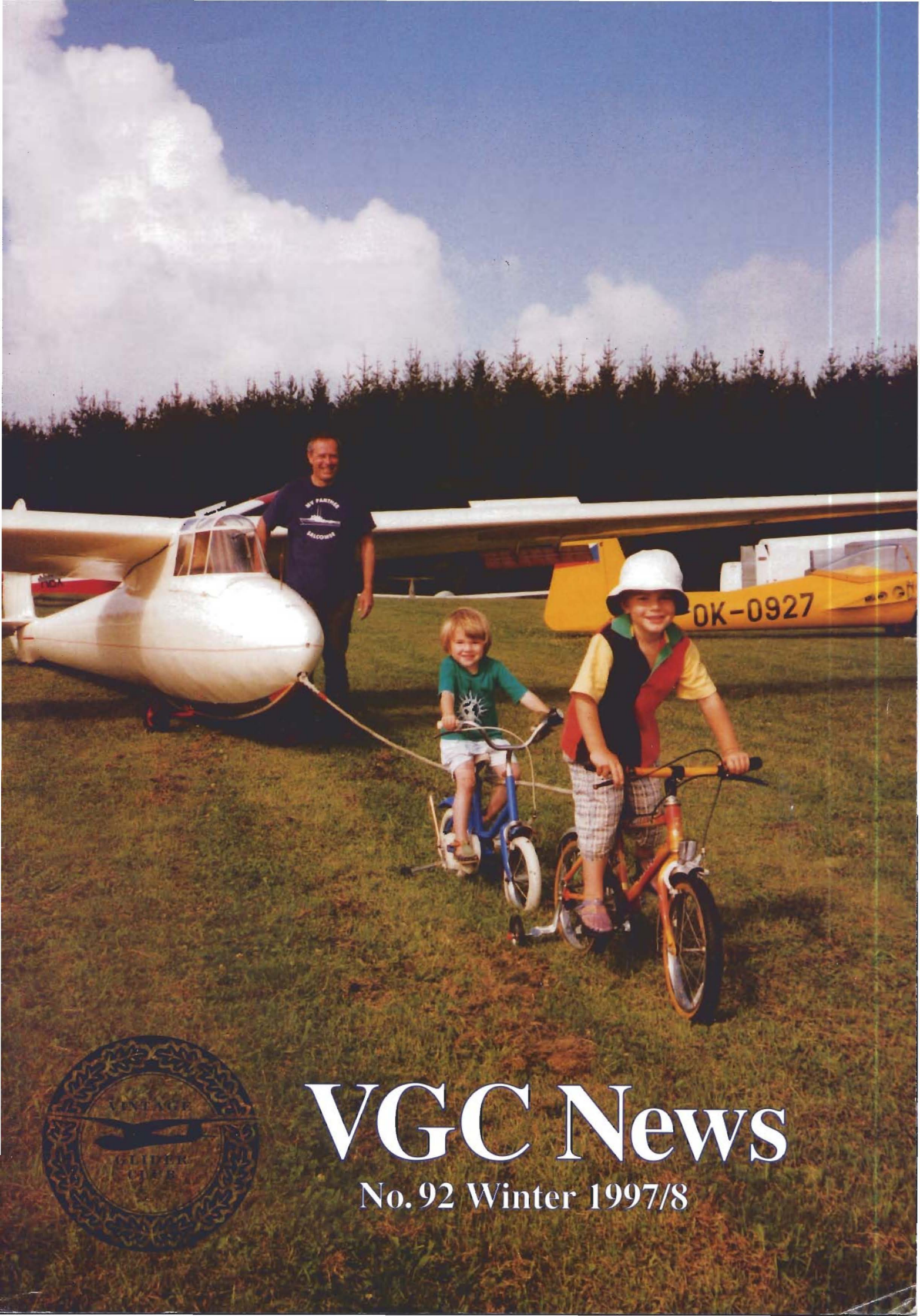


VGC News

No. 92 Winter 1997/8

Diary Dates in 1998

LOCATION AND DATE	CONTACT
8th Kirby Kite Rally May 2-4 Haddenham	Peter Chamberlain 01525 378901
Camphill Vintage Rally 24-31 May	Ian Dunkley c/o Derby & Lancs G C
Cambridge G C June 5-6	Keith Sleigh 0128 4827166
British National Rally Husbands Bosworth mid June tba	Ron Davidson 01455 553362
Whispering Wardrobes Booker June 20-21	Graham Saw 01628 776173
Challock Kent G C 26-28 June	George Costin 01732 846823
Scottish Gliding Union, Portmoak. 27 June-5 July 60th Anniversary	Bruce Marshall 0141 6394103
Oldies but goldies Jämi Finland July?	Risto Pykälä
Woodworm Rodeo Dunstable July 10-12	Ted Hull 0181 4499024
3rd Luigi Teichfuss Rally Pavullo Italy July?	Vincenzo Pedrielli (0362) 630293
VGC Rendez-vous Zbralavice, Czech Republic, July?	Milan Kamenik Tel/Fax: 420 327 92286
26th VGC International Rally & AGM Nitra, Slovakia 29 July -7 August	Josef Ott 421 87 411523
Slingsby Rally, Sutton Bank 22-31 August	Margaret Gomershall 01845 597237
Annual Dinner & Prize giving September 1998	

NOTICE TO ALL MEMBERS:
The Rally Secretary is Graham Saw.
Please forward details of any 1998 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

Vice President: Paul Serries, Agnes Miegl Strasse 1, Münster, St Maurits, Germany

International Council

Chairman: David Shrimpton, Fairfields, Fosse Road, Oakhill, Somerset BA3 5HU, UK. Tel: 01225 472253 or 01749 841084. 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, 333 rue Louis Blanc, 38420 Le Versoud, **France**

Lazlo Meszaros, Erkel utca, H-1092 Budapest, **Hungary**

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

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

Joseph Ott, Panska dolina 2, Nitra, **Slovakia** (for **Slovakia & Czech Republic**)

Committee

David Shrimpton – Chairman
Austen Wood – Treasurer
Graham Saw – Rally Secretary
Colin Anson – Sales Officer
Mike Birch – Technical Officer
Graham Ferrier – News Editor
Jan Föster
Ian Dunkley – Secretary c/o Derby & Lancs G.C.
Great Hucklow, Tideswell, Nr Buxton SK17 8RQ, UK

VGC News

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CHAIRMAN'S REPORT

Firstly, having recently attended the International VGC Rally in France I would like to take this opportunity, on behalf of the Vintage Glider Club, to acknowledge and thank Maurice and Isabelle Renard and their team for their efforts in producing a very successful rally and, although I was not there, I would also like to thank Christian Mathieu and his team at Pont St Vincent for a very good Rendez-vous.

I should also like to thank the Wächtesberg Club for their kind hosting of the British contingent who, unable to meet the pre-requirements of the French authorities, held a very successful rally in Germany.

During the meeting of the International Council at Bar-sur-Seine agreement was reached on the venues for future rallies as follows:

In 1998 the International Rally will be held at Nitra (Slovakia) and the Rendez-vous will be at Zbraslavice in the Czech Republic.(For those who regret not buying Czech crystal last time this will be a welcome announcement and remember, prices at Nitra will be very cheap)

In 1999, the International Rally will be held at Aventoft (Northern Germany) with the Rendez-vous at Achmer (Osnabruck)

For the year 2000, the bid from the USA was seen as impractical due mainly to the transportation problems associated with getting there from Europe. It was agreed, therefore, that both the VGC and the IVSM will hold major rallies during that year, the VGC Rally to be held in the UK the birthplace of the VGC, whilst the IVSM will hold a rally at Elmira, USA.

Whilst on the subject of foreign rallies, we were joined at Bar-sur-Seine by the President of the Fédération Française de Voile à Voile, M. André Monet, who is a keen vintage glider supporter. He is very sympathetic towards the difficulties being experienced by the British members, but also confirmed his belief that we will all eventually have to comply with common EC regulations for pilot licencing. The International Council were impressed by his address and presence at our meeting and proposed that he be made an honorary member of the VGC for the period of his office.

Other issues discussed by the Council included a lively debate on whether to officially recognise younger gliders. Many gliders currently entered in our rallies are not strictly vintage. We welcome these machines at our rallies because they are often interesting and their owners support us.

We already have a definition of a vintage glider; however, the objectives of the Vintage Glider Club clearly state that we promote not only vintage but also historic gliders. This means that we can consider younger gliders to be within the existing rules. Encouraging owners of such gliders to join us will

provide a larger foundation for our movement and produce a healthier Club. I also anticipate it will result in larger attendances at some of our more distant International Rallies, such as in Slovakia.

According to some European members, the Club retains a distinctly British flavour. However, following the election of a Dutch member to the Executive Committee during the Annual General Meeting this may no longer be justifiable criticism.

Finally, I have had the privilege of being the Chairman of the VGC since 1991 and I hope I have made a modest contribution to the Club during that time. However, I do feel that six years is long enough in such an appointment and have therefore decided not to offer myself for re-election as Chairman. Nonetheless, with no nominations forthcoming and believing that I do still have some contribution to make, I am willing to continue as Chairman, until such time as the Committee elects a successor.

(The report above was the basis of the Chaiman's address to the Annual General Meeting at Lasham on 20 Sept 1997. Ed)

PRESIDENT'S CORNER

This year has been one of continued progress with our movement.

In Britain, five GRUNAU BABIES, TWO OLYMPIAS and one SKY are being worked on. Still poised and trembling in expectation of being restored (we hope) are two KRANICH 2s, one WEIHE, one MINIMOA, one H17A, one WREN, one DAGLING, another GRUNAU BABY, a KITE 1, a KITE 2 and a SPALINGER S.21H, as well as probably other sailplanes. So the Show is not over yet but our members in Britain have already worked miracles.

SAFETY at our International Rallies in France.

On one occasion, a sailplane was seen on base leg, on final turn in, on its approach and landing flying very slowly, with its airbrakes out. Its nose was well up all the time and the landing was a dropped landing with a cushion of air beneath it which minimized the shock. REMEMBER... SPEED MEANS SECURITY with our old gliders.

On another occasion, a glider ahead of us, did a turn into us, without the pilot ever looking out. REMEMBER ALWAYS TO KEEP A GOOD LOOK OUT. A collision would be a disaster, especially as some of us don't carry parachutes.

DURING THE INTERNATIONAL COMMITTEE MEETING AT BAR SUR SEINE, the votes for location of the RENDEZ-VOUS 98 RALLY were almost exactly equal for HRONOV and ZBRASLAVICE but it was decided that Rendez-Vous '98 would be at ZBRASLAVICE. At HRONOV, on the Polish Frontier, there is to be a vintage car and aeroplane meeting at the same time.

Therefore, we thought that we should give people the choice of attending one or the other. HRONOV might be on the line for NITRA for the North Germans, Danes and Scandinavians, while ZBRASLAVICE would be on the line for NITRA for the Dutch, British, Swiss, Belgians, South Germans, French etc. Club members at Zbraslavice have been putting in a new hot and cold water shower system for the camp site. They have been working very hard to improve the infra-structure for us.

In order that we should have some coherance, please would pilots who wish to attend either of the RENDEZ-VOUS 98 at ZBRASLAVICE or the meeting at HRNOV inform C.Wills at: "Wings", The Street, Ewelme, Oxon OX10 6HQ, England. Tel: (0)1491-839245 in order that an idea of numbers attending each can be ascertained.

CLUB NEWS

TREASURER'S REPORT

The annual accounts are reproduced elsewhere in this issue and from them you will see there is a large one-off payment for microfilming the plans held in the archives. This along with the increased postal, printing and paper costs for the magazine, insurance charges and other items all have to be set against a fixed subscription income. These have produced a deficit of income over expenditure and I expect, regrettably, there will again be a deficit when the 1997 accounts are produced. Clearly, this situation, while under control, cannot be allowed to continue any longer and it is therefore, necessary to increase the subscription by £5.00 sterling per member as from January 1st and at the same time, the joining fee will be increased to £5.00 each person. Thus, 1998 subscriptions will be as follows: U.K £17.00, Europe £19.00, Rest of the world £21.00.

There is one further material factor which will assist us considerably and that is for members to ensure, wherever possible that they pay promptly and certainly not later than 31st March. We can no longer afford to send out the magazine to anyone who has not paid after this date, although an exception may have to be made in the case of a few members living in remote parts of the world. If this change causes difficulty to any member, I hope they will let me, or the membership secretary, know so that we can make a suitable arrangement for them.

We had to speculate that people would eventually pay when sending out the July issue of the VGC News and the VGC lost the benefit of over £2000 for some six or more months.

To those of you who paid in advance, or made a donation, I am extremely grateful and I assure you that everything possible will be done to contain costs at all times whilst still preserving standards. I hope you all maintain a continued interest in the VGC and that you will always find it worthwhile.

Liebe VGC Freunde: Ab 1998 soll der VGC-Beitrag auf £19 (zur Zeit gleich 57-DM) steigen. Das wird mit den gestiegenen Kosten für Post, Papier und Herstellungskosten für die VGC News begründet.
Ich bin darüber nicht glücklich, denn schon der Umtauschkurs von DM zu englischem Pfund ist letztes Jahr um 30% gestiegen. Leider haben das nur wenige deutsche Mitglieder gemerkt. In diesem Jahr wären durch den gestiegenen Umtauschkurs schon 42—DM fällig gewesen.
Das sollte bei der nächsten Überweisung berücksichtigt werden. Ich bitte Euch, die Überweisung auf das Konto: Jörg Ziller VGC, KSK Böblingen, BLZ 603 501 30, Ktnr,: 42856937 vorzunehmen.

In Friederichshafen sucht eine junge Dame Partner für eine Ka3. Der Rumpf ist restauriert und die Flächen mit der Holzarbeit fast fertig. Im Notfall auch Verkauf, wenn sich keine Partner finden. Wer Interesse hat, sollte sich bei mir melden. Ich wünsche Euch viele Aufstiegschancen.

Jörg Ziller.

VINTAGE GLIDER CLUB ACCOUNTS 1996

Vintage Glider Club
Balance Sheet as at 31 December 1996

	£	1996 £	1995 £
Fixed assets			
Cost		5,478	5,478
Accumulated depreciation		4,491	4,005
Net Book Value		987	1,473
Current Assets			
Stock	2,641		2,574
TSB Savings Account	0		11,089
TSB Current Account	0		3,375
Nat West Savings Account	8,303		0
Nat West Current Account	2,213		0
Abbey National BS (Sales Account)	664		576
Cash in Hand	3		2
	13,824		17,616
Current Liabilities			
Sundry creditors	914		651
Net Current Assets		12,910	16,965
		13,897	18,438
Represented by:			
Reserves brought forward		18,438	12,420
(Deficit)Surplus for Year		(4,541)	6,018
Reserves carried forward		13,897	18,438

I have examined the records of the Vintage Glider Club. In my opinion the Balance Sheet set out above and the attached Income and Expenditure Account give a true and fair view of the state of affairs of the Vintage Glider Club as at 31 December 1996, and of its deficit for the year then ended.

