jochen Kruse) were towed over in perfect formation as a final salute.

The tow pilots had all had much training experience as they had been part of the mass aerotow of gliders during the June D-Day celebration.

After, there was a flying display of models from the White Sheet Model Club. The models were mostly of our vintage gliders and were of a very high quality.

List of gliders and their owners, which participated in the 22nd International Rally:

Slingsby Prefect – PH-198	Bob van Aalst	Netherlands
EoN Olympia 419	John Abbott	Britain
Rhoenbussard. BGA 2077 1934	V.Russell & R.Abrahams	Britain
Slingsby T.31	Colin Anson	Britain
Slingsby Gull 4. BGA 565	Eric Arthur	Britain
Moswey 3. BGA 2474 1943	Max Bacon	Britain
Slingsby T.31. BGA 3229	Ian Smith & Jane Ballard	Britain
EoN Olympia 2	Nicholas Bangert	Britain
Slingsby Falcon 1. BGA 3166	Mike Beach	Britain
Condor 4. BGA 2292	Mike Birch	Britain
Baker McMillen Cadet 2 N.10523	Jim Stoia	USA
Slingsby Kite 1 .BGA 251.1936	Bob Boyd	Britain
Slingsby Eagle 3	C.Bushell	Britain
Skylark 3F BGA 988	Keith Chichester	Britain
Slingsby Prefect.Prototype	Nev. Churcher	Britain
Breguet 904. F-CCFN	Daniel Clement	France
EoN Olympia 463	Derek Copeland	Britain
Scheibe Specht. OO-ZCN	Roland d'Huart	Belgium
Slingsby Sky	Julian Ben-David	Britain
Slingsby Petrel 1. BGA 418	Ron Davidson	Britain
Minimoa. PH-848	Hans Disma	Netherlands
Huetter H.28-3	Earl Duffin	Britain
EoN Olympia 2	M.J.Dunford	Britain
Fauvel AV.22	Ian Dunkley	Britain
Carmam M.100S "Mesange"	Jean-Francois Dupey	France
Eon Baby. BGA 1947	Keith Emslie	Britain
Grunau Baby 2B	E.R.Feces	Britain
Grunau Baby 2B. PH-HJB	Rob Frishert	Netherlands
Slingsby T.31B	Jan Foerster	Netherlands
Nord N.1300. F-CRGN. 1946	Didier Fulchiron	France
EoN Olympia 2B BGA 962	Michael Gagg	Britain
Slingsby T.21B PH-911	Sikko Gillebaard	Netherlands
Scott Viking. BGA 416 1938	Lou Glover	Britain
KA-2B OO-SZD	Philippe Goffaux	Belgium
Swedish J S Weihe. BGA1093. 1950	Keith Green	Britain
KA-2B.	Peter Harmer	Britain
Grunau Baby 2B	Murray Hayes	Britain
Slingsby T.31B BGA 3545	Brian Heddon	Britain
KA-4 Rhoenlerche. OO-ZEI	Firmin Henrard	Belgium
Olympia Meise. D-1420	Jörg Ziller & Klaus Heyn	Germany
EoN Olympia 463. BGA 1244	Mike Hodgson	Britain
Bocian 1D	D.Martlew, Nick Hughs	Britain
Scud 3 BGA 684. 1935	Ted Hull	Britain
Slingsby Kite 2B. BGA 663. 1947	Frank Irving	Britain
King Kite. BGA 2769	David Jones	Britain
Huetter H.28 – 2 BGA 4086	" "	"
Slingsby T.30B Prefect. BGA 701	Malcom Wilton-Jones	Britain
FW Weihe 50. BGA 2602	David Kahn	Britain
Mg 19 "Steinadler" D-0456	R. Kasubeck,Jochen Kruse	Germany
Mu 13D-3. BGA 2267	Rainer Karch, Geoff Moore	Britain
Grunau Baby 2B. D-7078	Markus Lemmer	Germany
Bocian ID	David Martlew	Britain
BAC-7 BGA 2878	Tony and Michael Maufe	Britain
Zugvogel 3A	Ian McLeod	Britain
EoN Olympia 2	John Mead	Britain
Slingsby SKY	Brian Middleton	Britain
Slingsby SKY BGA 685. 1951	Richard Moyse	Britain
Huetter H.17A BGA 490. 1948	Nicholas Newton	Britain
T.21B.PH-911	Roger van Noort	Netherlands
T.42 Eagle 3.BGA 880 1959	Derek Phillips	Britain
Slingsby Gull 3	P.R.Philpot	Britain
Breguet 904. F-CCFN	Pierre Plane	Britain
Geier 1. BGA 2557	Alastair Raffan	Britain
AIR 102 F-CAGQ I952	Christian Ravel	France
Rhoensperber BGA 260 1935	Francis Russell	Britain
SF 26A " Standart" BGA 1704	Thomas Sautter	Britain
Slingsby Petrel BGA 651	Graham Saw	Britain
Spalinger S.18-2 HB-411.1943	Willi Schwarzenbach	Switzerland
Harbinger BGA 1091	Bob Sharman, Austen Wood	Britain
EoN Olympia 460	Denis Shepherd	Britain
Slingsby T.31B. BGA 3545	David Shrimpton	Britain
Slingsby Gull 1. BGA 378. 1938	Tony Smallwood	Britain
EoN Olympia 2B BGA 1947	Derek Staff	Britain
Slingsby Capstan. BGA 1204	Colin Street	Britain
Slingsby SKY. BGA 686. 1952	Peter Teagle	Britain
Slingsby Kite 2b. BGA 663. 1951	Bill Tonkyn	Britain
Slingsby Kite 1 BGA 400. 1939	Peter Underwood	Britain
Slingsby SKY. BGA 694. 1952	Mark Wakem	Britain
EoN Olympia BGA 606. 1948	Peter Wells	Britain
Slingsby Swallow BGA 3823	Ray Whittaker	Britain
Slingsby Eagle 3	David Williams	Britain
Rhoenbussard. BGA 337. 1937	Chris Wills	Britain
Swedish Kranich 2B-1 BGA 964.1943	" "	Britain
Mg 19A "Steinadler" BGA 2903.1955	" "	Britain
Grunau Baby 2B	Laurie Woodage	Britain
Goevier 2 D-1080. 1952	Paul Serries	Germany
SG 38 Eon Eton	Geoff Moore	Britain
Scud 2 BGA 231	Mike Beach	Britain
Slingsby Tutor BGA 1698,	Ian Smith, Keith Green	Britain
Eon Olympia 465.BGA 1288	Mark Wills, Keith Green	Britain
Bergfalke 2	Bev.George	Britain
EoN Olympia 2	Mike Crawley, Martin Banister	Britain
Slingsby Skylark 2. BGA 927	Don Mills & Syndicate	Britain
Cumulus BGA 2266	Earl Duffin	Britain

These comprised 6 entries from the Netherlands, 4 entries from France, 1 entry from the USA, 1 entry from Switzerland, 3 entries from Belgium, 4 entries from Germany, and 75 from Britain. Total 97

Afterwards, Rally participants were invited to a Buffet meal, which had been organized and prepared by Susan Street. The opening speech was made by Chris Wills in three languages. In this, he particularly welcomed the American Team which had come the furthest distance with a glider. The US Team consisted of Lynn Buell, the President of the Vintage Soaring Association of America; Jeff Byard and Dinah, the Editor of "Bungee Cord"; Raul Blacksten, the VSA's Archivist; Stephen Metz, who arrived on a bicycle from Gatwick Airport(!); Bob Gaines; and the Stoia family, Jim, Mary and Kenny, who had brought over the Baker McMillen Cadet 2.

It had been quite some Opening Day in spite of the weather, with the Lasham Team having everything ready, including a warm welcome, and the flags, lent very kindly by the ARMY, were flying. We should very much like to thank Colonel Ted Shepherd who has managed to organize flags for all of our International Rallies in Britain. He is President of the ARMY GLIDING CLUB which was at Lasham when the Surrey Gliding Club arrived there from Redhill in 1952, and was one of its key and most well liked members. He has now retired from the Army but we hope that we shall see him more often.

Sunday 7th August

The weather was similar to that of the previous day – with cloud over Lasham – although most of the rest of Britain had fine weather. At the briefing, manager and Chief Flying Instructor of Lasham, Phil Philips said that the English weather had been very good up until the time when we came! He said that as there were 180 gliders already on the site, and that as we had brought another 80 to 90 vintage gliders, there could be a problem at weekends and briefed us on airfield procedures.

Two-drum winches could give possible 1,500 ft height launches, each winch launch taking 1.5 minutes with aerotows having priority. It was possible to have 45 aerotows during an hour from the Grid.

At Lasham, winching and aerotowing went on all day.

The Baker McMillen Cadet 2 was taken into the air by Jim Stoia after a sedate aerotow and seemed to us to behave normally. BAC-7 and Falcon 1 were continuously flown from aerotows and winch launches. Peter Twiss, the Fairey Test Pilot, flew the Falcon, which behaved a little differently to the prototype Fairy Delta which he had flown in a world speed record flight!

There was still tropical weather over Holland, which was experiencing the hottest summer in living memory. At Lasham, it was cold.

On Sunday, vintage gliders logged 24 winch launches and 63 aerotows.

Monday 8th August

The weather forecast was for a re-run of yesterday with possibly more thermals. This was proved wrong again. The sky cleared and very good lift was experienced under cumuli to a cloudbase of well over 4,000 ft during the afternoon. The Kranich 2, BGA 964, was rigged and flown by C. Wills for over an hour with unservicable variometer but passenger, Paul Underwood, gave the necessary information concerning variometer readings from the rear seat.

David Jones's new Huetter H.28-2 was rigged for the first time in the hangar and was admired by all, especially by Herr Brodersen from Hamburg, who has started to build another H.28-2. The David Jones H.28-2 was found to weigh the right empty weight and have its C of G within limits and so things look good for it. It was only not test flown because aileron push rods were not the right length to allow the ailerons to be connected. This could only have been discovered after the machine had been rigged for the first time.

Malcom Wilton-Jones flew the SG.38 from an aerotow launch to 3,700 ft and kept it up for 37 minutes. Martin Banister gained his Silver C in his EoN Olympia 2B.

During the day, there were 100 aerotows and 30 winch launches, without counting the normal Lasham launches.

The INTERNATIONAL EVENING was its usual huge success with great quantities of food and drink from the different countries.

Tuesday 9th August

The weather forecast was similar to that of the day before but with more wind. Tasks were set for duration and distance.

As there would be possible thunderstorms during the evening, the gliders were to be derigged. 12 to 20 knots wind was forecast but there would be probably 30 knots wind near the thunderstorms.

On this day, we flew with great difficulty, with the wind increasing in strength. Aerotowing was stopped at midday after an Eagle was seen proceeding downwind at about 100 kts(?) having come off tow due to turbulance over trees during the climb out. 2,800 ft was the record height obtained from a winch launch that day.

There had been some sustained soaring flights to over 3,000 ft during the morning but, owing to the gusting 30 knot easterly wind, all gliders were derigged during the afternoon in expectation of worse weather to come. There had been 18 aerotows and 21 winch launches during the day.

A massive low pressure area bringing wind and rain was coming in from the South West. This went through during the night.

Wednesday 10th August

The bad weather was still with us, but there was hope of sufficient clearance to allow gliding at midday. This did not happen and so there were meetings to judge the best vintage glider, the childrens' painting competition, and the best vintage glider photograph. An Auction of aviation related items was held.

A video, the Sir George CALEY Replica Film, was shown with a commentary by Derek Piggott who flew the aircraft during the making of the film. Ron Davidson gave a colour slide presentation on Ballerena, site of the Ulster Gliding Club in Northern Ireland, and a probable venue for our 1995 British National Rally (see Stop Press Page 20).

Wednesday evening was the BRITISH EVENING. This was a tremendous success with furious British country dancing until two o'clock in the morning. Entertainment was provided by a small group of Morris Dancers dressed in early 17th Century (or late 16th Century) costume, who later got us all to dance. The evening was started when all ranks were issued with nautical food (dare we suggest that it was "Fruits de Mer a l'Anglaise?") but the French thought it was excellent. Jellied eels (horror... if only we had known!) cockles, mussels, prawns, crab and heaven knows what else! Everyone enjoyed it. It was a super evening.

In spite of furious dancing until 2 am, the next day's weather was still bad.

Thursday 11th August
On this day, the "Rheinland" was sold by Mike Beach to the German Gliding Museum on the Wasserkuppe on the condition that it should still be flown, and that this would be administered by Jochen Kruse and Jochen Ewald. There was no flying due to low cloud, wind and rain, throughout the whole day.

Friday 12th August
The bad weather was still with us but there was likelihood of it improving. This indeed happened during the afternoon and there was good, calm lift to 3,500 ft cloudbase near Lasham. There were 94 aerotows and 63 winch launches.

During Friday evening, there was dancing to a "Big Band", more food, free wine and the Ceremonial Cutting of the VGC's 21st Birthday Cake by Ann Welch. The weather for the next day was forecast to be fantastic and it was decided by Phil Philips to allow the organization of the Rally to go on for the whole weekend. Our members would be allowed to stay on at Lasham for the next week to fly their gliders if they wished.

So it was that our 22nd International Rally was to finish on an all time high, amid fantastic weather, with our flags still flying until the last.

Saturday 13th August
Our spirits were dampened when we heard of the fatal accident of Klaus Holighaus, member of the German International Team, leader of Schempp Hirth's firm, and holder of many records, international and national. During the briefing, we stood for one minute's silence in his memory.

On this day, we would have to fit in with a maximum Lasham flying operation, which included fibreglass gliders arranged in a grid as these had been set long distance tasks.

When the decision had been taken to let them take off, they would have absolute priority for launching over all other launching at Lasham. However, the 50 aircraft could be launched in 40 minutes.

Very good weather was forecast and cloud bases would be later reaching 5,000 ft or more.

