VINTAGE GLIDER CLUB

VGC News

No. 84 Spring/Summer 1995



Diary Dates for 1995

- **6th – 8th May**
  Upward Bound
  5th Annual Kirby Kite and VGC Meet
  Haddenham, Thame

- **20th – 21st of May**
  Shenington GC (Edgehill)

- **27th May until 3rd June**
  Ulster GC (Ballarena)

- **16th – 18th June**
  "Rally of the Flying Legends"
  Dunstable

- **8th – 9th July**
  Rally of the Whispering Wardrobes
  (Wycombe Air Park) Booker

- **16th – 25th July.**
  1st US International Vintage Sailplane Meet
  Elmira, USA

- **29th July – 6th August**
  4th International French "Balade"
  Courtrai, Belgium.

- **30th July – 6th August**
  International Rendez-Vous Rally 95
  Wasserkuppe, Germany.

- **10th August**
  Vintage Glider Club AGM 8.00pm
  Oberschleissheim, Munich, Germany.

- **6th – 16th August**
  23rd International VGC Rally
  Oberschleissheim, Munich, Germany.

- **26th August – 3rd September**
  Annual Slingsby Rally
  Yorkshire Gliding Club.

see page 3 for contact information

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
Graham Ferrier – co-opted (editorial)

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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Cover picture. Barry Smith, flying his Nord 2000 over Sutton Bank during the Slingsby Rally last August '94. (Photo: John Goodall)

FROM THE CHAIRMAN

Our hopes fulfilled, we left the BGA committee in London with the good news that an exemption procedure had been agreed for Vintage Gliders in respect of the BGA Regulatory Marking system (see News item).

This year will be a very active one for the club with no less than three major events being planned: Bellarena in Ulster, Elmira in the USA and Oberschleissheim in Germany. Truly international! I wonder how many of our members will be able to attend all of these? (Not forgetting the Rendezvous at the Wasserkuppe and all the other national rallies – Ed's assistant.)

Recently we heard of the tragic loss of three eminent characters from gliding, Hans Jacobs, John Sproule and Edgar Dittmar. In this issue we report on some of their many achievements.

On a lighter note, we seem to be coming into the selling season for vintage gliders judging by the number of classified adverts appearing in this issue. Come to think of it, what are the real values of our machines? Having been approached by a representative of Christies, the auctioneers, recently for advice on an evaluation, I am aware that sellers, if not buyers, are looking for what are called realistic prices for their gliders. Often they do not meet each other's expectations. Certainly, vintage aeroplanes and cars appear to fetch much more than their glider counterparts. I wonder why? Whatever the reason, it is fortunate that our gliders are still affordable and can be enjoyed by everyone.

David Shrimpton

TREASURER'S TONIC

I would like to wish you all a belated Happy New Flying Year. This one looks as if it is going to be one of the best for some time. There are many rally events organised and two major events, one in America and the other in Germany, together with a VGC first in Northern Ireland. This will keep us all happy. Thank you to everybody who responded early to renew their subscriptions, due from 1st January; they have come flooding in together with those from new members who we welcome. Our membership is still growing world-wide from modellers, historians, glider pilots and many others interested in the preservation of old gliders.

You will find with this VGC News a technical questionnaire asking for full details of your glider(s); further copies will be sent to you on request as one sheet should be used for each glider. We aim to computerise our records. A complete log will eventually be available on each individual glider so any known records of other gliders which may not exist today or are even wrecks will be welcome. All this information will be very important to future restorers and builders. At present

there are 460 registered individual gliders amongst our members and we aim to list at least 500 gliders ultimately.

We are not concerned if two or more sheets turn up for the same glider from different syndicate partners as this will be sorted out provided the registration number is given, i.e. the BGA number or other country's registration numbers or letters. It is also important that only the name of the owner or the chief syndicate member is given who can be contacted if the need arises. Without your help this scheme will not succeed so please, we do need a 100% return of these questionnaires, and who knows then what will turn up out of the blue.

HOW DOES VGC SALES OPERATE?

This service has, of course, always operated on a voluntary basis, whoever did the job. This means that it is run from the operator's address, and all the stock is stored in the home: loft, cupboards, shelves, you name it. Stock levels of goods and packing materials have to be monitored, and they have to be accessible all the year round as orders come in steadily all the time, with sudden rushes every time a new issue of *VGC News* comes out.

Please: may we ask that the latest, current Order Form should always be used when placing orders? The range of goods (and Technical Articles) available changes from time to time, so do prices and postage. We calculate these as fairly as we can, considering VGC Sales is intended as a service, and not a money making venture. This makes it important that goods are paid for at the current prices and postage; it is surprising how often postage is omitted or underpaid (even the 'free' Technical Article on Winter Storage, for instance, still costs postage!) and those considerate members who generously round their remittances up rather than down by way of a donation don't make up for the shortfall!

Another side to VGC Sales' activities is, of course, attendance at rallies. We cannot manage – or afford – to get to all of them, but we do our best and use the caravan to transport stock, equipment and sales tent (and, to be honest, for our own comfort!). Attending rallies abroad presents its own logistical problems. Much of the stock has to be 'planted' on willing members attending these rallies, to split up and distribute the goods as much as possible, both for space reasons and, even now, for avoiding possible import duties in some non-EU host countries. So some forward planning is required, as well as a certain amount of flannelling to keep well-in with members with spacious glider trailers.

The sales presence is especially useful at the international rallies, to provide a focal point for the VGC and service for its membership. It can also be helpful for the treasurer if he cannot attend, by providing a facility for enrolling members and collecting subscriptions – particularly useful for overseas members from countries where there is no national VGC treasurer and membership account, for whom it is awkward and expensive to remit their contributions. This summer, we also hope to take a case of samples to Elmira, to take orders for later despatch, before attending the German Rendezvous and Rally.

Apart from trying to maintain stock levels at a reasonable balance between minimum order values and the needs of the membership, we also try to vary the range and up-date the choice where possible. Some new items, like the blazer now included in the Order Form, we do not have to keep in stock as immediate supplies are available through a helpful supplier (and then the badge is added), but this is the exception. We are always glad of suggestions for additions or variations to the range – but they do have to be related to vintage gliding and members' interests. If, for instance, it is suggested we should stock collector's spoons with glider motifs we must ask ourselves 'how many members are spoon collectors?'. But any ideas are welcome, especially if they do not take up too much space, and money!

So – 'We Aim To Serve'. If you can help – by paying the right amount, in £ Sterling through a British bank, payable to 'Vintage Glider Club' (NOT to individuals!) – by ordering from our *current* stock, using the latest order form – by contributing ideas – by providing the invaluable help at rallies (which is doubly useful in keeping Alice and other members' families out of mischief!) – or by joining the Committee! – your help will be very welcome.

Club News

Registration Markings on UK Registered Vintage Gliders

The VGC Committee was asked at the 1994 AGM to discuss with the BGA the new Operational Regulation on glider markings, the effect it would have on its members and make it known that the new regulation would impinge upon the originality and authenticity of many vintage gliders.

The VGC Chairman contacted the BGA requesting that they allow certain British registered gliders to opt out of the new BGA Operational Regulation for glider markings. The BGA Executive invited the VGC to produce a fully devised scheme for glider markings for vintage gliders and in particular give consideration to the definition of a Vintage Glider.

In response, a proposal was produced by the VGC and sent to the BGA for consideration. The following is a transcript of the cardinal points raised within the VGC proposal:

The Vintage Glider Club was originally formed in 1973 to preserve surviving gliders which were designed before 1945, and copies of them built afterwards. With great magnanimity, the age limit was extended to 1951, to allow certain later types to participate. The German International Rally Representative had said that unless we did this, there would be few German types able to take part, as gliding in Germany was illegal before 1951, and types from before 1945 had been destroyed or requisitioned by the Allies.

Many of these gliders sport the original colour schemes they had when built. These schemes often include identification numbers or markings of some kind, although some aircraft are devoid of any unique markings, except the BGA number which is normally quite small and appears adjacent to the tail.

It is also the members' view that many vintage gliders are either distinctive in themselves by virtue of their shape and colour or already carry very distinctive original markings. The owners of these machines can see no advantage, either for safety reasons or any other, for the new marking system being applied to these vintage gliders.

There are, however, a few vintage gliders that carry no markings at all. These gliders, mainly prewar, are very distinctive and are perfectly authentic. The owners of these machines do not want to spoil this authenticity by adding

numbers or letters which would be historically incorrect. A system of recognition which satisfies both the BGA and the owners of these machines does not appear insurmountable.

We already see in the skies over Britain highly coloured gliders sporting the national markings of other countries. The VGC believe that these markings, if registered, would satisfy the requirement for clear identification.

Many of these gliders will be flown very little and usually from their home sites where pilots are conversant with local Air Traffic Regulations. They hardly ever fly across country, traverse airways or indulge in high altitude wave flying. These gliders are unlikely to encounter situations where they need to be readily identified by further markings. On these grounds, there should be scope for excluding them from the regulation.

Proposal from the VGC Committee

The VGC, in recognising the need for regulation and legislation, would like to propose on behalf of its members, an alternative method of recognition for Vintage Gliders as defined above.

1. *Owners of Vintage gliders would apply for exemption from carrying the regulatory glider markings to the BGA (which may wish to consult the VGC on issues of authenticity).*

2. *Applications for exemption would be submitted on the enclosed sample application form.*

3. *Justification for exemption would be:*
   a) Gliders first registered on the British Civil register carrying their original markings (e.g. G-A etc.) in lieu of the regulatory style
   b) Gliders which have seen military service carrying their original military markings
   c) Prewar gliders carrying no BGA markings but having provided evidence that the original colour scheme has been reproduced
   d) Gliders carrying foreign markings in lieu of the regulatory numbers provided that these markings are original and registered with the BGA

Flying Abroad

Members of the VGC often visit foreign countries to attend international vintage glider rallies. These rallies are well organised by officially recognised clubs and are governed by the host country's flying regulations. Any requirement for mandatory markings within these countries would be communicated to visiting pilots on registration and exemptions negotiated by the organisations if necessary. Similarly, organisers of UK events would be responsible for communicating the requirements to visiting foreign pilots.

After consideration of the report, the BGA Executive Committee invited us to present the proposal to them at the next committee meeting in London. David Shrimpton and Graham Saw attended the Executive Committee Meeting and, as a result, the BGA have accepted the proposal and the VGC Committee is now in discussion with Barry Rolfe of the BGA to finalise the administrative details.

Exemption forms can be obtained from: the Technical Officer: Mike Birch, 110 Hounslow Road, Feltham, Middlesex.

MORE RALLY NEWS

14th – 17th April. Elliott's Olympia and VGC Rally at Lasham. Contact Ray Whittaker
Tel: 01252 614684.

6th – 8th May. Upward Bound Trust at Haddenham, Thame. 5th Annual Kirby Kite and VGC Meet. Contact Peter Chamberlain. Tel: 01525 378901. His address is 32 Fyne Drive, Linslade, Leighton Bussard, Beds. LU7 7YQ.

20th – 21st of May. Shenington GC. Edgehill. Contact Martin Breen.
Tel: 01494 535005.

27th May until 3rd June. Ulster GC, Ballarena, Northern Ireland. Contact: Bob Rodwell, 86 Shore road, Bally Halbert, Co. Down, BT22 1BJ.
Tel: 01247 758777.
Jim Lamb. Tel: 01868 723279.
Ron Lapsly. Tel: 01504 301206.

16th – 18th June. "Rally of the Flying Legends". Dunstable. Contact: Geoff Moore, "Arewa", Shootersway Lane Berkhamstead, Hertfordshire HP4 3NP.
Tel: (home) 01442 873258 (work) (Saturdays) 01442 252601.

8th – 9th July. Booker Rally (Wycombe Air Park.)
Contact: Graham Saw. Tel: 01628 776173,

16th – 25th July. 1st US International Vintage Sailplane Meet., Elmira, USA. Contact NSM (National Soaring Museum), RD 3, Harris Hill, Elmira, NY 14903, USA.
Tel: (00 1) 607 734 3128.
Fax: (00 1) 607 732 6745.

29th July – 6th August. 4th International French "Balade". This year to start from Courtrai in Belgium. (It was from here that Philip Wills "ferried" the two and a half "Weihes" in a Dakota in June 1945. The RAF had brought them there from the Wasserkuppe on a "Queen Mary" trailer). Courtrai is 20 kms North of Lille. Perhaps this is to honour the Belgian participants in the last three Balades. The "Balade" will consist of short 50 kms each day and will end at Abbeville in France. Contact is: Denis Auger, 14 rue Guy Moquet, 60530 Neuilly-en-Thelle, France.
Tel: (00 33) 44.26.55.07.
Fax: (00 33) 44.26,65.95. Foreign participation is welcome.

30th July – 6th August. International Rendez-Vous Rally 95. Wasserkuppe, Germany. Contact: Karl-Heinz Kellerman, Beethovenstrasse 64, D-60325 Frankfurt am Maine, Germany. Home Tel: (00 49) 69 74 54 75.

6th – 16th August. 23rd International VGC Rally. Oberschleissheim, Munich, Germany. Contact: Dr Jörg Ziller, Brucknerstrasse 20, D-71065 Sindelfingen, Germany.
Tel: (00 49) 7031-85-468.
The AGM will be held during the Rally

26th August – 3rd September. Annual Slingsby Rally. Yorkshire Gliding Club.
Contact: Margaret Gomershall.
Tel: (01845) 597237.

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International News

BELGIAN NEWS

Extract from Letter received from Johan Kieckens dated 18th November 1994. Further information on the article in the last VGC News on "Strong Winds over Belgium". "As I'm involved, I know it first hand. During that night's very heavy storm, the roof of the hangar was blown away. Three machines were blown together under the roof ... a Slingsby Prefect, the Schweizer 2-22 and a Cessna 150. The Prefect was a total loss and we sold the remaining components to Jan Grundemann in Holland. The 2-22 was very badly damaged but, after an investigation, it was found to be repairable.

Contact was easily established with Paul Schweizer (in the USA), and after some letters, he sent us the covering drawings for the wing and fuselage. Jeff Lewis of the Schweizer Aircraft Corporation does the engineering support. Contact was also made with Lewis Hull in Southampton P.A. USA in the search for a starboard wing. Lewis is the owner of the only other airworthy 2-22.

Because of the damage to the aluminium wings, a small repair shop in Germany was found to repair the glider. The Starboard wing was worst as the main spar was twisted because of the damaged leading edge box. Some of the ribs both in Port and Starboard wings were damaged. The steel tube fuselage was cut in two places by the structure of the roof falling down. When all the structural damage is repaired, Dis Quayhagens (the owner) and myself are going to cover and paint it. We hope that it will be ready for the next soaring season, as Dis wishes to take the 2-22, OO-DAC, to the Elmira Meet next July in the USA.

Johan Kieckens

BRITISH NEWS

Mike Russell has re-started the restoration of his KRANICH 2 A-2. This aircraft was one of 1,630 (number from a Czech source) Kranich 2s built by Mraz, Chotzen, Bohemia (now Orlican at Chosen).

The Bundesarchiv/Militararchiv source: RLM Details GL C-B2 Freiburg in Breisgau, gives the number built as 1,312 from 31.1.41 until 30.11.44. We believe that Mike told us that the trace of a number 2 was found on the side of its fuselage. This could refer to NSFK Gruppe 2 (Ostsee) Stettin. Ostsee means "Baltic". As the aircraft did time with the RAF in Germany, they presumably originally found the Kranich there. If this Mraz built Kranich 2 is brought to airworthy condition, it will be the last airworthy Mraz built Kranich 2 flying. Three others exist in German museums; the German Gliding Museum on the Wasserkuppe, the Fritz Ulmer Collection at Goeppingen Betzgenriet, and in the Fliegende Museum Augsburg.