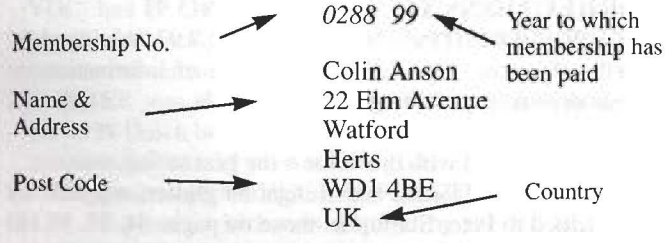
Original signed by M.G.Stringer B.Sc. A.C.A.

Vintage Glider Club
Income and Expenditure Account for the year ended 31 December 1996

	£	1996 £	1995 £
Income			
Sales	1,807		2,414
Less: Cost of goods sold	1,059		1,298
Gross profit on sales		748	1,116
Subscription Income		9,224	8,561
Technical Articles		224	453
Donations		623	575
Interest received		776	368
Surplus(Deficit) from Annual Dinner		16	(124)
Surplus from Lasham Rally		0	2,330
		11,611	13,279
Expenditure			
Magazine production	10,177		4,846
Stationery & Postage	1,080		698
Depreciation	486		384
Insurance	395		282
Engraving & Prizes	229		399
Microfilming	3,646		0
Miscellaneous expenses	139		652
		16,152	7,261
(Deficit)/Surplus for the Year		(4,541)	6,018

FROM THE MEMBERSHIP SECRETARY

This is how your membership number and the year to which membership has been paid appear on the VGC News address sheet. If the address sheet is yellow then your subscription is overdue.
If the address is incorrect, please send your current name and address to the Membership Secretary, Ian Dunkley



FROM THE EDITOR

When I was at the Rendez-vous and the Main Rally this year I took the opportunity to speak to as many members as possible to get their views on the VGC News and to try to find out how they see the future for this publication. Some wanted more issues per year while being doubtful of their ability to write more articles or reports and some were hoping for more issues like the last one with 48 pages. Others suggested that the appearance of the pages should be changed with bigger headings and a less rigid sticking to the two column format; in other words, to be more adventurous in the format. Another request was that Works Numbers should be given whenever a specific glider is mentioned so that, in time, its entire history can be plotted.

For my part, I suggested that occasionally, more use could be made of languages other than English to reflect the international character of the VGC. This is two-edged, of course, as

those who cannot read the foreign language will be missing a page or two; a start is being made in this issue with the original German text of Jochen Ewald's description of the Condor being included along with the translation into English by Colin Anson. We will only do this sparingly as English is now the *lingua franca* of most of the world.

Do members want to see a list of all the flights each day of a rally? Mentioning only the better flights might be more interesting.

As to the request for more issues, although we would all appreciate this, it has to be stated that the cost of producing the News now eats up all, or more, of our subscription income, and it does take up a lot of our spare time for Chris and myself.

This is a members' magazine and it is up to the members to write pieces and take photos for it, as without this contribution it will soon dry up. Perhaps the criticism that the News is too British is because not sufficient numbers of non-Brits send anything to us; I hope that my chats at Bar-sur-Seine will in due course bring forth more articles from the rest of the world and we are making a start with this issue which has 5 non-British articles

If you can send your articles on a disc, indicating the computer language, it would be greatly appreciated.

Finally, there is no truth in the rumour that I am applying for the job of Editor of that other gliding magazine.

THE INTERNET

Despite our love of old gliders we do not reject modern things and our member Robin Willgoss has set up a VGC Web Site for us with a Conference Centre for discussion groups. Any country without its own Web Site is invited to write a page in their own language about their own vintage activities. In future, we hope to preview the titles of articles which will appear in the next VGC News and also by corresponding with the Conference Centre it is hoped that more material will be posted which could be the beginning of other articles.

The VGC Web Site can be accessed on http://www.tally.co.uk/guests/vgc This URL has been given to "Yahoo".

PUBLIC RELATIONS

One of the many striking things noticable about both the Rendez-vous and the International Rally was the good relations which the two clubs had with the local press. There were photos and stories in the papers almost every day at both events. This did not happen by accident and the club members responsible should be congratulated for doing a good job in explaining our hobby to the general public in an entertaining manner.

Ideal Christmas Present: Enamelled Glider Pin
Elegant modern glider- white enamel in gilt outline with blue canopy and red rudder
1 ¾" (33mm)wing span £4.00 for immediate delivery
p&p UK & EU £0.50 – Overseas £1.50
VGC Sales, 22 Elm Avenue, Watford, Herts, WD14BE

EON 460 SERIES

Just after we went to press with the last issue we heard the good news that the CAA had rescinded the grounding notices on all 460s not showing any signs of corrosion provided they had the "Lasham" modification carried out.

New! The VGC Christmas/Season's Greetings Card

reduced to 20 pence each

available from VGC Sales
see order form for address

	Qty	UK & EU	Overseas
Postage	5	0.35	0.75
and	10	0.50	1.00
packing	20	0.75	1.50
	30	1.00	1.75
	40	1.50	2.25
	50	1.75	2.75

VINTAGE GLIDER CLUB

Season's Greetings

Meilleurs Voeux

Frohe Festtage

Prettige Feestdagen

Boldog Ünnepecket

CORRECTIONS TO VGC NEWS NO 91

LETTER FROM TONY MORRIS on 21.7.97. Abridged by C.Wills. Tony is a specialist and a mine of information on Polish aircraft (especially gliders).

Concerning VGC News No. 91.

1/. Very impressed with this issue – the best so far!

2/. Old photos (of Polish and Hungarian gliders) supplied by and credited to Peter Startup ie. those on pages 34, 38, 39, 40 came via myself from an avid photo collecter in Budapest,

Laszlo Javor, and should be credited to his collection. I'm making no big deal over this but am just pointing out their origin as far as I know it. Certainly, I've no idea of their true origin.

Concerning the caption under the Brazilian sailplane "FLAMINGO" on page 21 of VGC News No. 91, it should read: "A close-up of the Flamingo with its builder Kurt Hendrich standing on the left with Sr Luiz Bevilliasquea, the Director of the Aero Club. Hans Widmer, also from Switzerland, designed it". *Tony Morris*

Also, the caption to the upper picture on Page 25 was missing but should have read:- The only Swedish EoN Olympia, SE-SMH, formerly BGA 1422. Photo by Rolf Algotsen who also owns a Hütter 17 (SE-SAP) and a Grunau Baby (OY-ADX)

COPY DATE
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 15th January 1998.

VGC ANNUAL PRIZE GIVING

VGC PRIZES were awarded at the VGC's ANNUAL DINNER at Lasham on the 20th September 1997 by Ann Welch

VGC RESTORATION PRIZES FOR 1997 were awarded to:

1/. MIKE POWELL for his T.21b BGA 2351. He managed to repair notably its nose (it was non existent) in the covered-over drive way of his home. He has had some excellent flying in it since.

2/. MARK WAKEM for his Slingsby SKY BGA 694.

3/. BERNARD WILSON who has restored his Slingsby SKY BGA 1053.

4/. RICHARD GEISER, Switzerland, for the MOSWEY 3 HB-374. It was restored at Chänis, which has an Oldtimer Club.

5/. MANFRED HOFFMANN (Germany) for his beautifully restored T.21b.

6/. WILLEM de BAARS (the Netherlands) for his beautifully restored T.21b

7/. JOHN LEE for his EoN OLYMPIA, which he built up from the remains of other EoN OLYMPIAS.

8/. RICHARD KILHAM for restoring a SKYLARK 2.

9/. PETER DEEGE: The FRANK REEKS TROPHY "for the best turned out GRUNAU BABY during the year".This is an annually awarded Trophy to keep the memory of FRANK REEKS alive. He was working on a Grunau Baby 2b at the time of his untimely death. This aircraft was later finished by John Edwards and was then sold to George Nuse in the USA. Frank was also working on a three-view drawing of the Rhönsperber for our VGC News. He managed to get it in to the post just before his death but the VGC had a long time to wait for it, because it was impounded during a strike. The FRANK REEKS TROPHY is awarded annually.

10/. PETER was also awarded a VGC Restoration prize for his 1938 Dutch built GRUNAU BABY 2, which is the only remaining airworthy prewar built glider in the Netherlands.

PETER also accepted a VGC RESTORATION PRIZE for the T.31 "Topless", which was restored by the HILVERSUM SYNDICATE, of which Peter is a member.

THE VGC's GRAND RESTORATION PRIZE

This is usually awarded annually for the most meritorious restoration of a glider during the year. This year, it was awarded for a glider which was restored three years ago ... ie the KITE 2 BGA 663, which Bill Tonkin, Ralph Hooper and Frank Irving restored. It is now painted a brilliant red. In 1951, this was the only glider that was privately owned and rigged in the hangar at Redhill. All the other gliders were owned by the Surrey Gliding Club. BGA 663 was then painted a very practical silver all over... as were many other Slingsby gliders during that long ago austere period after the war.

VGC PERFORMANCE PRIZES FOR 1997

THE ED. HALL TROPHY is awarded to the pilot who has flown the best performance in a Vintage Glider during the year from Lasham.

This was awarded to NAN WORALL, who flew a wooden glider on a 300 kms triangle.This award was proposed by our Lasham members.

A VGC PERFORMANCE PRIZE AND THE F.N. SLINGSBY and JOHN SPROULE PRIZE for the best flight in a Cadet, or Tutor (Cadet Mk 3 ie T.31s are accepted). This was awarded to NEIL SCULLY AND DAVID ORMEROD for a wave flight in their T.31 to 6,500 ft above site on the second day of our 1997 National Rally at Camphill during June.

A VGC PERFORMANCE PRIZE was awarded to CHRIS HUGHES for his wave flight to 7,800 ft in his SLINGSBY PREFECT during the 1997 SLINGSBY WEEK at SUTTON BANK. The weather was bad for the whole week but, during one afternoon, he was able to take advantage of a small slot in the 10/10 cloud which momentarily opened up to let him through... and upwards.

Chris also received the RODI MORGAN PLATE for consistently achieving the best flights during our National Rally at Camphill in his PREFECT. He flew over 15 hours in it during the week of the Rally in June. The RODI MORGAN PLATE is awarded annually to keep the memory of Rodi alive. Rodi and Fred Stickland saved the Rhönsperber BGA 260 from certain extinction. It had been flown by Kit Nicholson who had won the 1938 and 1939 British National Championships with it. He had owned it with three other pilots since January 1936. BGA 260 became damaged through damp during the war and had not flown since Easter 1940. It had been an incredible restoration. Rodi had saved other vintage gliders as well.

The VGC Prizes were silver plates on which were engraved the VGC's Logo followed with information on the glider's restoration or performance and the owners who had achieved the above. The owners or pilots, who had achieved the above and could not be present for the Presentation occasion, had their prizes sent to them by post.

These were: MANFRED HOFFMANN Germany, RICHARD GEISER, Switzerland, JOHN LEE, RICHARD KILHAM and MARK WAKEM. The latter three heros are in Britain. Flowers were presented to ANN WELCH, JILL HARMER and ALICE ANSON and bottles of spirituous nourishment were awarded to the Dutch group, who we were very glad to have with us for the occasion.



Some members of the International Council who met at Bar sur Seine. From left to right:- Willi Schwarzenbach Switzerland, Laszlo Meszaros Hungary, Firman Henrard Belgium, (Jose Colombo, Spain, not a council member) David Shrimpton Chairman, Chris Wills President. Jörg Ziller Germany, Josef Ott Slovakia and Czech Republic, Hans Dijkstra Holland, Didier Fulchiron France.

Rally Reports

THE 13TH FRENCH VINTAGE GLIDER RALLY

The Club Dedale, with the support of Centre de Planeurs du SENONAIS (C.P.S.), organised the 13th Rassemblement National Planeurs Anciens (RNPA) at Pont sur Yonne from 1st to 4th May 1997.

Four days blessed by excellent weather which allowed all pilots to enjoy flying every day. (*These weather conditions are not really typical for International Vintage glider meetings even if held in France... V.P.)*

Anyway, the 13th RNPA was quite successful with a good attendance of 22 gliders in order of flight and 2 for display, one of them a real antique piece, an AVIA 10 A which had flown in 1930 during "Quinzaine de SENS" (the fortnight of SENS) at FERME D'HEURE', 10 km from PONT SUR YONNE.

While hosting the 13th National Vintage Glider meeting the C.P.S. took the opportunity to commemorate the Quinzaine de Vol Sans Moteur, which represents the 1st year of motorless flight in France. The Quinzaine was organized by AVIA with the participation of UNIVERSITY AERONAUTIC division and just happened to be held in the same beautiful region of SENS. So, two celebrations in one, with a lot of history around each.

But let's go back to the Vintage gliders which attended the 13th RNPA National French meeting (It really was French because nearly all the gliders were built in France)

Here is the list of the participants with relevant "PLANEUR":

A 60 F – CDGN	BOULANGER/ST. DENIS TEAM
A 60 F – CDLC	PETER URSCHELER
A 60 F – CCVO	JACQUES HEYMES
B 900 S F – CABY	CLAUDE VISSE
B 901 S F – CCCL	CHRISTOPHE VALANTIN
B 901 S F – CCCP	PIERRE PLANE
B 904 S F – CCFN	GPPA OF ANGERS
B 904 S F – CCFP	MICHEL ROUSSEL
B 904 S F – CCFQ	GERARD JEANJEAN
M 100 S F – CCSP	JEANFRANCOIS DUPEY
M 100 S F – CDHT	MICHEL MOUTARD
M 200 F – CDHC	DIDIER PATAILLE
M 200 F – CDHO	LOCAL CLUB
M 200 F – CDDU	MARAT/MENINI TEAM
SA 104 F – CRRN	FRANCOIS LOUISHENRY
KBK F – CCAS	CAB OF BEYNES
N 2000 F – CBFR	JEAN-MICHEL GINESTET
MU.13E 00 – ZHP	JEAN CLAUDE BENARD
C 30 S 3 – A.MTO	MICHEL FRANCHI
C 30 S F – CDGC	JACQUES HEYMES
WA 21 F – CCFE	AC OF GOELANDS
WA 22 F – CDEE	LOCAL CLUB

The M 100 MESANGE and the M 200 were built in FRANCE by the company CARMAM OF MOULINS, but designed by ALBERTO and PIERO MORELLI, of POLITECNIC of TORINO. (I was pleased to have a bit of Italian flavour in this very French, and very successful too, glider meeting. VP)

The summary of the meeting:

1st day: about 30 airtows with the duration record of 2 h and 17 min. achieved by the team BOPAPA and Boulangh with MU 13E -OO- ZPH.

2nd day: 41 airtows with duration record of 2 h 44 min. obtained by JACQUES BOULANGER with A 60 FAUCONNET F – CDGN. Unfortunately the MU.13 E reported some damage during landing.