Cross Countries were achieved by: Chris Wills and Peter Teagle in the "Steinadler" BGA 2903, 100 kms out & return to Wycombe Air Park; Richard Moyse, 60 kms to Broad Chalk in the T.31 BGA 3229; Ray Whitaker, 150 kms in a Swallow to Upavon-Didcot; Ian Smith, out & return to Aldermaston, 50 kms in a Tutor. However, our great moment of the day was the arrival at Lasham of the Tutor from Husbands Bosworth after 140 kms, flown by Keith Nurcombe.

Sunday 14th August
The forecast of even better weather than that of the day before, brought all the Lasham based fibreglass sailplanes out and the task grid was set up. The minimum task set was 500 kms! In the midst of the mass of fibreglass sailplanes in the grid was Keith Nurcombe with his Tutor... a most inspiring sight. Keith had elected to fly home against a considerable headwind component, as its trailer was unserviceable and there was also no-one to retrieve him.

In the event, after small clouds formed, they slowly melted away and it was a matter of finding clear air thermals. The weather was not as good as that of the day before but lift was to over 4,500 ft above Lasham. However, Keith did fly his Tutor to Bicester, 80 kms away. (For these two days cross country flying in his Tutor, Keith was awarded the Vintage

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Glider Club J.E.D. Shaw, F.N. Slingsby Trophy for Cadet/Tutor achievements for 1994 at the VGC's Annual Dinner at Lasham on Saturday 24th September – Ed). Jane Ballard and Ian Smith flew their T.31 65 kms to land at Pulborough within sight of the East Sussex Gliding Club at Parham.

Thus, after a weekend of brilliant weather, the 22nd International Vintage Glider Rally finally ended two days after it should have done!! Monday also brought good weather, but the flags were now down and most of us had gone home to recover. Nevertheless, at least one Dutch team stayed on for the rest of the week.

Gliders not seen previously at International Rallies

The GEIER: This was designed in 1954 as an improvement of the Weihe, by Josef Allgaier of Algau, Bavaria. The wing has the same Goettingen 549 profile as the Weihe's wing but it has a considerably higher aspect ratio.

Apart from this, there is some further aerodynamic improvement over the Weihe in that it has a shoulder wing, as has the French AIR 100/102. The late Klaus Dittmar, the oldest son of Edgar Dittmar, flew the first Geier in the 1955 German Championships. By 1958, a Geier 2 was representing Canada in the Polish World Gliding Championships at Leszno. This machine had laminar flow wing profiles but had, we believe, a reputation for dropping a wing and even spinning.

Mg19 "Steinadler" and Mg 19a "Steinadler": The first and second versions were represented at Lasham. The main difference between them is that the first has long span ailerons in two parts, and the second has short span ailerons of greater chord which are operated from one point instead of two. The "a" version has refinement in the coupling up of its controls that have automatic locking. The first version flew in 1951, the Mg 19a taking part at Lasham, was built in 1955.

The Huetter H.28-2: The building plans for this have '1936, Salzburg' written on them. The H.28 prototype was designed and built in a very short time in 1934 in an ideal workshop and was sponsored by Graf Kinsky. This was the same year in which the even smaller H.17a was built. The H.28 prototype was found to be unsatisfactory in several ways and the H.28-2 was very different from it.

The Huetter H.28-3 was different again in so much that its wingspan had grown from 12 metres to 13.5 metres. It was designed and built in 1939 when Ulrich and Wolfgang Huetter were working for Schempp Hirth's firm near Stuttgart. The H.28-3 was built by students at the Akaflieg Stuttgart. It was brought to the 20th Rhoen Contest being towed up the Wasserkuppe by one of the first VW Beetles. It had only received a permit to fly (or experimental C of A) before outbreak of war stopped further tests towards its C of A. We have on record that 2 H.28-2s were built in Switzerland, one in Denmark during the war and one in Bohemia, in a Verband Deutscher Flieger (VDF) Gruppe before the war. Perhaps others were built that we do not know about. Of this production, all have disappeared except the Danish H.28-2 that still lives, although not airworthy, in the USA, and one of the Swiss H.28-2s that is with Herr Daetwyler in Switzerland (this one should be airworthy). The second Swiss H.28-2 went to Rhodesia (Zimbabwe) where an inexperienced glider pilot once flew it round a 300 kms triangle. This H.28-2 was in Rhodesia during the 1950s but we don't know whether it still survives.

BRITISH RALLIES IN 1994

This year, a British National Rally was not held because so much had to be done to organize the 22nd International Rally at Lasham. However, the following is an account by Peter Chamberlain of the Whitsun Three Day Rally held at Haddenham Thame in honour of the Glider Pilots' Regiment which was founded there flying Kite 1 s in 1941.

HADDENHAM ***by Peter Chamberlain***

This year, the Rally had a special significance as it was the 50th Anniversary of the D-Day landings in 1944 in which Glider Pilots took a major part. Many of them were with us at Haddenham this year to mark the occasion. Success can be measured in various ways when you are talking about VGC Meets. However you define it, the weather usually takes a major part! On this point alone I think our 4th Annual Kirby Kite Meet was a huge success. Held over the Bank Holiday weekend, we had three glorious days, with thermals to high levels every day. Being a fan of statistics, I think the proof of the pudding can be thus: out of the 223 launches our winch did, 95 were by VGC gliders. These were no five minute circuits either as between them, the ten machines totaled almost 42 hours of flying, which comes to an amazing average of 25 minutes per launch. Peter Warren and Tony Maufe both had flights of more than four hours on the Sunday reaching heights of well over 4,000 ft. The success of the Meet can also be judged by the variety of gliders participating. What has been billed as a Kirby Kite Meet for the past three years certainly attracted a wide selection – 2 T.31s, 2 Tutors, Mu 13d-3, Sky, Kite 2 and three Kite 1s along with the Trust's two T.21s looking very good (and colourful) all crowded together at the end of our narrow strip.

The people you meet our also important, with a large number of wartime Glider Pilots, along with numerous VGC members arriving by road, we had plenty of opportunity to make new friends and renew old acquaintances.

The fact that we had a Meet at all was a close run thing as we had only the week before completed the installation of a new, more powerful engine in our old two drum winch. This made a huge improvement to the launches especially as all three days of the Meet had light winds from various directions. Last year in similar circumstances we would only have managed 700-800 feet. This year we could guarantee 1000 feet for all the participating aircraft.

Saturday afternoon was enlivened by the unannounced (some would say stealthy) appearance of a T.21 apparently out of thin air! The Dunstable machine had soared the 20 miles and then craftily mixed in with the Trust's own T.21s before landing in front of a lot of surprised faces. Also on the Saturday, we had some interesting powered aircraft arrive in the guise of a Stampe, two SE5a replicas that joined the circuit in very close formation before landing. Much to his surprise, Mike Beach recognised one of the SE5s as the machine he had built some years ago! I think this made his whole day as he couldn't stop touching it! Next year we shall have to award prizes for the most meritorious arrivals!

Many people said how much they had enjoyed themselves. I can only say that we did too. I would very much like to thank all those who attended, by road, or air, but I should like to make a special mention of Ian Smith and his fellow Lashamites not only their flying of numerous visitors but also for the use of both T.21 and Tutor on the Sunday whilst they were busy instructing 40 miles away at their home airfield! No doubt we'll see you all next year.

Annual Slingsby Rally and 60th Anniversary of the Yorkshire Gliding Club

Sat 27th August to 4th September 1994 *by Bob Boyd*

This year's rally commemorated the 60th Anniversary of the formation of the Yorkshire Gliding Club. Early in 1934 the Ilkley and Bradford clubs came together at Sutton Bank and the first wooden buildings were erected. Prior to this, the Leeds club had joined Bradford in 1931. Such events were reported in the national newspapers, including the Times. Their club aircraft included gliders such as the Dixon Primary from Bradford, a Hols der Teufel 2 made in Bradford by Harold Holdsworth and others, and a Hols der Teufel 1 from Ilkley. Other aircraft flown at Sutton Bank were a German Professor owned by Norman Sharp, a Falcon 1 on loan from Slingsby's and a Stedman 2 seater, also built in Bradford.

To celebrate the 60th year at Sutton Bank, Moyra Johnson (nee Horseley) and Henry Blakestone have been made joint presidents of the Yorkshire Gliding Club. Moyra had been the youngest lady pilot to have flown gliders in 1935 and still flies occasionally. Showing appreciation for their continued interest in the club, Michael Maufe, and Harold Holdsworth have been presented with Honorary Life Memberships of the YGC. Mike, who is well known in the VGC, obtained Silver Badge number 40, and still flies regularly at Sutton Bank in his Kite and BAC VII. Harold had been the YGC's ground engineer from 1934 to 1939.

The rally started on Saturday with a strong showery westerly wind, which was braved by Ian Smith in his T-31 with Tony Maufe for a few hours.

Sunday's weather was not so kind. John Goodall welcomed visitors to the club at the first briefing. The YGC intends to start an archive of its history, and copies of any interesting material that members may have were requested. Daily prizes of bottles of wine were donated by North Yorkshire Sailplanes (Derek Taylor) and Hill Aviation Insurance services (Stephen Hill).

We were visited by John Sproule, who was Slingsby's designer for the Cadet. Amongst others, John showed great interest in the beautiful 1/5th scale model of Mike Maufe's Kirby Kite built and brought in by Roger Brooks from Manchester. The 'Hog Roast' supper cheered up an otherwise grey day. Margaret Gomersall was presented with a bouquet of flowers for her work in the YGC office.

Slingsby Gliders taking part were:

Type	BGA	Yr
T 6 Kirby Kite	310	1937
T 12 Gull	I378	1938
T 13 Petrel	418	1939
T 25 Gull	IV565	1947
T 34 Sky	686	1952
T 31b	3229	1953
T 21b		1962
T 8 Tutor	904	1959
T 21b	945	1960
T 41 Skylark 2b		
T 43 Skylark 3f	988	1961
T 45 Swallow	990	1961
T 49 Capstan	1009	1960
T 50 Skylark	41089	1963
T 51 Dart	151207	1965
T 59 Kestrel 1		1975
T 65 Vega	2526	1979

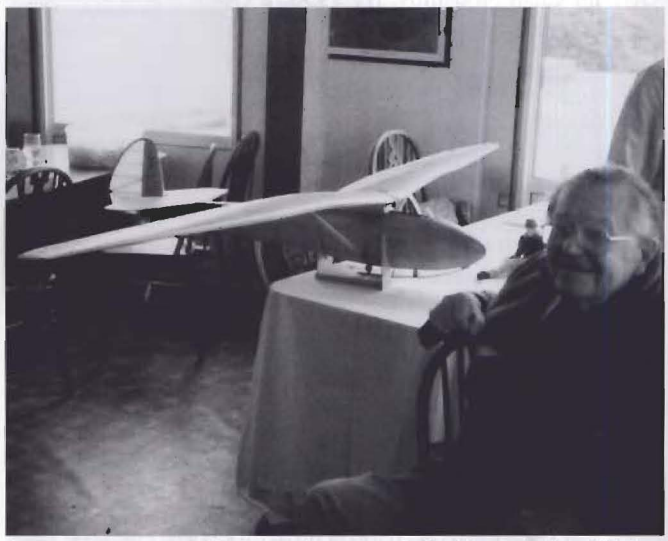
About another dozen gliders also attended the rally.

Monday produced one of Sutton Bank's specials. The wind was on the ridge, with thermals to 3000 feet above site with the sun lighting up the heather on the North York Moors. Denis Shepherd, Olympia 460, and Ian Dunkley, Fauvel AV-22, flew creditable distance tasks, but the daily prize went to Ron Davidson for persevering in his Petrel for 7 hours 15 minutes! Many happy hours were flown by all on this day.

The next flyable day was Wednesday when a spot landing competition was held after the early morning fog had cleared. Distances from the marker varied enormously, and up to 164 feet! Peter Teagle in his Sky managed to take the prize for the day with 5 ft 7.5 inches.

The last day of note was Friday when a very strong and turbulent north-westerly limited the flying. However, in a short period when launching was possible, Peter Teagle in his Sky, and Chris Dearman in his Skylark 4 set off downwind for Breighton. Peter arrived, but not liking the look of the field managed to return as far as Pocklington before the headwind forced him to land.

Despite a week of varied weather with winds from all directions, a lot of enjoyable flying was done in the welcoming atmosphere of the YGC.



Sutton Bank YGC 60th Anniversary. John Sproule (see Obituary page 11) with 1/5 scale model of Mike Maufe's Kirby Kite made by Roger Brooks from Manchester (Photo: Bob Boyd)

Entrant	Club
A & M Maufe	YGC
Tony Smallwood	YGC
Ron Davidson	Coventry
Eric Arthur	Norfolk
Peter Teagle	YGC
Ian Smith	Lasham
G Day & D G Cooper	Norfolk
Syndicate	YGC
David Hayes	YGC
J Gammage	Norfolk
Keith Chichester	Aquila
Neil Scully & Richard Kilham	Buckminster
Lou Glover	Coventry
Chris Dearman	Shalbourne
B Owen & M Bean	Norfolk
Trevor Moss	Aquila
D Moore & G Paddick	Cambridge

A report from Keith Emslie & checked by Keith Mansell for Midland G. C.

SIXTIETH ANNIVERSARY AT THE LONG MYND

The first trial flights from the Long Mynd took place on the 11th of August 1934, when Fred Slingsby flew his Falcon 1, and allowed others to follow. Theo Testar (later C.F.I.) gained his C badge. Espin Hardwicke was a Birmingham stockbroker who learned to glide at Dunstable and had been seeking a new site nearer home. He got permission from a tenant farmer to launch from the hill top, but when the landowner found out, he stopped any further flying in case it disturbed his grouse. The dispute went to court, where the judge ruled against any further "flying exhibitions" from that site.

Fortunately, Hardwicke was able to buy a few acres further along the hill, where the club started operations in 1935. The intention was to continue with solo training at several lowland sites and only to use the Long Mynd for soaring by experienced pilots. However dual training became possible with the Falcon 3, and all flying moved to the hill site.

