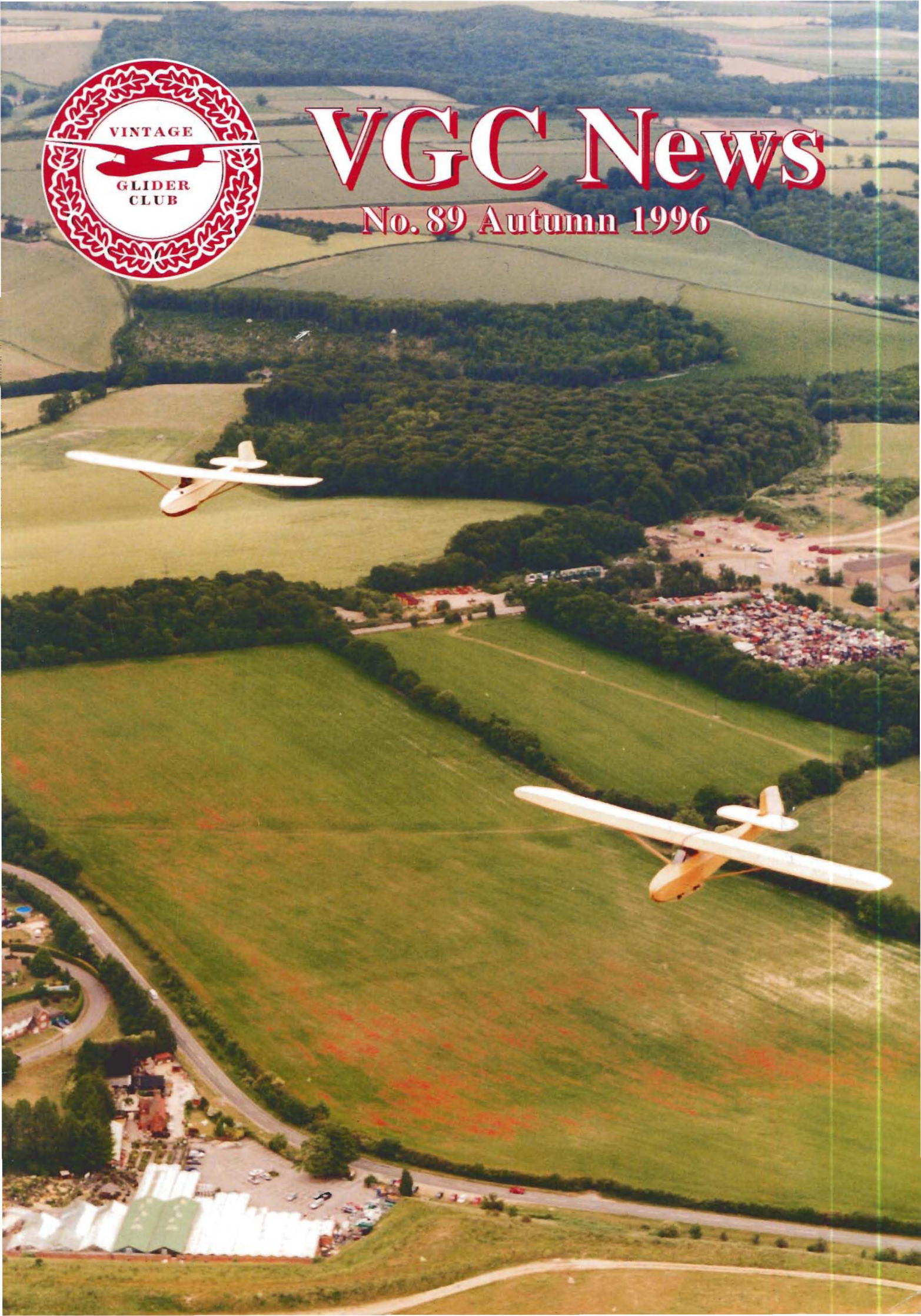


VGC News

No. 89 Autumn 1996



Diary Dates in 1997

- **Olympia 50th Anniversary**
  Lasham 24th May – 1 June
- **Whispering Wardrobes**
  Booker 21–22 June
- **British National Rally**
  Camphill (date to be confirmed)
- **International Glider Festival**
  Aventoft 4–13 July
- **Rendezvous Rally**
  Pont St Vincent 19–26 July (to be confirmed)
- **25th International Rally**
  Bar-sur-Seine, Nr. Troyes 26 July – 3 August
  (to be confirmed)

(see page 4 for further information)

NOTICE TO ALL MEMBERS:
The Rally Secretary is Graham Saw.
Please forward details of any 1997 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 help 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.

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, Wings, The Street, Ewelme, Nr Wallingford, Oxon OX10 6HQ, UK

Vice President: Willie Schwarzenbach, 52 Rte de Cossonay, 1008 Prilly, Switzerland

Vice President: Hans Dijkstra, Melis Blecklaan 61 4634 VX Woensdrecht, Netherlands

International Council

Chairman: David Shrimpton, Fairfields, Fosse Road, Oakhill, Somerset BA3 5HU, UK. E-mail 101233.1036@compuserve.com

Secretary: Nel Dijkstra, Melis Blecklaan 61, 4634 VX Woensdrecht, Netherlands

Firmin Hernard, Rue Porcheresse, B-5361 Mohiville Hamois, **Belgium**

Dr Jörg Ziller, 71065 Sindelfingen, Brucknerstrasse 20, **Germany**

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

Imre Mitter, Budapest, Rath Gyorgy utca 17/B.H-1122, **Hungary**

Jan Scott, Scott Airpark, Rt 3 Box 239, Lovettsville, VA 22080-9406, **USA**

Josef Fecko, Okruzna 769/69, Poprad 05801, **Slovakia**

Antonio Carlo Zorzoli, via 4 Gnombre 9, Inverigo, 22044 Como, **Italy**

Oldrich Kotas, Hlavni Trida 585, 70800 Ostrava-Poruba, **Czech Republic**

Laszlo Meszaros (International Rally Co-ordinator), Erkel U.04 H-1092 Budapest, **Hungary**

Committee

David Shrimpton – Chairman
Austen Wood – Treasurer
Ian Dunkley – Secretary
Graham Saw – Rally Secretary
Colin Anson – Sales Officer
Mike Birch – Technical Officer
Graham Ferrier – News Editor
Brian Headon – Publicity

VGC News

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FROM THE CHAIRMAN

The International Rally in Hungary this year provided us the opportunity to enjoy good weather, good camping facilities and for the gourmets amongst us, good food. We again had the opportunity to be entertained by Hungarian music, singing and dancing. Aerobatic aeroplanes gave stunning performances for those resident in the airfield camp-site. Overall, the organisation and facilities were excellent. Thanks to those who put in the effort to make it so.

The Club now have the majority of the drawings at Lasham on Microfiche but with more yet to be done if we can find the money. Slingsby Aviation has generously offered to forego any claim to the drawings in our possession provided we respond to them should they require it. Anyone who wishes to take advantage of having their drawings copied onto microfilm at the prices we have negotiated should contact Graham Saw immediately.

We are planning on increasing the membership of the VGC by advertising in all gliding clubs the advantages and services the Club can offer, such as our quality magazine, technical articles, our library of drawings (which include post vintage types), International and National rallies, a preferential insurance scheme and regular social events. In fact, we now hold so many rallies in so many different venues that attendances are becoming very thinly spread. Surely we have become a victim of our own success? Perhaps we should now acknowledge that the attendance of post vintage classic gliders at these events would be welcomed to make up the numbers.

The International Committee agreed that the next International Rally be held in France at Bar-sur-Seine (in the champagne area), with the rendezvous at Nancy. Slovakia offered to host the Rally the following year, as has Husbands Bosworth who wish to remind members that this will mark the 25th anniversary of the forming of the Club at that site in 1972. There were no proposals for 1999 and for the millennium year 2000, the USA have made a bid. Obviously, there was great debate regarding this last proposal so make sure your views are known in time for a decision to be made by the International Committee next year, as considerable time for organising such an event would be needed.

Finally, in order to avoid any legal claims against the Club or its members (see Sailplane & Gliding also), it has been decided to reform the Vintage Glider Club as a Limited Company. More details in the next issue and to Buckminster Gliding Club, thanks for a super Annual Dinner.

PRESIDENT'S ROOST

Two years ago he suggested that the only way to be certain of finding good steady, 8000ft cloudbase weather suitable for vintage gliders to make cross-countries in was to travel at least 1000 miles from the Atlantic coast. He has tried this during the last two years and it has not worked. There were even dark suggestions that the weather was better in Britain while he was away and that he should stay away more often. He cannot afford to do that and the mountain of letters that awaited him on his return from the last trip, which all had to be answered, had to be seen to be believed.

Next year we are to go to France for our International Rallies and the weather there is known to be sometimes good enough to allow safe cross-country flights in vintage gliders, so perhaps it wil be a case of third time lucky.

This year there have not been quite so many restorations completed as usual in this country. The ones that have been completed are excellent and we know that restorations are under way on another eight vintage gliders. These are: Scud 1, Wren, Sky, two Hütter H.28-2s, Grunau Baby 2, Dagling and with the possibility of a J.S. Weihe and a Kranich 2A-2 to look forward to. So we have not yet run out of vintage gliders to build or restore. In Germany there is the hope that a Reiher 3 and a Musterle will fly before the turn of the century and so perhaps the year 2000 will see an International Vintage Glider Rally beyond everyone's imagination.

Club News

Two meetings of the International Council and the Annual General Meeting were held during the International Rally at Farkashegy but as some topics were discussed at both meetings they are summarised here with topics under one heading. Note; These are not the official minutes of the meetings.

Frank Thies of Germany had offered to design a VGC promotional leaflet and Jörg Ziller will be asked to contact him.

Firmin Henrard is to look into the possibility of a site in Belgium for a future rally.

Production of a trophy for the best annual restoration is still in hand.

Graham Ferrier, Editor of the VGC News, needs more photographs and articles; these could be in any of the main European languages but preferably in English. It was suggested that we could devote two or more pages of each issue to photographs, old or new, from a particular country: please send contributions to Graham Ferrier.

As a way of using club funds to benefit members and to meet our objectives, it has been decided to have all the original, working drawings held by the VGC, or its members, copied onto micro-film at an advantageous bulk rate negotiated by our Chairman. A service to provide prints from the micro-films would be put in place. If any member has drawings which he wants micro-filmed he should contact either Ian Smith or Graham Saw; the original drawings plus the micro-film aperture cards would be returned to the owner, the VGC retaining a copy to provide prints on demand.

TREASURER'S REPORT

As members are aware Geoff Moore resigned from the post of Treasurer at the last AGM and was thanked for his efforts on behalf of the VGC over many years. Austen Wood was approved by the meeting as the new Treasurer. In his absence the report was given by the Chairman. A summary of the accounts showed:

Current account	£ 1,224
Deposit account	£14,805
TSB account	£321
	£16,350

As it costs approx £2400 to produce each issue of the VGC News and we had committed £5500 for copying the drawings, this balance was not considered excessive.

MEMBERSHIP SECRETARY'S REPORT

We now have members in 27 different countries and local representatives are operating in 14 countries, a full list of whom will, in future, be printed in each issue of the VGC News. The membership list shows that scale glider modellers form a large proportion of our members. Jan Scott reported that one third of the VSA members were scale modellers while Neelco Osinga said that the Netherlands were already recruiting modellers.

MEMBERSHIP FEES FOR 1997 NOW DUE

Membership of the VGC runs from 1st January to 31st December so if you have not already paid for 1997 I would like you to pay now. Your membership number and your membership period is shown on your address label, and we have even put an additional label on the envelope to draw your attention to it.

If you have a local representative please pay them, a list of names and addresses will be found in the magazine. If there is none for your country please pay me with a sterling cheque.

It costs nearly £2500 to print and send out each issue of VGC News, yet it takes nearly a year to collect all our membership fees. For example a letter sent out in September to members who had not yet paid for 1996 brought in over £700 and I am still receiving cheques. We hope to produce four issues of VGC News in 1997 but will not be able to do so unless members pay on time.

Until now we have continued to send out VGC News to members who have not paid which means the number of copies we print is much greater than our current membership. In 1997 we will stop sending out magazines after the second issue for the year. In other words unless you pay up, you will only have one more copy!

Ian Dunkley

VENUE FOR FUTURE RALLIES

Maurice Renard presented a proposal from Bar-Sur-Seine, near Troyes, in France, to hold the 1997 rally there. This was accepted subject to the provision of a winch and that the rally should be held one week earlier than proposed. Reduced charges were also to be investigated. The offer from Pont St Vincent to host the rendezvous rally was also accepted subject to the change in date.

Preliminary proposals had been received for:

1998 Nitra, Slovakia

1999 Afentoft, North Germany

2000 Elmira, New York State, USA.

At the request of Laszlo Meszaros, the problems associated with organising a large rally were discussed; they are: Sponsorship, unless accurate forecasts of the numbers attending could be made there would be an unwillingness to sponsor a rally, and members should be asked to register earlier to enable numbers to be confirmed. Other members felt that non-

participants should not subsidise other members' holidays and that rallies should be self-sufficient using VGC members if help was required.

There was also discussion about the proposed rally in the USA in 2000. There were three points raised: An alternative rally in Europe should be offered and there were plenty of smaller rallies if we did not want two "internationals" in the same year.

As we are an international organisation, any country with sufficient members should be able to host a rally and Europeans should accept this.

If sufficient planning was done it should be possible to reduce the cost of transportation by sponsorship, etc. Jan Scott reported that the Swedes had managed to get free shipping for their gliders last year and others had sold gliders in the USA. Someone else reported shipping costs for two gliders in the same container as $2400 return.

In general it was felt that if the rally organiser could get sufficient entries from their own country, plus pilots, some with aircraft from other countries, then the VGC could be asked to support the rally.

There was some discussion about what the VGC could do for members on an international scale, other than rallies.The Chairman expressed the view that VGC News was the main item as it brought all news together, and was often the only way that members knew what was going on in their country. Hence everyone should send in more news, photos old and new, and we should look at wider circulation to attract new members.

We repeat, these are not the official minutes of the meetings.

COPY DATES

The last date for articles and photographs to be sent to the Editor for the next issue, which will go out in mid March, will be January 15th. Please note that anything received after this date will delay publication.

The VGC has found a home on the internet!
It had to come!! Roger Booth, the person behind the production of VGC News has put up a page at:
http://www.pubshop.demon.co.uk/vgc.html



John Brooks and his newly restored Cadet Mk 2, Tutor, taken at Sutton Bank by Chris Hughes.

ANNUAL DINNER AND PRIZEGIVING

The annual dinner was hosted this year by the Buckminster Club and was held at The Crown Inn at Sproxton on Saturday 28th September. The weekend was organised by our member, Neil Scully, and we are very grateful to him for all his hard work. It was a pity that the very high winds prevented any vintage flying. at the club's site at Saltby Airfield. It is customary for the VGC to award small annual prizes to those members who have restored gliders to a high standard, or who have carried out good flights during the previous year and these are always presented at our annual dinner.

VGC Performance Awards were awarded to:

Jörg Ziller, the grand winner on the Wave day of 5th July at Pavullo when he reached 3600m above site.

Willi Schwarzenbach, our Swiss Vice president, for achieving 3,300 metres from Pavullo in his Spalinger S 18-3 on the 5th July.

Werner Tschorn for achieving 3,150 metres above Pavullo in his Weihe 50 on the same day.

(*We would have liked to have given a prize to Uwe Morgenstern, a young German who got to 5000 metres in his Ka6 CR at the same rally but he is not a member and the Ka 6 is not yet vintage.*)

VGC Restoration Prizes have been awarded to:

Richard Moyse, who has finished restoring a Slingsby Cadet. This is immaculate and is without the wheel to remind one of the first Cadets (which came after the 1936 Kadets). John Sproule would have been overjoyed to know that two of his "C getters" are still airworthy. He designed it by himself when still a teenager while Fred Slingsby was ill with 'flu. Until that time, British "ab initios" had only the German Prueflings and Hols der Teufels to achieve their "Cs" in and they were both unsuitable.

John Brooks, who has also restored a Slingsby Cadet, this one being the TX Mk2 ie a Tutor. This glider was first seen at the British Rally and John also brought it to Saltby but it was not flown at either event. This glider, as befits its military origin, is wonderfully painted in ATC markings.

Mike Birch, for the restoration of the Avia 40P which was fully described in our last issue. This was judged the most meritorious restoration of the year and Mike was awarded the VGC Grand Restoration Cup. As Francois Ragot is the new owner of the Avia, and paid for the work, we hope that they will be able to share the Cup and have it for six months each but as it is an annual prize, they have both been presented with Wine Decanters, suitably engraved with the VGC logo, for them to keep.

Josef Ott for his magnificent replica of the 1946 Honza Primary which we first saw at the Czech Rally.

Neelco Osinga for his restoration of the Kranich 2, PH-103.

We would also have liked to give a prize to Attila Ziermann for his 1958 Super Futa, named Jonathan, after Jonathan Livingston Seagull, but he has not renewed his membership recently.

The Rodi Morgan Plate for the best flight during our National Rally has been awarded to **Peter Philpot** for taking the new Gull 3 (which he helped build) to over 6000ft in wave above Sutton Bank.

The Ed Hall Trophy for the best performance of the year in a vintage glider from Lasham goes to **Julian Ben-David and Ray Whittaker** for their 80km cross country flight in a T31

from Lasham to Keevil.

These are all small prizes for great endeavours which represent hard work. They are the tokens of the VGC's respect for what you have done. We can never be thankful enough and hope that the future will recognize your achievements.

The Frank Reeks Trophy for the best Grunau Baby was not awarded this year because there were no GB restorations completed.

The F N Slingsby/J Sproule Trophy for the best flight in a Cadet or Tutor was not awarded because it is still in the hands of its previous winner, Keith Nurcombe.



The replica of a Zlin 23 'Honza' primary glider, which was completed this year by Josef Ott of Slovakia.

INTERNATIONAL RALLY AND RENDEZVOUS 1997

At the meetings held during the Rally in Hungary it was proposed and accepted that France would host both the Rendezvous and International Rallies. The Rendezvous will be held at the former French National Centre of Pont St. Vincent and the main rally which is the 25th International Rally, at the aerodrome of Bar-Sur-Seine near Celles-sur-Ource, which is 35 km south of Troyes. This is in the middle of the Champagne country and the organisers have obtained the interest of many organisations as partners in the project, such the Fédération Française de Vol á Voile, the local and regional councils, the local radio and press, France 3 TV station, numerous banks and supermarkets and many others.

The airfield is on a plateau at 285 metres elevation and has good thermal properties in that convection starts about an hour earlier than on the plain below, and usually last about an hour later. There is a hangar of 25m by 20m which can accomodate up to 300 people for briefing or jollifications and there is space for 100 gliders, either in their trailers or rigged, alongside the runway which is 800m long by 120m wide. We are promised camping in the shade with the use of the toilet facilities comprising the usual showers, toilets and wash basins. There will also be a restaurant and baker. Dates for both rallies to be confirmed later, but will probably be July 19 to 26 and July 26 to August 3, respectively.

LATE NEWS:

Dates for these rallies now confirmed as 26 July – 1 August, 2 August – 10 August respectively

WE HAVE HEARD OF THE FOLLOWING RALLIES BEING HELD IN 1997

Olympia 50th Anniversary
Lasham May24th to 1st June, Contact Ray Whittaker Tel 01252 614684

Rally of the Whispering Wardrobes
Booker 21 & 22 June Contact Graham Saw.

British National Rally
Camphill, Contact Ian Dunkley.

International Gliding Festival at Aventoft, North Germany
Aventoft, Schleswig Holstein, Germany. 4th July to 13th July. Contact: LSV Suedtonden e.V., z.Hd. Herrn Adalbert Schulyz, Wikingerstrasse 7, 25917 LECK Germany
(This is a new location for us and there will be classes for single-seaters built or designed before 1955, similarly for two-seaters, and for juniors under the age of 25 flying Ka 6s or Ka 8s. There will also be tasks for gliders not in the classes above.