3rd day: 35 airtows with a new record of 3 h surprisingly achieved by WA – 22 F – CDEE flown by one member of the local club. The evening was dedicated to celebrate the 25th anniversary of the foundation of the CENTRE de PLANEURS du SENONAIS (CPS).

4th day: The last day was mainly devoted to commemorate the "QUINZAINE NATIONALE de Vol Sens Moteur de SENS", which took place from 7th to 21st September 1930. A small leaflet prepared by PIERRE COURRIER was presented illustrating the history of gliding before 1930 including a description of the 8 gliders which participated in the "QUINZAINE DE SENS" (six out of eight were AVIA). This leaflet also covered articles from newspapers of those days and a description of the site where this meeting took place.

To close the rassemblement there was a "Vintage Defilé": a MORANE 317, F – BGUZ airtowing a BREGUET 904 and a STORCH with the colours of the GERMAN ARMY towing a NORD 2000 with the colours of the French AVIATION. A real leap back to the past and the most tangible expression of "VINTAGE".

In the afternoon most participants started derigging their gliders and starting their way back home, also considering some clouds that anticipated some storms coming in the following days.

Nevertheless, I do believe that everybody was very happy about this meeting which took place in a very friendly atmosphere and with outstanding organization.

Myself, specifically, besides having enjoyed taking a lot of nice pictures and some video, I enjoyed flying for about an hour and a half with Didier Pataille in his M – 200 F – CDHC.
VINCENZO PEDRIELLI



Some of the gliders waiting to fly at the 13th French Vintage Glider Rally. Vincenzo Pedrielli.

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50TH ANNIVERSARY RALLY FOR OLYMPIA I AND 2, HELD AT LASHAM FROM SATURDAY, 24 MAY TO SUNDAY, 0L JUNE 1997

SEE TABLE 2

Saturday, 24 May

The rally started very well with people arriving throughout the day. A Barbecue arranged by Chris, Ray Whittaker's wife, was attended by approx. 40 people and a good time was had by all.

Ray Whittaker landed out at Rivar Hill via Upavon, 70K, with his Swallow. Richard in his Sky did a 120K triangle Didcot, Hungerford, Lasham.

Sunday, 25 May

Sun was shining and lovely flying weather. The Grunau Baby BGA 578, flown by Robin Hood, had its first flight in five years (45 mins) after being in for repair during the winter. M Morley in his Swallow, BGA 578 was up for 4hrs 58 mins. R Moyse in his Sky, BGA 685, did 120K and landed out at Stockbridge.

You may ask what is a Libelle doing at an Olympia Rally, well Dennis Sheppard also owns an Oly 460, which we all know are grounded at present (but due to an immense amount of work by Ian Smith and Keith Green with the BGA, will soon be flying). So we took pity on Dennis and let him bring his glass ship.

Monday, 26 May

Another lovely sunny day, on a Bank Holiday! but unfortunately for the Lasham members it was their group day for running the club, but a lot of local soaring was done by everyone else.

Tuesday, 27 May

Yet another lovely sunny day, but very windy, making soaring very difficult for many gliders. Ian Smith in the Sky managed to get away but landed out at Rivar Hill, and to keep him company Ray Whittaker in his Swallow landed there too.

Wednesday, 28 May

Fifth day of lovely sunny weather, however, the wind was still blowing, how long will this weather last, hopefully to the end of the rally!

John Orr in his Oly 2b and Mick Dunford in his OLY 2b completed their Silver C with a 50K flight from Lasham to Old Sarum. Congratulations to them both, how fitting to have done so on the 50th Anniversary. Well done!

Having heard tales of Mick's only previous field landing in a Venom jet fighter, there was some speculation about how he would get on if he didn't make it to Old Sarum.

Ian Smith flew to Chilborn and back! Ray Whittaker flew to Welford- Andover – Lasham! (in a K6)

A Thompson flew the Wiehe, but could not get used to the curtains in the canopy!

Thursday, 29 May

Yet another sunny day, lots of local flying and glider swapping.

Friday, 30 May

Chrissy Thompson landed out near Rivar Hill in her Oly 2b (has this place got a magnet!) which was her first real field landing.

TABLE 2

50TH ANNIVERSARY RALLY FOR OLYMPIA I AND 2, HELD AT LASHAM FROM SATURDAY, 24 MAY TO SUNDAY, 0l JUNE 1997

ATTENDEES

	Name	Glider	Reg No	Club
1	B Sheffield	OLY 2B	BGA 1554	MENDIP
	P Haxell		CHK	
	M Bridges			
2	J Orr	OLY2B	BGA1O29	LASHAM
	M Crawley		BKL	
3	A Jarvis	OLY 2B	BGA 678 AUU	PARHAM
4	A Thompson	OLY 2B	BGA 2279	MAR HAM
	C Thompson		DPU	
	"Buster" the Cat			
5	W Williams	OLY 2B	BGA 1974 207	CHILTERN
6	PWeIIs	CAPSTAN	BGA 1204 BST	PARHAM
	M Dunford	FOKA5	BGA 1646 CMF	PARHAM
	C Street	OLY 2B	BGA 860 BCK	LASHAM
7	J Lee	OLY 2	BGA 678 AUU	PARHAM
	J Light	CAPSTAN	BGA 1204	LASHAM
8	J Hopkins	PREFECT	BGA 599 ARK	LASHAM
9	R Hood	GRUNAU BABY 2B	BGA 578 AQN	LASHAM
10	R Moyse	SKY	BGA 685 AVB	LASHAM
11	I Smith	T31	BGA 3229 FFQ	LASHAM
12	K Green	WIEHE	BGA 1093 BNC	LASHAM
	M Wills			
13	M Morley	SWALLOW	BGA 1221 BTA	ODIHAM
14	R Whittaker	SWALLOW	BGA 3823 HBX	LASHAM
	J Ben David			
15	D Sheppard	LIBELLE	BGA 1632 284	HIGHLAND
16	L Woodage	GRUNAU BABY 2B	BGA 2433	DUNSTABLE
17	B Tonkyn	KITE		LASHAM

Saturday, 31 May

Sunny weather again but the winds starting to pick up, very little flying was done, one or two ventured out for local flying.

Colin Street was persuaded to fly his Oly with a camera mount on the wing to get some airborne footage for a video which was being made of the Rally.

The now customary barbecue was held in the evening. A number of presentations were made, bottles to M Dunfold and J Orr for their Silver legs of 50K, Dennis Sheppard for travelling the longest distance (600 miles) with his car and trailer, Alan and Chrissy Thompson for being good participants in the Rally and last but not least a bouquet of flowers to Chris Whittaker for organising the food for the barbecues.

Sunday, 1 June

The sun is still shining, is this a record for a rally, 9 days of sunshine! unfortunately there is still a strong gusting wind so no flying for the rally members.

John Lee brought his Oly from Parham but due to various misfortunes it wasn't ready to fly until the Sunday when it was too windy for vintage gliders.

Tom Taylor, Jim Cramp's deputy at Elliotts, was a regular visitor during the week and we also had a visit from Nick Goodhart.

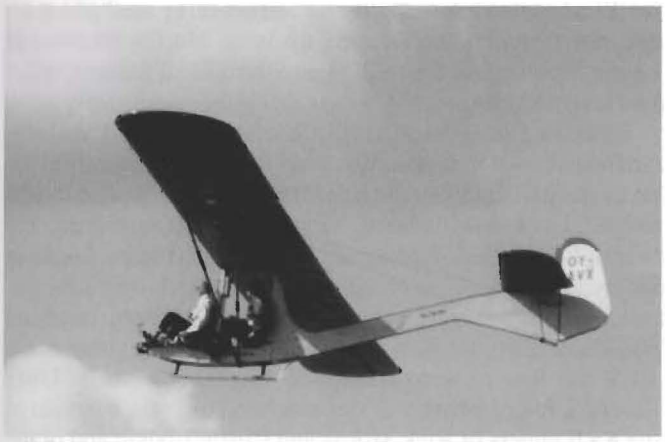
It is time to pack up and go home, a great time was had by all, even 'Buster' (Al and Chrissy's cat) enjoyed his stay at Lasham, he had a great time chasing the birds and mice.

Overall the week was a great success with two 50K Silver legs completed, numerous cross country flights completed with or without, field landings and looking at some of the faces in the mornings a few hangovers!

Our thanks to all who attended and for making this rally a success.

Robin Hood

AVENTOFT, A VERY MERRY, SUNNY AFFAIR



The rare Danish G2 two-seater primary flying at Aventoft. Günter Brodersen

Between July 4th and 13th the soaring club at Aventoft had invited us for an international soaring festival. Their airfield, as I had imagined, had to be somewhere close to the Arctic. Well, actually it is close to a border, but that of Denmark. Instead of ice we had nothing but sunshine, an entire week of great soaring conditions.

Upon our arrival we set up camp next to the airfield where three large meadows had been set aside for camping and parking. During the first two days we experienced considerable wind and although the cloud base ranged between 1500ft and 1800ft we did not have problems staying aloft in the excellent thermals.

The vintage gliders present were a Minimoa, a Weihe, T21, Steinadler, Habicht, G2 (a Danish two seater resembling an SG38 with two seats), Meise, Baby 111 and a LO150.

During the days that followed the wind abated, the cloud base rose to over 6000ft and we enjoyed days of outstanding long-distance weather. Flights all over Denmark became possible. From an altitude of about 3000ft the North Frisian islands in the West and the Baltic Sea in the East were visible at the same time. We admired the two coast lines with all the beautiful islands, the ocean, the windmills; all in all a fascinatingly captivating landscape.

On Friday we welcomed a visitor from Dachau, near Munich: Mr Hoffmann from the Scheibe Aircraft Company arrived with a Rotax Schleppfalke. Pilots who, for the first time came to enjoy a tow behind this motorglider, all agreed that this was an excellent towing method, not just for modern ships but for vintage gliders.

Each morning pilots were given different tasks to perform. In the evening they received awards provided by various sponsors. One of these award ceremonies was broadcast on local radio. This programme also included some of the local citizens who were our regular guests on these occasions.

Leisure activities in this area of the country are plentiful and even though we flew every day we still found enough time to visit the beaches and go to the museum holding the famous artist Nolde's work.

This international glider meeting gave all of us the opportunity to fly and also socialize with the local citizens. The pilots even formed a soccer team which played the Aventoft soccer team. On Friday all the young people had the opportunity to attend an evening of disco dancing.

For a long time to come I will remember the beautiful, wide-open landscape, the islands, the open water, the many windmills, but above all the hospitality of the pilots and the people of Aventoft. Our thanks go to Adalbert Schultz and his team for such fine organisation.

Jörg Ziller with Klaus Heyn

Weihe and Mg19 waiting to fly at Aventoft. Günter Brodersen.



Woodworm Rodeo, Dunstable, 11-13 July

Poor weather delayed the start of the task meeting until the morning of Saturday the 12th which produced a brilliant day with good thermals. Fourteen gliders competed for the Woodworm Rodeo Trophy, a superb cup expertly turned out of poplar and walnut woods by Tony Danbury.



The Woodworm Trophy wonderfully turned by Tony Danbury. Ted Hull.

The scoring system was designed to aid the older gliders without airbrakes, wheel brakes and/or skids and to adjust for winch or aerotow launches.

Nearly everyone had a go at the spot-landing contest; others trying for duration, nominated landing times or height gains.

The Ka6CR team of George Costin and John Bodkin, new members of the VGC, took the honours, as not only did they achieve four out of five spot landings within 3 feet of the marker, but they alone built up their score by attempting all the other three tasks. Runners-up were Murray Hayes and Laurie Woodage in their GB11 and the T21 of Mike Stringer and Tony Curtis.

Following a spirited aerobatic display in the Lunak by Graham Saw, a barbeque was held on Saturday evening, the proceedings being further enlivened by the arrival over the hedge of a hot-air balloon. Graham has since become the British Intermediate Aerobatic Champion, flying his Lunak at Saltby.

On Sunday a concours d'élegance was judged by ex-de Havilland test pilot Ron Clear and Geoffrey Stephenson (in 1939 the first to soar across the English Channel). Lofty Russell's Rhönsperber was the winner with special mention of the Ka 6 gliders of Rick Morris and Costin/Bodkin and of the Scud 111, so lovingly rebuilt by Ron Clear himself way back in 1937-1940. A thunderstorm caused a rapid derigging session and the Rally was terminated early ... but then the sun came out! Hopefully the event will be staged again in 1998 but without the thunderstorm.

Ted Hull

See Table 3 for participants



67 years after his first glider flight Ron Clear showed he had lost none of his skills when he flew a T31. He is being briefed by Rob Brimfield. Ted Hull.

TABLE 3
PARTICIPANTS

Rhönsperber	BGA 260	F Russell
Slingsby T21	BGA 3901	M Stringer / T Curtis
EON Primary	BGA 3214	R Brimfield / G Moore
Grunau Baby 11	BGA 2433	M Hayes / L Woodage
Ka6CR	BGA 2483	R Morris
Ka6CR	BGA 2870	G Costin / J Bodkin
Fauvette	BGA 2679	P Parker
Capstan	BGA 1133	R Colbeck
Lunak	OK-0927	G Saw / S Davis
Ka 2	D-6173	R Willgoss
Hütter H17	BGA 490	N Newton
Krajanek	BGA 655	M Birch
Slingsby T31	BGA 3847	M Vowles
Scud 111	BGA 684	T Hull

RENDEZ-VOUS RALLY 1997

This was held at the former French National Centre at PONT SAINT VINCENT which is close to NANCY, from the 26th of July until the 3rd of August.

A great advantage of this site is its enormous hangar which was put up for the National Centre in the very late 1940s or early 1950s. However, the accomodation buildings (Les Casernes) for the National Centre, on the way up the hill, are now occupied by the military. There is one bunkhouse near the hangar and some newer toilet and washing facilities in an old military fortification dating from 1870? nearby the bunkhouse but the showers only had cold water and there was no drinking water at all.

See Table 4 for Participants

Air Space restrictions were Nancy Airport north of the site, the military airbase Toule, west of the site and a parachute drop zone east of the site. This allowed us only free airspace in theory south of the site. Heights over Nancy were restricted. There could be no infringement of airspace near and over Toule, or the Parachute Drop Zone. In spite of all this, some good soaring flights were possible and hangar space was available for our gliders in the event of rain.

Albert Mangeot was the Chief Pilot before 1940 at the Aero Club (then known as the Aero Club of the Upper (Haute) Moselle). It was under his direction that the first EMOUCHET was created using the wings, suitably stengthened, of a Polish Salamandra primary and a new fuselage, in the style of a Castel C.30, Avia 32 or Grunau Baby etc.

At Pont Saint Vincent, we were given great hospitality and welcome by members of the Aero Club and, in particular by its President, Joseph Bocciarelli and by its Vice President, Christian Mathieu. A small Café by the side of the hangar looked after our appetites and provided drinking water. This was important because it was sometimes very hot. Still more entrants arrived with their gliders on Monday. These were Jörg Ziller, George Slot, Didier Fulchiron and François Ragôt. At Briefing we were urged to respect the controlled Air Space every day. There would be good weather with 5 m/sec thermals and no wind.

