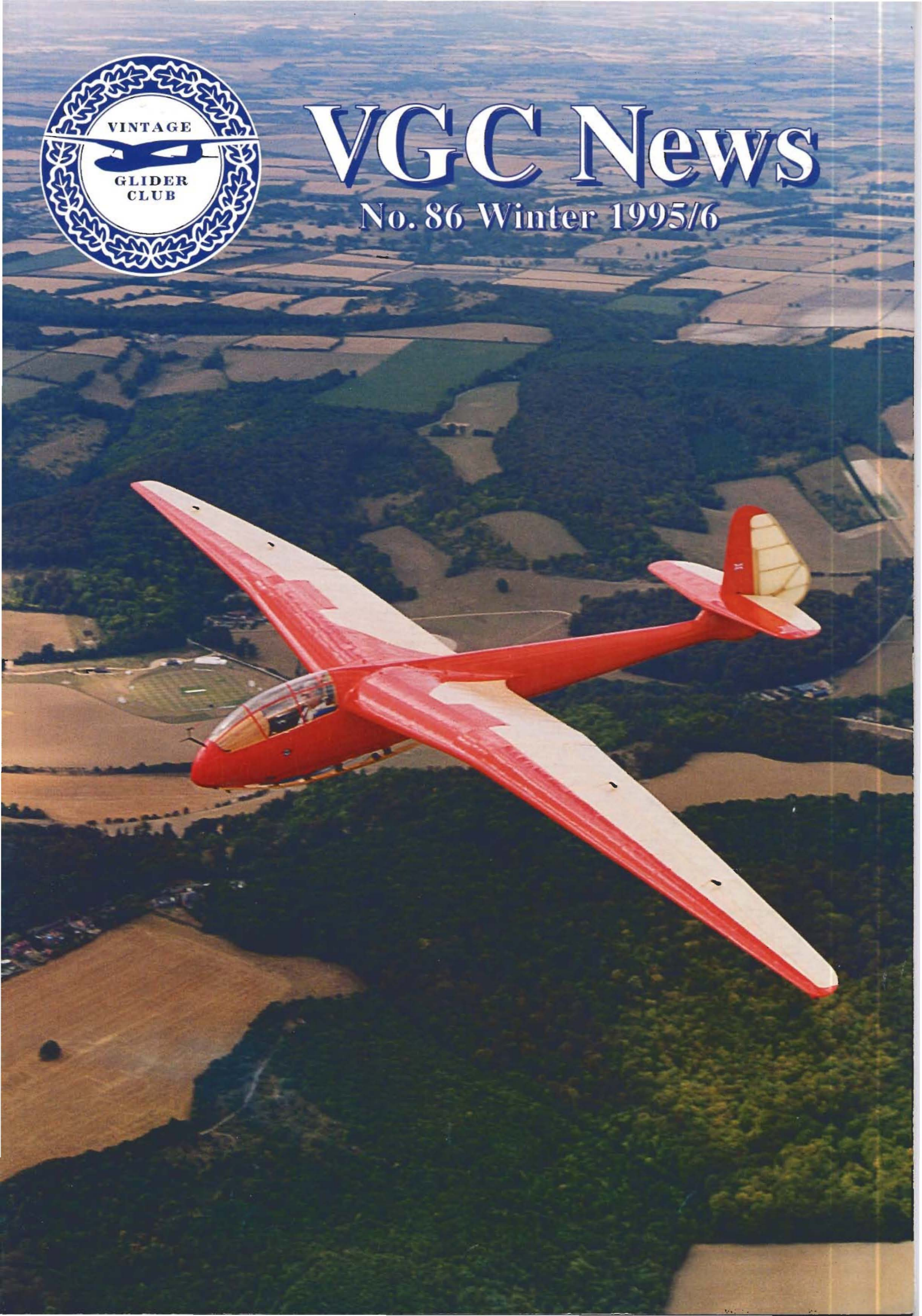
VINTAGE GLIDER CLUB

VGC News

No. 86 Winter 1995/6



Diary Dates in 1996

♦ **25–31 May, Yorkshire Gliding Club**
National Rally
Contact; Margaret Gomershall,
Y.G.C. Sutton Bank,
Thirsk,
N.Yorkshire.YO7 2EY

♦ **22–23 June, Booker**
"Rally of the Whispering Wardrobes"
Booker Gliding Club
Wycombe Air Park
Contact; Graham Saw
Tel 01628 776173

♦ **29 July–4 August, Czech Republic**
Rendez Vous Rally
Rano u Loun, Czech Republic.
Contact; Joseph Mezera,
Malepky 2233,
CZ-440 01 Louny
Czech Republic.

♦ **6–15 August, Hungary**
24th International Rally
Contact; Laslo Meszaros
Pf;23 u.04, H1092 Budapest, Hungary
Tel and manual fax +36 1 217 0220

♦ **August Bank Holiday Week, Sutton Bank**
Annual Slingsby Rally
Yorkshire Gliding Club
Contact; Margaret Gomershall
Tel 01845 597237

See page 21 for other National and International Rallies

NOTICE TO ALL MEMBERS:
The Rally Secretary is Graham Saw.
Please forward details of any 1996 VGC Rallies you may be planning to: G. Saw, 16 Prince Andrew Close, Maidenhead, Berks SL6 8QH. Tel: +44 (0)1628 776173

We welcome contributions and photos but we cannot be held responsible for the loss of unsolicited material. To ensure their return, material should be clearly identified and accompanied by a stamped, addressed envelope. We take great care to ensure that what we publish is accurate, but cannot accept liability for misprints or mistakes.

The views expressed in this Newsletter are those of the contributors and do not necessarily represent the views of the Editor or the Vintage Glider Club.

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)

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

The 23rd International rally is now behind us. However, due to the numerous complaints received about both the organisation and domestic facilities I think it is time to review the International Rally guidelines and to remind future Rally organisers that the VGC is not just for owners and pilots but families as well whom we must not disappoint as we need their support. We attend these rallies in order to share our common interest (and often our gliders!) with friends and not to become a sideshow or added attraction for other commercial events. It was sad to see so many participants leaving the Rally early in an effort to salvage what they could of their annual holidays. We, particularly the Committee, must try and ensure that this does not happen again.

Graham Ferrier, by moving into the Editorial position, allows me to concentrate on the Chairman's job. In particular, I feel the need for improved communications between the International Council members. Due to there being no formal International Council member on the Executive Committee I propose to adopt that role temporarily. I have always felt that the International Council (IC) remit was rather vague and the purpose of my involvement will be to formalise the IC role with the production of some agreed terms of reference. One of my first tasks will be to review the Rally Guidelines and distribute it amongst the IC members for their comments and subsequent agreement.

In order to improve communications between VGC members, I can confirm completion of an action placed on me (or was it Ed's assistant?) at the AGM which was to set up an E-mail account for the VGC. This is my personal account which can be used by members for a trial period, say 6 months to assess usage. The access can be found in the notice on the last page of this issue.

Finally, with the membership growing internationally, I frequently find that I need to liaise with non-English speaking members. Are there any members who could assist me in translation and/or interpretation – in particular of the East European languages? If so please get in touch with me at the address shown in the Newsletter.

Loose enclosures:
24th International Rally Entry Form.
24th International Rally Entry Costs.
VGC Spares Registration Form.
Technical Information Form.
Subscription Reminder.

Cover picture: Graham Saw's Petrel – winner of the Best Restoration Award 1995 *(Photo: Paul Mellor)*

TECHNICAL INFORMATION GLIDER DATA RECORD

There was a good response to the request in VGC84 for owners to return the yellow form with details of their gliders, but, for those too busy in the spring and summer to reply, another form is included with this issue. One of the objectives of the VGC is to preserve information on all vintage gliders, past and present, and to this end the committee feel that it is important to have on record details of as many gliders as possible, whether they are airworthy or not. Please take advantage of some spare time in the winter to fill in and return the form to Geoff. Moore.

VGC PRIZE-GIVING

VGC PRIZES FOR 1995, which were awarded by C.Wills after our Annual Dinner at Old Sarum on the 23rd of September 1995.

THE GRAND RESTORATION CUP. This is to be awarded annually for the best restoration of the year. This was awarded to GRAHAM SAW for his SLINGSBY PETREL BGA 651. He was also presented with a Sherry or Wine Decanter upon which was engraved the VGC's Logo. He is to keep this.

Ed. HALL TROPHY. which is awarded for the most meritorious performance flown in a vintage glider from Lasham during 1995. This was awarded to RAY WHITAKER for his 300 kms triangle flight in a SLINGSBY SWALLOW. The Ed. HALL TROPHY is annually awarded but Ray was also presented with a VGC Restoration Prize for 1995 for him to keep.

THE SHAW SLINGSBY CADET/TUTOR TROPHY. This is an annually awarded prize for the most meritorious flight(s) in a Slingsby CADET or TUTOR during the year. This was again awarded to KEITH NURCOMBE for his distance flight from Husbands Bosworth to Lowestoft and for his 100 kms triangle in his TUTOR.

THE RODI MORGAN PLATE. This Plate is to keep alive the memory of RODI MORGAN who did so much for the VGC during its early years and brought back to life our very famous RHONSPERBER BGA 160, which has been for years the only flying Rhönsperber in the world (out of 100 built by the Flugzeugbau Schweyer from 1935).

It is awarded each year to the pilot(s) who have done best in our NATIONAL RALLY. This year it was awarded to PETE and JILL HARMER for flying their Ka-2b consistently well during our National Rally in Northern Ireland at Bellarena.

VGC RESTORATION PRIZE FOR 1995 to STEFAN KRAHN, GERMANY for restoring the ARGENTINIAN built CONDOR 4 to airworthy condition at Achmer, Osnabrück. This is the first of three Condor 4s which were built from Schleicher Kits in the Argentine. which Jochen Kruse managed to bring out. Jochen has another one while Robert Gaines in the USA has the third. The Stefan Krahn restored Condor Andino (Andean Condor) was seen in very good condition at our Oberschleissheim 23rd International Rally last August.

VGC PERFORMANCE PRIZE. This was awarded to STEFAN KRAHN, GERMANY for flying the Achmer/Osnabrück KRANICH 3 in 100 km laps from Achmer to Oberschleissheim, Munich, via the Wasserkuppe.

VGC RESTORATION PRIZE FOR 1995. This was awarded to MIKE BEACH, GB for his magnificent SCUD 1 which he has built new.

VGC RESTORATION PRIZE 1995. This was awarded to FRANCOIS RAGOT, FRANCE for his magnificently restored MU 13 D. This is now the last airworthy Mu 13D of the original series production. It is probably identical to the one that Kurt Schmidt flew in to second place in the 1938 Rhön Contest... and to the one in which he won the 1939 GREAT GOAL FLIGHT RACE from Friburg im Breisgau near the French frontier to Stettin on the Baltic. In winning, he triumphed over the D.30 "CIRRUS", a "REIHER" and a "WEIHE". This is the last airworthy of the 150 built by the Schwarzwald Flugzeugbau from 1938. One more MU 13D is being rebuilt in Denmark to fly. (The other Mu 13s airworthy are D-2s and D-3s).

VGC RESTORATION PRIZE 1995. This was awarded to HEINZ BAUER, GERMANY for having restored magnificently a 1944 built MU 13 D-3 to airworthy condition.

VGC RESTORATION PRIZE 1995. This was awarded to the MUSEE de l'AIR et de l'ESPACE at Le Bourget for the GPPA of Anjou's (Regional Musée de l'Air) restoration to flying condition of their FOUGA CM-8-13 aerobatic sailplane of 1949. The restoration group is of course led by Christian Ravel, who presented the aircraft at our 23rd International Vintage Glider Rally at Oberschleissheim, Munich. It is the French equivalent of the DFS Habicht and it has been brought back to the condition and colours as it was when new.

VGC RESTORATION PRIZE 1995. BOB GAINES, USA, for his restoration of an EoN OLYMPIA ex BGA 533? in its original Elliotts of Newbury colours and markings.

Rally News 1995

Slingsby Week, Yorkshire Gliding Club, Aug 26-Sept 2 1995. *From Mike Maufe*

We were very pleased with the larger than usual number of gliders this year, especially the high proportion of Slingsby Sailplanes – 23 out of 31. A list of entrants follows but not all came for the full week.

Bottles of wine were given as prizes based on a handicapped points system for duration or distance (devised originally by Lasham), also for altitude. Unfortunately, due to the very frustrating weather on most days, not many of these were won.

Saturday 26 Aug. Arrival day, in drizzle.

Sunday 27 Aug. Strong N.W. wind, Sutton Bank's worst wind direction. No vintage flying but a very enjoyable barbecue in the workshops in the evening.

Monday 28 Aug. The wind moderated a little, but the only vintage glider to fly was David Ormerod's Swallow, so he was given a prize for enterprise.

Tues 29 Aug. Total cloud cover, but tantalising sunshine not far to the East. A number of us visited the Real Aeroplane Club at Breighton Airfield, where we saw about 40 assorted light aircraft plus a large L39 ex-military jet. Unfortunately, the Ponsford Collection of incomplete gliders could not be seen.

Wed 30 Aug. A light N. wind, again with cloud cover. There were, however, 32 vintage flights, the best being by Brian Birlison with 60 mins in his Skylark 3b, Bob Sharman and Geoff Harrison in the Harbinger 55 mins and Bob Sharman 3100 ft in the Gull IV. Tony Maufe in the Kite 1 flew for 46 mins from 2400 ft with an outlanding 10 miles away. Chris Hughes probably did an unrecorded 1 hr 20 mins in his Oly 463 but was more worried about a lost tailwheel from a

previous flight.

Thurs 31 Aug. 7 short flights were made by vintage gliders.

Friday 1 Sept. Some sunshine and cumulus at last with a light N. wind and 24 vintage glider flights took place. Brian Birlinson reached 2900 ft and flew for 127 mins, thus winning two bottles of wine. Amongst other soaring flights Mike Maufe's BACVII made one of its rare appearances and stayed up for 56 mins.

Sat Sept 2 Drizzle turned to heavy rain and all our visitors departed, after an enjoyable and friendly, but frustrating week. We were delighted to have the company of David Shrimpton and Margaret James at the barbecue on Sunday but sorry they could not stay longer.

GLIDERS ENTERED

Slingsby designed
T6 Kite 1, Bob Boyd and Mary George
T6 Kite 1, Tony Maufe
T6 Kite 1, Peter Underwood, David and Paul.
T8 Tutor, Keith Nurcombe
T12 Gull 1, F. Stothard
T13 Petrel, Graham Saw
T24 Gull IV, Eric Arthur
T26 Kite IIa, Peter Warren
T21, YGC Syndicate
T31b, Ian Smith
T34 Sky, Richard Moyse
T34 Sky, Peter Teagle
T41 Skylark, John Gammage
T41 Skylark, Mike Howey/Nigel Pamplin
T42 Eagle, G. Gale/C. Bushell
T43 Skylark 3f, Keith Chichester/Colin Allender
T43 Skylark 3, Brian Birlinson
T45 Swallow, Dave Ormerod
T45 Swallow, Neil Scully
T50 Skylark 4, Chris Dearman
T49 Capstan, Dave Bullock
T49 Capstan, Gavin Foster
T51 Dart 15, Mike Bean/Bill Owen

Other designs
BACVII, Mike Maufe
Eon Baby, Dick Derbyshire
Harbinger, Bob Sharman/Geoff Harrison
Olympia 460, Dennis Shepherd
Olympia 463, Chris Hughes
Olympia 463, Mike Hodgson
Fauvette, Ted Hull
K6E, Jim Hill

Total 31 (including 6 locally based)



Petrel, Oly 463 & Harbinger at Sutton Bank. (Photo: Chris Hughes)

VGC INTERNATIONAL RENDEZ VOUS RALLY ON THE WASSERKUPPE FROM SUNDAY 30TH JULY UNTIL SUNDAY 6TH AUGUST 1995

GLIDERS TAKING PART.
Ka-1 – D-1484. Jurgen Doppelbauer.
Lg 125 "SOHAJ". OK-1968. Josef Mezera, Emil Sliva.
HUTTER H.28-3 BGA 3982. Earl Duffin.
SLINGSBY "PETREL" BGA 651. Graham Saw and John Tournier.
FAUVEL AV.22 BGA 2344. Ian Dunkley and Peter Rivers.
SCUD 3 BGA 684. Ted Hull, Martin Simons and Laurence Woodage.
HARBINGER BGA 1091. Austen Wood, Bob Sharman and Geoff Harrison
Mg 19 D- 0456. Jochen Kruse, Ritchie Kasubeck.
Mg 19a BGA 2903. Chris Wills.
K-2b BGA 2147. Peter and Jill Harmer.
RHONBUSSARD D- 7059. OSC Wasserkuppe.
DFS "HABICHT" D- 8002. OSC Wasserkuppe.
GRUNAU BABY 2B D- 3856. OSC Wasserkuppe.
K-2b D- 7039. OSC Wasserkuppe.

THE WEATHER The stage was set with very good weather for the week over the whole of Europe. Never before had we seen the Wasserkuppe and its surroundings looking so beautiful. The OSC Wasserkuppe's team led by Karl-Keinz Kellermann welcomed us and looked after our every need. Particularly, there was the OSC's workshop foreman Markus Lemmer, who was on hand for repairs.

Many of us shared the former Reichssegelflugschule with a group of Ukrainian girls for overnight accommodation and breakfasts. This was the second time that it had been available to us. The Gliding School had been occupied by the military since 1945, which had used it as a Radar Site overlooking the Iron Curtain which was only 4 kms away. The Iron Curtain has now gone and so, in 1996, the military will sell it to the civilians. Who or what will buy it is not clear. It is far too big and expensive for the present gliding operation on the Wasserkuppe to maintain. We hope that it will be allowed to be a Youth Hostel etc., and not knocked down. A thought was expressed by a German that if the American Military had not put a barbed wire fence round it in 1945, not a stone of it would be left now. We hope that the new Germany will be more tolerant towards these historical buildings and the Ehrenhalle.