The VGC Rendezvous Rally
Pont Saint Vincent, near Nancy, France (the former National Gliding Centre). 26 July – 1 August

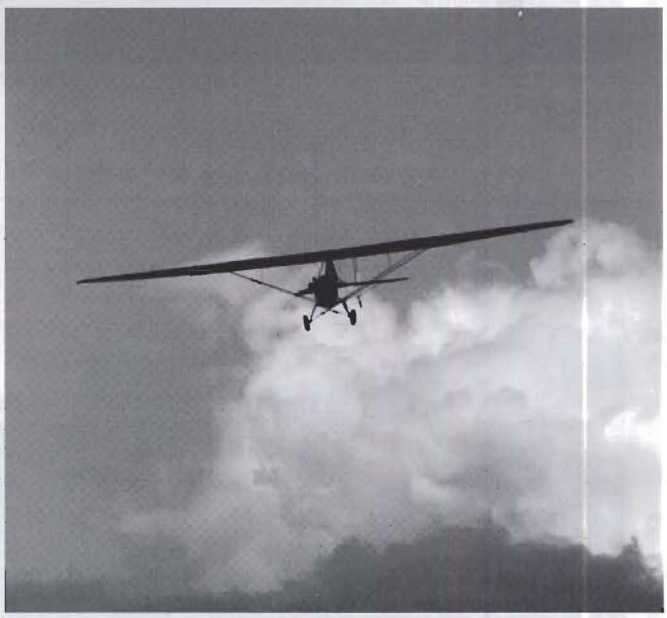
The VGC 25th International Rally
Bar-Sur-Seine, near Troyes, France. 2 August – 10 August

Members attending, with or without gliders, are asked to contact Maurice Renard before 28 Feb 1997.

Prices for launches, camping etc., are high at present but great efforts are being made to attract sponsors in order to reduce them, so Maurice needs to know numbers early. His address: 10152, Point-Saint-Marie, Cedex, France. Tel: 03 25 81 17 18. Fax: 03 25 81 31 33.

Registration form and price list enclosed.

More information on these, and other rallies, in our next issue.



Not the Red Arrows new solo flyer streaming white smoke, but our Chairman arriving at Keevil in his Motor Tutor. Photo Graham Saw.

Rallies

THE RALLY OF THE WHISPERING WARDROBES, BOOKER, 22 & 23 JUNE.

The weekend arrived with light northerly winds and some top cloud cover, giving subtle thermal activity that sorted out the men from the boys. This gave the pundits a chance to challenge the glass jobs, while the rest of us practised our circuits.

Saturday evening started with a dual tow of the two Hutters, bringing the combined wingspan to 18 metres (but without the expected performance increase!) The evening was well rounded off with a spectacular Bar-B-Q that was organised by the girls, which lasted well into the night, with stories of past, present and future rallies.

Sunday turned out to be a better gliding day, with slightly stronger winds and clearer skies, giving better convection. Everyone enjoyed themselves with the concensus being that it was a successful weekend.

Gliders taking part

Swallow BGA 3469	David Shrimpton
Condor BGA 2292	Mike Birch
Hütter 17a BGA 3661	John Lee
Hütter 17a BGA 490	Graham Saw/Nick Newton
Gull 1 BGA 378	Tony Smallwood
Olympia 463 BGA ?	Ray Whittaker
Prefect BGA 701	John Tounier/Dave Richardson/Dave Byass
Tutor BGA 485	Malcolm Wilton-Jones/Colin Serle
Petrel BGA 561	Graham Saw
T21b BGA 2903	Booker Gliding Club

THE FOURTH ELLIOTT'S OLYMPIA RALLY, LASHAM FROM 25TH TO 28TH JULY 1996.

There were fewer than expected gliders entered for this year's rally because of the grounding of all 460 series gliders after the tragic break-up of one earlier.

Gliding must be the most weather-dependent sport of all, and the weather can be particularly perverse in the UK, especially at rally times. This year's EoN rally was a good example of this in that there was good gliding weather before the rally and including the first day, but thereafter it deteriorated until on Saturday there were only a few flights, and on Sunday there were just two circuits.

On Thursday 25th the task set was an 162km out and return to Bicester, which Ian Smith completed in the Sky in 3 hours. John Orr managed a 5hr flight in Olympia 2B BKL for his Silver C duration. Colin Street in Olympia 2 BCN flew 77km around Alton – Andover in 3 hours 30 minutes.

Good soaring flights were flown by Mick Dunford in Olympia 2 ART and Peter Warren, who had 3 hours 15 minutes in his Kite 2A. Keith Green in the Weihe flew 101km to go round the Chilbolton – Hungerford triangle and he also managed to be the last to land after a five hour flight.

Due to an approaching front, Friday's task was either 151 km around Didcot – Pewsey, or 101 km around Chilbolton – Hungerford. Marc Morley in Swallow BTA made a good attempt at the latter task covering 89km in the process.

Ian Smith in the Sky completed the Didcot-Pewsey triangle in 3 hours 20 minutes. Good soaring flights were again had by Peter Warren who stayed up for 2 hours 45 minutes in his Kite 2A and Mick Dunford in Oly ART and John Orr in BKL. One, not to be named, Olympia 2 owner spent the day polishing his glider after he was out performed by another OLY 2 on the previous day, but the weather intervened before his efforts could be rewarded.

Saturday saw the arrival of more gliders and also poorer weather.

Andrew Jarvis flew Olympia 2 AVD and John Lee flew Oly 2B AUU. Ian Smith and various others flew the T31. Only Graham Saw in the Petrel seemed able to stay up. A barbecue held in the evening helped to brighten the day, despite some problems getting the fuel to burn. (The problem was solved when it was found that BBQ charcoal is easier to light than anthracite) The food was eaten in the Lasham VGC members' hut by the more fragile members and outside, by the hardier types.

Sunday dawned with those gliders which had been left rigged outside all night covered in dew which had to be dried off before the gliders were put back in their trailers and only a couple of circuits were flown before the early departure of our visitors

Gliders entered

EoN Olympia 2 BGA 606, ART – Mick Dunford & Peter Wells
EoN Olympia 2 BGA 678, AUU – John Lee
EoN Olympia 2 BGA 687, AVD – Andrew Jarvis
EoN Olympia 2 BGA 860, BCK – Colin Street
EoN Olympia 2B BGA 1029, BKL – John Orr & Peter Liechti
Petrel BGA 651 Graham Saw
Sky BGA 68, AVB – Ian Smith & Richard Moyse
Kite 2 BGA 689, AVF – Peter Warren
Weihe BGA 1093, BNC – Keith Green
Swallow BGA 1211, BTA – Marc Morley
Swallow BGA 3823, HBX – Ray Whittaker
T31 BGA 3229, FFQ – Ian Smith & Jane Ballard
(We are not sure if these Oly 2s are really Mk 2 or 2B Ed)

Gliders entered but not flown

Prefect BGA 599 ARK – John Hopkins
Capstan BGA 1204, BST – Colin Street
Condor 4 BGA 2077, D-8538 – Mike Birch



John Lee wiping away the dew and rain before putting his Oly away. Taken at Lasham by Graham Ferrier.

After the rally the T31 was flown from Lasham to Keevil, a distance of 78km, by Ray Whittaker and Julian Ben-David. They could have gone further but were too cold even though, on the ground, it was a hot, summer's day. *(Is this the longest cross-country that a T31 has done? Ed)*

Our thanks go to the Lasham members for their hospitality *(and to Ray Whittaker for arranging the rally)* and we hope for better weather and a massive turnout next year for the **50th Birthday Rally for the Olympia which will be held at Lasham from 24 May to 1 June inclusive** and all Meise variants are welcome. Ray Whittaker.

SLINGSBY WEEK, YORKSHIRE GLIDING CLUB, AUGUST 24 – 31.

Those who attended, for all or some part of the week, are listed below:

Slingsby Gliders

T6	Kite 1	Bob Boyd
T6	Kite 1	Peter Underwood & family
T6	Kite 1	Mike and Tony Maufe
T8	Cadet TX Mk2	John Brooks
T12	Gull 1	Tony Smallwood
T21	Sedburgh	YGC Syndicate
T31		Neil Scully
T34	Sky	Peter Teagle
T41	Skylark 2	Brian Griffin
T45	Swallow	YGC Syndicate
T50	Skylark 4	Chris Dearman
T51	Dart 15	B. Owens/John Gamage.

Other Designs

Nord 2000	Barry Smith
Harbinger	Bob Sharman, Austen Wood, Geoff Harrison.
Scud 3	Ted Hull
K-6E	Jim Hill
Cirrus	Chris Hughes
ASW 15	Mike Bean
Mosquito	George Day
Nimbus 2	Ian Dunkley

Ian King, Mike Hodgson, Peter Woodcock and Geoff Moore also appeared during the week.

As usual, bottles of wine were given as prizes for points scored on a handicap system – one for distance or duration, another for gain of height.

The Chairman of the YGC, Jim Hill, presided at briefing each morning.

Sat 24th Arrival Day. Some hill soaring at 400 to 600ft was just possible by late afternoon in the T21 in which the longest flight was by Tony and Mike Maufe, (23 mins). Chris Dearman also flew in his Skylark 4

Sun 25th Good cumulus but some with very strong, rough thermals and showers. Chris Dearman won the most points for his 160 km distance and the longest flights were by Neil Scully and Bob Sharman, 2hrs 50 mins, in the T31, followed by Tony Maufe, 2hrs 41 mins in the Kirby Kite. This was the best soaring day of the week and 22 hours were flown by vintage gliders.

Monday 26th Two flights only, Brian Griffin doing 26 mins in the rain in his Skylark 2.

Tuesday 27th Strong S.E. wind. No vintage flying.

Wednesday 28th Four flights only, the longest being by Barry Smith in the Swallow – 27 mins from a tow to 5000ft!

Thursday 29th At briefing a special prize was given to John Brooks for his accurate and immaculately restored Cadet TX Mk2 (Tutor). No flying, with heavy rain in the afternoon when a visit was made to the Europa light aircraft factory at Kirbymoorside.

Friday 30th Weather was still poor. There were three aerotows with the longest flight by Bob Boyd in his Kite. Six gliders took part in a spot landing competition from winch launches which was won by Bob Boyd at 5ft 9in – after demolishing the marker. Mike Wood actually landed on the marker but, as a professional, he was disqualified!

Saturday 31st Good soaring weather again. A task was set, Sutton Bank – Pocklington – Harrogate. The only one to achieve this was Chris Dearman, but everyone else had some good local soaring and Ted Hull had by far the longest flight at 1hr 49 mins in his Scud 3, its only appearance at the rally.

Our thanks go again to the Yorkshire Gliding Club for their hospitality and to Jim Hill for his briefings.

Mike Maufe

THE 2ND INTERNATIONAL LUIGI TEICHFUSS VINTAGE GLIDER RALLY

28th June to 7th July 1996

This was the second Luigi Teichfuss Commemorative Rally and Italian National Vintage Glider Rally. The first one had been held two years ago at the same site. Both these rallies were organised primarily by our members, Vincenzo Pedrielli and Frederic Fischer, who are aeromodellers, and by Antonio Carlo Zorzolli. Excellent organisation was achieved by the Club Aero Pavullo, the members of which could not have tried harder to make the rally the great success it was.



Antonio Carlo Zorzoli who gave the daily briefings at Pavullo, and much more besides. Photo Chris Wills.

In 1927, Marshall Balbo had founded the first Italian Gliding School on the airfield at Pavullo. The aim was, as it was in Germany, Russia, Poland etc at that time, to discover suitably air-minded youth to whom the state could allocate funds for further flying training at the state's expense, to serve its uses and at the end of the war in Italy in 1943, there were some 20 State gliding schools in existence.

The great Italian glider designer and builder, Luigi Teichfuss, lived and worked, in a house in Pavullo. We were lucky enough to be shown his house which is being kept exactly as he had left it, with his bed made up downstairs and all his immaculate pencil drawings and calculations undisturbed in his workroom upstairs. The house is being kept by someone who he regarded as his son, and nothing may be removed. Teichfuss furnished Pavullo and other Italian gliding schools with the gliders they needed for their operations. It is true that he visited the Wasserkuppe and that some of his designs show German influence. He could speak German, as he originally came from Switzerland, and had served in the German Army during World War 1. He had come to Italy from Switzerland and been a champion cyclist. In the explosion of 1943, when the Anglo-American front approached, a German glider pilot NCO warned Teichfuss that installations on the Pavullo airfield would have to be destroyed and that Teichfuss should evacuate his gliders from the airfield if he wanted them to remain whole. This, we believe, he did.... but this did not prevent their destruction due to acts of war. What happened to them is not definitely known, but Luigi Teichfuss was dragged from his house and beaten almost to death by the citizens of Pavullo, (but not by the Communist partisans as we had previously reported) because of his relations with the Germans, which he had used to make the lives of the inhabitants of Pavullo easier. The fate of the magnificent Turbun (Whirlwind) and Borea are not known. It is clear that they could not have been stored in his house because it was not large enough for them. All we have left to remember these sailplanes are their drawings and models of them created by Italian modellers.

Since 1943 there had not been any gliding on the airfield... only powered flying and parachuting until, due to the magnificent efforts of our members Vincenzo Pedrielli and Antonio Carlo Zorzolli, two years ago a small but very efficient gliding club has been started there using a Bergfalke and Blanik (from Bolzano) and an L-Spatz, and now Carlo's Uribel. They also have a fine modern winch. The gliders have not ousted the powered aeroplanes from the fine hangar, as the club has found out how to lift the gliders to the hangar roof to make room for them. This is an art not entirely (if at all) exploited in Britain. Chris found it all very impressive for such a new club. It can be seen that their gliders are not new and that the environment is definitely sympathetic towards us and our gliders and it is obvious that both powered and gliding clubs had united to make this one of the finest vintage glider rallies ever held.

Gliders entered

From Italy		
Uribel	I-IORI	Antonio Carlo Zorzoli
L-Spatz	D-6160	
Bergfalke	I-CROZ	Club Aereo di Pavullo
Blanik	I-BZAC	" " " "
From Germany		
Meise	D-1420	Jörg Ziller
Weihe	D-7080	Werner Tschorn
Ka6 CR	D-1551	Uwe Morgenstern
From Switzerland		
Spalinger S-18-3	HB-411	Willi Schwarzenbach
Spyr 5	HB-369	Hugo and Werner Roth
Spalinger S19	HB-225	Phipps Rothenbuhler & Hans Ulli Renz
Ka6 CR	HB-625	Ursula & Robert Schneider
From Britain		
Kranich 2b-1	BGA 964	Chris Wills.

The site

The Pavullo airfield is part of a flat plateau almost completely surrounded by hills. To the East is Pavullo town, thus it may be realised that any wind will blow up the outside of the hills, over their rims, and down on to the field and up the slopes of further hills. As we discovered, this could lead to severe turbulance which was particularly nasty during aerotows. However, this was the worst scenario. There were many days when the weather was fine for aerotows and winch launches.

The weather

The wind did blow from almost all directions and this gave hill soaring possibilities, tremendous thermals to over 6000ft (2000M) above site and tremendous waves. It seems that Marshall Balbo founded rather more than an elementary gliding school at Pavullo in 1927. He may have founded one of the most exciting sites in Italy. It is said that when Northern Italy is covered with cloud and rain, Pavullo and its local area remain clear.



Jörg Ziller's Meise landing at Pavullo, probably being flown by Colin Anson, taken by Jorg himself.

Friday 28th June Today the weather was very hot with a strong wind. There were good cumuli, thermals and hill lift which enabled pilots of Weihe, Meise and Ka6 to have long duration flights.

It is a sort of tradition that four of the older members of the club cook the finest spaghetti in Italy, every Friday evening, in a very old house on the top of a mountain, which could only be reached by Jeeps. We were all invited and so it was. We had the finest spaghetti, the finest cheese and the best Lambrusco wine and during the evening Werner Meier, a Swiss school teacher who teaches art at Trogen, in the same school where Frederic Fischer teaches music (Trogen is also the village where Jakob Spalinger lived) gave us a rendering, from memory, of Vivaldi's music on his fiddle. It was a truly unforgetable evening of great quality and no vintage glider rally could be a failure after a start like this.

Saturday 29th June Hugo and Werner Roth flew their Spyr 5 to 2050 m (6500ft) in wave. They were above all the clouds. Jörg Ziller flew his Meise to 2330 m. Both heights were above site which is 682m asl.Werner Tschorn reached 1800m in his Weihe.

There was a strong wind and the turbulence near the ground was terrific. Willi Schwarzenbach once saw his ASI reading 150 kph! The tow pilot said "If you can stand it, so can I"

Chris Wills felt afterwards that it had not been the day to rig the Kranich 2 and to give it its first flight since August 1995 in America!

That evening there was a very good meal under a marquee which had been erected for us outside the club house. Frederic Fischer's birthday was celebrated with a small orchestra consisting of Werner Meier (Fiddle) and Chris Wills (Accordion). Frederic is not only the founder and President of the Interesse Gemeinschaft fuer Alte Segelflugzeuge Albatross (IGO Albatross) which is based at Trogen and does everything possible to bring back old gliders, at least in radio controlled model form, but he has been the leading spirit in bringing Luigi Teichfuss and his sailplane designs to the fore. He is also a first class pianist who teaches music at the Trogen school. We owe it to him, and to Vincenzo Pedrielli and to Antonio Carlo Zorzoli that there have now been two Luigi Teichfuss commemoratve rallies.

Sunday 30th June The forecast was for low thermals to 3000ft but the weather turned out to be much better than that. The Kranich 2 had its first flight since ISVM in the USA when it was flown by Rudi Opitz! Werner Tschorn flew his Weihe for 5 1/2 hours reaching 1000m above the site.

Monday 1st July There was low pressure centered over Pavullo. There would be no towplane available until 1300 hrs. In the evening,there would be a spaghetti party, cakes and as much Lambrusco as we wished. The towplanes were Stinson L-5s which were left behind by the Americans after the war and are still in general use towing gliders throughout Italy. One was 130 hp and the other (for weekends only) had 180 hp. They were all built during 1941/42. The smallest of them stalled at 90kph and was flat out and not climbing at 110 kph. One of them was in war camouflage. There were many interesting places to visit near Pavullo. One of them is Vinci, where Leonardo da Vinci lived and worked. There is an excellent museum there showing the work of this genius who also designed and built flying machines, although then, none of them got airborne.



Willi Schwarzenbach beside his 1943 Spalinger S 18-3 after his flight to over 3000m in wave at Pavullo. Photo Chris Wills.



The arrival of the bambini to look at the squadriglie at Pavullo. Photo Chris Wills

Tuesday 2nd July There was some optimism for an improvement of the weather as a 40 to 50 knot wind over Central Europe was shifting bad weather to the East.

Our new tow pilot, Gianluigi (Giani) Marzotto had arrived from Asiago. The first Italian International Gliding Meeting had been held at Asiago in 1924.

Our gliders were got out of the hangar but could be put back in quickly if the weather deteriorated.

During Tuesday night, strong winds howled around the Tabor. It should now be mentioned that many of us were sleeping there. It is a magnificent white painted building which is a hotel, a Casa di Cura, (for people with diseased lungs) and a children's recreational centre for gymnastics and judo (Centro Estivo Gimnastico e Judo). The building has a Bauhaus style of architecture at the front, with a more typical of the time (1929), rear. It is located on a mountain top with a sensational view to the West, overlooking the plain towards Monte Cimone. At night there were hundreds of fireflies flashing in the darkness and the sounds of children laughing. One cannot imagine an old peoples home like this in Britain. (It could be imagined as half way to Heaven) A visit to our airfield was arranged for the bambini of the Tabor and they arrived on foot, as part of their gymnastic pursuit. Without a moment's hesitation Antonio spontaniously rendered them a lecture on gliding which went on for over an hour, and most of them were really interested. Afterwards, Frederico demonstrated his radio controlled Spalinger S 18 model and many tried out its radio control, while others sat in the front of Chris Wills' Kranich. Everyone was very impressed at how interested these, and other children, were. Indeed, crowds of people came during the following weekend to see our gliders.

Later, there was some hill lift as the club's Blanik could be seen hill soaring the outer slopes of the basin around Pavullo.

Wednesday 3rd July Jurgen Dryer and family arrived by motorcaravan. He is remembered as having a Cumulus which he has now changed for the ex-Rodi Morgan Castel C25s.The weather forecast was for high pressures either side of us and the sky was already clear over England and France. Pressure slowly increased, so there were cumuli and thermals forecast for next day. There was no flying for us on Wednesday, but there was some for the club's Blanik. Colin Anson showed us VGC Video films of our Lasham International Rally etc.

Thursday 4th July "Perfect weather! No wind, Go out and fly, and have fun" such were the electrifyng words of the Met man Guiliano Laurenti. "The weather situation over Europe is changing quickly, a front may well divide before the Alps. Two fronts may unite, but they may miss us. 2000m cloudbase, min temperature 26 degrees over the plain but should

increase to 32 or 33 degrees at mid-day. Perhaps the weather may not be so good on Friday with the possibility of Alto Stratus coming in during the afternoon".

The two Ka6s, Weihe, Spyr 5, S 18, Meise and Uribel all soared over or round Monte Cimone. Werner Tschorn flew his Weihe for 6 hours 35 minutes. Cloudbase rose to 1700 m above Pavullo.