We believe that it was bought a few years ago from the Muzej Yugoslovenskog Vasduhplovsta on the Belgrade Airport. It is possible that a fourth Mraz built Kranich 2A-2 may exist in the Oberschleissheim Airfield Museum which is an offshoot of the Deutsche Museum in Munich. Mike Russell's Kranich 2A-



The damaged hangar with the wrecked Prefect *in the foreground. See* Belgian News.

2, BGA No. 1147 was brought to England from Germany by the RAF with other gliders which included possibly as many as four other Kranich 2s, during the very early 1960s, and it had the RAFGSA number 215. It received its first BGA C of A in November 1963. Its German Werk Nr. is 821. Mike Russell has been storing this glider safely for many years and we wish him luck with its restoration.

The LONDON GLIDING CLUB DUNSTABLE. Richard Abrahams is restoring a TUTOR in the Private Owners' workshop. Terry Perkins has moved his legendary KITE 1 BGA 236 into the club's workshop for restoration. This was the first of 25 Kite 1s that were built by Slingsby Sailplanes from 1935. It is fitted with a Grunau Baby's rudder. It is believed that the then 18-year-old Thoby Fisher had much to do with its design and BGA 236 was the prototype. If this aircraft is made airworthy, there would be six airworthy Kite 1s in Britain, one more in Africa and another in the USA. The Kite Is in Britain are owned by Terry Perkins (BGA 236), Michael and Tony Maufe (BGA 310) the Army Museum of Flying at Middle Wallop (BGA 285) Peter Underwood (BGA 400), Air Marshal Sir John Allison (BGA 394) and Bob Boyd (BGA 251). The Kite Club will be seen to flourish! However BGA 236 has almost total glue failure and it will be a tremendous task to restore it. Peter Underwood (at Eaton Bray near Dunstable) has been recovering the Shenstone/Czerwinski HARBINGER with fabric. Because of this, he has had to temporarily shelve work on the DAGLING and MINIMOA. His very high standard of craftsmanship is evident in the DAGLING. He also has a GRUNAU BABY 2B.

Ted Hull is doing up a KA-6 CR.

WYCOMBE AIR PARK. Work has continued during every weekend on the restoration of the AVIA 40P and PETREL. The latter has now a round tipped tailplane and elevator. New fabric is going on both aircraft.

LASHAM. Much effort has been devoted to rescuing Ka-4 RHÖNLERCHES from the East of England. Colin Street reports that he is restoring a Foka 4 and a Foka 5 at Parham. The former Empire Test Pilots' School Slingsby SKY which is at Lasham awaiting restoration is owned by Colin Street and Richard Moyse. We don't know when work is to start on it.

TWICKENHAM. Work on the new SCUD 1 and the original WREN has been delayed owing to Mike Beach having to work on his business, and by him having had to have a quadruple heart by-pass before Christmas.

DERBY & LANCS GC. Camphill. Ian Dunkley has formed a group of ten members there to own a vintage sailplane. We believe that it is to be a T.31. It was at Camphill in 1949 that the first T.31 was being operated. It was the only civilian club that we know about that operated them for some years after this. The type was usually known as the Cadet Mk.3, and was used by the ATC (AIR CADETS) for dual instruction and solo flying to encourage boys to join the RAF.

NEWS FROM THE CZECH REPUBLIC

Extract from letter to C. Wills from Johan Kieckens (Belgium) dated 18 December 1994.

"I was not at Lasham (for the International Rally) because I went back to Zbraslavice for a 3 weeks' gliding course. After so many years involved with restoring and repairing, I'm flying solo now. So it was worth it for me to go there, instead of my coming to England. I don't know what I will do during this summer. Maybe we will come to the Rendez Vous Rally on the Wasserkuppe, and combine it with a visit to Zbraslavice once more. I have very many good memories of Zbraslavice from the last two years' visits. Last summer, five gliders were waiting to be restored there. I think that they require money to do so. When I was there, we went to get a L.60 "Brigadyr" with an 8 cylinder horizontally opposed engine

from the deposit stock of the Agricultural Museum. The club will use it as a Vintage towplane. So, this is good news for vintage gliding in the Czech Republic. I hope to see you again this summer ", Johan Kieckens

Johan also sent the very sad news that Lubomir Hodun's son Ivan was killed in a road accident. He had been at a birthday party and the car, in which he was not the driver, went off the road into the trees. He was killed instantaneously. He had been director of the H & H factory which made the very good scale models of vintage and modern gliders and he was a very well known glider pilot in the Czech Republic. We remember Lubomir as the Chief Instructor and meteo specialist at our International Rally at Zbraslavice in 1993. He said that he had learnt English specially for the rally.

What happened was a very great tragedy and we send him our most sincere sympathies.

NEWS FROM DENMARK

Letter dated 15.10.94 from Viborg from Niels-Ebbe Gjoerup.

Dear C. Regrettably, I could not come to Lasham during the Rally period this summer. However, we had a pleasant experience during three local Rallies here, and a Rally at the Swedish Alleberg Centre on the 13th – 14th August. Three Grunau babies are now airworthy in Denmark and more will follow soon. Our Stamer-Lippisch Zögling (like Dagling) has now been completed but has not yet flown. The MÜ 13D restoration is progressing well with one main wing spar now completed and glued in place on the original two metre root end. Original ribs are being repaired and put back in place. We had good help from the German Gliding Museum on the Wasserkuppe which sent us some drawings and an original-like canopy.

Next weekend, my wife Birgit and DaSK board member Ole Hillersborg and I are going to Sweden to fetch our newly acquired Slingsby T.21B (WB 985/SE-SMA) which we have bought in wrecked condition. One wing and cockpit section are broken, but not beyond repair. Also one strut has had its rod end broken. Do you think we can get spare rod ends in the UK? or just the drawings for them. Can we get drawings for the cockpit section bulkheads? Of course we will cover the expenses incurred if it is possible to get the drawings. This is the first T.21 to be in Denmark and preferably we wish to avoid flying it under an "Experimental C of A". Therefore, we would be grateful if somebody could get us the original Type Certification Documentation, so that we could try to persuade our authorities to issue a standard C of A, which would make the machine's operation less complicated. Normally the authorities are reluctant to accept anything less than the JAR-22 design specifications... (though we still believe that exceptions can be made).

The DaSK owned EoN OLYMPIA, OY-XEF, (Serial No. EoN/059) has been undergoing a major overhaul by our member Tage Hansen. So, next year the airworthy Vintage Club Fleet in Denmark will consist of:-

Registration.	Type.	Year Built
OY-AXO.	GRUNAU BABY 2B	1946.
OY-XEF.	EoN OLYMPIA 2	1947.
OY-DNX.	RHÖNLERCHE	1955.
OY-XSE.	Stamer-Lippisch ZÖGLING.	1994.

Furthermore, the club owns the following gliders which are presently not airworthy .

OY-MUX.	MÜ-13D	1939.
OY-5	HÜTTER H.17a	1938.
RDAF 94-943	GRUNAU BABY 2B	1950.
OY-VEX.	SPECHT	1954.
OY-DSX.	BOCIAN	1965.



The 'new' Danish Zögling.

DUTCH NEWS

At last we can report the successful first flights of Neelco Osinga's KRANICH 2A-2 on Monday the 5th of December 1994. Its registration is PH-103 which we believe was the registration of one of the two Kranich 2s in Holland before 1940. This Kranich 2 was built in Spain probably in 1951 and therefore could have been on loan to one of the pilots taking part in the 1952 World Championships at Cuatro Vientos near Madrid. It was in a German Bundeswehr Group before being delivered by air to the Gunther Welzhofer collection at Gunzberg (Bavaria) many years ago. Neelco Osinga has it on ten years' loan after restoration.

It has now been fairly definitely confirmed that there are two damaged Slingsby SKYS in Holland.

Jan Forster and Peter Deege have managed to obtain a total of three T.31 s and one Slingsby GRASSHOPPER from England. One of the T.31s is likely to be sold in the USA to help pay for Jan's participation in the ELMIRA MEET next July. Jan and Peter, with Jan's son Patrick and his daughter and friend, were camped out on Wycombe Air Park in freezing weather in the finest spirit of the Voortrekkers and Christian de Wet, while Peter overhauled the trailer from Benson, which had housed one of the T.31s for many years in the open.

NEWS FROM FRANCE

We are very happy to report that François Ragot has at last got his original MÜ 13D airworthy in grey paint and transparent doped flying surfaces, as it was when it was new. It is now the ONLY original short, square fuselaged MÜ 13D airworthy in the world. The previous only airworthy square fuselaged MÜ 13D belonged to Ernst Walter but this is now on display in the German Gliding Museum on the Wasserkuppe.

A second original 1939 square fuselaged MÜ 13D (OY-MUX) will become airworthy in Denmark when its restoration is finished. Both aircraft were almost certainly built by the Schwarzwald Flugzeugbau at Donaueschingen during a mass production run before 1941 (which would have started in 1938).

We are very sorry to hear of the passing of Pierre Vaysse.

He was first noticed in French Aviation during the war years when he successfully flew models. After the war, he designed and built the Trucavaysse (*literally* Vaysse's thing) sailplane which flew with great success. He lived near the Buno Bonneveau Gliding Site to which the Centre Interclubs de la Ferte Alais moved when it was led by Robert Pechaud. He kept a small gliding museum and library at his home. In his museum he was able to make some 16 mm films of them. "Les Truc dans les Alps du Sud", won an amateur film prize. Very recently, he took a tremendous part in the rescue of the last existing AVIA 41P which was found near the ancient French Gliding Centre of the Banne d'Ordanche.

French Gliding will miss Pierre Vaysse terribly and we send our sincere condolences to all his relatives and friends.



The 1949 NACA 230 wing profiled unique Fouga CM-8-13 which has just been restored by the GPPA at Angers for the Musée de l'Air et de l'Espace at Le Bourget. It is to be flown this year. It is fully aerobatic but has also a good cross-country performance.
Photo Chrstian Ravel

there were several old gliders and parts of them. There, in solitary splendour (the rest of the aircraft had been destroyed) was the canopy of the La Ferte Alais AIR 102, in which Chris Wills flew his Gold C 360 kms in 1959. This canopy is now adorning the GPPA AIR 102 at Angers which participated in the 23rd International Vintage Rally at Lasham last summer. He also had a collection of the wartime French Gliding Magazine "Les Sports Aeriens". His cherry wine of considerable alcoholic content from a tree in his garden, was well renowned. He was a great historian of French Gliding and he always participated in the Congres Historique de Vol a Voile at the Musée de l'Air et de l'Espace at Le Bourget, together with Gerard Pechaud, Robert Pechaud's son. He often wrote historical articles for the magazine "Vol a Voile" and they were always of great interest.

Once, we included his article on Itford Hill 1922 in our VGC News. It took a long time to translate (by CW). Pierre Vaysse thought that this was very amusing as he himself had translated it from "Flight". I don't know if it lost anything through being translated twice!

There were three different versions of the "Trucavaysse" and, while he was taking part with them in courses at Aspres,

The death of Paul Lepanse at the beginning of last Autumn was reported. He was a world record pilot and a Breguet test pilot. He flew the first post-war French goal flight record by flying from Beynes to Aix-la-Chapelle (Aachen) on the 20th July 1945. In 1947 he represented France in the US National Contest at Wichita Falls, flying the SO-P-1, an all metal gull winged sailplane that was built during 1942. From the end of 1949, he collaborated with the engineer Jean Cayla and test-flew his Breguets 901, 902 and 904.

At the GPPA at Angers, restoration for static exhibition in the Musée de l'Air et de l'Espace at le Bourget has continued on the AVIA 41P. The Fouga CM-8-13 is now ready and should be present at our next VGC International Rally. This Fouga, which flew first in 1949, is designed for aerobatics but it can also be flown in thermals, and has a useful cross country performance.

The 7th Congrès Historique du Vol a Voile Français took place at the Musée de l'Air et de l'Espace on Saturday the 26th November 1994. It was organized by the F.F.V.V. and Jacques Lerat was its president. The proceedings started at 9.30 and ran on with a two hour break for lunch, until 7 o'clock in the evening.

This year, the theme was a comparison of pre-1940 gliding in France and Britain. Both Bill Malpas, who lives near Angers, and Chris Wills, represented Britain. Bill gave a comprehensive report on pre-1940 gliding in Britain which gave the impression that there was not much difference in the numbers of gliders in Britain and France at that time. There were over 300 gliders registered by the BGA by 1940, but many of them were Daglings (Zöglings). Each country had one Gold C pilot by 1940, but there were many more Silver C pilots in Britain than there were in France. This gave the impression that more suitable gliders for cross country flying were available for pilots in Britain than there were in France, thanks to Slingsby, Bill Manuel, John Sproule, Lowe Wylde, Roy Scott and others.

Almost the last item on the agenda was the showing of the 1936 film "Plane Sailing" on the huge screen of the Musée de l'Air et de l'Espace. Its impact was stunning. When we finally staggered forth into the evening air, there were most of our Dedale members, not to speak of our Belgians and our Swiss, Willi Schwarzenbach, and friends that Chris Wills had not seen for 35 years when he was at la Ferte Alais. It is a shame that Saturday could not have lasted longer.

The 1995 Congrès Historique de Vol a Voile Français might be going to take place for the first time at Angers.

GERMAN NEWS

In NORTH GERMANY, Jochen Kruse has restored a Grunau Baby 2B for the Luftwaffen Museum at Uetersen. The Museum is allowing him to fly it. The Grunau Baby 2B is coloured cream as it was originally.



Jochen Kruse in the Grunau Baby 2B that he has restored for the Luftwaffen Museum at Uetersen.

The MUNSTER OLDTIMER GROUP. The great sadness of 1994 has been the selling of their MINIMOA D-II63 to a Mr Honda in Japan. Mr Honda owns a company there called "Aero Sport Promotions Inc. The "Minimoa" was put on display in Japan on September 22nd, but has not flown yet due to difficulties in obtaining a Japanese Airworthiness Certificate. Mr Honda, who collects vintage gliders but does not have a glider licence, has also bought the 1943 JS. Weihe from the Hahnweide. The above information was taken from "Bungee Cord" Vol. XX No.4 Winter 1994.

Two of the prototype Minimoas were taken to Japan in 1936 by Wolf Hirth and helped to start the Gliding Movement there. We believe that they stayed in Japan. The third 1935 prototype was sold to Roumania. D-1163 is not like the prototypes as it was built in 1938. We believe that the GÖVIER 2 D-1080 at Munster has now some young owners. There was also the hope of bringing in a HÜTTER H.17A from Namibia. We have no information as to whether this has arrived.

A Group of the Munster Oldtimer Club Members was restoring the reduced wingspan MOSWEY 4 which has come back to Switzerland from South Africa where it has been since 1950. (Rene Compte flew it there for the film "Whispering Wings".) It has been bought by a Swiss owner. Rene Compte had asked for a smaller span Moswey 4 (for greater speed) to fly in the 1950 World Gliding Championships at Orebro in Sweden. He represented America. The other American competitor, Paul MacCready, came second flying a Weihe (the one which is now at Lasham).