The weather was such that on every day, thermals started during the late morning or early afternoon and allowed long duration flights in the sector Kreuzberg- Wasserkuppe- Fulda. The cloudbase was at over 4,000 ft above the Wasserkuppe and so it was felt that some of us were at above 7,000 ft asl. During the weekend, Stefam Krahn brought in the Achmer silver Kranich 3 by air. It was on its way in 100 kms stages to Oberschleissheim. It did arrive at its goal.

Tours were made to the brewery and to Schleicher's factory where we were shown around by Martin Heide. Production seemed to be limited to very expensive single and two seat motorgliders. Sailplanes would be equipped to take a power unit, if needed to become powered at a later date.

At one moment, an ULF ultralight sailplane was seen soaring in thermals with the vintage gliders near a Wasserkuppe slope. It is clear that these ultralights bring back to the Wasserkuppe scenes somewhat reminiscent of the gliding there during the 1920s.



Karl-Heinz Kellerman in G. Saw's Petrel. "Cassius" Ewald in the foreground. (Photo C. Wills)

There were many flights of two or three hours and even more, by our vintage sailplanes.

During the closing Ceremony and awards, Michael Koenitz, the Wasserkuppe's Chief Instructor, expressed a wish that one day our main International Rally would take place on the Wasserkuppe. We believe that these were the sentiments of our members present as well. It had been a brilliantly good week when everything about the Wasserkuppe and its weather had been outstanding.



If you have put a lot of time, effort and money into a vintage glider, you will want to safeguard your investment. We can help you by providing a reliable and competitive insurance policy together with a friendly and efficient service.

Phone, fax or write to:
Stephen Hill

hill aviation insurance services ltd

Phone: 01765-690777 Fax: 01765-690544
4 Bedern Bank, Ripon, North Yorkshire HG4 1PE

THE 23RD INTERNATIONAL VGC RALLY WHICH TOOK PLACE ON THE OBERSCHLEISSHEIM AIRFIELD NEAR MUNICH FROM THE 6TH UNTIL THE 16TH AUGUST 1995

This is a historic Bavarian airfield having been founded for the Imperial Bavarian Fliegertruppe in 1912. Although derelict through extensive bomb damage in 1945, parts of it have been restored to its former condition. The hangar complex has been modernized to house an exhibition of aircraft which belong to the Deutsche Museum in Munich (there being not enough room for them in the Deutsche Museum.

Gliders included a recently beautifully built and finished DFS 230 troop carrying glider, Mu 10 "MILAN" (Ludwig Karch's Conqueror of the Alps), its fuselage is now painted grey with black registration. (The registration should be white!), a DFS "MEISE", the Peter Ocker restored "GRUNAU BABY 2b, an H.17a (not yet restored but is from the Akaflieg Stuttgart) and of course the fabulous Horten 4A LA-AD which should be completed during 1996. It is a shame that this aircraft will be for static exhibition only. There is also a "GOVIER 3"and the Peter Ocker JS "WEIHE" now with a superb new "original" canopy. This JS "WEIHE" is in perfect condition and of course is airworthy.

On Sunday, the 6th of AUGUST 1995 at 17.45 hours, the opening ceremony for the 23rd International VGC Rally took place in the FLUGWERFT (Museum) of Oberschleissheim.

The Bavarian State Government was represented by Dr. Otto Wiesheu, the Minister for Economy, Traffic and Technology. The President of the Airsport Association of Bavaria, Prof. Gero Madelung and President of the Aero Club of Germany, Klaus Scheer also made speeches of welcome. *(none of whom appeared to acknowledge the presence of the VGC – Ed)*

Finally, there were speeches by the Rally Director Mario Sells and C. Wills who rang the bell to open the rally. There was then a very fine buffet meal with wine, beer and champagne to drink. After the speeches, there was an air display with parachutists (with steerable parachutes) descending with the flags of the VGC, Germany and Bavaria. There were flying demonstrations by the 1926 Udet "FLAMINGO", which had been built recently by our OSC member Sef Kurz, and aerobatics by other aeroplanes and gliders.

VINTAGE SAILPLANES ENTERED IN THE 23rd INTERNATIONAL VGC RALLY

FW "WEIHE 50" D-0084 Gerhard Allerdiessen, Günther Reich, Ada Schulz. This aircraft was very fine with transparent doped and varnished wings. It had been restored by a firm at Oerlinghausen but is based in North Germany. 9 FW Weihe 50s were built from 1952 – GERMANY.

T.31. BGA 3229 – Ian Smith, Jane Ballard. 200 were built from 1949 – BRITAIN.

GEIER 2b D-9129 – Thomas Buchsein. Built from 1957 – GERMANY.

SZD "FOKA" F-AZKA – Daniel Clement – FRANCE.

"SPECHT" 00-ZCN – Roland d'Huart. 55 were built – BELGIUM.

"HUTTER 28-3" BGA 3982 – Earl Duffin. 2 built from 1939 – BRITAIN

FAUVEL AV 22 BGA 2344. Ian Dunkley. 6 were built from 1956 -BRITAIN.

"MESANGE" M 100s F-CCSP – Jean Dupey – FRANCE.

"BERGFALKE 2" HB-690 – Fritz Fahrni. 280 built – SWITZERLAND.

"MOSWEY 4A" HB-522 – Willi Fahrni. 2 built 1950 – SWITZERLAND.

Ka-2 HB-724 – Andreas Fahrni – SWITZERLAND.

"GRUNAU BABY 2B". D-1116 – Martin Faigle. 5,000 built – GERMANY.

Ka 4 "RHONLERCHE" BGA 411 – Didier Fulchiron – FRANCE.

Goe 1 "WOLF" D-9026 – Otto Grau.Over 100 built from 1935 – GERMANY.

Ka-1 D-5600 – Andreas Hahn, Peter Berg – GERMANY.

Ka-2b. BGA 2147 – Peter and Jill Harmer – BRITAIN.

"OLYMPIA MEISE" D-6934 – Heinz Rudiger. About 1000 built from 1939 – GERMANY.

Ka-2b 00- ZRE – Henrard Firmin – BELGIUM.

T.21b – Manfred Hermeling(?) – GERMANY.

Ka-2b D-1959 – Hermann Holzheid – GERMANY.

"SCUD 3" BGA 684 – Ted Hull, Laurie Woodage and Martin Simons. 3 built from 1935 – BRITAIN.

FW "KRANICH 3" – Harald Kaemper. 40 built from 1951. – GERMANY.

"GRUNAU BABY 2B – Harald Kaemper. About 5,000 built. – GERMANY.

"CONDOR 4" D-6043 – Harald Kaemper. This aircraft was originally built from a Schmetz Kit in the Argentine – GERMANY.

Mu 13D-2. – Heinz Bauer, Heinz Nierholz, Rainer Karch. GERMANY.

"ZUGVOGEL 2". – Heinz Nierholz.12 built from 1954. – GERMANY.

"GRUNAU BABY 3" D-1052 – Dietrich Kauderer. – GERMANY.

DFS "HABICHT" D-8002 – Karl Heinz Kellermann. – GERMANY.

T.21b. BGA 411 – Wolfgang Kizler, Martin Konermann. 218 built from 1944. – GERMANY.

"CUMULUS" D-6059 – Christian Kroll – GERMANY.

FW "KRANICH 3" D-9176 – Christoph Mertens, M. Friedrich. 40 built from 1951 – GERMANY.

Zlin LG-125 "SOHAJ 2" OK-1968 – Josef Mezera, Emil Sliva. 277 Sohaj 2s were built from 1949-51 – CZECH REPUBLIC.

JS "WEIHE" D-0700 – Peter Ocker – GERMANY.

BREGUET 904 F-CCFN – Dr Pierre Plane – FRANCE.

FOUGA CM-8-13. F-AZFHF Christian Ravel – FRANCE.

Slingsby "PETREL" BGA 651 – Graham Saw, John Tournier. 3 built from 1938 – BRITAIN.

"HARBINGER" Mk.2 BGA 1091 – Austen Wood, Bob Sharman, Geoff Harrison 1 built in England. 1 Harbinger Mk.1 built in Canada – BRITAIN.

CONDOR 4- 111.D-1146. Michael Schirmer – GERMANY.

SPALINGER S.18 111. HB-411 – Willi Schwarzenbach. 1943 built – SWITZERLAND.

"RHONLERCHE" PH-247 – George Slot – NETHERLANDS.

WEIHE 50. D-7080 – Werner Tschorn – GERMANY.

DFS "MEISE" D-1420 – Jorg Ziller, Klaus Heyn – GERMANY.

Mg 19A "STEINADLER" BGA 2903 – Christopher Wills – BRITAIN.

T.21B BGA 3385.Mario Sells – GERMANY.

Mg 19A "STEINADLER" D-1078 – Mario Sells – GERMANY.

Mg 19 "STEINADLER" D-0456 – Jochen Kruse, Reginald Kasubeck – GERMANY.

Mg 19A OE-5440 – Kurt Brunner – AUSTRIA.

Mg 19 OE-0396 – Norbert Bolter – AUSTRIA.

Mg 19A OE-544 – Franz Hochfellner – AUSTRIA.

"URIBEL". I-RORI – Antonio Carlo Zorzoli – ITALY.

"SPYR 5" HB-369 – Hugo & Werner Roth – SWITZERLAND.

SPALINGER S.19 – HB-225. Hans Rothenbuhler – SWITZERLAND.

"DOPPELRAAB 5". D-5436. – Albert Schaden – GERMANY.

"GRUNAU BABY 3" D-9297 – Gerhard Rapp. – GERMANY.

"STANDARD AUSTRIA" D-8163 – Frank Thies – GERMANY.

"L-SPATZ 55" D-8160 – Ralph Rainer – GERMANY

Ka-3 D-3621 – Rolph Struckmeyer – GERMANY.

GRUNAU BABY 3.D-1972 – Miro Rieser – GERMANY.

GRUNAU BABY 2b. OE-0412 – AUSTRIA.

At one time there were 6 or 7 Mg 19s on the field, four having come from Austria.

The organization team, consisting of Mario and Renate Sells, Gisela Dreskornfeld, Joerg Ziller and his daughter had to work very hard to get the entry list, the bureaucracy and the finances sorted out. For the first three days after the Opening Ceremony from Monday the 7th until Wednesday the 9th of August was bad, wet, weather.

MONDAY the 7th AUGUST. Participants became better acquainted with the exhibits in the Oberschleissheim Flugwerft Museum and we were especially able to examine the HORTEN 4A by kind permission of Peter Hanickel. During the MONDAY and TUESDAY the 8th AUGUST parties visited the German Museum and Hofbrauhaus in Munich. Food and a Bar were available on the camp site. The evening meals were very cheap but good (if you liked beer and sausages – Ed). All cars had to be kept off the grass because of the oil. The Camp Site was just outside the Engine Restoration Department of the Museum.

TUESDAY 8th August was again wet so there was a Rudder judging competition organised. Participants had to judge which rudder came off which Sailplane. Klaus Heyn had built the rudders to the highest standard. The basis of the competition was to remember that the MOAZAGOTL had two rudders during its lifetime, and the MINIMOA had three (two were displayed) and the rudder off the H.17a was of course from the Göppingen 5 etc! Gliders could be put in the hangar for shelter providing the towplanes went in first. Another hangar belonging to the Air Section of the Bundesgrenz Schutz (Frontier Protection Police) was available for gliders on open trailers.

On WEDNESDAY the 9th August there was the International Evening. Volunteers were asked for to help Christian Kroll prepare for it. Actually everyone prepared for it and it was as always a tremendous success.

A film was shown by Antonio Carlo Zorzoli on the Vintage sailplane and model Luigi Teichfuss Rally at PAVULLO in Italy during June 1994.

THURSDAY 10th AUGUST. On this day, we welcomed Mr FIEDLER, a very famous German Glider Pilot and Test Pilot, who is 87 years old. Another competition was organised which was to try to complete a questionnaire with dates and locations of all previous VGC Rallies.



The winch launch point at Oberschleissheim on 11.8.95 from the Mg 19 flown by Chris Wills. (Photo: Dr Hubertus Karuga)

THURSDAY'S WEATHER SITUATION BRIEFING promised a constant improvement and good weather was expected for the next three days. CUMULI were expected for Thursday's afternoon.

There were a number of restrictions notified at the briefing by the organisers, which were:

- Gliders and their pilots had to be ready before they were brought to the take off point.
- The landing area must be kept clear of too many gliders.
- 2 vehicles were available for retrieving heavy gliders but those light enough should be moved by hand.

Mario Sells got permission from the controllers at Munich Airport for our gliders not equipped with radio to be allowed to fly up to 850 metres a.s.l. However, should a BLUE CROSS appear beside the Landing T, all gliders without Radio MUST land. If we should have infringed this, our height limit would be reduced to 400 metres a.s.l. It was mentioned that those with British altimeters would be clear to fly up to 3,000 ft.

If we could have flown down wind 10 miles to Dachau, the height limit would have been much higher. Some pilots were prepared to try this and most of them got back, but the ZUGVOGEL was down on Dachau airfield. Werner Tschorn managed to keep his WEIHE up for 2 hours 50 minutes from his second winch launch.

There was winching and aerotowing but thermals were blue. The wind was quite strong and blowing towards Dachau. There was a glider traffic jam at the winch point which prevented gliders getting to the aerotow point and flying club aeroplanes from taking off. Cars were not allowed on the airfield and all gliders had to be man-handled to their launch points. Only one retrieve vehicle (electric) was allowed on the airfield and this broke down. Cars at the disposal of the management were allowed to retrieve gliders and the two drum winch's cables. There were long delays between winch launches. Use of a second winch was considered but it was felt that this would encroach on the landing area. It was also thought that a single two drum winch with rapid delivery of cables would be just as quick. It should here be mentioned that our area of operations was only about 100 m across. This consisted of Right to Left, the two winch launch lines, the communal landing area on the grass for winch launched and aerotowed gliders, and the hard runway for aerotows and club aeroplanes' take offs and landings.

All the airfield as far as the Flugwerft (museum), to the left of the hard runway belonged to a farmer and could only be landed on in an emergency. It seemed that pilots were unwilling to pay the 36 DM for aerotows to 500 metres and thus, the winch was much in demand. There were also delays caused by club aeroplanes on the approach and their landing. It had for long been known that 36 DMs would be the cost of aerotows to 500 metres and this is the standard cost for them now in Germany. At 1900 hours, the 10th Annual General Meeting of the VGC took place in the Museum under the Chairmanship of David Shrimpton.

ON FRIDAY 11th AUGUST. Yesterday had been the first flying day and much had been learned concerning launch operations. The landing area was hardly ever crowded. There were some low arrivals and pilots were asked not to treat the boundary fence as an arrester wire. On a directive from the BGA in Britain, all T.21s were grounded pending a BGA Inspector's inspection of the elevator connections. The two German owned T.21s were inspected and found to be airworthy. One was taken on a test flight and undershot into the field before the Biergarten. Its groundloop preventing it going through the boundary fence and across the road brought all the inhabitants of the Biergarten to their feet and they clapped and cheered. The owner of the T.21, who was not flying it, disappeared for a coffee to recover. The T.21 was left where it was.



Peter Ocker's J S Weihe formerly owned by Ulli Seeger. (Photo: C. Wills)



The Habicht facing the winch queue at Oberschleissheim. (Photo G. Ferrier)

There were several long duration flights. Chris Wills had two approximately hour-long flights with passengers in the Mg 19a. For the second one, he had a Dr Karuga who had gone solo in 1941 and had flown SG.38s, Grunau Babies, Ju 52, Ju 88, Ar 196 but had never been committed in action.

SATURDAY 12th AUGUST. The Rudder Judging Contest 1st Prize was won by Christina Rothenbühler 2nd prize went to C. Wills. 3rd Prize went to Martin Simons. The VGC Rallies location Contest was won by Hein Schwing. After the previous days events were briefed to join circuit at the Autobahn Triangle at 150 metres height (500 ft). With the low performance vintage gliders, the joining height had to be twice as high! There were observers from the German CAA present that day so, there had to be NO low approaches. The weather forecast was for blue thermals starting at midday. There was a possible thunderstorm warning for the evening but more about this would be known at 1800 hours. On this day, the thermals were the best experienced at Oberschleissheim until then. Graham Ferrier and Chris Wills had a flight in the Mg 19a. It was supposed to last only an hour as Graham had to go home. The lift was so fantastic even from 500 ft, that it was almost impossible to bring the Mg 19a down after 3 hours 15 minutes! The Harbinger was there also and it out-climbed the Mg sometimes. During the evening, some of the gliders were derigged because of possible bad weather during the night.

SUNDAY 13th AUGUST – AIR DISPLAY!

During the morning there was rain and so it was lucky that gliders had been derigged. Because of this, they were not on view although the weather improved very much for the afternoon. Two T21s were aerotowed behind a Do 27, the towpilot informed us that he did not like towing one T21 and here he was towing two of them. Later, a Do 27 towed three Lo 100s, the highest one being on such a short line that one wondered if one was not witnessing a wartime DFS towing experiment. The Slingsby Grasshopper, immaculately restored with varnished wood and clear dope was aerotowed (it must have had a BGA C of A as aerotowing of SG38s and suchlike is forbidden in Germany). The FW "WEIHE" 50 was soared before the crowd and the OSC's DFS "HABICHT" performed beautiful aerobatics as did two Lo 100s which demonstrated their celebrated mirror flying.