During the first Teichfuss rally, only Willi and his S 18 got to Monte Cimone and soared its wave. Now six of our gliders had arrived there.

The wondrous scene must now be described. West of the Pavullo basin, the ground descends into a plain which then rises like a great satin, green, dress into which are set like jewels, the towns and villages of ancient Italy. As the ground rises, it becomes the foot hills of the great, extinct volcano, Monte Cimone, the highest mountain of the Apennines. Over the towns and villages and folds of this wonderland could be seen little, brightly coloured specks darting here and there, like elves creating a magic spell over all; these were our vintage gliders. As they flew towards Monte Cimone, the ground rose, but so did the cloudbase which revealed hesitatingly the awful summit of the mountain and its weather station. It was an outstandingly beautiful experience. Returns from the mountain were assisted by a tail wind and also the white painted Hotel Tabor on the hill top. A line extended through it led to our airfield two kms away.

Friday 5th July At first there was almost no wind, and the first half of the day was to be given to aeromodellers who had brought scale, radio controlled flying models of Luigi Teichfuss's sailplanes, and others. The high standard of these models of sailplanes which we shall almost certainly never see again, was very evident.

We were to fly during the afternoon. Willi said "even if the front is coming, we shall have more time for the Lambrusco. In its bubbles, we can determine the upward stream of the thermals! " Carlo said "Please enjoy the sun as long as we have it." There was likely to be a cloudbase at 2300 metres asl and sometimes 100 metres above Monte Cimone, at 1400 hours.

Above the site, the cumuli never seemed to develop properly. This was a sure sign of wave. At 1400 hours the wind had increased, and with it, turbulence (which broke the wing of the Orione Model) The single seat vintage gliders were launched towards the East. It was then decided to "change ends" as the wind was now coming from the West. Because of the severe turbulence, it was decided not to launch the Kranich 2 and Spyr 5 two-seaters, although winch launches were possible. Both the club's Bergfalke and Blanik were winch launched but they could find no lift. However, our single seaters were in wave.

Great winner of the day was Jörg Ziller in his Olympia Meise. He reached 3600 m above site and 4300m asl.

Werner Tschorn in his Weihe managed to get away from 150 m over Pavullo town from his third launch. He then flew for 4hours 37 minutes, and reached 3150m above site.

Richard Schneider in his Ka6 CR got to 3000m above site. and Uwe Morgenstern reached 2800m. and Willi Schwarzenbach reached 2700m.

It has to be said that never in any of our rallies have such great heights been achieved.... but there was more to come.

That evening there was a celebration and prize giving. "The participants in the Rally had given the Pavullo Club a Lime Tree to symbolize our warm friendship, to give shade, to reflect the growth of gliding at Pavullo and the growth of our VGC movement in Italy. The Club Aero di Pavullo had given us the finest Spaghetti, the finest cheese, the finest Lambrusco, the best organisation and the warmest welcome." (This was from CW's speech)

The Club Aero's President, Roberto Gianarelli, said that they would love to have us back – next week if possible. CW announced the tremendous performances of the day and after each one there was prolonged cheering. He then played the Italian National Anthem, Santa Lucia and much else on his accordian, and there was even dancing.

Saturday 6th July Models of the magnificent Borea, Turbine, Sperber Junior, Pelicano, Pinuino, Balilla, Grifo, Orione & Allievo Pavullo. There were two models of this latter glider. One had a nacelle and the other did not. They were built by our two organisers, Vincenzo Pedrielli and Tonio Carlo Zorzoli. The latter is trying to resurrect a full size example of this type to fly in our rallies. The models more than did justice to Teichfuss's creations. The only problem with the weather today was a forecast for 25 knots from 245 degrees at 2000metres. Cumuli bases were forecast to be at 2800 metres asl.

A Finale con Fuoce (With fire)

The great winner today was non-member, Uwe Morgenstern, in his Ka6CR, who reached 5000metres above site without oxygen and had to break off the climb while still going up at 3 metres/sec.The wave over Pavullo also took Antonio to 2700 m, Richard Schneider in his Ka6CR was also at the same height, but in thermal. CW in his Kranich was at 2600m. The hill lift was not always working, due to wave interference, but he found strong thermals going up to this height; unfortunately he had to descend because his aeromodeller passenger was in distress, perhaps due to the cold. The aeromodellers were very impressed with the Kranich and said they would make a model of it.

So ended our Rally at Pavullo

CW during his return, had to leave his trailer in Switzerland and do a 960 km "out & return" again to Pavullo to pick up his launching dolly. He felt that he almost owned the Autostrade del Sole afterwards. Having reached the Swiss side of the St Gothard tunnel in pouring rain and the middle of the night, he remembered that he had left the Kranich's huge and very historical 1943 undercarriage in the Pavullo club's hangar. He therefore returned for it only to find the club empty except for one man. "Surely you would join me for a grappa? I am sorry that the others are not here but they are all sleeping after their efforts." When one of them arrived with the key, he said "Look, Chris has come back to us already. He could not bear to leave La Bella Italia." Those were Chris's sentiments exactly.

Chris Wills

(Jörg Ziller enjoyed the rally at Pavullo so much that he would like to add his account to that of Chris Wills.)

A quite particularly delightful, small vintage glider meeting was held there, together with aeromodellers, in honour of the Italian glider designer Luigi Teichfuss. The airfield lies at the foot of the Appenines. It is a landscape of Italian charm, and at the end of the airfield it merges into higher, rugged mountains which are rich in thermals, but poor in outlanding opportunities. There was good thermal lift, and we were spared the paralysing heat of the Po river plain.

Towards the end of the meeting, the flying became particularly interesting with the arrival of wave lift which carried me

in my Meise up to a height of 4300m above the airfield.

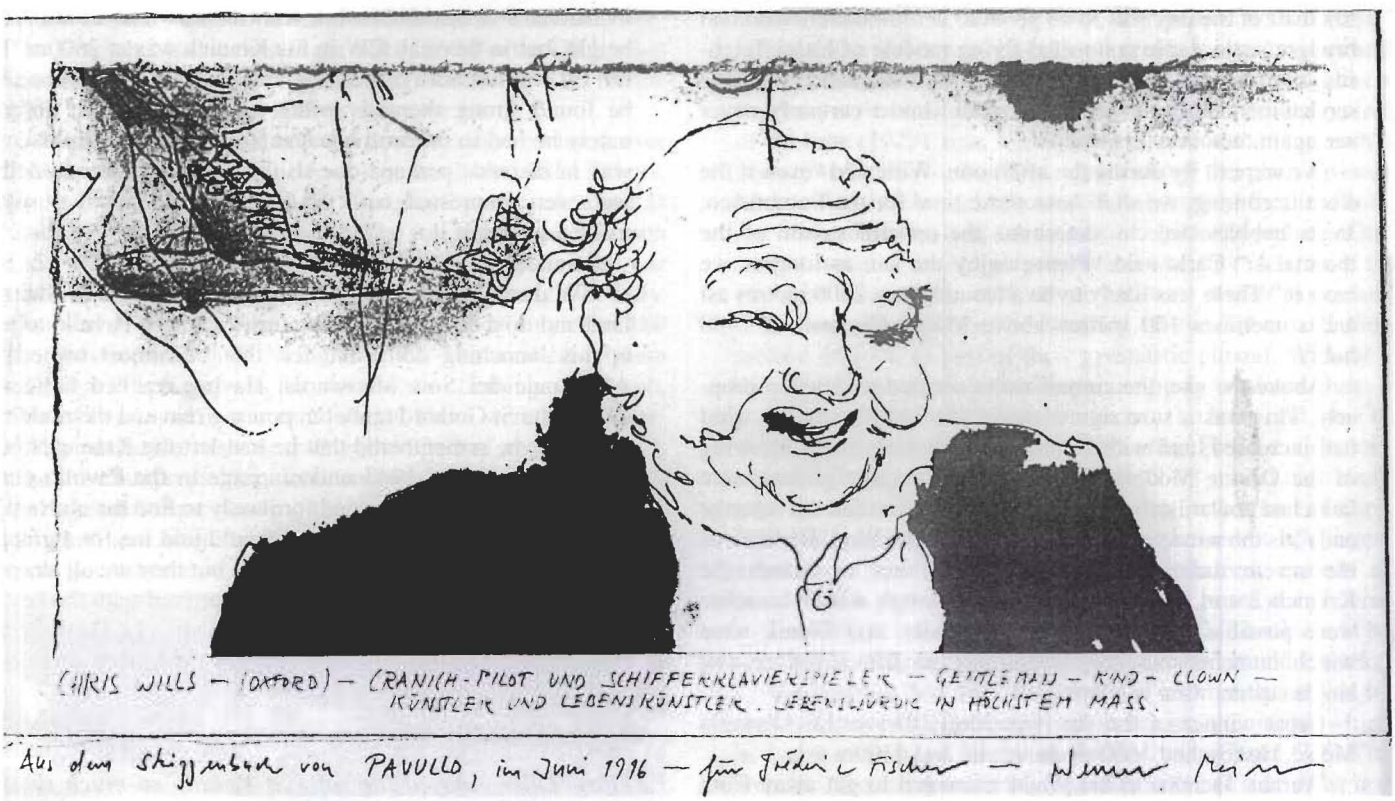
The warm-hearted hospitality, with many generous and varied menus, and wonderful wines in sunny surroundings, all helped to make it a rally which we shall remember with great pleasure. By way of welcome, we were kidnapped and driven to a house in the mountains where a team of Pavullo members with aprons round their middles kept up supplies of lashings of delicious spaghetti dishes and the good local wines, at a long convivial table, which set the tone for the rally right at the start.

Who invited us to this rally? It was again a Swiss-Italian co-operative effort. Fréderic Fischer, the Swiss pianist and aeromodeller, and Vincenzo Pedrielli had once more got together with the Aeroclub Pavullo in order to organise this meeting. This invitation was taken up by a small group of glider pilots from England, Switzerland, Hungary and Germany. Chris Wills' presence ensured that this meeting gained the status of a genuine VGC Rally. Our "Grande Generale" Carlo Zorzoli took charge of all operational flying matters, but did not fail also to inform us of the events to follow in the evenings, in the restaurant or under the big tent awning in front of it.

Under this awning we celebrated! The final evening shaped up into a memorable event, not only because of the good Italian fare, but especially thanks to our inspiring, very original orchestra: Fréderic Fisher at the electric piano, Werner Meier - his friend and splendid violin virtuoso with his instrument and Chris Wills with his accordion.

Vivaldi and Puccini, favourites from all over the world, songs and concert pieces, our orchestra presented the lot. We were all exhilarated. Finally, and at a very late hour, there was the song of the "Bird sat in a Linden Tree" ... while we planted a linden tree: our farewell present as a thank-you for the lovely days we were privileged to experience at Pavullo. For the sake of experiences like that, I would travel many miles.

Jörg Ziller



Caricature of CW by Werner Meier

THE THIRD CZECH NATIONAL VINTAGE GLIDER RALLY AND THE VGC'S RENDEZVOUS RALLY

Rana u Loun 29th July to 4th August, 1996.

Gliders entered			**Designed**	**Built**
Demant	VSM-40	OK-9902 Aero club Sumperk	1957	1959
Lunak	LF-107	OK-0975 Vl.Fiala.Benesov	1947	1950
Lunak	LF-107	OK-0819 St.Baran, Frydlant no	1947	1950
Pionyr	LF-109	OK-2215 Delta System Air, Hradec Kralove	1953	
Orlik 2	VT-116	OK-6922 Sliva/Dostal, Hronov	1966	
Honza	Zlin 23	OY-5619 Josef Ott, Slovakia	1946	1996
Kranich 3	D-9176	Christof & Franz Mertens, Germany	1952	
Kranich 2 a-2	PH-103	Neelco Osinga, Holland	1939	1954
Kranich 2 B-1	BGA 964	Chris Wills Britain	1935	1943
King Kite	BGA 2769	D.Jones Britain	1936	1984
Goevier 2	D-1080	I.Tegen, G. Dreskornfeld Germany	1953	
Goevier 3	PH- 209	Hans Dijksta, Holland	1952	1954
Cumulus 3F	D-6059	Christian Kroll, Germany	1953	
Std Austria S	D-4131	H.Rieth, T. Krans, Germany	1961	



2 Kranich 2s together at last at one of our rallies. Neelco Osinga has bought PH-103 which was built in Spain in 1952, from Gunter Weizhofer. Photo Chris Wills.

When the participants arrived on the 29th July they were immediately struck by the beauty of the mountain and the site and by the large number of motorised gliders. These were:- Bergfalke, 4 Rhoenlerches, a Pionyr and a Czech Orlik. The latter type had been forbidden to fly because of its glue when we were at Zbraslavice. Now, not only can they be restored, but an engine has been fitted to one of these fine sailplanes. Almost all engines in use were from Trabants (ie they were two-strokes) These aircraft were all without registrations and belong to an absolutely free organisation, without state control and can be flown from aeroclubs. Christian Kroll was heard to say "Don't leave your glider for ten minutes or the Czechs will put an engine on it", and, later," It might have only a slightly better chance of not having this done to it if it has a wooden fuselage as the Czechs seem to prefer attaching the engines to steel tube fuselages."That even they were not entirely safe was evidenced by the wooden fuselaged Orlik. This was sad as the Orlik 2 is a super laminar flow profiled competition sailplane. The absolute climax was when someone rode up on a bicycle and attached it to the wing strut of a Rhoenlerch. Leaving the rear bicycle wheel in contact with the ground, to balance the aircraft, the Rhoenlerch then took off with the bicycle attached, and flew away. One has only to go to a scrap yard to find a derelict Trabant and then to find a no-more needed German two-seater glider and there you have the makings of your aeroplane which can fly without a C of A. There is a different administration for these motorgliders, which is apart from the one that controls sailplanes. There is clearly a very keen movement for them in the Czech Republic, but we think that it is a sad fate for good, vintage sailplanes.

Monday 29th July Much cloud was forecast; more during the afternoon with possible showers and maybe thunder storms. Temperature would vary between 23 and 27 degrees. Tomorrow would probably be the same.

First daily prize went to Hans Dijksta who flew his Goevier 3 for 2 hours. All gliders were put in the hangar afterwards because of the possible approach of a thunderstorm.

Second prize went to Chris Wills for having taken the longest time ever known, to rig a glider. He was very ably helped by some very patient Czechs who often suggested improvements which had to be carried out. One of the Czechs was Vladimir Danda, who is a technical expert, having restored very many vintage aircraft. He often worked on the Kranich, repairing it and bringing it up to a high standard of technical excellence. He finally presented Chris with a box of metric nuts, which could have been significant. The Czechs seemed to be dedicated to helping us and no-one helped us more than Vladimir.

During Monday, the gliders were got out of the hangar but only Christian Kroll, in his Cumulus, flew. Packing the hangar was a work of art because the hangar was wide, having room for sailplanes two deep, but the only modification the wartime built hangar needed, was a central post to support the roof halfway across its entrance. One person directed the packing, and unpacking and CW, who did 9½ years of this while working for PPS decided that they definitely knew what they were doing. To see the two Kranich 2s nose to tail, as well as the Kranich 3, was a nostalgic sight. It was not the first time that this hangar had sheltered Kranich 2s but it was the first time that CW had seen two Kranich 2s together since he was at Monflorite, in Spain, in 1951. It was interesting to compare the two Kranich 2s; BGA 964 was essentially a pre-war designed Kranich 2 which was being built in Sweden and at Kittelberger (near Bregenz) during the war. PH-103 was the later version which had been designed and built by DFS in 1939 (assuming that the prototype had accompanied the 1939 German Libyan Expedition). This type was in mass production from 1941 to 1944 by Mras in Bohemia (16230 built), by Nitra Slovakia (200), in Poland post war (500), perhaps in Jugoslavia post war (17) and in Spain post war (50). The two versions' fittings, parts and dimensions were very different. Their flying characteristics were also very different, but these may have been more similar when they were new.



Evening at the end of a perfect day at Rana, Kranich 2 BGA 964. Photo Chris Wills.

Tuesday 30th July Briefing was by Peter Hanacek. He gave a welcome to those who had arrived on the previous day. Yesterday's flying caused no problems but they hoped that today's flying would be better. It was expected that the weather would be better.

1st Daily prize was awarded to Christian Kroll for the longest, and only, flight in a vintage glider on Monday.

2nd Prize went to someone who had slept the night on Rana Mountain. He had slept well until 3 am (no mosquitos) but then it started to rain. It should be mentioned that the mountain sides, especially at the top, are nearly vertical. If one started to fall, one would fall a long way. CW experienced vertigo just standing on top of it.

3rd Prize went to Josef Ott for surviving 110kgs of paperwork to enable his Honza replica to receive a Permit to Fly from the Slovak CAA. The Honza's empty weight is also 110 kgs, but it is not over yet as the paperwork has still to be translated from Czech to Slovak.

Josef Ott was asked to give a talk on the building and testing of his Honza. This had been the first Czech-built glider, after the war in 1946. It is a small, strutted, primary glider which was to replace the wire braced German SG38 of 1938. It is of similar size to the SG38 but has more wing dihedral. As 1996 is the Honza's 50th anniversary, it was felt that it would be a good thing that it should take part in this year's Rana Rally and so the Slovakian CAA was asked to hurry up, but it was thought that it should have the same weight of paperwork as its empty weight. However, they came to Nitra to pass out the Honza. They established that its max L/D was not 1/10 or even 1/8 but probably 1/6, but they all got different results. It was cleared only to be aerotowed by a 300hp Brigadyr, a Czech replacement for the Fiesler Storch which could fly at 40 kph (and stall at 38 kph). So the Honza's aerotow speed range was fixed to be 40 to 110 kph. Winching and Bungeeing were not allowed. The second test flight was almost a crash as the Honza got into the Brigadyr's slipstream. The Honza's flying weight was fixed at 202kgs. Josef Ott's lecture and film were well received and the Czech Republic's Vintage Glider Club unanimously decided that he should represent both the Czechs and the Slovaks at next week's 24th International Rally. Thus the VGC had united both the Czech Republic and Slovakia, which is another proof that glider pilots can achieve more than politicians concerning international relationships. Unfortunately, the Czechs could send no other representatives to Hungary because they had all used up their holiday at Rana.

On Monday evening there was much music and singing of Czech songs in the canteen.

Tuesday 30th July Cloud was forecast with rain in the East. Light winds were possible except if thunderstorms arrived. More rain was forecast for the South. There were good thermals to the 3000ft cloudbase. There were cloud streets, but these often became rain storms. D.Jones and CW managed 1hr 20 mins in the Kranich 2. They soared the slope of Rana Mountain for some of the time. It was on this evening that the historic Rana films were shown.

Wednesday 31st July With high pressure over the the Czech republic and storms over Italy, the weather system was gradually moving East. Sunny weather was forecast for the whole of the Republic today. 22 to 26 degrees were expected with more cloud coming from England. Sliva flew the Demant 106 kms today.

Thursday 1st August Yesterday's weather was not as good as expected with periods of convection, but also of "clamp". It was expected to be better today. The longest duration flight yesterday was by Neelco Osinga in his Kranich 2. There were many long duration flights with thermals going up to the cloudbase at 2000m and it was very cold at this height, as Martin, who translated for us, found out in the back seat of the Kranich, when it was flown without its canopy. David Jones flew his King Kite for over 6 hours in thermals and this was the longest flight of the rally.

Friday 2nd August A cold front passed in the night and this had affected the weather with another front to follow bringing more wind and 4/8 clouding. CW flew for 1hr 2min with Karel Mann in the Pionyr. They reached cloudbase at 1900 m above site and above some Blaniks. He later flew it briefly solo.

The Pionyr is a small, cheap to build, enclosed cockpit, two-seater with a fabric covered, steel tube fuselage with strutted, rectangular in plan form, wooden wings. It is remarkably refined, having a relatively fast, flat bottomed, wing profile and Schemp-Hirth airbrakes, elevator trim and electric turn and slip indicator. It was beautifuilly restored and performed well in climb and glide. This example was a little heavy on the ailerons but they may become lighter when it is flown solo. The performance was far better than expected for such a machine which has about the same dimensions as a T31 or Rhoenlerche. It has a well sprung landing wheel; Rana is a rough site and CW's landing in the Pionyr was the best one he managed to make during the whole rally. The tailplane is also of rectangular plan form for very cheap and easy production. Wing section is NACA 43012 and the wing is set on the fuselage at a high angle of incidence. 455 Pionyrs were built in Czechoslovakia during the years 1950 to 1952. However, in the Soviet Union, no less than 800 were built as the Kazan Aviation Institute's KAI-12 in 1957. In Russia, it was (is) known as the Primoriets. It was built with metal wings and tailplane. CW thought that it was a very good training two-seater for pupils to learn blind flying and cross country and must be comparable with the Hungarian Gobe.

