VGC News

No. 87 Spring 1996



Diary Dates in 1996

♦ **4–6 May, Haddenham**
Kirby Kite and VGC Rally
Contact; Peter Chamberlain,
01525 378901

♦ **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 15 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
Austen Wood – Treasurer
Mike Birch – Technical Officer
Colin Anson – Sales Officer
Graham Saw – Rally Secretary
Ian Dunkley – Secretary
Graham Ferrier – Editor
Geoff Moore – Technical Records

See inside rear cover for full list of International Council Members

VGC News

No. 87 Spring 1996

Contents

From the Chairman ..... Page 1

President's roost 2

From your new editor 2

Club news

Features

- Test flights with a microlite tug 2
- BAC 7 3
- Grunau 8 4
- Book reviews 5
- History 5
- Appreciation of Rudy Opitz 6

International news

- Belgian 8
- British 8
- Dutch 9
- French 9
- German 10
- Japan 11
- Swiss 11
- USA 13

Rallies in 1996 15

Letters 16

Obituaries 18

Classified ads 20

FROM THE CHAIRMAN

It seems only a short while ago since the last Newsletter appeared, even so there is some news and we also now seem to be back on track with the publishing dates.

Geoff Moore, after announcing his intention to give up the job as Treasurer at the last AGM, has at last found someone to take his place. His replacement, Austen Wood, has been co-opted by the Committee until the next AGM when we hope to confirm his position by popular vote. Geoff, I must add, has been involved with the VGC in one capacity or another for many years. We will miss his cheerful co-operation and perseverance which has helped to ensure the success of our Club. Our thanks go to both him, and his wife Joyce, for their efforts on our behalf and we look forward to seeing them around at future meetings. Welcome to Austen, and Mildred his wife, who many will know from her helping out with the VGC shop at our rallies. Both have been involved with the VGC for many years and are members of the Harbinger syndicate based at Crowland in Lincolnshire. I am sure they will provide valuable service to the club for the future.

The entry forms for the International Rally in Hungary were included in the last issue of VGC News which was printed slightly later than we anticipated. As a result it would be appreciated if rally entries are returned as soon as possible to the address given since there is much work for the organisers to do even after they know the numbers to cater for.

MEMBERSHIP RENEWAL

Unless you have paid your 1996 subscription this could be the last issue of the VGC News that you receive! At the top of the address label on your envelope you will see your membership number and a date. If the date is not '96 or greater, then either you have not paid, or I have made a mistake. Please check the label and take the appropriate action.

Incorporating the membership number and renewal date on the label serves two purposes; it tells you if you are up to date (or if I have made a mistake) and it saves the cost of sending out cards each year.

I would still like to hear from any overseas members who would like to be their country's VGC representative. See VGC News 86 for details.

Ian Dunkley
c/o Derby and Lancs Gliding Club
Great Hucklow, Nr Buxton,
SK17 8RQ

Cover picture: Ian Dunkley's Fauvel at the Wasserkuppe, August 1995. (Photo C. Wills)

PRESIDENT'S ROOST

Last year, I intimated that we could not expect good weather until we had travelled at least 1000 miles East of the Atlantic and there were dark thoughts that we ought to hold our International rallies earlier in the year for better weather. In 1995, I was proved wrong in that the finest weather ever known happened over Britain during July and August. Although I think that 1995 was a most unusual year from the point of view of weather over Britain, I can quite understand that some of our British members don't want to travel so far to our International Rallies, especially if the conditions are not too good when they get there. Nevertheless, six years ago, at an International Committee meeting we promised (minuted) that we should have our International Rally in Hungary in 1996. We know that we have an experienced team organizing it for us. Laszlo Meszaros sent a card at Christmas saying that preparations for the Rally are in full swing. There is no reason to expect that we will not have the normal "igen meleg Magyar nyar" (very hot Hungarian summer) and our two previous International Rallies there have been great successes and we urge any reluctant members to make the effort to get to Hungary.

We have heard rumours that our 1997 International Rally will be held in France.

FROM YOUR NEW EDITOR

I would like to thank David Shrimpton (ably assisted by Margaret James) who has edited the Newsletter recently, while both were holding down very responsible jobs which involved much global travelling. I have learned the basics under David's tutelage and now Chris Wills and I have the responsibility of continuing to produce a newsletter that the members really appreciate.

Over the years since the VGC started, the newsletter has developed from a simple typed sheet and now delves into history, book reviews, features, commercial adverts and, sadly, obituaries.

But we need to hear from members what they expect from the newsletter; do we want more rally news, restoration news, descriptions of good flights like Ray Whittakers in VGC 86, more pictures,and 3-views, historical details, or what? Please write and tell me. It is your newsletter and to fill it we need help from anyone with a story to tell, so please let us have plenty of articles and pictures.

Correction; The picture on Page 17 of VGC86 should have been captioned "Rudy Opitz with Barbara Harding." and on page 18 we incorrectly identified George Nuse.

CLUB NEWS

In welcoming Austen Wood to the VGC Committee as Treasurer it is reassuring to know that his lifelong interest in gliding is now being devoted to the VGC. After learning to glide with the ATC, starting with ground-slides on Kirby Cadets, he qualified on Tiger Moths in 1945 as a member of the Glider Pilots Regiment, before flying Hotspurs and Horsas, but the war ended without him flying in action.

He joined the Derby & Lancs GC in 1958, took an Instructor's course under Derek Piggott in 1965, and has been part owner of a variety of gliders, including Kite 1, Olympia 2b, Olympia 460, Skylark 4, Pilatus, and since 1985, the Harbinger.

We must also thank Geoff Moore for his many years of selfless service to the club in various ways. Long may he be able to fly his Mu13 and SG38.

Features

SOME TEST FLIGHTS WITH THE MICROLITE TUG *Keith Nurcombe.*

Over a period of five days in August 1995, a number of glider launches were done at Husbands Bosworth behind a Pegasus 50/60hp weight-shift microlite equipped for glider towing, This was done as part of a continuing flight test programme by Pegasus Microlite aircraft with CAA authorisation.

In order to comply with the requirements of the law, Hus Bos was temporarily designated as an authorised test site.

The flights reported below were carried out in light wind evening conditions after thermal activity had ceased.

The tug in its original configuration, with full hush gear, developed 50hp. This proved more than adequate to launch a vintage Slingsby Tutor with a climb rate in excess of 300 ft/min, ie 2000ft in six minutes.

Both aircraft were fitted with comms equipment, and the object of the flights was to demonstrate the capability, establish parameters, and to test the operational limits.

In the event, the Tutor could be happily towed at 35 or 40 knots, the best rate of climb was achieved at 40 knots, which was a very comfortable speed for both aircraft.

Considerable effort was expended in attempting to upset the tug by flying exceptionally out of position both vertically and laterally. The tow-hook is located on the thrust-line of the aircraft, which appears to minimise the effect of any gymnastics going on at the back. It was clear to see from the glider that the manouevres of the glider had little effect, if any, on the tug. The tug pilot reported that hang-glider towing frequently results in extreme loss of position on the part of the (admittedly lightweight) hang-glider, without any problems for the tug.

Three flights were carried out by experienced glider pilots during which it became clear that this was an exceptionally easy and non-critical method of launching a light glider. Subsequent flights were done without the slightest difficulty by a variety of club pilots including one low hours pilot.

All pilots involved expressed astonishment and delight at the ease and comfort of the tow in an open cockpit glider. Everyone commented favourably on the quietness of the tug as equipped. The level of silencing was far in excess of any other aircraft operating from the site.

The test was continued with an attempt to tow a Junior at 50 knots. This was clearly at the limit of the tug and the test was abandoned. The tug was taken away and the hush gear was replaced with a standard silencer. This added 10hp to the shaft output. The noise level was still well below that of other aircraft operating from the site.

The modified tug was again used to tow the Junior; this time with the increased horsepower available, a successful tow at 50knots with a climb rate in excess of 300ft/min was reported, again 2000ft in six minutes.

The same performance was demonstrated with an Olympia 2 in tow. The Olympia pilot, a tug pilot with a vast number of hours, and normally to be seen at the front end, can be described as a low hours glider pilot. He, also, expressed delight at the ease of the tow behind the "ragwing" compared to the sometimes exciting efforts behind Supermonks and the like. ("Quite so," say all Tutor pilots.)

Pegasus Microlites is a reputable and innovative manufacturer currently owned by Keith Duckworth (of Cosworth Engineering fame). It goes without saying that the manufacturer indicated that this is a technique of which we shall hear more. An 80/90hp engine is undergoing flight testing now.

If the potential for towing heavier gliders can be achieved, there could be a great benefit for the gliding movement. The noise reduction alone will make it of interest to many clubs, in addition to which the overall economics are extremely interesting. The advent of a cheap, quiet, lightweight tug might further the prospects of the World Class. This convert believes that it is an area on which the sceptics would do well to reserve judgement.

I am looking forward to the next opportunity to test the microlite tug, preferably on a day with thermal activity.

WATCH THIS SPACE!!

During the 1994 VGC International Rally, on the Lasham runway, the bird stands horizontally on its undercarriage without support from a wing man. Tony asks me to take Patrick, a Nimbus 3D competition pilot, with me on my flight to sniff some "Oldtimer" air. While I climb by a step in the side of the fuselage into the front cockpit with its narrow opening, a complicated procedure begins for my passenger through the small, hinged entry door under the wing. First, he puts his right leg into the cockpit, moving the whole upper part of his body to the right of the fuselage. Now he pulls in his left leg and slides slowly down onto the seat. Once inside, his feet rest on small pedals near my thighs, while his head faces the airspeed indicator on the front wing pylon. My substitute for rudder pedals is a pivoting cross-bar, shaped to fit the feet. I can only read the instruments in front when I bend my head forward, so Tony hands me a portable, hang-glider "peep-vario" to help me stay up.



Mike and Tony Maufe in their BAC-7 at Terlet in 1992. (Photo: G. Saw)

THE BAC-7

AN EMERGENCY SEAT FOR CONTORTIONISTS

A rare bird is the English BAC-7: she is a single-seat glider with an "emergency seat" which, to enter, one has to be a contortionist. It has no radio, but instead, one can shout out of the open cockpit.

The English BAC-7 of 1931 is similar to the Grunau 8, one of the earlier two-seaters, which weren't really two-seaters: it was a single-seater with an "emergency seat". Whilst the pilot had a normal open cockpit, the co-pilot had to sit in a cramped position under the wing. Robert Kronfeld, in the mid thirties, – after he had to leave Germany because of his Jewish descent – swapped the passenger seat for an engine, and from the BAC-7 a single seater motor glider was developed.

Of the few examples made (31 actually, M.H.M.) of this "Kronfeld Drone" only two still exist-there are none at all of the original gliders. Two Vintage Glider Club members, Mike and Tony Maufe – father and son from Yorkshire – discovered a third Drone in a pitiful state. They soon decided to rebuild an original BAC-7 from the remains.

A wave from the tug pilot and we are off. First of all, a "push" on the stick is required because the ground angle is very high and, with a passenger, the BAC is so heavy on the tail-skid that the two-point position on take-off results in wing drop.

Hardly has the tail lifted than we are airborne. The non-differential ailerons remain initially central during take-off, a dropping wing being speeded up with a kick on the rudder, thus generating more lift. Already at 85 to 90 km/hr tug speed, above which the pilot is not permitted to go, I must push the stick forward with a long arm movement.

Meanwhile my passenger has gone very quiet – in the Nimbus 3d gliding is a very different business!

After the release, I am very pleased with the handling and lightness of the old two-seater. The rudder copes well with the drag of the non-differential ailerons. The vario bleeps and a look at the instrument panel shows the green ball of the Cosim vario indicates climbing. The front of the wing above my head gives me so much visibility that I can safely get into the centre of the thermal.

Despite the full load, the two-seater climbs very well. Soon we are at 4900ft, the maximum permitted height over Lasham. By flying in formation with a Grunau-like Slingsby Prefect, I am surprized at the performance of the BAC-7. At 35 knots we both have the same angle of glide. I did not expect this unstreamlined glider, with its ungainly undercarriage, to do this.

A good opportunity to complement the Dutch Prefect pilot on his warm jacket – we are clad in T shirts and are very cold. The "old-fashioned radio", without battery and microphone, functions well between our open cockpits in close formation.

After one hour of enjoyable flying, as they did it over 60 years ago, we return to land. Airbrakes are not fitted, but with sideslip the approach is very controllable. With some judgement of the right landing speed, the BAC-7 settles down with her two big wheels on the chosen place on the airfield.