MONDAY 14th of AUGUST. There was much overclouding but thermals to 3,000 ft were expected during the afternoon. The Mg 19a BGA 2903, Kranich 3, Habicht, Ka-2 and other sailplanes were all flown in thermals. The weather deteriorated later. In the Camping Place was beer, food and music during the evening.

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TUESDAY 15th AUGUST. It was announced that the Bavarian weather seems to happen upside down. It was better to the West and worse to the East and rain in the Alps. Showers were expected today but there were excellent prospects for the next day. There was no flying.

WEDNESDAY 16th AUGUST. Everybody really thought that the last day would have had good weather and were deeply disappointed when it was not. In the evening was the BAVARIAN EVENING and final Ceremony. There was one electric keyboard and a guitar player, free beer and steak and some dancing. Chris Wills gave prizes to the museum's workshop staff (Peter Hanickel) for having helped us with repairs, presents from Ireland and a VGC tie to Mario and Renate Sells and plaques to Joerg Ziller and Gisela Dreskornfeld. Admittedly, on the first flying day, the winch launching was plagued with delays but it was the first time, and the system could not be tried out beforehand. For the second flying day, most of the problems were solved. The real thing that went wrong was the weather. The White, Blue (Bavarian National Colours) Bavarian sky did not produce the "goods", and only allowed us to have three or, at the most, four flying days out of eleven.

We thank Mario, Renate, Gisela Dreskornfeld, Joerg Ziller and his daughter, Erwin Ziller (Joerg's Cousin), and all our German members who tried to "pull everything out " right until the end, to make the Rally a success. Also Alice and Colin Anson were of the greatest value to us translating, helping and selling VGC items.

Chris Wills wrote the above, but if anyone should wish to write anything else on the rally, they are welcome to do so.

The VGC International Rally Committee met on 10th August and the National Delegates gave a resume of members and vintage sailplanes in their countries.

FIRMIN HENRARD – BELGIUM – 86 members and 35 gliders.

KURT STAPFER – SWITZERLAND – 100 members and 60 gliders in the SWISS VGC.

JOSEF MEZERA – CZECH REPUBLIC – 60 members and more than 10 gliders.

JORG ZILLER – GERMANY. 100 members and 60 gliders.

GABOR ZEINER – HUNGARY. Interpreter for IMRE MITTER. 15 gliders and 50 members.

DIDIER FULCHIRON – FRANCE. 15 members of the VGC. Members and gliders belong to DEDALE.

The above gave some idea of the growth of our movement in the different European countries.

It was confirmed that the 24th International Vintage Rally will be in Hungary to mark the 1100th anniversary of Hungary.

It will be at Farkashegy which now has airspace to 6,000 ft over the field. The Committee received a proposal from the Czech members to hold the 1996 Rendezvous at Rana, 60 miles north west of Prague.

International News

AUSTRALIAN NEWS

In Britain, the firm of Chilton near Hungerford was going to build the German Meise in series from 1945. English drawing plans had been prepared from German drawings that had been distributed world wide in 1939, so that countries intending to send glider pilots to the 1940 Olympic games in Helsinki could all build the "MEISE" for their pilots to practice with at home, and to take to Helsinki. In the event, the war prevented the 1940 Olympic games from taking place. Nevertheless, preparations were made in Hungary, Japan, Brazil, Switzerland and Jugoslavia, to build the Meise during the war. After the war, France and Britain also decided that the Olympia Meise would be an excellent sailplane for their embryo cross country pilots to fly and the idea of it being flown in the Olympic games was abandoned.

Chilton Aviation at Hungerford had already built the fine Chilton monoplanes and Harold Holdsworth was given the task of building the first Chilton Olympia in an old hen house. After almost completing the fuselage, a fatal accident in a Fieseler Storch on Christmas Day 1945 killed the managing director of the firm, and the Olympia project was taken over by Elliotts of Newbury. However, the Chiltern drawings seem to have found their way to Australia and there are two "Chilton Olympias". One of them is the famous "Yellow Witch" which, being flown by its owner K. Nolan, did a 500 km triangle. The second Australian Chilton Olympia has just been restored. It has square wing tips and a 14.5 metre span. Rounded tips could not be put on as then it would not fit in its trailer! It has transparent doped wings, tailplane and rudder fabric and has a wider fuselage in the region of the main fittings. It has a Ka-7 canopy, a Kookaburra's skid and a slightly different shaped nose, but in spite of all this, VH-GLY still looks like an Olympia and is a very good restoration. Mike Valentine, and Chris Cullinen are its owners and did the restoration on Sutton Bank.



The restored and modified Chiltern Olympia VH-GLY. (Photo: C. Wills)

AUSTRIAN NEWS

This year the Meeting for Musger 19s and 23s was held at MICHELDORF during the first week in September. This year, it was rumoured that a 50 year old Hütter H.17A was going to attend and be flown. However, it rained every day, and it is not known whether there was much flying.

BRITISH NEWS

We had thought that 1995 would not be a year remembered for its restorations in Britain except for the brilliant SCUD 1 and Slingsby PETREL. Now news has come in of 7 restorations.

K.R.G. Reeves of 46 Haddon Road, Stanford, Lincs PE9 2UP, VGC Member 444, has sent us news of his PREFECT. This aircraft had been in storage since 1988, after the syndicate which bought it, which included himself, was dispersed through postings and demobilization. (They all were, or are members of the RAFGSA.). He retrieved it from RAF Marham on his return from Germany in 1991 and has spent the last four years working on it, on and off, at RAF Syerston with the Four Counties Club. Its first flight after restoration occurred on the 21st of August 1995 and it lasted 38 minutes. He will continue to fly it from Syerston.

It has a quite interesting history. As best he can tell, it is a hybrid, using the wings off the ex ATC Prefect, WE984 and the fuselage of BGA 808. These aircraft were "written off" in 1968 and 1958 respectively. It was rebuilt and re-registered as BGA 1618 in 1970. It was then sold to the RAFGSA in 1971 which operated it as mainly part of the Fenland Club as No. 33. It was sold to a syndicate of 14 at the RAF Fenland Club in 1979 where he was one of its owners. They flew it from RAF Marham until 1988 when its owners were dispersed. The aircraft is now registered as BGA 2546/EBC.

We are glad that the RAF is restoring some of its old gliders and we will be glad to welcome this Prefect and its owners at our VGC Rallies.

The Slingsby PETREL BGA 651, now resplendent in red woodwork and transparent doped fabric was finished by Graham Saw and his "Booker Team" in time to go to Europe for our Wasserkuppe Rendez Vous Rally and the 23rd International Vintage Glider Rally at Oberschleissheim Airfield near Munich. It made a good impression everywhere and is a tribute to the high standard of workmanship of the Booker vintage glider team.

MIKE BIRCH is continuing to work on the AVIA 40P BGA 680. This aircraft is believed to have been built by Roche Aviation in 1942 and was then removed to Germany with 13 others for service with the Wehrmacht Luft. Due to the war situation, it was no more possible after late 1942 to continue gliding in France. It is thought that it was brought to England with two others in 1945, together with approximately 10 Grunau Babies, to be made airworthy at Slingsby Sailplanes for service with the ATC. Alone among the three Avia 40 Ps, it was made airworthy by Don Burgogne for a BGA C of A in August 1952 for civilian owners. (Colonel Benson of the Mynd). BGA 680's C of A expired in January 1974 when it was owned by a syndicate at Perrenporth. At time of writing BGA 680 is fabric covered, primed and ready for painting. It is then to go to Francois Ragot in France who has bought it as the last airworthy Avia 40P. About 50 were built from 1935, as France's only quantity produced high performance single seater sailplane.



Edward Mole and Mike Beach (seated) with Mike's new Scud 1 at Brooklands, site of Britain's first commercial club in 1909. (Photo M. Beach)

Another historic sailplane to fly this year is the SCUD 1. It has been built new by Mike Beach. During the Aviation Weekend at Brooklands on the 3rd of September, the Scud 1, Mike Beach's original Scud 2 and Ted Hull's original Scud 3 were on display together (for the first time in history, so far as is known), on the site of the first British commercial gliding operation in 1909?

Edward Mole said that he test flew the first Scud 1, doing ground hops at the London Gliding Club in February 1931. He liked it so much that he was confident enough to fly the little glider for over one hour on the ridge. This was the first recorded flight of over an hour in a British designed and built glider. It is believed that a total of 12 Scud 1s and 2s were built. The prototype's first flight was on 11.1.31 at Totternhoe, Beds. The price of this 7.72 m span sailplane was £95 ex-works. The prototype Scud 2 flew on 27.8.32 at Askam in Furness and the prototype of the Scud 3 flew first in May 1935. Two were built and both are still with us!

Edward Mole wrote the following on the 26th May 1994. "This Scud replica was built by Mike Beach to commemorate the pioneering days of British Gliding. The Scud, introduced in 1931, was a revolutionary conception with its size and weight reduced to an absolute minimum. In fact, it weighed 40 lbs less than I myself as its pilot. On the 5th of February 1931, I tested the Scud at the request of Mr L.E. Baynes, its designer. After a few bungee-launched ground-hops at Dunstable, I took a launch from the top of the ridge and made a slope soaring flight of one hour, so proving its capability as a glider. It handled beautifully".

Mike Beach is now restoring his original 1931 Manuel "WILLOW WREN". This 12.2 m. wingspan aircraft has a Göttingen 549 wing profile.

Richard Moyse has been continuing to restore his Slingsby Type 7 "CADET" which John Sproule designed for Slingsby Sailplanes in 1936 for British pilots to fly their "C" certificates in. The prototype first flew at Sutton Bank on 11.1.36. It was mass produced for the ATC as the Cadet TX Mk. 1 from 1944. 431 "Cadets" were built but many were converted to "TUTORS". So far as is known, only two "Cadets" now exist in near flying condition.

John Lee has now finished his EoN OLYMPIA. It was built up from parts of other Olympias, including the one which the late Thoby Fisher was converting to an Ornithopter. Parts of this ornithopter OLYMPIA have also been built in to another Eon Olympia which is at Nympsfield. In 1949, Thoby Fisher owned another EoN OLYMPIA. This has now just been

restored to airworthy condition by Robert Gaines in Atlanta Georgia, USA. Thoby's MEISE is now back with Hermann Hackman, who built it during the 1950s. It is being completely overhauled by Hermann at Achmer, Osnabruck, and is now having new fabric.

HARRY WOLF has sold his EoN OLYMPIA BGA 687 without C of A but with closed trailer, to someone at Parham, who apparently has the remains of two other Olympias. The BGA 687 is in good condition but has not been flown for several years. It received its first BGA C of A in March 1953 and its serial number is EoN /0/092. Harry had flown his entire Gold C in it. There seems to be an EoN Olympia production line at Parham, as already one has appeared airworthy at the VGC's Easter Rally in 1995.

VGC RESTORATIONs in BRITAIN during 1995 have been: 3 Eon Olympias, BGA 1225, and BGA 678, PETREL BGA 651, PREFECT BGA 2546, HARBINGER BGA 1091 (recovered with fabric by Peter Underwood), T.31 BGA 3272, and SCUD 1.

BEING STILL WORKED ON IN 1995 IN BRITAIN are: AVIA 40P BGA 680, 2 HUTTER H.28-2s, WILLOW WREN BGA 162 and 2 EoN OLYMPIAS.

Next to go into the Booker Workshop for rebuild and restoration will be the ex-Empire Test Pilots' at Farnborough SLINGSBY SKY. This is now owned by John Tournier and Sid Davis. Recently, the entire Booker Team has been overhauling and renewing the Nick Newton Hütter H.17a trailer. At time of writing, this is almost finished. Chris Tonks in North Wales is restoring the GRUNAU BABY 2b which formerly had the post-June 1943 Wehrmacht Luft (WL) registration LN+ST.

STILL IN STORE AWAITING RESTORATION IN BRITAIN are 2 KRANICH 2s, 1 German 1943 built JS WEIHE, 1 SPALINGER S.21h, 1 MINIMOA, 1 KITE 1, 1 GOVIER 3.

VINTAGE GLIDER EXHIBITION AT THE RAF MUSEUM – HENDON August 1995. The owners of the following Vintage Gliders very kindly made them available for display at the Museum and were seen by thousands of people. "RHONSPERBER" BGA 260 1935. – Francis Russell – original.

ZLIN 24 "KRAJANEK" BGA 655. 1947. Mike Birch – original.

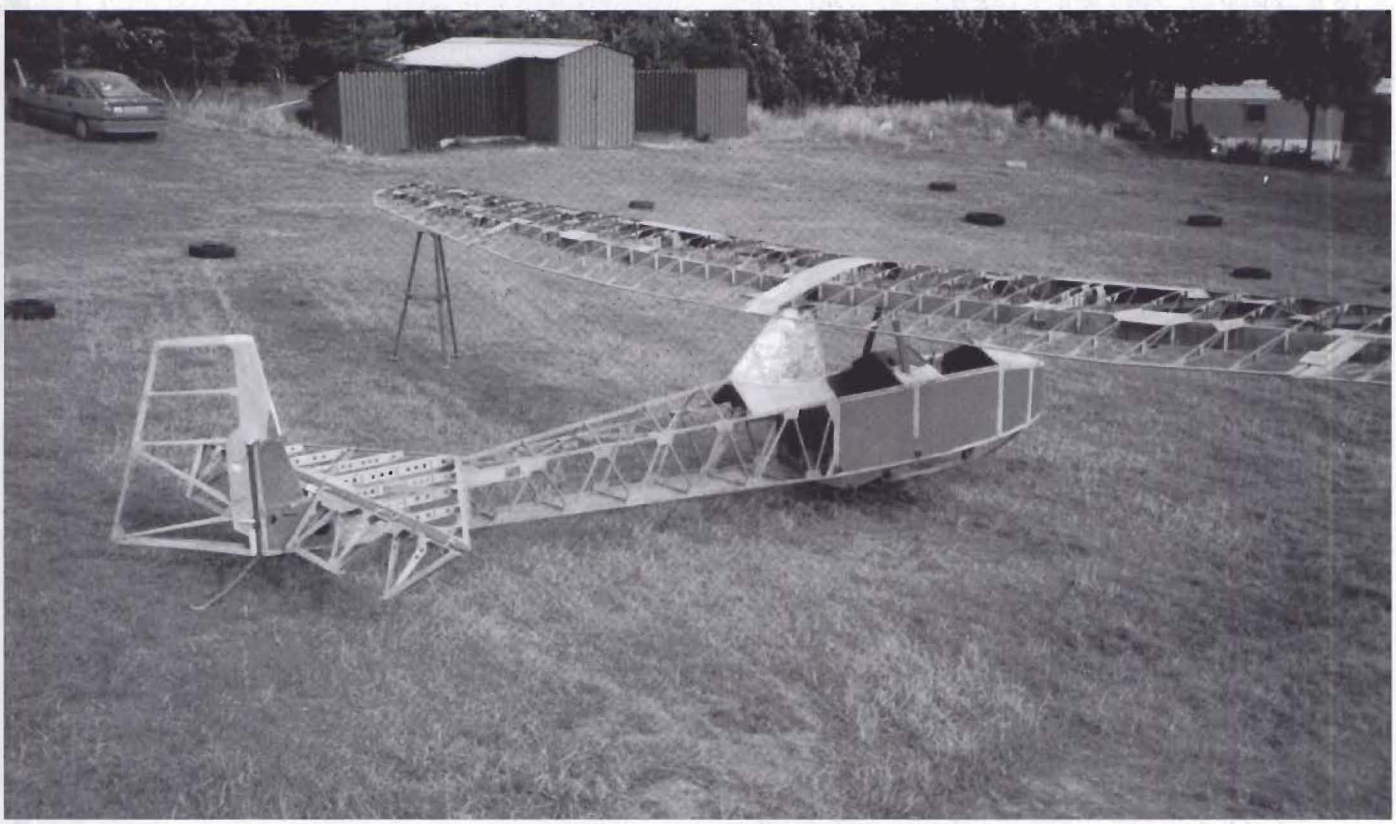
HUTTER H.17a BGA 1934. John Lee – recently built.

All the gliders were finished as they were originally and could not fail to have made a good impression. The little H.17a weighs only 170 lbs empty.

There was not room for any more of our gliders.

This exhibition may become an annual event.... but in winter, we hope.

LATE NEWS. CAMPHILL VINTAGE GLIDING GROUP. The Derbyshire and Lancashire Gliding Club at Camphill, celebrating its 60th Birthday this year, has recently formed the "Camphill Vintage Gliding Group". The group started with a T.31 for restoration, brought back from Ulster by Ian Dunkley after the VGC's National Rally at Bellarena, and has more recently acquired three T.21s in varying stages of undress. From these it is intended to have one T.21 flying by next summer, by combining the least damaged parts of the three. In the longer term, a second T.21 could be constructed, again from a combination of three, but this would be a more major reconstruction. The vintage group is not a syndicate but an additional activity for all club members, although it is funded by the 28 members of the group. There are two types of membership; Associate, who pay an annual fee of currently £5, which enables them to help with the restoration and fly as P2, and aircraft members who have funded the purchase and restoration costs. In addition to the aircraft, the



The Camphill Vintage Glider Group's T31 before start of restoration. (Photo: I. Dunkley)

group has purchased its own workshop and erected this on the site and is currently fitting it out. The number of aircraft owned by the group means that space is already a problem and parts are currently stored in a farm, in the hangar roof, in the club's workshop, which will also be used for restoration work, and in the group's workshop leaving little room for working. Any VGC Member of other clubs who would like to join the group and help with the work would be most welcome, either taking advantage of reciprocal membership or joining as an Associate Member of the Derby & Lancs GC. VGC Irish member, Phillip Bedford has researched the history of the Ulster T.31 and has determined that it was probably built for the RAFGSA, as RAF Serial Number 122, and flown in Ulster before being sold to Short's Gliding Club, and then eventually to the Ulster Club which flew it until the mid 60s at various sites.