Some flying even took place during the wartime years, when instructors were trained for the Air Training Corps, and 200 hours were flown, including some flights in wave.

The weekend of 13–14th August 1994 marked the anniversary of those first flights, when many early members attended to reminisce and fly, including founder member Tim Healey. Charles Wingfield drove up in a splendid 1911 Argyll car. John Hickling (who was C.F.I. forty years ago) and Jack Minshall (the professional instructor for many years) were present. Many old pictures and documents were assembled for display and several large models were shown.

Ron Davidson brought the Slingsby Petrel that Espin Hardwicke owned and flew from 1939 to 1954, to provide an authentic shape in the sky, matched by a visiting Tiger Moth. Training was represented by the Eon Baby (on the way home from Lasham) and the resident T21 XN157 in Air Cadet colours. Vintage soaring by an Olympia and Sky, plus many classic sailplanes gave a timeless feel, for Eon 463, Eon 419, SF 26, K6, K8, K13 still give good value to club members.

The wind slowly backed from North to West, so that hill soaring was only possible on Sunday evening, but many good thermal soaring flights were achieved. The restaurant team surpassed themselves with a buffet and barbecue for 240 people, and several hundred bottles of a special brew of ale were sold. A large fruit cake, decorated with airborne scenes, had been made by Denise Hughes, who had organised the whole celebration. Straw bales around the hanger turned it into a concert hall where the Woolley Pritchard Sovereign Brass Band put the roof in more danger than any gale. Clever arrangements allowed them to show off their musical skills, to our great enjoyment while the extrovert conductor refused to continue playing any RAF tunes until several of the audience were "flying" round with their arms out.

A firework display brought festivities to a climax, and made a suitably derisive gesture to grouse moor landowners. As Espin Hardwicke's son David said, his father would have been proud to see the club today.

OBITUARY

John Sproule, last British member of the 1937 World Championships Wasserkuppe, died 11 November following a motor accident at Shoreham, Sussex. The funeral was on 23 November at Worthing Crematorium.

International News

BELGIAN NEWS

Strong Winds over Belgium, from *Eugene DE VELDER.*

Just as in Britain, in winter we can have very strong winds and storms over Belgium. During the night of January 27th 1994, a strong wind (70-74 knots) destroyed an old wooden hangar on the airfield of SCHAFFEN (DIEST) which caused the total loss of our (unique in Belgium) Slingsby T.30 Prefect. Our Schweizer SGU2-22 sustained a lot of damage and is at the moment at the Schweizer factory in the USA for gratuitous repair. It will be a hard job to make it airworthy again.

The *Belgian National Vintage Glider rally* was held this year at the airfield of Saint-Hubert from the 1st until the 4th of July. This was organized by the French speaking (Wallonian) section of our Belgian members and the Rally was held amid beautiful surroundings and in very hot, good, gliding weather.

Due to very hard work right up to the last minute to gain permission to run the meeting from the authorities, Firmin was not able to get his Nord 2000 ready in time to take part.

On the 30th of June at 0900 hours, work started to put up the 25 m by 15 m tent . This took up the best part of the day thanks to the efforts by Robert Mongin, Cornil Patrice, Firmin Quoibion, Firmin Henrard's brother Alain, and his Father. Firmin's wife took charge of the Chalet. Having seen that things were going quickly, Firmin at the same time was able to organize the showers and the sale of launch tickets etc. He had hoped himself to bring three gliders but it was impossible to get the N.2000 ready in time. He had promised to fabric cover the wings of Guy Englebert's T. 38 "Grasshopper"and that he had had to work for part of the previous night doing this so that it could be brought to the meeting.

JULY 1st. Moral is high, the weather superb, and we are ready to welcome the participants, to organise the entry fees and to go through the necessary formalities. The director of the airfield has prepared envelopes containing documentation etc which will be useful to the participants. Nothing is left to chance. After several reunions, Briefing took place at 11.00 hrs.Participants went to have a drink, others rigged their gliders before taking them to the take off point. Alain Henrard, who had only flown two solo flights at Temploux, could not resist being cleared for solo here by Alex Degarady. Other machines arrived by road. The Mu 13E arrived from Temploux by air and four other gliders arrive during the afternoon from Verviers; but, without knowing why, we did not see their pilots! We regretted that the AV.36 had a technical problem and could not fly without repair. Another incident was when the Dutch Ka 6E came to grief during its take off and went in to the Twin (Astir?) of the CNVV. The canopy of the twin was scratched and the Ka 6E sustained a hole in the side of its fuselage. It is all repairable. Flights of over two hours are normal on this fine day. A launch for one of our members costs 700 fr. but for others the cost is 1200 Fr. but this includes Membership of our Association. The meeting had as a goal to allow us amateurs to fly our machines and not to make a financial profit. The evening was dedicated to fitting a few of our machines in to the tent and then to having a good

fresh beer in the sympathetic chalet which we had hired for the occasion. We noted that the members of the Clubs and the Centre on the airfield gave us a warm welcome and that they admired our gliders.

2nd JULY. Still the weather forecast is excellent. I decide not to hold another briefing. Driving cars on the airfield and the flying had been disciplined and we were pleased that this had been noticed by the Airfield's Commandant Monsieur Dervaux.

A number of flights were made of over 2 hours and the day's record duration of 9 hours 12 minutes had been flown by a Ka-8. The two seaters circuited without pause. We would like to thank Firmin Quoibion who lent his Mu 13E a great number of times while he stayed on the ground. Each evening, our friend Guy Englebert had many bungee launches in his curious T.38 "Grasshopper". He had entwined twelve elastic bands together in the hopes of achieving the bungee launches of old. We should note that the true bungees used to consist of more or less 350 little elastic bands. The flights of the "Grasshopper" actually started by a car launch. Here also we would like to thank the authorities for also allowing this type of launch from the airfield. Towards 9 O clock, we closed the chalet in order to allow maximum participation at a barbecue organised by a nearby bar. We had a very good evening there.

3rd JULY. A very good weather forecast. No Briefing. We have quite a number of invited visitors, and flying starts early. The two seaters never stop flying. The Slingsby T.31 even manages hour long flights and has to be brought down by opening its spoilers. There are thermals of more than 4 metres/sec.. Some friends who came to us from Temploux amaze us by saying that there are no thermals at their home airfield. We baptize them all with proper gliding in super lift! Also Alain, who did not know how to detach himself from the base of a cumulus, had to be persuaded very hard by radio to resign himself to coming down to land. I myself discovered that at 1700 hours, I still had not had lunch! Towards 21.00 hours, we ceased flying and there were several persons attending who still had not flown. Some of them even tried to pay in advance so that they would be certain of flying on the next day. For us, the wives had prepared a very good Spaghetti and we must thank them for what they have done for us during the four days. They ran the Chalet perfectly, the Bar from 9 O clock to midnight and they managed other little things that only women know how to do: We thank Niclole, Therese, Laurence, Madelaine. Cecile, Isabelle and Brigitte. The evening stopped towards one o'clock in the morning.

4th JULY. Weather – Super with a possible risk of storms. There was a huge Cumulo Nimbus over Bastogne but it withdrew. For safety, we derigged the Ka-4 Rhoenlerche. There were still those who wished to fly. We decided to hold the Prize Giving and the 'Thank You' speeches at 10.30 hours.

The prizes were awarded as follows:

Prize for Originality and Merit: Jean-Paul Benard and his AV.36.

Prize for Devotion and Courage: Yung Philippe, who dedicated his flying and his car entirely to helping us.

Prize for Originality and Popularity: Guy Englebert for his Primary T.38 "Grasshopper".

Restoration Prize 1/. Slingsby Prefect... Messieurs Made, Karrer

Restoration prize 2/. Carlo Lecuit for his Austrian Grunau Baby

Restoration prize 3/. for a pretty restoration. Henk Stubbe for his Ka-2B.

Prize for Rarity: Monsieur Rijken for his Motor Spatz.

PZL Prize: Robert Mongin for his superb Mucha.

Slingsby Prize: Philippe Boutefer and his Slingsby T.31.

Schleicher Prize 1/. Monsieur van t'Hoff for his Ka-6E

Schleicher prize 2/. Philippe Goffaux for his Ka-6 CR.

Prize for Rarity, Devotion and for the Loan of his Machine: Firmin Quoibion and his Mu 13E.

Prize for Going Solo at the site during the Meeting: Alain Henrard on the Ka-4 "Rhoenlerche".

Prize for Devotion, for giving every assistance and kindness: Maurice Henrard (Papa) and the charming wives, without forgetting our Nearlanderphone (Flemish) friends: Georgette and Anne de Velder.

Once this little festivity had ended, we got down to flying again. There were still two two seaters at the launch point; the Mu 13E and the T.31. These had flown practically non-stop all day. The weather had been good enough and they took their passengers all to 1,000 metres including Monsieur Lefevre who did not even ask for it. Our friend Roland was unable to resist flying the Rhoenbussard which he appreciated very much although he had flown it before. Flying went on until 21.00 hours. Evening: Derigging of the machines and supper in the town.

5th JULY. The day was devoted to derigging the huge tent. This was delayed a half hour because we were worn out after the previous evening and the preceeding days. We were able to have with us the same persons for the derigging as were there for the rigging. I wish to thank particularly Roland who was there for the Tent derigging at 9 o'clock and also for taking back my two gliders on the last day which meant 180 kms. It has been suggested that we should organize a week long International Rally at Saint Hubert, which has an infrastructure capable of accomodating such an event. However, at this time, we are not sure that we are numerous enough to be capable of organizing such an event! We still need all our energy to maintain our club in its present state.

by Firmin Henrard. translated and precied from French by Chris Wills.

NEWS FROM BRAZIL

Our member Frederico Fiori wrote on August 3rd that we have gained another member in Brazil. He is Mr Paulo Francisco da Silva of the Bauru Aero Club. We have now three Brazilian members and we welcome them all.

Frederico Fiori mentions that his Brasilian "Meise" restoration is five months behind schedule but the major problems have been solved. They fly 365 days of the year in Brazil but the best season is from October to February. A prewar 1939 delivered Kranich 2B-1 is being used as a club trainer with a slightly raised rear canopy to give the instructor behind a better view forwards. There is also believed to be a 1939 built DFS Weihe still existing in Brazil. We are hoping to receive confirmation that it does still exist as there are only two other DFS Weihes in the world and they are both in Finnish museums. One of these, (if not both of them) is very modified with bubble canopy and built-in landing wheel. It would be interesting to learn whether the DFS Weihe in Brazil has been "modernized". Also used as a club trainer, is a Spalinger S.25 two seater which was built in Brazil by a Swiss immigrant.

BRITISH NEWS

The VGC would like to thank Mike Russell for storing his vintage gliders so well. The Petrel, Wren and Falcon 1 (Lippisch RRG 1927 Falke) have all been found to be in perfect structural condition. The Petrel BGA 651 and the Wren BGA 162 are original 1939 and 1931 aircraft, while the Falcon I originally built by Fred Slingsby as his first type in 1931 is a replica. It was built by Southdown Aero Services and John Sproule. It first flew at our last International Rally at Lasham in 1986.

The Kite 2 (BGA 663). This flew for the first time after a one and a half year's restoration by Frank Irving, Ralph Hooper and Bill Tonkin at Lasham on Monday May 30th. It has been restored by its original owners who flew this Kite 2 with the Surrey Club at Redhill in 1951 and later at Lasham. The Surrey Club had moved from Redhill to Lasham in 1952.

During June/July, the Vintage Group at Booker stopped work on the AVIA 40P due to Francois Ragot expressing a wish to see its structure before it is covered and concentrated on getting the Petrel BGA 651's fuselage ready to take part in the International Rallies at Dunstable and Lasham during August. The fuselage has to be seen to be believed ... it is so beautiful. The wings and tailplane are to be done next winter.

Also during July, David Jones finished his Hutter H.28-2. It has received a BGA Permit to Fly and has the BGA No.4086. The above represents very dedicated work at Booker and at David Jones' home in Coventry.

Mike Beach and colleagues have been continuing the restoration of the WILLOW WREN, BGA 162 at Brooklands while he is working on the new Scud 1 at home. The SCUD 1 looks magnificent. Fuselage and tail surfaces are complete. The wing is there but in August still needed some more work. The fuselage's small size and lightness is sensational.



Mike Beach sitting in his new Scud 1 at his Twickenham home in August. Behind – left to right are Jochen Kruse and C. Wills (Photo: 'Cassius' Eusald)

The RHEINLAND, BGA 1711 has been sold to the German Gliding Museum on the Wasserkuppe, but part of its condition of sale was for it still to be flown. Jan Foerster has bought Mike Beach's T.31 and sufficient components to build up another one. Earl Duffin's Reinhard CUMULUS 3F BGA 2266 (formerly D-4305) has been bought by Jim Stoia and has gone to the USA. While waiting for more information concerning the FAFNIR, John Lee has taken on the project of converting the Thoby Fisher Ornithopter Project back in to an EoN Olympia. He has been scouring the country for more EoN Olympia parts. Part of the Thoby Fisher EoN Olympia has already been used to get another EoN Olympia airworthy at Nympsfield.

NEWS FROM HOLLAND

The flying of Neelco Osinga's Spanish built Kranich 2A-2, which was borrowed from Gunther Welzhofe in 1951(?) was delayed because it was necessary to replace the inner plywood skin of the cockpits. Unfortunately Ben Schenk, the club's maintenance engineer, was required to work on the club gliders during the winter months, and therefore could only work on the Kranich 2 during the late spring and summer months. Thus, it could not be brought to our 22nd International Vintage Rally at Lasham. However, we have heard recently that the Kranich 2 is ready to fly now. At the 22nd International Vintage Glider Club Rally, Neelco was able to take his wife, son and daughter for flights in Chris Wills' 1943 Swedish built Kranich 2B-1. Thus, Neelco had some practice in Kranich 2 flying, whilst he was at Lasham.