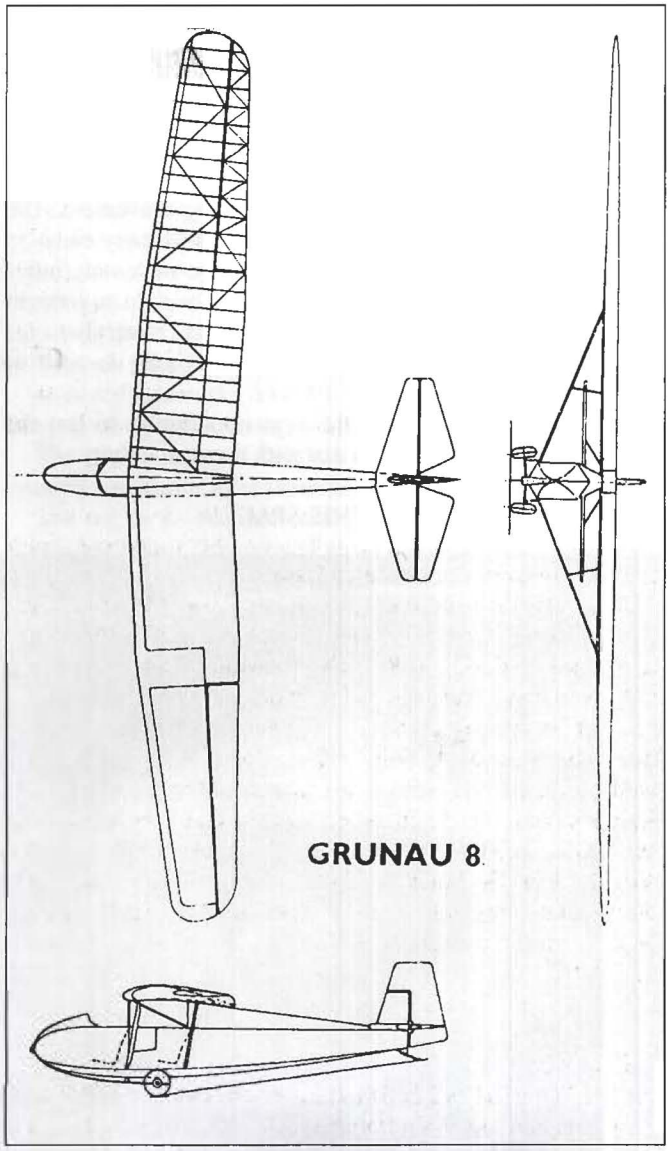
After normal touchdown on the main wheels the stick is pushed gently forward so that the fuselage remains nearly horizontal. This, in fact, prolongs the rolling distance, but it spares the tailskid and retains the effectiveness of the ailerons almost until standstill.

The fact that we are frozen stiff means that the exit is even more trouble than boarding but the acrobatics were well worth it. (Patick, my passenger, is also enthusiastic about the BAC-7, but I feel he will not advertise his glass ship for sale!)

Translated by Mike Maufe from an article by Jochen "Cassius" Ewald in "*fliegermagazin*" in October 1995. (With kind permission)



The BAC-7 was not the only glider which was difficult to get into. This photo by Bob Boyd shows Lofty Russell beibg fitted into the Falcon 1 at Lasham in 1994.



THE GRUNAU 8 *by Neelco Osinga*

The Grunau 8 was made with experience of the Grunau 6 in the Grunau Gliding School – developed by Wolf Hirth and built in the Schneider glider factory at Grunau.

The wing has a sweepback angle of 5 degrees.

This two-seater has a six-sided fuselage wholly covered with 3-ply wood, the skid simply mounting the suspended undercarriage.

A steel tube over the back seat connects the two main frames and is also the fixing point for the front wing fitting.

Despite this frame, the rear seat passenger has a good view to front and side.

The glider has dual controls and can therefore be used for tuition.

(It is believed that a Grunau 8 still exists in a Dutch Aircraft Preservation Society but not in an airworthy state. It was presented to them by Hein Schwing. Ref C.W.)

Book Reviews

MEMOIRS OF GLIDING AND SOARING 1933-1943 by Theodore "Ted" Bellak.

This is a soft back book, amply illustrated with photographs describing a very important part of American gliding history, by someone who took part in it and is extremely well written. A high point in the book is the author's June 1939 flight over Lake Michigan from America to Canada in the du Pont Minimoa that is now on display in the NSM. The book is well worth reading and keeping. It was printed in the USA by the Pine Hill Press,Inc.in 1995.

OUD HOUT OUD GOUD. (pronounced Out Hout Out Xout) "OLD WOOD, OLD GOLD." by our Dutch members, Wim Janssen Groesbeek and Neelco Osinga.

This, also, is a soft back describing all the Vintage Gliders in existance in the Netherlands, from Grunau 8 to "Phoenix"; (but it has omitted the Ken Crack "Moby Dick" Goevier 2. CW) It is well illustrated with photographs and good three view drawings of each type. These are accompanied by descriptions in Dutch, with data and names of owners. It is well produced and very worth having. Printer is Zalsman-Kampen and the Price is 35 Dutch Guilders + postage. (£14,00 + £3.00). Contact to buy the book is: Hans Disma, Vincent van Gochlaan 6, 3735 LR Bosch en Duin, The Netherlands. Tel: 030-6916145. fax. 030-6915222. (This is Hans Disma's new address.)

C. Wills

HISTORY

As in 1939, nearly all Polish sailplanes were taken to Moscow for evaluation, the main Polish Gliding sites being situated in the East of Poland, it was necessary in June 1945 to use a large number of German gliders and sailplanes to get the Polish Gliding movement onto its feet. Pre 1939 Polish types such as (IS-A) Salamandra, IS-B Komar (Gnat), Wrona (Crow) and Zaba (Frog) were built again from 1946–1950.

Tony Morris has done some very careful research work into aircraft on the Polish register, before and after WW 2. He has often visited Warsaw to do this. He has now very kindly made some of it available to us for publishing.

GERMAN SAILPLANES AND GLIDERS REGISTERED IN POLAND FROM JUNE 1945 to 1953.

From June 1945, the Soviet Red Army allowed the Poles to have 742 German sailplanes which were found on German airfields and gliding sites in Poland and in the new Polish territory annexed from Germany.

These aircraft were:

SG.38
85 built by Kaertner. Austria. (Then part of German Reich)
3 Kittelberger .. Bregenz. Germany.
63 Oberlerchner, Austria (Ostmark, then part of the German Reich
9 Schneider.. Grunau Germany.
77 Pander .. Holland.
31 Petera Hohenelbe Bohemia?
34 Ratjens (Hamburg)
15 Poznan Polish built.
3 Mragowo Polish built.
1 Lebert Polish built.
16 Katowice Polish built.
1 Pincow Polish built.
2 Gdansk Polish built.
Total = 371

282 GRUNAU BABIES .. of various marks (1, 2A and 2B) and some are called Jezyks (Hedgehogs) but Jezow is the Polish name for Grunau.
2 Kochmann.
23 . Petera.. Hohenelbe.. Bohemia?
222 Schneider. Grunau.
5 Unknown.
16 Polish built.
10 Jezow Polish built.
16 Poznan.Polish built.
3 Gdansk Polish built.
1 Ligolka Dolna. Polish built.
Total. 282

3 MOTORBABY
3 Edmund Schneider – Grunau.

1 GRUNAU 8
1 Edmund Schneider.. Grunau.

85 KRANICH 2.
50 of these were finished by 1952 as ZURAW 2s. 2 German Kranich 2s (possibly obtained from Grunau) were converted back from prone front piloted version. (Liegekranich). (Kranich=Zurav= Crane). 35 Kranich 2s were taken over from Germany in June 1945.

1 Home built ?
1 MEG ?
26 Mraz Chotzen .Bohemia.
3 Edmund Schneider, Grunau. (prone piloted?)
1 Karl Schweyer.
3 Unknown.
40 Polish built. at Gdansk. Finished in 1952.
10 Polish built at Poznan. Finished in 1952.
Total=85.

4 MINIMOAS
1... Goeppingen.
3...Schempp Hirth.
Total= 4.

1 RHEINLAND FVA 10B
1.. Schmetz Herzogenrath.. Aachen.

2 RHOENADLERS
2... Schleicher.

3 RHOENBUSSARDS.
2...Schneider. (Schleicher ? CW)
1... Unknown..
Total: 3

1 RHOENSPERBER
1 unknown builder (SP-148, Schweyer ? CW.)

2 GOEVIER
2 Schempp-Hirth.

12 WEIHE
1 DFS Darmstadt
10 Jacobs
(C.W. thinks this ought to read 11 Jacobs Schweyer.. ie. JS.) If the first is DFS, this could have been a 1938/9 DFS Weihe)
1 Schweyer,
Total: 12 Weihes.

21 OLYMPIA-MEISE
6 DFS Darmstadt.
13 Ferdinand Schmetz Flugzeugbau, Herzogenrath, Aachen.
2 Polish built.
Total: 21.

3 MU 13D
2 Schwarzwald Flugzeugbau.
1 Munich,
Total: 3

1 "Wundergleiter" (true type name ??)
1 Edmund Schneider, Grunau,Riesengebirge.
Total: 1.

The Zuraw 2s, (Kranich 2s) built in Poland by 1952 were known as the IS-Cs.(Istytut Szybownistwa = Gliding Institute) The IS-1 was the first Polish new design to be built after the war. One IS-1 Sep (Vulture) was built in 1947. 5 Seps were built in 1948. The first Bocian was finished in 1952. World Records flown in Kranich 2s were: Height above Release for two seaters: 8,122 metres on 1-12-50 by Brzuska/Parzecwiski at Jelenia Gora (Hirschberg, Grunau.) World two-seat goal flight records. 511.5 kms by Pakilewicz, Leszno- Warez on 19-7-51, and 541.3 kms Lublin- Hrubieszow by Popiel and Siemaszkiewicz in a Zuraw 2 on 30-7-53. These were the first world records to be set up by Poles after 1945. By 1953 ALL GERMAN BUILT SAILPLANES HAD BEEN REMOVED FROM THE POLISH REGISTER. Only the 50 ZURAW 2s (Kranich 2s) lasted longer (until the 1960s? CW). We can only imagine that the communist authorities wanted to fill the hangars with new contemporary designs, as the communists wanted to use Gliding for Aviation Propaganda, a National Sport and a means for discovering whether young men and women were suited for training as power pilots for military and state "civilian" aviation, as had the Germans.

There was the question whether young Polish pilots had flown the German types "as if there was no tomorrow." This could have happened also, as a Polish "ORLIK", which had been hidden during the war, only lasted two months!

The Aviation and Astronautical Museum at Cracow has kept the following German sailplanes: SG-38, Motorbaby, Horten 2 (damaged), Meise SP-380, Weihe SP-029 (could be 1938 DFS version CW.?), Rheinland SP-051, Zuraw 2 (Kranich 2) SP-1213, Zuraw 2 (Kranich 2) SP-1295, Rhoensperber SP-148, Mu 13D SP-824. Most, if not all, of the above need restoration, but a Zuraw 2 might be swapped for something needed by the museum.

It is a pity that no Minimoas are there.

WE ARE WAITING FOR SIMILAR INFORMATION AS THE ABOVE FROM CZECHOSLOVAKIA, and we hope to publish details of POLISH AND CZECH sailplane production after 1945 in a later VGC NEWS.

AN APPRECIATION OF RUDY OPITZ.

Chris Wills had the honour of meeting and talking with Rudy Opitz when he was at Elmira in July 1995. Rudy also flew Chris's Kranich 2 in very bad weather on the last day of the IVSM. Chris Wills has never met anyone who has done so much in the air, and yet is so modest.

Rudy mentioned much more than is written below, how he had flown a cantilever Condor 2a in the 1938 Rhoen Contest to 5th place, how he had unexpectedly received a new DFS Weihe for the 1939 Rhoen Contest as the Condor 2a with the all-flying tailplane, which gave "stick free" pitch stability, was not approved for cloud flying.

How the Lippisch team was very good to work with as they always did what the test pilots asked for. How one ME 163 had uncontrollable, but increasing, thrust as it approached its critical Mach number climbing through 20000ft; after cutting the motor Rudy had finally got it under control a few feet above the Baltic after it had reached 700 mph and lost most of its rudder. How, after the War he went to rejoin his family in East Germany, but was able to bring them all to the West.

Paul Rudolph Opitz joined the US Hall of (Soaring) Fame on May 14th 1994. The ceremony took place in the National Soaring Museum's Edward A.Mooers Community Room on Harris Hill, Elmira, N.Y. The award is given to those who have made "noteworthy contributions to the sport of soaring" as determined by the Soaring Society of America's Directors.

Rudy and Charlie Spratt joined 91 other members of the US Hall of Fame in the 25th year of the NSM.

Captain R. Boyce, a retired Airline Pilot, presented him. Here is an abridged version of his speech:

Paul Rudolph Opitz was born in Landshut, Silesia, not far from Grunau. His gliding career started in the late 20s on the Wasserkuppe. His own gliding club was at Frankfurt on the Oder, 70 kms S.E. of Berlin. After many 20 second Zoegling flights, he hoped for something better; he packed a suitcase and put it on a train and then cycled the 300kms to the Wasserkuppe. He flew gliders there all day and repaired them by night. It was here that his apprenticeship as a cabinet maker came in useful. All the soaring luminaries of the day were present. One of them was Kronfeld, thought to be the inventor of the variometer.