THE SEGELFLIEGERGRUPPE ACHMER/OSNABRÜCK. This group has already restored a GRUNAU BABY 2B and a KRANICH 3. Hermann Hackmann has built a new LO 100 which has been flying after having had an accident. Since then Herman Hackmann has been giving a major overhaul to the MEISE which formerly had been owned by Thoby Fisher in England. He had built this aircraft himself during the early 1950s. During the retrieval of this MEISE from England, the group discovered a GRUNAU BABY 3 belonging to Peter Underwood which also had been built by Herman Hackmann. Peter Underwood very kindly also let them have the Grunau Baby 3. Harald Kaemper at Achmer has been leading a team restoring a FW 44 "STIEGLITZ" complete with its 165 hp Siemens Radial engine, which is to be the group's towplane. As well as all this, a CONDOR 4 is being restored. Harald Kaemper bought this aircraft from Jochen Kruse, who had obtained it from the Argentine. We believe that it was one of several built from kits there during the late 1950s or early 1960s. Harald is also having a KRANICH 2 built up by Markus Lemmer near the Wasserkuppe. One can only say that vintage glider activity at Achmer, at least on the ground, is phenomenal. They hope to bring all the aircraft, except the Kranich 2, to our 23rd International Rally at Oberschleissheim next August.

Achmer airfield is the historic site where, during 1944, great efforts were being made to bring the ME 262 twin jet fighter to operational status. The unit was known as the Erprobungskommando Nowotny. Walter Nowotny was one of the aces of the Luftwaffe with 250 victories. We now quote from Adolf Galland's book "The First and the Last". "On October the 8th 1944, I visited the jet fighter squadron at Achmer. On this occasion, I had invited Generaloberst (Colonel/ General) Keller, the leader of the NSFK who had been chosen for a very important post in the defence of the Reich. I wanted to give him some idea what could be demanded from a jet fighter.

The next morning: Alarm! Action stations! Strong American heavy bomber units approaching. The squadron made ready. Already the vanguard of the raiding force was over the airfield. We feared for every ME 262 as it taxied out for take off. A flight of piston engined fighter planes that had the job of covering the take off and landing of the ME 262's was already involved in heavy dogfights. A large number of light FLAK guns posted all round the field were barking away furiously. Mustangs and Thunderbolts did not manage to prevent the take-off of the jet fighters but it was critical and exciting. Nowotny took off too. Over the wireless we heard his commands for the attack. Then, he reported his first kill. But one of his engines dropped out. He would try to get home. He could not be far off. We stepped out into the open. Visibility was not good; six tenths clouds. Soon we heard the whistle of an ME 262. That must be Nowotny. We clearly heard the report of the quick firing cannon and the machine guns. Dogfight! Seconds later an ME 262 appeared out of the cloud and dived vertically to the ground. A black cloud and an explosion. It was the last flight of the first commander of a jet fighter unit. This action and its success had a great bearing on Hitler's decision in November 1944, to permit the formation of the first jet fighter wing.

After what happened, nobody could have had any illusion about the possibility of putting into effect the following plan; the flying HJ (Hitler Youth), boys of 16, 17 and 18 years of age, were supposed to pilot the new Volksjäger, a single engined jet fighter. Without training in power flying or any fighter pilot schooling (*having only flown NSFK gliders* CW) they were to make the last attempt to defend the Reich.

Thank goodness, this "civil defence of the air" never came into being".

Because the Allies knew what was happening at Achmer, they gave it the maximum attention and the area is littered with crash sites, both Allied and German and unexploded bombs. Nowotny's crash site was excavated recently, and there, among the aircraft wreckage, human remains and tattered uniform was found a "Knights Cross".

In spite of what happened on the 8th of October, the scheme to get some of the glider-trained Hitler Youth airborne in the little jet fighters went ahead. As there was no fuel available for powered aeroplane training, there was enthusiasm for the idea of unpowered training. There was a feeling that rocket and jet powered aircraft had much in common with gliders, except for their high speed. Thus, the NSFK achieved 3.5 million glider launches in 1944, more than it had ever achieved before, in anticipation of the grand assault. More than 100 HE.162 "Volksjägers" were finished and hundreds more were being built. In May 1945, many were found by British soldiers, ready to fly, on the airfield of Lech in Schleswig Holstein. A programme to build 8,000 Jumo 003 turbo jets a month for them was planned and one of the factories to build them was in Prague. The arrival of Red Army tanks at the Reichssegelflugschule Trebbin north of Berlin, interrupted one of the first "Fighter Pilot Training for a Special Purpose" Courses, which had just received the first engineless training version of the HE 162, (Peoples Fighter) in April 1945.

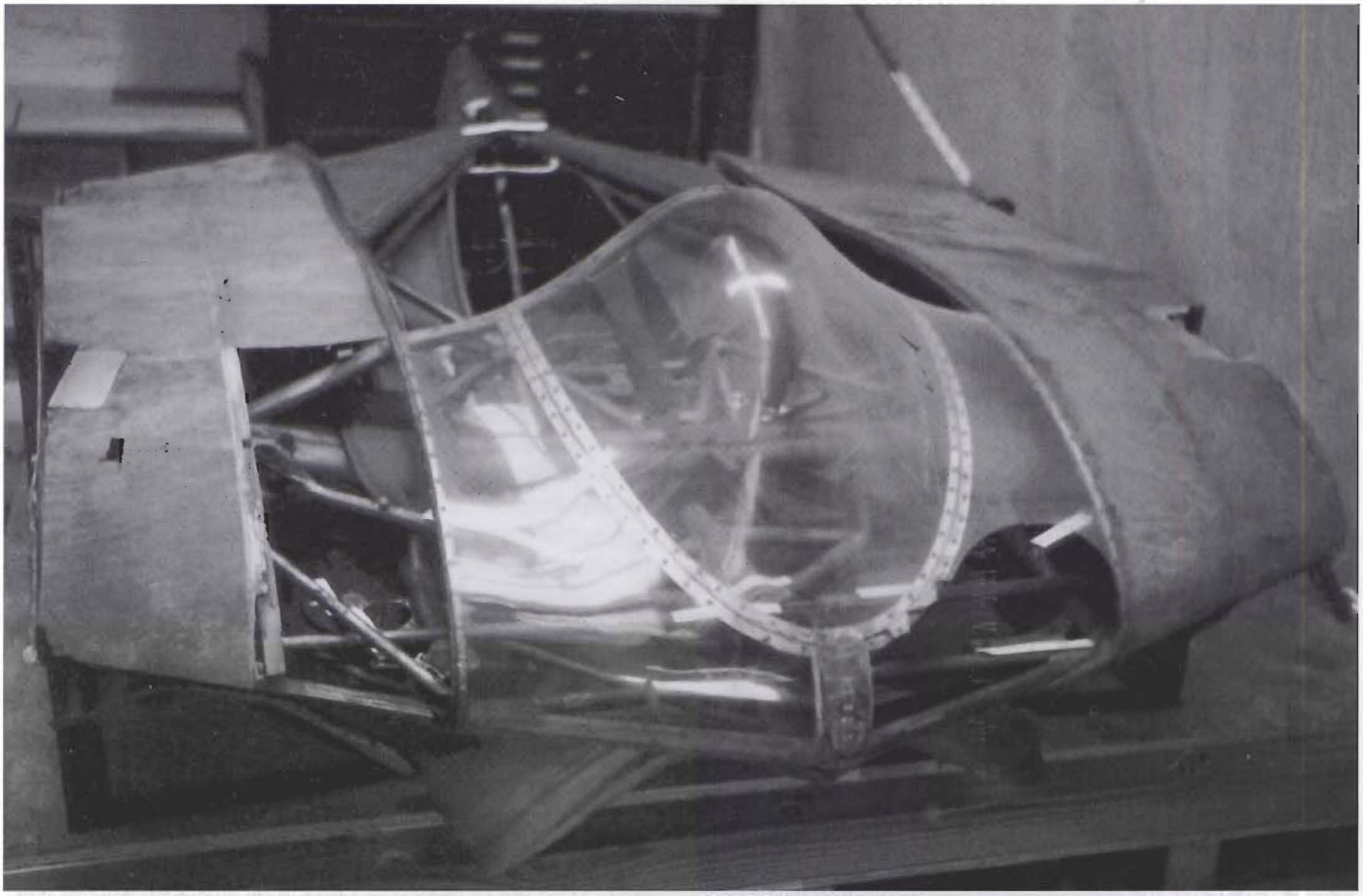
STUTTGART AREA. At his home in Schlierbach at Christmas, Klaus Heyn had almost finished the fuselage of his new "MUSTERLE". He was then searching for some very dense pine wood for its wings' main spars. This must have been specified on its drawings as used for the original.

HORTEN NEWS. Edward Uden returned from Frau Reimar Horten in the Argentine with drawings for the HORTENS 1B, 1C, 14 and 15. The 16 m span HORTEN 14 never flew, but in April 1945 was in an advanced state of construction. In spite of German efforts to save it, American soldiers had it pulled out of its hiding place and burnt. Edward Uden could not find much further information for the Hortens 4 and 6. Frau Horten was going to send him much more documentation later.

Because of the success of the "Horten Meeting" in Berlin during September 1994 (when visitors came from the USA, Britain, Norway, Holland, Austria and Germany to see the Hortens 2, 3f , 3h and 6 which had been brought back to



Klaus Heyn's new 1927 "Musterle" as it was during Christmas 1994.



The centre section of the Prone Piloted HoVI v.2. This is to be restored with its wings and then eventually it is to be returned to the USA for static exhibition in the Smithsonian. This was the most efficient aircraft in the world before 1945 and for many years afterwards. *Photo C. Wills*

Germany from the US National Air & Space Museum, to be restored for static exhibition at the Museum for Traffic and Technik in Berlin) it was decided to hold a second meeting during the weekend of the 1st and 2nd April 1995. This meeting was primarily organized for those people who did not manage to come to the first meeting, simply because there was no room for them. However, others who came before, were also invited. It was expected that the restoration of the 1935 Horten 2L would be just about complete, but the other aircraft were in more or less the same condition they were in when they arrived. It was expected that the Hortens' Chief Test Pilot, the legendary Heinz Scheidhauer and Dieter Horten, Reimar Horten's son, would be present as special guests. Dieter would have come over from the Argentine specially for the occasion. Also on view were models of Hortens, video films, drawings, literature, calculations, and there were also lectures on the Horten concept. The Director of the Air and Space Travel Department of the Berlin Museum, Holger Steinle, ran the proceedings.

THE OLDTIMER CLUB WASSERKUPPE. Markus Lemmer has reported progress restoring the Kranich 2 fuselage (ex-BGA 1092). He has at times been helped by Sascha Heuser. All fuselage bulkheads behind the wings' trailing edge have had to be rebuilt. We had hoped that this component was in one piece. He has one wing off BGA 1258, a wing mainspar, two tailplanes, two elevators and two rudders, to build up one complete Kranich 2. He has prints from Kranich 2 drawings and mikrofilm of them, to help him. He reports that the OSC's new Udet "FLAMINGO" towplane has had more than 44 flights and has successfully gained a C of A. (Zulassung).

ITALIAN NEWS

A letter from our Italian member Antonio-Carlo Zorzoli to Chris Wills.

Dear C. The VGC was very close to losing its faithful Italian member. An insidious aorta aneurism tried to kill me, but a skilled and determined surgeon saved both my life and my fitness to fly. Now, forced to rest (and to think, at last), I would like to send you some news from Italy! In 1994, to my regret, I was unable to attend the Rally because I became involved in a few programs that kept me busy for a long while. All of them had to do with vintage gliders and so I hope that I will be forgiven. The first project is quite ambitious. Starting from a quite battered but original (maybe 1938) fuselage of a BS 17 "Allievo Cantu" borrowed from the "Museo Storico dell Aeronautica Militare Italiana", the idea was to restore the fuselage, build a replica of the wings, empennage and struts and, after a little flying, to give the machine back to the Museo. The glider is, and will be, the property of the Italian Air Force, and it will be very difficult to obtain permission to fly it. I therefore decided to build alongside the restoration of glider No. 1, a second replica intended to be airworthy and privately owned.

Now, a short break for a description of the B.S. 17. The B.S. stands for Bonomi & Silva No. 17 design. "Allievo" means pupil (or "Zögling" if you like) and "Cantu" is the little town near Lake Como where the factory of Mr Bonomi was situated. This glider was one of the many improvements to the basic "Zögling" concept, to give training to pupils up to "C" Certificate standard. It is an important item for the I.A.F. Museum because the BS 17 was built in a substantial number

and was the trainer for thousands of young pilots during the years between 1934 and 1943. The glider has a general resemblance to a "Prüfling", but the wing is bigger having a 1700 mm chord (Airfoil is Goettingen 532) and is swept back 3 degrees. Wingspan is 10.45 metres, length 5.64 metres, wing area is 17.8 sq. metres, aspect ratio is 6.2, empty weight is 120 kgs (264 lbs), flying weight is 195 kgs (429 lbs) and wing loading is 10.9 kgs/ sq.m. (2.23 lbs/sq. ft.)

Back to the workshop now ... I was lucky to find a cianograph copy of the original drawings dated 1934-1935 to start with. It was a lengthy job to convert an almost jerogliphical set of lines and characters into an understandable building plan. Work was started in the workshop of Mr Gonalba in Milan, who by the way, was the manufacturer of my "Uribel". In a very short time ribs, spars, metal fittings for two sets of wings were completed and one wing was assembled and ready for fabric covering. However the hours of labour (which had to be paid for) built up faster than the glider herself, and the cost accordingly. The "Cantu" was going to cost me more than a brand new "Discus"! So I started to think the matter over a bit and I decided to change tactics. The remaining work to complete a glider (the flying one) will be done "amateur" in some garage or cellar or bedroom of a liberal friend (my own apartment is absolutely too small). Here starts the second program.

The liberal minded friend was found: his name is Beppe (Joseph) Gandola, a well known model builder and vintage aeroplane enthusiast. He had almost completed for himself a "Zögling" replica stressed for a Hirt Engine on the main vertical strut behind the pilot. "Well", Beppe said, let's finish this job, then we'll proceed with your glider.". So I found myself driving every day to Lecco, some 20 miles from home, to help with the rigging and weight balancing of the monster. At last, on the 30th of April, I gave it its maiden flight. For 30 minutes, I enjoyed a very stable and pleasant flying machine.

Description: the wings are of similar shape to those of an SG.38, but there is a major improvement. Its ailerons are of slotted type and have differential movement. Consequently, turns come out crisp with little adverse yaw. Flying wires are replaced by V-struts for easy rigging and a more rigid structure. The Fuselage is basically that of the SG.38 with solid skid and two small removable wheels for take offs from a hard surface. Rudder is larger for better prop. effect control and stabiliser and elevator are classic. Now, we had something to enjoy and for demonstrating at meetings. Guess what? Here starts the third program: Pavullo nel Frigano.

Pavullo is a small town up in the hills south of Modena. In 1927 it was chosen as a perfect site for the first gliding school. The school was very well organized and was eventually completed with a hangar, building and repair shop, TWR, and accommodation for students and personnel. In 1943, all the premises were destroyed, but the site remained as an almost deserted airfield.

Two years ago our good friend Frederic Fischer came down to Pavullo looking for information and possibly relics of the work of Luigi Teichfuss, the technician who designed and built so many gliders in Pavullo. The result was beyond every hope. He found an intact Teichfuss house with most of his paperwork well preserved but, more important, he found friendly people willing to give new life to Pavullo as a gliding site. You know the story. Soon the idea came of a vintage glider meeting both for real, and model gliders, along with a photographic display of Teichfuss memorabilia to move the local spirits. All happened between the 11th and 19th of June. Traditionally, for the first three days it rained "cats and dogs" and morale was at a very low ebb, but from the 14th until the end of the meeting, the weather was "cavok" and we managed to have as good a time as it was possible to squeeze from a generous, if inexperienced, organization. I was charged with giving the morning briefing and with managing the flight line. I occasionally flew my faithful "Uribel" and was able for the first time to demonstrate my "Zögling" motorglider.