A photograph in Spandraad has revealed that the prewar built Dutch BAULING (Grunau) BABY is well on the way to being finished. This will be the oldest Grunau Baby flying in Holland, if not in the World. It has the rounded (Wolf type?) rudder which is characteristic of Dutch built Grunau Babies.

Another photograph revealed Bob Persyn's MINIMOA 36 upside down on a jig being covered in plywood. We believe also that several parts for the wings are ready.

NEWS FROM FRANCE

Christian Ravel Snr came to Lasham for the 22nd International Rally with the recently restored Breguet 904 named "Ville d'Avrille" and an AIR 102. He told us that the 1949 built Fouga CM-8-13 aerobatic sailplane will be present at our next VGC International Rally.

This year's 3rd Ballade for old gliders was planned in laps from the Bay of Biscay Coast to Bourges by Paul-Michel Ginestet, who hoped to take advantage of the prevailing South West wind. Once again, the weather refused to cooperate and the wind blew constantly from the East! Not one of the less than 100km laps was ever completed by the Ballade's gliders. However, as the Ballade's course lay through some of the best regions of France for good food, everyone took advantage of it. International participation in the Ballade was guaranteed by some Belgian entrants. If one can never plan ahead for guaranteed good gliding weather, there would be no contests. In France, there ought to be good weather in mid summer. It seems strange how the 1939 Goal Flight contest from Freiburg in Breisgau to the Baltic near Stettin, was such a success. One wonders if it might not be possible to plan a Ballade to be pursued in reverse should the weather so demand!!! In other words, one should just fly it from the other end of the planned course, informing the various clubs to be visited to postpone their welcomes for a day or two if necessary. However, this might not be possible.

GERMAN NEWS

The annual Whitsun Meeting for Grunau Babies took place at Celle Scheuen. This was the 15th Babytreffen. Baby fans brought 20 aircraft and among them was a Grunau Baby 2B that was built by Gottlob Espenlaub's firm in Wuppertal in 1939. The majority of the entries were Grunau Baby 2bs and 3s, but also among them were T.31s, a Prefect and a Doppelraab. Some young Germans still have a wish to fly in the open air as their grandfathers did. Klaus Heyn, who is building a new Wolf Hirth "Musterle" from before 1930, is trying to get his work cleared to fly by the authorities. The "Musterle", apart from taking part in Rhoen Contests before 1934, was famous for having been the sailplane that Wolf Hirth took to

Vintage Glider Club 22



Baker McMillen Cadet II. Jim, Kenny and Mary Stoia – USA. In the background Eon Primary and Kranich (Photo: Bob Boyd)



The Govier 2 D-1080 sporting its new canopy. Paul Serries – Munster, Germany)



Christian Ravel (France) of the GPPA Angers and the recently restored Breguet 904 "Ville d'Avrille" (Photo C. Wills)



Ladislav Marmol (Czech) standing beside the Zlin 24 Krajanek in which he flew the British National Duration Record of 33 hours 15 minutes in 1948 at Dunstable (Photo: C. Wills)



Neelco and Marja Osinga and their son (Netherlands) in C. Wills Kranich 2 (Photo: C. Wills)



Peter Philpot (GB) in his Gull 3 – Petrels behind (Photo: Bob Boyd)



Hans Disma (Netherlands) and Minimoa PH-848 (Photo Melvyn Hiscock)

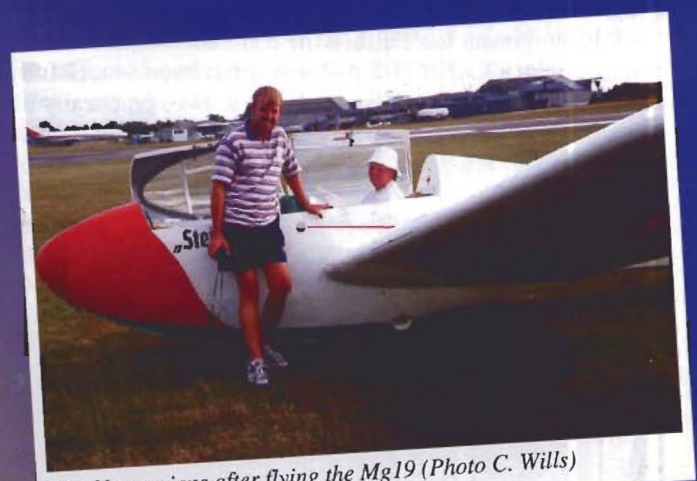


The last of the four 1948 Gull 4s, restored by Eric Arthur and John Edwards, seen here with Eric at Lasham (Photo: C. Wills)

nd International Rally



Jan Forster (Netherlands) and the Slingsby T31 (Photo: Melvyn Hiscock)



The Norwegians after flying the Mg19 (Photo C. Wills)



Mike and Tony Maufe (GB) BAC VII (Photo: Graham Saw)



Austen Wood and Keith Emslie with the Harbinger. (Photo C. Wills)



Mike Beach (GB) Slingsby Falcon (Photo: Graham Ferrier)



Ka4 Rhonlerche, Firmin Henrard (Belgium) (Photo: Colin Taylor Productions)



Spallinger S18 (Swiss) and Nord 1300, Didier Fuchiron (France) (Photo: Bob Boyd)



Steinadler D-0456 Jochen Kruse and Reginald Kasubeck (Germany)

the USA to introduce gliding there. Among his flights, was one in the slope lift over the bank of the river Hudson over downtown New York. The British pilot Eric Collins was allowed to fly it when he attended a course at the Hornberg in 1935.

Willi Bergmann has finished the restoration of his 1951(?) Spanish built KRANICH 2 A-2 and it has been successfully flown near Michelstadt/Odenwald. It has two, practically all round visibility, canopies and a small wheel built in to the rear of its skid. This is a good, practical solution for a Kranich 2 on the ground.

Willi Bergmann has also finished fuselage bulkheads and main wing spars for a new MINIMOA 36 which he is building. We send him congratulations for his fine work.



Willy Bergmann's Kranich 2 just rebuilt

A meeting for HORTEN flying wing enthusiasts was held in Berlin during the weekend of the 16th, 17th and 18th of September 1994 at the old Argus Engine Works which is now the restoration facility for the German Technical and Traffic Museum. Parts for the four Horten Flying wing sailplanes from the Silver Hill Storage Facility for the Smithsonian Institute, Washington, USA were displayed there. Russell Lee, who instigated the inspiration to bring them back to Germany for their restoration also attended. Herr Uden called the meeting together to reveal to everyone the components of the Hortens 2, 3F, 3H and 6. Restoration of the Horten 2s wings has already started. This Horten 2 was built in 1935 and was the much photographed D-10-125. During 1938/39, it had a red aerobatic sun-burst pattern on its wings and it will be restored like that for permanent exhibition in the Berlin Museum. In 1944, the Ho 2 was used as a test aircraft for the Horten 9 jet fighter, in that it had mock-up replicas of the two Jumo 004 turbojets built in its wing roots to give some idea of the airflow problems that might be encountered with the jet fighter.

The two Horten 3 centre sections will be restored but their wings are matchwood and beyond any hope of restoration. Indeed, each Horten 3 has only one wing as the other ones off each aircraft were removed by someone in the USA. The Horten 6 which, built in 1944, was the second prototype (and never flown), is to be completely restored but must eventually be returned to the Smithsonian Institute, as must one of the Horten 3 centre sections.

As enough Horten 4a drawings are now available to allow the building of a new Ho 4a, not only can the Horten 4a at Oberschleissheim now have a new centre section built for it, but four young Germans are intending to build a new one to fly in 6 or 7 years time.

The excitement and euphoria generated among young and old for the Horten flying wing concept, has to be experienced to be believed. At the meeting, there were also models of the Horten flying wings and improvements on them. A fantastic Horten 7 model, radio controlled, electrically powered and built by Dutch aeromodellers was especially impressive. We were given lectures on the Horten flying wing theory and we were able to see films of model Horten flying wings in the air, of a visit to the late Reimar Horten in the Argentine, and of the revolutionary PUL 10.

The PUL 10 was Reimar Horten's last design which, after having been built in Italy three years ago, is now becoming approved as a two seater ultralight aeroplane by the Aviation Authorities in many countries. It has a fully retracting tricycle undercarriage and rudder pedals are used to brake the wheels on the ground. We believe that the British Royal Aeronautical Society may have awarded Reimar their highest award three days after he had died last year, after its members had seen this fantastic aircraft.

Also at the Horten meeting was Heinz Scheidhauer, who flew the Hortens before and during the war. The last time he had seen these aircraft was 50 years ago. Heinz Scheidhauer drove to Berlin in his motorcaravan, in which he goes for great expeditions. He seems well but has become less mobile due to rheumatism and dreads the winter cold and damp, and the flu, and other associated ailments.

The scene at the GERMAN GLIDING MUSEUM on the Wasserkuppe has been further enriched by the acquisition of the Rheinland (BGA 1711) from Britain. Part of the sale agreement was that it should be kept airworthy and flown. The Museum has not enough exhibition space due to the arrival of, amongst others, the LOM Libelle and Lehrmeister from the former DDR. Even now, some of their exhibits have to be left derigged in storage under the Museum.

The Osnabruck Gliding Club, which is on the airfield of Achmer Osnabruck together with the British Forces in Germany Gliding Centre, has a strong vintage section. The former has a Kranich 3, a Grunau Baby 2B and is now restoring a FW 44 "Stieglitz" as a vintage towplane. After this, they will restore one of two Condor 4s, which Jochen Kruse brought from the Argentine. Very eminent in this group is Harald Kaemper who is leading the restorations. He also has the remains of two Kranich 2s from England. Markus Lemmer, the new workshop foreman of the Oldtimer Club Wasserkuppe, is building up one of them to fly, from the two. One of them was BGA 1092 which was wrecked at Thun

during our VGC International Rally there in 1978. The other is BGA 1258 of which the fuselage is missing. If anyone has seen, or saw, the fuselage somewhere in England, would they kindly let C. Wills know where... and when. If BGA 1258's fuselage can be found, Markus Lemmer could build two Kranich 2s of different versions, out of the parts. BGA 1258's fuselage was painted red except for fin and rudder which were white. It should have left England together with trailer loads of parts for the two Kranich 2s during the 1980s for Heiko Harms, a German Marine Tornado jet pilot at Flensburg, who had already restored a Grunau Baby 2.

Also at Achmer/Osnabruck is Hermann Hackmann, who has built several vintage gliders from new. Last year, he finished a LO 100 aerobatic sailplane. During the 1950s, he built the Meise (BGA 2080) which was bought by the late Thoby Fisher. Having discovered that it was still airworthy in England, he gave his friends at the gliding club the notion that he would like to have it back should it ever be for sale.The opportunity arose, and members of his gliding club came to Dunstable, England with 2 trailers and quickly bought it as a surprise for him. When he saw it for the first time again after so many years, he was overwhelmed and delighted. He has already started its restoration and is said to be working on it every day.

It should be mentioned that one of the heroes of the Achmer/Osnabruck Gliding Club is August Boedecker, who flew a Kranich 2B-1, together with Zander for more than 50 hours, over the sand dunes of Rossitten in East Prussia, in the extreme cold of the 1938/39 Baltic winter. It was the World's Duration Record for two seaters. August Boedecker was killed flying a Doppelraab at the club during 1953. The record was flown from the 9th to 11th December 1938.

Another notable vintage glider at Achmer/Osnabruck is the Alan Harris (Wales) T.21b. He is helping to run the British Forces Germany Gliding Centre although he is not in the military himself. This very fervent nest of Vintage Glider enthusiasts at Achmer/Osnabruck is longing to be allowed to run an International Vintage Glider Rally for us in Germany and they plan to be adequately represented at our Oberschleissheim International rally next August.

We are glad to learn that Willi Bergmann of Michelstadt is making such good progress in his recovery from a stroke that he has resumed work on the Minimoa he is building.

ITALIAN NEWS

First Vintage Glider Rally In Italy.

A report by Jörg Ziller and Peter F.Selinger (translated by Colin Anson)

We're off to Italy to honour the memory of Luigi Teichfuss. Luigi who? Who is Luigi Teichfuss??

His parents came from Dresden (hence "Teichfuss") and emigrated to Switzerland in the second half of the 19th century. The son seems to have inherited his parents' wanderlust; though born "Ludwig Frederic" at Lucerne in December 1884, he became well known as "Luigi Frederico", designer of many Italian glider types.

Now about ourselves and our journey to the sunny South. On July 19th we set out on the road to Pavullo. This place is easy to find. You drive South on the Strada del Sole, and at Modena you turn right into the Appennine Hills. When you get to the first level field among the mountains you have found Pavullo, and the airfield. They still observe strange customes there; the citizens drive out to the airfield on Saturdays and Sundays, accompanied by their families, and enjoy watching the "Commandantes" fly aeroplanes and gliders. They have not yet heard of civic protests against these disgusting noise nuisances. They seem to be very backward.

When we arrived we did not see any citizens, either at Pavullo or on the airfield. Because it was raining! In this Land of the Sun it rained for four days, fortissimo,without a break. We consoled ourselves on discovering that there are alternatives – enjoying the wine, especially if one may hope for good flying weather which, indeed, eventually materialised.

But the rain provided a specially good opportunity for celebrating the famous son of this town. His memory was honoured during a function in the Palazzo Ducale, with the local "creme de la creme" and even some aviation people among those present. However, since all the speeches were in Italian, I did not understand one word and so am unable to reproduce them here, which no doubt considerably improves this report. There was an exhibition on Luigi Teichfuss in the Palazzo comprising some 50 photographs, four models of his gliders, reproductions of documents, and especially some of his original drawings which could not fail to excite any Vintage Glider Pilot. Furthermore, a book about Luigi Teichfuss was presented, entitled "Ali Misteriose-Teichfuss e Pavullo; oggi si vola a vela" by Rino Rinaldi.