Attention was drawn to another complete runway on the same hill as the Aero Club Albert Mangeot, which is never used.. but can be used!

The best flights on MONDAY 28th JULY were:-

JAN FORSTER & MARJA OSINGA – Mg 19A BGA 2903, 55 mins. CHRIS WILLS, Mg 19A BGA 2903 1 hour 12 mins. PETER DEEGE Mg 19a, BGA 2903, 46 mins. BERTRAND, Fauconet F-CDLC. 6 hours 28 mins. WERNER TSCHORN, Weihe 50, D-7080 5 hours, DANIEL STEFFEN, Spalinger S.18-3 HB-510 3 hours 41 mins. PETE & JILL HARMER Ka-2b BGA 2147. 3 hours 09 mins.

TABLE 4
GLIDERS TAKING PART

M.200	F-CDKI	Aero Club Albert Mangeot – France.
KA-18	F-CEJH	Aero Club Albert Mangeot – France.
AIR 102	F-CAYU	Christian Mathieu – France.
WEIHE 50	D-0361	Gerd Hermjacob – Germany.
FAUVEL AV.22	F-CAGL	Jean Claude Neglais – France.
FAUVEL AV.36.	F-CBSM	Aero Club Albert Mangeot – France.
EDELWEISS	F-CDAU	Aero Club Albert Mangeot – France.
T.31 "Topless"	BGA 4228	Hilversum Syndicate – Netherlands.
WEIHE 50	D-7080	Werner Tschorn – Germany.
MEISE	D-1420	Jörg Ziller – Germany.
GRUNAU BABY 2	PH-102	Peter Deege – Netherlands.
KRANICH 2 A-2	PH-103	Neelco Osinga – Netherlands.
T.31	BGA 3181	Jan Förster – Netherlands.
SPALINGER S.18-3	HB-510	Daniel Steffen – Switzerland.
SPATZ (Fauconet?)	F-CDLC	Peter Urscheler – France.
KA-4 "RHONLERCHE"	PH-247	George Slot – Netherlands.
JAVELOT	F-CBGZ	Aero Club Albert Mangeot – France.
BIJAVE	F-CDJF.	Aero Club Albert Mangeot – France.
Ka-8	F-CEJH.	Aero Club Albert Mangeot – France.
Ka-2b	BGA 2147	Pete and Jill Harmer – GB.
Mg 19A	BGA 2903	Chris Wills – GB.
ORLIK 2	OK-6922	Emil Sliva – Czech Rep.
AVIA 40P	BGA 680	François Ragôt – France.
Ka.4 Rhönlerche	BGA 4116	Didier Fulchiron. – France.
T.21b	PH-1045	Willem de Baars – Netherlands.
Ka-6CR	PH-851	Alphons Leeuw – Netherlands.
Ka-2	PH-ZQB	Piet de Crom – Netherlands.
Ka-6CR	D-1551	Uwe Morgenstern – Germany.

TUESDAY 29th JULY.

Briefing- Weather as yesterday with the possibility of some high cover that could cut off thermals."Don't go West or North because of Military Zones. Respect limits of air space! Normally no vehicles should be allowed on the field.... Perhaps only a few to retrieve the gliders. Spiral in thermals in the same direction as the uppermost glider. Pay attention to Parachute Drop Zone East of site every day. Don't fly over Toule airbase (SW of site). North of Nancy is a military airfield., don't go there either!" On this day there were numerous very long duration flights including one by GUNTHER BRODERSEN and CHRIS WILLS in the Mg 19a BGA 2903, which lasted 6 hours -10 mins and almost reached 6,000 ft above site. There really was no wind and it was uncanny how the Mg 19a came back under cloud cover from being well out of sight of Pont Saint Vincent, to arrive home still at great height. On this day, 300 km triangles in our better old gliders might have been achieved.

The AVIA 40P was flown by FRANCOIS RAGOT and someone reported that it left the MEISE of Jörg Ziller behind, flying straight ahead in lift!

On this day, there was to be a trip by powered aeroplane to visit a hot air balloon Rally with over 100 balloons taking part in no wind conditions. A brief look in the Aero Club Albert Mangeot's workshop revealed:- one AIR 100, 1 Emouchet, one M.200, 1 Nord 2000 (Meise), and 2 CASTEL C.301s awaiting restoration or being restored.

These C.301s are among the oldest French gliders still in existence.

In form, they are almost identical to the Castel C.30 which was designed in 1935. 24 were built in 1939 by Fouga at Air sur l'Adour and 216 + 99 by S.N.C.A. in 1940, these latter being called C.301Ss. So far as we know, only two of these are airworthy at present: one, is owned by Maurice Renard at Celles and one by ASPAC at Paray le Monial. So the restoration of C.301s will bring Dédale back at once into the historic prewar era, as also will the Emouchet.

Two C.800s were also seen derigged awaiting restoration (we hope) in the Pont Saint Vincent Hangar. The first two prototypes of these, without tailplane dihedral, were built in 1941 and both were taken to Germany in 1943 to be on WL strength in 1944. This type, with dihedralled tailplane, achieved large scale production after 1945 as France's principal training two seater glider. Some have already been restored by members of Dédale.

In the evening, our members held an International Evening with much food, drink and music and we hope that everyone enjoyed it.

ON WEDNESDAY the 30th JULY.

Among other duration flights was one of 3 hours 15 mins by Jochen Kruse and C.Wills in the Mg 19a. On this day, a Czech Republic team arrived from Hronov with an Orlik 2, OK-6922 with Emil Sliva and a friend. During the evening, Uwe Morgenstern arrived with his Ka-6CR D-1551 from Germany.

In the evening, we were received by the mayor of Nancy and, after some speeches and champagne, we were able to view the magnificent Place Stanislas from the balcony of the Hotel de Ville. The Polish King Stanislas was also a Duke of Lorraine before 1790? (the date of Poland's partition), After embellishing some Chateaux in Lorraine, he set himself the task of improving and decorating the centre of Nancy.

He did this with the finest wrought-iron work that Chris Wills has ever seen. Some of this was gilded with gold. After dark, in winter and summer, this is spot-lit to give the impression of showers of gold. In each corner of the square are grottos also lit up with fountains from which issue forth green water and more showers of gold. The Hotel de Ville's classic pillars soar skywards, lit up from below as shafts of light. People just sit at tables in the square listening to music and just simply marvelling at what surely must be one of the man-made wonders of the world. During daylight, the music consisted of one small boy wearing a beret playing French songs on an accordion. We are sure that one of them would have been the famous "En passant par la Lorraine".The accordion could well have been replaced by a symphony orchestra during the dark hours, as the surroundings and atmosphere were perfect for one. We were sad to have to leave such enchantment but not before some of us were taken on a walk around the old city, guided by two members of the Aero club..

THURSDAY 31st JULY 1997. On this day, a strong West wind and rain was expected, so there was no flying. In the evening, we were invited to join in a celebrated French "But de Lard" (barbecue) proceedings. This was held outside and meat and sausages (of special types) were grilled. Although raining a little the weather was not too bad for this and then we repaired to the bar and celebrated the 30th year of Christian Mathieu's gliding career.

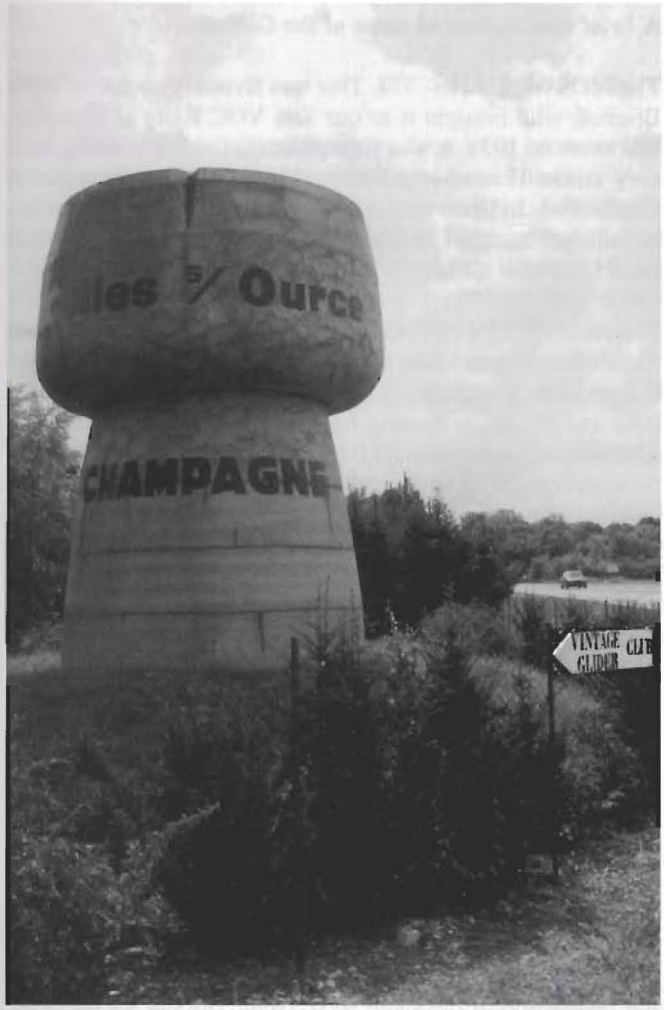
ON FRIDAY 1st AUGUST 1997, there was also no flying because of the weather. During the evening, there was a final celebration and prizes were given to our dear French organizers.

ON SATURDAY the 2nd AUGUST 1997, there was rain and the gliders were derigged in the hangar and their components had to be carried outside to their trailers. This was masterminded by a Dutch Team headed by Jan Förster, with great skill. The problem was that there were other gliders between the vintage gliders and the door, that did not have to be derigged. The team was rather tired after having derigged seven or eight vintage gliders.Their owners thank the team for their efforts. The move to Celles sur Ource took place on the next day.

C.Wills



Joseph Bocciarelli and Christian Mathieu with the Air 102. They are President and Vice President respectively of the Aero Club Albert Mangeot at Pont St Vincent. Chris Wills.



We were in no doubt that we were in Champagne country when we saw the sign to the airfield at Bar sur Seine. G. Ferrier

THE 25TH INTERNATIONAL VGC RALLY

on the AIRFIELD of BAR-SUR-SEINE, CELLES-SUR-OURCE, in the Champagne Country. This took place from the 2nd -10th August 1997.

The host Gliding Club is known as "Les Ailes Barsequanaises Celles sur Ource en Champagne". The little village (with one shop) of Celles sur Ource is below the airfield and the little town of Bar sur Seine is 6 kms away.

Every one of our International rallies has been different and each has had something special to offer us. This one was no exception as almost everything for the rally had to be imported. There was the huge briefing tent of some splendour, the two smaller tents for the kitchen and restaurant, the refrigerator, the washing and toilet facilities and the electricity generating engine for the camp site etc etc. All that was there before was a small glider hangar and a small office building.

To cap this was a small metal arch over the entrance, upon which were erected the colourful flags of the nations, against a green backdrop of vines, from which comes the Champagne. This then, its origin jealously guarded, goes out to the entire world. There you have a miracle of creativity and organization which was achieved by the very hard work of our member Maurice Renard and his daughter Isabelle and their helpers, to whom we owe our sincerest gratitude.

The Pilots who participated.

FRANCE	16.	with	10.	gliders
SLOVAKIAN REPUBLIC	1.		1.	
CZECH REPUBLIC	1.		1.	
SWITZERLAND	13.		10.	
BELGIUM	6.		3.	
HOLLAND	14.		10.	
GERMANY	15.		11.	
BRITAIN	8.		3.	
HUNGARY	2.			
ITALY	1.	Total:	47.	
SPAIN	1.			
USA	1.			
AUSTRALIA	1.			
Total	80.			

The above statistics were received from Maurice Renard.

THE ENTRANTS AND THEIR GLIDERS

FRANCE	
DUPEY Jean Francois	Mesange (Tomtit) M.100 – F-CCSP.
RAVEL Christian	Breguet 904 (Ville d'Avrille) F-CCPN.
LAMISSE Louis	Fauvel AV 22. F-CCGK.
PLANE Pierre	Breguet 901 F-CCCP.
FULCHIRON Didier	Ka-4 BGA 4116.
RENAUDIN Patrick	Breguet 901. F-CCCJ.
PATAILLE Didier	M.200. F-CDHC.
NEGLAIS Jean-Claude	Fauvel AV.22. F-CAGL.
BOCCIARELLI Joseph	Javelot. F-CBGZ.
URSCHELER Peter	A.60 (Spatz) F-CDLC.
SLOVAK REPUBLIC	
OTT Josef	ZLIN 23 Honza OY-5619.
CZECH REPUBLIC.	
SLIVA Emil	ORLIK 2 OK-6922.
SWITZERLAND.	
WALTY Willi	L-Spatz 55 HB-737.
ROTHENBUHLER Hans	Spalinger S.19 HB-225.
SCHWARZENBACH Willi	Spalinger S.18-3. HB-411.
GEISER Richard	Moswey 3 HB-374,
BEGUIN Jacques	Grunau Baby 2 HB-234.
ROTH Hugo	Spyr 5 HB- 369.
STEFFEN Daniel	Spalinger S.18-3 HB- 510.
RUEGG Werner	Moswey 3? Unless this aircraft is HB-374, we do not believe that it took part.
BELGIUM	
HENRARD Firmin	Ka-2B OO-ZRE.
D'HUART Roland	Specht OO-SZD.
MONGIN Robert	Spatz-B OO-ZJB.
HOLLAND	
VERMEER Evert Jan	Prefect PH-192.
OSINGA Neelco	Kranich 2 A-2 PH-103.
DISMA Hans/ VERMEER	GOEVIER 3 PH-207.
de BAARS Willem	T.21B PH-1045.
PIET de CROM	Ka-2 OO-ZQB.
SLOT George	RHOENLERCHE PH-247.
FORSTER Jan	T.31 BGA 3181

GERMANY

TSCHORN Werner	Weihe 50 D-7080.
RAPP Gerhard	Grunau Baby 2b D-9297.
KERCHER Kurt	" ?
MUELLER Max	Grunau Baby 3 D-9297.
HERMJACOB Gerd	Weihe 50. D-0361.
ZILLER Jörg	Meise D-1420
HEYN Klaus	" "
MORGENSTERN Uwe	Ka-6 CR D-1551.
ALLERDISSEN Gerhard	Weihe 50. D-0084.
SCHULZ Adalbert	Minimoa D-8060.
HANSEN Peter	Weihe 50 ?

BRITAIN

HARMER Peter & Jill	Ka-2B BGA 2147.
WILLS Christopher	Mg 19a "Steinadler" BGA 2903.
SHRIMPTON David	Swallow BGA 3469.

ITALY – PEDIELLI Vincenzo
SPAIN – COLOMO Jose Jgnacio Garcia
BRITAIN – FERRIER Graham
Total = 43 gliders.