What was the result of those days? The local authorities have accepted the restarting of gliding activity on the site. A new school was opened (the only one in Italy which uses winch launching only) and 18 new students have already gone solo. Not bad for the first try.

Back home with Beppe, we have started restoring a Piper J-3. The "Cantu" is having to wait a few months more. Meanwhile the powered "Zögling", nicknamed "Zefiro", flew in Ozzano during the Italian Homebuilders Meeting. This time we followed a new pattern to reduce noise and to stay on the side she belongs to i.e. to climb to the altitude of say 1,000-1,500 ft, to shut off the Hirt engine and then to perhaps try to catch thermals occasionally.

The biannual New and Used Glider Show was held in September in Valbrempto near Bergamo, home of the Glassfaser-Italia and builder of the World Class type "Velino" glider. Here again the "Zefiro" was in competition with Nimbus 4 and ASH 25. And again she was Prima Donna. Unaware of the aneurism ready to kill me, I happily flew "Zefiro" and Stampe SV-4 in an aerobatic show.

Only one month later, I got a tremendous pain in my abdomen which told the doctors what danger I was in. Now everything is over. I am recovering well and quickly. I have even had the guts to write a letter in English (if you are a real friend you will forgive me). Now, I do not have any more excuses. I have come back to this world because I MUST bring the "Cantu" program to fruition. Only a miracle will have the "Cantu" ready for the next International Rally in Germany, but anyway I will be present with the "Uribel" or, if the VGC and its President will allow such a hybrid, the Hirt Zögling.

Carlo Zorzoli.

C. Wills thanks him for his excellent letter in English. He is sure that Carlo will be very welcome with whatever aircraft he wishes to bring, but asks whether "Hirt" should read "Hirth", named after Helmuth Hirth, Wolf Hirth's older brother who produced the famous aircraft engines ?

We are so glad to have our dear Italian member come back from the edge of the grave. It seems to us that he is doing more than his "little bit" for our tremendous cause in Italy.

For the details of the "Allievo Cantu", see page 15 of our VGC News No. 82 Summer 1994, where you will find a 3-view drawing.

SWEDISH NEWS

The workshop staff at LESZNO in Poland have restored a PO-2 and a Bucker "JUNGMANN" as vintage towplanes for the Swedish vintage gliders. We think that the "Jungmann" may be one of the new ones built in the Czech Republic with Walter Mikron engines which are still in stock from when the "Jungmanns" were built in Czechoslovakia many years ago. The LESZNO operation has also restored a Grunau Baby 2B for Eskilstuna and an Eon Olympia 2 for the Kronoberg Gliding Club's Veteran Group. The Swedes are completely happy with the Leszno restorations, so far as we know. The PO-2 was for Eskilstuna and the "Jungmann" is for the Veteran Group of the gliding Club.

Unfortunately, the Alleberg Swedish Gliding Museum lost their T.21b when two instructors spun it in. Now, the Museum has been able to obtain another one, resplendent in British Air Cadet Colours . The broken one has been taken to Denmark by Niels-Ebbe Gjorup, his wife and others, to be repaired.

SWISS NEWS

On the 11th November 1994, the Segelfliegergruppe Freiburg Grund had the occasion to see the result of 1,700 hours of unpaid work carried out by about 20 of their enthusiastic members, when their "Karpf Baby" HB-442 took to the air after 8 months of expert work for its second first flight, which was 50 years after its first one.

It was once again flying with all its old shine and airworthiness. The sight of the "Baby", together with the usual training two-seater ASK 21, on the airfield at last ready to fly gave the club the opportunity to hold a small celebration. The project was led by our St Ursen member Peter Egger under the expert supervision of the Swiss Air Office. Member, Hans Blumer (Marly), paid for the materials needed for the project. The 156 kgs 14 metre span "Baby" had had 2,419 launches from which 821 hours had been flown between 1944 and 1981. It had then been left to lie 12 years in a corner of the hangar, after which it needed a total overhaul under the watchful eye of the office for Civil Air Travel (Bundesamt fur Zivil Luftfahrt), which finally could see nothing to prevent the aircraft flying for another 20 years. The Official christening of the Baby took place on the Bellechasse Airfield before representatives of the Sections Neuenberg, Yverdon, and Montricher. Peter Egger and the "Baby" were loudly applauded after its second first flight by enthusiastic members from the Groupe de Vol a Voile Fribourg Section Vully (President is Peter Jeger, Murten). Karpf Zöglings and Karpf Babies were built in Switzerland during the war, when it was no longer possible to obtain Zöglings, Grunau Babies and other sailplanes from Germany.

NEWS FROM THE USA

It seems that the VSA Western Vintage Sailplane Regatta in 1994 was held at Hemet in California. Entered were Baby Bowlus flown by Wayne Spani, Schweizer SGS 1-23, Harry Irvine, Prue 160 flown by Jenista, Slingsby T.21 flown by Jeff Byard, LK-10 flown by Doug Fronius, and a Schleicher Ka-8 flown by Spani.

There were about 25 entries. The photos reveal hot desert conditions. The Regional Soaring Council "RESCO" sponsored a downwind dash. A number of pilots did not even get out of the valley. Jeff Byard got about 25 miles, landed poorly in his T.21, and popped a few gussets. A PIK 20 was severely damaged during an outlanding. It was borrowed but the pilot was not very badly hurt. Another glider is reported to have suffered damage during an outlanding. Most glass pilots did not even get 30 miles, but one got to Utah over 300 miles away. One pilot in a Ka-8 got about 70 miles and a Libelle made about the same distance.

We believe that it was in this contest that the little Prue 160 was completely destroyed due to taking off on aerotow with only one aileron done up. This was a very famous, very old, all metal sailplane with a butterfly tail. It is a tragedy that it does not exist any more.

LETTERS

THE MONTE CIMONE WAVE by Willi Schwarzenbach, Swiss Vice President of the VGC.

Italy is the country of good weather, sunshine, strong lift and high cloudbase for glider enthusiasts.

That is what we believed before we set off for the 1st International Vintage Glider Meeting "Luigi Teichfuss" 1994.

Pavullo, a small town. The airfield is situated at 675m/MSL in the hilly landscape, half way between the plain of the Po and the mountains. It seemed to fit ideally into the picture and to easily allow high and long flights as far as Monte Cimone and then along the chain of the Tuscan Apennines. But we then drove into a completely different weather situation! We reached Pavullo together with an active warm front in heavy rain. Clouds covered the hills. The rain turned later into a deluge and the airfield into a lake. When the rain finally ceased, the sun appeared and, as soon as the grass runway was sufficiently dry, we removed the gliders from our trailers and rigged the colourful fleet. However the half time of the "Raduno" (Rally) was already over!

Fortunately, we had the weather under control. The "Aeronautica Militare Italiana" had delegated one of their mobile MET' stations for the meeting. This was a fully equipped workshop with an impressive forest of antennas giving direct access to heaven and there were many scientific instruments, printers, diagram forms, maps, a working table and (last but not least) a very sympathetic MET' team. This worked out daily the latest weather report and confidently convinced us that, after the rain, there would be sunny days and the best thing to do was just to wait for them! Surprisingly, they managed to organise sunny and fair flying weather for the second half of the week and we were, of course, very grateful for that. Thermals were then available every day, fair on the first day and moderate on the last three days while the cloudbase, first at 1,500-1,600 metres, lowered to a mere 1,300 metres towards the end of the meeting. We took advantage of the situation and had a lot of flying, launched either by aerotow or by a powerful winch. Generally, everyone found a thermal, then a second one and then, many others. But flying was often just a hard struggle to keep up and everyone who missed one or two thermals was forced to land quickly. This was also the reason why only a few flights exceeding three hours were realised. However two of them are worth mentioning.

The first one was carried out by Jörg Ziller in his "Olympia Meise" D-1420 on the third flying day. He reached sufficient height to escape southwards to where lift was more reliable and he completed an over five hour flight which was by far the best performance of the day. All the others had landed long before he came back. Secondly, on the day before, the Spalinger S.18 HB-411 had stolen the show with an unexpected wave flight over Monte Cimone. This is now the story.

It was Thursday, the weather looked fine and a light northerly wind blew over the airfield. Carlo Zorzoli, in charge of briefing, gave us information and instructions for the day. He presented the meteo after first having one look and then another at the freshly printed METSAT map and the wind diagram. There was not much to say especially as there was no Emagram available to allow us to sort out the thermal possibilities. We were again left on our own and had only to wait, to observe and to fly. Around noon, the first cumuli developed; only a few in the North but rather more to the South. The tow-plane was ready for work and the airfield came to life. Soon, I was ready in my S.18 and was hooked on behind the Morane Rally, on runway 03. We took off and flew straight over the town – roofs and towers nearly touched wheels and skid. I went into a wide 180 degrees left hand turn, followed the hills west of the airfield, crossed a pass, strong sink, and

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

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

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

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

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

✂ CUT

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

MEMBERSHIP APPLICATION FORM (1995)

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

		£	
Initial Membership fee	☐	3.00	(payable only once on joining)
Annual subscription	☐	12.00	(Great Britain)
Annual subscription	☐	14.00	(Europe)
Annual subscription	☐	16.00	(Rest of the world to cover airmail postage)
Donation	☐	_____	
Total		_____	

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

For all members (block capitals or typewritten please)

Surname _____ Christian Name _____ Title _____

Address _____

_____ Telephone _____

Gliding or soaring club (or other aero club) _____

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

Trade or profession _____

please turn over

PLEASE NOTE:

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

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

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

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

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

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

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For owner members (block capitals or typewritten please)

Type of glider _____

Maker and date _____

Registration _____

Other numbers _____

Colour scheme _____

Where normally flown _____

Other owner(s) _____

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

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

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

Signed _____

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

ORDER FORM

No req £

Adhesive badges @ £0.40 each.
Blue motif on silver 3" dia. Four types:
Front glued for sticking inside windscreen
1 'Vintage Glider Club' .....
2 'Vintage Glider Club Member' .....
Back glued for sticking on glider etc.
3 'Vintage Glider Club' .....
4 'Vintage Glider Club Member' .....
9" dia. PVC sticker, blue motif on silver 'Vintage Glider Club' Back glued for trailers etc. @ £1.50 each.....

Cloth badges @ £1.50 each.
Blue motif on silver-grey. 2.75" dia. .....

Metal lapel badges @ £1.50 each.
Silver-coloured motif on blue enamel. 0.625" dia. .....

Brooches @ £2.00 each. Blue and white enamel. 1.125" dia. .....

Key rings @ £3.00 each.
As Brooch on black leather fob. .....

Large Postcards
four different colour prints from original paintings by H.K. Harwood of historical and vintage glider scenes,
@ £0.20 each, or £0.60 per set of 4 .....

Pom-pom knitted hats
in different colours.
£4.00 each. .....

Beanie Hats white drill printed VGC crest navy blue @£3.50 Med: .....
Large: .....

Miniature wind socks 20 cms long @£1.30 .....

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

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

Sub-total

No req £

Sub-total b/f

Crew-necked sweat shirts,with 6.5" motif central on chest "Birch" grey with navy blue motif or "Bright Royal" blue with white motif.
L £14.50.....
XL £14.50.....
XXL £15.50.....

Blazer, black, single breasted, polyester (washable) with cloth VGC badge
sizes 38"–44" (97cm–112cm) £41.00.....
size 46" (117cm) £43.00.....
with silver braid VGC badge £6.00 extra
with gilt buttons £3.00 extra.....

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

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

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

Video of the 22nd VGC Rally Lasham 1994. VHS 40 mins running time £14.95

Please add postage and packing
(foreign rates in brackets):
Each Blazer £3.50p (£7.00)
Each sweat shirt or polo shirt £1.75p (£3.00)
Each Video Cassette £1.00 (£3.00)
Each T-shirt, mug, pom-pom or beanie hat £1.00 (£1.50)
Small quantity badges or other small items 50p (£1.00)

TOTAL

Cheques should be payable to 'Vintage Glider Club' in sterling, drawn on a British bank, or Eurocheques payable in sterling. (No cash)

I enclose the sum of _____

Name _____

Address _____

_____

Please send to: VGC Sales, 22 Elm Avenue, Watford WD1 4BE. Tel 01923 241 924

The Vintage Glider Club – Technical Articles

	£
"Schoolglider" SG-38 – 5 sides. £1.25	
Manuel "Wren" Series – 2 sides. £0.50	
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Bowlus Baby Albatross – 4 sides. £1.00	
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Mü-13 – 6 sides. £1.50	
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Olympia – 6 sides. £1.50	
Grunau Baby – 5 sides. £1.25	
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Avia 40P – 5 sides. £1.25	
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Harbinger – 6 sides. £1.50	
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Sub-total	

	£
Sub-total b/f	
Oberlerchner Mg 19 – 6 sides. £1.50	
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Also: To help with **Restoration Work plus Kaurite Glue** – 4 sides. £1.00	
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Colours and Markings of German Gliders 1922–45 – 7 sides. £1.75	
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Storing Vintage Gliders during the Winter. Free	
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Mü – 17 3 sides. £0.75	
The Mü – 15 4 sides. £1.00	
Sub-Total	

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

First article	20p	(30p)	
each additional article	5p	(10p)	
TOTAL			

Cheques should be payable to 'Vintage Glider Club' in sterling, drawn on a British bank, or Eurocheques payable in sterling. (No cash)

I enclose the sum of _____

Name _____

Address _____

_____

_____

Please send to:
VGC Sales, 22 Elm Avenue, Watford WD1 4BE
Tel 01923 241 924

finally climbed gently over the open valley landscape just south of Pavullo. I released at 1,200 metres and soon found lift up to cloud-base at nearly 1,600 metres. I then flew around the local area, sometimes getting a bit further away. It was a pleasant game of climb and sink, trying to find the best lift but discovering also the impressive but mostly unlandable – in Italian countryside. I never felt that I was alone as the whole fleet was in the air and this consisted of Spyrs, Pirat, Bergfalke, Moswey 4, Uribel and two more Spalingers. Then, when their wings came together in the hazy air, there was a friendly "salute", a sharing of the lift for a while, before dashing away. However "Big Brother" was watching us. The "Meise" with Klaus Heyn in command had found extra lift next to a cloud and was soaring to a higher level. Not for long was he alone as soon others followed him... this produced another possibility. The higher you fly, the further you can go from the airfield... and also, the higher the ground, the higher the cloudbase.