Saturday 3rd August Yesterday we had shared the infrastructure with an International Deux Chevaux Rally and much free beer had been drunk during the evening. The weather was not good, but other pilots flew the Honza and the Kranich 2B-1 (BGA 964) had many flights with slightly delayed descents. We were joined by a young German with a Standard Austria D-4131.



Laszio Revi and the Vocsok at Rana. Photo Chris Wills.

During the rally Colin and Alice Anson had a failure on their automatic gearbox on their Honda Accord and both the car and their caravan had to be towed to Dresden by Jörg Ziller to await rescue by the Caravan Club from Britain and they were unable to come with us to Farkashegy. We were the poorer for them not being with us there.

The Final Ceremony and Prize Giving took place in front of the hangar at 9 pm. We thank every one at Rana for giving us such a good time. Chris Wills.



A 1947 Lunak showing the sponsorship deals now available to help with restorations. Photo Chris Wills.

THE 24TH INTERNATIONAL VINTAGE GLIDER CLUB RALLY

Farkashegy, Hungary, 6th to 15th August 1996

Gliders entered

Nord 2000 Meise	OO-ZQH	Belgium – Firmin Henrard
Rhoenlerch Ka4	BGA 4116	France – Didier Fulchiron
Castel 301S	F-CRBJ	France – Maurice Renard
Minimoa	D-8064	Germany – Adalbert Schultz, Gunter Reich
Weihe 50	D-0084	Germany – Adalbert Schultz, Gunter Reich
Ka 8	D-4011	Germany – Andreas Hahn
Ka 2B	D-1959	Germany – Klaus Schicking
Kranich 3	D-9176	Germany – Christoph & Franz Mertens
Grunau Baby 3	D-1052	Germany – Dietrich Kauderer
Slingsby T21b	BGA 782	Germany – Christian Stachulla
Grunau Baby 2b	D-7078	Germany – Markus Lemmer
Zugvogel 1	D-8773	Germany – Rainer Karch, Heinz Nierholz
J S Weihe	D-0700	Germany – Peter Ocker
Olympia Meise	D-6934.	German – Rudiger Heins
Cumulus 3f	D-6059	Germany – Christian Kroll
Futar R22	HA-4059	Hungary – Aero Club Miskolc
Vocsok	HA-2336	Hungary – Basti Jozsef
Cimbora	HA-5135	Hungary – Revi Laszlo
Kranich 2A-2	PH-103	Holland – Neelco Osinga
Slingsby T21b	PH-1045	Holland – Willem de Baars
Zlin 23 Honza	OM-5619	Slovak & Czech Republics Josef Ott
Nord 1300 (GB2b)	HB-348	Swiss – Pierre-Alain Ruffieux
Spalinger S 18-3	HB-411	Swiss – Willi Schwarzenbach
Grunau Baby 2b	HB-234	Swiss – Bernard Duvanel
Slingsby Prefect	BGA 701	Britain – Malcolm Wilton-Jones
Slingsby Swallow	BGA 3469	Britain – David Shrimpton
L-Spatz	BGA 2276	Britain – Vernon Jennings, Peter Chamberlain
King Kite	BGA 2769	Britain – David Jones
Kranich 2b-1	BGA 964	Britain – Chris Wills
WLM-2	HB-562	USA – Al. Uster

It had taken almost 12 hours to travel with trailers from Rana, 60 kms NW of Prague, to Farkashegy, Budapest, via the Slovak Republic. Windscreens were gradually being obscured by the Autobahn stickers which had to be purchased before travelling on autobahns through the Czech and Slovak Republics. At last, Farkashegy airfield was reached in the middle of the night. We were well received, in spite of the lateness of the hour, and trailers were directed to the parking area.

It was soon apparent, in spite of the most hospitable welcome on the airfield, that this was the first (out of three) International VGC Rallies at Farkashegy which was being run by Private Enterprise rather than by massive Communist State Sponsorship. However, most of the Hungarian heroes who had so successfully run our two previous rallies, were there again to help run this one. Gone were the Army and the Communist State's youth. The latter was replaced by new young Hungarian glider pilots, who were told that if they helped move our gliders and pack the hangar, etc their flying would



Cimbora, Grunau Baby, Nord 2000 and two Slingsby T21s at the 25th International Rally. Photo Peter Chamberlain.

be subsidised by us! This they did, good naturedly, and were able to fly the 6 Gobes and the Cimbora whenever possible.

Monday 5th August During the opening ceremony before the White House (Feher Haz) ie central offices of the clubs, speeches were made by several people, including the Mayor of Budakesci in English, and the VGC's bell was rung by Chris Wills to open the Rally, as is traditional.

Imre Mitter had seen Chris approaching the opening ceremony with two flags, those of Hungary and the VGC. In no time at all, he arranged to have them attached to the top of the flag pole to lend colour to the proceedings.

Then, a small but adequate air display took place when the Cimbora and the Vocsok were aerotowed over by the famous Hungarian PO-2 and Gerle vintage aeroplanes, and all of them were landed before the White House. This was followed by some very "hot" aerobatics by two German aeroplanes flown by Hungary's best aerobatic pilots.

Tuesday 6th August On this day was our first Briefing at 10 am. It was pointed out that the Rally was for VGC members, and that those who had arrived but who were not already members should join before participating. Everybody was expected to register in the office, and new Hungarian flying maps could be bought by those who wished to fly cross country. Cars could be used to tow gliders but should be removed from the airfield afterwards.The office would be open during mornings to sell winch and aerotow tickets. Official start time for flights started when the wing tip man raises his hand. Care should be taken during winch launches as winches were not powerful. Signals to the winch driver were: Rudder, for too fast and Aileron for too slow.

This is as in Britain, but in Germany it is the other way round. Banks in Budakesci would not change Travellers Cheques but a bank in Budaors would. Concerning airspace, 1300m asl was allowed over Farkashegy. Long landings to the hangar would be allowed in the evenings but only with prior permission of the Duty Pilot. After flying, gliders should be left on the grass to await packing by the Hangar Packing Meister and his Team.

Wednesday 7th August Good local flights were had by Rainer Karch in the Zugvogel 1, which reached the best height. Other good heights were achieved by Willi in his S 18, Jochen Ewald in the Cumulus, Malcolm Wilton-Jones in the Prefect, Ruffieux in the Swiss GB 2, Neelco Osinga in his Kranich. Most of the thermals were dry but the best of them were capped by cloud. Overcast clouds tended to cut off the sun.

Thursday 8th August The weather was bad with thunderstorms expected during the afternoon. The International Evening was the usual success with a sensational ambiance.

Friday 9th August During the briefing everyone was thanked for the previous evening's party. Today, there should have been a visit to the Royal Palace and Heroes' Square at 3pm, but this did not happen as the weather was expected to be better than before but with rough thermals, and a cross wind. As a result, there were many long duration flights.

Saturday 10th August Good weather again today but because Ferihegy (Budapest airport) would be using their runway 13 we would be restricted to 1500m altitude max.

Two Japanese pilots visited us today, one of whom, Hiroshi Kayenga flew with CW in the Kranich and was not cold despite not having the canopy fitted. His friend, one of the best photographers of gliders in the world, flew in a Gavron, and we eagerly await his pictures. Highest of all were the 6 Gobes and the Vocsok, which we believe, got away from a low winch launch and probably made the best flight ever for a Vocsok.To see it there at cloud base was unbelievable. We were told that the Hungarian gliders were all being flown by our pilots, and not by Hungarians. Malcolm Wilton-Jones flew the longest duration, furthest and highest. Peter Ocker's Weihe was damaged during landing but the damage was repaired by heroic efforts; see the Letters page. Some of the British people went to the Ultra Light Comps nearby, where Ann Welch was on the Jury. "Cassius" Ewald and Sandra flew the Kranich 2b-1 and found it handled quite differently to the later ones, such as Neelco's. Perhaps the later ones had better control coordination? That evening was the Hungarian one with entertainment from a small orchestra which CW thought was the best he had ever heard.



Cimbora at Farkashegy. Photo Peter Chamberlain.

Sunday 11th August Stronger thermals were expected, but height restrictions remained and yesterday there were many gliders over the 4500ft level. Regrets were given for the spraying of the field three times by the Kamov helicopter, but it was explained that it was only cleaning out its tanks. There were loud remonstrations from the Dutch in particular.

Thermals were, in fact weaker than expected and with a very strong cross wind. Some flights were made by the newer gliders.

Monday 12th August It was possible to fly, but bad weather and 10/10 cloud was expected, so a three hour walk was undertaken up to Farkashegy, the oldest gliding site in Hungary, dating from 1929, but which is now in the hands of equestrians who threw out David Jones and Ian Dunkley, who managed the climb.

CW was taken by Laszlo Revi to visit Lajos Schmidt who flew in the old days and built both the Cimbora HA-5135 and the Vocsok HB-2336. He still works making models of the Karakan and the M22 using similar materials to the full size gliders for true authenticity. Chris was then taken to see Laszlo's new Zoegling which he is building and which promises to be a beautiful creation when finished. In VGC News 86 Laszlo asked if anyone would like him to build them a new M22; there were no takers, but he gave Chris a superb cast model of the M22 as a souvenir. Laszlo Revi, Lajos Schmidt and Laszlo Takacs are our bright hopes for the reconstruction of old gliders in Hungary.

Tuesday 13th August No flying today due to a low pressure area over NW Hungary. Ian Dunkley suggested a Barbeque for the evening. Attila Ziermmann's Super Futar, which has just been restored in Hungary, was rigged and flown. CW is lost for words to describe the prefection of this glider. Ann Welch visited the site, using GPS to find us, but unfortunately there were few people left to greet her.

Wednesday 14th August The weather was much better than forecast and CW and Peter Hanickel flew the Kranich 2 for 3hours in tremendous conditions and on one approach back to the site the Kranich entered strong lift and was turned towards the slope. The lift was there all the way round, 100 metres above the summer houses, the machine was kept in a steep turn until, as they reached the top of the slope they were in full sun and could see the old club house below them. They saw the Victory Monument of the two Rubic Wings set in a Vee on the final crest, and could then see all of Budapest before them. The thermal was still carrying them upwards, when they had to pull out the spoilers, and descend, in case someone else wished to fly. Chris said, "I had seen glory, I needed no more flying"

Gobes, Vocsok and Cimbora also had good flights and "Cassius" said that the Vocsok had far better performance than the SG 38, probably because of the lower drag, and also that the Cimbora had almost the performance of a T21B.

Thursday 15th August The last day of the Rally, with the weather expected to improve daily but that did not happen and we were told that it was the worst summer in fifty years, although it had not been too bad by British standards.

Many prizes were awarded with the Olympia Meise D-6934 having flown the longest flight in one day, over 7 hours.

The rather small entry was possibly because some members had already been to this site twice before, but CW said that it is such a special site and with normal weather, he would come again. Our thanks go to Laszlo Meszaros and Stefanie Horvath, for we know they had a worrying time to try to make ends meet. We were glad to have Josef Fecko and family from Slovakia with us for a few days. It seems he has no ownership papers for the Lunak, so he is unable to bring it across frontiers.

The Rally organisation worked well, even though the state was no longer sponsoring us. We did not have anyone from the Wasserkuppe (except for Markus Lemmer) nor from the GPPA at Angers, nor were the Steinadlers of Austria there. From Hungary there was no sign of the Junius 18 nor the Tucsok, and the restored Hungarian Meise could not be brought because of the expense. We believe that by holding these International Rallies, no matter how small, we shall stimulate the Vintage movement in them. Laszlo Meszaros said that the situation for vintage gliders in Hungary had improved in that there is no special department for them in the aero club. Before, flying vintage gliders, especially wooden

ones, was thought to be tantamount to suicide by their CAA! Restoring vintage gliders is now a growth industry in Hungary and certainly some people have money, as witness the young man with a Stemm S 10 motor glider and sponsorship is not impossible, as it seems that Malev, (The National Airline) was sponsoring one, or both, of their world championship standard aerobatic power pilots. (See the Club news for a summary of the AGM and the International Council meetings which were held at Farkashegy.)

Chris Wills.



Bob Gaines Olympia 2 N470LY, flying over Chilhowee, Tennessee, USA. This Oly was originally purchased by Mr R.T. 'Bobby' Cole, its first UK C of A as BGA 515, being issued on 29 May 1947. The photograph was taken by Bob Gaines on 3rd September 1996 with William Drury MD up front. Bob has recently refinished the fuselage in the original EoN colours of pale blue, complete with dark blue fuselage stripe and EoN logo. (Are the wings next, Bob)



The old hangar at Gyongyos, Hungary, in 1933, showing clockwise from the top, 12m Zogling (segel Z), Gyongyos 33, Zogling and Vandor

Features

To start what we hope will be a long series of personal reminiscences we have asked Mike Maufe to enlarge on the impromptu talk he gave us on the occasion of the party to celebrate his 80th birthday at the British National Rally in May. His account of the light-hearted club-life of the 1930s contrasts vividly with today's regulated and organised gliding world, but we are glad that Mike is still able to fly solo having survived a mid-air collision in 1986 when a K21 took 4ft off the wing of his Kite. Ed



Mike Maufe being strapped in before his Silver distance flight in 1938, from a contemporary newspaper.

GLIDING AND SOARING IN THE EARLY DAYS

In 1935 I learnt to fly Gypsy Moths at Marshall's old aerodrome in Cambridge, followed by a spell on BAC Drones at Ely – these were the motorised version of my BAC two-seater glider.

I transferred to gliding in 1936 when I joined the Cambridge University G.C. a year after it was formed. Most members being students without the benefit of a large income, the club began in a modest way, renting a large field at Caxton Gibbet with a barn, an ancient German open cockpit Zoegling primary and a small winch. It was, I believe. the first flat field gliding site in the country.

Only third year students were allowed cars and some members arrived in these; others on a multi-seat bicycle. Gliding in those days was very much a minority sport with just over 600 pilots having their "A" certificates, about 100 with "C"s and only 10 Silver "C"s.

The D.I. on the Zoegling consisted mainly of removing bird droppings and straw and replacing any stretched landing wires (those which hold the wings up when the glider is on the ground) caused by heavy landings. Training was solo from the start using the winch with piano wire, progressing from ground slides to low hops, which gradually became higher until circuits could be done. Our glider had a solid wooden keel with unsprung skid, so bad landings were physically felt and visibily noticeable when the landing wires broke and the wing collapsed onto the ground. Such flights did not qualify for certificates! No instruments were fitted and descents were fairly rapid at 1 in 8 glide angle; 45 second flights for the "B" were quite an achievement

Some of us soon got tired of circuits and went to the London G.C. at Dunstable on weekends to get some hill-soaring. Launching was by bungee, a rubber rope catapult stretched by 3 or 4 crew on each side of the two arms which is a surprisingly pleasant method of launching. In westerly winds the gliders were hauled up to the top of the hill by a motor-driven endless rope and bungeed off with the CFI, Tim Hervey, shouting instructions from the ground. I got my "C" here in a nacelled primary Dagling in the howling wind which was necessary to keep it up.

Back in Cambridge we moved onto a secondary called the Tottenhoe (a superior kind of Cadet) and then on to the new Cambridge which was a cross between a Kirby Kite and a Grunau, this being a "high performance" sailplane we tried to find thermals but with the low launches these were very elusive.

To get more varied experience the club organised expeditions in the University vacations to such localities as the Kimmeridge and Purbeck Hills in Dorset, or several hills near Pewsey on the Wiltshire Downs. We towed our little winch with an Austin 7 and took all three gliders, a bungee rope and a motley collection of tents. Each day we flew from the nearest hill facing the wind, usually landing at the bottom but occasionally back on top. One day I had my first soaring flight of reasonable duration – 45 minutes at about 50ft up, landing on top in tall bracken with no damage. Later, someone flew the Cambridge into a tree trunk neatly smashing one wing in half and the Tottenhoe was put 40ft up another tree. We normally packed up camp when all the gliders had been broken!

In July 1937 I joined the Yorkshire Club at Sutton Bank and was lucky enough to achieve my Silver "C" duration flight on my second visit to the club with 5½ hours in a Falcon 1 equipped with the precautionary milk bottle. This aircraft was a delight to fly and with its low wing loading kept up well in light winds. With the wing above the cockpit, vision on the inside of a turn was poor, but I do not remember any mid-air collisions with the Falcon.

Bungee launching had by now been abandoned at Sutton Bank because the steep cliff caused severe turbulence. Allowing enough room for the launch, without the launch crew disappearing over the cliff, meant flying straight into the downdraught. A 1923 Rolls Royce "Silver Ghost" was used as a winch; in emergencies the wire had to be cut with an axe, as the "Ottfur" backward release was not in use until 1939.

In 1937 the airfield was very much smaller than it is now with an ancient high dyke along the northern boundary (opposite the club house), and the surface was not grass but heather and stoney patches – a major cause of skid damage. Two-

seaters were not then in use for training and crashing was frequent, usually treated in a rather light-hearted way as serious injuries or fatalities were rare and damage to the gliders could be quickly repaired by skilled woodworkers.

The gliders had no airbrakes or spoilers, so steep turns and sideslips were normally used on the approach. There was always an intense desire to stay up as long as possible and the art of thermal and wave soaring was still undeveloped. "Hill scraping" for long periods was the norm, often followed by bottom landings (or "sinkings")

There was an interesting variety of modes of crashing – usually on the approach, ie landing on the barbed wire fence, which cut one glider in two, hitting anything above ground level such as the windsock, the hangar, the dyke and on one memorable occasion, the club horse which was used at that time for retrieving. Afterwards, it used to bolt whenever it heard the sound of plywood cracking and had to be sold.

Most of this crashery was repaired by the club's Ground Engineer, Harold Holdsworth, who still lives in Bradford and has fantastic memories of his days at Sutton Bank. *(These were published some years ago in VGC News, Ed)*

A collision once occurred between a Scud II and a Grunau Baby. The Scud lost its entire nose, landing in a large tree and the Grunau lost its tail and fell inverted into a patch of thick bracken, but neither pilot was injured.

In the autumn I went to work at the Bristol Aeroplane Co and occasionally went up to the Long Mynd. Here, when the wind was very strong they dispensed with the bungee and just pushed the glider over the edge supported on the shoulders of two men, one under each wing. In this way I had my first flight in a Kirby Kite and found the launch as delightful and smooth as the bungee.

Early in 1938, with two other Bristol apprentices I helped to form the Bristol Gliding Club, with a Primary and a Grunau purchased from Slingsby with the help of a large government subsidy intended to stimulate the training of aviators for the impending war. I became the club's official Ground Engineer, with Certificate of Competance No 3, which was later superseded by the BGA Inspectors system. (When I re-applied for this number a few years ago it was refused as being incompatible with the computer programme)

We started training at Leighterton, about 20 miles from Bristol, using bungee, rope and a Morris Oxford car with only the three of us, one being the pilot, one the car driver and the third, the ground crew. A short rope was used for hops, then 700ft for circuit height. It didn't always work though, and on one rainy day, after a miserable 200ft launch I stalled the Grunau on its final turn and ended up sitting on the grass with nothing in front. Most unfortunately, this took place at a public meeting arranged to attract new members and demonstrate the safety of gliding!

While with Bristols I visited Dunstable for the National Gliding Contest in July 1938 and managed to complete my Silver "C" by flying to near Chelmsford. This was No 40, but my International No is 1007, and my glider was the Cambridge 1. We made occasional visits to Roundway Hill, Devizes and the Downs at Huish, for hill-soaring. On one of these trips I had my first aero-tow with Ralph Slazenger's Gypsy Moth – no dual instruction, just "Get in and follow that tug!"

Later came the war and having been in the Civil Air Guard flying Gypsy Moths, I was called up into the RAF, but because of my "bad" eyesight and with an engineering degree, I became a Technical Officer. In 1940 I was posted to a top secret unit called the "Central Landing Establishment", later the Airborne Forces Experimental Establishment. This was at RAF Ringway (now Manchester Airport), and here I joined several other glider pilots well known to me. I was posted to the Development Unit, which included being "Officer i/c Tow Ropes" and was a technical assistant to Robert Kronfeld, the famous Austrian glider pilot and pioneer of soaring flight and with whom I had many flights in all the types of troop and load-carrying gliders.

We had several requisitioned gliders in the unit and one of my first jobs was to design a very primitive "tow-cable angle indicator" to assist pilots to follow the tugs accurately in cloud or darkness.

Our C.O. was Mungo Buxton, the designer of Phillip Will's Hjordis. Tim Hervey, the pre-war manager of the London GC became the C.O. of the first glider training squadron, which was given about 15 Kirby Kites and moved to RAF Thame (now Haddenham) as No1 G.T.S. One of the instructors there, all pre-war glider pilots, was John Sproule, who appeared in Naval uniform, and who had been accepted into the Fleet Air Arm as a pilot in spite of wearing glasses. When he was transferred to the RAF he became the only officer who wore both wings and glasses!