Opitz became a certified instuctor in 1934. During the next 18 months, in his spare time, he built his own glider. This was a Lippisch designed "PRAESIDENT", registered D-HABICHT, which was especially for cloud flying. Dr Lippisch, who was involved with the establishment of DFS, moved from the Wasserkuppe to Darmstadt in 1933, and took Rudy with him. From 1937 to 1940, Rudy test flew Lippisch's flying wings. With the beginning of hostilities in 1939, Rudy was drafted into the training school for troop-carrying glider pilots in the Luftwaffe.

Opitz, together with other glider pilots of the German elite, (including Ziller, Braeutigaem and Scheidhauer) took part during the opening phase of the 1940 European campaign, in the glider assaults on the Belgian River Meuse (Maas) bridges and the Fortress, Eben Emael. As this first glider-borne military operation was an outstanding success using only 40 gliders, the Luftwaffe started a massive troop-carrying glider building programme and Rudy was used as an instructor for the pilots.

During this time, Lippisch's rocket-powered ME 163 was being developed. Rudy knew that something was going on but did not know exactly what it was. He was telephoned by General Ernst Udet who, as a World War 1 fighter ace, had

afterwards become a German flying hero. Udet was at that time Inspector of fighter and dive-bomber pilots. Opitz thought that someone was pulling his leg as generals did not telephone lowly glider pilots, just to talk.

It seems that the ME 163 test programme was underway but there was only one test pilot, and this was the famous glider pilot and first world gliding champion, Heini Dittmar. There was a fear that, should Dittmar have an accident, the whole programme would founder. Thus, there was a threat to halt the programme unless a "back-up" pilot could be found. At the behest of General Udet, Rudy was to assume duties as its test pilot at Peenemunde. Rudy did not know that he would be flying a rocket-powered fighter. He told Boyce that it was an easy machine to fly but it was not easy to keep operating safely. Opitz remained with the ME 163 programme, particularly during the hot and dangerous development stages of the rocket engine. (Dittmar did have an accident during landing which put him in hospital for a long time and so Opitz had to lead the programme CW). He later became commander and instructor for the operational unit until Wolfgang Spaete took over. The project was plagued by so many technical, supply and political delays that it was very late in the war when the machine became operational.

In 1946, the US Army Air Force, as it was then known, drafted Rudy, along with other German pilots and rocket specialists (they included Werner Von Braun) to the USA. Opitz went to the Wright Patterson Air Base at Dayton, Ohio, where he did research on rigid-bar glider tow mechanisms. Boyce said at that time, Rudy was working with Dr August Raspet at the Mississippi State College doing research on low speed aerodynamics and boundary layer control. Around this time, the Horten 4a flying wing was brought to the USA (from England) and was in a serious state of disrepair (it was broken by Hollis Button during its first flight in the USA. CW). "Rudy got hold of it, repaired it and flew it in the '52 Nationals, but he'll tell you more about that". In 1956, he came to Connecticut's Avco Lycoming as a flight test engineer, retiring in 1975. "To those of us in the Nutmeg Soaring Assn," Boyce remarked, "Rudy has been a most important character; he has officiated as an FAA Flight examiner, given instructional flights and taught thousands to fly." Boyce added that Rudy also taught people responsibility and skills that can only come from someone who has them himself. Boyce laughed, "He taught me how to soar- which was not his most notable contribution."

Opitz holds US Diamond No 6 and International No 10. He delivered the 1988 Ralph S. Barnaby Lecture, addressed groups at the Smithsonian Air and Space Museum, and the US Air Force Museum. He is an honorary member of the Society of Experimental Test Pilots. Boyce said, "I'm very proud to present my friend Paul Rudolph Opitz as an inductee in the US Soaring Hall of Fame."

Amid a standing ovation, under a shock of wavy grey hair and with an etched face that would lead you to subtract 20 years from his octogenarian vintage, Paul Rudy Opitz stepped smartly up to the podium.

He said: "When SSA Director John Goods notified me that I had been selected for induction in the US Hall of Fame, it had never crossed my mind that I would be selected for this honour. But I am here tonight, together with my dear wife, Hanna, and my family".

Opitz recalled that when he came to the States as a German National in 1946, he had great difficulty in getting a licence. At Wright Field, where he was working on the rigid tow bar project, he met Paul Bickle and Floyd Sweet (Hall of Fame 1960 and 1963 respectively) and was invited to join the Dayton Soaring Society. It was then that Rudy learnt that the Horten 4a flying wing had been brought to the USA. "It was special to me because I had been heavily involved in flying wing research with Reimar Horten" he said. In 1940, Reimar was technical officer of Luftflotten Glider school No 1, where Opitz was in charge of flight training and they became good friends. "Reimar even managed to fit the Horten 4a into his military environment, using Luftwaffe shops and facilities." Rudy added.

Unfortunately, the man who brought the flying wing to the United States "dinged" it when he tried to fly it, Rudy said, "and could not find anyone or any technical school that had the know-how to rebuild it". The damaged Horten was trailered from North Dakota to Dayton. Opitz then proceeded to reconstruct the unique machine in another friend's chicken coup. It was a long chicken coup as the Horten's wing span was 65ft. It was finished in 1952, just in time for Dayton's Wright Memorial Glider Meet. All Opitz had to do was to get this beauty certified by the Cincinatti FAA...well almost all...

The Cincinatti FAA office passed Opitz's request to its engineering office in Chicago. After some administrative back (head? Ed) scratching, the FAA wanted a builder's statement or some proof that the Horten had been repaired in accordance with the manufacturer's specifications. Rudy explained that no proof existed this side of the Atlantic, and that most documentation was destroyed during the war. Further, he had been involved in the testing of the original ship. Opitz submitted a statement to that effect and the ship was duly licenced. (The Horten 4 referred to was LA-AC which was built in 1943 and was the 3rd of 4 built, and came to the RAE, via Robert Kronfeld, in 1945. After being damaged and repaired it was sold to Hollis Button in the USA in 1950, but is now, incomplete, in the Planes of Fame Museum in California. Ref Ed Maloney,)

His troubles were still not over.

The handshake agreement with Hollis Button, was that, after the ship was repaired, Opitz would fly it and insure it for the flying season, but Rudy could not find an insurer to underwrite the venture. Reporting the situation to Hollis, the flying wing veteran was told, "No insurance, No flight." The situation looked bleak. Opitz had just bought a house, a family increase was on the way and finances were strained. But he had to fly the Horten. "It was a risk I had to take", he emphasized. "Floyd Sweet graciously agreed to tow me. Everything went very well. There were some problems with directional stability on tow but I thought I could handle that if I bought a longer tow rope. "Hollis arrived the next day and met with Sweet and the Dayton Club's Board of Directors. They pointed out to Hollis that he had already lost his investment when the aircraft was wrecked. Now the Horten 4 was fully flyable again..." and all you can do is take a chance that you will lose it again." Opitz reported them as saying "Even then, at worst, you will be back to zero, where you started." Meantime, when the agreement was finally reached to let him fly, the Wright Memorial Event was already a day old. Rudy entered during the second day and was lucky enough to draw an early take-off slot. There were 40 entrants and there was only one tow-plane. "I wanted time to re-learn how to handle that thing," the new entrant said "it was not only a flying wing (with a different control system), it had also a prone pilotage cockpit".

He won the meet and he also won the next sailplane contest in Toledo, Ohio.

Then he took the Horten to Grand Prairie, Texas. Everywhere he went, the ship created so much interest that, at one point, "it almost got me in to serious trouble." Opitz went on to explain that the incident happened on an open distance contest day when everyone flew as far as possible. Opitz sliced out from the Grand Prairie starting grid in the flying wing, heading for Abilene. After several weather-induced course changes, he found himself over very rough and thinly populated country. "All of a sudden I heard engine noises. An aircraft came from behind, dead centre, not more than 100feet over me, the interloper went into a very steep climb and I recognized it as a T.28. They made another pass and the terrible down wash and the prop wash really battered me around...I was shocked". Again another pass... and another... "I was furious. I didn't know what to do." For the next pass, they lowered the T.28's landing gear and flaps to slow the ship down for a better look. Having lost a lot of altitude, Rudy started to scan the inhospitable terrain for a landing place. "Then, about two miles ahead of me, a very strong dust devil came to my rescue". When he came close to the ascending column of air, Opitz knifed the Horten into a steep turn, and climbed it in strong lift right up to cloudbase until the pursuer was lost.

"Incredible"...the speaker said, shaking his head, adding.."but then the UFO phobia was rampant in 1952 and few weeks went by without some wild story about a UFO sighting. The only thing that I could think of was that this guy (in the T.28) figured "here's one of them, maybe we can force that little green man from Mars to the ground."

While he did not make it to Abilene, because of his problems with the UFO hunters, Rudy, in the Horten did get 300 miles out to Midland and won a cash prize for being the first to land there. (Actually, during this contest, Rudy flew two flights of over 300 miles and one of 220 miles. (For one of the over 300 mile flights, Rudy gained his 500 kms Diamond..CW)

"I finished the contest in seventh position, but it was not the aircraft that was responsible," Opitz said.

He closed by saying "I am very proud of this very high honour and I want to thank all of you. If the good Lord will give me a little bit longer, and the good doctors will sign my medical again, I will be able to do a little bit more flying, and of course, soaring.... my first choice."

There was a picture of Rudy on page 17 of the last issue of the VGC News, but it was incorrectly captioned. It was, of course, "Rudy Opitz with Barbara Harding, (Jorg Ziller's sister)."

SUPPORT VGC SALES
read the blue pages

International News

BELGIAN

Faucheurs de Marguerites.

The AGM of the Belgian VGC (Faucheurs de Margeurites) took place on 25th November 1995.

Phillipe Goffaux was proposed as Administrator, seconded by the President and he was elected unanimously.

Firman Henrard was re-elected President.

The VGC's two International Rallies at Rana u Loun and Farkashegy were announced and it was hoped that the Belgian Club would be represented at them.

Projects for 1996 included basing a club glider in a hangar on the airfield of Saint Hubert for the maximum benefit of club members and the effort to organise a vintage glider rally in Belgium in 1996. Roland d'Huart proposed that the Belgian National Rally should take place on his private airfield and that authorisation for this should be obtained as soon as possible. The President wondered whether authorisation for this could be obtained. Sanitation, camping, responsibility, towplanes etc. would also have to be taken into account.

The annual membership fee of 600 fr. was decided on by the majority and this would go towards improving the brochure.

Members present included the Germans "Cassius" Ewald and Sandra Gillmeister.

The club glider to go to Saint Hubert will be the beautifully painted Ka-2b which took part at Oberschleissheim in the 24th International VGC Rally; see the picture on page 9. At this time, another Ka-2b and a Bocian are being restored. (Precis by C.Wills.)

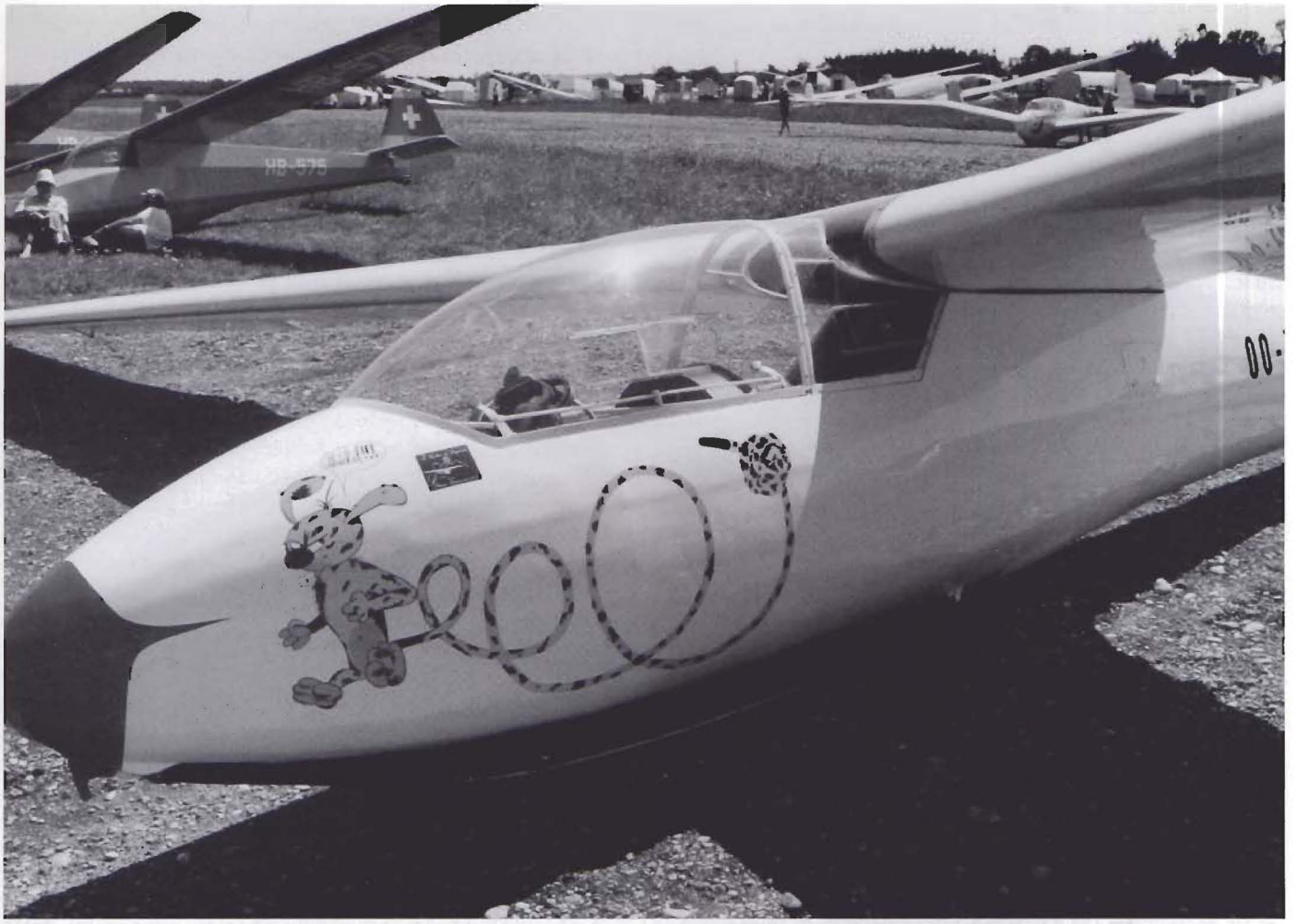
BRITISH NEWS

As from January 1996.