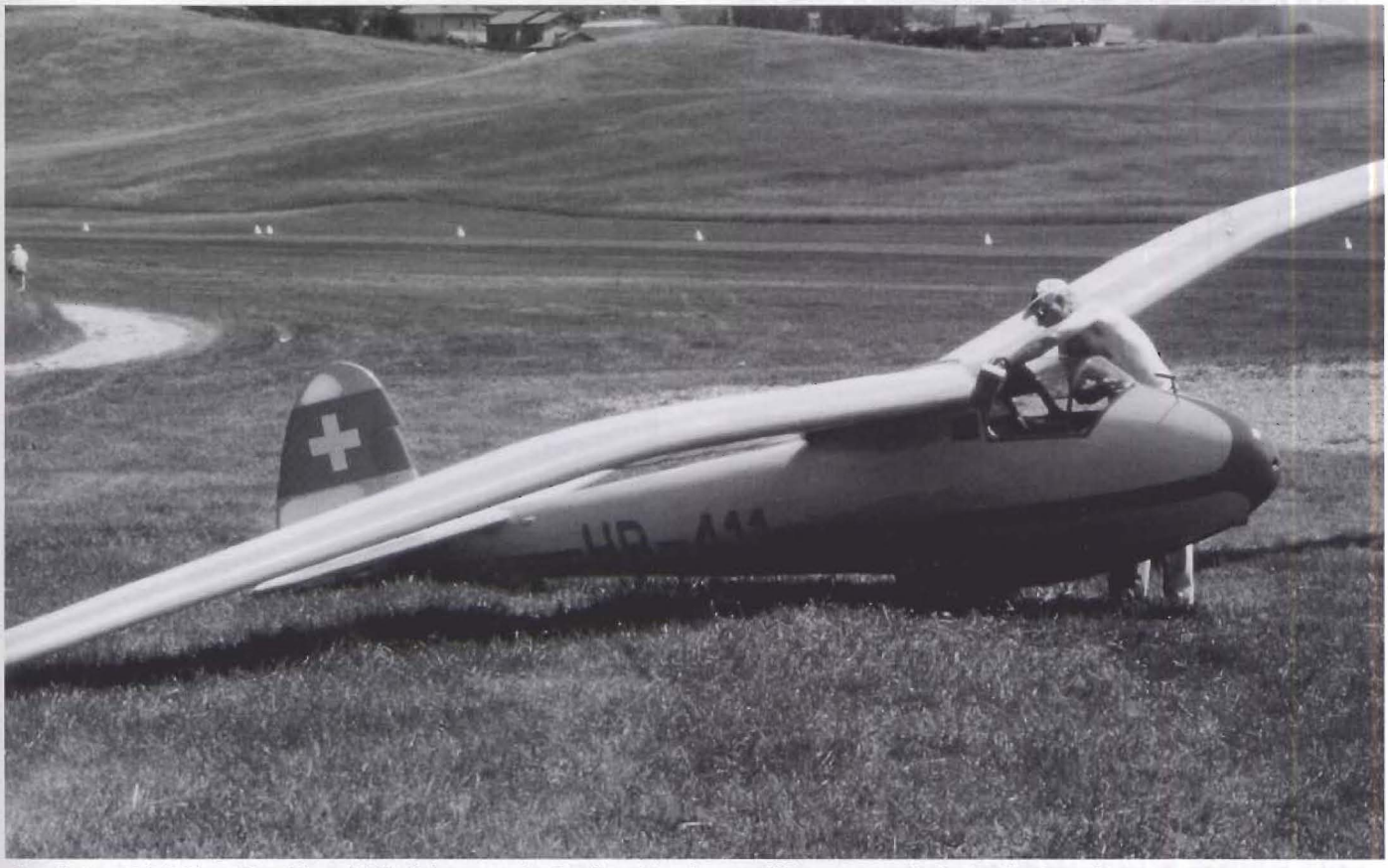
As a result of these reflections, nothing was against me flying to Sestola, centre of the famous ski resort on the northern slopes of Monte Cimone. So I tried several times unsuccessfully as strong sink forced me to return to the start point. At the fourth attempt, after leaving higher, and flying faster, I came through and was taken up by a moderately turbulent but ascending mass of air, which was some kind of rotor. This brought me up to 2,200 metres, not far from and in front of a roll cloud with a clearly marked edge at its base. This was unmistakably the sign of a developing wave. Soon I flew in laminar and smooth air along the cloud, the vario indicating +1.5 m/sec. At 2,600 m. I was over the cloud and still climbing, drifting slightly East, to 3,000 m. The lift weakened and I accelerated on a western course, leaving Sestola behind, and then I found another wave, north west of Monte Cimone in clear air. In this last small wave and flying at minimum speed, lift was first at a steady +1 m/sec and then progressively diminishing with altitude, reaching the zero mark once I was on top of the wave. This was vertically over Monte Cimone, the highest mountain of the Tuscan Apennines. On clear days, the view from the summit runs to the Adriatic, to Florence, to the west on the Ligurian Sea and the far French Alps, and north over the plain into the Italian Alps. On this day, all the country south of the Apennines was covered by a nearly compact sea of cloud, glittering in the evening sun, whilst northwards the last dying cumuli were melting in the haze. It was of course a great feeling to stay on top, supported just by the invisible air. Now, a last glance at the instruments.... vario zero, speed 58 kph, and 3,900 metres on the altimeter. There is not much more to say. After a long glide, a last circle over castle Monte Cuccolo and a long down wind leg, the S.18 did a smooth on the "Piano di Pavullo". I was back to earth after a 4 hour 57 minutes flight and back again in the prickly and friendly atmosphere of the vintage meeting.

Postscript. Italy is a sunny and warm country, where there is strong lift. The next Vintage Glider meeting at Pavullo is scheduled for 1996. Look forward to it!

Willi Schwarzenbach.

In a letter covering the above report, Willi very modestly says: "please notice that this flight is certainly not an outstanding performance. I imagine that some of our French friends flying from Sisteron, Gap, Aspres, and St Auban do sometimes much more spectacular flights, taking advantage of the excellent conditions in the region. I leave it to you whether you publish my report in one of the next Vintage News".

"Willi."



Our Swiss VGC Vice-President Willi Schwarzenbach after his almost 4000 m wave flight in the lee of Monte Cimone during the 1st Italian Vintage Glider Rally "Luigi Teichfuss" at Pavullo. *Photo C. Wills*

FINALE of "WINDSPIEL" and MÜ 13D. This is an extract from a letter from Vic Saudek dated 8th October 1994. Chris Wills had written asking him what had happened to the remains of both aircraft after members of the Southern California Soaring Association had submitted their reports on them.

"In reply to your questions on the D.28 "Wingspiel" and MÜ 13.

1. The gliders came from Wright Patterson AFB (Airforce Base) (in 1949? CW.). I do not know their previous history.
2. After a specified time to examine and to prepare a report on them, the Southern California Soaring Association (SCSA) was ordered to transport the bits and pieces to the USAF Base at Maywood, CA (a suburb of Los Angeles) all but the complicated control mechanism which H. Stiglmeier kept. They were ground into a land-fill under a bulldozer. Ugh!
3. I suggest that Stiglmeier be contacted directly with respect to this control part. He was given a copy of my previous letter to you. His address was included in that letter.

"Since we were nearly contemporaries; my feelings about old sailplanes are similar to those that you describe were held by your father; it smacks to me of Sailplane Ancestor Worship. I do, however, belong to the Vintage Soaring Association and receive their Bungee Cord (a term not used in the 1930s incidentally; it was then known as shock cord, (a less attractive name for a publication). Recently I have submitted "Vignettes" of the "Oldtimers" who were my mentors when I was young; they were a different breed entirely.

For 8 months during WW2 I was project engineer for the US Navy's LNE-1, a training glider, as an employee of Pratt Read and Co., of Deep River, Connecticut, which formerly made piano actions. I include with this an unpublished "Vignette" of one of my days there. (Incidentally. some years later, Mr Leonard became the father-in-law of Dr Paul. B. MacCready.)

A few of these gliders are still in action, which fills me with deep concern. There are many places where casein glue was used, a form of cheese. No end-of-life analyses were ever made as five to six years was all that was expected. So much has been learned in the half century since about materials and structures that those noble non-metal craft should grace museums. I was told that "Ersatz" glues were used in pre WW2 German gliders (Limburger?) which does not increase my confidence in them.

Upon completion of the NE-1 contract, I joined All American Aviation Inc., where I converted various war-planes to snatch gliders and personnel from the ground, a system pioneered by Richard C. du Pont. (A very famous US gliding pioneer CW.)

I note that the World Altitude record was made in a Pratt Read (LNE-1) during the Mountain Wave project, on 19th March, 1952. Laurence Edgar was pilot and Harold Klieforth was observer. This project was a joint USAF/University of California/SCSA two-year exploration of waves in the lee of the High Sierras of California. The old birds did good work in their day and I much enjoyed the approximately 500 hours I spent in LNE-1s, mostly as an instructor.

It has been many years since I last saw Nick Goodhart, the Kenneth Wilkinsons or Prof. Scorer. They may not remember me but, if you should see them, please give them my best regards."

Sincerely, Vic Saudek, 7216 Kentwood Avenue, Los Angeles, California 90045, USA. Tel: (310) 645-9318.

OBITUARIES

Hans Jocobs 1907–1994

Died on the 24th October 1994.

Hans Jacobs was born in Hamburg on the 30th April 1907 and became qualified as a Marine Architect. In 1927, he came to the Rhön Rossitten Gesellschaft (RRG) on the Wasserkuppe and took employment under Alexander Lippisch as draughtsman, knowing nothing about aircraft. At that time, Lippisch was working first on the "Wien" and then on the " Fafnir", which still can be considered as one of the most beautiful wood and fabric aircraft of all time.

In 1931, Hans Jacobs designed his first sailplane, the "RHÖNADLER". This "Rhönadler" was the second sailplane of the name, there having been a Schleicher tandem strutted two-seater "Rhönadler" built in 1927. Hans Jacobs's first "Rhönadler" was an enormous sailplane having a 19 metre wingspan, the same as that of the "Fafnir", but had a greater wing root chord. Indeed the "Rhönadler" is known as the "Child of the Fafnir". Peter Riedel can remember taking this "Rhönadler" to the Gaisberg above Salzburg. It was called "Mauls", but he does not know why. It stayed on the Gaisberg and flew there, but Peter does not know what became of it. In 1932, Hans Jacobs had designed a smaller "Rhönadler" with a wingspan of 17.4 metres. The "Rhönadler 32", one of which was imported into England for Eric Collins, and the later improved "Rhönadler 35", became the most used cross-country and contest sailplanes in Germany during the 1930s. 65 "Rhönadlers" were built by Schleichers between 1932 and 1940 but many more were built by individuals and groups. In spite of its high lift, high drag Goettingen 652 profile, its mass enabled it to go relatively fast. A "Rhönadler 35" was one of four sailplanes to complete the first flight of over 500 kms



Hans Jacobs and C. Wills at the 1977 Münster International Vintage Glider Ralley. *Photo C. Wills*

during the 1935 Rhön Contest. The "Rhönadler" flown by Steinhoff actually arrived over Brunn/Brno with 2000 metres height in hand, but the pilot decided to land on its airfield because of uninviting out-landing possibilities ahead. In 1933, Hans Jacobs designed the much smaller 14.3 metre span "RHÖNBUSSARD". Its mainplanes still had to be bolted together before lowering onto the fuselage from above in similar fashion to those of the "Rhönadler". As is recognised still today, the little "Rhönbussard" has excellent climbing ability and a relatively remarkable speed performance together with pleasant handling in the air. "Rhönbussards" were always honourably placed in contests and in 1935 Eugen Wagner fulfilled the requirements for the Gold C, which did not come into existence until 1938! Thus a "Rhönbussard" is credited with having gained the world's first Gold C for its pilot three years before it was invented (by ISTUS (Internationale Studionkommission fur den Motorlosen Flug) administered by Professor Georgii.

Martin Simons reports that a Rhönbussard was flown over 500 kms distance during 1939. 220 of the type were built by Schleichers between 1933 and 1940. There were several collisions in flight during the 1934 Rhön Contest and it was felt that the pilots' vision upwards and behind was somewhat limited. Because of this for the 1935 Rhön Contest, Hans Jacobs designed the "RHÖNSPERBER". This offered all round vision including upwards, for its pilot.

The "Rhönsperber was a tremendous success in the '35 Rhön Contest with Hofmann flying the prototype 474 kms. It was the first flight of over 400 kms. On his return, without a rest, he flew it 320 kms to Belgium. The Hamburg pilot Heinemann was one of the four pilots to land at Brno/Brunn in a Rhönsperber 504 kms out from the Wasserkuppe. These were the first 500 km flights. On the 21st August, Kraft flew a Rhönsperber from the Hornberg to Cologne 330 kms and a new World Goal flight record. On another occasion, Hofmann flew a "Rhönsperber" from Darmstadt to the Luxembourg frontier at an average speed of 90 kph. It was quite evident that Hans Jacobs had designed a sailplane with excellent cross country potential. The arrival of one at Dunstable in January 1936 caused great excitement. It had been imported by Joan Price (then Meaken), after she had flown Udet's "Rhönsperber" in Germany. This was a special honour for her and she had immediately fallen in love with the type (the one she imported into England is BGA 260 which is still flown today).

Also in 1935, Hans Jacobs designed the "Seeadler" after the suggestion from DFS that up-currents could also be found over water. The "SEEADLER" was a flying-boat glider with a wing plan form similar to that of the "Rhönadler", but was gulled to get it well clear of the water. Hanna Reitsch tested it from motorboat tows over Lake Constance.

In 1936, Hans Jacobs designed the "SPERBER JUNIOR" which was specially built for Hanna Reitsch to fly. Nobody else could fit in it as the cockpit was so small: Hanna did a good flight over the Alps with it.

The "SPERBER SENIOR" was flown in the 1936 American National Contest by Peter Riedel and one of his flights took him over the centre of New York and back. Although Peter could find nothing wrong with the aircraft, it was supposed to have something wrong aerodynamically with its wing profiles. It was taken back to Germany never to appear again.

During 1936, Hans Jacobs also designed the "HABICHT" aerobatic sailplane. In 1936, it was thought that glider aerobatics might become one of the disciplines in the Olympic Games. The "HABICHT" was offered as a contender for this and was demonstrated during the 1936 Berlin Olympic Games together with other sailplanes from Switzerland and Hungary. The type was later built during the war by the Sport Flugzeugbau Schempp Hirth. This firm later built reduced wing-span "Habichts" so that specially selected pupils from the NSFK could learn to land and take off faster and faster gliders before flying the ME 163 rocket aircraft which had been designed by his former sailplane design teacher, Alexander Lippisch. When this was found not to be practical, it was decided that they should be trained to fly the diminutive single jet-engined HE 162 "Volksjäger" (Peoples Fighter). Luckily for them, they were spared this.

During 1936, Hans Jacobs also designed the "KRANICH" tandem, high-performance two-seater. There had never been such a good high-performance two-seater before in Germany or practically anywhere else except in the Soviet Union. The Ludwigshaven firm Flugzeugbau Schweyer started to build it. Soon it won almost every two-seater World record except the distance records that had been taken by the Soviet "Stakhanoviets". During the war, Kranichs were used for training NSFK and military pilots and their Mraz (in Chosen Bohemia) production was the third highest production of German sailplanes during the war, being only superseded by that of the Grunau Baby (over 4,000), and SG.38s (over 9,000). The Kranich 2 Mraz production was either 1,312 (from a German Source) or 1,630 (from a Czech source). From this, it is apparent that after the SG.38 and Grunau Baby, the Kranich 2 was the third most used sailplane in German territory during wartime. Thus, Kranichs flew a very sizeable proportion of the 3 $^{1}/_{2}$ million NSFK launches during 1944. This is without considering the use that the Wehrmacht Luft (WL) must have given the type during the same period. The WL were operating 464 Kranich 2s in February 1944, and these did 18,920 flights during that month! From these, 4,359 hours were flown .Their SG.38s did 96,673 launches for 1,272 hours. Their Grunau Babies did 43,737 launches for 3,962 hours. No other WL gliders flew anything like this amount.