Establishing this figure was made more difficult because two pilots sometimes entered the same glider for which no National registration letters and numbers were given. Therefore the same glider would have been entered twice. Because of this, Maurice has given the number of glider entries as 47.

Should anyone have any corrections, please could C.Wills be informed.

FLYING HOURS

SUNDAY the 3rd of August
33 hours 31 mins. from 36 aerotows.

MONDAY the 4th of August
68 hours 34 mins.from 39 aerotows.

TUESDAY the 5th of August
16 hours 15 mins.from 13 aerotows.

WEDNESDAY the 6th August,
2 hours 26 mins.from 7 aerotows.

THURSDAY the 7th August
26 hours 35 mins.from 33 aerotows.

FRIDAY the 8th August
60 hours 08 mins.from 70 aerotows.

SATURDAY the 9th August
110 hours 52 mins.from 73 aerotows.

SUNDAY the 10th August
9 hours 57 mins. from 24 aerotows.

TOTALS 328 hours 18 mins from 295 aerotows.

This averages out at 1 hour 7 mins. per flight or 8 hrs 12 mins per glider assuming that 40 gliders flew. (The "Honza" primary was not flown.)

The above statistics were received from Maurice Renard and were achieved without a single accident, in spite of the arrival of vicious thunderstorms and their aftermath of pouring rain.

A brief description of some of the Gliders.

The MOSWEY 3 HB- 374. This was formerly owned by Willi Bischof, who brought it to our first VGC Rally at Husbands Bosworth in 1973. It was then painted silver/blue and looked very smart. It is now painted yellow and it was restored at Chänis. We believe that it took part in the World Championships at Samaden in 1948 and at Cuatro Vientos (Madrid) in 1952. It now looks very smart again.

The FAUVEL AV 22 F-CAGL. This has been restored at Pont Saint Vincent and looks very beautiful. Jean Claude Neglais told us that by regulating the front seat forward, and by the pilot and passenger leaning forward, the AV.22 could achieve higher speed more effiently, because of alteration of its C of G, than by giving it down elevator. This reduces its rate of sink by one metre at 130 kph! This and the AV.22 at Angers are very impressive flying wings from the point of view of performance at low and high speeds,and flight handling. Their performances are better than that of the AV.36. except in climb.

The Ka-2, entered by Piet de Crom from Holland, with Belgian registration, is an original short span (15m) Ka-2. It seems to fly and climb very well. Piet is now Holland's senior inspector for gliders. The wingspan of a production Ka-2B is 16 m. The first Ka-2 was built during the winter of 1952/3 by Rudolph Kaiser for Alexander Schleicher to build as one of Germany's second wave of two seater sailplanes which were rather cheaper to build than the prewar ones. The wing profile was somewhere between the Gö 535 and Gö 549. The Ka-2b soon proved itself by flying German height, gain of height and distance records for two seaters. Schleichers had been building before and at the same time, Heini Dittmar's Condor 4s, which were essentially very expensive to build, prewar sailplanes. Whereas the Condor 4 had a better performance than the Ka-2, the latter was more practical and much cheaper to build. Ka- 2b National German records were:- Dieter Schmidt, Heidelberg on the 24th Jan. 1959 7,770m absolute height and 6,907m. gain of height. On the 21st May 1964, Oskar Damann and Franz Rütschle flew a distance record of 424.5 kms. There was also the extraordinary Turkish effort when the pilots flew their Ka-2 beyond the French frontier into Belgium, (386km), beating all other two seaters, during the 1956 World Gliding Championships at St Yan. There were no points scored for flying outside France so all they were credited with was 231 miles (400 kms) but their retrieve crew took three days sorting out the red tape at the border before returning to St Yan.

THE RALLY DAY BY DAY.

SATURDAY 2nd August. This was arrival and Opening Day. The distance and time needed to transfer to Celles from Pont Saint Vincent via the scenic route, was considerable. Some of us passed through Colombey Les Deux Eglises which was the home and final resting place of General de Gaule, former President of the French Republic. The weather and time precluded us from seeing very much of the famous place.

The formal Opening took place at Celles in the evening and Maurice Renard thanked the many sponsors who had made the Rally possible. The Club's President made a short speech and Chris Wills finally declared the 25th International VGC Rally open and rang the traditional bell.

SUNDAY 3rd August.

See Table 5

Some of the flights of less than one hour have been omitted from the above although they may have been of merit.

On Monday, we were visited by Andre MONET, the President of the French Gliding Federation. He regretted that he could not have come during the weekend because of the traffic but he would now stay with us for the whole day. We have never met a finer gentleman and we were glad to have had him with us. He left on Tuesday morning and said that he was completely contented by what he had seen and heard at our Rally.

MONDAY EVENING (Night!) WAS INTERNATIONAL EVENING. This occasion was more magnificent then ever before. There were two bands. The first one was a Swiss band with two recorders and an accordion playing Swiss Alpine music. The second one was German with one trumpet, three accordions and a singer. This continued ever growing in strength for half the night and it did not play only German music. The French liqueurs, schnapps, wine, beer and the food was tremendous. The British Contingent was small in number but it tried to aquit itself with honour.

WEDNESDAY 5th August

Storms were forecast for the whole day. A tour of TROYES was available by bus. We were able to admire the ancient architecture and the stained glass windows of the cathedral. These were truly magnificent. Shopping was then possible but some of us were deluged by a storm. Back on the airfield, the winch was tried out. A witness said that it nearly exploded! From the glider's end, the situation was not so desperate as the Pegase managed to stay up for 20 minutes. The winch had been bought from Pont Saint Vincent for our Rally, and the club, during the previous week and it had not been run for a long time. Perhaps, after some maintenance, it might become a success ?

Best flights of Wednesday were by:-

JEAN CLAUD NEGLAIS	AV 22 F-CGSG 20 mins.
ROLAND D'HUART	Specht OO-ZCN 21 mins.
JOCHEN EWALD	Specht OO-ZCN 18 mins.
DAVID SHRIMPTON	Swallow BGA 3469 10 mins.

There was occasional very heavy rain. Martn Simons, Ted Hull, Laurie Woodage and Ian Dunkley all arrived from the Wächtersberg during the evening. The latter brought with him his Nimbus, which he was allowed to fly without problems. There was bad weather over all France on this day. This evening our great cooks prepared a dish of Couscous with sea food.This was truly magnificent. Old CARS were brought onto the airfield. They took some of us after the Couscous on a tour of the Champagne Route in the dark. This brought some of the village inhabitants out on to the streets to wave to us, and created a real old time car rally atmosphere. The old French, British and Americain cars were in splendid condition.

THE MEETING OF THE INTERNATIONAL RALLY COMMITTEE on THURSDAY 7th AUGUST 1997.

This was held at 0930 hrs chaired by David Shrimpton who had a hard job.

Members attending were: Didier Fulchiron – France, Jörg Ziller – Germany, Emil Sliva – Czech Republic, Joseph Ott – Slovakian Republic, Didier Fulchiron -France, Johann Kieckens and Firmin Henrard-Belgium. Willi Schwarzenbach – Switzerland, Hans Dijkstra -Holland, and David Shrimpton- Britain.

The first task was to decide on the venue for 1998's 26th International VGC Rally. This was decided by majority vote that it should be at NITRA in Slovakia, where we have not been before. JOSEF OTT had already done much preparation work for this Rally. He showed a video film of Nitra which revealed that it was a large airfield with a considerable infra structure that we could use. He mentioned that almost everything in Slovakia would be very cheap for us from Western Europe. We know that there was a very strong wish from Achmer/Osnabruck that they should host the 1998 International VGC Rally, and that the British would favour this as it is not so far to travel as Slovakia. It seems that Josef Ott had received the impression already last year that the 26th International Rally should be at Nitra and that this started him with his preparation. IT SEEMS VERY IMPORTANT THAT THOSE WISHING TO RUN OUR INTERNATIONAL RALLIES SHOULD BE PRESENT AT OUR INTERNATIONAL COMMITTEE MEETINGS, WHICH ARE HELD DURING OUR INTERNATIONAL RALLIES, AT LEAST TWO YEARS BEFORE THEIR WISHED FOR RALLY DATES. WE ARE HOWEVER VERY PLEASED THAT THERE ARE STILL, AFTER 25 YEARS, PEOPLE WHO ARE PREPARED TO RUN OUR INTERNATIONAL RALLIES. WE THANK THEM WARMLY AND WE DO NOT WISH TO PUT THEM OFF IN ANY WAY. THEIR TIME WILL COME.

Even harder was the decision as to where to hold 1998's RENDEZ-VOUS RALLY. EMIL SLIVA proposed his club at HRONOV, which is a lovely location in the hills close to the POLISH frontier. The site has a slope which can be used in certain wind directions. Our Rally would be held in conjunction with a vintage aeroplane and car rally. It was felt that this might be on the line to Nitra from North Germany and that perhaps the 1938 Autobahn from Dresden to Upper Silesia might help our members to get there. It should be mentioned that the above Autobahn is probably still in 1938 form and may not now be in the best condition (although perhaps it has been repaired ?)

However, the VGC had also been receiving letters from ZBRASLAVICE offering to hold our 1998 RENDEZ-VOUS RALLY and that their infra structure had been recently improved even more, than it had been when we were last there. Johan Kieckens, who has often visited the Zbraslavice Club, said that we do have at least one member there and that they still do have vintage gliders, although one of them, a LUNAK has been recently acquired by the British. The line through Zbraslavice to Nitra is more direct for the British. We already know this magnificently picturesque site, with its good thermals.

The Committee's voting for HRONOV and ZBRASLAVICE was almost exactly equal. However, it was decided by one vote that our 1998 RENDEZ-VOUS RALLY should be at ZBRASLAVICE but that those who wanted to, could go to HRONOV. Contact at Zbraslavice is: Milan Kamenik, Club Chairman, Aeroklub Zbraslavice, 28521 Zbraslavice, okr. Kutna Hora, Czech Republic. Tel/Fax (+420 327) 92286.

Contact at Hronov is Emil Sliva.

Contact at NITRA is Jozef Ott, Panska dolina 2, 94901 NITRA, Slovak Republic. Tel Home +421 87 411523. Fax Aeroklub +421 87 34805. E-mail aeroklub.ni@usa.net.

THURSDAY 7th August

On this day, a delegation representing the powers-that-be at NITRA, arrived very excited by the International Rally Committee's decision to hold the 1998 International Rally at their



But first before you fly you have to rig the thing! Christian Ravel in charge of rigging the Av 22. G. Ferrier

site. They inspected our situation at Celles, with a view to deciding whether they could offer us satisfactory amenities. They decided that they could.

At first on this day, there were good thermals to 3,200 ft (1,000 m) cloudbase but then a storm started to move in against the wind. Those of us who thought they were up wind of the site, now discovered that they were down-wind of it and would have to go through the storm to return to the site.... if it was not covered by the storm! The storm was producing rain, hail, thunder and lightning.

Firmin Henrard said afterwards that, although he had 900 hours of gliding, this was the first time he had been really frightened. It seemed that that those of us who were keeping up before the storm, would have to wait long enough there for the storm to clear the site. To one side of the storm, there was sunlight shining through the rain. It was possible to proceed through the rain and out into the sunlight.. and there, below us, against the dazzling white of the cloud, was a rainbow.. with one end of it pointing at the large concrete building which was near the site. The site was indeed clear of the storm and in the sun. Three other gliders including an AV 22, which seemed to be proceeding round the whole sky, were also preparing to enter the circuit. An attempt to stay in powerful lift failed. It was hoped to "stand off" to allow the other gliders to land first, but the "lift" was just turbulance. Therefore, after the AV.22 flying wing had landed, it was resolved to land also. After being retrieved by a *voiture de piste* in front of the already full hangar, further storms with rain, thunder, lightning and hail came in and it was thought that it was better to remain in the cockpit to ballast the aircraft, with the rain gradually seeping in, for about two hours. This was the worst case scenario of a storm in the middle of our Rally period, with no hangarage available to keep our precious aircraft dry, and no chance to derig them in time to get them into the shelter of their trailers.

During our approach, a blue Swiss Grunau Baby 2 was seen *au vache* in a field of cut corn. It was possible to retrieve this one directly back to the airfield without derigging it. Another GB-2b was landed out but this one had to be retrieved by trailer.The great tragedy was that before the storm arrived, both the Aventoft Minimoa and Weihe were poised at the launch point before their first flights of the Rally. Now they were deluged with water, one having about 10 cms of water lying in its cockpit. There was no prospect of immediately drying them out. An attempt was made to airate them, derigged, on their trailers on the next day. However, it was decided to tow them both back to Aventoft to prevent them getting wet again, as the forecast was for possible further storms. Another to be towed home was the Czech Orlik 2. Nor were these the only misfortunes as the lightning had struck the Pump Station and so the site was without water. However, when finally the water supply was restored, the water was brown instead of clear, as it had been before. After a day, it became clear again. Those of us installed on the camp site were now very damp. Such were the ordeals for those in tents and caravans. During the evening, morale recovered when we were visited by the Ancient Order of Champagne Cork Poppers which was visiting a flying Rally for the first time. Their procession appeared with great dignity in ancient costume, led by Heraldic trumpeters, to proceed through the Briefing tent towards the dais. There, an announcement was made in ancient French which included the phrase that "Champagne was the King of Wines.. and the Wine for Kings". New members of the Cameraderie were then enrolled and were honoured with heavy golden medals which were ceremoniously hung round their necks. The new members were from each country taking part in the 25th international VGC Rally. These were:- Willi Schwarzenbach for Switzerland, Firmin Henrard for Belgium, Jozef Ott for Slovakia, Maurice Renard, the Bar sur Seine Club's President, and the CFI of the Bar sur Seine Club for France. Hans Dijkstra for Holland, Werner Tschorn for Germany, David Shrimpton and C.Wills for Britain and many others became new Chevaliers of the Ancient Order.

Then, after being belaboured on their shoulders by a hefty piece of Vine, they had to swear a terrible oath never again to imbibe such base liquids as water or vineger etc etc (It is not remembered whether beer was included) Champagne corks were then discharged into the assembled multitude... or upwards... or anywhere. The Ancient Order then formed in procession and proceeded from the tent with great dignity. Then followed a considerable celebration with much singing and drinking of the "King of Wines", which was issued free.

That evening will never ever be forgotten by those of us present.



Some gliders were left out some nights at Bar sur Seine. G. Ferrier.

THURSDAY'S flying was as follows:-
WERNER TSCHORN – Weihe D-7080 – 1 hour 03 mins.
C.WILLS and VINCENZO PEDRIELLI – Mg 19a BGA 2903 – 1 hour 32 mins.
PATRICK RENAUDIN – Breguet 901s F-CCCJ – 1 hour 05 mins. ROBERT MONGIN – Specht OO-SZD – 35 mins.
JAN EVERT VERMEER – Prefect PH-192 – 1 hour 35 mins.
GERD HERMJACOB – Weihe D-0361 51 mins.

There were many other duration flights.

In spite of the storms, we were lucky that no gliders had been broken. Our pilots had done well and we hope that none of their gliders suffered through damp. It was hoped that by flying them on the next days, we would airate them and dry them.