A short time ago, we mentioned that Jock Manson of the RAF had at RAF Hullavington, a Slingsby "CADET" (Mk.1 in military nomenclature).

We have now discovered that the RAF Bannerdown Club has moved and now this "CADET" has been restored to airworthy condition at Keevil by (among others?) one of the late Peter Dawson's sons. Thus, by the time this is printed, there should be two Slingsby "CADETS" airworthy in Britain. JOHN SPROULE, who designed it while working at Slingsby Sailplanes in 1936, as a "C getter" for British glider pilots, would have surely been glad to know this. The second SLINGSBY "CADET" belongs to Richard Moyse at Lasham. As of January 1996, this "CADET" is finished except for its struts. It has had its landing wheel removed to make it resemble in form one of the first "Cadets" of 1936. It is looking really good.

ANOTHER "HUETTER H.17A" has arrived to be restored to airworthy condition in Britain... this time from Zimbabwe. It has been brought into Britain by David Bramwell, an airline pilot who glides from Haddenham, Thame. (Upward Bound Trust). H.17a drawings have been sent him and we hope that it will be restored and airworthy by next summer. This means that there will be four H.17as airworthy in Britain, and a 5th, if it can be brought back from North Italy, where the Airline pilot Will Stoney flies it. With the one that has recently arrived in Denmark, we should soon be able to put up a squadron of them!!!



This picture of Firmin Henrard's Ka2b was taken at Oberschleissheim last year. This is the glider to be based at Saint Hubert this year. (Photo G. Ferrier)

DUTCH NEWS

Received from Peter Deege, Hilversum, dated 30-1-1996.

The T 31, damaged by damp, formerly owned by Brian Bull and syndicate of Benson, has undergone a very thorough overhaul and is almost ready to fly again. The last fittings are being installed in the fuselage and the winch-launching hook is being repositioned to give better launches. It is to be painted in a very special red, white and blue colour scheme. If everything goes well, it should be flown in the Dutch Easter National Rally.

A second Hilversum project is a Grunau Baby 2, which was built pre-war under licence in Holland. This restoration is making good progress also. Only its wings need recovering and then, after test rigging and adjustments, the project should be finished, after five years of work. The glider is to be finished "naturally" in varnished wood and transparent doped fabric. It will be a delight to see, and will almost certainly receive its original Dutch, pre-war registration. PH-102, after sixty years of being grounded. It will be the sole survivor of the Dutch pre-war fleet of gliders which is still airworthy.

FRENCH NEWS

as of December 1995.

From Francois Ragot we have learned that he is currently organizing the restoration of three vintage gliders. He is putting the finishing touches to his Mu 13D, he is having his "AVIA 40P" restored at Wycombe Air Park and he has almost completed the restoration in cream and transparent fabric of his "SPALINGER S.18-3". This S.18-3 seems to have been built in Switzerland as late as 1950. Francois bought it from a Belgian. It is, therefore, not one of the possibly ten (according to Francois) S.18s bought by the Sport Aeriens from Switzerland in 1941 to furnish high performance sailplanes for the then newly born French Gliding movement.

Until that time, AVIA 40Ps had been the only quantity produced high performance sailplanes in use by the French Gliding movement; they had been first flown in 1935 but production was continued together with Avia 151 and Avia 152 primary gliders during the war in France and Algeria.

In a short time, Francois will start restoring a fourth vintage glider. This will be the "RHOENBUSSARD" from La Ferte Alais and Buno Bonneveau. He has also a "MILAN" (a French "WEIHE") but we do not know what plans he has for this sailplane.

From the GPPA's bulletin No 49 of January 1996, extracted by C.Wills.

The Regional Musee de l'Air at Angers which is otherwise known as the Groupement pour la Preservation du Patrimoine Aeronautique, i.e. the GPPA is currently working on no less than 9 aeroplanes, amongst which are a T.6. (Harvard) and a Puss Moth.

Also, five gliders are being, or have been, worked on. The Fouga CM/13, No 01, F-AZHF, is a candidate for the Jean-Marie Le Bris Cup for the best restoration of a historic glider. Its dossier was handed to Jacques Lerat and Yves Pollet, of the Federation Francaise de Vol a Voile, during a ceremony to award medals to the GPPA on Sunday, 3rd of December 1995. The Fouga belongs to the Musee de l'Air et de l'Espace.

The fuselage of the Avia 41P, which also belongs to the Musee, was on display to those taking part in the 1995 Historic Congress of French Gliding held at the Palais de Congres in Angers. Work on its wings will start soon.

The Breguet 901, No13, F-CCCP, which is privately owned, is almost finished and is waiting to be painted, but there are some internal details still to be completed. It will be ready to fly for the next gliding season.

The Castel 301s, which belongs to the GPPA, will be on static display only and represents some magnificent work in the regional museum's workshop.

The Fauvel AV22, No1 F-CCGK, of the Musee de l'Air et de l'Espace has had the equipment taken out of its fuselage and is in the process of being "filled".The Fauvel AV 36, No 111, F-CBRK, which is privately owned, has returned to Angers and is on exhibition in the large hall of the GPPA's Museum. It is to be restored later.

As for the GPPA's other machines, the MS 505 "Storch" and the "Weihe" of the Musee de l'Air et de l'Espace at Le Bourget in Paris, the Potez 60 and the Breguet 904 "Ville d'Avrille" of the GPPA, and the private Foka and Air 102, are all airworthy but the winter weather has restricted flying activities, but this has been an advantage for the maintenance department.

GERMAN NEWS

In January 1996, the Restoration Team at ACHMER/ OSNABRUECK is still repairing their FW 44 "STIEGLITZ" vintage towplane, which turned over in a corn field during an emergency landing due to engine failure in flight last summer. The repair to the wing spars is underway. Everything else, including the Siemens Radial Engine, is already repaired. Hermann Hackmann's "MEISE" is being fabric covered. This was formerly Thoby Fisher's "Meise".

Progress with the two "KRANICH" wrecks from England (BGA 1258 and BGA 1092) has been slower than expected. The wings were being rebuilt in Bielefeld and the fuselage near the Wasserkuppe. The huge task is now to be worked on by the team at Achmer and it is hoped that one complete "Kranich 2" with dive brakes may appear at Achmer with transparent fabriced wings and natural varnished fuselage by the end of 1996.

The MUENSTER OLDTIMER CLUB, which was the first to come to support the fledgling VGC in England in 1973, is still in existence and is transferring its old fervour to the newer generation of glider pilots. It still has its GOEVIER 2, which is the last Goevier 2 in Germany. This aircraft, with its team, represented Germany at the IVSM'95 on Harris Hill, Elmira, USA. Its members restored in their workshop a French NORD 2000 "MEISE" for Al Uster's son in America. This aircraft also was at the IVSM'95.

The PETER OCKER JS "WEIHE" is now hung up on static exhibition in the Flugwerft, Oberschleissheim, exactly above where the opening of our 23rd International Rally took place. The Flugwerft exhibits some of the aircraft which belong to the German Museum in Munich. Peter polished his Weihe for many days before it was lifted upwards for exhibition. It will be let down again in the Spring for him to fly.

RESTORATION OF THE MU 13D-3, D-8876.

Abridged from a letter by its owner Heinrich Franz (Heinz) Bauer.

I was very surprised and overjoyed to receive a VGC Restoration Prize for 1995. Overjoyed, because it was a splendid climax to a restoration job which had had many ups and downs.

The first "Up" was when I acquired the glider early in 1994. Its C of A had run out three years before. An inspection of the wings and tailplane revealed fine craftmanship and that the wood and glue were still in good condition. During the year, there were many "ups" during the woodwork because I like working with wood. Then, there was the work on the metal fittings and the preparation for painting. After that was the final triumph when the glider was test flown for its C of A on the 7th May 1995.. In flight, the glider revealed very harmonious behaviour and an excellent performance at relatively low speeds;.. just the right ship for an elderly pilot's sentiments and gliding. If you don't believe me, ask Geoff Moore, he flew it at the Oberschleisheim Rally and tried it out.

Now for the "down" moments. Relatively small were the problems in the cockpit area. There were some small specks of rust on the steel tubes and more work was needed patching the many holes and defects in the fuselage's fabric covering. The real "down" point came without warning, when we were painting the fuselage. A strip of paper became wet during transport. This was covering the bearing axle holding the rudder to the fin. In the heat of the paint shop, nearly half a metre of rear fuselage fell off. You can imagine our dismay. Work had to start from the beginning again, partially dismantling, fitting and welding new steel tubes, recovering with fabric and painting. During the final jobs before C of A, we weighed the aircraft and, once again, we were assailed by another "down". To keep within the max. permissable flying weight, the pilot's weight would not have to exceed 68 kgs. (149.6 lbs). With its C of G at the aft limit, the minimum pilot's weight would have to be 75 kgs (165 lbs)!!! These limits gave us no hope of flying the aircraft. Help came from Rainer Karch, formerly Germany's representative on the VGC's International Rally Committee. He arranged a meeting for us with Hans Zacher, the Grand Old Man of the German Gliding Movement. After he had inspected the Mu, he made available his knowledge and authority to persuade the Official Board to raise the maximum and minimum cockpit loads. In return, I had to promise him that the Mu 13D-3 would take part in the 23rd International Vintage Glider Rally at Oberschleissheim. That is how I came to join the VGC. To my surprise, in Schleissheim, I saw so many gliders in superb condition and felt that as most of them were much better than new, I could not believe that mine was any better than they were. However, I am sure that your juries have more experience in judging than I have, and I wish to thank them very much for the Prize. I enclose a photo of my Mu 13D-3 D-8876 taken at its home field, Duerabuch, which is located 30 kms NW of Munich. The photo was taken on the 7th May 1995,just before its first test flight for C of A renewal.

I will end my letter with my best wishes to you and to all my known and unknown friends in the VGC and wish them a very Happy and Successful 1996. *Heinz Bauer*

The Mu 13 D-3 D-8876 took part in our first International Rally at Farkashegy near Budapest, when it was flown by our member Heinz Nierholz. We are very glad that it has found another good owner. D-8876 was built in Germany in 1943, so far as we know.