A "Kranich 2" was able to win the Two Seater Class of the World Gliding Championships at Cuatro Vientos near Madrid in 1952. It was flown by the Spanish pilot Juez. The RRG had become DFS (Deutsche Forschungsanstalt fur Segelflug) and Hans Jacobs at the age of 30 was in charge of its spacious workshops and design office. It was in 1937 that he designed what must be considered as the World's most beautiful sailplane... the "REIHER". The "Reiher" was designed to be built for maximum performance regardless of cost, and to this end, its wing aspect ratio was taken to the highest of what was then considered structurally possible and safe. After the first prototype, a second prototype was built with a different wing of less Aspect Ratio. Nevertheless, the fast first prototype won the 1938 Rhön Contest. The second "Reiher" was the signal for a small production run of six aircraft to be built simultaneously. A photograph has been seen of the six "Reihers" all painted during their final rigging in the huge DFS hangar. Such a sight was unforgettable. A "REIHER 3" flown by Erwin Kraft, won the 1939 Rhön Contest. 1938 was the year of the DFS "WEIHE" and the "OLYMPIA MEISE". The "Weihe" was built to an entirely different context to the "Reiher" in that it was designed to be built in quantity as the World's best contest sailplane. Whereas the "Reiher" had a wing with a perfect surface using the Goettingen 549 profile, the "Weihe" had the same profile but it no longer had a perfect wing. It was probably felt that the cost of perfection was not worth the resultant small increase in performance.

The "Weihe" had the best engineered wing-fuselage fittings that had ever been seen. The first two prototypes were flown successfully during the 1938 Rhön Contest. The "OLYMPIA MEISE" was designed later in 1938 as one of Germany's contenders for an Olympic Class sailplane to be flown by pilots from every country in the 1939 Olympic Games in Helsinki. It was envisaged that the Olympic Disciplines set would compare pilots flying other tasks rather than just aerobatics. The contest to decide on the Olympic Sailplane type was held at Secce near Rome in February 1939. An international jury had to compare sailplanes from Italy, Germany and Poland. Finally the "OLYMPIA MEISE" was chosen. It closest runner up was the Polish "ORLIK".

The "OLYMPIA MEISE" was of straight forward construction and perfect flight handling qualities. Its rigging was basic but sound and its Max. L/D was good for its 15 metre wingspan. Building plans for the "Olympia Meise" were sent out by DFS in 1939 to all countries likely to take part in the 1940 sailplane Olympic events, so that it could be built in each country to allow pilots to practice flying them. In the event, the 1940 Olympic Games never took place owing to outbreak of war and the "Olympia Meise" was never used in an Olympic event. However, it had another honour in that it became the basis for the first Standard Class sailplane. At least 621 "Olympia Meises" were built in Germany. 150 were built in Britain and 100 in France. Other countries to build them were Australia, Austria, Brazil, Holland, Hungary, Japan, Sweden and Switzerland. All those other than the original German ones were built after 1945. Some were built in West and East Germany again after 1951. So the "Olympia Meise" achieved everything it was supposed to achieve except, to take part in the Olympic Games.

During 1935/6 DFS produced a design for a troop carrier. This was the DFS 230 and the design was asked for by Ernst Udet who accepted it as absolutely right and at once placed an order for them. Hitler had seen the "OBS" (Observatorium) four seater sailplane and had felt that such a sailplane carrying soldiers would cause a tactical surprise to the enemy. It had a wooden two spar wing with torsion box leading edge of wing plan form not unlike that of the "Olympia Meise" and a very strong steel tubular fuselage into the floor of which was welded a steel tubular bench running along the centre line of the aircraft. The soldiers were to sit with their legs astride this bench one behind the other with their machine pistols held across their chests. The internal width of the fuselage was the width of a paratrooper. Fabric covered fuselage sides with windows were all that was between the paratroopers and enemy fire. The first man behind the pilot could stand up to man a machine gun above the canopy roof. Three forward firing rockets were fitted to later versions to reduce landing run and to give smoke cover for the men as they disembarked. In order to glide in silently from far off, the DFS 230 had to have a good gliding angle. Hans Jacobs told me that it was conceived to fly tip-toe operations in the semi-light of dawn or evening to glide in silently having released from aerotow some way off. The aircraft was equipped with a tail brake parachute and upper wing surface spoilers . On landing, it was to be held to the ground and stopped by plough shares attached to its skid facing forwards.

The story of Eben Emael is well known. DFS 230s, flown by some of Germany's best Rhön Contest pilots, were able to land on and capture the strongest fort in the world, thus outflanking the Maginot Line, even before the air raid sirens had sounded. The operation caused a sensation, and the British hurriedly deployed a Special Duties Flight of wooden sailplanes in June 1940 to be aerotowed from Christchurch to as near as possible to the French coast, and then to glide in free flight back to England to see if the new British Radar could pick up wooden gliders. After Eben Emael, DFS 230s were used throughout the war on some of the most desperate military operations ever undertaken. Its performance was so good, that some of them were soared in thermals with full loads all round the Ukraine and a special Wehrmacht Order of the Day had to be sent out to prohibit DFS 230 pilots from soaring until they had delivered their loads!

1938 was the year of the DFS Dive Brake. It was the first time that lift spoilers had come out simultaneously above and below wing surfaces to restrict a sailplane's speed to a safe maximum, and of course to enable pilots to make short landings, especially field landings after cross-country flights. These DFS air brakes were fitted to the "Weihes" and they restricted its speed to 200 kph, which is its maximum safe airspeed in cloud or otherwise. The author doubts whether the VNE should have been so high for a "Weihe"? His own Weihe had a VNE of 83 mph (120 kph) in calm air and he felt that that was fast.

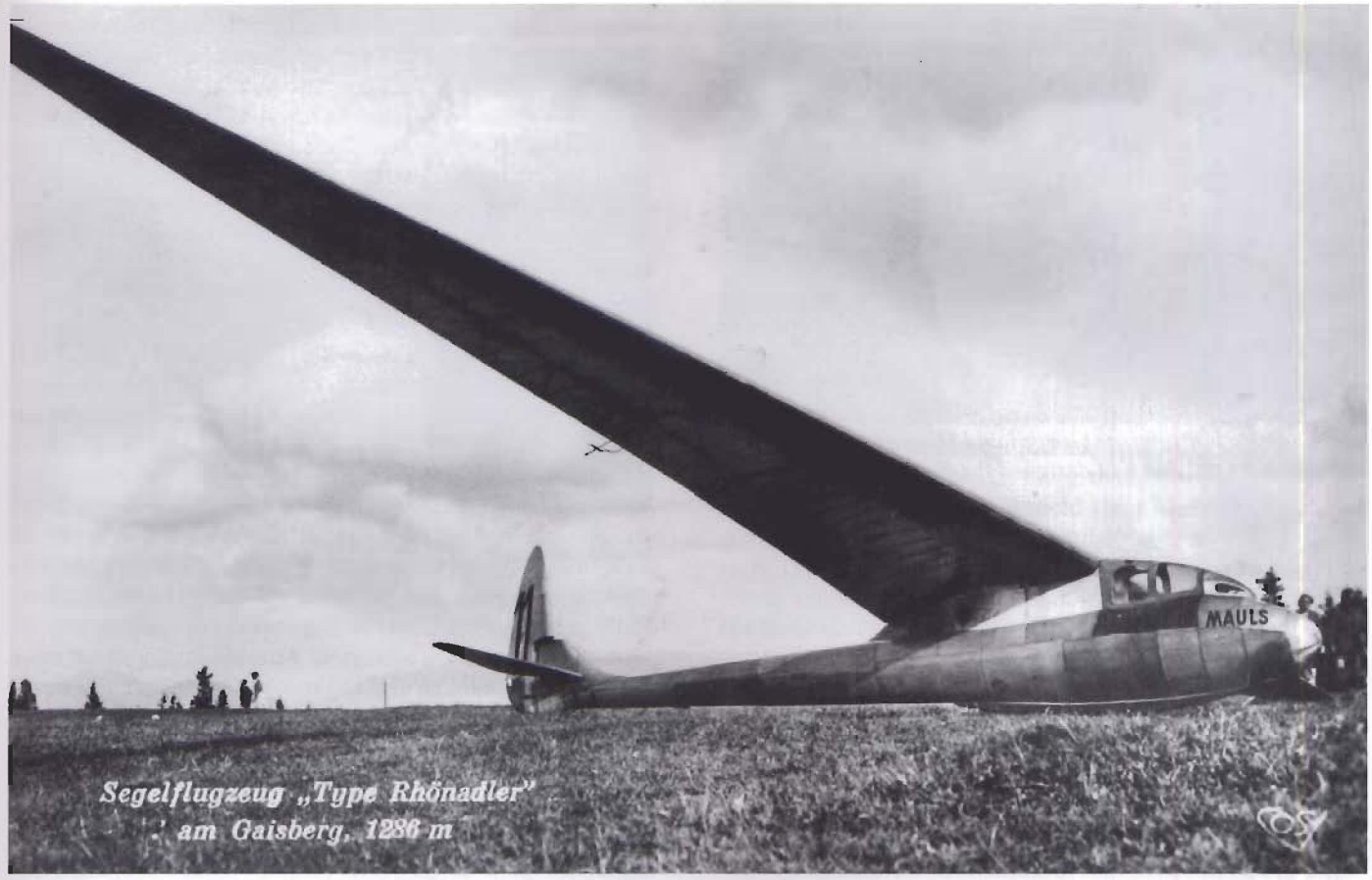
In 1937, Hans Jacobs had designed the DFS 331 20-seater troop-carrying glider. It was built to the same specification as the Gotha 242. It was a normal high wing machine with twin fins and rudders. The rear portion of the fuselage was detachable at the wing trailing edge by removing four bolts. The machine could alternatively carry a light car. Its empty weight was 1,800 kgs. Two were built, and then the Gotha 242 was selected (although in Hans Jacobs opinion it was an inferior machine) because of its easier and quicker loading method.

During 1940, Hans Jacobs left DFS, which was then to be led by Felix Kracht, to found the firm Jacobs Schweyer Flugzeugbau at Ludwigshaven and there was another branch at Darmstadt. Before the war, this firm had already been building "Rhönsperbers" and "Kranich 2s". Hans Jacobs set himself the task of putting his "WEIHE" into mass production. First, he modified the aircraft to give it more lateral stability, more cockpit room and more rudder area to make it easier for pilots to fly etc.

He achieved such tremendous production that the man-hours needed to build one of the 344 JS "Weihes" were actually less than those needed to build one of the 601 "Olympia Meises" (which were at that time being built by the firm of Ferdinand Schmetz at Herzogenrath). Parts for another 100 "JS Weihes" were built by a firm near Bregenz. At that time Jacobs Schweyer was also building Grunau Babies. Hans Jacobs was charged with building the very small, fast, wooden, ME 328. Hans Jacobs said that it was too small and sensitive. The prototype was taken away to Augsburg for the fitting of two impulse jet engines, similar to the one on the V.1 flying bomb and Hans Jacobs heard nothing more about it.

In 1943, Jacobs Schweyer was building ME 109 tail units and at one time was making 1,800 fins a month. Then the firm built dummy U-boats consisting of a dummy periscope attached to a submerged float with a strip of metal foil on it to excite the radar of searching aircraft.

After this, Hans Jacobs carried out experiments on reducing the blast effect of H.E. FLAK which led to constructing fuselage sections with two skins and wood shavings packed between them. He tried both metal and wooden skins and the results were very successful. He did some tests on the forces applied to a wing on meeting a balloon cable, in connection with cable cutting devices etc. The maximum force experienced was two tons. Lastly, he built wooden tailplanes for the



Hans Jacob's first glider. He designed the prototype Rhönadler on the Wasserkuppe in 1931.

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Hanna Reitsch, Professor Georgii and Hans Jacobs (when he was 30 years old and had designed the Recher!) in 1937.
Photo C. Wills

ME 262 jet fighters.

In 1945 and afterwards, great efforts were made to obtain "Weihes" by countries which wished to give their pilots a competition aircraft with a performance that was in 1945 15% better than any other sailplane in production. The French are believed to have removed the parts for the 100 "JS Weihes" to set up their own production line at Victor Minie Aviation which built 32 VMA 200 "Milans" in 1950/51. "Weihes" had won the first two International Championships after the war (at Samaden in Switzerland in 1948 and at Orebro in Sweden in 1950) bettering three new French designs and so Victor Minie Aviation was given instructions to build as many "Weihes" ("Milans") as possible.

In 1945, sailplanes were found on almost every German airfield and NSFK School and many had been designed by Hans Jacobs. Allied soldiers probably seeing gliders for the first time, looked upon their beauty with amazement, but first they thought nothing of destroying them according to Morgenthau Plan instructions. Here were great quantities of the best gliders in the world awaiting the pleasures of men who had never seen gliders before, let alone flown them. Among them were "Kranich 2s", "Olympia Meises" and "Weihes". One RAF officer described the situation as similar to when the barbarians entered Rome. They gazed around in bovine incredulity before starting the mass destruction, and some of them even tried to fly the aircraft. When this caused catastrophic results, their officers ordered the destruction to proceed.

In 1945 Hans Jacobs was in despair, as everything he had achieved had been used by the politicians who had brought about the downfall of his country. Moreover his gliders, if they had not been destroyed, were now in the hands of the occupation forces. Others were being used by Poles and Czechs, but soon afterwards (1947?) they were ordered to be destroyed to make room for new and faster designs to serve the wishes of Communist Governments. Some Kranich 2s survived longer and 29 were built new in Poland in 1952. (They were called "Zuravs".)

Hans Jacobs was probably prepared to come and work for Slingsby Sailplanes... but this was not possible. He finally took a job with a furniture firm which would give him and his family security. The only problem was that he had to sign a contract to work for the firm for his whole working life. He was extremely unhappy on gliding sites and with everything to do with gliding. Nevertheless, he did design just one more sailplane, the Kranich 3. This aircraft had nothing in common with the pre-war Kranich 2s and it was built from 1951 by Focke Wulf Bremen. This firm also built at that time "Meises" and "FW Weihe 50s". Hans Jacobs told me that the "Kranich 3" was too expensive to buy because FW Bremen's overheads were too high. To give an idea of the prices of German sailplanes at that time... the "Spatz" was 4,500 DM (£450), the Mü 13E two seater 7,500 DM, (£750), the Kranich 3 two seater 11,000 DM (£1,100), the "Condor 4" two seater 16,000 DM (£1,600), and the Weihe 11,000 DM (£1,100). It will be seen how much cheaper the Munich steel-tube fuselage gliders were. However, the "Kranich 3s" performance and flight handling was better than that of the Mü 13E. Everyone who has flown Kranich 3s has been enthusiastic about the aircraft. The basically pre-war designed Condor 4's performance was superior, but so was its price.

It was only during the 1970s that Hans Jacobs again showed interest in gliders and we like to think that it was the VGC which brought him back. We were still flying his magnificent sailplanes and he came to our 1977 International Rally at Munster as Guest of Honour on our opening day. We were expecting to see a very old man but instead, here was a man full of life and vitality and ready to talk about his gliders. He said that he was then giving his time more to yachting.

Often we wrote to him and he always replied helpfully, signing off in a bright and breezy manner... and this we think indicated that his heart was really with sailplanes. He always received our VGC News and it was quite evident that he read them through. Lately, he was Chairman of an operation to build a new DFS 230 troop carrying glider from little drawings in a book. (Deutsche Kampf und Lastensegler) and some of our German members said that it ought to be flown, and this was written in our VGC News. He wrote inferring that on no account must it ever be allowed to fly due to there being no stress calculations available, and the wing plywood had been put on longitudinally rather than diagonally, so that the plywood would go further, as it was very expensive. This DFS 230 is now on display in the Oberschleissheim Museum.

One will ask whether his sailplanes, which always showed tremendous inspiration and were often very different from each other, would fit into the general design theme of the 1930s. The Nazis had banned the Bauhaus School of Design but they were glad to use Hans Jacobs's sailplanes. Kit Nicholson was one of those to bring Bauhaus Design to Britain (i.e. the London Gliding Club's Club House and other instances). It can only be said that in a fairly recent exhibition of Kit's work was a model of his "Rhönsperber" (BGA 260), and it did not seem out of place.