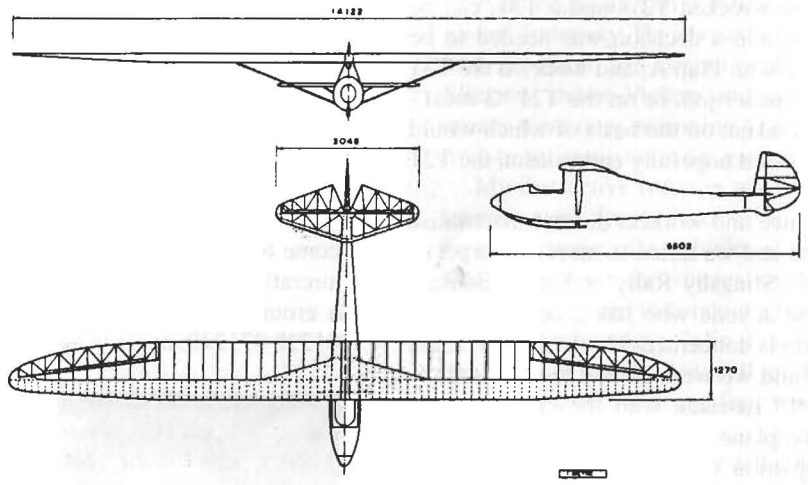
Mike now, with son Tony in the Kite's cockpit and daughter-in-law, Susan at the wing tip. Photo Chris Hughes.

After the war, I did very little gliding until I retired and found it an ideal retirement hobby, especially when combined with the restoration of vintage gliders to flying condition. They are excellent for older pilots to fly as everything happens more slowly than with modern, fibreglass projectiles, and rebuilding old gliders is a very satisfactory occupation for anyone who likes working in wood.

The Vintage Glider Club, of which I became a member in 1974, is a very friendly, relaxed, non-competitive club and its annual rallies, both at home and abroad, make ideal holidays for families of all ages. Without the stimulous and encouragement I have received from other members of the VGC, the Yorkshire GC and my son Tony, I would probably have given up gliding many years ago.

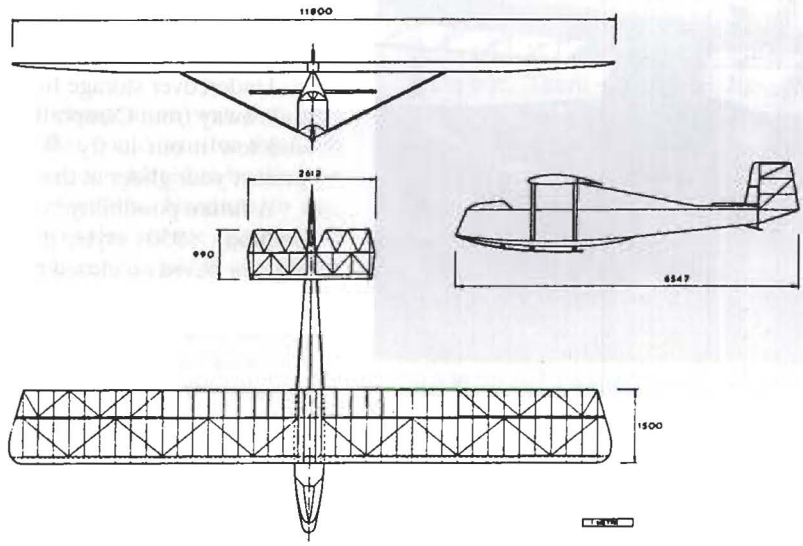
Mike Maufe

DART CAMBRIDGE.



A single-seat sailplane designed and built by Dart Aircraft Ltd., Dunstable, of conventional wooden construction. It was similar to the German designed Grunau Baby but with a rounded monocoque fuselage.
Wing span: 14·12 m., 46′ 4″. *Length:* 6·50 m., 21′ 4″.
Wing area: 14·86 sq.m., 160 sq.ft. *Aspect ratio:* 13·24.
Wing section: Gottingen 535. Strut-braced wings, no flaps or airbrakes.
Undercarriage type: Main skid only, plus tail skid.
Weights: Tare 111·13 kg., 245 lbs. A.U.W. 204·12 kg., 450 lbs.
Wing loading: 13·71 kg./sq.m., 2·81 lbs./sq.ft. *Max. L/D:* 19.
Speeds: Stalling 42 km./h., 26 m.p.h.
Min. sink: 0·91 m./sec., 3 ft./sec.
The first flight of the prototype was at Dunstable, 1.12.35. The Cambridge 2 was slightly lighter in weight, but with larger ailerons.

DART TOTTERNHOE



A single-seat secondary glider designed and built by Dart Aircraft Ltd., Dunstable. Conventional wooden construction.
Wing span: 11·8 m., 38′ 8½″. *Length:* 6·55 m., 21′ 6″.
Wing area: 17·84 sq.m., 192 sq.ft. *Aspect ratio:* 7·75
Wing section: Gottingen 532. Braced wing, 2 struts each side.
Undercarriage type: Main skid, plus tail skid. No airbrakes, or flaps.
Weights: Tare 117·94 kg., 260 lbs. A.U.W. 208·66 kg., 460 lbs.
Wing loading: 11·71 kg./sq.m., 2·4 lbs./sq.ft.
Max. L/D: 23 at 42 km./h., 26 m.p.h.
The first glider had its test flights in May 1936.

CAMPHILL VINTAGE GLIDING GROUP – PROGRESS REPORT

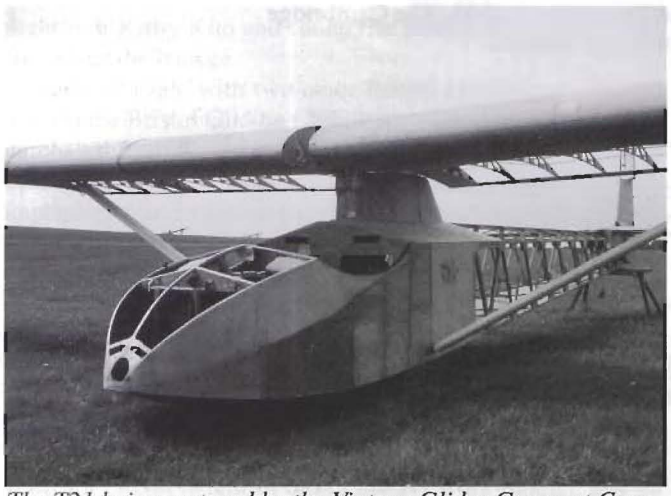
Owning four gliders, three wrecked T21s and a T31, can be too much of a good thing and a decision was needed to be taken, whether to continue with Plan A, and work on the T31 first, as the smaller and cheaper job, or on the T21 "3 into1" project. The decision was taken, on the basis of which would attract the quickest finance and hopefully enthusiasm, the T21 winning the day.

In the event, both finance and workers did not materialise at quite the rate we hoped and we failed to meet our target of completion by this year's Slingsby Rally at Sutton Bank; a fact that will not surprise anyone who has restored aircraft, particularly where a group is concerned. However, significant progress has been made and we were able to test rig a virtually completed "3 into 1" fuselage with the chosen wings from 2 aircraft with the tailplane from another. *(See photo)*

Our plans after completion of the T21 in time for next year's Slingsby Rally, (watch this space) will be to sell on the remaining T21 parts to another restorer to do a "2 into 1", and then move on to the T31.

On the plus side we have a well equipped vintage workshop which is better than the Club's, power and hand tools have been donated and we have already trained some workers. A winter working schedule is now being planned and if any VGC member in the area would like to take part in any way we would like to hear from them.

Ian Dunkley



The T21 being restored by the Vintage Glider Group at Camphill. Photo Ian Dunkley.

A VINTAGE GLIDING CENTRE IN THE NORTH?

Camphill, the home of the Derbyshire and Lancashire Gliding Club, is one of the oldest gliding club sites in the UK. Whilst keeping up to date with modern facilities and virtually all-glass fleet, the club has probably changed less over the years than most sites. With modern winches, a bungee slope, a club house based on an old farm house, a hangar which could qualify as a listed building and an established Vintage Glider Group, it is an ideal candidate for a **Northern Vintage Centre.**

Located in the centre of the Peak National Park where aero-tows are not permitted, it is surrounded by some of the most attractive country in the UK, an ideal holiday area even before gliding is considered. With ridge, wave and thermals the club has everything, the club height record is over 23000 ft and 500km triangles have been flown in glass, if not in wood. Our weather is not as bad as our reputation as 'Damphill' at the 1954 World Championships suggested and there is plenty to do if you cannot fly; you could help restore vintage gliders, for example.

In order to promote Camphill as a **Vintage Centre** the club offers all Vintage Glider Club members free reciprocal membership for up to 28 days per year with camping, caravan space, or clubhouse accomodation at club rates. Whether you come for a week, a weekend or just a day, with or without an aircraft, you will be made welcome. If you do plan to come as a group, or with an aircraft simply ring John McKenzie on 01298 871270, or write and we will take it from there.



The Derby & Lancs Gliding Club's buildings at Camphill. Photo Ian Dunkley

Undercover storage for the winter is available less than one mile away from Camphill, so you could store your glider there and tow it out to fly. What better way to try Camphill and protect your glider at the same time?

A future possibility is the organisation of a 'Wooden Competition', 1950s style, if vintage 1950s retrieves are acceptable, or based on closed circuits if not. Comments on this idea are awaited.

The free reciprocal membership is limited to members of the VGC so any syndicate partners or crew who are not members would have to join to qualify. Why not give them an application form now?

Ian Dunkley

As well as Ian's letter we have also received the following letter from the Chairman of the Derby & Lancs Gliding Club. Ed.

Dear Mr Shrimpton

The Derbyshire and Lancashire Gliding Club in line with many other clubs have adopted the policy of offering free reciprocal membership for those who wish it.

We therefore have pleasure in offering this facility to members of the Vintage Glider Club and we would welcome any of your members to fly at, and enjoy the facilities of, the Derby and Lancs Club without any form of payment for

membership. We would also, because of the uniqueness of your set up, not expect you to offer members of our club reciprocal free membership.

If you wish to take advantage of our offer your members would be most welcome to fly with us either on an individual or group basis at any time.

Yours sincerely

FRANK TOWNSEND
Chairman

HOOKED!

My Log Book records that it was on the 15th April 1967 that, as an early solo pilot, I undertook my first flight as a contestant in an official competition. My mount was a Slingsby Tutor which had been "cobbled" together with bits from divers other Sproule type gliders; and adorned with a home-made canopy and a resplendant bottle green and white top coat it was, in those early days, the Club's hot ship. I clearly remember hurtling down the runway on the back of a couple of thousand feet of 12swg (.104") piano wire (£5. 12s. 0d.) which was suitably attached to an Austin Princess car (£25.10s. 0d.) and achieving a very creditable launch height of 1000ft – launch fee, 1s. 6d.!

The task was to fly a text book circuit and land within the confines of two markers, so placed as to ensure that the landing had a cross wind component.

I thought that I did reasonably well but, as every early solo pilot will be aware, all CFIs appear to be blessed with peripheral vision which somehow exceeds 360 degrees in both azimuth and elevation. They also seem to possess a vocabulary to match this extraordinary "sense" and as this incumbent was no exception, I duly received the benefits of his observations!

To cut a long story short this competition was the 1967 W.D. & H.O. Wills Competition that could win for the Club which produced the person who was considered to be the best solo pilot, a brand new Slingsby Swallow. Needless to say, yours truly never reached the finals of this unique competition but it did introduce me, with some vengeance, to the Ottfur Release Unit.

Apparently one of the final tests in the competition was to assemble from a pile of unrelated bits of ironmongery, one complete and functional Ottfur Release Unit and to assist you in this task you were permitted to use a few standard hand tools.

Now, from my comments above regarding my then resident CFI it will come as no surprise to be told that he had the very bright idea that this exercise would be well worth trying on some of his own early solo wards – one if which was me!

It took me over an hour not to complete the task and to afflict third degree lacerations to the thumb and first and second fingers of both hands and to conclude that the task was simply quite impossible. Also, I took an oath that never again would I venture into the inner workings of these malevolent mechanical assemblies called Ottfurs, and even now, some thirty years after that painful and frustrating experience, I must admit to still having a serious hang up with such things as Chinese Puzzles you get out of Christmas Crackers, and Rubic Cubes.

In late 1995 I was working, together with a couple of like minded colleagues on the restoration of Colin Street's Olympia 2 when he suggested that we might be interested in re-establishing an Ottfur Release support service for the 'older glider' fraternity. He advised us that some time previously he had procured the design and manufacturing rights from Slingsby and/or Vickers and as the available ex-MOD (UK) spares were now beginning to dry up it seemed an opportune time to seriously consider such a project.

My instinctive reaction was to duck the issue but my colleagues were deeply involved in other areas, so I, having the breaking strain of a dehydrated Kit-Kat and secretly hoping that given time the suggestion would die a natural death, reluctantly agreed to conduct a feasibility study.

Within a few days Colin presented me with a plastic folder full of drawings, a box full of Ottfur bits, some new, but mostly unserviceable and four wooden trays containing half a ton of tooling.

Out of the plastic folder fell a little bit of gliding history.

Here were some of the original Ottley Motors Ltd drawings, many updated or redrawn by Slingsby. The drawings covered all of the Ottfur configurations and except for the assembly and functional test procedures the package was complete. It did not take long to conclude that, given suitable resources, it would not only be possible to produce new spare components but also complete new units.

It took even less time to discuss and decide to proceed with the project.

My long-standing aversion to the inner workings prompted me to co-opt the assistance of my unflappable friend from past restoration days, Bob Stringer who, with the aid of a couple of serviceable units, took on the task of writing the assembly procedures together with the design and manufacture of any specialised assembly tooling which would be necessary.

As for the test procedures – more of these later.

Next came the tooling. Much of it was in dire need of some dedicated TLC, but with the exception of a couple of items, complete. There were Drill Jigs, Welding Jigs, Ring Mandrels, Joggling Tools and Press Dies, all of which were, at first glance, useable. Here again Bob came up trumps with the design work for some missing Drill Jigs which were then superbly machined and assembled by Dave Linford of the East Sussex G.C.

Equivalents for the original material specifications were determined and, after some experimentation with these new materials, it was decided to discard the Press Dies in favour of Laser cutting; this process, together with surface hardening and fabrication being sub-contracted out to professionals. Furthermore, the etch primer and paint process proved to be somewhat of a health and safety problem so it is now planned for production units to be zinc plated.

The big headache did not appear until the test procedures were considered. Without the original Slingsby documentation it was difficult to know where to begin. Obviously in the case of the Ottfur it was necessary to comply with the requirements defined in BCAR Section E, but was it necessary to consider JAR 22?

In September 1983 the Australians had produced a report for the OSTIV Meeting which indicated that the release pull loads for 'worn' Ottfur units were well in excess of those defined in JAR 22. They made no reference to BCAR, so to check out their data and evaluate BCAR requirements a Test Rig was manufactured by another restoration colleague, Mick Dunford, and with many thanks to Crawley College, suitably calibrated.



Sheet metal parts of the new Ottfurs cut by Laser. Photo Peter Wells



The rest of the Ottfur bits, Photo Peter Wells.

The tests carried out on this rig proved our 'Ossie' cousins absolutely correct, a worn Ottfur would not meet JAR 22 but then, JAR 22 did not exist when the Ottfur unit was conceived.

Probably more importantly it was found that although the geometry of the over dead-centre lock was indeed important, the condition of the hook profile, caused by release ring wear, could result in excessively high release pull loads and in certain circumstances, the inability to release at all! A unit recently returned from Denmark exhibited exactly such a fault.

With a good hook profile and over dead-centre geometry generally within an overall 2,0 mm tolerance, release pull loads fell within the requirements of BCAR Section E. These were the parameters against which the Ottfur had been originally designed and at last there was a basis to work from but, just to provide some extra incentive, another problem appeared.

The original hook was manufactured by placing three 14swg (.080") steel plates together which were then welded around their outer edge. In one sample, hook corrosion between the plates had weakened the assembly to such an extent that the beak of the hook had broken off completely. Cutting through other samples showed this was a common problem with the three plate method of fabrication and in consequence hooks will in future be manufactured from solid plate using a suitably hardened and upgraded material. This approach should also reduce profile wear.

The tests conducted also revealed two other points worthy of comment. It was found that in the higher range of cable test loadings, original Ottfur release rings showed signs of ring distortion and, in a few cases, weld failure. Bearing in mind that the rings are contemporary with the release unit this was not too surprising. However, the Ottfur rings are manufactured from relatively narrow bar stock (1/4") and in consequence, very high point loadings are generated where the ring is in contact with the hook profile. Only one test run in the higher range produced an indentation on the hook profile which, as subsequent tests proved, significantly increased the pull loads required to achieve release. It follows that rings manufactured with larger diameter stock are to be preferred.

It is a cause for some concern that the sheer longevity of the Ottfur means that there could be some units in the field which may be potentially dangerous. On the other hand, there are those gliding enthusiasts who have the skills and resources to carry out servicing and repair work over and above the routine, but without some manufacturing, or what might be better termed 'second line support' the future for the Ottfur would be very uncertain.

Therefore the objective of this support project is to ensure that the Ottfur will last as long as its host glider and now, some ten months after Colin's initial suggestion, it is hoped to have a second line service in place by the end of 1996. Well in time for the Northern Hemisphere's C. of A. season and hopefully also in time to ensure the long term future of the good old British Ottfur.

You may well ask what happened to my oath of all those years ago. Well, after ten months of further frustration, some very interesting research and design work and, with the assistance of Bob's special assembly tools, a lot less physical violence, just let's say —

I'm Hooked!

Pete Wells, Worthing,
August 1996



Spruce Goose going up on the wire with the engine going as well. Photo Neville Ashhumer

THE SPRUCE GOOSE, THE SECOND TIME AROUND, as told to the Editor by Neville Ashburner.

I first flew in a T21 in 1989 and was immediately captivated and started to look around for one to buy. I found that the AVRO club were closing down and wanted to sell theirs, so I, and a small syndicate from the North Wales G.C., made an offer for it. AVROs took some while to decide to accept our offer and in the meantime we managed to buy one from the Newark Club where it was taking up valuable space at the back of the hangar. While we were arranging to get a trailer, the syndicate became bigger and we were told that the Newark one, BGA 2900, had been modified in 1988 by Jack Elliott of Loughborough, to take a self-sustaining engine which had been removed when we saw it. During this time AVROs came back to us and accepted our offer, so now we had two T21s.

We decided to re-engine BGA 2900 again and discussions took place with the Chief Technical Officer of the BGA, Mr Dick Stratten, to ascertain the requirements for this task. We were told to carry out the identical construction as before and we are grateful to both Dick Stratten and Jack Elliott for their help; Jack even offered to construct another engine mounting frame identical to the original.

At about this time I was in hospital for about four months and little progress was made, except to sell the other T21, so the finances were secure.

Most of 1990 was taken up with construction of the mounting, buying the engine (a Robin 333), mounting it on the frame and running it in on a bench in the hangar, and of course, discussions with BGA all the time to be ready for final approval.

In early Spring 1991 the BGA Technical Committee finally approved the Spruce Goose, BGA 2900, with a self-sustaining engine, and we were official.

By now the group was called 'The Over T21 Club' all of whom were members of the North Wales GC in whose hangar all the work had been carried out.

As the original modifier, Jack Elliott was asked to come and make the first flight after the rebirth and this was carried out on 13th of April 1991. Accompanying Jack was a syndicate member who was an Assistant Cat Instructor and he was passed to fly us all.

Our elation at the completion of the task was short lived because someone objected to the noise of the engine, and we were formally grounded by the club who presumably did not want to have trouble with the planning authorities.

However, one of the group was the farmer in whose field the N.W.G.C. was first formed and he offered to let us go back there, the only snag being that there was no hangar. 'Where there's a will there's a way' and Dick Moore, the farmer, offered to help us build a suitable hangar which, after various problems, such as having a wall blow down in a gale after we had just put up the roof beams, we succeeded in doing, ending with a hangar 70ft by 30ft.

While we were learning to be builders' mates (or gofers) we became the High Moor GC High because the field is 1200ft above sea level and the farmer's name is Moore)

Flying from our own field started in July 1992, by which time two runways had been prepared, one due North and the other about thirty degrees West. In our smaller group are two full Cat and one Assistant Instructors who help when they are available, and in reasonable conditions we are able to give everyone on the field a half hour flight.