INTERNATIONAL VINTAGE MEETING
PAVULLO
LUIGI TEICHFUSS

CLUB ◦ AEREO
PAVULLO

Pavullo nel Frignano
Modena

AERO CLUB
CARPI

Provincia di Modena

Comunità Montana
del Frignano

Comune di
Pavullo nel Frignano

2° INTERNATIONAL VINTAGE GLIDER MEETING LUIGI TEICHFUSS

Dal 28 Giugno al 7 Luglio 1996



AEROPORTO G.PAOLUCCI DI PAVULLO

- Dal 28 Giugno al 7 Luglio:
  Raduno di alianti d'epoca
- Dal 5 al 7 Luglio:
  Raduno di riproduzioni di alianti d'epoca radiocomandati

Come si arriva a PAVULLO

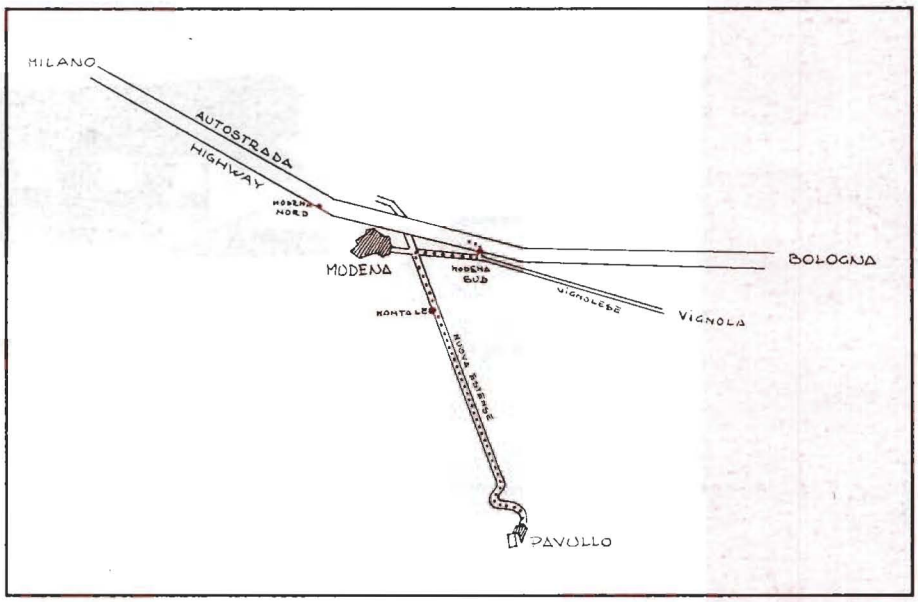
Uscire a MODENA SUD svoltare a destra direzione MODENA CITTA'
al primo semaforo (incrocio con tangenziale) direzione
PAVULLO ABETONE, diritto fino a PAVULLO.

How to reach PAVULLO

Take exit MODENA SUD
from the AUTOSTRADA DEL SOLE (A1) turn right
in direction MODENA CITTA'
at first TRAFFIC LIGHT make a LEFT TURN (NUOVA ESTENSE)
in direction PAVULLO ABETONE
go straight on to PAVULLO (about 50 Km.)

Wie kommt man nach PAVULLO

AUSFAHRT MODENA SUD
von der AUTOSTRADA DEL SOLE (A1)
biegen Sie rechst ab in Richtung MODENA CITTA'
an der ERSTEN AMPEL LINKS (NUOVA ESTENSE)
in Richtung PAVULLO ABETONE und fahren Sie geradeaus
weiter bis PAVULLO (ca. 50 Km)



Per informazioni rivolgersi a:
Daniele Bonvicini tel. 0536 324.767
Fabio Venturelli tel. 0536 324.935

For information please phone:
Vincenzo Pedrielli tel. 0362 630.293

Fur Informationen wenden Sie sich bitte an:
Frederic Fischer tel. 0041 719.430.79



INTERNATIONAL RANDEZVOUS '96

RANÁ U LOUN 29.7. - 4.8.1996

Preliminary Price List (1 GBP = 41,50 Kč)

FLYING:
Winch Launch.....150,- Kč
Aerotow 500 m.....500,- Kč
750 m..... 750,- Kč

ACCOMMODATION (one day):

Apartman in Clubhouse.....370,- Kč / two beds
1 bed in Old Clubhouse..... 50,- Kč
Tent or Caravan.....100,- Kč
Car..... 50,- Kč

GLIDERS:
Hangar.....150,- Kč
Trailers..... free

ENTRY FEE 50 Kč (not for entrants living on airfield site)

International VGC Rendez Vous '96 Preliminary Entry Form

PILOT

Fam. Name.....Chr. Name.....Membership Nc.....

Address:.....

Country:.....Other Crew Members (number only):.....

GLIDER .....From Year.....Registration.....

ACCOMMODATION

In Hotel for.....Persons

In Clubhouse´s Apartman for.....Persons

In Old Clubhouse for.....Persons

Number of Tents or Caravans.....

Date/Signed.....

Please send to Rally Secretary: **Josef Mezera**
Nálepky 2233
CZ - 440 01 LOUNY
Czech Republic

before the end of May '96



Heinz Bauer's Mu13D-3 which won a VGC Restoration prize in 1995 shown on its home field at Deurabach in May 1995. (Photo H. Bauer)

NEWS FROM JAPAN

Mr Shigeguka Honda has become a VGC member and has informed us that the Minimoa D-1163 recently acquired from Meunster now has the registration JA-2547 and is to be flown and kept airworthy by the Japan Students' Aviation League. A Mr K.Harada of the Tokyo Gohan Co. has told us of a Taka-7 (i.e. Grunau Baby 2) which is not airworthy. We gather that it is in a Museum. We welcome both Mr Honda and Mr Harada in to the VGC and hope they will enjoy it and stay with us for a long time. *(See picture of D-1163 on rear cover.)*

SWISS NEWS

From Hugo Roth in a letter 4.12.95. He, his brother Werner, and Phips Rothenbuhler have bought the Kranich 2b-1, HB-475 (NSFK registered LX-WJ from June 1943). It was among about 20 Kranich 2s "imported"into Switzerland before the war was over by the Swiss who got there before the French Occupation Force arrived in May 1945. It seems that it was built by the Swiss owned firm Kittelberger (see below) at Rheinau-Hoebert near Bregenz in Germany. It is interesting that HB-475 (LX-WJ) was built during the war to the prewar Kranich 2 design, at the same time as the later Kranich 2s with dive brakes and elevator trim were being built by Mraz in Bohemia and it is probable that the prototype of the later Kranich 2 was flown by the German Libyan expedition in 1939. HB-475 was sold to a club near Geneva, then to someone in Lausanne, later to an owner in Schaffhausen. It changed hands again and a garage owner displayed it in his showroom for a couple of years before storing it in his cellar, from where it has at last been rescued. There is some glue failure and it wil need a lot of attention before it takes to the air again. The fuselage is now stripped of paint and up to three layers of fabric in places. Basically it is the same as BGA 964 (Fv8226), SE-STF) which is airworthy in England except that it has a four part canopy, as has BGA 907 (Fv8214, SE-SPN) which is currently stored by David Braham in England.

This further production line of the Kittelberger Kranich 2 B-1s, together with the same version which was being built at that time in Sweden, and the possible 400 which were built by the Flugzeugbau Schweyer before the war could suggest that a total of over 2,000 Kranich 2s were built altogether.

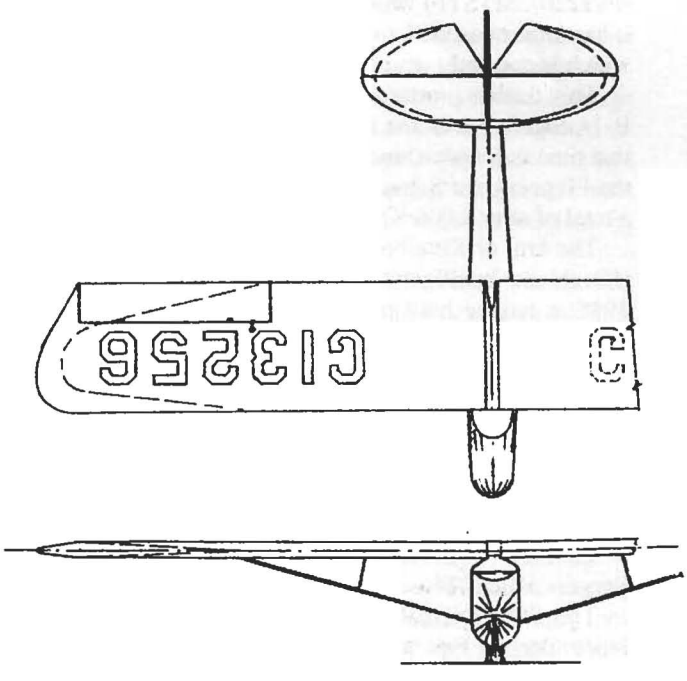
The firm of Kittelberger was targetted by the British CIOS (Combined Intelligence Objectives Subcommittee) Team in 1945 as having built parts for the 100 JS Weihes as well as complete Kranich 2s and other gliders. We believe that the French did mamage to remove parts for the Weihes to enable the firm of Victor Minie Aviation (VMA) to build 32 "MILANS" by 1952 after it was realized that the prewar Weihe had won the first two postwar World Championships in 1948 and 1950 against the latest French sailplane designs. The Milan, of course, is an exact replica of the Weihe.

Cheesly's CASTEL C.25S has been sold to a friend of Ulli Seegers called "Mose".

The SPALINGER S.19 HB-225 was sold (including its bus/trailer) to Fips and Mugg Rothenbuhler who have been present at nearly all our Rallies with Werner and Hugo Roth's Spyr 5, HB-309. Their daughter Christine is now flying a Ka-6 but one day she will be flying the S.19!



The Kranich 2B-1 in its post 1943 markings which is being restored by Hugo and Werner Roth and Phips Rothenbuhler. (Photo: T. Heimgartner, lent by C.W.)



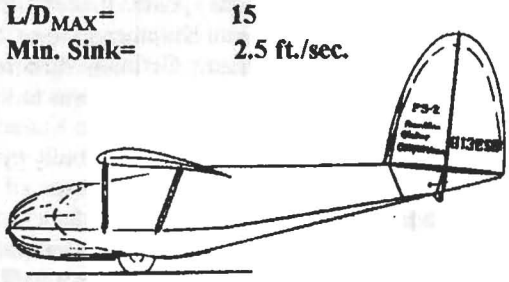
FRANKLIN PS-2

"Primary and Secondary Too"

Drawing by Felix Chardon

SPECIFICATIONS:

Span=	**36 ft.**
Area=	**90 ft.²**
AR=	**5**
Empty Weight=	**220#**
Payload =	**180#**
Gross Weight=	**400#**
W/S=	**2.2 #/ft.²**
L/D_{MAX}=	**15**
Min. Sink=	**2.5 ft./sec.**



USA NEWS

BOB GAINES in Atlanta, Georgia, is working on his "RHOENBUSSARD". This was found by Jochen Kruse in Argentina, hung up in a car sales-room and painted black. No-one had any idea what it was and it was hung from two big bolts around its wing spars. Bob Gaines has discovered that it was built in 1936 by the TROMMER-MICHAEL Flugzeugbau at Markoranstaedt near Leipzig. Does anyone know about this aircraft factory? Bob wishes to paint it in its original German Markings and colours. Can anyone help him?

Bob's fleet also includes a Condor 4 and a Rhoenbussard from Argentina, and the JS Weihe formerly BGA 639 (ser.no 00078), G-AJMG, now registered N1900M. This was one of the three JS Weihes rescued in June 1945 by P.A.Wills from the Wasserkuppe. Bob also owns a Ka3 and an EoN Olympia which was once owned by Thoby Fisher and others in Britain in 1949. A strong US Team with a glider is planning to visit Farkashagy for the 24th International Rally in August and Al Uster is also hoping to be there with his WLM 2.

THE FRANKLIN PS-2 MAKES IVSM-95 WITH MINUTES TO SPARE by Jack Wyman. Extracted from "Bungee Cord" Vol.XX1 No.3. Fall 1995 with kind permission.

The story begins in the late 1920's when the Franklin brothers, R.E. and Wally, of Ann Abor, Michigan developed the world's first production sailplane, the Franklin PS-2 (Primary and Secondary Too). They manufactured some 55 planes over a four year span in nearby Ypsilanti. PS-2s were the leading American sailplanes of the 1930s for both training and competition. They won the National Soaring Meets on Harris Hill in 1930 and 1931 (Al. Hastings) and 1933 (Stan Smith).

Chuck Franklin (R.E.'s son) soloed in a PS-2 in 1940 at age 11, and has been active in Michigan soaring ever since. He has introduced hundreds of people to soaring: Joe Feather and I are two of them. In 1982 Joe and I invited ourselves to work on Chuck's PS-2 which he had acquired in 1949, and had intended to restore some day. With more optimism than experience, we began to collect parts. There was one wood wing (very non-airworthy), several ailerons, (ditto), a steel tube fuselage, which looked OK, and one set of tail pieces, a dozen struts in various stages of completion, boxes of rusted fittings and many old instruments, including a spring-loaded stainless steel pin-wheel, which in the late 20's was an air speed indicator. There were also factory fixtures, photos and clippings from the 30s, paperwork identifying our pile of parts as serial number 112 and registration number 451Y, and of course, Chuck himself. Not a bad beginning. On the other hand, we all had full time jobs and flew our "real"gliders on most spring, summer and fall weekends. That left winter weekends, and our workspace was my old, unheated, single-car garage. Work fizzled out after about a year; looking back on our notes, we seemed to have spent more time talking and eating than working. This is easily explained; from the beginning my wife Dody has been, and still is, an essential part of this project. But she also happens to make terrific pesto, and she never spares the garlic.