This made the story of Mr Teichfuss plain, even to non-Italians. A friend of Balbo's, the aviation minister under the Duce, noticed that in Germany they trained large numbers of glider pilots to provide cadres for Hitler's Luftwaffe. This "super" idea was to be copied in Italy. (On the other hand, there are people who insist that it was the other way about, for Pavullo was established as early as 1928 in order to train budding military pilots.)

In Luigi Teichfuss, totally self-taught where glider design was concerned, they discovered a man who was to design their aircraft. And that is what he proceeded to do, to good effect. He provided a whole range of different types, from an SG38 type trainer up to a Super-Minimoa. He eventually produced 25 designs, of which the Sparviero and the Turbine (not unlike the Reiher) became the best known.

During the second world war, Luigi Teichfuss gave useful service to the local population by liaising between them and the German military, by virtue of his knowledge of the German language. Which they warmly appreciated. When the Americans began to get close to Pavullo, the retreating German troops blew up some of the buildings on the airfield. Before these demolitions, Luigi was able to save some of his gliders from the hangars, and to hide them in his house. After the "liberation", his grateful fellow citizens beat him nearly to death, because after all, he had negotiated with the Germans, and they set light to every one of the gliders he had saved.

Now it has to be admitted that the Italians are somewhat more skilful in their management of past history than the Germans, in that they approach such matters in a more easy-going manner. A young Swiss by the name of Frederic Fischer had researched the life of Luigi Teichfuss. He discovered a foster-son of his, and it took years for him to gradually to win his confidence before he obtained access to such possessions as had been saved, and in particular to the original design drawings of the gliders. Frederic Fischer made the fruits of his research available for the above mentioned book. He is an enthusiastic model maker, and one of the originators of the Luigi Teichfuss Vintage Rally.

And so it came to pass that this year we honoured this great, famous son of this town. (And so a welcome change... but No! People do not change!)

As for us – we were Vintage Glider pilots in Italy with a Mu13 and a Uribel, there were friends from Switzerland with two Spyr V, Spalinger S18 and S19,a Moswey 4 and a Super Futar, a visitor from France with a Caudron 25S, and a German with his DFS Olympia Meise.

And there was quite excellent flying after the four rainy days and another day to let the airfield dry out. As with so many fabulously beautiful regions of Italy, so also the Appennines around Pavullo are enchantingly lovely. And thermals – from the fresh, urgent Spring thermals reaching to great height, with views from the plain of the river Po as far as the Schimone, a mountain in the high Appenines, to the lazy late-summer thermals which developed when the hot weather once more spread over the land.

In parallel with the Vintage events, a group of aero-modellers from Switzerland demonstrated their skills in flying beautifully constructed models. They were mostly models of Swiss gliders, but we also admired models of a Kranich 2B and of an OBS (the three-seater research glider from Darmstadt from which the idea of designing load carrying gliders was developed).

And now – after weeks have passed – what are the principal impressions of this rally I am left with? Certainly not just the rain, or the beautiful small old towns, like Lucca or Modena, or the splendid landscape, or the long flights over this magnificent stretch of country. Rather it is the special charm peculiar to small, intimate Vintage rallies, where new participants find themselves immediately integrated into the community of the "Old Hands" who have known each other for years; where all participants can sit together at supper at one or two tables. And of course we did wine and dine together. And as so often – the later it got,the less did any language barrier seem to get in the way. The excellent wine certainly helped in this process. But even when I can hardly remember what it tasted like, I shall long remember our stay in Pavullo.

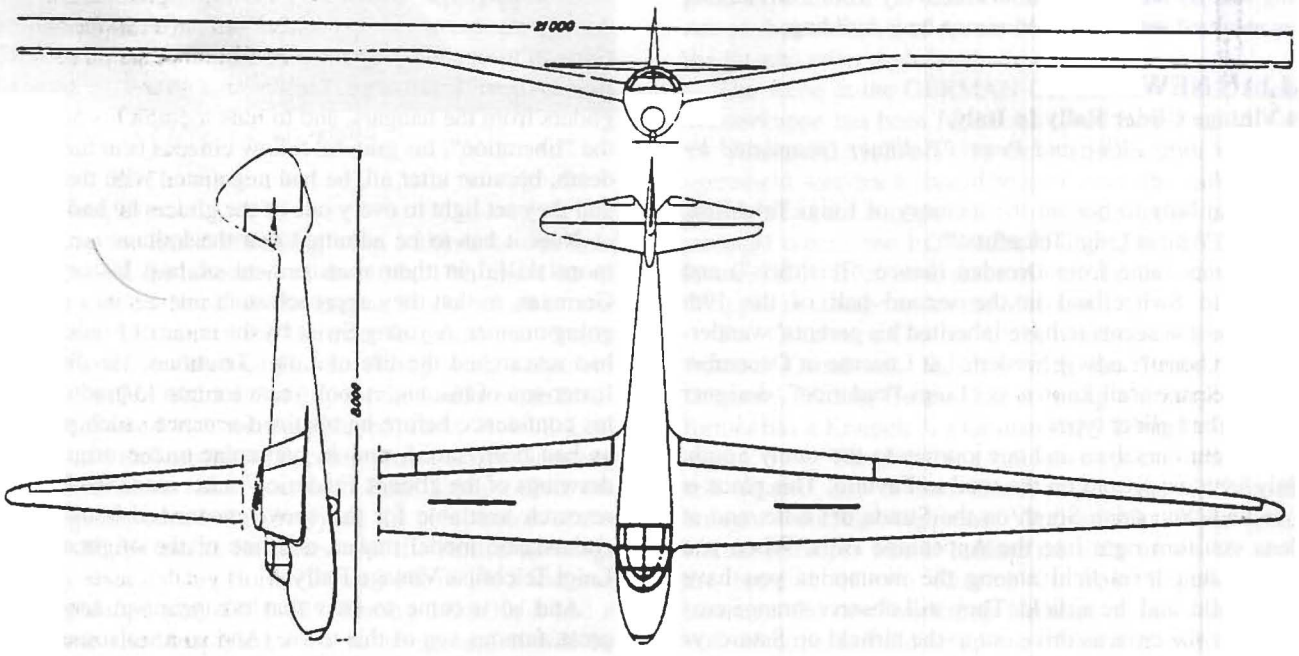
List of participants.

Pavullo 1994 1st Ludwig Teichfuss – Memorial Rally.

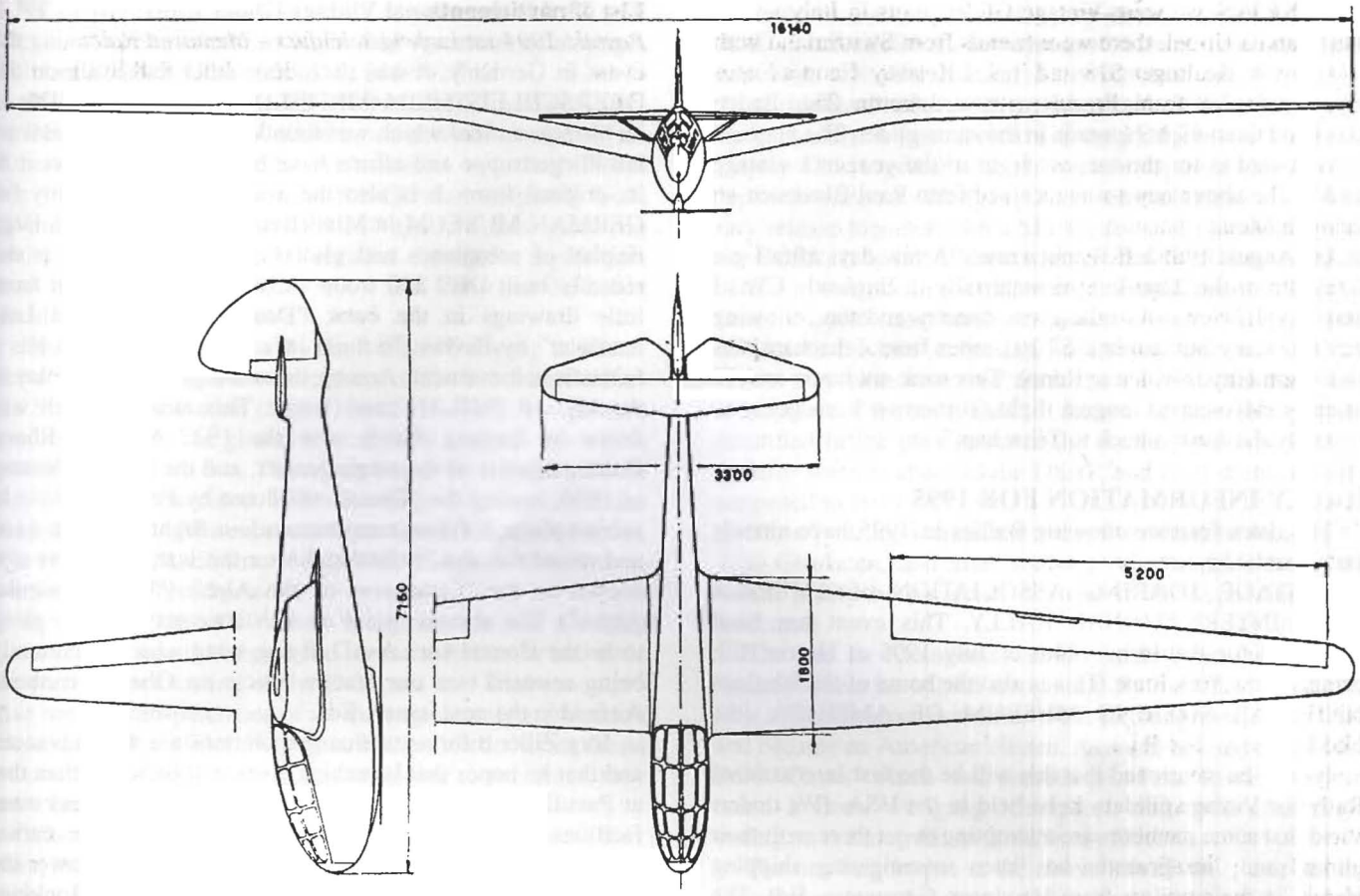
D-1420	DFS Meise	Jörg Ziller & Klaus Heyn
F-CANL	C25S	Jan Paul Robin
HB-411	S18 11	Willi Schwarzenbach
HB-458	S18 111	Peter Egger
HB-525	S19	Hansuerli Renz
HB-522	Moswey IVA	Willi Fahrni
HB-369	Spyr V	Hugo Roth
HB-509	Spyr Va	George Fliss
HB-670	R II Super Futar	Attila Zierman
I-IORI	EC 39 Uribel	Carlo Compte di Zorzoli
I-CROZ	Mu 13E	Compte Giovanni Fornari

About the sailplanes designed by Luigi Frederico Teichfuss: At Christmas 1942 the then most popular German aviation magazine, "Der Flugsport", published a report about the sailplanes by Teichfuss, one of the oldest Italian designers. The parallels with German developments are unmistakable. As it is said that Teichfuss very often visited the Rhon, it is quite possible that he might have obtained design drawings of the Rhon-Rossiten Gesellschaft gliders, to facilitate copies and developments as was customary in other countries. For instance, in the USA Martin Schempp built the Professor at Haller-Hirth in the early thirties under the name of "Haller-Hirth Hawk. His list of types comprises 22 gliders, with or without engine and a further three which did not get beyond the design stage. A total of 60 gliders (if we include his youthful design of the Bicycle Plane) to carry the name of Luigi Teichfuss into the air. A pretty successful result for a self-taught designer. His Sparviero attracted the attention of ISTUS when it laid down the parameters for the Olympic sailplane at Berne in 1938. However, its 16m span ruled it out. Italy was represented at the time by the AL3 and the Pelicano. The three-view drawings are included to illustrate the list of types.

Finally, it was the war in Italy which put an end to the gliding creativity of the Swiss Italian of German stock, Luigi Teichfuss.



Biposto 3-view



Sparviero 3-view

SAILPANES DESIGNED BY LUIGI FREDRICO TEICHFUSS

Year	Type	Number	Span(m)	Empty Wt (kg)	Remarks
1907	Aerocicloplano	1	10	90	Bicycle plane
1923	Condor 1	1	12	85	For Asiago 1924
1925	Condor 11	1	12	90	Flight Bologna-Ferrara
1926	Tenax	1	14	100	Performance sailplane
1929	Gabbiano	1	16	190	Performance sailplane
1929	Nibbio 1	1	12,5	145	Training glider
1930	Nibbio 2	1	13,4	125	Glide angle 19/1
1930	L.T.30 Libratore	12	11	90	Training glider
1931	Falco	2	16	155	Glide angle 21,5/1
1932	Orione 1	2	16,6	238	Performance sailplane
1933	L.T.12 Biposto	3	15,4	331	Open cockpit two-seater
1934	Grifo	1	14,2	135	Glide angle 17/1
1935	Super Grifo	1	18	204	Glide angle 22/1
1936	Astore	2	14	177	Glide angle 17/1
1936	Cicogna	2	14	210	Motor glider
1937	Sparviero	1	16	315	Glide angle 25/1
1938	Turbine	2	18,5	238	Performance sailplane
1939	Ballila	10	12,5	126	Training glider
1940	Allievo Pavullo	10	11	126	Strutted
1940	Allievo Pavullo	3	11	107	Wire braced
1940	Idem Biposto	1	11	145	Training two-seater
1940	Borea (Biposto)	1	21	375	Side-by-side 2seater
1942	L.T.35 Borea	-	21,7	900	Load carrying glider
1942	Orione 11	-	17,8	200	Performance sailplane
1943	Biposto Scuola	-	16	300	Training two-seater

USA NEWS

This year Doug Fronius was awarded the VSA's Frank Gross Award for the restoration of his LK-10A. He was also awarded the VSA's Harland Ross Award for the Gold Badge Diamond Goal flight he made in the same glider. The Harland Ross Award is for the longest flight of the year in a vintage glider. The above news was received from Raul Blacksten on the 30th May.