Camphill is one of the few civilian clubs that flew both T.21s and T.31s for training and it is appropriate that these aircraft will be the first projects undertaken by the group. We do not require any spares for the T.21s, as far as we can tell at the moment but anyone with T.31 spares to dispose of could, as well as informing Mike Birch, contact Ian Dunkley on Camphill. Tel No. 01298 871270, who is compiling a "wanted list" which at the moment includes all struts and fittings and cockpit cable/rudder pedal covers.

CZECH REPUBLIC NEWS

THE AERO CLUB of ZBRASLAVICE was so impressed with our old gliders during our International Rally there in 1993, that they are now concentrating on old gliders. (As the new ones are so boring in form and colour? CW.) They are now flying two LUNAKS and two DEMANTS. We understand that the side by side two seater KMOTR, that we saw there in 1993 in bad condition, is now being restored.

THE 2nd CZECH NATIONAL OLDTIMER GLIDER RALLY. This was held at the HRONOV AEROCLUB on its airfield on the North Eastern Frontier of the Czech Republic, from the 8th until the 22nd of JULY 1995. The weather was very warm all the time and was accompanied nearly every day at midday by thunderstorms. However the pilots' enthusiasm to fly was so great that flying operations started during the afternoons after the thunderstorms. There are many airfields in the area and this made the pilots keen to try cross countries even in weak conditions.

For the first week of the Rally, we were given the task of "Certovo kolo". "The Devil's Circle"!! There were seven turning points in the circle and seven airfields at each of them. The distance of the "circle" was 166 kms. For the second week, it was free flying for pleasure. Altogether, five old gliders flew a total of 59 hours.

Gliders taking part in the 2nd Czech National Oldtimer Glider Rally were:

1. LF-109 "PIONYR (1953) OK-3903. Aeroclub Broumov
2. LG-125 "SOHAJ" (1951) OK-1968. Air Museum Kbely Prague.
3. VSM 40 "DEMANT"(1959) OK-9902. Aeroclub Sumperk.
4. VT-116 "ORLIK 2"(1963) OK-6922. Mr Dostal and Mr Sliva.
5. M 25 "STANDARD"(1962) OK-2916. Mr Buben and Mr Fikejz.

DANISH NEWS

Niels Ebbe Gjorup has sent the following news.

As I promised you, here come the headlines on the latest enterprises in the Dansk Svaeveflyvehistorisk Klub. Firstly, the newly built Stamer-Lippisch Zögling (British Dagling? CW) OY-XSE was finished and test flown successfully, being towed behind a car on August 12th 1995 and later, after a few modifications, it was winch launched at our official roll-out event which was held at Skive Airport on October 1st 1995. Test pilot was the former Danish Champion Carsten Thomasen, who was not exactly pleased with the performance, but said that the glider reacted all right to the controls. The winch launch took him to 275 metres and, from this height, he managed to return to the starting point and further more, he managed a single 360 degree turn on the way back. Only a few modifications have been made in addition to what the five old drawings specify. The main spars have been strengthened with a layer of 1 mm plywood on each side. The piano wires for wing bracing have been replaced with heavier steel wire. ASI and Altimeter have been fitted into a small instrument panel in front of the rudder pedals, and finally, a cranked twin wheel undercarriage has been placed under the A-Frame in order to protect the pilot's back and the glider from possible injury that might happen with contact during the sometimes rather hard contact with the surface of mother earth! The building team has consisted of Bent Frikke (VGC member and former aeroplane carpenter at Skandinavisk Aero Industri where the famous KZ machines were manufactured and at Kockums in Malmo (Sweden) building gliders during the forties), Tage Hansen who is educated as a brick layer, but has done many repairs to gliders during the forties, Thorwald Jensen, who was educated as a machinist, and later became a professional pilot, Knud Borge Andersen, who is a painter and Ove B. Hillersborg, who is an architect. In addition, we have had good support from Helge Petersen, engineer who, among other things, did some re-calculation on the wings. And, last but not least, the inspector and test pilot, Carsten Thomasen, who has a certified repair shop for gliders known as "Dan Glide". In fact, one more person, Karl Boerge Bunck was involved in making most of the metal parts, but sadly he was killed in a spinning accident with a "Puchacz" glider in May 1995.

Another PRIMARY GLIDER PROJECT was successful when the Danish OPEN TWO SEATER called "2G", registered OY-AVX was test flown on August 5th after a thousand hours of restoration work. This glider, which was constructed (designed?) in 1946 and built in 1950, had been resting for



Danish 2 seater Primary '2G'. Two have been restored and are flying in Denmark. (Photo: C. Wills)

about 30 years, until it was generously donated to DaSK. The "Billund Team" has made a great job in recreating the silver and red appearance of this pleasant piece of gliding heritage. A total of 9 "2 Gs" were built. Two are now airworthy.

NEXT PROJECT is to be the rebuilding of the 1938 HUTTER H.17A; this machine was formerly OY-5, and it later flew in Norway as LN-GBD. The remains of the fuselage and tail surfaces were donated to DaSK by the Aircraft Collection of Arlanda, Stockholm, Sweden. New wings have to be built. In 1994, a private syndicate consisting of Lars Jensen, Ove Hillersborg, my wife Birgit Kirkegaard and myself bought a T.21 wreck in Sweden. As with the Hütter 17a above, our Swedish friend Rolf Algotson was very helpful. Although the glider was badly broken in the cockpit section and the wings were damaged, our partner Ove managed to repair it in about 11 months. Jan Foerster from Holland helped us to obtain the new strut ends that we needed. So on September 3rd 1995, Ove and Lars test flew the T.21B for almost an hour and, of course it was a joy. We now look forward to offering rides to those of our members who no longer hold a valid license. The registration of our T.21B is OY-XSI. It was formerly SE-SMA and its British Air Cadets' Number was WB985. On its pylon is written "St Athan", but otherwise we have no idea whatsoever where this glider has been operated in England. We would therefore be grateful if anybody could help us with information on where it came from in Britain and when was it built. It was built by Martin Hearn.

DANISH WARTIME GRUNAU BABIES, In 1941 and 1942 the Danish Haerens Flyvertroppe (Army Flying Troops) acquired six Grunau babies and six SG.38s. Two of the "Babies" were apparently bought from the Flugzeugbau Edmund Schneider at Grunau, whereas another four Grunaus were built at the Army Workshops near Copenhagen. The purpose of obtaining these machines was to give training to the pilots and officers of the RDAF who had been forbidden to fly powered aircraft by the German occupation authorities. These six Grunau babies had the registrations SV-1, SV-2, SV-3 etc. and had the Danish swallow tailed flag painted on their rudders and elevators. At least one – if not a few – of the officers were quite heavy guys! Therefore, the tiny cockpit of the Grunau Baby did not allow for the fitting of a normal shaped open canopy. The shoulders of these people would simply press against the canopy and cause it to disintegrate just by their breathing! This was the reason for modifying the canopy as can be seen from the photocopy that I enclose herewith. We believe that this is a rather unique Danish modification! On August 29th 1943, the majority of these gliders were taken by the Germans and moved to Vaerlose Airfield, outside Copenhagen, where they received new (Wehrmacht Luft CW) registrations and black swastikas on their rudders. They then served German personnel on this airfield until May 1945. From the VGC News No. 73. Page 17, and the Public Records Office in London, we know that among other gliders, a total of 28 Grunau Babies were found in Denmark after the war by British Forces and were taken by them with the other German sailplanes, back to Germany in May 1945. However, some of the GRUNAU BABIES were brought to England (to be worked on at Slingsbys together with three Avia 40Ps for use



The Ex-St Athans T21b now flying in Denmark. (Photo N.E. Gjørup)

in the Air Training Corps i.e. Air Cadets. CW.). One of the Grunau babies had the post June 1943 Wehrmacht Luft registration LN+ST, which later became VN 148. With both these registrations, it was flown at Cranfield (where it was photographed being towed by a Tiger Moth by Charles Brown CW). So, this is what caught my attention when I came across an issue of the Swedish magazine "Teknik foer alla", dated 20.6.1947 which had an article describing the RAF Test Pilots School at Cranfield which revealed a photograph of a Grunau Baby with this special canopy. Even the leather padding around the canopy's opening was similar to Danish practice. So it seems that the VGC News had the key. For me there is almost no doubt that VN148 (LN+ST) used to be one of the Danish Grunau Babies mentioned above.

A second 2G primary has been made airworthy and has already been flown. The fantastic thing about it is that VN 148 (LN+ST) is still in existence, as it is currently being restored by Chris Tonks in North Wales. Need I say that I am curious to learn about any signs or markings on Chris's glider.... Please pass his address and phone number on to me if you have it. We are trying also to collect a little history on our countryman Mr Nyborg who invented such ill-fated gliders in the UK before the war. Any details would be appreciated.

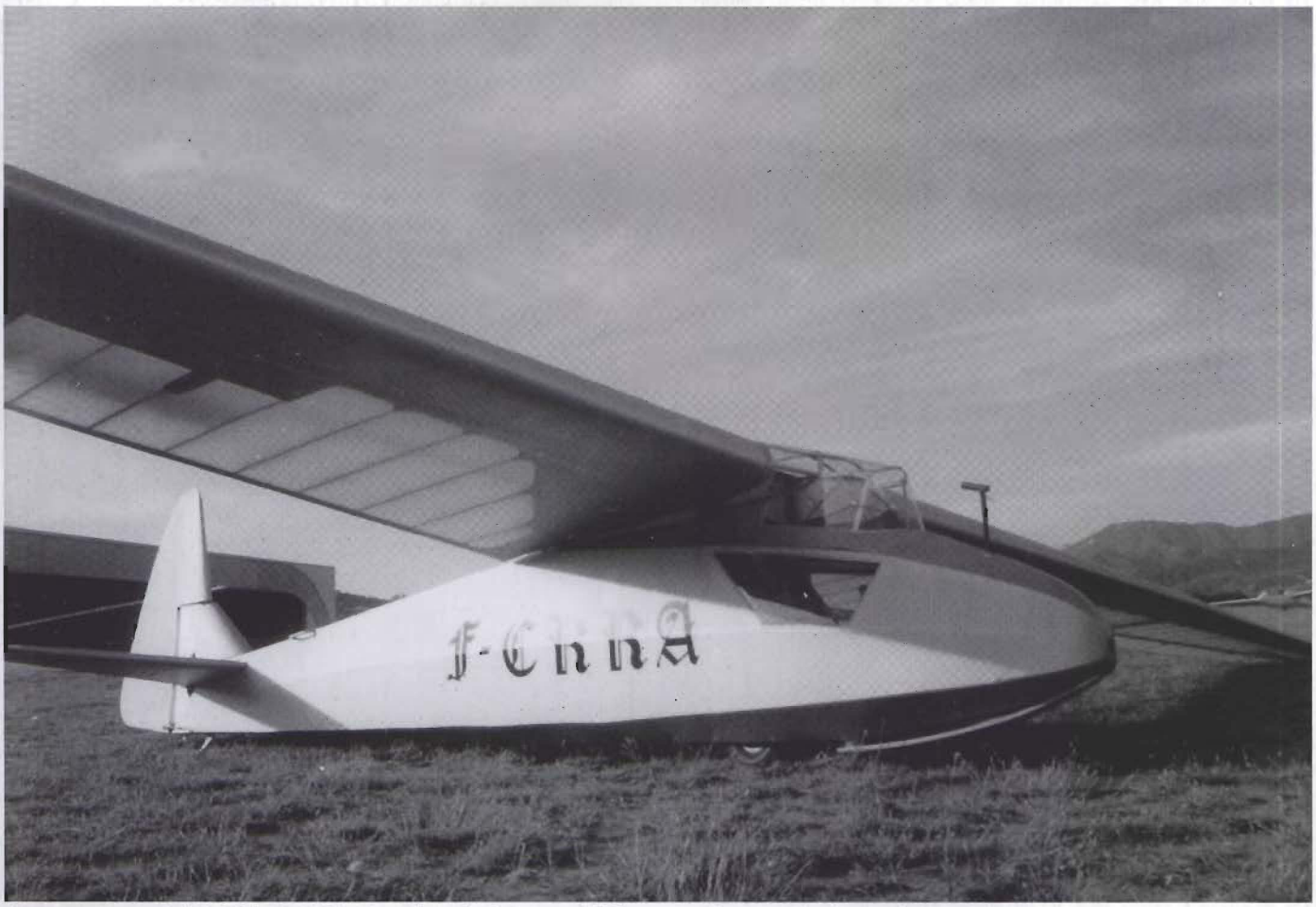
Best regards, Niels-Ebbe Gjorup, Address: Seglen 69, DK-8800 Viborg, Denmark. Tel: +45 86 67 60 68. Niels-Ebbe told Chris Wills on the telephone that the 1943 Swedish built JS WEIHE SE-SCN that won the two World Championships in 1948 and 1950, might not be the Swedish Weihe which is stored in Denmark. SCN might well be in the USA and we hope that it still exists. However, the Swedish 1943 built JS WEIHE that is in Denmark is certainly the one in which Per Axel Personn broke the World's Height Record of 8050 metres gain of height, in a Cu Nim over Oerebro on 12.7.1947. The famous Mu 13D OY-MUX that may have won the Championship of the Baltic Sea in 1939 and could have been first Lithuanian, then Soviet, then German, then Danish owned, is having a very complete rebuild and is being worked on one day a week. When British Forces entered Denmark in May 1945, they removed only the German sailplanes, not the Danish ones. They found two Mu 13s, but not OY-MUX which was then WL registered, as it was well hidden.

Among the Danish gliders built during the war, were two Rhönbussards and the Hütter H.28-2, which is now owned by Dale Busque in the USA. The two Rhönbussards may not exist any more.

There seems to be so much gliding history to be discovered in Denmark.We wonder if the bits of the Polish "DELFIN" might not be there somewhere to be restored. This was a Waclav Czerwinski design of intermediate sailplane dating from 1936. It was an exceptionally clean sailplane with pleasant lines which were the result of wind tunnel tests that were carried out by the Aerodynamic Laboratory of the Lwow Technical University but it was crashed in Denmark after the war.

EIRE NEWS

From a recent letter from MIKE O'REILLY of the Dublin GC.
Some members of his club were on the way to Germany to



François Ragot's Mu 13d which he has already flown to 4000 m over the French Alps. (Photo: F. Ragot)

obtain a ZUGVOGEL 2 to further embellish their club's vintage glider fleet. The ZUGVOGEL was Germany's entry into the laminar flow profile era for sailplanes; it was designed by Egon Scheibe and the first one broke up in cloud over Camphill during the training period for the 1954 World Gliding Championships and Alois Hasenknopf, representing Austria, was killed. It can be said that at the same time Slingsby had designed and built the SKYLARK 1, which was Britain's first sailplane with laminar flow wing profiles. Up to this time, there had been worries about using laminar flow profiles for sailplanes due to the bad stalling and spinning characteristics of the Mustang fighter and the Horten 4B (which used Mustang profiles). However, the NACA 6 series profiles were completely successful for sailplanes. The second Zugvogel also crashed, but Hanna Reitsch won the 1955 German National Contest at Oerlinghausen flying the 3rd Zugvogel. She came in ahead of Gerard Pierre, the World Champion, flying the prototype Breguet 901. The Zugvogels 1, 2 & 3 had 17 m wing spans. The Zugvogel 4, of which two were sold to Sweden, were 15 metre standard class sailplanes.

FRENCH NEWS

Letter from Francois Ragot dated October 25th 1995. It was a great honour for me and my country to receive a 1995 VGC Restoration Trophy. Although it was broken during transportation, I could repair it, and it now looks like brand new. May I advise the VGC Officers of my gratitude for this nomination.

The Mu 13D has been restored in such a way as to become as near as possible to the original production (serial) aircraft. With the help of original drawings, official papers, photographs and witnesses, many parts added during the life of the glider were taken away, and missing or altered parts were replaced or restored. Wood and metallic parts were inspected and protected. Relevant instruments were repaired (they were 60 years old!), nylon was used as fabric to save weight in order to avoid a limitation on the weight of the pilot. This was a necessary concession. It was most interesting to fly the glider to appreciate its characteristics. Flying qualities and pilot's comfort are really bad, but its performance is pretty good. In good weather conditions, triangular tasks of not too far from 500 kms, could be performed at an average speed of 50 kph. Performances flown in the type before the war are quite conceivable. Contrary to the general opinion that such a glider should often descend to low altitudes between thermals, it appears that its ability to climb in very small and narrow thermals allows it to stay at reasonable heights. This Mu has flown 1300 hours from 940 flights in France since 1947, most of them from the National Centre of La Montagne Noire.

I hope that it will remain in life much longer than me. May the next generation of pilots take care of it! Sincerely, Francois Ragot.

Chris Wills adds that this makes its average duration of flight in France since 1947 as 1 hour 23 minutes per flight. There are not many gliders in Britain that have "lived" since 1947, which would have such an average. Of course, La Montagne Noire is a hill site. But the French system of long duration flights even for training gliders would lend itself towards such averages, and a Mu 13d, of all gliders, would put up such averages.