FRIDAY 8th AUGUST -- see table 6

The Meteo was the same as for the previous day. There was the possibility of storms. If one was seen to be coming, we were advised to open airbrakes and land immediately and to put the gliders quickly in their trailers. 4-8 octas cumuli, a forecast temperature of 26-28 degrees. We had the same moist airstream as during the previous day. As storms might arrive later, we were to rig and fly at once after briefing. For those wishing to go in them, the very old cars would arrive at 1400 hours to take them free to the champagne caves and would bring them back to the airfield.

All flights on this day were copied from the log by CW, but the pilots' names were not with the entries and so sometimes these were guessed. It was clear that something more than just local flying was tried by some of the pilots.

SATURDAY 9th AUGUST.

Meteo briefing. The weather was expected to be better than yesterday's weather. 2 /3 metres / sec thermals were expected at least by 1600 hours. Pressure was 1018 millibars. Thermals were expected to start by 1100 hours. No dangerous phenomena were expected. Tomorrow would be even better weather! Tonight would be the closing banquet and Prize giving at 20.30 hrs. The restaurant would be open tomorrow until midday.The weather turned out to be the best of the whole week with high cloud bases.

See Table 7 for the flights

One gallant lady was running the Flying Log for the entire week. (except for the last Sunday). She clearly had difficulty with some of the registrations..... particularly the British ones. BGA numbers should be marked clearly on the rear Left Hand sides of the fuselages. The Mg 19a was recorded always as Tous Blanc (all white)!

During Saturday evening there was the FINAL PRIZE GIVING in the briefing tent. Almost the entire French Organization Team were given prizes. Maurice and Isabelle Renard, Didier Defontaine and Jean Delemontey,who gave us La Cuisine Francaise, Couscous, and Paella, all of which were enjoyed and were very healthy eating. Chris discovered that Didier was a glider pilot with at least 100 hours experience when, on Saturday, with the final banquet looming imminently and the airfield out of sight, Chris asked whether dinner was prepared. The reply was "almost, but we had better try to get back."!

However, on returning to the field, Didier wanted to continue the flight still longer at cloud base together with many other gliders including an AV.22. It was clearly the flight of his life! The CFI Alain Basuyaux and the President of the Bar sur Seine Club, Bernard Guerill, Michel Bearel, Frederic Dufraghe who drove the *Voitures de Piste,* Mme Denise and M.Pierre Vallin who ran the Flying Log and Claude Bougeneaux and Vincent Renard at the Start, all received token prizes, as our gratitude for their hard work which was always accomplished with good humour. A French member said that Chris's Prize Giving was "better than the Fête at Avignon". When asked what he meant by that, he replied that "the Commentator of the Avignon Fête is on the whole rather too serious"! Finally it was announced that Jozef Ott, who had had to leave before the Prize Giving, had said that he hoped that he would be able to welcome us all in 343 days time at NITRA in Slovakia for the 26th International Vintage Glider Rally. Then followed much festivity during our last evening together, notwithstanding that there would be flying tomorrow, when the weather would still be fine. The 25th International VGC Rally had been a fantastic success, in spite of the storm half way through it. The efforts of Maurice and Isabelle Renard and their whole team had been incredible. Nothing had been too difficult for them and everything had been accomplished with good humour with a minimum of delay. We will never forget our 25th International Rally. It had been a unique Rally and one of the best that we have ever had. Maurice celebrated his 53rd birthday during the rally and we are sure that he will have many more birthdays. His efforts have inspired us all.

SUNDAY 10th AUGUST.

In spite of the previous day's hopeful weather forecast, the lift was not so good today. There were no clouds... and all thermals were blue. On this day, CHRIS WILLS had 4 aerotows behind a new DEMONA. These were among the best he has ever experienced. The Demona was flown solo and the take offs were up hill. The Mg 19a was flown with two people on board and has a built-in wheel. Although the take offs were up a slight hill, the Demona got airborne with much of the runway still before it. His second flight was with GUY URIOT, President of the Society to preserve all things to do with the prewar designed AVIA gliders. He mentioned that an AVIA 11 Primary from 1930 is being restored for static exhibition, but that an AVIA 15 Primary with Nacelle from 1932 is being restored to fly. This was later built as the AVIA 15A, the AVIA 151 and the AVIA 152, the latter being designed and built during the war as one of the best training gliders in existence.

The flight in the Mg 19a went on for over an hour in thermals from the slope above Bar-sur-Seine with Guy singing French songs to encourage the Mg to stay up. Max. altitude achieved was not much more than 2,000 ft. but the flight gave great joy to Guy who wanted to stay up longer. The last flight lasted 35 mins with a small French girl on board. She enjoyed it. Strong lift was found in smoke from a fire some way down wind of the site, at after 1900 hours. The lift gave us 2,000 ft which allowed us to easily get back. Burning field fires are no longer legal in Britain and so, to fly in the smoke from one over France brought back memories of great experiences. After the landing, there were still some of our members on the site, to help derig the Mg 19. Chris would like to thank them all. They said that they had been told that the Mg was difficult to derig, but they had found it easy. It was just that the wings were heavy to handle on the ground. There were also a Spatz and the Ka-2B of Firmin Henrard flying during that last Sunday at Bar sur Seine. We believe that they stayed there



Didier Pataille and Marc Bourdon in Didier's M200. Didier is the Secretary of Dedale and Marc was the President before going to live in l'Ile de Reunion. Chris Wills.

longer. The RALLY had revealed once again that we are flying gliders of many sizes, colours and forms, which are gull winged, straight winged, tail-less, etc etc and we believe that they offer a more exciting scene than that which is usually witnessed at contemporary gliding events. If only we could have among them a Horten tailless, or a sailplane using the Horten principles, by the end of the Century, we could say that we have been here!

Chris Wills

TABLE 5
THE MOST NOTABLE FLIGHTS WERE:
SUNDAY 3 August

Jan Vermeer	Prefect	PH-192	1hr 38 mins.
Didier Fulchiron	Rhonlerche	BGA 4116	1 hr 29 mins.
Patrick Renaudin	Breguet 901 S	F-CCCJ	3 hrs 12 mins.
Richard Geiser	Moswey 3	HB-374	44 mins.
Hugo Roth	Spyr 5	HB-369	2 hrs 25 mins.
Peter Urscheler	Spatz	F-CDLC	2 hrs 29 mins.
Uwe Morgenstern	Ka 6CR	D-1551	2 hrs 07 mins.
Firmin Henrard	Ka-2b	OO-SZD	1 hr 05 mins.
Hans Rothenbuhler	Spalinger S.19	HB-225	1 hr. 49 mins.
Didier Pataille	M-200	F-CDHC	3 hrs 20 mins.

MONDAY 4th August

Christian Ravel jr.	Rhönlerche	PH-247	1 hr. 57 mins,
Firmin Henrard	Specht	00-SZD	2 hrs 24 mins.
Uwe Morgenstern	Ka 6 CR	D-1551	3 hrs 27 mins.
Robert Monjon	Ka-2	OO-SDW	1 hr. 29 mins.
Hugo Roth	Spyr 5	HB-369	3 hrs 33mins.
Gerd Hermjacob	Weihe	D-0301	2 hrs 21 mins.
Didier Fulchiron	Ka-4	BGA 4116	1 hr, 37 mins.
Emil Sliva	Orlik 2	OK-6922	3 hrs 11 mins.
Hans Peter	Moswey 3	HB-374	2 hrs.54 mins.
Hans Dijkstra	Ka-2	OO-ZQB	2 hrs 14 mins.
Jan van der Berg	Ka-7	OO-ZXJ	2 hrs 41 mins.

Jörg Ziller	Meise	D-1420.	2 hrs 10 mins.
Willi Schwarzenbach	S.18-3	HB-411	1 hr. 53 mins.
Willi Walti	L-Spatz 55	HB-737	1 hr. 42 mins.
Hans Rothenbühler	S.19	HB-225	2 hrs 29 mins.
Patrick Renaudin	Breguet 901s	F-CCCJ	2 hrs 57 mins.
Gerd Rapp	Grunau baby 2b	D-9297	1 hr. 30 mins.
Jacques Menei	Spatz	F-CDLC.	1 hr. 23 mins.
C.Wills,G.Czeiner	Mg 19a	BGA 2903	2 hrs 03 mins.
Pataille,Dominique-	M.200	F-CDHC	53 mins.
Peter Urscheler	Spatz	F-CDLC	51 mins.
Werner Tschorn	Weihe	D-7080	4 hrs 18 mins.
Willi Schwarzenbach	S.18-3	HB-411	30 mins.
David Shrimpton	Swallow	BGA3469	45mins
Daniel Steffen	S.18-3	HB-510	3 hrs 19 mins.
Evert Jan Vermeer.	Prefect	PH-192	3 hrs 48 mins.
Francois Dupey	M.100	F-CCSP	2 hrs.10 mins.
Hans Disma	Goevier 3	PH-207	2 hrs 08 mins.
Jacques Beguin	GB 2b	HB-234	1 hr. 46 mins.
Jan Förster	T.31	BGA 3181	1 hr. 17 mins.

TABLE 6

FRIDAY'S FLIGHTS.....

HANS ROTHENBUHLER	Spalinger S.19	HB-225	1 hour 18 mins.
ROBERT MONGIN	Spatz B	OO-ZJW	1 hour 35 mins.
JEAN-CLAUDE NEGLAIS	AV-22	F-GAGL	2 hours 26 mins.
JOSEPH BOCIARELLI	Javelot	F-CBGZ	1 hour 18 mins.
WILLI SCHWARZENBACH	Spalinger S.18	HB-411	1 hour 31mins
ZILLER, KARCH, HEYN?	Meise	D-1420	1 hour 28 mins.
HANS DISMA	Goevier 3	PH-207	33 mins.
DIDIER PATAILLE	M.200	F-CDHC	1 hour 27 mins.
CHRIS WILLS	Mg 19a	BGA 2903	38 mins.
HUGO ROTH	Spyr 5.	HB-369	1 hour 24 mins.
WILLI SCHWARZENBACH	Spalinger S.18	HB-411	1 hour 32 mins.
ROLAND d'HUART	Specht	OO-SZD	57 mins.
DIDIER PATAILLE	M.200	F-CDHC	1 hour 03 mins.
GERD HERM-JACOB	Weihe	D-0361	27 mins.
JEAN-CLAUDE NEGLAIS	AV.22	F-CAGL	32 mins.
JACQUES BEGUIN	Grunau Baby 2	HB-234	1 hour 36 mins.
HUGO ROTH	Spyr 5	HB-369	1 hour 09 mins.
UWE MORGENSTERN	Ka 6 CR	D-1551	3 hours 07 mins.
JACQUES BEGUIN	Grunau Baby 2	HB-234	2 hours 20 mins.
ROLAND d'HUART	Specht	OO-SZD	1 hour.
CHRIS WILLS	Mg 19a	BGA 2903	1 hour 06 mins.
PETE and JILL HARMER	Ka-2b	BGA 2147	2 hours 02 mins.
ZILLER, HEYN, KARCH	Meise	D-1420	2 hours 26 mins.
HANS DIJKSTRA	Ka-2	OO-ZQB	1 hour 49 mins.
HANS DISMA	GOEVIER 3	PH-207	1 hour 47 mins.
CHRIS WILLS	Mg 19a	BGA 2903	27 mins.
CHRISTIAN RAVEL	Mg 19a	BGA 2903	14 mins.
CHRISTIAN RAVEL	Mg 19a	BGA 2903	14 mins.

TABLE 7

GERHARD RAPP	Grunau Baby 2b	D-9297	1 hour 32 mins.
WILLI SCHWARZENBACH	Spalinger S.18	HB-411	2 hours 50 mins.
CHRISTIAN RAVEL	Breguet 904	F-CCPN	32 mins.
JAN EVERT VERMEER	Prefect	PH-192	1 hour 10 mins.
CHRIS WILLS	Mg 19a	BGA 2903	1 hour 04 mins.
LOUIS LAMISSE	AV.22	F-CCGK 40 mins.	
CHRISTIAN RAVEL?	Breguet 904 ?	F-CCNM ?	1 hour.
ROLAND d'HUART	SPECHT	OO-SZD	1 hour 55 mins.
AERO CLUB	Bijave	F-CDHC	45 mins.
HANS DIJKSTRA	Ka-2	OO-ZQB	2 hours
DIDIER PATAILLE	M.200	F-CDHC	45 mins.
DIDIER PATAILLE	M.200	F-CDHC	
FIRMIN HENRARD	Mg 19a	BGA 2903	1 hour 30 mins. .
JACQUES BEGUIN	Grunau Baby 2 b	HB-234	35 mins.
HANS DIJKSTRA	Ka-2	OO-ZQB	1 hour 13 mins.
ROBERT MONGIN	Spatz-B	OO-ZJW	1 hour 50 mins.
WILLI SCHWARZENBACH	Spalinger S.18	HB-411	1 hour 28 mins.
ROBERT MONGIN	Spatz-B	OO-ZJB	1 hour 56 mins.
ROBERT MONGIN	Spatz-B	OO-ZJB	1 hour 18 mins.
PETER URSCHELER	Spatz A-60 Fauconet	F-CDLC	1 hour 32mins.
LOUIS LAMISSE	AV 22 Fauvel	F-CCGK	1 hour.
HUGO ROTH	Spyr 5	HB-369	35 mins.
CHRIS WILLS*	Mg 19a	BGA 2903	2 hours 20mins.
HANS DIJKSTRA	Ka-2	OO-ZQB	1 hour 15mins.
DIDIER PATAILLE	M.200	F-CDHC	1 hour 12 mins.
JACQUES BEGUIN	Grunau Baby 2	HB-234	1 hour 04 mins.
WILLEM de BAARS	T.21b	PH-1043	1 hour.
RICHARD GEISER	Moswey 3	HB-374	2 hours 50 mins.

* with Didier de Fontaine.

TABLE 8

Participants		
Hütter H17	BGA 490	Nick Newton
Fauvette	BGA 2768	Ted Hull / Larie Woodage / Martin Simons
Condor 1V	BGA2292	Mike Birch
Krajanek	BGA665	Malcolm Wilton Jones
Swallow	BGA3823	Ray and David Whittaker
Weihe	BGA1093	Keith Green / Mark Wills
Sky	BGA685	Richard Moyse / Ian Smith
Nimbus 2	BGA 3545	Ian Dunkley
Lunak	OK-0927	Graham Saw
Swallow	BGA3469	David Shrimpton / Margaret James
Ka2	BGA2147	Peter and Jill Harmer
L-Spatz	BGA 2278	Barry Smith / Ken Mckenzie / Derek Reynalds
Cumulus	D-0059	Christian Kroll
T 21	BGA 3195	Klaus Shikling
Wolf	D-9026	Otto Grau
T21	BGA ????	Manfred Hoffman
Avia 40P	BGA 680	François Ragôt



Moswey HB 374 suffered minor damage in the trailer but it was soon repaired and flying again. G. Ferrier.