On August 12th Jeff Byard wrote: "A few days after I got home (from the 22nd International rally in England ..CW.) I flew my T.21 on a 44 mile cross country and the following day I flew my Std. Austria"S" 291 miles from Tehachapi, CA to Carson City, NV. (near Reno). This took six hours and 35 minutes. My second longest flight. Tomorrow I am going to try to fly the Austria back to Tehachapi".

RALLY INFORMATION FOR 1995

The dates for the following Rallies in 1995 have already been fixed.

VINTAGE SOARING ASSOCIATION of AMERICA (VSA) INTERNATIONAL RALLY. This event has been scheduled for the 16th – 24th of July 1995 at Harris Hill, Elmira, New York State. This is also the home of the fabulous NATIONAL SOARING MUSEUM OF AMERICA (the NSM).

It must be mentioned that this will be the first International Rally for Vintage Gliders to be held in the USA. (We understand that some members are attempting to get there with their gliders and Jan Foerster has been investigating shipping gliders in their trailers from Hamburg, Germany – Ed). The VGC wishes the VSA Rally every success.

RENDEZ VOUS 95. After meetings with all persons who would be interested in running the event in Germany, it was decided that the RENDEZ VOUS 95 should be held at the WASSERKUPPE, RHOEN from the 30th of July until the 5th of August 1995. This of course is the home of the GERMAN GLIDING MUSEUM and also of the OLDTIMER CLUB WASSERKUPPE. As is already known, the Wasserkuppe is of immense historical interest to glider pilots throughout the world.

Our host for the Rendez Vous 95 is the Oldtimer Club Wasserkuppe and they extend the following invitation:-

Dear Vintage Glider Friends,

The Wasserkuppe hereby invites all participants in the 23rd International Vintage Glider Rally in Germany, to break their journey to Munich-Oberschleissheim and to spend a happy and relaxing week with us – before the Rally – on the oldest glider site in the world. We offer, as before in 1993; informal flying without programme, guarded parking for your trailers with their precious vintage machines, limited amount of inexpensive accomodation in the former Reichs Gliding School, hotels and Pensions on and near the Wasserkuppe, camping ground, affordable restaurants on and around the Wasserkuppe, opportunities for walking excursions, hiking, museum visits, sociable evenings in the hall of the Oldtimer Segelflug Club Wasserkuppe, If you are interested, for information or booking, contact: Oldtimer Segelflugklub Wasserkuppe Karl-Heinz Kellerman, Beethovenstrasse 64, D-60325 FRANKFURT GERMANY and contact address is: Karl-Heinz Kellermann, Beethovenstrasse 64,6000 Frankfurt 1, Germany. Tel: (home) Germany (from Britain 010 49) 69 74 54 75. Work: 69 90 92 6100.

The 23rd International Vintage Glider Rally

Again, after meetings with all those interested in running the event in Germany, it was decided to hold this Rally on the OBERSCHLEISSHEIM AIRFIELD, near MUNICH. This is an historic airfield which was founded in 1912 for the Bavarian Fliegertruppe and efforts have been made to restore it to its original form. It is also the aviation storage facility for GERMAN MUSEUM in Munich and, as such, it has a large display of aeroplanes and gliders. Among the latter is the recently built DFS 230 troop carrier which was built from little drawings in the book "Deutsche Kampf und Lastensegler" by Pavlas. To build it from these drawings was a fantastic achievement. Among the other gliders on display is the MU 10 "MILAN" two seater. This aircraft which was flown by Ludwig Karch won the 1937 National Rhoen Contest against all the single seaters, and the ISTUS Meeting of 1936, beating the "Rheinland" flown by Felix Kracht in to second place. It did so many tremendous flights through, over, and round the alps, before and after the war, that it became known as the "Conqueror of the Alps" ("Bezwunger der Alpen"). The absolute piece de resistance may well be going to be the Horten 4A LA-AD, flying wing which is currently being restored (see our feature article on Oberschleissheim Airfield in the next issue – Ed).

Jörg Ziller informs us that preparations are well advanced and that he hopes that launching costs will be lower than that at Pavullo, Dunstable or Lasham! Camping space and other facilities need to be provided from scratch so the earlier intending participants indicate their intentions the lower the costs will be and the less hassle for Jörg and friends. Bookings must reach him by 28th February 1995.

It is proposed that each country should bring their national flag to every rally; size approximately 2m x 1.2m.

The President of the Technical University, Munich, has agreed to be Patron of the Rally and the Bavarian Minister of Culture will host a reception.

Hosts for the 23rd International Vintage Glider Rally will be the Oldtimer Segelflugverein Munchen E.V. represented by our VGC member Mario Selss, Bauseweinallee 123, 8000 Munchen 50, Germany. Tel: Germany 8.1200.94 and Jörg Ziller, Brucknerstrasse 20, D-71065, SINDELFINGEN, Germany

UK National Rally 1995

The exact date and venue for this rally has not yet been fixed. We are, however, pleased to have had contact from the Ballarena Gliding Club in Northern Irelend expressing an interest in hosting the event. We are still awaiting information regarding possible sponsorship or preferential rates from ferry companies, without which the VGC committee feel that cost would preclude many members attending. If any member can offer advice or information regarding the transport of gliders across the Irish Sea, please contact our Rally Secretary, Graham Saw on 0628 776173.

STOP PRESS: see newsheet mailed with this issue
1995 National Rally now to be held at Bellarena Gliding Club in Northern Ireland, 27th May to 3rd June

LETTERS

Victor Mead Saudek, 7216 Kentwood Avenue, Los Angeles, California 90045, USA. Tel: (310) 645-9918.

THE FATE OF THE D.28B "WINDSPIEL" and a MU 13.

Dear Chris, " Raul Blacksten, an active member of the American Vintage Soaring Association, requested that I convey to you information on the German sailplanes D.28 "Windspiel" and D.30 "CIRRUS" (sic). I can give you nothing on the "CIRRUS". I recalled that about a year ago, Raul had skimmed through a report that I had that described details of the D-28 and Mu 13.

That report was directed by the late Dr. Wolfgang B. Klemperer with input by several members of the Southern California Soaring Association (SCSA), each of whom was given a subject on one of the gliders to study and analyze. I can give you information on that. The report was done at the request of the USAF and is dated 1949. Recently I mailed it to the National Soaring Museum, attention James Moser, Archivist, RD 3, Harris Hill, Elmira, NY, 14903, USA. God only knows where the Air Force buried it.

In the late 1950s, Dr Werner Spilger moved near me from Germany. He saw that report and commented that he had done the performance testing of the D-28 and was kind enough to give me the transparencies of all the engineering/construction drawings of that glider. He explained that his doctorate thesis was on that subject. Since I was not going to use them, they too went to the NSM some years ago.

When the Air Force sent the sailplanes to us to study, they were loose in a large freight car which also carried, loose, several street light standards which rather thoroughly ground the plywood in to corn flakes. Perhaps the most intriguing thing about the D-28 was the complicated control stick. After 45 years I can no longer recall all that it was used for. However it so fascinated one SCSA member that when the gliders were turned over to the military for disposal, he, Herma Stiglmeier, kept it and may still have it. His address is: 3311 Uwila Place, Koloa, Kauia, Hawaii, 96756, USA. "I hope the leads I have given in this letter are helpful to you" Sincerely, Victor M.Saudek.

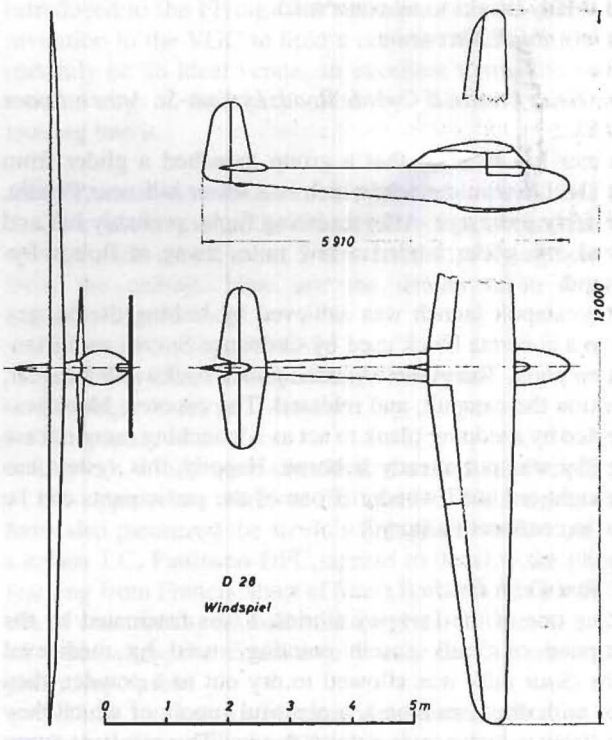
Copies also were sent to R. Blacksten, J. Moser and H. Stiglmeier.

Chris Wills comments. The D-28 "Windspiel" was an ultralight sailplane designed to make use of the weakest thermals. Its full span ailerons were for the utmost maneuverability so that it could be turned in the cores of thermals. Its 12 metre span wings were in one piece so that weight was saved by not having metal main fittings. Its trailer therefore also had to be 12 metres long. It was built by the Damstadt Akaflieg in 1933 and did several sensational flights (one of them ending near Malmedy in Belgium) in the hands of Hans Fischer. It was demolished by an aeroplane landing on it while it was on Darmstadt Griessheim airfield. A D-28B was then built and differed from the former by having its inner aileron portions converted to flaps. It was slightly heavier than the D-28A. In the 1938 Rhoen Contest, Bernhard Flinsch transferred to it after the D-30 "Cirrus" had been broken during its first take off. Bernhard Flinsch flew it 365 kms, among other flights. This was probably the furthest the "Windspiel" ever flew. In 1939, it took part in the German Libya Expedition together with the Reiher V2, the Rheinland V1 and a Kranich 2A-2 (probably the prototype for the later mass produced Mraz Kranich 2). In 1941, the "Windspiel" took part in the Akaflieg meeting at Prien on the Chiemsee in Bavaria. In June 1945, it was seen by the Allies (CIOS Team) on Darmstadt Griessheim airfield. According to Georg Bruetting's book "Die Beruhmtesten Segelflugzeuge", it was destroyed by a heavy sea while being taken to the USA on board a freighter. This may have been a CIA cover up!? From Raul Blacksten, we gather that it was taken to the Wright Patterson Airbase at Dayton Ohio together with many other captured German and Japanese Aircraft. Wolfgang Klemperer obtained its temporary release together with a Mu 13, for study by members of the SCSA. It is not known whether the D-28 was damaged before it was put in the railroad car (goodswagon). The unfastened down street lamp stands were metal tubes that rolled about into the two sailplanes which were also not secured. When they were removed from the railroad car, there was enough left of the sailplanes for them to be photographed and identified in the photos. After the studies, it seems that the remains were returned to the USAF, and it all seems to have happened in 1949.

Chris Wills has written the above from what he was told by Raul Blacksten, and after studying Vic Saudek's letter. He would gladly be corrected if some of his suppositions are inaccurate.

The late Dr Klemperer was originally from the Akaflieg Aachen where he helped design and fly the Blaue Maus and flew a World record with it in 1921. He emigrated to the USA and became an American citizen. As such, he tried to save the D.30 "Cirrus" which was, according to Peter Riedel who had heard it from Wolfgang Klemperer, destroyed after flight testing on orders from an American officer.

The one bright spot in the above narratives is that Martin Simons has seen the drawing plans for both the "Windspiel" and the "Cirrus" at the Akaflieg Darmstadt, and so all trace of these two remarkable sailplanes has not been lost. The "Cirrus" was of course the most efficient aircraft in the World in 1945 with a proven max. L:D of 1 in 37.5!



D38 Windspiel 3 view

Keith Nurcombe shares this short anecdote with us
The second week in August saw Lasham hosting the Vintage Glider Club International Rally. The last few days were marvelous, with a host of beautiful machines in all shapes, sizes and colours, soaring in the best of an English summer. I flew the (blue) Tutor down from Husbands Bosworth on Saturday. Having failed to organise a retrieve crew I decided that I had better be sure to get there and hope to fly back on the morrow.

After spending almost five hours the following day plugging into wind from Lasham in a vain – nay, hopeless – attempt to get back to Husbands Bosworth I eventually called it a day at Bicester. The activity I could see on the airfield turned out to be the last day of the National Championships, with most of the finishers already back. I parked up and went for some essential lubrication before breaking the bad news to my wife.

While we were derigging a while later, a young child trotted up, perhaps five years old. "THAT'S A FUNNY GLIDER!" he announced in a "my dad's bigger than your dad!" sort of voice. "Oh yes," replied Diana, "and what sort of glider has your daddy got?"

The unexpected and emphatic reply came with that devastating perception of the very young ... "a WHITE one!"

Kind of says it all, doesn't it?

Dear Sir, having been honoured to be presented with two more trophies at the excellent dinner at Lasham, it was remiss of me to fail at the time to thank those who have made my Tutor exploits possible. In attempting to keep the proceedings short, I forgot to mention, in particular, those who made the final weekend of the Rally so enjoyable; the chairman for organising the evening entertainment. the rally secretary for arranging overnight accommodation, and, not least, my wife who persuaded the CFI to help her get me back from Bicester on Sunday despite my promise to get back under my own steam. I am well aware that these cross-countries in the Tutor are causing me to become indebted to many varied helpers, and I should not like to think that their efforts are unrecognised. Many thanks to all concerned.
Sincerely, Keith Nurcombe

From: Keith Emslie, 5 Croyde Road, Lytham-St. Annes, Lancs FY81EX
A farmer has recalled that a group launched a glider from Weets Hill, Barnoldswick, which is a lesser hill near Pendle, about forty years ago. After a soaring flight, probably hill and thermal, the glider landed a few miles away at Bolton-by-Bowland.