Also restored and flown again after many years of being in store, is the Fouga CM-8-13 aerobatic sailplane of 1949. It belongs to the Musée de L'Air et de l'Espace and was restored by the Regional Musée de l'Air at Angers by the Groupement de Preservation Patrimoine Aeronautique which is led by Christian Ravel. It was presented at our 23rd International Rally at Oberschleissheim and flown but we are not sure whether it has yet done any aerobatics. It has also a thermal soaring capability and it may compare with the DFS "Habicht", which was also at Oberschleissheim. Christian told me that he also has a Fouga CM-8-15 at Angers. This too was built In 1949. Contrary to the new book on Castello's Aeroplanes & Gliders, it seems that more than one was built. It was the type that was flown by Gerard Pierre in to second place in the 1952 World Gliding Championships in Spain.

GERMAN NEWS

OTTO GRAU has finished the woodwork on his new RHÖNSPERBER'S fuselage and tailplane and he has also welded a canopy frame. He has still the wings to build.

PETER OCKER has a superb new "original" JS WEIHE'S CANOPY built for him by Peter Hanickel at the Oberschleissheim German Museum's Aviation collection.

PETER HANICKEL is working on the HORTEN 4A LA-AD's new CENTRE SECTION. The basic steel tube structure is now there for the centre section but there is still the retracting skid, the lower gondola, the central tube, along which control yoke slides fore and aft, and rotates round, for aileron and elevator control, etc. etc. to be built. The wings are now fitted with new three part differential elevons covered with fabric. New Air Brakes for the main planes are well in hand. A very high standard of craftsmanship is evident throughout and perhaps in a year's time, LA-AD might be somewhere near completion. It is sad that such an impressive aircraft will be a non flying exhibit in the museum but it should be the absolute Piece de Resistance of the Museum (at least for us).

GUNTHER BRODERSEN from Hamburg has finished all parts such as wing ribs, fuselage bulkheads, metal fittings etc for his new HUTTER H.28-2. We foresee that sometime in the not too distant future, there will be a grand assembly!

ACHMER OSNABRUCK. This hive of vintage glider activity was able to bring GRUNAU BABY 2b, CONDOR 4 and KRANICH 3 (delivered by air by STEFAN KRAHN) to our 23rd International Rally at Oberschleissheim.

STEFAN KRAHN had also taken a major part in restoring the CONDOR 4, which was the first of three Condor 4s to be restored, which were bought from Argentina by Jochen Kruse. Jochen has another, and Robert Gaines in Atlanta Georgia has the third (together with a Rhönbussard). It is believed that the Condor 4s were built in the Argentine from kits sent out there by Schleichers.

Concerning the KRANICH 2s (formerly BGA 1258 and BGA 1092), Sascha Heuser is completely rebuilding the wings of (formerly) BGA 1258 in a workshop in Bielefeld, while Markus Lemmer is completely rebuilding the fuselage of (formerly) BGA 1092 near the Wasserkuppe. Both young men are working entirely alone but are enjoying the work. In August, all parts for the wings were complete and ready for final assembly, while the fuselage was further ahead after reglueing. It is hoped that the components will be finished except for fabric by the end of the year and that they will be brought to Achmer for fabric covering and finishing. HARALD KAEMPER will then have a new KRANICH 2 with airbrakes and elevator trimmer. He intends to finish it with varnished wood and transparent fabric. We can only imagine that it will be marvellous to behold.

We understand that there is some movement with the

PROJECT REIHER but we are not quite sure what and where.

THEO RACK of the GERMAN GLIDING MUSEUM on the WASSERKUPPE has given himself during the past year to obtaining more land for an increase in sheltered exhibition space because the present Museum is now too small to exhibit the increased number of historic gliders that have become available. These now include a Lom LIBELLE LAMINAR and a LEHRMEISTER two seater from former East Germany (DDR). The new Museum building may be going to be built on a patch of grass adjacent to the existing building. The present lack of space means that some historic gliders are left derigged in the workshop below the existing museum. The latest acquisition, the FVA 10b "RHEINLAND" (formerly BGA 1711) was derigged in the workshop, waiting for a German approved trailer to take it to our 23rd International Rally at Oberschleissheim. Its English trailer did not come up to German requirements owing to its suspension units theoretically not being able to lift the loaded trailer etc etc. These could have been quickly renewed but there were other problems with it but these could have been sorted out with one day's work. Now, the "RHEINLAND" is rigged on view in the museum as one of its best exhibits. THEO RACK'S second great achievement during the past year was to enable the former East German Clubs to keep their gliders, all of which were formerly Property of the State. As the German State now does not own any gliders, it was going to be necessary for the formerly East German Clubs or their members to buy the gliders from the State but they had no money to do this.

From Dr Jörg Ziller for our German members.

Liebe deutsche VGC Mitglieder, zur Zeit sind wir 129 Mitglieder, von denen 91 Mitglieder fur 1995 oder daruber hinaus bezahlt haben. Zur Zeit haben wir einen Beitrassatz von 14 englischen Pfund.

Ihr koennt aber auch 35, —DM auf das deutsche VGC-Konto überweisen. Joerg Ziller, VGC, Kontnr: 42856937, Kreissparkasse Böblingen' BLZ 603 501 30

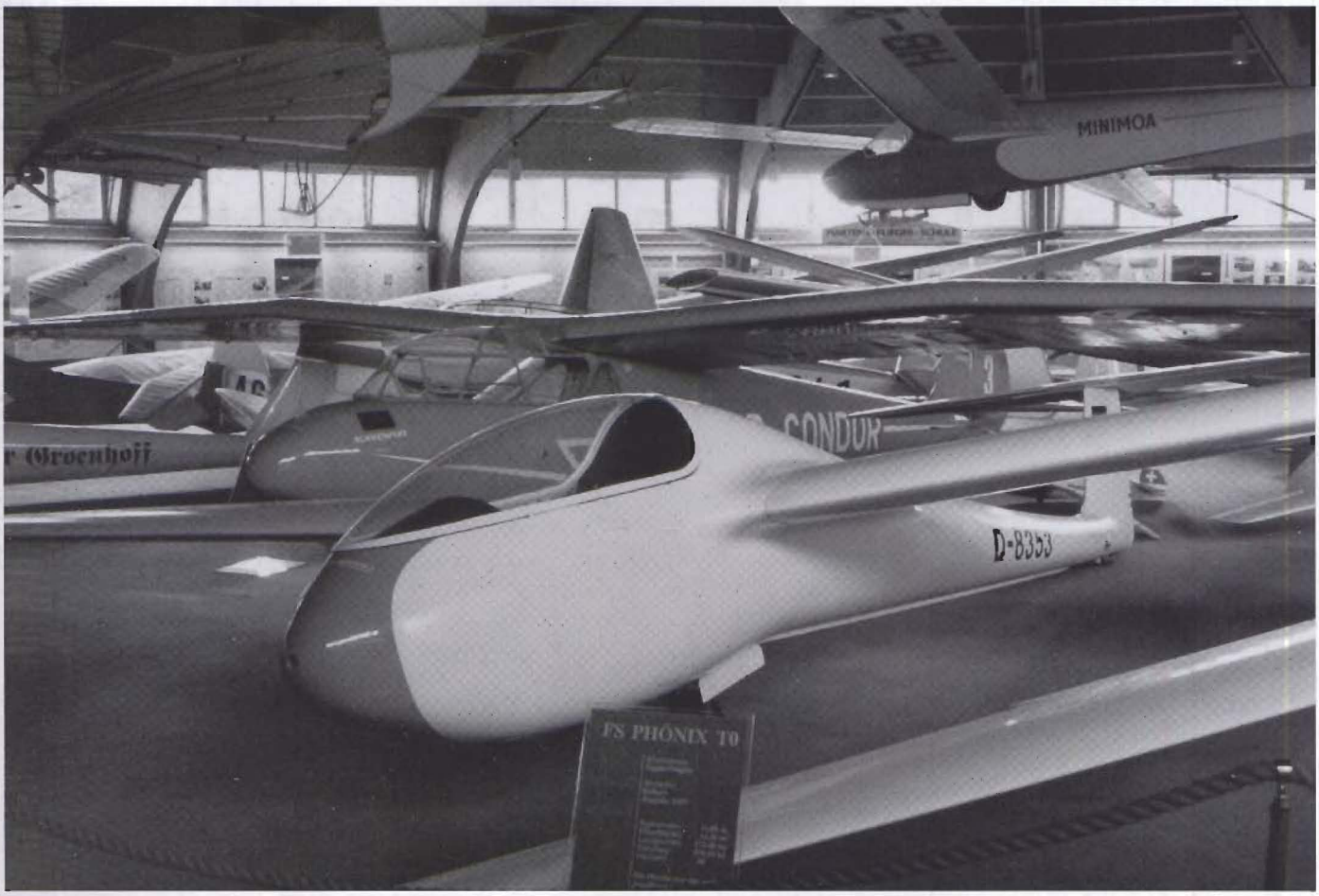
Diese Beitrag werden jedes Jahr an den Kassierer des VGC gemeinsam überwiesen. Damit spart jeder von uns die Auslandsgebühren bei den Banken. Ihr koennt aber selbstverständlich auch das Geld nach England überweisen oder bei den Internationalen Oldtimer Ralleys in bar an Alice Anson bezahlen.

Ich wünsch Euch alles Gute, bis wir uns in nächsten Jahr wiedersehen. *Joerg.*

KLAUS and RENATE HEYN'S daughter SILKE and ACHIM LAMATSCH were MARRIED on the 21st October. C. Wills sent them flowers and WISHES FOR HEALTH, HAPPINESS AND PROSPERITY FOR ALWAYS.

NORWEGIAN NEWS

Petter Lundberg told CW that he had a collection of nine vintage gliders and that he had a problem finding storage space for them in winter. About half the gliders were airworthy. Among his vintage gliders is a Soviet Antonov A-15 which came to Norway via Iceland, so far as we know. This type was first designed in Kiev in 1959, and it remained in production until 1967 after a total of 60 had been built. Its wing sections were: at the wing roots NACA 643618 and at the tips it was NACA 633616, Its max. L/D is 1:40 and it held four world records and ten Soviet national records.



A small part of the Gliding Museum at the Wasserkuppe which shows the history of gliding from Lilienthal's hang gliders to the Phoenix, the first glass-fibre glider. *(Photo: G. Ferrier)*

USA NEWS

George Nuse and Bob Gaines have been to visit Jim Stoia. He has almost finished a BOWLUS BABY ALBATROSS. They commented that "Jim sure does good work". Bob Gaines has received the VGC Restoration Trophy for his EoN OLYMPIA and is very pleased with it. He has noted on how well the Olympia handles. During the previous week George and Bob went to the Octoberfest in Tennessee. The weather was perfect for the fibreglass fellows but the wind was over vintage glider crosswind limits. They had great fun watching everyone cruising up and down the ridge at 100 knots.

IVSM (USA) 95

This was the First International Vintage Soaring Meet held in the USA at the historic 1930 gliding site of Harris Hill, Elmira, in the North of New York State.

The Rally was jointly sponsored by the Harris Hill Soaring Corp, The National Soaring Museum (NSM), and the Vintage Sailplane Association of America. 50 gliders were selected from a list of applicants. These were 7 from Europe, two from Canada and the rest from the USA. The oldest gliders were the Baker McMillen Cadet and the Franklin PS-2. These were both built in 1930 and therefore they are the oldest genuine sailplanes airworthy in the whole world. Both had been perfectly restored by their owners. Other jewels among the treasures were the Polish "Orlik 2" owned by John Serafin and flown by George Kulesza. The "Orlik 2" is the last airworthy Polish prewar sailplane in the world. It came to the USA to be exhibited at the 1939 World Fair.

Of the famous American sailplanes, there was the 1938 Baby Bowlus. There would have been two of them, but Jeff Byard's was blown over in its trailer by a gale caused by a thunderstorm while it was being brought up from one of the Southern States. Then there was the Schweizer 1-21; one of two of them. It was built in 1946 and won two American National Contests. It was one of the first sailplanes to actually carry water ballast. Unfortunately, neither the TG-1 "CINEMA" or the Bowlus "ALBATROSS 2" were ready in time; there being much more work to do on the latter.

VSM Entry List

BOWLUS BABY ALBATROSS 4627V, Wayne Spani, USA.
Ka-3 D-7083, Robert E. Gaines, USA.
TG-2 (SGS 2-8) 47575, Jeff Byard, USA.
TG-4A 53619, Douglas L. Fronius, USA.
TG-4A 58321, Gregg Reynolds, USA.
KING KITE BGA 2769, David Jones, GB.
KRANICH 2B-1 BGA 964, Chris Wills, 1943 GB.
GOVIER 2 D-1080, Paul Serries, Germany.
M.100 S C-FRIV, David Harper, 1951 Canada.
T. 31 BGA, Jan Foerster, Holland.
BREGUET 905 C-FZDM, Leopold Schober, 1958 Canada.
RHONLERCHE 2 7964, John Boyce, USA.
T.21B 941WB, Dean Carswell, USA.
N.2000 OLYMPIA, Albert Uster (jun), 1947 Switzerland.
SGS 1-23 E 91893, Don Hobel, USA.
EoN "OLYMPIA" 470LY, Robert Gaines, 1947 USA.
SGS 1-23H 10388, Peter McClean, USA.
SGU 1-19 91810, Robert K. Armstrong, USA.
Ka 6E 7714, Daniel E. Olson, USA.
SGS 1-26A 3800A, William Batesole, USA.



Clarence See who rescued the Orlic in 1945 with Barbara Harding (Jörg Ziller's sister). (Photo: C. Wills)

BG-12 2954C, Malcom Morrison, USA.
SGS 1-23 91875, Harry Irvine, USA.
Ka 6 BR 2720C, David Ochsner, USA.
SGS 1-21 91861 Walter B. Cannon, USA.
Std "AUSTRIA" 88986, Jim Furlong, USA.
SGU 2-22 91833, Lewis Hull, USA.
TG-4 A (LK-10) 96, Herrie ten Cate, USA.
SGS 1-26 B 27682, Marita J. Rea, USA.
SGS 1-26 A 3856A, Linn Buell, USA.
SGS 1-23 G 3846 A, Jim Short, USA.
FRANKLIN PS-2 451Y, Joe Feather, 1930 USA.
MG 23 1156Q, Tim Mara, USA.
Ka-8 1567, Wayne Spani, USA.
Baker McMillen "CADET" 10523, Jim Stoia, 1930 USA.
"MINIMOA" 2664B, Jan Scott, 1937 USA.
"MOSWEY 3" 379HB, Albert Uster, 1943 USA.
Pratt Read PR-G1 2565X, Jack Hilton, 1942 USA.
Pratt-Read PR-G1. 4467U, Michael Campbell, USA.
TG-4 A 53613, George Applebay, USA.
"BERGFALKE 2-55" SE-SYZ, Rolf Algotson, 1955 Sweden.
"SKYLARK 4" C 0FZH, Duncan Marshall, Canada.
Ka-6 CR 675, Bruce Barrett, USA.
Ka-7, Pete Zawadski, USA.
T.38 "GRASSHOPPER" WZ-817, Jan Scott, USA.
"GRUNAU BABY" 2B 20GB, George Nuse, 1943 USA.
"ORLIK 2" 23727, George Kulesza, 1939 USA.
Ka-6 CR 675, Bruce Barrett, USA.



George Nuse with his GB2-2 bought from John Edwards. (Photo: C. Wills)

Lars Johansson wanted to bring his Swedish 1943 JS WEIHE but the entry was full. Everywhere there was tremendous heat, even at night. Temperatures were over 40 degrees C. Air conditioning was very necessary in houses, shops (stores) and cars. Chris Wills was very kindly allowed to stay at Jan and Mai Scott's beautiful home to bring his Kranich more up to American standards (he hoped) of finish. This was only just achieved in time before the move up to Elmira.

During the previous week on the 2nd JULY, David Jones had flown his KING KITE for 4 hrs 15 minutes getting to 5,270 ft over Virginia near the SCOTT AIRPARK.

On Thursday, 13th of July, a convoy of trailers representing the LOVETTSVILLE SQUADRON's gliders, the KING KITE and KRANICH 2 left the SCOTT AIRPARK, Virginia, for ELMIRA. There was also a heat wave at Elmira with 93° F at night and over 100° F. during the day.

SUNDAY 16th JULY saw the OPENING CEREMONY of IVSM-95. Oscar BOESCH's aerobatics in a modern fibreglass sailplane trailing smoke from its wingtips accompanied by music and speech were magnificent beyond words. Presentation of Colours by the E.J. Brewer Detachment of Marine Corps League Colour Guard was beautiful. This was followed by the USA National Anthem during which everyone stood with hands on hearts as is tradition.

JEFF BYARD and PAUL A. SCHWEIZER then arrived in a Schweizer 2-8 by air from Corning Airport and Jim Swinich welcomed the audience and introduced the Presidents of the sponsoring organizations.

Foreign VIPs were introduced by Jan Scott. Linn Buell recognized principal VSA attendees. Nick McKinney introduced the following dignitaries: Hon. Amory Houghton jun, US Congress. Hon. J.R. Kuhl NY State Senator. The Hon. George H. Winner NY State Assembly. Mr G.Thomas Tranter jun. Chemung County Executive.

There were many short speeches and then Linn Buell very kindly asked Chris Wills to Ring the Bell to signal the opening of the event as he does every year at VGC International events. This was a smaller edition of the famous VGC Bell. Then followed a reception in the NSM. The weather was fine for the Opening.

We very impressed to observe the Emergency Landing Strip which had been prepared for us with great care at the foot of Harris Hill. Landings could also be made on Corning Airport providing landings were made by the Schweizer Airplane Corp's Soaring School where there was always a line up of gliders. Our flying could take place on the Harris Hill side of the Airport and the excellent relations between the Harris Hill Gliding Site and the Airport were an inspiration to us all. We just had to remain South of the railroad which ran along the length of the Airport. 3,500 ft was the height necessary to cross the airport. (i.e. 4,000 ft indicated, to be safe). The County and the FAA were delighted to have us here. We just had to watch out for jets climbing out and the woodchucks (always a source of merriment) on the emergency landing field.