Nothing happened with the PS-2 for several years. Meanwhile, Dody and I had moved to a house with an 18ft by 28 ft recreation room, and Joe had acquired a 2.5 by 16 ft work bench. Eventually, the wheels began to turn, and in 1992, we talked about restoring 451Y, "this time for sure." The workbench and the recreation room became the Glider Factory. We weren't satisfied with some of our earlier work, so we decided to start over (again CW.). We ordered sitka spruce stock: four boards at $100 each, and 12 months delivery. (What do they do, plant the seeds when they get the order?) We built new ribs on the original factory fixture, a 1/4 inch thick, 12 by 60 inch steel plate, with some 50 locator pins; another piece of soaring history from Chuck's basement. We had original turnbuckles for the drag and anti-drag wires but some of the threads were worn, and they looked their age, so we ordered new ones: what's another $100 when you're having fun? (we had previously ordered all new hardware, so we were pretty well committed by this point). We used the original steel fittings for the most part, after sand blasting and epoxy priming. We made new struts from original stream-lined tube stock, and new aileron hinges from scratch, using old ones as models.

Joe and I worked one, sometimes two, evenings most weeks, and part of most non-soarable Saturdays, so we made good progress, but it was obviously going to be a long time before flight testing. During the summer of 1994, we heard about IVSM'95. We sent in our application, not really expecting to be there. Around New Year's Day, 1995, we had a serious discussion about the project: it had been taking up space and time for 13 years and was beginning to smell like a dead albatross. It was time to finish, or give up. We figured that IVSM'95 was the perfect deadline: important enough to take very seriously (probably a one time chance to participate), and far enough off that we still had a chance to make it. Work began to accelerate exponentially, as did project stress. We now had two conflicting goals: to make a perfect PS-2, and to meet the IVSM'95 deadline. We managed to compromise, sometimes just barely, on hundreds of details: our working standard became to make everything "perfect enough".

Early on, we had taken everything apart, and had all the steel parts, including the fuselage, sand- blasted and epoxy primed. By March, Joe and I were still working on the wings, and it was obvious that we needed help, so we enlisted Chuck to help reassemble the fuselage and tail. The wings and ailerons overflowed the Glider Factory, so Chuck and Joe worked on the fuselage in Chuck's garage, 25 miles away. This distance added to the suspense of the wing/fuselage engagement, and made for several late night calls to measure things "just once more".

On June 14th, we brought the fuselage to the Glider Factory and joined the brand-new wings to the as-good-as-new fuselage. We put in the canvas seat and each of us, Chuck, Joe, Dody and I, test-flew the PS-2 in the driveway. Each flight was perfect. Now all we had to do was to cover

SKYWAYS
THE JOURNAL OF THE AIRPLANE 1920-1940
Leo Opdycke, *Editor*

W·W·1 Aero
THE JOURNAL OF THE EARLY AEROPLANE
Kenn Rust, *Editor*

W.W.1 AERO (1900-1919), and SKYWAYS (1920-1940):

our two Journals, which contain:

- information on current projects
- news of museums and airshows
- technical drawings, data
- photographs
- scale modelling material
- news of current publications of all kinds
- historical research
- workshop notes
- information on paint and color
- aeroplanes, engines, parts for sale
- PLUS: your wants and disposals
- PLUS more...

Sample copies $4 each.

Published by: WORLD WAR 1 Aeroplanes, INC.
15 Crescent Road, Poughkeepsie, NY 12601, USA (914) 473-3679

and paint the plane, get it licensed, and learn how to fly it for IVSM in one month. Yipes !

Fortunately, we had stumbled on to a major source of help several months earlier when we had asked a friend where to find a tyre for the PS-2. Brian VanWagnen, who has nearly every ticket offered by the FAA, suggested some leads, but more importantly invited us to use his shop, hangar and coaching to do the covering. So, on June 19th, we took our PS-2 skeleton 20 miles West to Brian's place and settled in for what turned out to be a solid month of 14 hour non-stop days. On-the-job training included turnbuckle safety-ing, fabric doping (Stits), heat shrinking, "booger frying" (smoothing out fabric bumps with a modelling iron), rib-stitching, taping, masking and sanding. The little PS-2 sucked Brian into the project more than he had planned, and he ended up doing all the painting.

In the midst of this, I came down with what was much later diagnosed as atypical bronchitis, or, as the doctor gently put it "I don't think you've got Legionaire's disease". My voice dropped an octave or two, so my sick calls to work were very impressive. I've always been a responsible patient on those rare times when I've been ill, but 451Y woundn't allow any sick time. Joe and Dody got the bug later but not as bad. By now, Chuck was on the project nearly full-time, which meant that we now had three "experts" instead of only two, and each of us generally had differing opinions on pretty much everything. Dody was also involved with much of this work as was our friend Lach Ohman (formerly of Dick Schreder's shop), but they both managed to side step the prima donna problems. There's probably a lesson there somewhere. One day, when tensions were particularly high, Chuck showed up with a package from his sister, Joan: T-shirts with the 1930 green and black logo of the Franklin Glider Corporation. Perfect timing to get us back on track. We wore those shirts for nearly the whole week at Elmira, between washings of course.

Chuck had picked out Cuby green as being nearest to the trim colour he remembered from the old days. When we opened the first can of green paint, its brightness made us wince. We could probably night-fly with that green. It simmered down somewhat after mixing, but there was still a lot of snickering from the side lines. On the next day, the "Fuji" airship dropped in at Brian's for a visit. The "Fuji" colours are cream, with black and green trim (the same green): end of snickering. At this point I have to admit that we took a two-hour break from the project to go for a ride in the airship and I can report that while it is heavy on the controls, its response time is not as slow as I'd heard. Sort of like learning to fly on tow, but in molasses instead of in air.

On July 13th, three days before IVSM'95, the FAA came out for inspection. Somehow, through a combination of our original PS-2 paperwork, the original Franklin serial number plate (*112) and Brian's rapport with the local FAA, we ended up with a Standard Airworthiness Certificate. Whew!

On July 15th, the day before IVSM'95, Joe and I were assembling the glider for its test flight, triple checking the multitude of cotter pins, and just trying not to break anything. It was hot and humid with a good chance of late afternoon thunderstorms, but we figured we'd be ready for Brian to fly by 2 pm.(neither Joe nor I were in any shape to fly anything and Brian had more than earned the first flight). We called a few friends and continued to work as they trickled in. Half the "Fuji" crew arrived and helped with one last pre-flight inspection and we rolled the little ship out of the cool hangar into the muggy afternoon. We took pictures and videos, congratulated each other, and then there was nothing else to do but tow out to the 1800 ft grass strip. We had planned to do a series of autotows, and then aerotows behind a Maule at 50 mph, but the Maule was in for its annual (inspection CW) and time was running out. We called Mike Rossettie with his Callair and asked for a slow tow. We strapped Brian in, complete with his Franklin T-shirt. We stepped back, held our breath, and against a backdrop of dark clouds and approaching thunder, watched the first Franklin flight in forty-some years. After a flawless landing, Brian declared her "Perfect. Flies like a 2-22. Don't change a thing". By then the storm was close, so any thoughts that Chuck, Joe or I had of flying were put to rest. We towed back to the hangar, swapped more congratulations, took more pictures and then everyone disappeared. Joe and I worked until midnight adapting a borrowed Ka-13 trailer to accept the PS-2. Five foot constant chord wings are amazingly big when you try to stuff them into a tapered trailer. The next day, Sunday July 16th, we drove to Elmira and arrived just in time for the opening ceremonies. It's not every day you get to see Chris Wills ring his brass bell to officially open an International event. Two days later we flew 451Y off Harris Hill. Brian was right, she's perfect, no problems except for Chuck, whose long legs got tangled in the stick. The open cockpit is a treat. I used the visibility to keep tabs on strut fittings and safety pins. As the adrenaline subsided during my first flight, I heard a new soaring sound- a train whistle from Chemung Valley, a half mile below. After some 500 hours in the Schuemann Libelle, landing the PS-2 was sweet.. With a gentle head wind, touchdown onto the brow of Harris Hill must have been around 10 mph. The runout was so short and quiet that it took me a second to realize that the flight was over. Maybe all our work was going to be worthwhile.

It began to sink in that we had done a really good job on the plane, and that the Franklin is historically important, not only in the U.S, but in the world. The PS-2 was mass produced before the Rhoenadler, which is generally listed as the world's first production sailplane. The final touch, of course, was to win Best Restoration at the awards banquet! As I said, it was one hell of a ride.

So, what next? There are some details to finish, some trim colour to add (more green), a trailer to build, and then we will fly it occasionally, and eventually donate it to a museum. But for the time being, we continue to pinch ourselves. Did it all really happen? Did we really survive? Unbelievable!

Postscript: A month after IVSM'95 concluded, Peter Smith showed us his father's early log books: Stan Smith won the 1933 National Soaring Meet on Harris hill in G451Y! Incredible!

The above is the extraordinary account of how one of the world's oldest gliders was made airworthy, spurred on by the forthcoming IVSM. Both it and the Baker McMillen Cadet 2 were built and flown in 1930. It is a question of weeks or even days as to which of them flew first. Last seen, the Baker McMillen Cadet 2 was on static exhibition in the NSM on Harris Hill. We don't know if this is to be permanent.

In the NSM's Store was a very original Goeppingen 1 "Wolf", a long aileroned Huetter H.17A (maybe the long aileroned and long nosed H.17a's were an American version ?), and a long spanned, high performance(!!) very original Baker McMillen Cadet. All are in need of restoration but, when this is done, they will be very worthy exhibits in the NSM.

Chris Wills thought that the NSM is one of the most beautiful and well thought-out gliding museums that he has ever seen.

Prize for the greatest trailered distance should go to Dean Carswell, a Scot who lives in Texas. He, and others, brought a T.21 in Air Cadets colours all the way from mid Texas to Harris Hill in two trailers. The journey each way took five days!!!

The Harris Hill weather did not reward him, but the spirit of the occasion and the soaring personalities present, made the Meet an occasion which will never be forgotten. The following week gave fine weather on every day for a regional contest.

Another IVSM is being planned on Harris Hill for five years' time.



The Swiss Karpf Baby built during World War II. (Photo: P. Egger)

Eleven Rallies in 1996!
see inside front cover for main rallies

ROBERT FLEMING INSURANCE BROKERS (UK) LIMITED
Staple Hall, Stone House Court, London EC3A 7AX. Telephone 0171 621 1263

OFFICIAL VINTAGE GLIDER CLUB INSURANCE SCHEME

Various types of coverages are available for Vintage Glider Club Members.

For competitive premiums matched with experience and reliability, please contact:

Graham Roberts, David Bacon or Neil Drogman
on
Direct Line – 0171 621 8276
Fax – 0171 623 6175

Rallies in 1996

The UPWARD BOUND TRUST will be holding the usual KIRBY KITE RALLY at Haddenham and other members are welcome; it will be between 4th to 6th May. Contact; Peter Chamberlain Tel 01525 378901.

The next GRUNAU BABY RALLY (the 17th BABY TREFFEN) is to be held from the 24th – 27th April (Whitsun) 1996 on the Flugplatz "Lilienthal" at Lachen-Speyerdorf. This is the Flugsport Verein Neustadt an der Weinstrasse and is not far from the Rhein near Ludwigshafen and Speyer. Contact is: Gerhard Rapp, Landauer Strasse 15-17, 67434 Neustadt/Weinstrasse. Germany. Tel: 06321/35705. telefax: 06321-81664. This is one of the major wine growing areas of Germany being by the hills of the Rhein Valley.

A RALLY at JEZOW SUDECKI? The suggestion for this has come from Wilhelm Geiger. This is the historic German gliding site of GRUNAU which was started in 1921. It is, of course, where Edmund Schneider originally built the Grunau Baby and where the Moazagotl wave cloud formed behind or over the Riesengebirge (Giant mountains) and where the Poles set up a world two-seat Gain of height record of over 8,000 metres in a Kranich 2. 1996 will be the site's 75th ANNIVERSARY. There is the hope that one year the Baby Treffen (Grunau Baby meeting) will be held there. It was also suggested that owners of other Grunau Types such as Grunau 8s and Grunau 9s etc. might like to take part. The Poles do have a gliding operation there at the moment. Should anyone like to take the matter further, they should write direct to: AEROKLUB JELENIOGORSKI, WYCZYNOWY OSRODEK, 58-50 Jelenia Gora Lotnisko ul. Lomtniska, POLSKA /Poland.

ELLIOTTS of NEWBURY RALLY 1996. This is to be held at Lasham from the 25th-28th July. Contact is: Ray Whittaker, 8 Hamilton Road, Church Crookham, Fleet, Hants. Tel: 01252 (Aldershot) – 614684.

1997 will be the 50th Anniversary of the first flight of the EoN "OLYMPIA". 150 were built and at least 30 are said to be still airworthy in Britain. It is planned to celebrate the event with a mammoth International "OLYMPIA" Rally at Lasham during 1997. NORD 2000 and "MEISE" owners are to be invited to take part with their machines also.

VINTAGE CROSS-COUNTRY JAMBOREE. In France at LE BLANC from May 25th – June 2nd. This is for all vintage gliders and vintage cars in order to recapture the spirit of the old days (1930s?) Prizes will be awarded. Contact: Graham Saw, 16 Prince Andrew Close, Maidenhead, Berks. Tel: 01628-776173.