Old cars, even older gliders? G. Ferrier.

The Wächtesberg Rally

See Table 8

Many British pilots were unwilling to commit themselves to attending the French Rallies without full assurance beforehand of obtaining a licence to fly there. Accordingly, contact was made by Ted Hull with the Segelflugclub Wächtesberg, where such a successful Rendezvous Rally was held in 1991. Eberhart Elsner, the club President, very kindly arranged to open the airfield for us for the two week period.

From an anticipated attendance of four gliders, numbers increased until a total of 17 gliders arrived and flew at this most beautiful of gliding sites. The low key, but efficient, organisation and superb hospitality of the club made this a most enjoyable event. There were in all 12 participants from the UK, 4 from Germany and one from France.



Weihe, Condor 4 and Hütter at Wächtesberg. Ted Hull.

Wonderful soaring weather was to be had over the first four days with cloud bases up to 6500ft above the site. Short lapses in the weather offered opportunities to visit the Mercedes-Benz factory, Schempp Hirth and the excellent Auto and Technic Museum in Sinsheim which houses an incredible collection of aircraft, gliders. racing cars, motor bikes, vintage cars, farm vehicles, and railway and military exhibits.

At one evening event (a Grill-Fest in a nunnery, don't ask any more!) in the local town of Wildberg, birthday boy Ted Hull conducted a 30 piece band playing an "oompah" tune! David Shrimpton led the assembled crowd of bemused locals and (how shall we put it) merry, visiting glider pilots, in a clap-along song with the aid of a pair of giant plywood hands! Oh the effect of German beer.

The club members arranged a very enjoyable, mid-rally, smoked trout evening which was combined with the usual Rally "British Evening" somewhat dominated by a whole Wensleydale cheese which was contributed by Barry Smith.

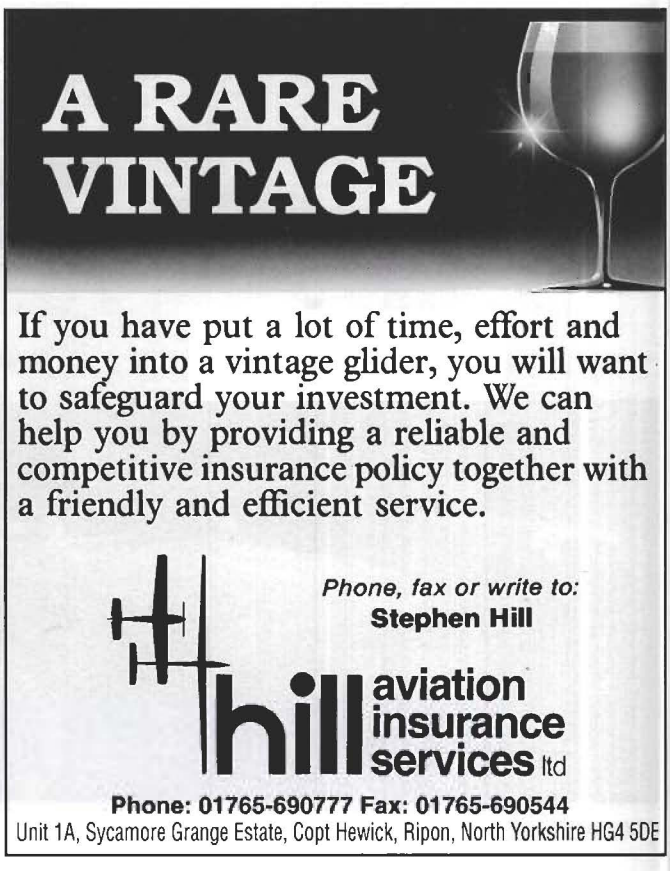
Other notable events which occurred during our time at the Wächtesberg included the loss, and the subsequent search for in dense undergrowth, of the tail chute from Ian Dunkley's Nimbus 2, and a 110km cross-country flight by Richard Moyse in the Slingsby Sky, to Hohenzollern Castle and Hohloth Radio Transmitter on the edge of the Black Forest. There were also a number of very enjoyable barbecues using the club's excellent fire pit and gibbet cooking device, and many tales were told late into the night under the clear, starlit skies.

Overall, a thoroughly enjoyable and well-run and above all, friendly event and ten good days of flying were achieved out of 13.

Many thanks to Ted, Eberhart and all the members of the Wächtesberg Segelflugclub.

Other visitors during the week, without gliders, were Klaus and Renate Heyn with Silke, Jörg Ziller, Jochen Kruse, Peter Okke, Peter Rivers, Geoff Moore, and the Münster Mafia were represented by Gisela Dreskonfeld and Wilfred Kampmann.

Ted Hull and Mark Wills



9TH SWISS NATIONAL VINTAGE GLIDER RALLY AT COLOMBIER ON 23RD AND 24TH AUGUST 1997

The group "Amical du Grunau Baby HB-234" celebrated this year the 60th anniversary of their "Baby" and on this occasion the members of the OSV (Oldtimer Segelflug Vereinigung Schweiz- Swiss Vintage Glider Club) were invited to join them at Colombier for their National Vintage Glider Rally for 1997.

See Table 9 for the pilots who were able to bring their gliders to the meeting.

The Airfield at Colombier is located directly on the border of the lake of Neuchâtel and not far away from the Jura (=three chains of hills; usually good soaring conditions).

The weather conditions on our weekend were just perfect; hot and windless at the airfield, thermals in the Jura. However, the Babys had some problems to catch the thermals in the Jura because of the distance from the airfield (or in other words) because of their poor performance.

I was very impressed to be aerotowed over the lake of Neuchâtel just after becoming airborne. Hundreds of sailing boats on the lake and me only 50m above them. By the way, the tug from Neunkirch was also vintage: HB-010, Piper L-4, 90 hp, 1944. Some VGC members may remember this tug because it was engaged on the 13th and 19th International Rallies at Amlikon and Neunkirch.

The OSV bought a bungee in Great Britain (where else?) several years ago. The first test launches on the airfield at Sion in 1995 were not successful; either Willi Schwarzenbach was too heavy or the launching team were too weak.

In the meantime Willi Fahrni has improved the launching system (perfect job, thank you Willi!) and new test launches were carried out at Colombier. The result was satisfactory. An L-Spatz and a Grunau Baby were launched up to a height of 3metres! The next step will be a bungee launch meeting on which all pilots can pass the "Swiss Bungee Launch Certificate". Afterwards we will have to find a suitable bungee launch point on a hill.

Daniel Steffen



Chris Hughes wonders how to make the most of the conditions at Camphill. Ian Dunkley.

TABLE 9 PILOTS WHO WERE ABLE TO BRING THEIR GLIDERS TO THE MEETING AT COLOMBIER

	Type	Year	Pilot
HB-234	Grunau Baby 11a	1937	Béguin Jacques, Peter Kupferschmied, Simon Boeckle, Michel Cunier
HB-225	Spalinger S19	1937	Hans Rothenbühler
HB-494	Grunau Baby 11		Hans Bucher
HB-510	Spalinger S18 111	1939	Rudolf Barth, Daniel Steffen
HB-369	Spyr 5	1942	Hugo and Werner Roth
HB-442	Grunau Baby 11a	1944	Louis Hayoz, Renato König, Danielle Stark, Anton Lüthi
HB-348	Nord 1300	1947	Pierre-Alain Ruffieux
HB-522	Moswey 4a	1951	Willi Fahrni
HB-737	L-Spatz 55	1955	Jürg and Willi Wälty
HB-625	Schleicher Ka6b	1959	Richard Schneider
HB-724	Schleicher Ka2	1961	Andreas Fahrni
HB-785	Schleicher Ka10	1964	Alphonse Delley
HB-902	Elfe S 3	1967	Rudolf Kunz, Peter Bollinger, Helmu Bolli
HB-916	Diamant 18m	1968	Hans Jacob

VGC'S BRITISH NATIONAL RALLY 1997

This event was held during the week of 24th May – 1st June 1997, at the Derbyshire and Lancashire Gliding Club at CAMPHILL, which we thank warmly for having us. The week gave us fine soaring weather with a wind that gently went round 360 degrees, day by day, during the week. This gave us some interesting winch launching and landing directions and, thinking about the circuits required was actually worse than achieving them, such was the quality of our pilots, many of whom managed to soar every day from winch launches, and there were no accidents.The light wind experienced on every day, except on the first two days, made it possible to leave some of the gliders outside during nights and this is a rare occurence at Camphill.

The success of this rally was largely due to the preparatory work and the organization at the time, by our membership secretary Ian Dunkley and Pat, with John and Sylvia McKenzie the Camphill club's manager and caterer respectively.

See table 10 for Gliders taking part.

Also visiting the Rally were Martin Simons from Australia and Hein Schwing from Holland. We were glad to have them with us.

WEATHER, The previous week had been cold, wet and dark. Two days before the rally, the weather changed to a N.E. flow. On the first day, a high cloudbase was expected with sun and thermals which could be contacted from winch launches. It must be said that only winch launching is possible at Camphill as aerotowing is forbidden and bungee launching is seldom practiced. Thus the club has two modern winches which are capable of giving good launches even down wind! A very special and good dinner had been prepared for us by Silvia in the club house on Saturday evening and the 1997 VGC's National Rally was officially started by the ringing of the traditional Bell.

SUNDAY 25th MAY 1997.

The KRANICH 2 BGA 964 with Tony Dickinson and C. Wills flew for 1 hour 51 minutes from a 700 ft launch and completed an Out & Return to Chatsworth and back reaching 3,500 ft above site.

BGA 964 was later flown for 1 hour 16 mins by Ian Gordon and David Salmon, the Derbyshire & Lancashire Club's CFI. Ian has had much previous experience flying a similar Kranich 2. (BGA 1092).

The PETREL BGA 651 was flown by Graham Saw for 4 hours and reached 4,500 ft. He was astounded to be outclimbed by a Hang-glider which reached 6,000 ft. This aircraft had a max.L/D of 1:6 and a relatively high sinking speed with the pilot sitting below it with his legs crossed. We suppose that the pilot just remained in the centre and strongest part of the lift. One immediately thinks of the D.28 Windspiel, the Horten Parabola and the Emouchet as they could turn in three times their small wingspans but they were rather more expensive to build than a hang-glider. Perhaps we could do this by turning our gliders more steeply, but then they would

TABLE 10

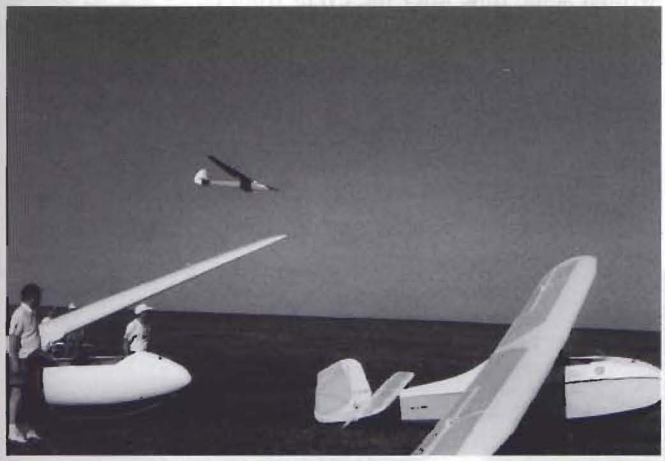
PREFECT	BGA 2380	Chris Hughes.
HUETTER H.17a	BGA 490	Nick Newton.
PETREL	BGA 651	Graham Saw.
SKYLARK 3	BGA ????	John Strzebrakowski.
Ka-2b	BGA 4336	Pete and Jill Harmer.
Ka-2b	BGA 6172	Malcom Wilton-Jones.
Ka-7	BGA ?	Ken Blake ?
SKY	BGA 685	Mark Wakem.
L-SPATZ	BGA 1265	Vernon Jennings.
KITE 1	BGA 251	Bob Boyd.
KITE 1	BGA 310	Tony Maufe.
KITE 1	BGA 400	Peter Underwood.
EAGLE	BGA 777	Derek Philips.
KRANICH 2 b-1	BGA 964	Chris Wills.
HARBINGER	BGA 1091	Bob Sharman.
SKYLARK 2	BGA ?	Richard Kilham.
GULL 3	BGA 3825	Peter Philpot.
CONDOR 4	BGA 2292	Mike Birch.
T.21b	BGA 2351	Mike Powell.
T.21b	BGA 280	Tommy Gornall.
T.31	BGA 3272	Neil Scully.
SCUD 3	BGA 684	Ted Hull.
LIBELLE	BGA ????	Tony Dickinson.
KRAJANEK	BGA 655.	Mike Birch.
KITE 2 "Percy"	BGA 689	Peter Warren.
SWALLOW	BGA 3469	David Shrimpton.

be relatively heavier than a hang-glider, although the Petrel is one of our faster climbing gliders. Clearly we should be able to outrun Hang-gliders in the horizontal plane.

The Spatz of Vernon Jennings flew for	1 hour 41 mins.
The Scud 3 belonging to Ted hull flew for	1 hour 36 mins.
The Prefect of Chris Hughes flew for	2 hours 58 mins.
The Kite 1 of Tony Maufe flew for	1 hour 58 mins.
The Kite 1 of Bob Boyd flew for	1 hour 50 mins.
The Ka-2b of the Harmers flew for	5 hours 09 mins.

There may have been other good flights of lesser durations but it had clearly been a very good day for the VGC. There had been no clouds as forecast.

On MONDAY 26th May 1997, we clearly had very different weather to that of the preceeding day. Monday's Prize went to the Harmers for their 5 hours 09 mins flight.



Sky of Mark Wakem, landing with a Ka2 and Hütter waiting. Maggie Harboor.

There was a strong West wind which would be on the slope. The short winch launch run was used which would give only 4 to 500 ft launch heights straight in to the hill lift. There would be a likelihood of waves. No one should get behind the back wall while crabbing in to land. The flights of Monday were often dramatic in the extreme. They were:

Eagle with Derek Philips and passenger	2 hours 42 mins.
Harbinger with Bob Sharman and passenger	1 hour 54 mins.
Kite 1 Tony Maufe	1 hour 12 mins.
Gull 3 Keith Emslie	1 hour 51 mins.
Sky Mark Wakem.	3 hours 16 mins.
T.21 b Mike Powell and passenger	37 mins.
Scud 3 Ted Hull	2 hours 10 mins.
Scud 3 Laurie Woodage	1 hour 09 mins.
Ka-2b Malcom Wilton-Jones & Colin Anson	1 hour 30 mins.
Skylark 3 John Strzebrakowski	3 hours 56 mins.
Kranich 2b-1 Chris Wills & Paul Underwood.	2 hours 49 mins.

We regret that some flights of less than one hour may have been omitted and there may be other mistakes.

At first, the wave had actually connected with the hill lift and so launches were made straight into hill lift and wave. It was then that the greatest heights of up to 7,000 ft above site were achieved, notably by Chris Hughes in his Prefect. Neil Scully and David Ormerod reached 6,500 ft in their T.31. This was truly a brave effort.