MONDAY 17th JULY. It was recommended that no vintage gliders should be rigged because of a threat of thunderstorms. The rest of the week was expected to be fine. Dual checks were given in Schweizer 2-33 two seaters by very courteous young instructors. All aerotows were by Pawnees and these were always within our speed limits.

TUESDAY 18th JULY. There were many long thermal flights and even short cross countries. Because of a habitual cross wind from the left causing always a swing to the left, Chris Wills unfortunately released his tow cable instead of the undercarriage (which had fallen off anyway) and went over the edge with no height and just enough flying speed. It soon became apparent that the Kranich was trying to stay up on the slope. Then followed 1 hour 10 minutes of hill scraping during which there were opportunities to land on top of Harris

Hill. The Kranich was finally landed on the emergency landing strip. Max. height gained was 600 ft and this was the greatest height achieved by the Kranich in the USA. At least it gave the onlookers amusement and an excellent chance for photography. The great heat had made the spring-loaded plate which engaged the u/c expand and thus, the undercarriage was never properly engaged. During the first take off, it hit the machine, luckily only causing slight damage to tailplane fabric.

Larry Edgar, holder of the World's Two Place Altitude Record of over 49,000 ft, was on site. This had been a good day to start on. It was the first sign of good weather with pressure increasing, and a West Wind. The thermals had been to 4,000 ft. The short triangular task had been completed by the US Ka-6E, the Canadian Skylark 4 in 2 hours 40 mins, the Canadian M.100 in 2 hours 5 mins, flown by Dave Harper and George Kalusza in the Orlik in 3 hours. The task had been a triangle. 1st leg – 12.3 miles, 2nd leg – 8 miles and 3rd leg – 14 miles i.e. 34.3 miles total.

ON TUESDAY, the INTERNATIONAL EVENING was held in the Youth Camp and was the usual success. It was decided that the next day should have a line up outside the NSM of gliders that were once used by the military. Thus, TG-2, TG-4 (Army ships), Pratt Read (Navy ship) and the Kranich 2 were all lined up by the fence.

WEDNESDAY 19th AUGUST. The task for this day was again a small triangle to a point near Corning Airport – to a small UL field and back. Around this area, the landing fields were very good. A good soaring day was forecast. In the event, no less than three gliders were landed in the emergency field. No gliders finished the task. A Ka-7 and Mg 23 were on Corning Airport. The Ka 6E was landed 11 miles out. 1st prize for the previous day was won by the Mg 23.

THURSDAY 20th AUGUST. No Contest. Bad weather. In the evening was the ALL AMERICAN SCHWEIZER PICNIC at the Youth Camp. This was a tremendous meal of La Cuisine Americaine which was much appreciated.

All the three Schweizer Brothers Ernie, Paul and Bill were there with their families. The ensuing speeches revealed how much American Glider Pilots esteem this family which has done so much for American Soaring. Visits to their factory on Corning Airport made it clear that the US glider market, (as with the one in Britain) has been badly hit by the advent of fibreglass sailplanes. In production at the factory were two place helicopters and a tractor/pusher twin boom metal aircraft which has been designed for the military for (reconnaissance ?) and no sailplanes.There were also visits to the NSM's Archives. The Museum itself has some beautiful exhibits which do not overcrowd the museum and can be viewed to their best advantage. Pride of place goes to the MINIMOA and Bowlus ALBATROSS 2 which was designed by Hawley Bowlus in 1932. He built it assisted by Richard du Pont in 1933. It won the US Nationals in 1934 and 1935 with Richard du Pont as pilot and in 1936, with Chet Decker as its pilot. In 1933, Richard du Pont flew a World's Distance Record in it of 121.6 miles between Waynesborough and Frederick, Maryland. It was the first World Gliding Record to be flown by an American pilot. One of these Albatross 2s is being restored to fly by Raule Blacksten. Its wingspan is 62 ft, its weight empty is 347 lbs; its wing loading is 2.5 lbs /sq.ft. (approx.); its max. L/D is 1:23 (approx.). The big Albatross is a fantastic sailplane. Below, were BABY BOWLUS (1938) and SUPER ALBATROSS (1941?) as well as the BAKER McMILLEN CADET of 1930 and other exhibits. Central piece is an exhibition of models showing sailplane design through the ages. The little wooden models are of high quality. In the annex to the NSM were a Göppingen 1 "WOLF" and another unidentified glider which seemed to be built like a long span Slingsby "TUTOR". Both sailplanes were in ancient stained wood and varnished clear fabric and would be excellent museum exhibits as really old gliders. There was also a long span aileroned HUTTER H.17A. If they can't be flown, they would do the NSM credit if it has enough space. The NSM is a non state owned Museum exhibiting sailplanes which were never owned by the state. This is in contrast to the French Musée de l'Air et de l'Espace which is a state owned museum which is looking after aircraft and gliders which were once property of the State. Thus the American NSM is unique.

On this day, David Jones had two flights of 1 hr 20 and 2 hrs 05 getting to 4,000 ft above ground.

Four Polish Airline Pilots (LOT) arrived from New York just to see the "ORLIK 2". During the evening, there was a Reception at the Weissmueller family's home on the Harris hill slope where there was much to eat and drink. The party was graced by Hang Gliders sailing by in the hill lift along the slope. FRIDAY 21st was also a bad weather day.

George Nuse's Briefings were a triumph of inspiration and instigated a happy atmosphere for the meet.

FRIDAY EVENING was a dinner/tour to the CURTIS MUSEUM. The Museum was beautiful, as was also the buffet meal. During the latter, I met RUDI OPITZ and it was as if the flood gates of gliding and aviation history had suddenly been opened, and I became oblivious to everything else.

On SATURDAY 22nd AUGUST, David Jones had two flights in his KING KITE of 40 minutes and 45 minutes. ELMIRA Town is known as the SOARING CAPITAL OF AMERICA thanks to Harris Hill and the Schweizers. I don't think any other country has a Soaring Capital. Russia has Planyerskoye, the town on the Crimea, which honours Soviet glider pilots who flew on the slopes of Usun Sirt before the war. Germany has the Wasserkuppe and its German Gliding Museum. America has Elmira and its National Soaring Museum. In the Entrance Hall of Corning Airport is a TG-3 hung from the ceiling. This is a Schweizer 2-8 (TG-2) with wooden wings which are cantilever in contrast to the TG-2's struts. In the shopping arcade is a Schweizer I-26 hung from the ceiling, and in the town is a mobile from which are suspended bird-like creatures representing sailplanes. HARRIS HILL is one of the oldest gliding sites in America (1930 ?) and all is to remember the heroic American glider pilots. One day a tall gentleman came up to me and asked if I knew who he was, introducing himself. I immediately said, yes, I did. It was Wally Setz and he had been with the British Team at the Wasserkuppe International Contest in 1937 and helped them with his German. I was sad to say that there were none of the 1937 British Team still living that I could put him in touch with. During the war, Wally had been a civilian test pilot in the USA specialising in snatching people off the ground with aeroplanes.The British had been doing some of this themselves with a Wing Commander R.H. Winfried DFC AFC and an Avro Anson at Booker, and later at Farnborough under the direction of Ken Wilkinson. Wally Setz was brought in from the USA. He was first offered a Whitley and then a Beaufighter and then a Mosquito. However, he finally accepted the use of a Ju 88 in German markings from Netheravon. He could have had an HE 111 also in German markings but he chose the Ju 88 with its excellent speed range. It seems that extra speed was needed, rather than slow speed. With the Ju 88, Wally picked

up 13 people from Europe at night. All of them spoke German, but he was forbidden to speak German to them.

TERRY BEASLEY and his WIFE. They were remembered from the very early days at Lasham, but now they live in Canada. Terry must have been working at RAE. He mentioned about the AFH 10 Hannover at Farnborough. It was never flown and fell to pieces in a box outside in the rain. He also mentioned that there was a "STUMMEL HABICHT" at Farnborough. This may probably be the 108-43 which keeps coming up in records from that time. 108-53 was the RLM Code for the "HABICHT". Until now, no one has known what 108-43 could possibly have referred to. TERRY also mentioned a large gull winged machine in a box(?) with a narrow chord tailplane. This is the second time that we have heard about this aircraft. We guess that it might have been the "REIHER". We wonder why the late Ken Wilkinson, who had some standing at Farnborough, could not at least have ensured that these aircraft were kept under shelter. It seems that these sailplanes, together with an operational "KRANICH 2", were still at Farnborough in 1953!! The "REIHER" was falling apart through glue failure before it got there according to Ann Welch.

DICK JOHNSON and his WIFE were also with us on Harris Hill. Dick is a very famous American glider pilot who sometimes built his own sailplanes. He broke the World's Distance Record (taking it from the Soviet pilot Olga Klepikova, who flew a Rot Front 7,750 kms in 1939) by flying the RJ (Ross-Johnson) 5 861.2 kms from Odessa, Texas to Salina, Kansas on 5.8. 51.

CLARENCE SEE. He and his son Royce did so much for the Meet and for us in particular. Clarence had saved and restored the Orlik after 1945. He took part in the Sierra Wave Project during the 1950s He told us how he was in a Pratt Read at 35,000 ft when he heard a noise like a gun shot behind him and decided to start a gentle descent. On landing, he found that the aileron cables had tightened so much in the cold, that one of the aileron bell-cranks had been pulled clean out of the wing.

Clarence was in charge of ground operations during the Rally, preparing the emergency field, flying the towplanes and doing everything including repairs. His son helped him and drove a small retrieving vehicle helping us at all times and in all places. Clarence is over 70. He has built 15 houses, and his son 5 also. Their energy was never ending, or so it seemed. We can't thank them enough.

The WEATHER had started fine but deteriorated and became almost impossible to forecast. The last flights of the Kranich 2 were on 22.7.95 with Barbera Harding who is Joerg Ziller's sister. Their father Erwin had set up two World Altitude Records in a Kranich 2. As a two seater: Ziller and Quadfasel at Grunau (in wave?) 3,304 metres on 18.9.37. and, solo 6,838 metres at Grunau on 21.11.38. Both heights above start height. Barbera said that she always brought luck to glider flights, and this one was no exception. It lasted 38 minutes in bad weather. Barbera, you must come with me more often! The final Kranich 2 flight was on Monday 24.7.95, with Rudi Opitz as pilot, in rain. One hoped that it was no more desperate than some of the conditions he had flown under in the past. The Kranich started wet through and ended wet through. It was dried during the night and was derigged most expertly by two young Germans during the next day in the hangar. One of them was Joachim Selinger, Peter's son. They could not have done it better and can not be thanked enough.



Happy New Year to you from Rolf "the Viking" in Elmira.

IVSM-95 AWARDS

IVSM 95 Exceptional Service Award: Paul and Virginia Schweizer.

VSA Award for Best Restoration: Franklin PS-2: Joe Feather & Crew.

VSA Trophy for Authentic Restoration:Schweizer 1-19: Robert Armstrong.

NSM Trophy for Best Looking Glider. Moswey 3: Albert Uster.

Schweizer Trophy for favourite Schweizer: SGS 1.21: Walter Cannon.

VSA Trophy for Best Foreign Glider. Gövier 2. Paul Serries and Crew.

VSA Trophy for Best Military Glider: TG-4A. Douglas Fronius.

HHSC Trophy for Longest Distance: Dan Olson. Ka 6E.

HHSC Trophy for Longest Duration: George Kulesza. Orlik 2.

HHSC Trophy for Best Altitude: Bruce Barrett. Ka-6 CR.

VSA Trophy for Best Ridge Flight: Christopher Wills. Kranich 2.

The enthusiasm for the IVSM had been immense. One T.21b had been trailed five days by Dean Carswell to get to Elmira.

Seven sailplanes were taken to Elmira from Europe. Four were sold in the US and three were brought back. Those sold were: John Edwards (Frank Reeks) GRUNAU BABY 2b-2. to George Nuse. BERGFALKE 2-55 by the Rolf Algotson Swedish team to Jan Scott.

T.31 bought from Mike Beach by Jan Foerster, to Raule Blacksten.

NORD N.2000 OLYMPIA. This has been restored by the Münster Oldtimer Club and has been bought by Al Uster. It is extremely finely restored.

The GOVIER 2 D-1080, KING KITE-BGA 2769 and KRANICH 2B-1 BGA 964, were brought back to Europe.

The VSA has sent out many sets of vintage sailplane drawings to aeromodellers. No vintage wooden sailplanes are being recreated in the USA (with the exception, we hope, of the Albatross 2 of Raule Blacksten).

The IVSM 95 was a great success and great fun was due to its excellent organization which could not have been better.

We hope that it will have given impetus to the Vintage Movement in America. It is just possible that another IVSM might be organized in 5 year's time.

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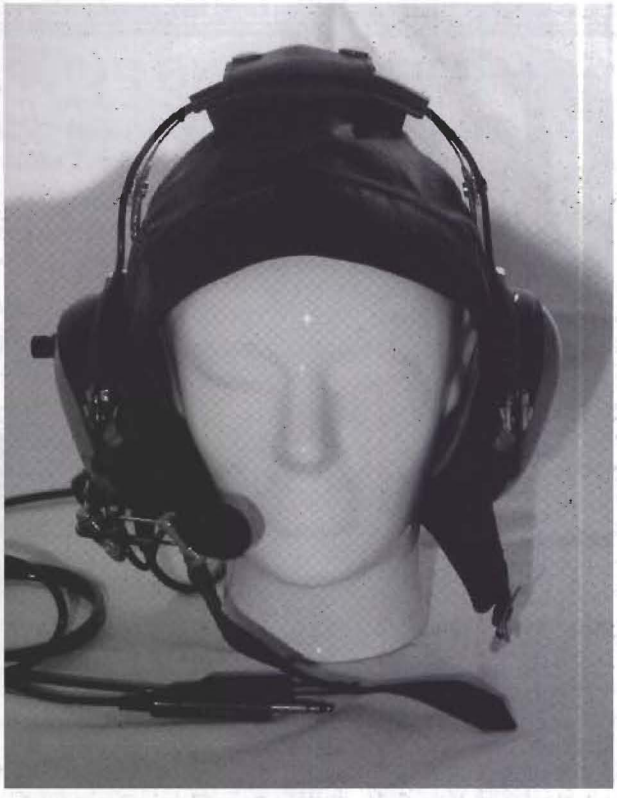
INTERNATIONAL RALLIES IN 1996

VINTAGE AND CLASSIC RALLY, Le Blanc, France. 25 May-31 June. Awards and Prizes for; best restoration, longest distance flown, furthest away landing, worst retrieve, best car and glider combination, best 60s glider and pilot combination. Contact Graham Saw or the European Soaring Club, c/o Jill Burry, Steam Barn, Lasham, Nr Alton, Hants, GU34 5SB. Tel: 01256 381760.

GRUNAU BABY MEETING. Whitsun Weekend. Location to be announced later. Contact: Christian Kroll, Konzendorferstrasse 4, 5160 (old number) DUEREN-KONZENDORF, GERMANY. Tel (at home) 0049 69 74 54 75. (at work) 69 90 92 61 00.

2nd INTERNATIONAL VINTAGE GLIDER MEETING AT PAVULLO NEL FRIGANO-MODENA-ITALY. JUNE 28th-JULY 7th 1996. This event has been dedicated to the great ITALIAN Glider Designer LUIGI TEICHFUSS (as was the first Pavullo Vintage glider Event in 1994).RC Scale model gliders will also take part from 5th – 7th July only. For further information, please write, or telephone, to:- Vincenzo Pedrielli, Via Tintoretto, 7-20033 DESIO-MI-ITALY. Tel:- (0362) 630.293.

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AEROKLUB ZBRASLAVICE, 285 21 Zbraslavice, Czech Republic. Tel/Fax (+42 327) 92286. This is a meeting for GRUNAU BABIES and SCHLEICHER designed sailplanes which is planned for about 10 days in July or August 1996. As the club already has had the experience of running the 1993 International VGC Rally, it feels that it would like to offer to run the above event.

The following is a letter from Josef Mezera of the Plachtarsky Oldtimer Club (The Czech Vintage Glider Club)

"**INTERNATIONAL VGC RENDEZ VOUS '96**." This will be organized by members of the Czech Oldtimer Glider Club on the Airfield of RANA U LOUN one week before the 24th INTERNATIONAL VINTAGE GLIDER RALLY as usual. It will run from MONDAY 29th of JULY '96 until SUNDAY the 4th of AUGUST.'96. This is a historical site for Czech Gliding. The first flight over the Rana slope was by the German pilot Erwin Primavesi who wrote about it in his book "Im Auf und Abwind" which was published in Germany in 1985. The RANA site is near the town of Louny which is 60 kms N.W. of Prague, near the roads from Karlovy Vary and from Chemnitz to Prague. The airfield has two runways 720 and 850 metres long which form a "V". There are no airspace limitations. A large hangar will provide space for 15–20 aircraft. One two drum winch and two or three towplanes will be available. The clubhouse will, after its rebuild, offer accommodation for 20 people up to Western European standards of comfort. Camping facilities are unlimited. Cost of launches and facilities will be lower than that in Western European countries.

If our members are interested to receive more information or wish to 'book', please contact: Josef Mezera, Nalepky 2233, CZ- 440 01 Louny, Czech Republic.

THE **24th VGC INTERNATIONAL RALLY FOR VINTAGE GLIDERS** will take place at FARKASHEGY, near BUDAPEST, HUNGARY, from the 6th of AUGUST to 15th AUGUST 1996. VGC Members can arrive on the site from the 2nd August 96 and can stay until the 20th August 96.