5TH OLDIE RALLY from 16th August to 25th August. Luftsportverein Gundelfingen v.V. (on the Danube) Contact: Wolfgang Schaeffer, Westpreussenstrasse 11, 89423 Gundelfingen, Donau, Germany. Tel 09073-2503 Home or 08224-9980 Business.

A RALLY FOR MG 19s will be held from 18th August to 25th August at Micheldorf, Austria. Contact; Mario Sells, Bauserweinalle 123, 80999 Munchen. Germany. Tel & Fax 089 812 0094

Letters

From a VGC Sales Person

The expected rush of mail orders triggered by the Blue Pages of the latest issue of VGC News has turned out to be remarkable in the following respects;

1) All correspondents used the current order form, with current prices and the current range of goods and Technical Articles;

2) They all extended the prices, and added the totals correctly;

3) They all allowed for the correct postage – indeed, in one case, a little more;

4) They all made out the cheques correctly, and dated them *January 1996!*

Is this a record?

From Geoff Moore

Dear friends, I should like to express, through the Readers Letters of VGC News, my thanks for the kind wishes from all those who have contacted me since my retirement from the Committee on December 31'95.

As an officer of the club for the past fifteen years, it has brought a great deal of pleasure and a great opportunity to make many, many friends here and abroad.

We have the world's greatest gliding club, in protecting, recording drawings & photos, preserving, building and flying old gliders. We are fortunate in having many Inspectors with high calibre skills unique to ourselves, to keep old gliders airworthy, and long may it remain so, giving pleasure to lots of other people, so creating a family allied with the same bond.

I wish to congratulate Austen Wood, of long standing membership, on his appointment as the new club Treasurer. See you all soon on the flying field.

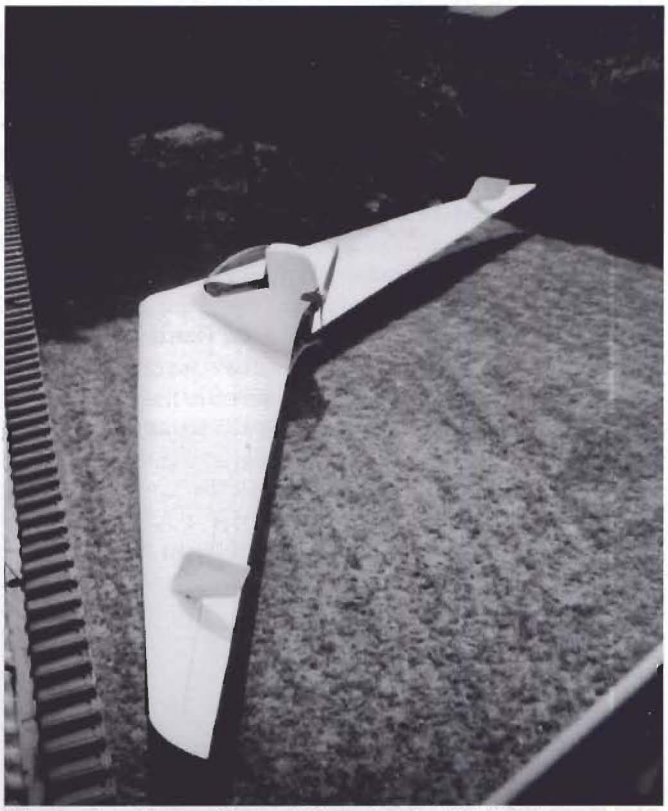
From Reinhold Stadler dated 18.11.95.

(Rheinhold is a young Austrian from Salzburg who works near Munich. His special study (Thesis) was the calculation of lift distribution on the Horten 9 (GO.229) jet fighter's wing. He was also giving all his spare time to producing the necessary paperwork and calculations to allow the PUL 10 side-by-side, two-seater, powered ultralight Horten flying wing to be flown in Germany. Hitherto, it was built in Germany but had to be flown in Italy ! He is also going to help with the new Horten Ho 4a, which is to fly)

"Dear Chris, As far as I know, the team around Uwe Schmidt is building the workshop in which to build the new Horten 4a. After our meeting in Berlin, I sent him a set of copies of structural calculations, aerodynamic theories and so on. But, for the moment I think that the work on the aeroplane is on hold as long as there is no workshop ready or enough money available.

By the way, they were at the Flying Wing Symposium in Scheidegg this December. Also there, was Mr Schaeffer, who presented his Project "Aachen". Work on this is going quite well, and it seems to be a very impressive aeroplane.

The fact that up to now, only powered Hortens are flying, might be because it is difficult to realize a competitive flying wing sailplane as there is not sufficient data available. Some of the planned and realized projects (model aeroplanes included), are sticking to the Horten design concept more than Horten himself did. He was free to accept that with new theoretical background, a successful development of his theory was possible and useful.



The Aachen Motor Glider (Photo lent by C. Wills)

Nearly all the present Horten fans are using his "old" principles without any further revision. They even design aeroplanes using a true bell-shaped lift distribution with their calculation tools. Horten used his bell-shaped model to design a good aeroplane using simple methods not taking in to account sweep of the wings. The accurately designed Horten aeroplanes, in reality, flew with a lift distribution lying between the bell and the ellipse. As I have found out for the PUL 10, the induced drag here is only about 22% higher than the ellipse in the design point.

All these things will have some effect if you design a clean competitive sailplane. For the motorized version, it will be compensated by engine thrust.

Anyway, to have a good flying sailplane you need high Aspect Ratio, that is true.

The PUL 10 has a preliminary licence for the moment and work is still going on. A special task was to test the Centre of Gravity in flight. For the moment, the design team is making money to continue their development.

If you want to fly some vintage Hortens, I think that you should stay in contact with Uwe Schmidt. His Horten 4a will be the closest approach to wooden sailplanes. Of course, the "Aachen" is also wood and steel tubes (as the old Horten designs were. CW.). but they plan to build the production aeroplanes using composites.

Last but not least, there is another Horten Meeting planned in Berlin. For the moment, I do not know the date, but I hope to be there.

From "Cassius" Ewald (on a Christmas Card).

Sandra went solo and had winch and aerotow launches at Lasham on the same day. We stayed at Lasham for a week's

holiday in October. We included a visit to Rufforth and flew the "Super Himango" (Rotax-RF-10)... a very comfortable, fast and easy to fly Motorglider. In Germany, I flew the Project "Aachen" microlight flying wing motor glider. This is the last aircraft in which Reimar Horten was involved. It is a very nice aircraft which has interesting but gentle spin characteristics. I would like to fly a Horten 4a !

All the best, "Cassius" and Sandra.

C. Wills writes. All original Hortens were supposed to have bell-shaped lift distributions over their spans which means that there is no lift at their wing tips. The wing tip profiles are symmetrical to produce no lift. They are even geometrically and aerodynamically washed out. All this adds up to Horten wing tips not contributing to an aircraft's performance and the loss of two points of L/D in exchange for absolutely stall-proof flying characteristics. The Horten brothers felt the bell-shaped lift distribution, with its area of maximum lift in the centre of the wingspan and no lift at the tips, was worth it for safety, and this was their basic theory.

One hears of a Horten 4a having a wing tip cut off by a wire while it was on final approach. One does not know how much of its aileron was left. The other wing tip was modified to suit and flying was continued.. flying characteristics were still described as safe although pilots preferred flying the other Horten 4a s for their better performances at low speed. That "Cassius" was able to spin the "Aachen" at all, means that perhaps its wing tips do lift, and have drag. The slightly lifting tips could improve its performance ?

From Jim Robson

In 1944, the Sailplane and Glider magazine re-appeared after a slight lapse due to the wartime conditions. They had a somewhat insipid cover of a grey photograph of the ground overprinted with a number of reddish isobars. At the time, I was at Dyce converting on to PRU Spitfires. I thought the magazine deserved something brighter to stand out on the bookstalls, so I did a rough proof and submitted it; they asked if I could supply them with more designs, which I did, and to my surprise I received 5 guineas per cover! The original design appeared on the June 1944 issue. As the cover designs had to be prepared some months in advance of publication date I was gratified when the May 1945 cover showed a white V sign of searchlights with silhouettes of Hadrian gliders etc. Rather prophetic, I thought.

After the war, I ran No 31 Gliding School Unsworth for the ATC until I moved to Ouston 1953-4.

The RAF Reserve School closed down and I gave up flying until 1974. I had just married my childhood sweetheart, Bunty, after a lapse of some years as a widower. Bunty has the philosophy of "anything you can do I can do.."so she wanted to pilot an aeroplane. I thought she was a little old for power flying so I suggested gliding, but, no, she wanted an engine. At the time, Stuart Morison, my cousin, whom I had taught at Unsworth, was gliding at Lasham, so we went to see him at Christmas 1974. As the field was snowbound we wandered around the hangar and came across a Falke. I said it had an engine, she sat in it, and was "hooked". So we booked for a course in the summer of '75. I thought I might be a little rusty after 20 years grounded so I chose the Intermediate level, and Bunty, the Ab Initio. (Actually, I found that it comes in the same category as riding a bike, you never forget). However, no doubt due to her age, (59), they were a little cautious and at the end of the course she still hadn't gone solo, although if she had been a pupil at Unsworth I deemed her quite capable! I had, in addition to a B 2 seater Instructor category, an A2(E) RAF qualification as a Flying Instructor, having amassed some 2500hrs teaching pupils on Magisters and Tigers at No 15 EFTS). She seemed disappointed, so we booked in for another two weeks in 1976. On arrival in the club house, our entry was greeted by a cry from Dick de Casalis sitting at the bar of "Good God, its the geriatric ward again!"



Mike Birch's Krajanek seen at the Old Sarum Rally by Martin Simons.



An LF-109 'Pionyr' two seat trainer glider from the 1950s. (Photo: J. Mezera)

However, this time she obtained her A and B certificates, and I got my Height and Duration for Silver. Unfortunately, I never did manage a cross-country, although we both became members of the Yorkshire GC. We had to stop in 1984 due to Bunty's osteoporosis and my arthritis as we found it difficult to climb into the aircraft. At 84 years of age I still keep up my interest by modelmaking, (which I have done since 1924) including a 10ft span Minimoa which was hung in the bar at Sutton Bank, and an 8ft "Wolf" which flew quite well. (I met Wolf Hirth at Saltzgutter in 1947 when I had a busman's holiday at the RAF Gliding School.)

For myself it has been something of a dog's dinner of a flying life. I taught myself to fly on a Dagling when we formed the Durham Branch of the YGC at Whitburn, Sunderland, in 1938. In 1939 I got my C (No 995) at Sutton Bank in the Hols der Teufel, then 5 years or so in the RAF with a mixture of Maggies, Tigers, Masters, Harvards, Hurricanes and Spitfires; then the ATC school. I have a log of some 21 types including Falcon 1, Falcon 3, Gull 1, Gull 2, King Kite, SG38, various Cadets and Grunaus, Blaniks, 4 Ka's (the best one was the Ka8), Pirat and Pilatus. HAPPY DAYS.

(By a strange coincidence, I read a mention of Jim in the "Aeromodeler" the day after I receieved this letter. They published a picture of his model of the "Brocker"—which came second at Itford Hill in 1922 and was made for a total of 18 shillings and 6 pence, from the fuselage of a Bristol Fighter and the upper wing of a Fokker D 7, each of which cost 5 shillings as war-surplus! Ed)

Harald Holdswoth has once again sent Chris Wills a valuable letter commenting on the last VGC News; we wish we had room to include his whole letter as it is so interesting. Harold is now 87 years of age and can clearly remember a very important time in British gliding.

His first point, it was before, and not after, WW2 that Edward Mole flew his 147 consecutive loops in Egypt in a Hungarian M22 sailplane called "Turul".

Secondly, the Chilton "Olympia's" fuselage was built during late 1944 and 1945 in great secrecy, because everyone was supposed to be on war work.

Origins of the Olympia in England. Dudley Hiscox seems to have had charge of the German "Meise" drawings, which had been distributed by the D.F.S. in 1939 so that all countries interested in taking part in the Olympic Games, scheduled to take place in 1940 in Helsinki, could build from them, and he sponsored the first British Meise financially. The German drawings were undimensioned templates (Schablone? CW). Chiltons would not accept this and made new drawings with metric dimensions. From these, negatives were made, from which sets of blueprints were printed. These sets were to be sold for £15 each which was quite a considerable sum in 1945. It seems that at least one set of drawings was sent to Australia where the "Yellow Witch" was built, and other Chilton Olympias. The Chilton Olympia seemed to be much nearer to the German Meise than the Elliotts Olympia was. The one and only Chilton Olympia in Britain was burnt at Slingsby Sailplanes in 1970. There always had been an agreement that the wings of the Olympias would be built by Elliotts. After Dalrymple and Philips were killed in the "Storch" crash on Chrismas Day in 1945, Elliotts took over the building, in quantity, of the complete Olympia using their own drawings which were in inches and decimals of an inch. The second Olympia was built entirely by Elliotts and was last heard of when it was owned by the Kelly Gliding Club in Ireland. There had been an order for 50 Olympias for the Argentine. When this fell through, Elliotts were left with many Olympias unsold, but they were all eventually sold.