The indefatigable Jack Elliott has since modified another T21 in the same way, so there was then a Spruce Goose Mark 2! This one was crashed and Jack is now working on yet another one, the third!



The engine installation of the Spruce Goosetaken by Neville Ashbumer on the day of its first flight 13-4-91.

The procedure when flying these interesting aircraft is to have the engine running during a winch launch and part way up to give it full throttle. It can then be flown around the site even if the wind is in an unfavourable direction and it will not only "self sustain" but climb gently in no lift conditions. The group is now experimenting with a ground-variable pitch prop for optimum performance.

(And you all thought that the Spruce Goose was a flying boat designed and built by Howard Hughes in California! Ed)

International News

BRITISH NEWS

We have once again been bedevilled by the weather. There has been only one, or at the most, two good days at our National Rally and at the Slingsby Rally on Sutton Bank.

Restorations of the two Hütter H 28-2s, the Wren, Scud 1 and the Weihe BGA 448, have been on 'hold' However, we can announce the triumphant completion of the restorations of a Slingsby Cadet at Lasham, a Tutor in the North East and the Avia 40P at Wycombe Air Park, the latter having been delivered to France.

The story of the Hütter H 17a, BGA 490.

Chris Wills had believed that this aircraft had been built by Don Campbell, the Gliding Doctor, in 1948 but Nick Newton, its new owner has discovered that it is, in fact, far, far older.

Here is an extract from his letter to Frederic Fischer of the IGO Albatross: "On page 9 of the notes that you have sent, I even found reference to my own glider! There is a list of all the Hütter H 17s that were under construction around the world in 1936 and I have recently managed to get in touch with the glider constructor, Mr Roy Scott, who had UK manufacturing rights at that time.

As the list shows, in 1936 he was building three H 17As in his workshop at Dunstable and he has sent me some very old photographs that he took at the time of the gliders that were being built.

He was also able to send me information about what happened to these three gliders, which I shall repeat here for your interest.

The first was sold to Sir Alan Coleman who was famous for the mustard that his company produced. It was painted yellow(!) and flew for some time after the war at the Cambridge Club. The second was sold to a group which included Amy Johnson, the famous English "Aviatrix", which eventually crashed near Oxford in May 1938. (not with her in it!)

The third which was to have been for Mr Scott's own private use, was alas, never completed as the war came. Instead, he sold all the parts that he had already made :- fittings, spars, and ribs etc... to a glider builder in Scotland, called Mr Donald Campbell. However, he did not know what became of the parts and he assumed that the glider had never been completed.

Can you imagine his surprise when, nearly 60 years later, I was able to tell him that the glider had indeed been assembled and finished by Mr Campbell and that, after a thorough restoration (by Southdown Aero Services at Lasham) in 1979, the same glider was still flying today!

The date August 1948 was when it gained its first BGA Certificate of Airworthiness. (Information from "British Gliders", a Merseyside Publication by Phil Butler.

Hawkridge built Grunau Babies BGA Nos 578 and 615.

These received their first BGA Cs of A in December 1947 and February 1949 respectively and both of them still exist in, we believe, good condition. Shortly after the war, Les Moulster was working on these aircraft at Dunstable. It seems that Mr Weyl went off to Germany in a motor vehicle and returned with it full of parts for Grunau Baby 2bs. These included complete tailplanes, elevators and wing spars etc. Mr Weyl was sure the old traditional methods of construction were best, so the G. B.s were built with casein glue (Les can remember that some glue he had mixed in the evening froze during the following night!) In order to keep the Grunaus light, they had to be finished in varnished plywood and transparent, doped and varnished fabric. Les helped build the fuselage of BGA 578 but left the firm just as BGA 615's fuselage was being started. He never saw the wings but thinks that they were built by Bolten.

This research has been done for Michael Diller of Gempfingen Strasse 3, 86666 Burgheim, Germany, who has recently bought BGA 578. Michael wanted to know about its original finish. Details of this were provided by CW who discovered that he had copies of the late John Pressland's photos of these GBs at Dunstable in 1948. The second Hawkridge Grunau Baby 2b, BGA 615, is in its trailer at Lasham but no-one knows the whereabouts of its owner, Mike Challinor. Does anyone know where he is? This is important because BGA 615 used to belong to Rodi Morgan; it is now painted white with red decoration and was in perfect condition when last seen.

Neil Scully is working on the **Grunau Baby 2 BGA 370**, which was built in England by J Hobson and received its first C. of A. in October 1938. It is therefore one of the now very rare British built Grunau Baby 2s which were lighter than the German ones. One other one was Fred Coleman's BGA 277, which was built in 1936 in a Leeds bedroom with its wings in four parts because of the workspace available. John Smoker has completely rebuilt BGA 277. Chris Wills saw BGA 370 in 1964 when it belonged to someone called Richardson who was connected with helicopters at Gatwick. BGA 370 was in fine condition then in a good trailer. Also there were two German GBs in bad condition and an H 17a which was in a horrifying state. It had been in fine condition in 1959 when CW helped rig it for display in the Schoolboys Own Exhibition at Olympia but now there was only the nose left and the wings. Everything else must have deteriorated through damp. David Almey had the remains of this Hutter together with a complete pre-war built Hutter which he found in a farmer's barn in the East. Chris later saw BGA 370 at a VGC rally at RAF Cranwell where they dragged it out on an open trailer to try to sell it quickly. Now it seems, another pair of wings must be found for it via Tony Maufe. We hope that these horror stories are not still happening in the East of England and that BGA 370's luck has, at last, changed.

Duxford
The Imperial War Museum has obtained a US Army Air Corps Schwizer TG-3A, which after restoration, is to be suspended from the roof of the new US Aviation Hangar. The aircraft is believed to have a blue fuselage with yellow wings and tailplane. These were the US Army Air Corps colours in 1942. The fuselage is of welded steel tubular construction and the wings and tailplane are wooden. The TG (Training Glider) 3A was one of three two-seater gliders that were mass-produced during the war to train the US Troop-carrying glider pilots.

CZECH NEWS

Our movement seems to be doing very well in the Czech Republic and sometimes sponsors are found to finance the restoration of gliders. At Rana we were surprised to meet our Belgian member Johan Kieckens and his family. We will never forget how well he ran our International Rally at Keiheuvel. It seems that they have often visited the Czech Republic and he flew solo for the first time at Zbraslavice. He is not too well again this year and was preparing to return home. He mentioned how at Zbraslavice, they are now flying two restored Lunacs and that the Goevier-like LG-30 Kmotr, which we saw when we were there, is now in the club's workshop, being restored.

DUTCH NEWS

The big news is that Neelco Osinga has managed to buy the Kranich 2A-2, PH 103, from Gunther Welzhofer. He previously had had it on a ten year loan from Gunther after its restoration which he had paid for. We congratulate him and hope that we shall see him, his family and Kranich 2 often at our rallies. It is now the second gull-winged sailplane which is airworthy in Holland, the other one being Hans Disma's Minimoa.

The T21's accident This was as a result of a much too fast winch launch and the use of the wrong weak link. The launch cable's downward load on the nose was so severe that the nose flexed and "popped" the canopy open, half of which acted as an airbrake and the machine undershot into the dunes. It was severely damaged but we believe that an effort is to be made to repair it.

350kms in a T21b This is the longest distance ever flown in a T21b. We have heard that the flight took place from the military airfield of Soesterberg into Germany and that its pilots were civilians but regrettably, not our members.

GERMAN NEWS

Oldtimer Segelflug Club, Wasserkuppe.
Contrary to what was printed in the last VGC News, Sef Kurz did not start to build a Reiher last summer. It is to be started this winter, we hope, when all the drawings being prepared by Seigfried Lorenz, at Frechen, near Cologne, are ready. By August last year, Sef had test flown his new Me163B twice, once from a winch launch, and once from an aerotow at a height of two metres. Its landing speed was 65 kph. This means that with a wooden fuselage, and without power unit and fuel, it is very much lighter than the original. Should the test flying continue satisfactorily, and the LBA be in agreement, next summer Sef might install a piston engine behind the cockpit to drive a pusher propeller.

A painful decision
The Klemm 25D D-EOJK was regretfully taken out of service in March 1994. Sef had built it himself but because of severe and expensive damage to its original engine, not to mention the cost of hangaring, Sef has had to take this painful step. Should anyone like to see this historic aircraft, they should go to Laatzen Hannover to the Luftfahrt Museum.

The OSC organised and ran the VGC Rendezvous Rally 1995, in fine gliding weather at the Wasserkuppe. Apart from the OSC's own gliders there were only 7 entries, 5 of which were from Britain.

The number of members as announced by Karl-Heinz Kellerman at the OSC's AGM on 29 April 1995 were:

Until 31 Decenber 1993	149 members
On the 31st Decenber 1994	171 members
On the 29 March 1995	175 members

Flying during the past year.	Starts	Hours	Minutes
Flamingo D-EOSC	44	27	1
SG 38	397	2	56
Grunau Baby D-7055	50	21	2
Habicht D-8002	34	14	53
Ka2B D-7039	34	16	58
Rhoenbussard D-7059 (formerly BGA 394)	15	5	34
Totals	574	85	24

From the 17/19 June 1994, the Flamingo has been christened by Dinah Hinz, the daughter of Ernst Udet, who had so much success with the type during the late 1920s and early 1930s.

The OSC hopes to continue to run its SG 38 "Schulgleiter" bungee launch courses during next summer.

Achmer
The only news we have from here is that Herman Hackmann has brought his Olympia Meise (formerly BGA 2080 owned by Thoby Fisher) up to a condition where it only needed painting. This was up to last July, so perhaps it is finished by

now. As the club had to run the German aerobatic contest at the same time, its members could not bring gliders to either the Rendezvous or the main Rally, in Hungary. They were, however, represented at Farkashegy by one of their members, Jurgen de Vries.

Aventoft

This year we were excited by the emergence of a new German vintage glider group in Schleswig Holstein, near the Danish border. This group has written the following:

A Homecoming

We German Vintage Glider Club members are happy to announce that again there resides a Minimoa on German soil, or rather, in German airspace. This particular one had been owned by Jan Scott of Lovettsville, Virginia, and in 1989 it participated in the International Vintage Glider Club Rally in Hungary after having been painstakingly restored by the so called "Munster Mafia". The German Museum in Munich had labelled this beautiful bird part of the "Mobile technical cultural heritage" and a collector's item of historical value. Through the efforts of Gerhard Allerdissen, it was brought to Aventoft, a lovely airfield close to the Danish border, There, a constantly increasing number of vintage gliding aficionados is enthusiastic that with this Minimoa they were able to add to their recently acquired Weihe, a most valuable treasure. Their collection is, of course, tipped for growth in future years.

On June 1st this year, they celebrated with a big welcoming party to the Aventoft Airfield. A number of eminent dignitaries (in addition to politicians, friends and Board members of various aeronautical organisations) gave delightfully brief speeches. Peter Selinger, author and gliding historian, talked captivatingly about the history of the Minimoa in general and about this newly acquired specimen in particular. The Mayoress of Aventoft, Mrs Christine Harksen, had an especially good idea; she dedicated a cup for anyone to win who succeeds in a five hour duration flight in a vintage glider taking off and landing at Aventoft. For us VGC members, this celebration was an immensely joyful occasion. Not only were we able to attract more members for our club, but more importantly, the idea of keeping vintage gliders airworthy in order to keep them in good condition, is gaining friends and supporters.

I sincerely hope that now we shall often have the opportunity to admire this particularly beautiful sailplane in the skies above the country of its origin.

We can now announce that the Aventoft club has obtained a second Weihe 50, from Jochen Kruse, to escort their Minimoa in triumph across the skies of Germany!!

Jochen Kruse has again visited Grunau with his Grunau Baby 2b, Weihe 50 and Mg 19 Steinadler. He took with him a small group of German youth to show them what Poles are like, and to introduce the Poles to bungee launches and aerotows.The Poles made available an aeroplane for towing the gliders from the airfield of Hartau, in the valley below, to the gliding site. Of course, as Grunau is Polish Silesia, we should, at least, give it its Polish name, "Jesow Sudeski" and Hirschberg is "Jelenia Gora". Both the latter names mean Stag Mountain. The Polish at Jesow are, thanks to Jochen, becoming very sympathetic towards vintage gliding, but cannot yet get involved in it because they are very poor financially.

Adam Zientek told Jochen that there had been 8 Liegerkraniche (prone piloted from the front cockpit) Kranichs in the Sturm Halle, (an NSFK Sturm's hangar). Although some of these Liegerkraniche may have gone to the Soviet Union to help train pilots for the prone piloted DFS 346 which the Germans were building West of Moscow, others were reconverted back to their original, seated front pilot configuration in Poland in 1945.

We have heard that Heinz Scheidhauer, the Horten test pilot, has had an accident in the Pyrannees, when his motor-caravan went off the road. He himself suffered no broken bones... but he is broken in spirit. We know that he has recovered from disasters before and hope that he can clamber back from this one. All the VGC sends him Greetings and wishes to see him again.

The Kranich 2A-2 D-8504, which was restored by Willi Bergmann is languishing in its hangar and never gets taken out and flown because Willi had a stroke and he cannot work any more. He also was building a Minimoa 36 and had finished most parts of it, including the wing spars. We had hoped that his son would continue in his father's footsteps but he has too much work. The Kranich was one of those which were built in Spain (like the Kranich of Neelco Osinga in Holland). Willi's address is:- Friedhofstrasse 19a, 6120 (old code), Michelstadt, Germany.

ITALIAN NEWS

All our news is contained in the account of the Pavullo Rally.

SWISS NEWS

Concerning the Kranich 2B-1 built by Kittelberger after June 1943, which had NSFK registration LX-WJ and the 1945 Swiss registration HB-475 and which now belongs to the brothers Hugo and Werner Roth, one has the wings to repair at home and the other has the fuselage at home. Possible completion date is in two years time. There is also a Ka-4 Rhoenlerche which they may restore. Non member Attila Zierman has sold his Moswey 2a of 1939 and has just had his 1958 Super Futar beautifully restored at Farkashegy, near Budapest.



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

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Obituaries

Walter Dittmar

The death has been reported of Walter Dittmar, the youngest of the three Dittmar brothers, of gliding fame. He died on 13th December 1995 shortly before his 80th birthday. He shared with his brothers Heini and Edgar the love of flying, but he did not achieve their fame. He was a gliding instructor during and after the war and he checked out flying instructors. After the Wasserkuppe gliding school opened again in 1954, he became its Chief Instructor in 1955 and Chris Wills was one of his pupils. After retiring from there, he still remained true to the Wasserkuppe by attending the annual Otto Lilienthal Remembrance Celebrations regularly. We send our sincerest sympathy to his family and friends.

Clara Hirth – The "Musterle" lives on!



Clara Hirth on the right of the picture, with Frau Bachem, in 1945. Photo via Herman Lederer.

Almost 90 years old, Clara Hirth died on 2nd September after a severe illness. She was the widow of the most famous German glider pilot Wolf Hirth, and with him, she shared the ups and downs of German gliding. She was there at his bedside after his bad motorcycling accident in 1926 when he founded the Akaflieg Stuttgart. In her honour, Wolf Hirth named the first glider, which had been built for him alone, "Musterle" after her nickname. It was a "Laubental" design from 1928/29 from the famous Darmstadt "Westprussen"/ "Lore" family of gliders. With this Musterle and through his achievements, he founded his world-wide reputation for being ready to share his knowledge and experiences with other glider pilots, and so became responsible for starting up gliding movements in other countries. Clara accompanied him to Grunau, where he took over as C.F.I. in 1931, and also she came to the Hornberg with him. Some journeys, like the one to South America in 1934, or to Japan during the New year period of 1935/36, she could only follow by means of telegrams or letters. In 1942 her birthday present was the first flight of the first aerobatic "Habicht" that was built in Nabern. Modestly she stayed in the background when gliding was again allowed after the war, but she kept "open house" for all their friends in the gliding world which she continued to do after the tragic death of Wolf on 29th July 1958.

Until she was 80 years old she was the Business Director of the family firm that Wolf Hirth founded in 1939 at Nabern, and until 1994, she always opened the International Gliding Contests at the Hahnweide, which the Fliegergruppe Wolf Hirth runs every year.

In Clara Hirth we are losing one of the last witnesses of the early German gliding development, but her nickname "Musterle" will keep us remembering her. Near Kirchheim/ Teck, an airworthy replica of that sailplane is being built by Klaus Heyn which is inseperable from German gliding history, the "Musterle".

Peter. F. Selinger. Translated by Chris Wills.

Racy Buxton

We are very sad to report the death of Racy Buxton, during June 1996. She was the widow of Mungo Buxton, the pioneer British glider pilot who introduced Philip Wills to gliding, and who, in 1934, had climbed in a thunderstorm over Sutton Bank, to over 8000ft, while flying a Scud 2. Mungo designed the Hjordis for Philip Wills and also was involved with the King Kite. She was a daughter of Sir William Fisher, C in C Mediterranean Fleet, and later C in C Portsmouth, a cousin to Kitty Wills and Thoby Fisher and was a wonderful person who will be sadly missed. We send our deep sympathies to her daughters Rose and Ju (Juliet) and to their family and friends.

Harald James Penrose, 1904-1996

Although he was not a member, we cannot let his death at the age of 92 pass un-noticed. He is remembered for so many talents; historian, fiction writer, sailor, naval architect, glider designer and pilot,but first and foremost he was a test pilot, being Chief Test Pilot with Westlands for 23 years making the first flights of all types of aircraft from the Westland-Hill Pterodactyl to the Lysander and eventually to the monster Wyvern which he dived 500 times from high altitude to understand and overcome propellor control problems. Penrose survived over six years of Wyvern testing while three other test pilots were killed, and was made Sales Manager for the last three years at work. When he retired, at the age of 62, he bought a Currie Wot ultra-light biplane which he flew over his beloved West Country and which was the basis of his book 'Airy Mouse,' but in one chapter he remembers his gliding days... "In imagination I soared the sky in the manner that so enraptured me long ago – the wings of my sailplane inclined at a gentle angle against the pressure of the air, buoyed up by the widespread upward movement of the atmosphere. Though instruments are essential to interpret a thermal current and aid exploration of its bounds, man can sense, with something of a bird's ability, whether he is flying in an area of air which is soarable. Instead of the ice-smooth downward slide that gravity gives, a light initial tugging may be felt, as though the sailplane is riding swiftly over slippery cobble stones. Then comes a steady surge like the upward rush of a lift. In strong thermals even the rasping of the slipstream seems to alter key, possibly because the pressure change due to increasing height acts swifter than the automatic compensation of one's ears. The green pip of the variometer leaps upward. Quicker than conscious thought, fingers press the stick to cant the wings, and with slight foot movement the sailplane is ruddered into circle after circle to keep within the invisible rising air. Gradually the endless spirals drift downwind, and the earth drops away with almost imperceptibly increasing remoteness.Flight feels serene and safe as sailing on a mill-pond....." While he was a young man in 1935 he designed and made 'Pegasus', a

glider to fit his small stature, (he weighed only 140 lbs) and in his book 'Adventure with Fate' he calls flying it the most pleasurable flying of his life.

He was a prolific writer publishing at least five books including 'Architect of Wings' a biography of Roy Chadwick the designer of the Lancaster, and a five volume history of British Aviation from 1902 to 1939. (All published by Airlife Publishing Ltd, Shrewsbury, England.)

He was also a designer of boats and his own house. Will we ever see his like again?

Graham Ferrier

Book Review

(The arrival of a major new book on gliding is a rare event, so it was thought worthwhile printing two reviews of Martin Simon's "Slingsby Sailplanes.")

"Slingsby Sailplanes A comprehensive history of all designs". By Martin Simons and published by Airlife Publishing Ltd, Shrewsbury, England Price £39.95.

This is a well produced book in large format. The pages contain a wealth of information which is the result of very considerable research. The 3-view drawings of each sailplane type produced by Slingsby Sailplanes, are in my opinion, faultless. They are both large,one to a page, and detailed. These will be of the greatest value both to aeromodellers and historians alike. There are also many very good black and white photographs of each type which show, in some cases. hitherto often unknown details.

This is a book of top quality in every way and everyone interested in sailplanes should buy it to learn about the company which gave the British gliding movement most of its "wings" during the first ten critical years of its existance, and afterwards, into the 1950s when, due to the economic situation in Britain, it was quite impossible to import any gliders. Of course, post war was also a strenuous time for the firm because it was now competing with Elliotts of Newbury which had built 100 Olympias and 47 EoN Babies etc. It is said that competition is a good thing and this led Slingsby Sailplanes to pioneer the first sailplanes with laminar flow wing sections in 1953 and also the use of plastics in non structural parts.. The book contains so much information that I am sure that it will be endlessly discussed and quoted for years to come and therefore I am sure many people will wish to buy it. Martin has written here an important contribution to gliding history which I myself value very highly. This is the story of someone who started in aviation as a very young Observer in the Royal Flying Corps, who was presented with a Military Cross by the King for bringing back an aeroplane after the pilot had been killed in action. In civilian life, as a cabinet maker, he was much in demand to repair the first primary gliders which were being used, and mis-used, in 1929/30.