CONTACT: Laszlo Meszaros, Erkel u 04, H-1092 Budapest, Hungary. Farkashegy Bia is a gliding site where we have been twice before. Therefore, we know that the infrastructure works and that a successful International Rally can be run from there. The 24th International Rally is part of the celebrations to mark Hungary's 1100th anniversary.

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Letters

Dear Sir, I am an active and discerning member of the Vintage Glider Club, which I joined some 8 years ago after witnessing the very successful International rally at Lasham in 1986. Since that time I have attended every International rally but one and many local and national rallies and have seen the club mature into a well run, friendly and well respected aviation organisation. Imagine my disappointment when I arrived in glorious anticipation, at Oberschleisheim Airfield on the 6th of August and was confronted with the confusion that was called the 23rd International VGC Rally.

As always, being a pragmatic, tolerant and mild mannered Brit., I waited, certain of an improvement in facilities and general organisation as the rally gained momentum.

"Early days....", I thought on Day One "It must be difficult to organise a rally like this.....". " It'll be alright tomorrow", I thought, on Day Two, and on Day Three, again on Day Four, Five and Six and so on until I gave up and went home early, after having written off my annual leave allowance and after putting considerable pressure on my credit card.

So what went wrong? Are we expecting too much? Was there really a problem or was I the only one who felt *'used', 'exploited'* and quite frankly *'unwelcome'?*

I endorse entirely the comments that the Chairman eloquently stated at one of the briefings during the rally, when it was becoming obvious that most members were unhappy. The fact that we were leaving in droves was a big hint!

I hope that I speak for that section of the VGC membership who enjoy being with like minded individuals, who have met some wonderful people at International rallies and who consider that, most of the time, airfields contain some of the most friendliest folk in the world. The fact that we can fly amongst friends is very important to us.What we don't like is being somewhere where we're not welcome.

We don't expect a commercial jamboree, an aviation beerfest or Disney World on Wings. In fact we would actively avoid it. We don't mind paying for the provision of facilities. But like most discerning punters, if we get charged for it, we expect to get something in return.

We are happy to help. But if we're paying commercial rates for campsite facilities we don't expect to have to clean the toilets. We like camping on airfields. But we don't like being crammed on a piece of waste ground next to the local dump ("Sorry, was that '*historic*' junk I just tripped over?").

We understand the troubles and tribulations that can happen at the launch point. But there *are* ways around most of them and we *can* be trusted to assist in getting things moving.

Those of the membership who were there will recognise the situations to which I refer and we all spent many hours discussing how it all could have been so different. So I'm not going to offer any words of advice, only a plea to all the VGC members who may have considered that 1995 was the last time they would ever attend a rally. I am sure it was a 'one-off', the 23rd VGC Rally still had the essential ingredient, the members and I, for one, still had a good time with my friends. The only '*friend*' who's still complaining about that holiday is my '*flexible*' one.

Regards to all VGC members who compensated for so many things during that week.

Lily Enthal

Letter from Laszlo Revy, Szabadsag utca 128, H-2040 Budaors, Hungary dated October 21st 1995 to Chris Wills.

Dear Mr Wills, At our meeting at Oberschleissheim, you told me that there might be glider pilots in England who would be interested in a "Turul" glider (M.22), the sailplane that Edward Mole flew in Egypt.

Since my return from Germany I have been researching the documentation of the M.22. and I am happy to report that there are no obstacles to building this sailplane. I have found most of the plans, and we can reconstruct those that pertain to a few missing details. For instance, the plan of the ash landing skid is missing, but the attachment points are given. Its shape is visible in photographs, and we know from descriptions that nine tennis balls were used as springs.

The building crew would consist, besides myself, of Mr Lajos Bende, the former office manager of the now defunct Rubik Aeroplane factory, who would be responsible for the structural calculations and control, Dr Laszlo Tacacs, Aeronautical Engineer who you already know in connection with the "CIMBORO" and "VOCSOK" sailplanes, and Mr Lajos Schmidt whom you also know, who would have advisory and supervisory roles, as befits his 85 years of age.

We would be ready to build the M.22 if someone should want one. As the first "TURUL" ever built was exported, it would perhaps be fitting that the first replica should also find an owner abroad. In fact, the time for building an M.22 is most propitious, as it could fly at next year's vintage sailplane rally in Hungary.

I would be grateful if you could share with me your opinion on whether there might be someone in England interested in owning a replica of the sailplane in which Edward Mole flew his record breaking 147 loops (in Egypt during the war CW).

Working out a precise budget is in itself an undertaking of some magnitude, which I would gladly do for an interested party. For purposes of trying to elicit interest, I would guess that the likely cost would be between £10,000 and £20,000.

Thank you for your attention to this matter, Sincerely, Laszlo Revy.

Chris Wills writes. As this will go out with our VGC News all over the world, I am sure that someone will be tempted. Its price is very much less than that of a 15 metre span fibreglass sailplane. The M.22 had a 15 m. span and was aerobatic. It came 3rd in the I938 international ISTUS contest and was flown by Laszlo Tasnadi 356 kms in 1942, for Hungary's first Gold C over Hungarian territory. It flew the national height record of 3,845 metres also in 1942 (pilot, A. Balazs) and broke the 100 km course speed record with 34.4 kph in 1949. It resembles slightly a Rhönsperber (drawing on page 25).

From John Garrett, Tel 01460 241896

I am writing to notify a change of ownership of my Grunau Baby 3. It was sold on 29th October 1994 to its new Dutch owners, Stichting Behoud Historische Vliegtuigen, PO Box 47,4328 ZG Burgh-Haanstede, The Netherlands. Their Chairman is Willem Den Baars and the Treasurer is Dr Sijmen De Vries MD, (presently living in the UK).

I am now gliderless but would be interested in a share in something near home e.g. North hill, The Park, or Yeovilton, but whatever it is it must have a good trailer.

From Joe Ortner, Buenos Aires, Argentina. 7th October 1995.

This letter was prompted by the Reimar Horten Obituary that was on Page 23 of VGC News No. 80. In a previous letter to Rick Morris, Joe Ortner mentions that he was the pilot who broke the Horten XV Flying Wing, during the pre Championship trial flights. Letter was dated 10th June 1995. "What happened is that the Argentinian Team was originally composed of four pilots – Cuadrado and Garcia – to fly two Slingsby "SKY" sailplanes and Bazet and Ortner, the two Horten XV Flying Wings, which had been specially designed and built at the Argentinian State Aeronautical Institute of Cordoba, for this occasion – Argentina's first participation in a World Gliding Championship.

When unfortunately I broke the Flying Wing I was to fly, the Argentine Team Manager, Mr M.A.Conde, decided that as Ortner was the current Argentine National Champion, it was better to drop Garcia from the team and make Cuadro and me fly the "SKY"s.

Garcia's sportsmanship was duly recognised when he graciously accepted the team manager's decision. As you probably know, Jose Cuadrado (now dead) placed 4th in that championship, and I placed 14th..."

"Coming to the point of the HORTEN Flying Wing Sailplanes, I must say that my soaring round trip in 1949 (he had competed in the British and American National Contests. CW) accelerated the necessity of comparison of Argentinian Soaring with what was happening in the rest of the world.

This led to the creation of the Argentinian Soaring Federation (Federacion Argentina de Volo a Vela – FAVAV) during the first Soaring Congress in 1950, where the decision was taken to participate in the 1952 World Gliding Champs in Spain.

With what?... we had Reimar Horten in Argentina – we had the contracts with the Airforce, and Horten was employed by the Military Aviation Industry (Fabricar Militar de Aviones). Francisco San Martin, son of Brigadier San Martin, Director of this Factory, was one of our very keen Soaring Pilots who took a very active part in the creation of the FAVAV and perhaps one of the principal "pushers" of Argentina participating in that World Championship with Argentinian designed and built sailplanes.

With the backing of the Air Minister, the decision was taken. During the 1st Soaring Congress, Reimar Horten consulted us regarding required characteristics and was told that we needed something superior to the "WEIHE", "REIHER", CONDOR 3 or even the D.30 "CIRRUS".

Thus the first Two Seater Wing was built for trial purposes and, having been tested and suggestions received regarding handling characteristics, glide angle etc., the two HORTEN XV Wings were put into production.

Sorry to correct Scheidhauer's comments – the Military Factory was not in "The primitive conditions in that country even went so far as them having to produce their own glue and plywood. The glue from the science department actually started to set before it got to the glider, " such as you indicated in your obituary, Chris – well it is not your fault if you were given incorrect and biased information. The other part of the obituary, regarding Scheidhauer's comments :

"If it had been Cuadro who had been flying it, it would have been a different matter". Wolf Hirth asked Scheidhauer (who had been Horten's Chief test pilot for years) "Comrade Scheidhauer, why don't you show us what it can do.?" but Scheidhauer at that time did not feel that he could represent Argentina as he had a dual passport."

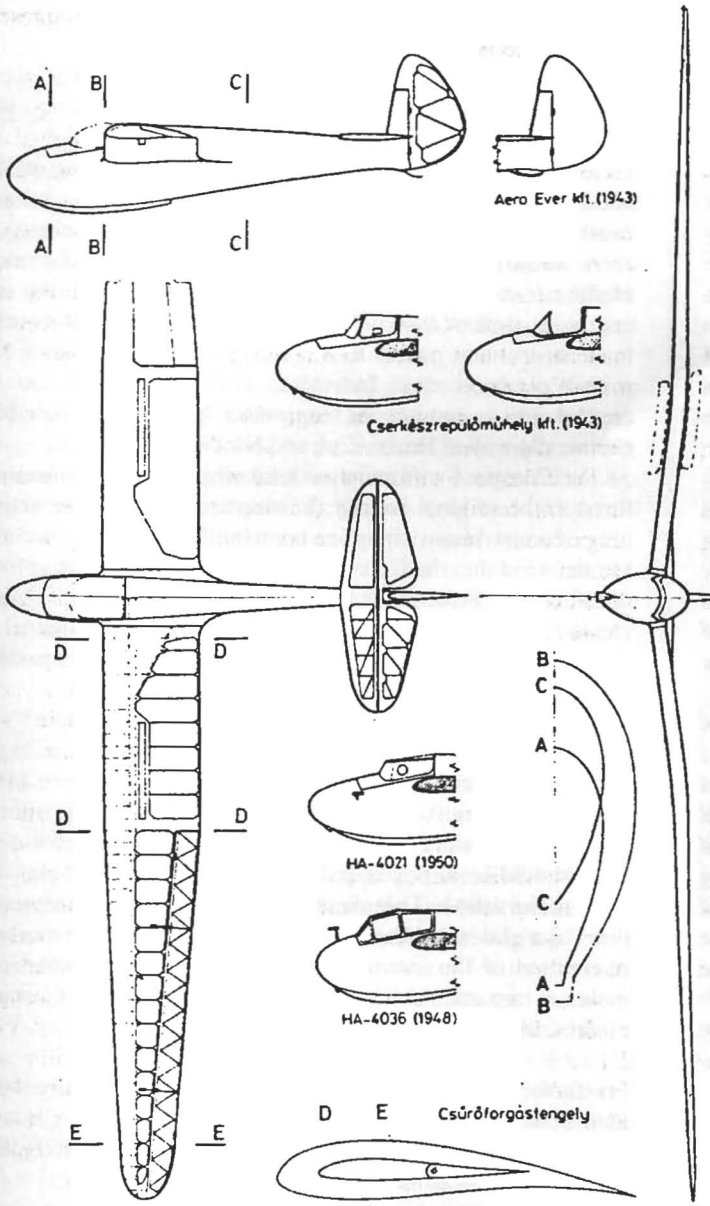
These Chris, are totally false, because:
1/. The Argentinian Soaring Federation had ruled that the pilots to participate in this World Championship would be selected from their placing in previous National Contests and principally from a Special Selective Competition, where every pilot was to fly identical gliders – in this case they were Grunau Baby 111s. I was placed 1st, Cuadrado 2nd, Bazet – 3rd, and Rossi – 4th. Incidentally, I was already the Argentinian Champ, but notwithstanding this, I had to participate in the final selection.
2/. Argentina participated with four sailplanes – the two Flying Wings and two Slingsby "SKYs".
3/. Scheidhauer's participation as a member of the Argentine Team was totally out of the question, nor was this possibility suggested at any time by anyone – not even by Reimar Horten.
4/. Further on in your obituary you mention Scheidhauer flying the "URUBU" Flying Wing across the Andes in to Chile. Did he ever mention to you that this first crossing of the Andes, from Argentina to Chile was a joint flight with a very much loved Soaring Instructor called Claudio Dori, who in turn flew a Slingsby "SKY 34".... they did this flight together!! Incidentally Claudio Dori was the participant – with Julio Ompre in the 1954 World Glider Championship in England, flying the Condor 4 two seater." "There is so much more to write, Chris, regarding HORTEN'S flying wings in Argentina, that I hope to find time to do so in the near future." "Incidentally, did you know that Prof. Georgii lived in Argentina for several years. Here he married a wonderful Argentinian lady – they were both at the 1952 World Championships in Cuatro Vientos, where he read a paper on WAVES IN THE ANDES, during the OSTIV Meeting. This will be the first of a series of letters, I hope, Chris. Incidentally, Rick Morris sent me the last number of VGC News amongst others... congratulations... it is really good. Kindest regards, and it was wonderful to be able to write to you. Yours sincerely. Joe S. Ortner."

Chris Wills says that he got his information from the old "THERMIK" magazine, from the Book "Nurflügel"and from Heinz Scheidhauer. He can only say that all his sources were German, and now it is only right to mention the Argentinian point of view. He did not intend to harm anybody's reputation.

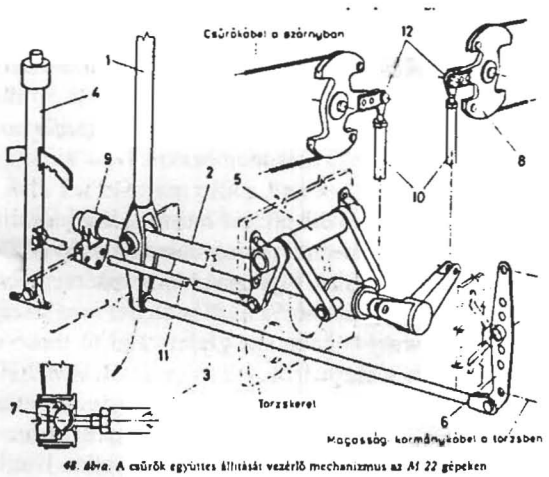
From Gwilym D Griffiths (a new member)

I own an Olympia 2b BGA 1382 (CAF) and fly regularly with the Dartmoor Gliding Society at Brentor near Tavistock, Devon. The Olympia was built in 1959 and flown with various clubs until it was written off after ground looping in 1982. The glider was acquired by Mike King, a member of the DGS and restored to flying condition in 1993. I joined in a syndicate in Sept 1993 and have recently taken sole ownership. I have done 27 hours in the Oly, of which 16 were done this year, in spite of my ability to find the sink alongside the thermals. Enclosed is a photo taken in October 1993 by Norman Woods of the Olympia landing at Brentor with the Church and the Tor in the background, the glider has since had its registration letters added.

I hope to be able to attend some rallies next year when I have sorted out my car to allow trailer towing.

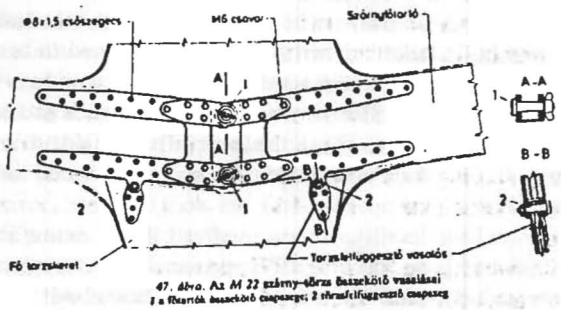


45. ábra. Az *M 22* általános elrendezése (1937) az utólag felszerelt féklappal és néhány változat



48. ábra. A csűrők együttes állítását vezérlő mechanizmus az *M 22* gépeken

Fittings to lower and raise torque tube to raise and lower both ailerons together to assist fast and slow flight.

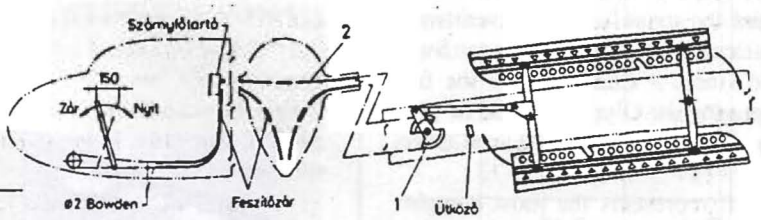


47. ábra. Az *M 22* szárny-törzs összekötő vasalásai

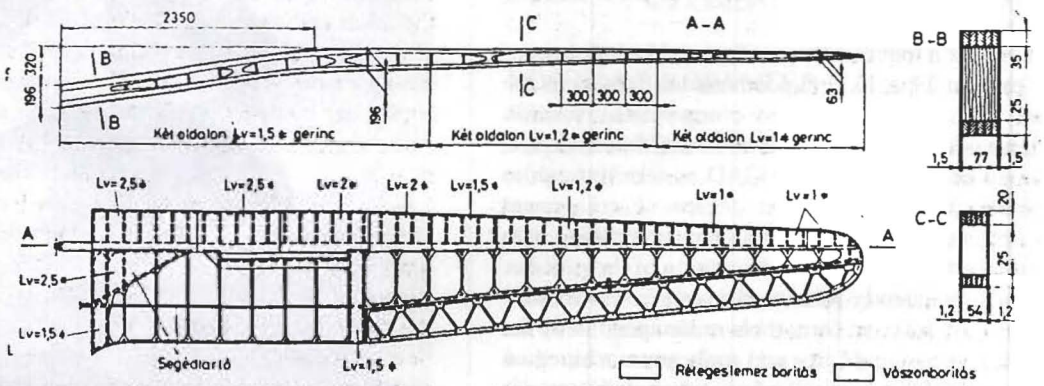
The drawings have been reproduced from the book "Magyar vitorlazo repulogerek" by Jereb Gabor.