The catapult launch was achieved by lashing the bungey rope to a concrete block used by Ordnance Survey as a triangulation point. The glider was then pulled backwards by a car, to tension the catapult, and released. The concrete block was protected by a sloping plank to act as a launching ramp in case the glider was not already airborne. Happily, this system has not caught on, but I wonder if one of the participants can be found to confirm this story?

Also from Keith Emslie:
Reading one of the Lovejoy stories, I was fascinated by the description of "milk casein painting" used by mediaeval monks. Sour milk was allowed to dry out to a powder, then mixed with dilute ammonia, a plentiful supply of which they found from a convenient natural source. The resultant syrup was spread thinly on wooden planks as a basis for icon paintings, giving a pleasing smooth surface with a cream colour, which would take water colours to form the picture.

Thus a strong adhesive was available hundreds of years ago, but did they have any use for it in constructional work? There will be written references to this, but in Latin, so we need a classical scholar to make a search. Along the way there might be interesting details about Oliver of Malmesbury and Bishop Wilkins of Chester waiting to be recognised.

A third letter from Keith Emslie: THE PEAK 100 TWO-SEATER
This glider was offered for long-term loan in the summer 1993 issue of VGC News and prompted me to enquire further. Mature reflection has now made me admit that it would require too much work for my limited resources, although much less than has been lavished on many old airframes. A status report might inspire someone else to save this rare bird.

Peter Street commissioned the design, and set up Peak Sailplanes, but Slingsby beat him into production with the Type 49 Capstan. The prototype Peak 100 came through its flight tests, with some small modifications, but did not continue to fly regularly. Peter Street became Managing Director of Slingsby Sailplanes for a short time, and Peak Sailplanes did not continue.

The Peak 100 has side-by-side seats under a large canopy, and the shoulder wing allows rear vision. The large wing area gives a low stalling speed, 32 knots (60 km/hour) and max. glide was intended to be about 30, but was not measured. The wing has a thick NACA section and is in three parts.

It resides in a trailer near Chapel-en-le-Frith and Camphill, although the ply roof failed and a canvas cover was made to keep out the rain. The airframe has survived in apparently good condition, from a cursory inspection, once we had put some air into the tyre, and half extracted the fuselage into a half gale. The sole problem that hit our eyes was the state of the thin birch plywood covering on the wings, which has rippled into waves that would affect wing performance seriously, and possibly reduce the torsional stiffness significantly. Replacement of the ply, perhaps with gaboon, would be needed before trial flying would be possible, and this was the feature which made me reluctant to proceed.

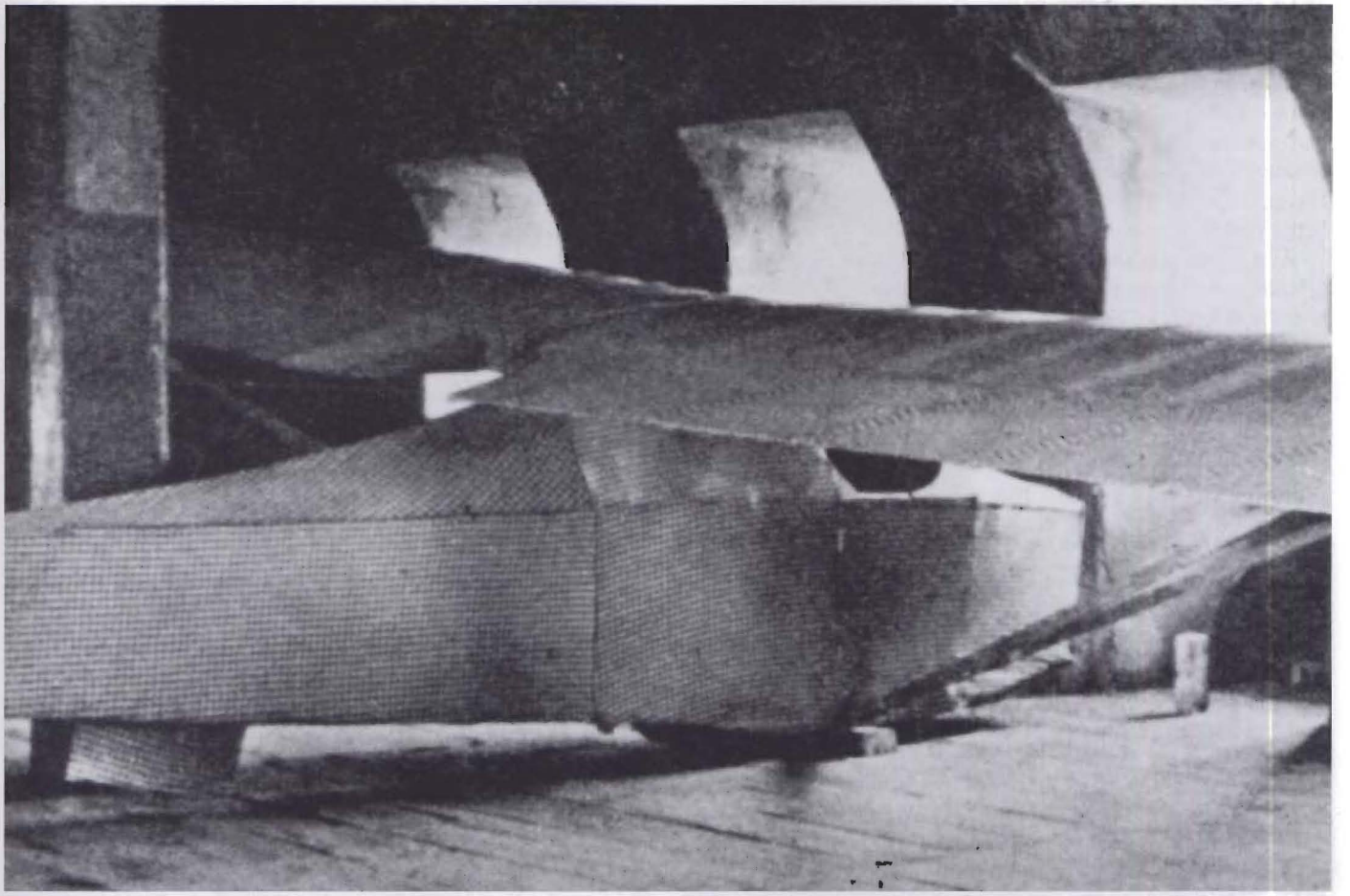
Peter Street was in good form, although he is now recovering from a hip replacement, and placed no provisions on how the glider should be treated and operated. His wish to retain ownership was purely sentimental; he hopes to see the glider being flown again, and he would love to fly in it again for old times sake.

Martin Street would welcome further enquiries, initially at Street Cranes, Chapel-en-le-Frith on 0298-812456 during the day – *Keith Emslie.*

Our recent reprint of an article on the Colditz Cock has generated a lot of interest. Here are a selection and a photograph of the original glider kindly supplied by Mike Maufe from a collection belonging to Harold Holdsworth.

From Keith Emslie:
A replica "Colditz Cock" (BAPC 90) was on display at Torbay until 1986 although I believe that this museum is now closed. Presumably it was a static exhibit, but doubtless as safe & sound as the original!

Could you "discover" it for Samsung to exploit? I recollect that the RAF Escaping Society have a museum that would make a suitable home. Lorne Welch advised the designers



Colditz Cock in the loft of Colditz Castle (Photo: Harold Holdsword (via Mike Maufe))

whilst in Colditz.

The Pat Reid book "Latter Days in Colditz" mentions an American girl war correspondent, who took photos; perhaps publicity might bring them to light? (Is this one of them? – Ed)

(This letter was sent to David Shrimpton from Bill Goldfinch, after he was sent a complementary copy of the VGC news containing the Colditz Cock article in which he played a part. He also sent an excellent copy of the Colditz Cock drawings, marked 'Colditz 1944' which can be made available to members on request – Ed)

Dear David, It was such a pleasant surprise to have your letter of 26th July – just a week after my birthday so that counts as a nice present – for which many thanks. Firstly for the VGC Newsletter with lots of proper drawings (except for the Colditz Cock which because it has not flown we will keep quiet about!) in particular the Huetter with its good span '535' has an attractive flying look about it – has yours flown recently?

The VGC cover Baker McMillen is also quite detailed in my copy of Pagee ABC of Gliding and Sailflying, 1930 – do you have this in your library? (Do we? – Ed). It also contains the building instructions and drawings for the Dickson Glider. Finally, for sale in the Club Hanger at Old Sarum is a Slingsby Primary. So whatever you fly now, do come into Old Sarum for a cup of tea whilst we go over again that question of 'Did you actually lift-off in G-AYDY that day – along what is now the short runway'? Look forward to seeing you someday,

On and On, Bill Goldfinch.

P.S. C.H. Latimer-Needham – fancy him being the designer and pilot of the 1st British designed and built sailplane – born 1900, died 1975, about the year 'DY' joined the PFA Rally round.

David Shrimpton replies 'The invitation to visit Bill at Old Sarum was accepted and during the visit, I was pleased to be introduced to the Flying Club management who extended an invitation to the VGC to hold a rally at Old Sarum. It would certainly be an ideal venue, an excellent flying site with the ancient city of Salisbury close by. We will certainly be looking into it.

From Peter Moran, 7b Park Rd, West Kirby, Wirral, L48 4DN.

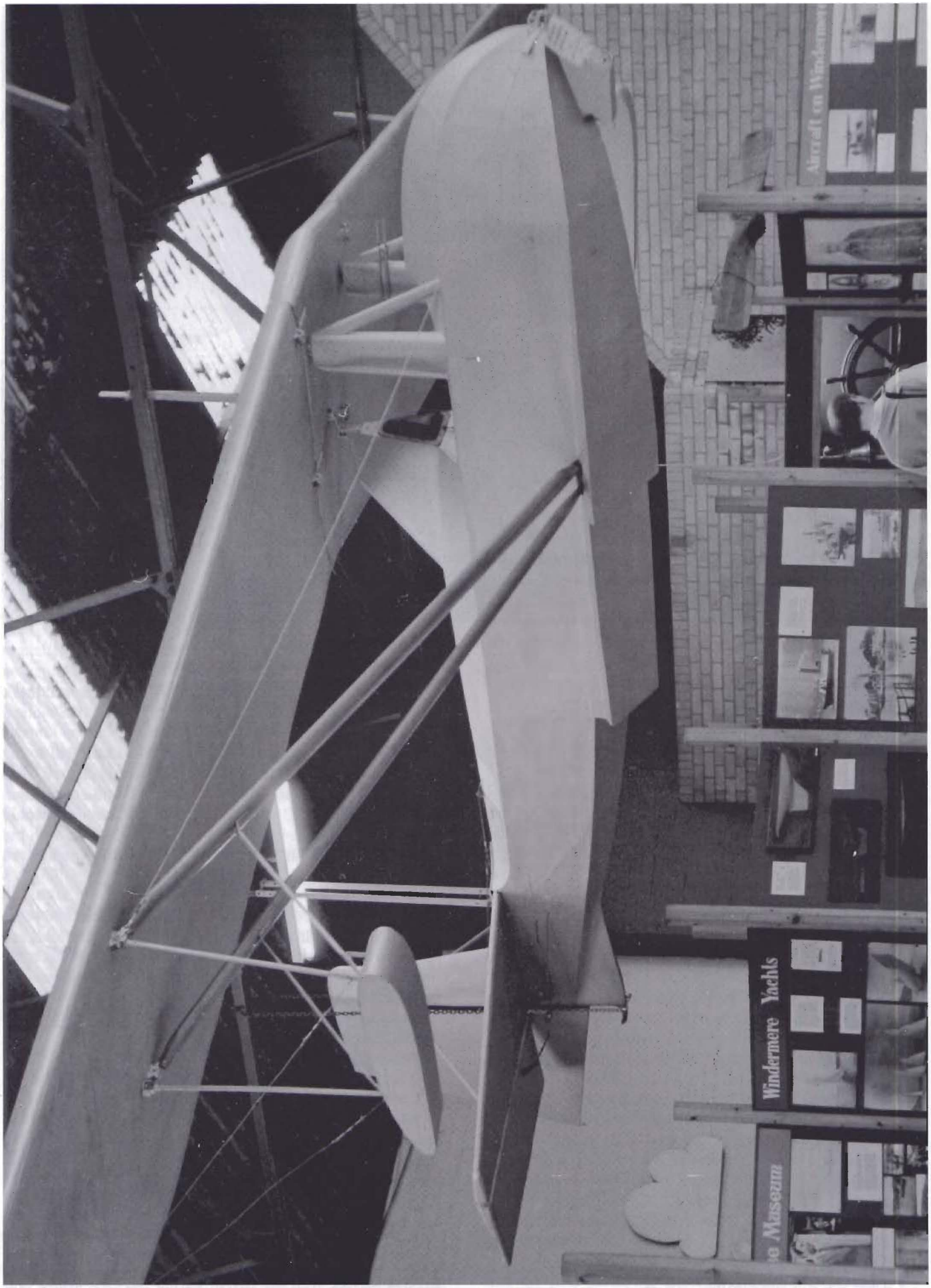
On a recent visit to the Windermere Steamboat Museum I spotted a Slingsby Falcon 2 converted to a flying boat hung from the ceiling. Here are the details taken from the Museum's guide book.

Builder, Slingsby (Falcon2)
Modified, G.H. Pattinson Ltd, Windermere
Fuselage, 16 ft
Wing span, 42 ft

In 1911, Windermere saw the first aircraft to take off water.

It is appropriate therefore that in 1943 Windermere should have also pioneered the world's first glider to take off water. Captain T.C. Pattinson DFC, agreed to develop the glider on learning from Francis Short of Short Brothers of their difficulties in constructing a small military glider to take off and land on water where the terrain would make use of a conventional glider impossible.