It is a brave story of how he was known for designing and building very strong, practical gliders for a gliding movement which had little money and no hangars. These aircraft are excellent propositions for restoration, and for flying, as the many still flying today will testify.

Martin Simons tells their stories, each and everyone.

Chris Wills,
President of the Vintage Glider Club.

As a footnote to the review above, Chris Wills would like to add that the caption to the picture on page 176 is incorrect, and the girl mentioned is not Philip Wills' daughter but is Jill Walker, from Lasham. The person with the hat helping Philip Wills at take-off on the Wasserkuppe in 1937 is Dick Wills, his brother (page 40)

On page 43, the top photograph shows Thoby Fisher, Dick Wills and Gerry Smith pulling the Hjordis. The first two were brother-in-law and brother of Philip Wills.

On page 43 the lower photograph shows PW and Thoby Fisher by the nose of the Hjordis. These pictures were both taken during the first International Championships on the Wasserkuppe in 1937. Bill and Ferelith Wills are another branch of the Wills family who used to fly an Olympia from Lasham.

In no way do these small errors spoil the magnificence of the book.

Chris Wills.

SLINGSBY SAILPLANES BY MARTIN SIMONS, PUBLISHED BY AIRLIFE PUBLISHING LTD. AT £39.95.

The name of Slingsby is synonymous with gliding and now, with his second large book of gliding history, so is the name of Martin Simons. His previous book "Vintage Sailplanes" was well received by the gliding fraternity and this one also deserves to be praised.

The book is clearly laid out with every glider type being the subject of its own chapter, each of which starts with a good three-view G.A. taken from Slingsby's own drawings.Then follows at least four pages of text describing the aircraft and putting it into the context of the contemporary scene and the affairs of the Slingsby company, which we must not forget, built light powered aircraft as well as gliders, in order to keep the factory busy. Then follow several pages of interesting pictures, unfortunately all in black and white.

The early years of Slingsby were characterised by his own designs such as the Kirby Kite, Gull and Petrel which all owed much to German designs but as Sling was a furniture maker by trade and had no engineering training, these were quite remarkable efforts. His great pre-war bread-winner, however, was the Cadet which was designed by John Sproule and, with the Tutor variant, led to a production run of over 500.

The war years were spent on military glider work such as the Hengist, from which the troops were supposed to parachute, but luckily for them was not proceded with.

The author tells how, toward the end of the war, Sling realised that training on single seaters had been very slow, wasteful and allowed bad flying habits to form and that, with a suitable two-seater, proper training could be given; thus was born the classic, side by side, T21. To placate the "wind in your face" instructors, he made the first one with a removable top half of the nose but common sense prevailed and later the nose became a conventional fixed coaming. At this time the London Club were looking for a two-seater and Slingsby told Dudley Hiscocks that they could try the T21, but not to write and tell him what a lot of rubbish it was. Fred did indeed receive a letter from Dunstable, but congratulating him in glowing terms for having produced such a docile, forgiving, but responsive trainer. After some modifications such as a slightly larger wing span, the T21b emerged and resulted in over 200 being produced, and as we all know, they are still well-loved and being flown today.

With the Gull 4, a possible rival for the Olympia was built, but it was at least a year too late and the limited market had already been captured by Elliots. The Sky encapsulated the *modus operandi* of Slingsby in looking backwards to a successful design, in this case the Weihe, and trying to improve on it, and this trait, which the author dwells on, is perhaps the cause of the gradual decline of the firm in spite of the fact that they were very early in the use of plastics in non-structural parts on the Skylarks. Their early use of laminar flow wing sections was also very advanced for the time, but the type of construction used did not get the most out of the sections. Martin Simons pays great respect to the German Akafliegs which produced such luminaries as Holighaus, Lemke, Waibel and others who brought to the German industry their youthful energies and new ideas in aerodynamics and structures. The various models of Skylarks, while being very good "club" machines, were never the world beaters that had been expected, despite the use of plastics and laminar flow sections.

The side by side two-seater trainer concept was again tried with the T49 Capstan, but by this time the tandem seating arrangement was preferred and sales were disappointing.

Fred Slingsby retired in 1964, after the Dart sailplane, although the firm retained his name under new owners who thought that the way to go for the future was to build in light-alloy, which they used for the T53 Phoenix for the ATC, and the HP14 competition sailplane.

A second change of direction brought about a tie-up with Glasflugel to build the Kestrel, but it showed the British firm what a high standard of workmanship was required to produce the glass fibre gliders to the finish expected. The inevitable delays this catching up caused only made matters worse and late deliveries lost a lot of sales although, eventually, nearly 100 Kestrel 19s were sold. Their only design in glass fibre, the Vega, was again late into production and only 70 were delivered; by this time the firm had changed hands several times and was only marginally profitable, so in December 1975 all sailplane production ceased, thus ending what had started as a brave endeavour to fulfil a need and finished as a firm which although it had diversified into glass fibre miniature submarine manufacture, had become outclassed on the world gliding market largely because of the lack of high class technical leadership which was all too evident in the German industry.

Martin Simons is to be congratulated on this fine, well laid out book which has plenty of excellent pictures and, although there are a few errors involving the Wills family, these do not in any way detract from a marvellously researched book which the reviewer appreciated as much for the reminders of the history of gliding, as for the history of the firm that Fred Slingsby started, initially to make furniture, but which eventually made many hundreds of gliders of all types.

Graham Ferrier

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Letters

From Mike O'Donnell, 21 Quorn Avenue, Mount Pleasant, Harare, Zimbabwe, to Ian Dunkley.

The Tutor is going to take a long time fixing. We have discovered that the damage to the wings is much worse than we had thought when we rushed in to buy the glider. The wings had been stored on their leading edges and water, probably rainwater, had got in. Just about all the woodwork forward of the front spar will have to be replaced. Neither my colleague nor I have ever attempted a major wood repair like this and we are a bit over-awed by the size of the job facing us. Any assistance or advice you could give us with this would be much appreciated.

You asked about gliding here. Zimbabwe has an ideal climate for gliding and we are able to fly all the year round, although activity is somewhat curtailed in the rainy season. The "local" gliding club for Harare is Sunnyside Soaring Centre, of which I am presently the Chairman. We operate from a farm strip in the farming district of Concession, 65km north of the capital. We have about 60 members on the books, but only about a third of that number are what you would call regular fliers. Earlier this year we reluctantly parted with our SuperCub which was becoming too expensive to mainain and now rely entirely on winching.The club owns three aircraft, two elderly Blaniks (which are used for training) and a Swallow. We also look after a British Airways owned Bijave which we are able to use. Other gliders, all owned by syndicates, include a Cobra, a Diamonte, a Motor Falke, an HP14 and three Ka6s. Due to the weakness of our local currency, the cost of gliding here seems ridiculously cheap to visitors. We charge club members (and visitors from other clubs) $20 (about one pound thirty pence) for a launch and there are no additional charges.

The only other club is the Midlands Gliding Club in Gweru. They are about the same size as us and also use a winch. Their fleet (all club owned) consists of a Blanik, a Ka7, Dart, Swallow and a Goevier. I'm told that they also have pieces of a S18 (whatever that is) and have recently aquired a long neglected Grunau Baby. Between us, our two clubs seem to have an impressive array of vintage gliders!

As far as I am aware, there is no other gliding activity in any of our neighbouring countries except Botswana and South Africa.

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I see that you are looking for overseas members to become VGC representatives. I am quite happy to take on that role if you would like me to, although I cannot imagine that anyone else in this part of the world would be interested in joining.

We are always happy to welcome visitors to our clubs so should any VGC members or members of your local club be visiting Zimbabwe, please ask them to contact me on telephone No 754032 Harare (Business)

(For Mike's benefit we are including a three-view of the Spalinger 18 taken from Martin Simon's book "Vintage Sailplanes" and also point out that the S18 is the subject of one of our Technical Articles Ed)

Frederico Fiori in Brazil has written a long letter to the Editor, the first part of which dwelt on the problems of contacting other vintage enthusiasts in such a vast country as Brazil and also the cost of sending the subscriptions to Ian Dunkley. A reply to this part has been sent, but in talking to his fellow enthusiasts in Brazil he raised some points about the future of the VGC and the Newsletter. We print this part of his letter without comment, so that we may have the opinions of other members...

...Since the Rallies are held in Europe, it is not easy for us to attend, so the VGC News is what we can count on around here. I found out that four numbers a year is not enough. I think that it is the cost that limits the VGC News editions, but in our opinion, we should have at least six numbers of it, each year. This is important for us.

About the VGC News We really like it the way it is. What to do to improve it? We feel that a balance with articles about the glider's history and what is happening today is important. It is very interesting to learn about the history of other countries' gliders and also it's wonderful to see good photos about the past. Why not create a "Gliders A to Z" section, featuring one or two gliders, with photos, 3-views and technical aspects and a resume of its development and history.

The Vintage Glider Association of the USA publish a list of all its members once a year. This is good, because the members can be in touch with other members in other countries, exchanging information, letters, etc. With this list, they also publish the list of the old gliders belonging to members. We think our Club should do the same.

Well, I think that is it for the moment. Please let me know what you think about our ideas and if we can do anything for our Club and thank you for all the good work.

Frederico Fiori & all the Brazilian Members, Pca, Eugenio Jardim 34 apto. 102, 22061-040 Rio de Janiero RJ, Brazil.

From Peter Saunders, 17, Sycamore Drive, Thame, Oxon OX9 2AT.

Your photos of my PWS 101 came out well (*in VGC News 88 Ed)* – I'm honoured to have a full page.

We had our Annual Vintage Scale Model Comp at White Sheet Hill, Mere, Wilts, recently. Hill lift was somewhat fickle which gave me some anxious moments scratching with the PWS 101. Another PWS 101 to 1/4 scale from Martin Simon's design appeared on the scene, which flew well. We also had Harald Penrose with us during the afternoon and my Penrose Pegasus had an airing when the lift improved. A few other models I recall were:- Short Nimbus, Oly, Condor 4, Ka8, Ka18, T21, Weihe, Minimoa, Rhönsperber, Goevier, Bergfalke, Avia 40P & Rhönbussard.

The Rhönbussard photos were taken on Ivinghoe Beacon



Peter Saunders picture of his 9ft 4in span model of the Rhonbussard, but was it taken at the Wasserkuppe? See letters page.

and your eagle eye may notice another eagle! I enlarged a photo-copy of the Wasserkuppe Monument and put it on a fretted-out ply backing and stuck it in the ground. The flat landscape and the long grass gives the game away but might fool someone who hasn't been to the Wasserkuppe. *(Can anyone produce a similar photo actually taken at the Wasserkuppe? Ed)*

From Raul Blacksten to the Editor, but we hope he won't object to it being printed.

To paraphrase Mark Twain, the reports of my stroke are premature. Despite what was published on page 22 in the Summer 1996 issue of the VGC News, I did not have a stroke.

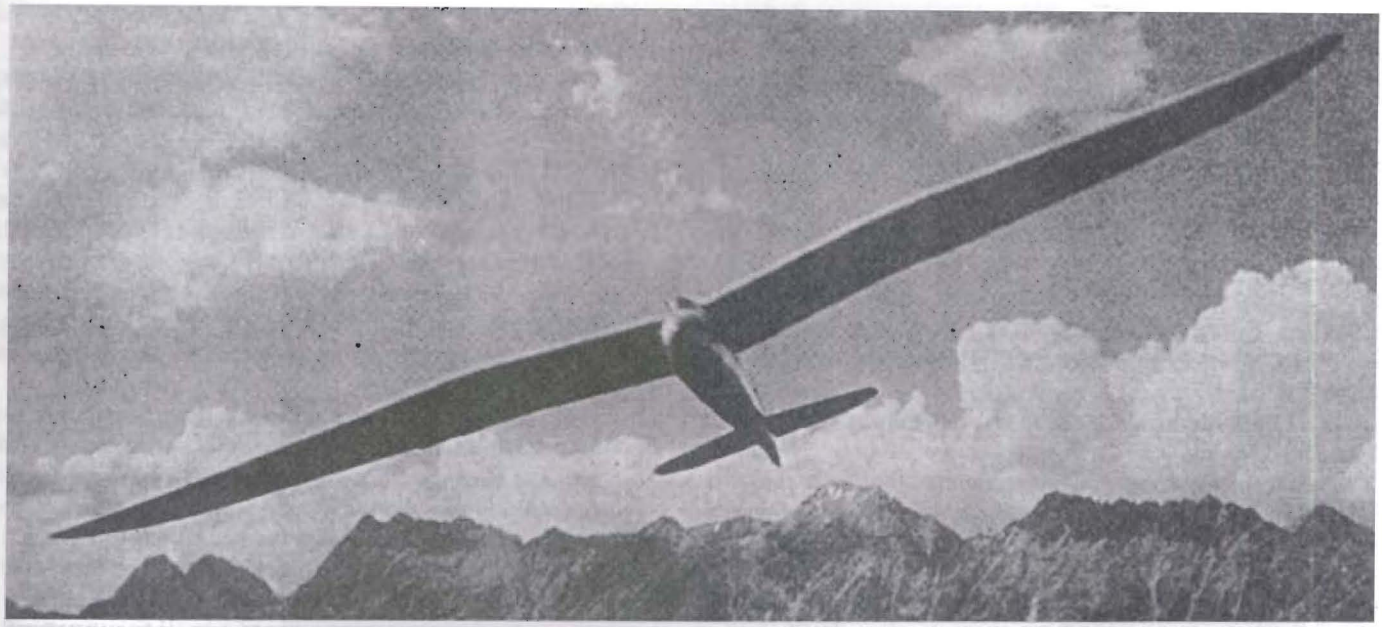
What I did have was a heart attack, on the 12th of May (Mother's Day). I am fine now. I am not on any diet. My cholesterol is normal. My blood pressure is normal. My stress test was passed with flying colours and was only terminated because I began to drag my right leg (due to a 1989 back injury) and was afraid of tripping. As of this writing (27th July) I have been back at work for about two weeks and have no restrictions.

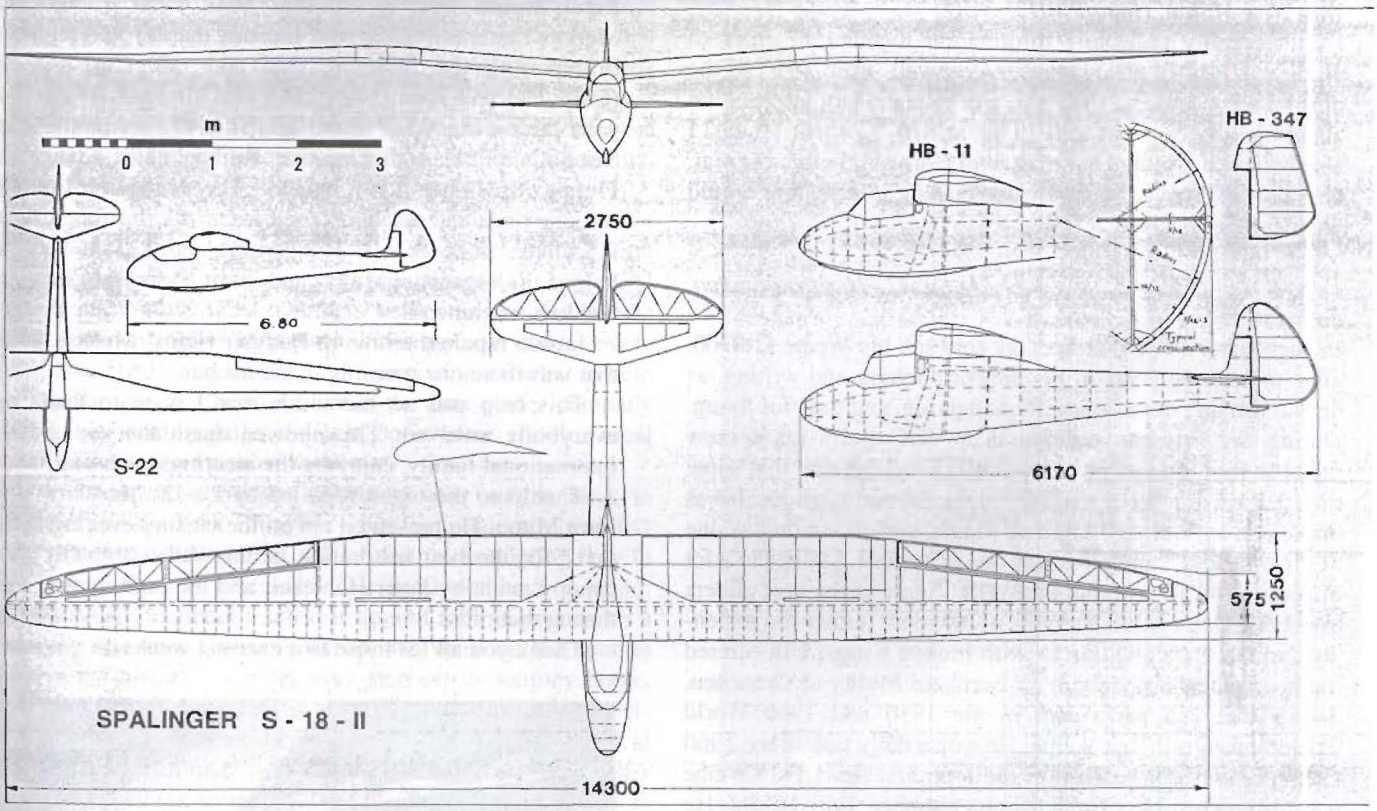
I tried to keep my health problems quiet, but it seems to have gotten around anyway. In fact, it seems to have gotten out wrong. I did not want to bother anyone with my problems plus I did not want any sympathy (I have not even opened most of the get well cards which I received) Still, considering what got into VGC News, I guess it is time to go public. I guess I am lucky they did not put me on the next page, in the Obituaries! I just want to set the record straight.

(Raul's many friends will be glad to have the news that he has fully recovered and is his usual ebullient self. Ed)

From Peter Chamberlain, 32 Fyne Drive, Linslade, Leighton Bussard, Beds, LU7 7YQ

Having dominated the last issue of the VGC News with our little Meet at Haddenham in May (my father even got his car on the Back Cover!) I would like to pass on my appreciation of the efforts made by the organisers of another Rally. I am referring to our International Rally at Farkashegy in Hungary from which we have just returned. From the moment we arrived it seemed that everybody we met was only interested in what they could do to help us. From Booking-in, which involved the minimum of formality, to the daily briefings, it was obvious that the organisers wanted everybody to have a good time. I have never been to a site where upon landing I







Head of page, a *Spalinger 18-I* soaring in the Engadin Alps. Photo, T. Heimgartner. Right, the *Spalinger 18* prototype ready for a test flight. The cockpit canopy at this time was a very simple affair made from three curved pieces of plastic on a wooden frame. Later, more refined canopies were introduced. Photo, T. Heimgartner.

am met by several people all wishing to help push my glider back to the launch point!

The whole fortnight went very well not only on the flying side but also the social side as well. Being a typical Brit my command of "Forieghn" languages is minimal, however it was a great feeling to become friends with people from half a dozen countries, from Slovakia to the USA. The camp-site in the evenings had a truly wonderful feeling of international cameraderie.

Only at events such as the VGC's Rallies where we all have a common interest can such friendship be generated. What a shame that the number of visitors to the Rally was well down on previous years, especially from the UK. They missed a great deal. I did hear several people cite the "great" distance involved but can only assume they haven't thought how far the trip from, say, Switzerland to Sutton Bank is.

Plans for next year's Rally in France seem well in hand and I for one look forward to it very much, after all I have lots of friends to meet.

From a letter from non-member, Peter London, 73 Chatsworth Way, New Milton, Hamps, BH25 5UQ

I am currently collecting information together in order to produce a history of aviation in Cornwall, from 1910 to the present day. Could anyone possibly give me any information about a glider from the mid 1930s named "Cornish Maid"? I also believe a gliding club existed in Cornwall before the war, possibly at Treligga, near Delabole. Any information would be gratefully received.

From Peter Ocker, Eythweg 15, D-89542, Herbrechhingen, Germany.