We will think of his sailplanes, which could only have been created by divine intervention, winging their way through the sunlit skies of Europe during Gliding's Golden Era, as something above the horror of politics and something that must be saved, to remind people that there was something good from that time. This writer thinks that Hans Jacobs was the best sailplane designer of the era, and even if he only designed sailplanes when he was a young man, he will never be forgotten. His sailplanes will remind us of him, and of a tremendous era of excitement when the sport of gliding was young. His last words were "Friends, life is worth living" and that should be an inspiration to us all. Has Jacob has left us his sailplanes, which are all much loved, and his book "WERKSTATTPRÄXIS FUR SEGELFLUGZUEGE" for us to remember. This book "Workshop Practice for Sailplanes" is a classic book for everyone who wishes to work on wood and fabric gliders. CW.



Lt Cdr J. S. Sproule with Olympia Meise Glider at RNAS Gosport. For several years he gave aerobatic displays in this glider at Fleet Air Arm air shows. Photo J. A. McMullin

John Stanley Sproule (Lt Cdr retired)

Died early on the 11th November having been run over by a van in Worthing High Street two days before. John was born in 1915 at Victoria Bridge, Co. Tyrone, Northern Ireland to a Protestant gentleman farmer.

In 1920, his family moved to Yorkshire and he was educated at St Peter's, York. He had no academic success as he was highly distracted by aeroplanes! However he coxed for the school and won numerous prizes for art.

He left school to work for Vickers as an apprentice at Weybridge in Surrey. He was one of the founding members of the Yorkshire Gliding Club, along with Fred Slingsby. Through this association, he joined Slingsby Sailplanes as a draughtsman. Whilst there he designed the highly successful Kirby Cadet (in 1936) and Kirby Tutor (1937) gliders, a two-seater derivative of which was used by the RAF for training air cadets until only a few years ago. In 1936, he was draughtsman for the King Kite working alongside Peter Shaw, its designer.

By the late 1930s, John had become one of the country's leading glider pilots. In association with Mr Ivanoff, he designed a small sporting sailplane called the "Camel". In 1938, with Bill Murray, he set up a World Duration Record for two-seaters by flying a Falcon 3 over the slope at Dunstable for 22 hours, 13 minutes and 13 seconds. Upon hearing that John had received no financial recognition for this remarkable achievement, Amy Johnson bullied the Daily Express to pay for his story. It was from the proceeds of this that John was able to open his first bank account at Barclays.

After the outbreak of the Second World War, John applied to join the Fleet Air Arm and was accepted on the basis of his gliding experience and his aeroplane licence. It was not long before John's gliding experience was put to good use. He and other pre-war gliding experts were formed into a special unit to determine how best to use gliders for quickly deploying troops and their equipment. He was subsequently to train many of the Army glider pilots who took part in D-Day.

Following the war, John found a new challenge for his piloting skills, helicopters. These were a new type of aircraft and John became one of the first pilots. He later became a flying instructor on helicopters and an early pioneer of air sea rescue.

At this time, he invented the Scoop Net, the Heave Ho Hoist, and developed a stretcher that could be used for air sea rescue, in spite of his superiors' lack of encouragement.

In 1955, he married Peggy, a teacher. They had two children, Jenny in 1958 and Sandy in 1960. Three months later, John was appointed to Ceylon as a helicopter flying-instructor for the Singalese Air Force.

He returned to Britain in 1957 to command the intensive flying trials unit (700 H) for the Whirlwind helicopter, followed by 701 Naval Air squadron also flying the Whirlwind. This was the parent squadron for aeroplane plane guard helicopters.

As a helicopter pilot, John had come to the conclusion that landing on the moving deck of a ship in rough weather did not worry him. He was however extremely worried that having landed, the helicopter might be rolled off the deck into the sea before the ground crew could secure it. He therefore invented the Harpoon System where the helicopter could fire a harpoon into a grid on the helicopter pad and lock itself securely on to the deck. This system is still in use today.

He was awarded the Wakefield Gold Medal by the Royal Aeronautical Society for his contribution to air safety. In the early 1960s, he left the Navy and joined Augusta Helicopters, jointly running the London office with the late W. Humble of Hawker test flying fame. He maintained a healthy interest in aviation. he kept his private pilots licence, and was always building, or rebuilding kites, model gliders and full-sized aircraft, either in his garage or in the more comfortable surroundings of his living room. He retired in 1980.

John was widowed in 1989 but continued to apply his mind to useful inventions, including a novel tunnel smoke barrier which he thought of after hearing of the Kings Cross fire tragedy. He became an enthusiastic traveller and despite his age, travelled all over the world on cruises and holidays. At the time of his accident, he was planning a holiday in New Zealand.

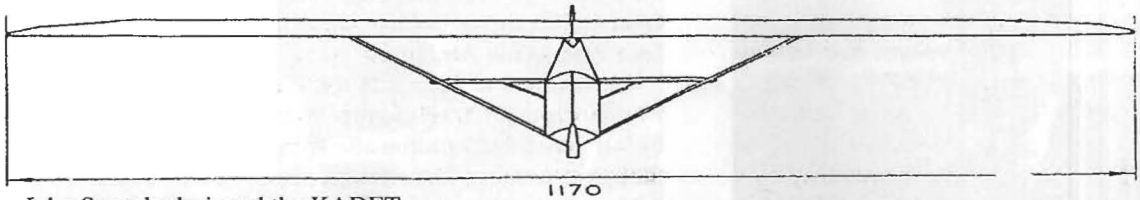
He was an enthusiastic aviation historian, and a Fellow of the Royal Aeronautical Society. He did considerable research on Sir George Cayley, the great 19th century Aviation Pioneer, working from archive drawings and sketches, culminating in a number of flying replicas, including a man carrier. (This flew in 1851!). A television programme was the result, and the man carrier was used again in more recent years for a film that is still showing at IMAX theatres.

He maintained interest in the first World War and many a family holiday was spent in northern France searching for significant sites. Quite recently, he had done research on the airships R100 and R 101.

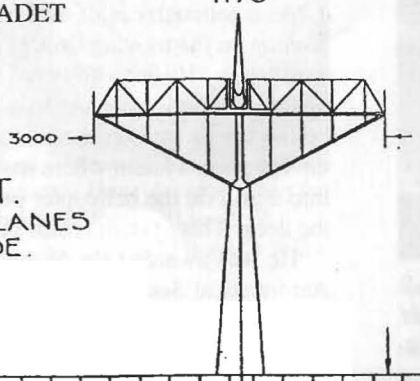
His last project was to instigate and partly build himself a flying replica of the 1927 Lippisch "Falke" glider (it had been the first type built by Fred Slingsby as the "Falcon 1", in 1931). This project was successfully completed a few years ago and is the only flying "Falke" glider in existence, a fitting memorial to his contribution to aviation.

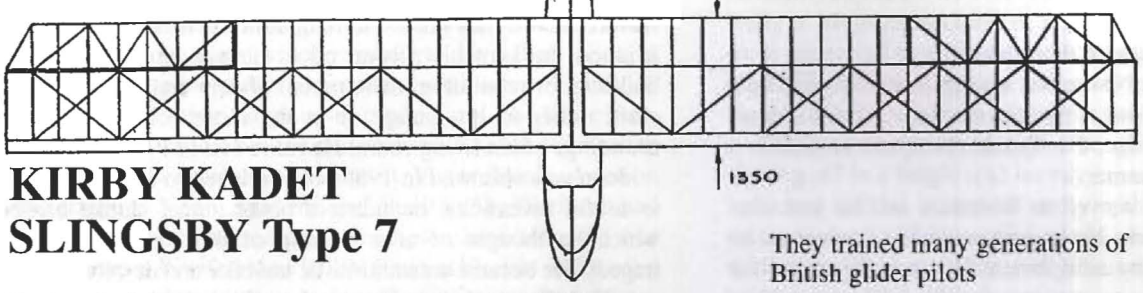


John Sproule in his "Camel" in 1938.



John Sproule designed the KADET while working for Slingsby Sailplanes during 1935/6

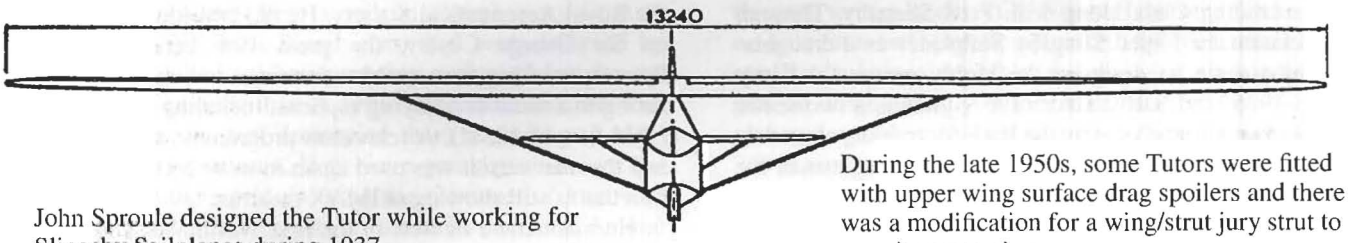




KIRBY KADET
SLINGSBY Type 7

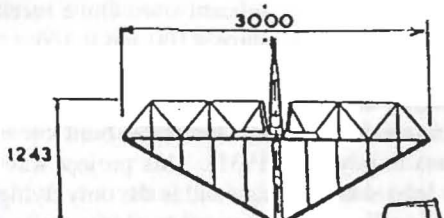
They trained many generations of British glider pilots

During the late war period, the fuselage was fitted with a landing wheel to ease ground handling



John Sproule designed the Tutor while working for Slingsby Sailplanes during 1937

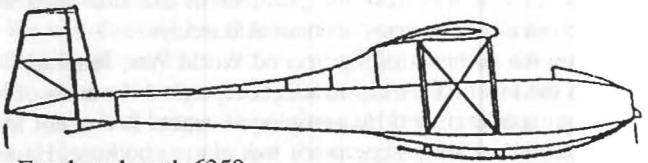
During the late 1950s, some Tutors were fitted with upper wing surface drag spoilers and there was a modification for a wing/strut jury strut to permit aerotowing.



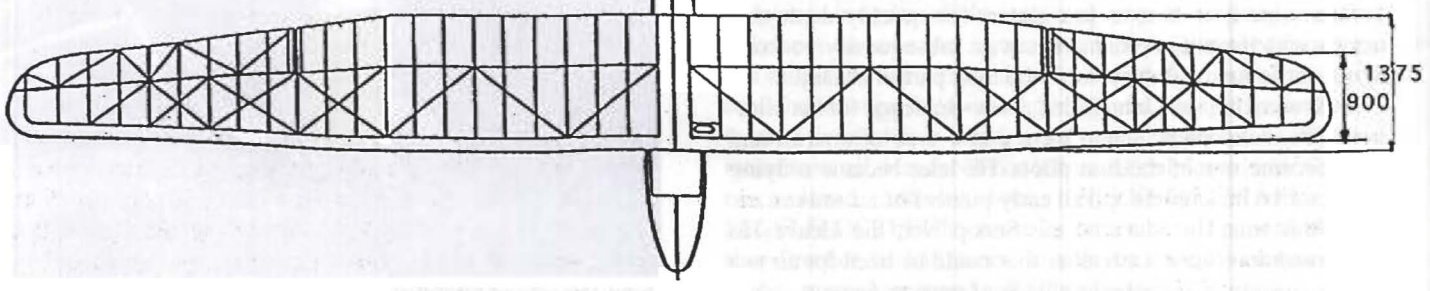
T. 8

Already in 1937, the same fuselage was used for both types

KIRBY TUTOR
SLINGSBY Type 8



Fuselage length 6359



John Sproule and Gliding in the Royal Navy

From Murray Hayes, Front Cottage, Tealby, Market Rasen, Lincs. LN8 3XU.

The sad news of the death of John Sproule has revived memories of the early days of gliding in the Royal Navy; the following are my personal recollections of the enormous contribution he made during the formative years of the RNGSA. Inevitably, because of the exigencies of the Service, my contacts with him were episodic, but I did get to know him well, not only through gliding but because of mutual concerns in the developing world of helicopters.

When the War ended with the surrender of the Japanese in 1945, their Lordships of the Admiralty became concerned that a large number of servicemen awaiting demobilisation would become disgruntled, and if experience after the First World War was any guide, potentially mutinous. They therefore decreed by signal that every effort should be made to keep the hands happy and occupied, lest Satan should find mischief yet for them to do. I wish I'd kept a copy of the signal, for amongst a number of activities recommended, such as sports, theatricals, dances and other entertainments, it specifically suggested the formation of gliding clubs at various Naval Air Stations. At that time I was stationed at Eglinton in Northern Ireland and making tentative contact with the Ulster Gliding Club, but had little idea about how we might set up our own club In any case in spite of the rundown we were incredibly busy training and clearing Lend Lease aircraft. However, by the summer of 1946, rumours began to circulate that Sproule's Flying Circus was touring the Naval Air Stations. At last it was our turn for a visit, and in October he arrived with a Tiger Moth fitted for aerotowing, a Kranich, a Mu 13d and an Olympia (Meise). The set-up was simple, all qualified pilots on the Station were invited to have a go; we were given a 15 minute trip in the Kranich and then let loose on the Mü. Perhaps because I had been gliding before the war and had more time to spare than the others, I was given preferential treatment, gaining my "A" and "B" certificates on successive days. (Sproule was meticulous in ensuring that all flights were timed and observed and that claims for certificates were completed). After 5 days at Eglinton, the Commander Air was becoming somewhat disenchanted by having his tidy power plane circuits disrupted by the flyboys in gliders. We therefore moved to the disused airfield at Maydown (base for the Mac Ship Swordfish Squadrons during the war). Here, on 31st October, after a tow to 1500 ft in a light easterly wind, I contacted wave, climbed to 2500 ft and gained my "C" certificate.

What happened next was that all the Air Stations Sproule had visited were invited to send representatives to a meeting at Lee-on-Solent to discuss the setting up of a Royal Navy Gliding Association. I'm a bit hazy about the dates of this meeting but it could have been in March 1947. Anyway, the outcome was that the RNGSA (the S was included at my insistence) was formed with the news that Sproule had succeeded in conjuring up about 5 SG.38 primary gliders from Germany, plus a Tutor which had been built during the war as a private venture at Worthy Down. The arrangement was that the Stations should form clubs and on payment of £50 to the RNGSA would be allocated one of the gliders. The accumulated money was to go towards the acquisition of more equipment. Within a year or so, most of the Naval Air Stations had active clubs, in spite of very little assistance from the Authorities. The one initiative that would have been a great help was the production line which Sproule set up at the Royal Navy Air Repair Yard, Fleetlands, to manufacture Grunau Baby 11bs using (principally) apprentice labour. Unfortunately, Slingsby got to hear of it and complained to the SBAC about unfair competition which resulted in the scheme being "scotched". However, two or three of the Grunaus were completed and provided a lot of enjoyment and one (DWF) is certainly still in existence – I fly it myself, wreathed in nostalgia.

My next close encounter with Sproule came when he started running the Dartmouth Cadets Gliding Camps. I have happy memories of towing intrepid Cadets to and fro across the airfield at Culham behind a Jeep. This was fitted with a scaffolding outrigger to the front bumper so that, on completion of the run, the glider could be towed back to the launch point at high speed, the cockpit still occupied and the wing tip handled from the rear seat. We also had the Kranich for dual thermalling experience. These camps certainly achieved their purpose of instilling airmindedness in the young entrants. In fact, I was accosted a year or so ago by a very senior Admiral at a Squadron reunion with the reminder that I had taught him to glide way back in the 1940s. It was also at this Culham camp that Doc. Slater, as gliding corespondent of the Times, came to visit us and kept the bar open well beyond the official closing time whilst entertaining us on the Mess piano.