With an intimate knowledge of seaplanes gained in distinguished service with the RNAS during the First World War T.C. Pattinson set to work to modify a Falcon 2 glider. He



Slingsby Falcon 2, converted to a flying boat in 1943. Seen here at the Windermere Steamboat Museum (Photo: Peter Moran)

carefully designed a stepped hull to enable the glider to be towed by a speedboat until sufficient speed was attained to make the glider soar to a good height before dropping the tow wire. Skilled joiners at the Windermere firm of G.H.Pattinson Ltd (Builders) carried out the work to the hull and wing floats, before transporting the glider to Short's Sunderland Flying Boat Factory, Calgarth for the flight test.

Earlier disasters experienced by Short's caused T.C. Pattinson to insist that only he, as designer, should undertake the hazardous test flight. On the cold morning of February 3rd 1943, the glider sped across the lake behind a speedboat until the glider became airborne. Disaster was narrowly averted when the drag of the tow wire trailing in the water threatened to nose-dive the glider, however the wire was successfully released and the glider soared serenely across the lake and above the surrounding hills. The glider then successfully landed on the lake.

Despite the historic success of the prototype, the opportunity never presented itself for similar gliders to be built. In 1973, on the thirtieth anniversary of the flight, the Post Office issued a commemorative one day cover and franking, stamped on letters posted out of Windermere.

From Graham Ferrier, 41 Oakdale Rd, Downend, Bristol, BS16 6DS.

Malcolm Gay who flies at Nympsfield and Aston Down tells me he has passed on to the London, Yorkshire, and Derby and Lancs clubs some prewar club documents including brochures, daily log books, rule book, etc and they should be available for examination at these clubs.

From Raul Blacksten

Dear Dave, As you asked at Lasham, I have written to the manufacturer of my 'Mini Vario' to encourage him to advertise in the VGC News. Yesterday, I flew for 4 hours only using my Mini Vario as an indication of my rate of climb. The mechanical vario had been removed from the glider because it quit working at all, and that left me only with the Mini. I spent most of the time between 10,000 and 12,000 ft MSL, dropping below 10,000 only when I was trying to come down because I was thirsty (I had taken no water), hungry (had not eaten all day), and my back side was sore. I had not planned on flying at all, but the dust devils were 100 ft across and temptation got the best of me. I could have flown Gold distance easy if I had someone come and get me if I landed out ("should have given me a call ..." – wistful Ed's assistant). Only once did the vario fail me, that is when the lift exceeded the vario's 1200 fpm upper range. The only problem was that without a mechanical vario, I had no idea as to what the strength of any lift was unless I timed it.

Speaking of monster lift. When I was in England, a lot of people said that I should meet Davy Jones, but I never did. (? – Ed).

Well, this past weekend I went up to Tehachapi (pronounced Tuh-hatch-a-pea) to the Sailplane Homebuilders' Association Western Workshop, and a bunch of people asked me if I had met this Englishman, Davy Jones. I said "No" that I had missed him when I was in England. To which I was told, "No! He's here now!"

So, I met Davy. We talked about the Rheinland, Orlik, Horten IV, and many other things. I forgot to tell him that he was sitting about 3 hours from the Horten. Very interesting man. He quite won over everyone he met.

Well, Davy was interested in how high we can fly out here. Someone would tell him that they had flown over 10,000 ft that day with 1000 fpm lift, and he would say, "don't tell me that!" but he was really very interested and impressed, and wanted to hear all about it.

He said that distances are what really overwhelmed him. He would look on the map and see that it was about 30 miles from this point to that point, only to find that it was really 100 miles! Also, everyone tried to get him to put a hat on because he was beginning to look like a lobster but he would not have any of it. He said he loved it and wanted to get as red as he could. As Kipling said "... mad dogs and Englishmen ..."

Anyway ... I will have a piece about the VSA Western Regatta by Coren D. Termal for you shortly. ... Knowing that you "appreciate" Coren's sense of humour, I thought I would send it.

Raul Blacksten. (Look forward to that, Raul, thanks ... – Ed) (Any chance of it on a disk in ASCII text? – Ed's Assistant!)



FEATURES

Vintage Gliding

Why is it that some people want to restore and fly vintage gliders? The answer could be found at the 21st anniversary Vintage Glider Rally at Lasham in August 1994. On the Lasham Club grid were lined up two rows of all-white, anonymous, unidentifiable, fibreglass high performance sailplanes. A short distance away was a line of widely differing, highly colouful, strikingly designed, wood and fabric sailplanes, the most beautiful in the world.

Vintage gliders are not simply to be admired on the ground, but also in their natural environment, in the air. The opportunity to take part in such a tremendous and spectacular event as the International Rally is something to be grasped, savoured and remembered, for it is a unique gliding event. No one present at Lasham will forget the sight of four graceful gull-



"Percy" and Gull 3 in the background (Photo: Graham Ferrier)

winged sailplanes, Minimoa, two Petrels and a Musger Mg 19, formating overhead in the quiet evening air at the opening ceremony. It transported one back to the years before 1939.

Wandering amongst the gliders being rigged gave the chance to see restoration craftsmanship of the highest quality. The diversity of designs was incredible from the squat angular lines of the oldest known glider in the world, the Baker McMillen Cadet brought from America for the event, to the long winged sleekness of the Breguet 904 two-seater from France. Bright colour schemes caught the eye and emphasised the aesthetic qualities of the 89 gliders from many countries.

The weather for the week was not too kind but a good deal flying was done. On Monday the forecast proved incorrect and by mid-day thermals were good and strong.I decided to take an aerotow in my Kite 2A "Percy" and after waiting in the queue for the famous Lasham "launch machine" found myself fortunate in taking off behind the Tiger Moth. The Tiger brought back memories of gaining my PPL with an ATC Flying Scholarship at Marhall's, Cambridge, at the age of 18 in 1950. The tow was bumpy and at 2000 feet I was waved off beside a towering gaggle of multi-coloured vintage gliders, which I joined.

Overhead was the red Kite 2B aboard. Frank, Bill Tonkyn and Ralph Hooper have restored this glider which they previously owned in 1950. There was the Petrel flown by Ron Davidson, the beautiful Mugger Mg 19 Steinadler, the blue and white Rhonsperber, two Kite 1s, a K4, T21b, Huetter 28 and 17, an Olympia and Meise. The list was endless, the sight magnificent. As the hours passed I cruised between Alton, Odiham and Basingstoke sharing thermals with the most wonderful variety of machines. At one time not far below I could see a Primary soaring and the Baker McMillen Cadet apparently doing likewise. When I spoke to its pilot Jim Stoia afterwards he said that he was probably just going round and round rather than soaring. With absolutely no instruments at all it must have been difficult to know otherwise (I don't need the excuse of having no instruments not to go soaring – Ed's assistant).

Towards six o'clock the air became incredibly smooth with strong steady thermals to the airway at 4900 ft, and wide expanses of zero sink. I danced the skies in passing partnership with the Breguet 904, using its flaps to circle slowly, and then the Condor, before taking the last waltz with an Olympia 2b. We topped out at 4500 feet and flew slowly over the airfield and out into the countryside, gently losing height as the sinking sun turned the western sky to yellow. At 1000 feet I joined the circuit behind the Olympia and condor, landing silently at 7.13pm, 4 hours and 20 minutes after take-off.

Not for me the flood of adrenalin generated by flashing round triangles at incredible speeds in frantically expensive slivers of white fibreglass. Just the sheer beauty and delight of quiet flight, the feel thermals shaking the control surfaces, the faint smell of wood, glue and dope, and the knowledge that I am part of one of the most beautiful graceful machines in the world, and the element in which they designed to fly.

That's Vintage Gliding.

Peter Warren

Restoration of an Olympia 2, BGA 606

From Pete Wells, 97 Church Walk, Worthing, West Sussex, BN11 2NH

Early in 1993 five retired/semi-retired members of the Southdown Gliding Club decided that it would be rather nice to carry out a vintage glider restoration project,preferably a two seat aircraft. The group became known as the Geriatric Gliding Group or G3 for short, and is now registered as The Parham G3 Gliding Group (That makes G5).

Originally the plan was based on the restoration of Mike Russell's Kranich 2B2 but due to some "politicking" on who could fly with who this plan was dropped and replaced with a

single seat project. (Many thanks for your understanding, Mike) The end result was the purchase of an Olympia 2B, BGA 606, built in 1948, from John Kirsch who delivered the old lady on 28th July 1993. It had a current Certificate of Airworthiness and some insurance left, so it was flown on the day of arrival and, true to type, behaved impeccably but not having flown for a year or more, felt a little stiff.

So started an eleven month programme which, over and above the normal stripdown work and recovering of all the flying surfaces, contained all kinds of ups and downs including a "bent" rudder post, the incorporation of a 2B tailplane attachment bracket and some really nasty repair work on the wing trailing edges which had been fitted with light alloy strip edges. Unfortunately, these had been attached with steel screws, which being rather oversize, had split the majority of the rib booms! In parallel with the aircraft work two of the team set about the trailer. It is a personal opinion that this task was even bigger but it is now pristine white and all the lights work!

Probably the worst job was the canopy. The one fitted was a badly cracked and crazed "slimline" type introduced during Lorne Welch's Test programme in 1947 and by pure chance an original Mk1 Bubble type became available. It must be said that the fitting to the fuselage coaming frame and the wing fairing "ears" is not something to be repeated frequently. And one must not forget cutting the DV panel! It is still not



June 14. Olympia awaiting towing to the launch point – first time in two years (Photo: Mick Dunford)

quite right but even so, the end product is very elegant.

Eventually the big day came on June 14th 1994. A day plagued by anticyclonic gloop and lousy visibility, but we all flew our new toy and, true to its type, it behaved impeccably but this time, after eleven months of loving care and attention, even more so.

There is one very important advantage of writing an article such as this for the VGC News. It is the perfect vehicle to publicly thank all those people who, although not directly involved in the project, were critical to it's success (Absolutely correct, you can write us another article anytime! – Ed). But first as the writer, it is incumbent upon me to mention the G3 team.

In alphabetical order there was Mick Dunford, a retired RAF jet jockey who proved to be a wizz kid in all trades, especially instruments. Ron King, a long serving engineer in Commercial Aviation, Ted St John Nicholson, a retired County Planning officer who provided the finest "fettling" service any restoration team could have wished. Bob Stringer, a retired Water Engineer turned his hand to any task and, probably most importantly, by his total "unflappability" kept us all on the straight and narrow when the going got tough.

And of the others? Colin Street who, currently restoring his own Olympia, provided us with an unbent rudder plus other goodies and the priceless data and drawings without which we would not have been able to complete the task. Terry Perkins of London Sailplanes who agreed to sell us the precious Mk1 canopy, provided materials by return post and unselfishly gave of his experience and knowledge. Mention must be made of Les Beale, QA Manager for Virgin Atlantic who provided the materials for finishing the fuselage. Finally, thanks are due to the Southdown Gliding Club who allowed us to use the Club workshop and hangar. Many thanks to you all. Rather selfishly, we are now going to enjoy ourselves!

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GOEVIER-3. This was built during the 1950 s by Wolf Hirth Nabern. It has the shortened fuselage compared with that of the Goevier 2 of the war period. It also has the reinforced main wing spar, developed during the war for the postwar production. This side by side two seater offers real fun flying but needs much restoration work first.

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VINTAGE VIDEO: Photo record on 8mm and stills of over 32 Vintage Rallies and activities from 1972 to 1992. 2 hours 45 minutes. VHS only. £12 plus £2 postage. Ted Hull, 30 Bramley Close, London. N14 4HJ

WANTED. A copy of the book " Design for Flight. The Kurt Tank Story", by Heinz Conradis, published by Macdonalds, London, 1960. The German version "Nerven, Hertz und Rechenscheiber" welcomed also.

Please contact: Mr Frederico Fiori, Pca Eugenio Jardim 34 apto 102, cep 22061-040, Rio de Janeiro, Brasil

WANTED. Nigel Ponsford of the Balloon and Kite Company in Leeds seeks drawings, manuals and photos of Eon Type 7 Primary gliders. These are to help in the restoration of the "rather sad specimen" he rescued from Hemel Hempstead. He is willing to cover the costs of the loan or copying of any material. Please contact: Nigel Ponsford on 0532 691564 (evenings)

WANTED. Slingsby T.31 in good condition. Offers to Markus Loesing, Weiglestrasse 45, 45128 Essen, Germany. Tel: (Germany 010 49) 201.23.96.45.

WANTED. NEWS of the whereabouts, and when last seen, of the Kranich 2 BGA 1258's fuselage. It was coloured red with a white fin and rudder. It was supposed to have gone to Germany with all its components, together with those for the Swedish Kranich 2B-1, during the 1980s. The German Naval Tornado jet pilot Heiko Harms took the Kranich parts in at least two trailer loads, to Flensburg. Heiko says that he never had the fuselage of the Kranich 2 BGA 1258. Markus Lemmer needs this fuselage so that he can build a Kranich 2 complete in the Wasserkuppe Oldtimer Club's workshop for Harald Kaemper at Achmer/Osnabruck, News of the whereabouts, or when last seen, of the red Kranich 2 fuselage would be gladly received by C. Wills, "Wings", The Street, Ewelme, Oxon OX10 6HQ, England. Tel: (0)491-839245.

WANTED. PARTS AND COMPONENTS of an EoN OLYMPIA are needed by John Lee, 32 Lyminster Road, Littlehampton, Sussex BN17 7LB. Tel: 0903 721099.

He needs these to convert the Thoby Fisher ornithopter project back into an air worthy EoN Olympia. He also needs more information and drawings to enable him to build a FAFNIR 1. The search for the drawings has now been activated in Berlin but there is little hope of finding them. Chris Wills thinks that they could have been destroyed by bombing in 1941 (as was the Fafnir) in the Berlin Museum.

Errata: the photograph on the rear cover of VGC 82 was actually supplied by Peter Warren and not Chris Wills as stated.

Rear cover: Lasham launch point, Scott Viking in foreground. (Photo: Pat Teagle)

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