M 22

együléses teljesítmény-vitorlázógép



49. ábra. Az *M 22* első féklapmegoldása



Tervezte: Szokolay András és Jancsó Endre.
Építette a Műegyetemi Sportrepülő Egyesület műhelye, Budapesten.

From Colin Anson, VGC Sales, 22 Elm Avenue, Watford, Herts, WD1 4BE. UK.

Would the German member who at Oberschleissheim supplied us with Cut-out Card Models of the SG38 and Grunau Baby, and never collected payment, kindly contact us.

From Aviation Metalcraft, a specialist manufacturing company. By Paul Prince (a new member)

Following a conversation with VGC Chairman David Shrimpton about the services currently being offered by AVIATION METALCRAFT to Popular Flying Association members it was felt that an article for the VGC Newsletter was likely to be of interest to owners of vintage gliders and to those who are restoring elderly gliders.

The world of sport aviation seems particularly fragmented with the exponents of the different techniques of achieving heavier-than-air flight remaining remarkably insular. Until my conversation with David I had been completely unaware of the existence of the VGC and of the number and variety of vintage glider types still in airworthy condition. The distinctly international flavour of the VGC News was also evident.

Aviation Metalcraft was set up with the express purpose of enabling homebuilders and restorers to overcome what is probably the largest hurdle in any project – the manufacture of the metal fittings. Those who decide to go the homebuilt route, and build an aircraft from plans, as opposed to assembling a kit, usually have the necessary levels of woodworking skills and equipment. The same is seldom true when the metal fittings are considered. These are generally difficult to make and require facilities which are not normally found in the average DIY workshop.

Aviation Metalcraft has been involved in the manufacture of aircraft components since 1991, primarily producing components and complete metalwork kits for homebuilt aircraft from plans. We currently produce kits for, amongst others, the Pietenpol Air Camper, Tayler Monoplane and Tayler Tich, Comper Swift, Menestrel 11, Colibri MB2, Isaacs Fury, and have supplied customers throughout the UK and Europe.

The range of kits and services has increased considerably since 1991 and now includes the manufacture of metalwork for two important vintage aircraft, notably the Comper Swift and the Chiltern DW1. (Ed's note – Chiltern were the first British firm to start manufacturing the Olympia Meise in 1946 but it was passed to Elliots on the death of one of the directors.)

To date, the Comper Swift represents the most complex metalwork kit produced with over 800 individual metal components. The photograph shows the complexity of a Comper Swift aileron actuation mechanism.

What sets Aviation metalcraft apart from other suppliers of replacement parts and kits? The fundamental difference is the method used in the manufacture of components. Aviation Metalcraft have invested heavily in CADCAM techniques. From the design of the parts on the CAD system through to CNC machining, an unprecedented degree of component accuracy is achieved. An accurate component profile, with precisely positioned holes is just the beginning of the process. Parts which are subsequently formed, bent or pressed are produced on dedicated press and form tools made specifically for each individual part-again, all jigs and tools are machined on CNC machine tools. Total quality and exceptional accuracy is thus assured. The builder benefits in the knowledge that all parts are dimensionally interchangeable should the need arise for a replacement at some future date.

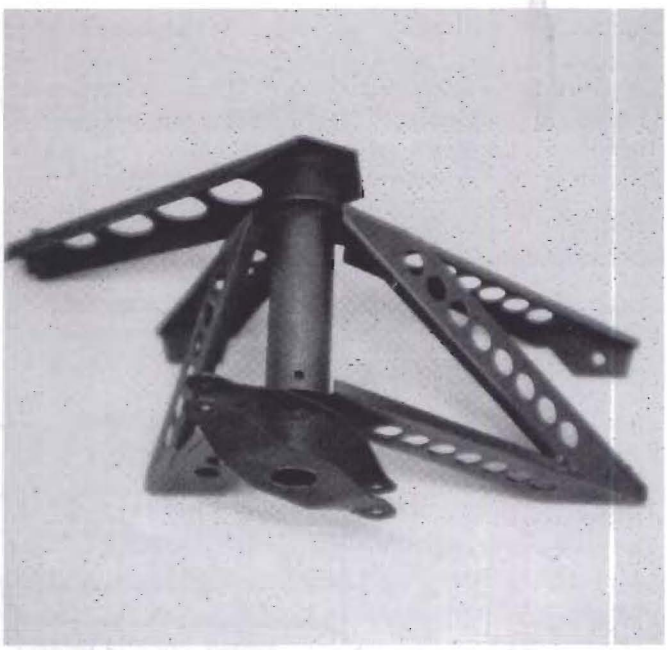
All welded assemblies are jig welded to guarantee accuracy. Finally, depending on the type of part, its function and position in the airframe an appropriate finish is applied. A variety of finishes are possible, from Cadmium plating (to the latest Defence Standard) to a simple Zinc chromate primed finish ready to accept the builder's chosen finishing scheme.

A variety of additional complementary manufacturing facilities exist, including a comprehensive CNC routing and engraving system capable of producing anything from custom made instrument panels to a complete set of precision CNC routed plywood ribs. Individual cockpit placards can be created by a number of engraving techniques, including chemically milled Brass, Zinc and Nickel Silver plates.

The Comper Swift metalwork kit which has been manufactured to the original factory drawings may be just the beginning of a new phase of replica homebuilt aircraft construction. I understand that there are in existence original drawings for a considerable number of vintage gliders worthy of being created as replicas. Aviation Metalcraft would be pleased to consider the manufacture of metalwork for these interesting old aircraft.

Finally, having read from cover to cover the sample VGC News which David kindly provided, (VGC News 82, p27) the following advice was found in a Technical Note from Mike Birch; "in the unlikely event of a vintage glider being without any hope of restoration, Mike urges that at least its metal fittings should be removed and placed in an oil soaked sack for their preservation. The metal fittings are the most important parts of a glider and their existence could lead to the eventual re-creation of the aircraft." Clearly, Aviation Metalcraft can make an important contribution to the preservation of vintage gliders.

For further information on the services offered by us contact Paul Prince, Aviation Metalcraft, Unit 28, Enterprise House, Edward St, Grimsby, DN31 3JP, Tel +44(0)1472 360699, Fax +44(0) 1472 242054.



Comper Swift Aileron Actuation Mechanism made by Aviation Metalcraft

Feature

300KM IN A SWALLOW *Ray Whittaker*

Saturday, 22 July looked as if it was going to be a good day, one of my partners had the K6 so I decided to fly the Swallow. At briefing the task setter was fairly optimistic and set a 500 km task for the big boys. I chose a more modest flight, Lasham-Parham-Alton-Towcester and back to Lasham, a total of 307 km.

My first launch was at 11.00 and I managed to climb to 1500ft before losing the thermal. I now had to make a difficult decision. Do I set off downwind and hope to find another thermal before having to land in a field, or return to Lasham and look for another thermal? I chose to head back, found no lift, landed and ended up at the end of the winch queue.

My second launch was just after 12.00, by now the lift was strong and going high so I changed my task and chose Bicester as my first turn point. When I got to Bicester the visibility was so good that I could see Silverstone and it didn't look very far so I continued North. On arrival at Silverstone I couldn't remember which runway intersection I had to photograph so I took my turning point photo of the northern grandstand to make sure and headed back to Lasham.

The downwind dash to Lasham was easy and I found myself having to leave thermals because I was at the bottom of the TMA. I turned Lasham at 4pm and set off for Didcot. Rounding Didcot was a bit of a struggle and took longer than I wanted as the day had started to die.It was starting to get difficult and I managed to get myself low just North of Aldermaston. This meant I had to go through the gap between Aldermaston and Burghfield when all the lift looked like it was over Aldermaston. The end result was that I ended up at Mortimer at only 900 ft above Lasham. It was then that I ran into some weak lift that I managed to work up to 3000 to 3500 ft where it seemed to die out. I set off for Lasham at what I hoped was the best speed, luck was with me for I arrived back at the airfield with enough height to do a comfortable circuit.

When I came to measure the task it worked out at 298 km. Alan Purnell asked, "Was there another turning point that I had rounded that I could add to make it 300 km?" A short time spent on the computer soon showed that Lasham-Bicester-Towcester-Lasham-Didcot-Lasham would give me 300 km. Total flight time was 6 hours, that gave me a fairly respectable average speed of 50 kph.

What made the flight possible? Good weather with a high cloudbase, good instruments (we have a PZL mechanical and a Cair XK10 electrical Vario) and, of course, good luck. I think that more long cross-country flights could be flown in Vintage gliders if the Cosim was thrown away and a decent Vario fitted. Of course, you have to be brave (or stupid enough) to set off in the first place and it does help to have friends to retrieve you when it goes wrong.



Slingsby Swallow HBX. (Photo: Ray Whittaker)

Obituaries

BRIAN GILMORE. It is with great regret that we record the death of Brian Gilmore. He died after a heart attack whilst waiting for a heart bypass operation. He was a popular member of the Cotswold Gliding Club at Aston Down, where his wife Pat runs the office. He was a BGA senior Inspector, and for a time looked after the Hütter 17, but gliding was not his only interest as he was also a member of the PFA and was building a Microlight. He was also a good navigator in car rallies. The VGC send their sincere condolences to Pat.

LEN REDDING. Len died at the age of 82. He had become interested in gliding before the war. During the war, Len became an explosives expert and was involved in certain anti invasion activities. One was the "Great Panjandrum". This was a huge wheel which was propelled round by rockets, so that it was supposed to proceed up the beach or clear mines. It was much filmed when it got out of control chasing dogs and men in all directions. A second scheme was to set the sea on fire using pipes to pipe oil or petrol out to sea to confuse the invaders. After the war, he worked at the Timber Research Station. If anyone wished to know about timbers or glues, they would only have to ask Len. He established that the German wartime glue "Kaurite" was similar to bakelite. After the war, he joined the London Gliding Club. Then he transferred to Lasham and then to Wycombe Air Park Booker, where he owned an Olympia 463. This was sold last year, only so that he could buy into a microlight aircraft but he could not discover one that took his fancy. He was a member of the VGC practically from the time when it was started. He came to many of our International Rallies and often helped friends in need. He towed my Kranich 2 to Gruyeres. He came to our Rally with the Kranich at Münster and also was with it at Brienne le Chateau. He was a fine chap to have around and it will be hard to imagine British gliding, or our VGC without him. He was quiet and stable and this made him much sought after for retrieves and expeditions abroad with trailers. I only hope that he enjoyed himself when he did this as he was such a gentleman that he never complained.

The VGC also regrets the passing of **ALF WARMINGER** and **RIKA HARWOOD.**

Classified Ads

FOR SALE & WANTED

Small advertisements are free to Members and are charged at £12 (or the appropriate overseas rate) for non-members which includes one year's membership. Send your advertisements to; Graham Ferrier, 41 Oakdale Rd, Downend, Bristol, BS16 6DS. Tel 01179 490509.

FOR SALE. L-Spatz 55, fuselage and wings. No ailerons or tail surfaces. Structure sound but glue suspect. Suitable for spares or long term restoration project. May be seen at RAF Halton Gliding Club, for more details contact Ken Morley or Ed Weaver at Chilterns Gliding Club RAF Halton, Aylesbury, Bucks.

FOR SALE OR SHARES.
Kestrel two-seater, possible new partnerships available.No current C of A as fabric replacement now needed. Any offers for participation in this interesting, unusual and pleasant to fly two-seater. Alternatively for sale at a low figure. Stan Warren 01582 881261 or Peter Parker 01582 668476.

FOR SALE.
Scheibe SF24B Motorspatz 11 Oldtimer single seat motor-glider. Built in 1962. Totally restored to better than new condition in 1994. New instruments, fabric, cables etc. Aircraft is in original condition, powered by a Hirth F10 a2a four cylinder two-stroke engine (120 hrs remaining). Including new (1994) enclosed steel and aluminium trailer, which will fit any 15 m glider. Spare zero-time Hirth F10 a2a included. Offers around 30000 Dutch Guilders (whole package) to be made to Ronald Rijken, Waelneslaan 13,3341 VM, H.I.Ambacht, Netherlands. Tel (0)78-6814592.

FOR SALE.
The Olympia 401, C of A until Sept 96, Aluminium trailer, Radio, Baragraph, £4500. P. Blackman, Tel 01424 218733 evenings.

EXCHANGE.
Bowlus Baby Albatross in need of rebuild or restoration. No log books. This rare find is not for sale but will trade for something interesting such as a Kirby Kite 1 project. Robert Gaines, 308 Chase Lane, Marietta, GA 30068, USA. Tel 770-973-1414 or FAX 770-499-9131

FOR SALE.
Amstrad PC 1512 DD Computer. Due to a modest upgrading of the VGC computer system to now use a modem the above computer is for sale complete with an Amstrad DMP 3000 Printer. It works but is sometimes temperamental. DOS 5.0 & Wordstar 6.0 are installed. Best offers to the Editor.

FOR SALE
Slingsby T31. Stored in dry conditions for past 18 months. Urgent sale required. Realistic offers to: J. Neville Ashburner, 11 Windsor Drive, Old Colwyn, Colwyn Bay, Clywd. LL29 8BB. Tel: 01492 515073.

WANTED
Handheld Radio, DELCOM/ICOM. Peter Warren, Tel 01785 248209

FOR SALE.
PIK 16 C "VASAMA" (F-CCDS). This is a rare 15 m span Finnish sailplane with Wortmann wing profile. Only 21 Vasamas are flying in the world. Max.L/D 1:34. Approved for aerobatics. Winch launching hook. 45,000 F.F. With closed trailer. Denis Auger, 14 Rue Moquet, 60530 NEUILLY-EN-THELLE, FRANCE. Tel: 44.26.55.07. Fax. 44.26.65.95.

SCHEMPP HIRTH GOPPINGEN 3 "MINIMOA".
Built in 1938. Immaculate condition. Instruments, radio, covered trailer etc. This was formerly Wolf Hirth's personal sailplane. Winner of countless awards. Delivery during or right after the SSA convention in Huntsville, Alabama, March 1st 1996, where it will be on display. Jan Scott, Scott Air Park, Route 1, Box 239, Lovettsville, Virginia, 22080-9406, USA.Tel 001 703 822 5504.

WANTED.
Somebody please to translate the classic Hans Jacobs book "Werkstatt Praexis fur Segelflugzeuge". Please contact Bob Gaines, 308 Chase Lane, Marietta, GA 30068, USA. Tel: 00 1 (404) 973-1414.

INFORMATION on where the T.21b came from in Britain that had the Air Cadets' Number WB985. It has just been repaired in Denmark after a bad accident in Sweden. Its Swedish registration was SE-SMA, and its Danish registration is now OY-XSI. It is described in the Danish section of this addition of VGC News. Should anyone have the required information, would they please contact: Niels-Ebbe Gjorup, Seglen 69, DK-8800 Viborg, Denmark. Tel: 45 86 67 60 68.

All **INFORMATION** (drawings etc.) to enable a 1/25th Scale German GOTHA 242 Troop Carrying Glider model to be built, is needed please by Heinz Butschkau, 73642 Welzheim Breitenfuerst, Lossgasse 42. Germany. Tel: (0)7182/4388. Heinz Butschkau flew the type in Russia from 1941 until 1945 and wishes to build a souvenir model of it.

INFORMATION
needed on a PRIMARY GLIDER which was built with a metal A-Frame in the Forest of Dean during the late 1920s or early 1930s by an electrical engineer, Mr Hart. The machine is supposed to have flown from the Long Mynd and Sutton Bank during the 1930s. It had rectangular wooden wings and tailplane. Harry Hodgson who is over 80 years old, and has also restored a Tiger Moth, has also restored this metal A-Frame for a museum but would like to know its history. His address is: No. 2 Trevor Road, Hucclecote, Gloucester GO3 3JJ. Tel: 01452 614525.

WANTED
Old, derelict or damaged glider trailer for conversion to accommodate a Slingsby Grasshopper. Minimum length 20 ft, or chassis to same length. Preferably road worthy. Will pay up to £50. Jonathon Wilkins, Hillcrest, Lenacre St, Eastwell, Ashford, Kent. TN26 1JD. Tel 01233 632921.

Rear Cover Photo: The Upward Bound Rally at Haddenham 1995 from a T.31. (Photo: Paul Underwood, one of our youngest members)

Published by: The Vintage Glider Club
Wings
The Street
Ewelme
Oxon OX9 6HQ
Tel: 0491 39245

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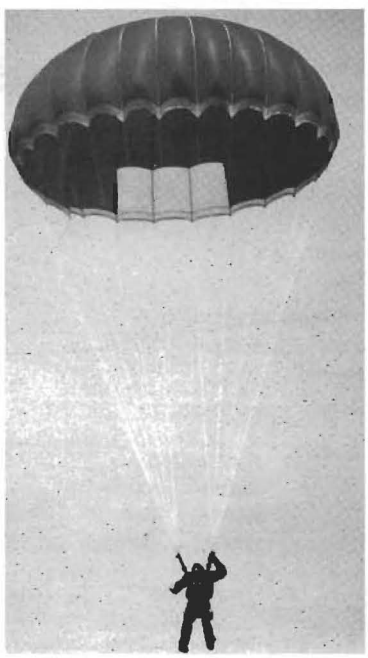
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