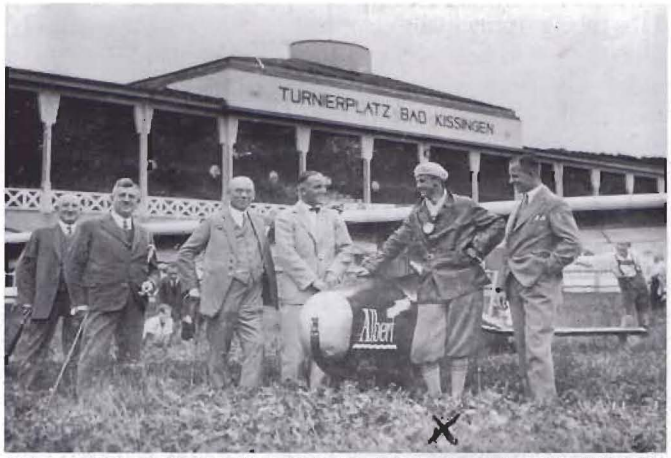
Sproule's experiments with a glider towed behind an aircraft carrier are well known; the object was to determine the pattern of the air flow behind the ship, particularly the turbulence in the lee of the "Island". Many of us who strayed behind the deck centre line had experienced the clutching hand and some had been so unfortunate as to finish up plastered over the "Island" itself. I don't think the experiments were totally successful, there being difficulties in launching and control in spite of the glider being fitted with an array of fixed slats and flaps. Eventually, they came to an end when Sproules No 2 (Pete Currie) developed a vicious divergent roll on take off and finished up in the drink, having stuffed a wing tip through a Mess deck scuttle. However, this setback led to Sproule transferring the trials to a helicopter-borne sensor, and I have always assumed that the outcome was the development of the angled deck which resulted in carrier operations becoming a relatively routine and practicable procedure just in time to accommodate the new generation of jet fighters. Finally, perhaps I should mention that my programme for the National Gliding Contests at RNAS Bramcote in June 1947 shows the Navy entry as Kranich 11 to be flown by J.S. Sproule and P. Illingworth and Olympia to be flown by J.P. Dewsbury and W.S. Heard. I believe that it was at Sproule's instigation that the Admiralty gave permission for the use of the airfield and it was only after the Comps were over that the Civil Servants got to hear about it and demanded totally unexpected payment from the BGA.

John Sproule was a very likeable and friendly man, full of ingenious and inventive ideas, an enthusiast who had a talent for getting things done. I count it a privilege that I was one of the handful of people invited to his wedding to his dear wife Peggy, now also sadly deceased, and to have played a small part with him in the genesis of the RNGSA, of which he should rightly be regarded as the founding father.

EDGAR DITTMAR

His death was reported in late 1994.

He was the oldest of the three Dittmar brothers, the second of which, Heini, was the most brilliant glider pilot of the 1930s, who designed and built the Condor sailplanes, as well as setting up World Height and distance records and winning the 1937 World Championships.



Edgar Dittmar's landing in Bad Kissingen after the World's Height Record on 8 August 1928. Photo: Otto Bellinger

Edgar was among the most famous glider pilots in the world during the late 1920s, together with Hirth, Kegel, Kronfeld and Schulz. On the 8th August 1928, Edgar set up a World Height Record of 775 metres in the sailplane "Albert".

We believe that during the war, he was in charge of a gliding school. He is survived by his son Volker and his younger brother Walter, who are both glider pilots.

We send our sympathies to his family and friends.

BOOKS

"War Prizes" by Phil Butler.

This is an illustrated survey of German, Italian and Japanese aircraft brought to Allied countries during and after the Second World War. A Midland Counties Publication. Price £29-95. This is an expensive book but you get what you pay for. The quality of the photographs is superb. The records of Phil's research are beyond belief and are suddenly made available to the world through this book. In 1945, a treasure trove of aeroplanes and gliders became available to the world but the vengeful Allies did not recognise its historic value and how in the future, these aircraft would be worth so much money. Not many records were kept by the Allies of the aircraft they found and Phil has painstakingly tried to create order out of still-existing evidence. There may be a few inaccuracies concerning the gliders, but all-in-all, this is a tremendous work and really worth every penny of its price. One could say that this is the most interesting book of in-depth research that has ever been produced for aviation literature enthusiasts. One comes out of it horrified at what was destroyed and one congratulates the Americans for having saved so much to put in their museums restored, or in storage facilities to await restoration.

"Competition and Combat" by David Ince.

David Ince was born in Glasgow and was educated at Aylsgarth School and Cheltenham College. Failing to meet eyesight standards for aircrew, he became a gunner officer in 1940 and managed to pass a wartime RAF Medical Board at his third attempt. Seconded for Army Co-operation Duties, he trained in Canada at 35 EFTS and 37 SFTS before returning to the UK to fly Hurricanes and Mustangs at 41 OTU. Subsequently converting to Typhoons, he flew with 193 and 257 squadrons from Normandy until the end of the war in Europe.

As he was flying Ground Attack operations, he experienced some of the horrors of war with the soldiers down below. He flew almost 150 sorties and was subsequently awarded an immediate DFC.

The book is essentially written in three parts, with the second two running in parallel. The first section is his wartime flying; the second section is his gliding career which starts at the Long Mynd, where he became one of the first post war CFIs. After attending the first post-war course at the Empire Test Pilots' School, he returned to University to complete an engineering degree. Running parallel with the gliding is his life in the aviation industry.

From 1946 he immediately became one of Britain's best glider pilots, winning the second Gold C flown over British soil flying an EoN Olympia, which he shared with Charles Wingfield. From 1955, he became Elliott's preferred test and competition pilot, flying their Olympia 4 series sailplanes. David flew over 100 different types of aeroplanes and sailplanes and took part in some 30 contests. He was reserve pilot for the British Team between 1952 and 1960. He was once National Sailplane Aerobatic Champion and was a council member of the British Gliding Association for many years. He holds a Gold C with 3 Diamonds.

In the 1950s he became a founder member of the business which has grown into the GEC Avionics of today – working on the requirements and marketing of flight control and instrument systems. As part of the senior management team, he played a major role in establishing many of the overseas links on which so much of the company's future prosperity and success was to depend. Some of his writing, describing his wartime flying and post-war gliding is so beautiful and vivid that I doubt whether it could be surpassed. It is a book that, if once picked up, cannot be easily put down; so many of our heroes and friends in British gliding at that time come alive again. It is a vital book for everyone who is interested in wartime flying and post-war gliding history.

The book is a softback with photographs and it costs £15.95. It is published by Newton Book Club, PO Box 9, Barry South Glamorgan CF62 6YD

Chris Wills.

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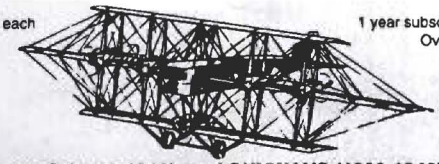
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FOR SALE

PROTOTYPE Slingsby "PREFECT". Offers to Nev. Churcher, Jamaica Cottage, Jamaica Place, Gosport, Hants., England.

FOR SALE

GRUNAU BABY 2B BGA 963 in excellent condition. Offers to John Edwards, Greatstones, Hare Street, Near Buntingford, Herts. England.

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FOR SALE

LY 542 K STOSSER (HAWK), built in 1955, this is a fully aerobatic two seater of 14 metre span. The Stosser was for some years used as trainer by the German aerobatic team. It is beautifully restored and has a total of 900 flying hours. The full span ailerons are only about 5 cms chord but there are holes in the aileron gap to let air through to the upper surface for boundary layer control.

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Offers for both the above sailplanes should be sent to; Jochen Kruse, Ortbrook 23b, 25436 UETERSEN, Germany.

FOR SALE

SLINGSBY SKY BGA 686. Built 1951. Current C of A (5.95). Can be seen and flown at Sutton Bank. Recovered ceconite 1991. Metal trailer

FOR SALE OR EXCHANGE

Copies of S & G from the early 1960s, with indices. Mark Wakem Tel (01244) 535301.

WANTED

Copies or complete years of 1971, 2, 3, S&Gs and indices and any pre-1945 S&Gs, also 2 of the small red S&G binders (Quickbinde). Mark Wakem Tel (01244) 535301.

WANTED

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 Rechenschieber" welcomed also. Frederico Fiori, Pca Eugenio Jardim 34 apto102, cep 22061-040, Rio de Janeiro, Brazil.



OFFERS ARE INVITED ...

A German Mark 2 GÖVIER (GOPPINGEN 4) being a unique piece of World War 2 history is now reluctantly for sale.

The two-seater wooden Gövier, built in 1943 by the famous Wolf Hirth and Martin Schemp at Schemp Hirth in Germany, was built to train the young pilots of the Luftwaffe during the Second World War. The Gövier is in near original condition. It is believed that it is the only airworthy wartime original Gövier Mark 2 left in the world, which also makes it the oldest airworthy Gövier in the world!!

It last flew at Husbands Bosworth, Leicestershire, on 29 July 1987. The Gövier is recognised as being a historic monument and therefore the owners will only part with it for a serious offer reflecting its true historical value. The glider is sold with a purpose-built trailer.

Offers are invited by writing to the address below and if further information is required or an inspection of this beautiful piece of wartime heritage would like to be arranged, please write to: Mr Robert E. Arnold, 18 Priory Drive, Little Haywood, Stafford ST18 0QL, England. Tel: 01889–882871.

FOR SALE

Replacement Olympia Canopies

Needing a replacement for the crazed and cracked canopy for his Olympia BGA 513, Peter Teagle would like to contact a sufficient number of Olympia owners to back up a request to a manufacturer to produce replicas. The type fitted to 513 is the 'slimline' *not* the Mk1 bubble type referred to in *VGC News* No.83 and represents the 'standard' version, it is believed, and this would be the version to be replicated.

Anyone interested, please contact Pete Teagle (or his answering machine) on 01663–763614 or write to: 28 Russell Avenue, High Lane, Stockport SK6 8DT.

FOR SALE

SLINGSBY SKY BGA 686. Built 1951. Current CofA (5.95). Can be seen and flown at Sutton Bank. Recovered ceconite 1991. Metal trailer, (with new tyres) parachute, 0_2 bottle, spare a/c wheel unit, 1756 hrs. Reason for sale – can't fly 3 at once! Offers? Contact Pete Teagle on 01663–763614 or YGC, Sutton Bank (weekends)

FOR SALE

FAUVEL AV36CR, single seater, Flying Wing. BGA 2500. In flying condition, with typical open trailer. Can be viewed, or flown, at Le Blanc, France. Offers invited, or will part exchange Wiehe or similar. Please contact: Brian Spreckley on (00) 33 5437 3408 (France) or Graham Saw on 01628 776173 (England).

FOR SALE

SLINGSBY GRASSHOPPER, original colours, needs re-covering £350. Contact editorial office.

FOR SALE

SLINGSBY TANDEM TUTOR, excellent condition. Contact editorial office.

FIR SALE

SLINGSBY SWALLOW excellent condition. Contact editorial office

WANTED

Any technical information on the Grunau Baby 3 (wheel, 2 point wing root attachment, round tailplane tips,) I need rigging and washout data; early history is missing so any information on dates of design and first flight or anything else would be helpful.

John Brookes, Brookfield, Alford, Lincs LN13 OLD. Tel (01507) 450555.

WANTED

Copies of the Merseyside Aviation Society 'British Gliders' and Gordon Airs 'British Soaring Year Book', 1982-83. Telephone Syd Davis 01628 777261.



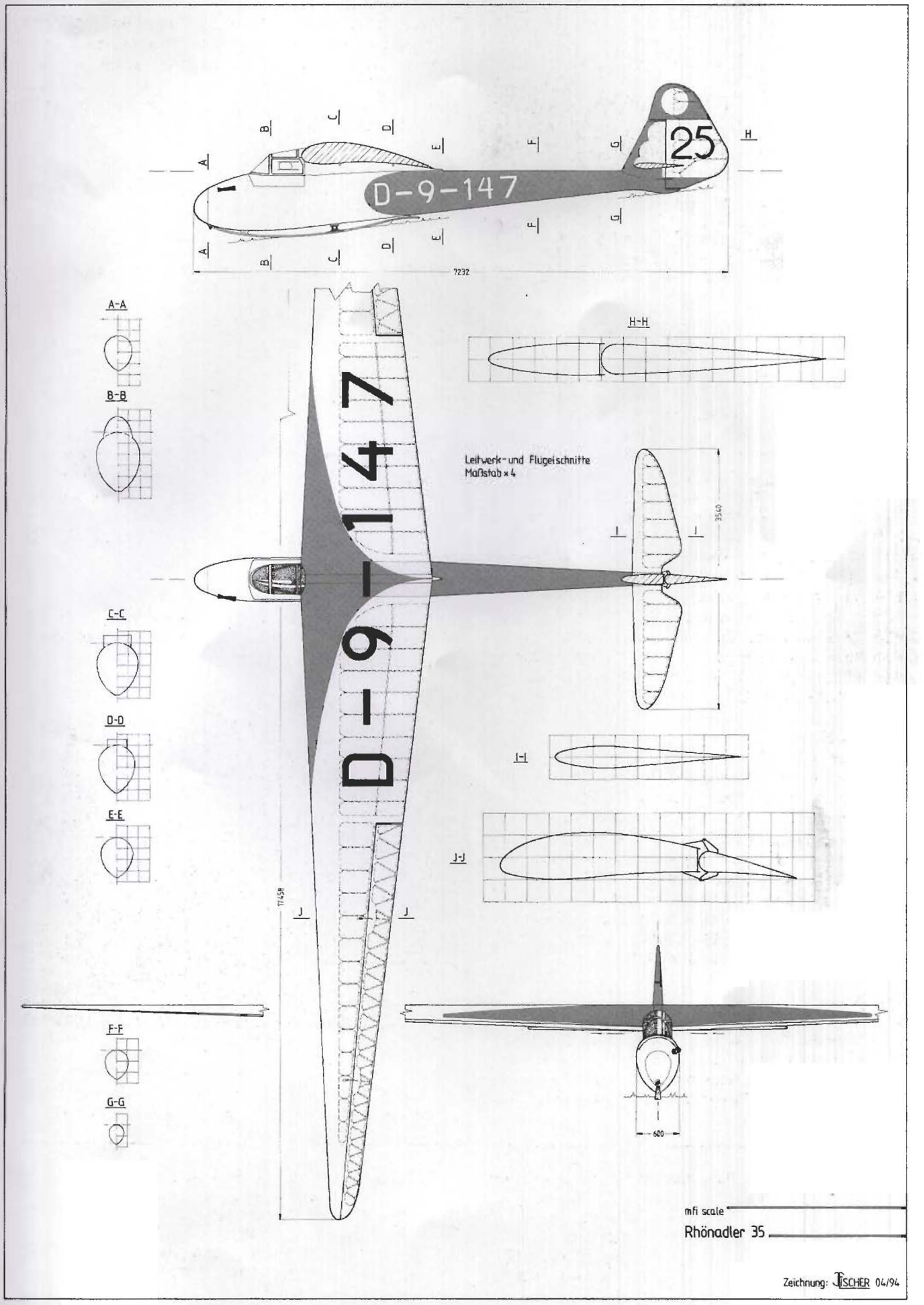
The OSC's new UDET Flamingo Towplane.

***Rear Cover**: Minimoa at Lasham 21st Anniversary VGC Rally in August 1994, taken from a Kirby Kite. Photo Bob Boyd*

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