Obituaries

PIT VAN HUSEN

Pit van Husen died on 5th of March 1995 at his retirement home in Mitterberg-Groebming in Austria. He was 89 years old. He was born on the 26th October 1906 in Cologne. He

studied mathematics in the Cologne University and went from there to Goettingen where, as physical training instructor, he took over the gliding department which became the Akaflieg Goettingen. In the 11th Rhoen contest in 1930, he flew outstanding duration flights of 8 hrs 37 mins and 7 hours 24 minutes in a Hols der Teufel. Because of his outstanding flying achievements with the RRG (Rhoen-Rossiten Gesellschaft), he went in March 1931 to be with Wolf Hirth at Grunau and became Chief instructor there after Hirth left and was CFI until the end of the war. His performance flights at Grunau included the Silesian distance record of 100 kms from Grunau to Breslau airfield. After the war in 1953, he went to Austria and took over as CFI of the Alpine Gliding School of Eigen in Ennstal, in Styria. Here, many German glider pilots learnt the art of alpine soaring. He went from here to the Niederoeblarn Centre which is still run today by his youngest son. (Abridged from an obituary by Wilhelm Geiger).

KEN CRACK *8-6-1923 to 24-1-1996*

VGC Member ... number 002. He was the VGC's Founding member in 1973. It was he who brought about the situation where the VGC was not just an organisation to encourage the restoration of Vintage gliders, but was also a club.

His talent for quick organisation and seizing opportunities was phenomenal. The first VGC International Rally was well supported by the Old Timer Club from Muenster, our Swiss members and also our British members, and the BGA very kindly allowed us to use the facilities in place for a National Contest at Husbands Bosworth when the Contestants were not using them. At an opportune moment, Ken seized the chance to very quickly arrange a dinner in a hotel, where all members present expressed a wish to hold Rallies and that a club should be formed to encourage the saving of vintage gliders throughout the whole world.

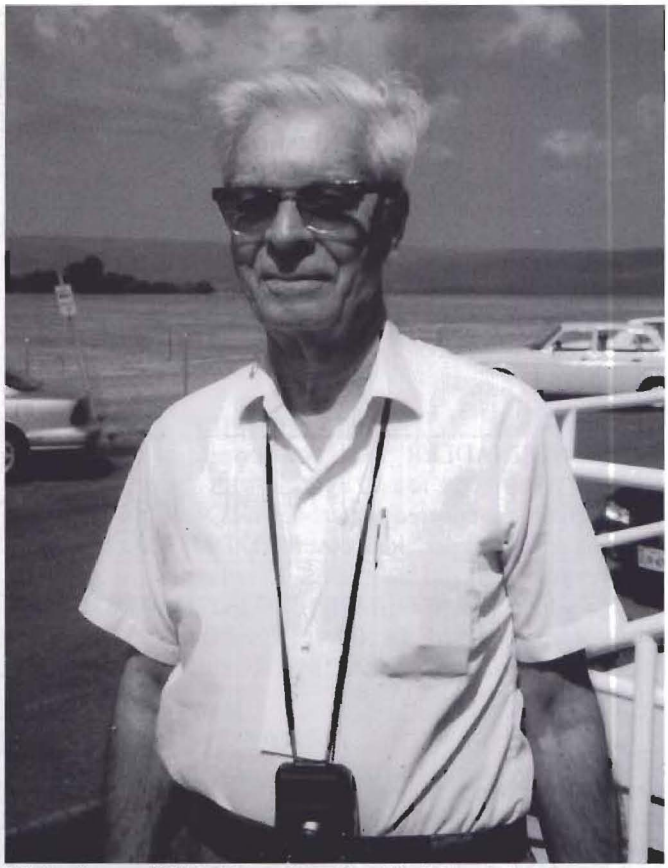
Ken even thought up the name "Vintage Glider Club" and set up the organisation with himself as Treasurer, Frances Furlong as Secretary and Chris Wills as President. Thus he was instrumental in holding the club together for the first ten years, and with the failure of efforts to set up a committee (a suggestion from P.A.Wills in 1978), he helped to get a new organisational team going again, with four people.

Ken went abroad to work in many different countries, some of which were in the Far East, and he may have obtained his Private Pilot's Licence in Kuala Lumpur. Then he left for America to help his son set up in business.

He was undoubtably a brilliant electrical engineer, as he was often seen overhauling the London Gliding Club's electrics. I remember him once setting off for a rally in the dark with an open trailer festooned with a myriad lights, swaying in all directions. It was a wild sight! At the rally, with the help of an electricity generating engine, he was able to decorate a barn with coloured lights and a sound system, so that we could have a party. Ken was always ready to help at all times, even when he was only back in Britain for a fleeting visit.

We shall not forget his two Goeviers. The first, aptly named "Moby Dick" because of its dark colour, was a Fokker-built Goevier 2. It was sold back to Holland where it has since disappeared. He found the second one, a Goevier 3, being used as a wing profile test vehicle by a gliding club near Freiburg im Breisgau. He could not bear to leave it there, so he bought it. This one is thought to be awaiting restoration near Inverness.

I believe that Ken told me that he served in the Army Pay Corps during the war.



Wally Setz at IVSM 95 on Harris Hill. (Photo: C. Wills)

This cruel winter has taken him from us on Tuesday, 23th of January, aged 72. He died in hospital very quickly through bronchitis, which had developed into pulmonary pneumonia. He was a colourful character and the VGC will miss him very much.

We send our deepest sympathy to Edith, Eva, his children and to all his relatives and friends. (Chris Wills.)

WALTER HANS SETZ. *August 12th 1912 – October 21st 1995.*

Chris Wills thought that he had received a Christmas Card and was absolutely shattered to find that it was notice of the above, concerning someone he had met at Harris Hill, USA, in August, where he seemed healthy and so full of life.

"Do you know who I am? I am Wally Setz." said the elderly gentleman before him. "Yes," replied Chris Wills. "You helped the British Team at the first World Gliding Championships on the Wasserkuppe in '37, and you were mentioned in Dr Slater's reports on the contest." "I helped them with my German. The British team members were rather short on German." replied the gentleman. I mentioned that I did not think that there were any members of that team still alive that I could put him in touch with, not dreaming that he would not be alive much longer himself.

Wally's daughter wrote: "Here is the photograph you requested many months ago on my favourite hill. I completely enjoyed those 10 days in July. Unfortunately, it turned out to be my father's last visit to Harris Hill. He died on October 21st surrounded by his family.

During his last hospitalization, we often talked about the IVSM and your name came up frequently. Your presence and attention to my father meant a great deal to him. I know that it lightened his final days."

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

Mg 19 "STEINADLER" to a good home.... and a "ZUGVOGEL 3b". This is the latest Zugvogel with a very good home-built aluminium-covered trailer which is well insulated. The material for the trailer alone cost 8,000 DM. The Zugvogel is well instrumented and has an FSG 15 radio.

The asking price for the Zugvogel and its trailer is 10,500 DM (or slightly over £4,500). Offers should be made to: Jochen Kruse, Ortbrook 23B, 25436 Uetersen, Germany. Tel: 49-4122-41254.

FOR SALE

Nord 2000 (French Meise) restored in 1990 and winner of a VGC restoration prize. Very pretty in natural varnished wood and transparent fabric-it looks definitely an oldtimer! Very comfortable to fly and with original instruments. Offers to Firmin Hanrard, Tel (Belgium)(0) 83 612194, Fax (0) 83 214961. Address; Planeurs Ancetre, Rue de Porcheresse 11, B-5361 Mohiville-Hamois, La Belgique.

FOR SALE

MU 13E Good condition Belgian C.of A. Offers to Firmin Quoibion, Tel Belgium (0) 85 411323

FOR SALE

Chris Wills knows of an EoN Olympia 465, one of only two built, for sale by a non-member, hence this anonymous advert. The snag? it's in South Africa. Contact Chris if you are interested.

FOR SALE

Slingsby Prefect T30B, beautiful condition, complete with instruments and excellent, purpose-made, aluminium trailer. Contact; David Ballard, "Royal", Milford Road, Elstead, Godalming, Surrey, GU8 6LA. Tel: 01252-702819

INFORMATION WANTED.

Photographs of the Swiss built "WEIHE" HB-554 which was owned and built by Benno Mueller. Information concerning which contests and championships that this Weihe took part in, and how successful was Benno Mueller flying it.

Information is needed by its new owner: Peter Ocker, Eythweg 15, D-89542 Herbrechtingen. Germany.

Peter wishes this information so that he can list his Weihe's achievements on its nose as the GPPA (Angers) did for Eric Nessler's achievements flying the GPPA's "WEIHE".

INFORMATION concerning original colours and registration markings on a "RHOENBUSSARD" built in 1936 by the TROMMER-MICHAEL FLUGZEUGBAU at Marko-ranstaedt near Leipzig, Germany, wanted by Bob Gaines, 308 Chase Lane, Marietta, GA 30068, USA.

CHRIS WILLS REQUIRES:

1/. Information concerning the Types and numbers of gliders built by the Swiss-owned firm of Kittelberger at Rheinau-Hoebert nearBregenz, Germany, during the war (and before?).

2/. Information concerning numbers of Kranich 2s and other gliders built by the Flugzeugbau Schweyer in Ludwigshafen after 1935. (We have the unconfirmed number of 400 KRANICH 2 b-1s and 100 RHOENSPERBERS. Does anyone know anything more?

3/. Can anyone confirm that the sailplane 108-43 (we think it should be 108-53) was a STUMMEL HABICHT at the RAE Farnborough after 1945. It sounds sense that a "STUMMEL HABICHT" would have been there, as there was the intention of flying an ME 163 B "KOMET" unpowered and another even faster, rocket propelled, skidded aircraft which was being designed in England at the time. The "STUMMEL HABICHT" may never have been flown at Farnborough, but how long did it stay there and what happened to it?

4/. We have had two unconfirmed reports of a large, gull-winged, German sailplane at Farnborough which was coming apart through glue failure and was never flown in England. Was this the "REIHER"? What happened to it and when ? Information concerning the German sailplanes at Farnborough and confirmation of the above suppositions, would be gladly received by C.Wills at: "Wings", The Street, Ewelme, Oxon OX10 6HQ. Tel: 01491-839245.

FOR SALE OR EXCHANGE

Slingsby T31 in very good condition, plus extensive spares. Slingsby Motor Tutor professionally converted and with current Permit to Fly, also new Luton Minor undercarriage & fuel tank (suit Motor Tutor conversion). Contact David Shrimpton, Fairfields, Fosse Road, Oakhill, Somerset BA3 5HU.

Rear Cover: Minimoa and Cumulus over Dunstable. The Minimoa is now in Japan. (Photo: J. Hirsch)

Published by: The Vintage Glider Club
Wings
The Street
Ewelme
Oxon OX9 6HQ
Tel: 01491 839245

Editorial Team: c/o Graham Ferrier
41 Oakdale Road
Downend
Bristol
BS16 6DS
Tel: 0117 9490 509

Disc conversion, text massage, page assembly, black and white halftone production, design and consultancy, by Roger Booth Associates, 99 Keymer Road, Hassocks, West Sussex BN6 8QL.
Tel: (01273) 842244 Fax: (01273) 842246. Email roger_booth@pubshop.demon.co.uk

The International Council Members

President: Chris Wills

Wings
The Street
Ewelme, Nr Wallingford
Oxon, United Kingdom
OX9 6HQ

Secretary: Nel Dijkstra (Netherlands)

Willy Schwarzenbach **(Vice President)**
52 Rte de Cossonay
1008 Prilly
Switzerland

Hans Dijkstra **(Vice President)**
Melis Blecklaan 61
4634 VX Woensdrecht
Netherlands

Firmin Henrard
Rue de Porcheress 11
B-5361 Mohiville Hamois
Belgium

David Shrimpton **(Chairman)**
Fairfields
Fosse Road
Oakhill, Somerset
United Kingdom BA3 5HU
email: 101233.1036@compuserve.com

Didier Fulchiron
Quartier de L'Eglise
F-38770
La Motte d'Aveillans
France

Dr Jörg Ziller
71065 Sindelfingen
Brucknerstrasse 20
Germany

Laszlo Mesaros (International Rally co-ordinator)
Erkel U.04
H-1092 Budapest
Hungary

Imre Mitter
Budapest
Rath Gyorgy utca 17/B.H–1122
Hungary

Jan Scott
Scott Airpark
Rt 3 Box 239
Lovettsville
VA 22080–9406
USA

Jozef Fecko
Okruzna 769/69
Poprad 05801
Slovakia

Oldrich Kotas
Hlavni Trida 585
70800 Ostrava-Poruba
Czech Republic

Antonio Carlo Zorzoli
via 4 Gnombre 9
Inverigo
22044 Como
Italy

The International Council meets at the International Rally to discuss the venue of the forthcoming rallies, the well-being of the Club and to confirm that the Club is achieving its objectives internationally.
(If other Nations would like to be represented on the International Council, would they please propose a member)


D-6059