In September 1994 Ulli Seegers sold me his Weihe D-0700, after some three years of permanent phoning and writing, as he was running out of space for hangaring, and time for flying. During my first participation in a VGC Rally (as a crew member for Otto Grau and his Wolf) I had decided that some time I'll own a Weihe, which is my favourite glider. I was impressed by Werner Tschorn's flights, always starting as one of the first, and coming back as one of the last. I talked to a lot of people and all said that the Weihe is one of the best gliders ever built. After some attempts to buy one, (either too expensive, in too bad condition or with broken wings) Ulli offered me his famous Weihe, built by Bernhard Muller of Grenchen, Swizerland, and participant in the 1956 and 1960 World Championships in that Weihe. He won a daily task in the 1960 Champs, some 24 years after the type first flew! This Weihe was also owned later by our Swiss member, Fritz Fahrni. He told me last year, "Peter, I'll give you good advice ... never, ever, sell a Weihe." I was restoring a Grunau Baby for the Deutsches Museum/Flugwerft Schleissheim from 1989 to 1992 together with the Hanickel brothers, both now professional aircraft restorers in that museum. I asked the chief if it would be possible to hangar the Weihe during the winter there as I worked a lot on the Grunau now on display.Peter Hanickel decided to build a new, "old-style" canopy in his spare time on Saturdays, while I did smaller repairs necessary after all those years – like new wires.

The first real rally For the VGC Rally in 1995 the canopy was finished in the most professional way ever seen. A well known VGC member called it a "Piece of Art."

During that rally the Weihe was not much flown, and Peter Hanickel was repairing the Harbinger elevator, and the rear skid of the Petrel. In the winter of 1995/96 the Weihe received a new skid and some other repairs.

The rally at Farkashegy was really great, but on Saturday a misfortune happened. Two motor planes stood on the landing area, ready for take-off, when I approached. I decided to land in front of them, but then they started to move. So I had to do a short landing in front of the landing-T on rough ground. When I climbed out I saw a hole in the elevator and in the rudder. I thought that something lying on the ground had hit the Weihe, but when I walked back I saw that the skid had come off. Christian Kroll found a part of my skid suspension that made the holes in the elevator, rudder and two additional holes in the fuselage!

With the great help of all participants we derigged the Weihe there and carried the fuselage to a small workshop between the hangars. Peter Hanickel of the museum (luckily I had invited him to the rally!) had all his tools and wood with him and immediately we started work.

The next three days weren't expected to be that good for flying, so nearly all the German participants came to help

Peter would like to thank... Both Peter Hanickel and Markus Lemmer (GB2b) did most of the day and night work in repairing the fuselage, skid and tail. Christian Kroll (Cumulus) and Klaus Schickling (Ka2b) repaired the rudder with their own repair materials. Also the son of Christian Stachulla (T21) and Christine Rothenbuhler (daughter of Phipps, Spalinger S19) helped. The Hungarians gave us missing tools and machines (and we now know that a vacuum is called "porsivor" in Hungarian) and Laszlo Revi also helped in organising filler and gave Peter the use of his welding machine.

Laszlo repaired a hole in Rudiger Heins' Meise's fuselage that was there one morning in the hangar.

This help was so incredible that I want to thank again everybody involved. This showed again that we are a big international family, enjoying the meetings each year.

Thanks to the organisers, led by Laszlo Meszaros, and to Imre Mitter. He presented me on the closing evening with the prize for the best restoration of this rally, probably for the canopy made by Peter Hanickel, and the high quality repairs during that rally.

Thank you all for those two exciting weeks.



Peter Ocker's Weihe seen at Oberschleissheim by Graham Ferrier in 1995.

From Colin and Alice Anson.

The other side of the VGC – Comradeship and Helpfulness. You are never alone at a VGC Rendezvous or Rally!

This proved particularly true for Alice and Colin this summer, both at Pavullo and at Raná in the Czech Republic. While driving up to Pavullo with our caravan in tow, on the last incline towards the town, our automatic transmission overheated and the car refused to climb any further. A kind lady at a nearby farmhouse telephoned the airfield, about nine miles away, for help, and although they had never met us before, two members of the Pavullo Aeroclub came out to us with a 4-wheel drive vehicle and towed the caravan up to the airfield. The transmission had by then cooled down, and our car was able to follow gently behind. Another Pavullo member who owns a garage test drove the car, suggested a transmission oil change which he carried out himself – and the transmission seemed fine. You will have read about our wonderful reception, warmhearted hospitality, and memorable Rally at Pavullo elsewhere in this issue.

After various other adventures we attended the excellent Rendezvous at Raná – but this proved not to be the end of our car troubles: when Alice tried to drive out of the car park after shopping at Louny, the car wouldn't: the transmission had packed up again, this time for good. Again, VGC friends came to the rescue, providing transport as needed. The car was transported to a nearby town, but could not be repaired there, and had to be taken to a main dealer near Chemnitz, South-East Germany.

The transport company could not take it there for a couple of days and, as we still hoped that it could be repaired soon enough to allow us to go on to the Hungarian Rally, our good friends and fellow VGC members helped to tow the vehicle back to Raná (tricky, with the towrope getting shorter every time it snapped!) and were actually preparing a towbar to help us tow the car to Chemnitz, when the transporter company found they could take it there at once, after all. But local repair proved too expensive!

Our insurance company agreed to take our car back to England and send out a hire car – but that could not be delivered in the Czech Republic. Which left us wondering how to get our caravan to Chemnitz. We need not have worried: Fellow VGC members hitched it up and took it, and us, to a camping site near Chemnitz where we were on the spot to receive the hire car, and see ours start on its journey home. The fantastic help given to us at Raná was especially appreciated as we cannot speak the language and needed a great deal of assistance with many telephone calls and in so many other ways. We shall not soon forget the many kindnesses shown us by our Czech hosts, and fellow members – nor our touching multi-national send-off (we wonder what the frontier police thought when they checked through a German car, and then saw a British number plate on the back of our receding caravan...)

There was a delay, through no fault of the insurance people, before the hire car reached us: a brand-new Rover 620 with only 11 miles on the clock! Too late, unfortunately to go to Farkashegy; but it allowed us to tour Germany and visit the Wasserkuppe before returning home (with over 1100 miles on the clock!). And now our car is back in service.

We may only meet once a year at our international rallies and rendez-vous – but what an amazing international family we are, and how fortunate we feel to be part of it! Our experiences this year underline its comradely spirit in which members fly together, work together, help each other, and enjoy ourselves together.

No names are mentioned in this narrative for fear of leaving someone out, but we are very grateful for all the help and support!

From Robert Shallcrass, Vicest House, Challock Lees, Ashford, Kent, TN25 4DE

I enclose a photo of a Slingsby Swallow BGA 890, which Sahrah Brydon, Bob Lloyd and myself have just finished restoring. The aircraft spent most of its life at the Deeside Club, Aboyne, and was purchased by ourselves in 1995 in a sadly neglected state. When stripped, the fuselage was found to require extensive woodworking repairs on which we had professional help from Kevin May. We have had some excellent flying lately at Challock and would be very interested to hear from anyone who made notable flights in it at Aboyne.

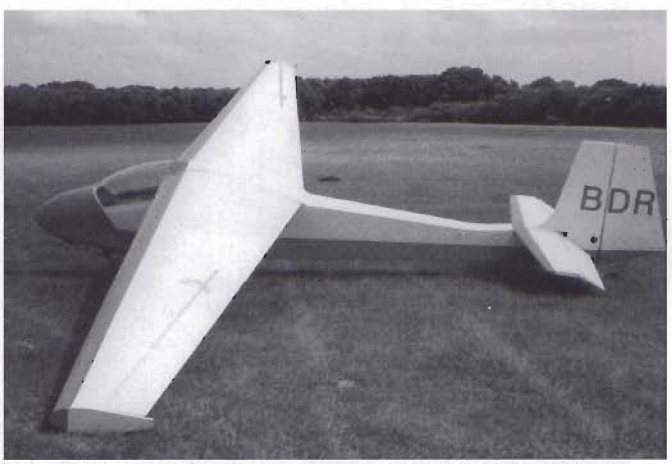
Our current project is the restoration of our Olympia 1 BGA 512 which has a severely broken fuselage. If anyone has another damaged Oly1 fuselage, or any parts of one, particularly the centre section, we would be pleased to hear from them.



This Minimoa, seen at Farkashegy by Chris Wills, was formerly owned by Jan Scott in the USA. It was restored by the Munster mafia and it is now owned by a syndicate at Aventoft.



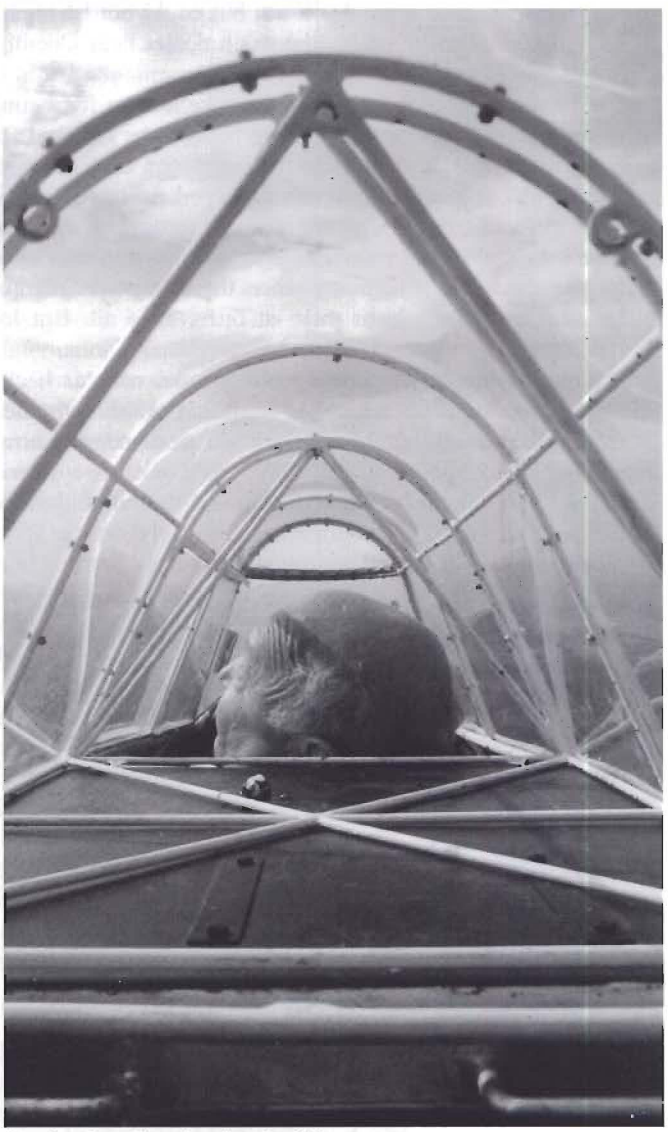
Karel Dlouhy, who designed the Lunak and the Blanik. Photo Theddi Heimgartner.



This lovely Slingsby Swallow was restored by Robert Shallcrass and partners at the Channel Club, Kent. See letters page.



Didier Fulchiron's Nord 1300, which is now for sale.



A wise head in the clouds. CW as seen by Ian Dunkley from the back of Chris's Kranich.

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

The Harbinger. A rare opportunity to acquire this unique two-seater sailplane complete with a metal trailer and instruments. Much original equipment and full history. Fully overhauled and re-covered in 1995. C.of A. to July 1997. For all other details contact either Geoff Harrison Tel 01709 369678 or Austen Wood Tel 0161 487 4522.

FOR SALE

Ka 1 & Trailer
Ka 8 & Open Trailer
Astir
All in good condition, offers to Gerd Huefnagel, Sybelstr. 7, 90461 Nuremberg (Nuernberg), Germany. Tel 0911 493889 (He speaks perfect English)

FOR SALE

Ex-RAF Crew – Observation Caravan Tow-able and watertight, 7ft 6in wide, 22ft long plus the ring hitch tow bar. £500 or near offer. High Moor Gliding Club, Contact Neville Ashburner Tel 01492 515073.

FOR SALE

J.S.Weihe BGA 1230 in good condition with enclosed wooden Trailer, Barograph, Parachute and Instruments. It has a bubble canopy and the frame work of the original is also available. £6000 Contact Barry Briggs, 52 Main Road, Ravenshead, Nottingham.

WANTED

Good home wanted urgently for a broken **Ka 2** or else it will be burned. Going very cheaply. Contact Neil Scully, Tel 01522 810302

FOR SALE

Olympia 2B, Barograph, parachute and modern, metal, closed trailer. A good example of this lovely glider. Syndicate disbanding causes sale but it has been at Camphill for the past 20 years and has been well looked after. £3250 ONO. Contact Richard Muir. Tel 01625 875425

FOR SALE

EON PRIMARY (SG38) Good home wanted for 1949 Works No 13. Full History and all Mods completed including additional bracing wires wing to fuselage, clear opaque doped, modern fabric wings and tail. Lightweight instrument box with ASI, Altimeter and Vario. Aerotows with confidence and delight to fly. Modern, aluminium, all-weather enclosed trailer. Best offer for whole outfit secures or swop for interesting glider. Geoff Moore, Tel 01442 873258

FOR SALE

Slingsby T42 Eagle 3. Very good condition and including Instruments, Parachute and Wood/Glass Trailer. This famous glider was originally owned by Sir Peter Scott and he gained his Gold C in it. Contact; R.Williams, 6 Chetwode Close, Page Hill, Buckingham, Bucks, MK18 1UA. Tel 01280 813811.

FOR SALE

Schleicher Ka 7 Two seater sailplane, Swiss registered, current C of A, Built in 1964, with full double control instruments and Dittel FSG 15 Radio. Price Sfr 9000.

Bolkow Phoebus A Swiss registered, current C of A, in very good condition. Excellent gliding performance. Dittel ATR 720 Radio. Fully equipped with open trailer Price Sfr 9000

Contact for both the gliders above; Pierre-Alain Ruffieux, Les Peupliers, CH-1135 Denens/Switzerland. Tel +41 21 802 13 48. Fax +41 21 803 11 30.

FOR SALE

Rhoenbussard Model 9ft 4" span D-Hesselberg.46 Stripped of servos for static display – Hang it up in your Den/Study. I've run out of space at home. £100 Peter Saunders, Thame, Oxon. Tel 01844 212237.

FOR SALE

Model Plans for 1/5 scale vintage PWS 101. See VGC News 88 for pictures.3.8m span requires 4-5 channel radio. £15. Vac-formed canopy £10, both + P&P. Peter Saunders, as above.

FOR SALE

Slingsby T38 Grasshopper Serial No XP494 complete with rigging stand and training tripod. Stored in the dry; needs recovering but otherwise in very good condition. £450 or near offer. Nigel Ponsford Tel 0113 2691564.(Leeds)

FOR SALE

Kranich 111 HB-538,built 1954, Focke Wulf works/serial No 78, excellent condition, good instruments, radio, 2 parachutes, open trailer with awning, various accessories. Jost Frei, Le Chili 13, CH-1870 Monthey, Switzerland. Tel 0041 25 712571.

TRAILER STORAGE

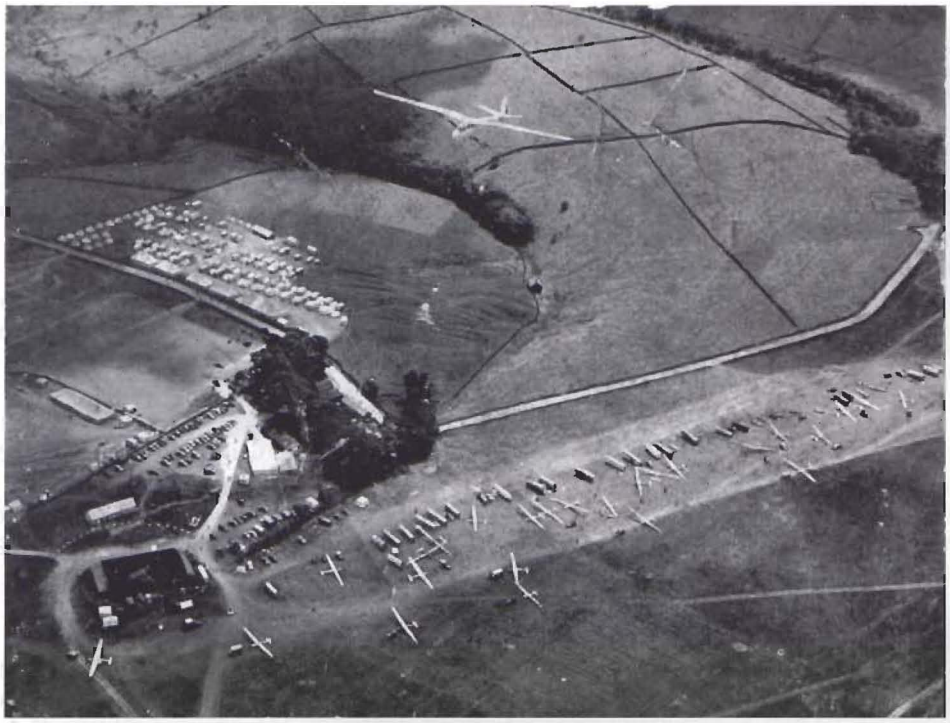
Dry, secure glider trailer storage is available for the winter in North Yorkshire. From £10 per month. Contact Ian Close Tel 01677 450303

INFORMATION REQUIRED

Does anyone know anything about a **Grunau Baby 2, BGA 370,** which was built in 1938 by J. Hobson. I have the present Log Book and the glider is being restored, but the early history is vague and I would be grateful for any information about previous owners, clubs etc. Contact Neil Scully Tel 01522 810 302

FOR SALE

Scheibe A-Spatz built in 1953 with Dittel FSG 40 radio & closed trailer. Located in Bonn/Hangelar, Germany. DM 3,800. Contact; Helmut Lucas, Auf dem Rubuhl 155, 88090 Immenstaad, Germany.



A Condor flies over the Derby & Lancs club during the 1954 World Comps.

See page 4 for preliminary information on the 25th VGC International Rally

WINTER STORAGE

Store your glider undercover less than one mile from Camphill and be able to tow it out to fly, for only £50 until the 31st March. Too good to be true? Contact; Mrs J. Redfern, Edge Moor Farm, Abney Grange, Hathersage, Sheffield, S30 1AA. Tel 01433 650492.

FOR SALE

Nord 1300 (French copy of the Grunau 11b) Very good condition, airworthy, re-covered in '84, and 150 hours flown since. Fitted with a Tost winch hook and Aerazur nose hook. With fabric covered trailer (500 kg loaded). Can be seen in Grenoble by arrangement. Contact Didier Fulchiron, Quartier de L'Eglise, F-38770 La Motte d'Aveillans, France. Tel (33) 4 76 30 78 18 (answering machine)

FOR SALE

The only example of the BAC 7, the first British two-seater, designed in 1931. Fully restored/reconstructed to flying condition in 1991, with 38 hours to date. For further details contact either Mike Maufe Tel 01943 608910, or Tony Maufe Tel 01603 872737.

FOR SALE

Olympia 2 BGA 606 . This classic glider has been the subject of an extensive overhaul in 1993-4 and is in pristine condition. It is fully instrumented and equipped for two-man rigging and ground handling. The fully overhauled trailer (wood) is also in excellent condition.

Full engineering details of the work done together with an illustrated diary of the overhaul is also available.

This sale provides an opportunity to purchase a glider that requires no work in the forseeable future – only very enjoyable flying. For full details contact Peter Wells on 01903 (Worthing) 521065 or Mick Dunford on 01903 245309.

FOR SALE

Olympia 2B. Manufactured in 1962, one of the last two made. Fully instrumented. Parachute, fibreglass-covered trailer and rigging aids etc. Has been carefully stored each winter in trailer inside a dry shed. Complete set of documents available covering life of this delightful-to-fly aircraft. Competition No has been retained annually. Contact Joe Wren, 6 Rousham Rd. Tackley, Oxford OX5 3AJ Tel 01869 331338.

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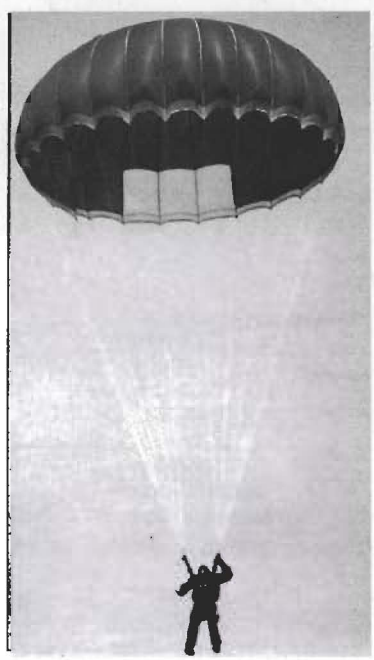
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- 360 degree steering turn rate = 12 seconds
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