The slightly later launches found the wave out of sequence with the slope lift. One of those who found these later conditions was C.Wills with Paul Underwood in the Kranich. Firstly, there was weak hill lift and then getting into the wave lift was hard work. The best height reached was 4,200 ft above site. It was clear that weather conditions were changing for the worse rapidly. However, we heard that a fibre glass sailplane had reached 13,000 ft over Sheffield. What now was happening was that the waves started to fail and clouds began to fill all gaps below the gliders, so that some dramatic descents had to be made through cloud or through the last holes in the cloud below. One of those to be caught out by this was C.Wills in the Kranich who had to make a lucky landing in a field on the top of a small hill by a quarry. With help from an A-A man, he was able to organize a retrieve by 5 cars as it was not yet clear how the Kranich would ever be got out of the field. He wishes to thank all his retrievers who toiled on in spite of worsening weather and darkness. Chris remembers Lorne Welch briefing him many years ago... "It does not matter if you land at Timbucktu as long as you pick a good field. It will still be quicker to retrieve you from Timbucktu, than it would be if we should have to repair the glider after a bad field landing". During this procedure, two of the retrieving team were accosted by a policeman, with drawn truncheon, on suspicion of "loitering with intent" especially when they told him that they were looking for a glider. It seems that during the previous weekend, £12,000 of equipment had been stolen from the quarry and he thought that they had come back for the rest of it! However, the trailer was got to the glider by the efforts of Ian Dunkley and the derig and retrieve went off without problems. Chris would like to thank his 2nd pilot Paul Underwood for staying with, and guarding the aircraft for hours before the retrieving team came.

TUESDAY 27th MAY 1997.

Someone said that if there were no more good weather days, the weather on the preceding days had made the rally a success..

There was a cold NE wind. There were many circuits by the H.17a and the Ka-2b, which was occasionally kept up under cumuli. There were three soaring flights by Robin Wilgoss in the Ka-2b, who had his first ever winch launch. Robin won the day's prize and Martin Simons received a prize for just getting in to the H.17!

WEDNESDAY 28th MAY 1997.

The wind had gone more to the East but was not so strong as it had been on the previous day. The best flights were:-

Chris Hughes, PREFECT, 3 hours 07 mins.
Keith Emsley, GULL 3, 1 hour 26 mins.
Derek Philips and Bushell, EAGLE , 1 hour 06 mins.
Malcom Wilton-Jones, KRAJANEK, 2 hours 02 mins.
Mark Wakem, SKY, 1 hour 45 mins.
Tony Maufe, KITE 1, 1 hour 15 mins.
Peter Chamberlain, L-SPATZ, 45 mins.
David Shrimpton, SWALLOW, 1 hour 01 mins.
Bob Boyd, KITE 1, 43 mins.
Ian Dunkley, PETREL, 41 mins.

On this day Peter Warren arrived with his Kite 2 "Percy". BGA 689.

Also the Krajanek arrived and was back at Camphill where

it had been kept for many years of its life. On Wednesday evening, there had been a fantastic meal prepared by Sylvia, and the concert by local musicians after it had been not too loud and really good. C.Wills thought that they were very talented musicians. Both Sylvia and Ian Dunkley were thanked for the evening.

THURSDAY 29th MAY 1997.

The longest flight was by the Camphill CFI David Salmon, who flew the PETREL for 17 mins. There was a Southerly drift to the very light wind which was on Eyam Edge. Temperature needed on the ground to start the thermals was 20 degrees. Manchester Airport already during the morning had 21 degrees but at Camphill, it never rose above 18 degrees C. On this day, the Gull 3, Kite 1 and Scud 3 were trailered home, thereby missing the next day's better weather. Peter Underwood brought his Kite 1 BGA 400 up from Booker.

FRIDAY, 30th MAY 1997.

This day gave us a light SE wind and dry thermals. As the wind was flowing along Eyam edge, it was sweeping over the Westerly slope. Nevertheless, gliders were winched often into lift which carried them over and beyond the West slope and were not affected by any sink in its lee. The longest duration flights were:-

David Salmon, CONDOR 4, 1 hour 31 mins.
Pete & Jill Harmer, Ka-2b, 3 hours 54 mins.
Tommy Gornall, T.21b, 1 hour 17 mins.
Chris Hughes, PREFECT, 3 hours 15 mins.
Martin Simons, SKY, 1 hour 42 mins.
Malcolm Wilton-Jones, Ka-2b, 1 hour 55 mins.
Sid Davis, CONDOR 4, 46 mins.

On this day, the Blackpool & Fyld Club's syndicate flew their T.21b round a 32 kms quadrilateral course and had to descend from 3,600 ft with spoilers out due to acute *rigor mortis*. The combined age of the machine and its two pilots came to 132 years!

Imogen Maufe had the shortest duration flight. She is the granddaughter of Michael Maufe British Silver C pilot No.40 and a 1939 National Contest pilot, and now 81 years old, he camped out during the entire week, as he has always done at all our rallies. Nick Newton flew his H.17a consistently. He had 9 flights of 3–4 minutes duration.

During the evening, there was a barbecue at the Camphill Vintage Group's hut. It was hoped that much support for the Group could be achieved, and this did happen. They intend to restore a T.21b. The evening continued with the rendition of old gliding songs from the Camphill Song book. It was however darkly suggested by Austen Wood, that they had not in fact got a hold of the Camphill Song Book, but rather the Glider Pilots' Psalter! Nevertheless, the songs went well, accompanied by C.Wills on his accordion. It was a fine evening in the old tradition of the club.

SATURDAY 31st MAY 1997.

Best flights were:-

Malcom Wilton Jones & passenger, Ka 2b, 1 hour 18 mins
J.Gale , SKYLARK 2, 1 hour 08 mins.
M.W. Noxon, EAGLE, 2 hours 04 mins.
Bob Sharman, HARBINGER, 1 hour 41 mins.
Chris Hughes, PREFECT, 2 hours 31 mins.
Mark Wakem, SKY, 3 hours 12 mins.
Mike Birch & Mike Armstrong*, CONDOR 4, 1 hour 51 mins.
Malcom Wilton-Jones, Ka-2b, 1 hour 00 mins.
Goodard, T.21b, 43 mins.
Richard Kilham, SKYLARK 2, 50 mins.
John Strzebrakowski, SKYLARK 3, 1 hour 30 mins.

The above flight was a cross country of 25 kms Chatsworth House-Redmine Reservoir followed by an out landing.

Dick Derbyshire, T.21b, 1 hour 04 mins.

* Mike Armstrong is the son of Stan Armstrong, a founder member of the Derby & Lancs GC in 1936, who organized our International Rally at Sutton Bank in 1984.

During Saturday evening, there was a final dinner followed by Prize Giving. It had been one of the best National Rallies that we had ever had. The site had revealed itself in the fine summer weather as really beautiful. The winch launching had been safe and good: we thank the winch drivers for their efforts. It is also a tricky site but none of our pilots had accidents and so our vintage gliders are in safe hands.

John and Silvia McKenzie and Ian Dunkley and Pat were thanked for their fine efforts in giving us a good rally and we hope that we may be allowed to return.

C.Wills would like to mention that the above account was written some time after the event from notes that he took at the time. He believes that he has got it right concerning dates and flight durations, etc, but he hopes that he will be corrected if there any *serious* mistakes. Short duration flights of less than 30 minutes have sometimes been omitted.

C.Wills

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A WEEKEND AT A NEW LOCATION FOR THE VGC. THE VALE OF WHITE HORSE GLIDING CLUB AT SHRIVENHAM, WILTS, 5-6 JULY

The Vale of the White Horse Gliding Club only moved to this field a few years ago and we were pleased to receive an invitation from Graham Turner to visit it. It is a green field offering landings and take offs in one direction or the reciprocal. Winch launching and aerotowing are available. The club has set itself up with a hangar and a small club house in spite of the short time it has been there. We were at once struck by the hospitality of the club members. VGC gliders that attended the rally were from Lasham and Dunstable.

These were:

From Lasham:-

The prototype SKY BGA 685 Richard Moyse, CADET BGA 731 Richard Moyse.

From the LGC. SCUD 3 BGA 685 Ted Hull, GRUNAU BABY 2B BGA 2433 Laurie Woodage.



Richard Moyse landing his prototype Slingsby Sky at Shrivenham. G. Ferrier



Margaret James, David Shrimpton, Ted Hull and Ian Smith at Shrivenham. G. Ferrier.

From the V of WH GC Siebert SIE 3 BGA 2642, DART 17R 71 This had once been Philip Wills' Dart

From Keevil David Shrimpton and Margaret flew in with a Motor Falke and a T21b was also aerotowed over from there as well.

The weather was quite good on both days for thermal soaring. The star performer was Richard Moyse and the Cadet which he has recently restored. This aircraft soared for over an hour on both days, getting away from a low winch launch of only 500 ft on the first day. This more than justifies our hope that prewar training gliders (and the high performnce ones) will do better now than they did when they were new, because their present owners are experienced glider pilots operating them with improved technique, with better possibilities on the ground for getting them airborne, with minimum frustration, compared with the usual scenario before 1940. Cadets at that time were for pilots hoping to gain their C Certificates. Now they are being flown by Silver and Gold C pilots. John Sproule, who designed it all himself at Slingsby Sailplanes in 1936, would have been proud to know that VGC members have two of them airworthy. Although 431 were built before, during, and after the war, most of them were converted into Slingsby Type 8 TUTORS, which first saw the light of day in 1937. John Sproule also designed the Tutor after becoming inspired by BAC 7 wings, a BAC 7 being in the Slingsby workshop at that time, under repair.

C.Wills

THE END OF SEASON RALLY

held at Lasham during the weekend of the AGM and Annual Dinner, 20 &21 September.

At our Annual General Meeting we were glad to have with us Tony Goodhart, the younger of the two Goodhart brothers who were so much a part of British gliding during the 1950s and 1960s. Also with us for the AGM and the Dinner was David Ince, who won Britain's 2nd Gold C flown over British soil.

During the Annual Dinner, we were privileged to have Ann Welch as our Guest of Honour. She gave a most interesting talk reminiscing on experiences she had had when she was British Team Captain at international contests in many lands. With us also were our Dutch members Peter Deege and his wife, Hans and Nel Dijkstra and Jan Förster. Peter took home many prizes and we hope that they all enjoyed being with us. Hans Dijkstra is our International Council member for the Netherlands and Jan Förster was elected to our Executive Committee.

During this weekend increasing high pressure gave us fine weather for flying vintage gliders... especially on the Sunday. The following gliders were flown, most of them on Sunday:
Ka-2b BGA 4336 (D-6173) Booker syndicate.
KITE 2 BGA 663 Frank Irving, Ralph Hooper and Bill Tonkyn (Lasham).
PETREL BGA 651. Graham Saw (Booker)
GRUNAU BABY 2b BGA 578. (Lasham)
PREFECT BGA 2333 Bob Sharman. (Crowland)
T.31 BGA 3272 Neil Scully. (Saltby)
JS WEIHE BGA 1092 Keith Green.(Lasham)
SWALLOW BGA 3823. Ray Whitaker and Julian Ben-David. (Lasham)
CONDOR 4 BGA 2292 (D-8538) Mike Birch (Booker)
T.21b BGA 2351. Mike Powell (Booker)
SKY (prototype) BGA 685. Richard Moyse. (Lasham).
HUTTER H.17A BGA 490 Nick Newton (Booker)
GRUNAU BABY 2 B BGA 2433 Laurie Woodage. (Dunstable-LGC)

During the Sunday, the wind was from the SE and this allowed high winch launches to 1,700 ft into wind along Lasham's main runway. The weather was fine for both days, but the thermals were better on Sunday. During the weekend, Mike Birch's nephew and niece, Sam and Lucy Barr, both had their first flights in a glider, (Mike's Condor 4) and enjoyed themselves. On the Sunday, the area North of Lasham, which was somewhat down wind of the airfield, became a great area of lift becoming stronger as the day went on. We believe that some of the lift was as strong as 6 knots, occasionally to 3,500 ft, but as there were no clouds to mark the lift, gliders tended to keep together in weak lift, but if one of them went off on its own, it could find stronger lift. Pilots shared their gliders and so flights were usually of about one hour's duration. It would have been possible to stay up probably for three hours, had they not done this. All the vintage gliders, including the H.17A stayed up.

It was a fine End of Season Rally for the VGC.

C.Wills

Features

A Hot Ship of the 1950's

The Condor IV, by Jochen Ewald

A super-high performance two-seater – to-day that would make anyone think of the ASH 25, developed from the ASW 22, whose performance equals that of the very best single seaters. But the idea of developing a two-seater competition machine from a high performance single seater is not as new as all that. As early as 1951 Heini Dittmar designed the Condor IV on the basis of his successful pre-war single seater, the Condor III. Ernst-Gunther Haase demonstrated the excellence of this machine in August of 1952 by completing a 100 km triangle at an average speed of 80.9 kph. With this flight he not only achieved the first German post-war world record in the two seater class, but the overall world record as well. Along with the Kranich III with its steel tube frame fuselage, developed by Hans Jacobs on the basis of the Weihe wing, the Condor IV was in its time no doubt the best performance glider in series production in the world.

At first (apart from two prototypes), the Condor IV was built by Flugzeugbau Schmetz at Herzogenrath near Aachen, and later with simplified fuselage with straightline spine, it went into series production at Schleicher's near the Wasserkuppe. Another few specimens of the Schleicher version were made in Argentina. Only a very few of the German-built Condors are still flying to-day. At the Vintage Glider Rally in '93 at Zbraslavice in the Czech Republic I had an opportunity of gaining some impressions by flying the second Condor IV prototype, BGA 2292, belonging to Mike Birch, which had been built by Heini Dittmar himself. Initially, the designer built this model in the form of a single seater especially for the Egyptian Hassan Kamil, who participated in it in the world championships in 1952. In this Condor Heini Dittmar also tried out the idea of coupling the brake paddles to the fully deflected position of the aileron, extending asymmetrically to increase turning response. This idea was taken up again by Klaus Holighaus in recent years, perfected and applied to the Nimbus III and IV! Later, this V-2 was brought up to production-series standard and flew for many years at Karlsruhe under registration No. D-8538.

If you think that all vintage gliders are lightweights which will not threaten those rigging them with slipped disk problems, you will find you are wrong when you help to rig the Condor: its empty weight of about 360 kg, of which quite 100 kg is contributed by each of its elegant gull wings, easily equals that of to-day's plastic two-seaters. (The Schleicher Condors were noticeably lighter). In the course of the years, some small modifications were incorporated in this machine. The one-piece detachable canopy with many small panes was replaced by a blown, hinged two-piece canopy comparable with that of the K 7, and the original jettisonable two-wheel undercarriage attached to the skid was replaced by a fixed wheel fitted in the skid.

If you have ever flown a K 2(b) you will immediately feel at home in the Condor cockpit. This cockpit was adopted almost unchanged for this famed Schleicher training two-seater series. As in those gliders, the Condor root ribs act as 'blinkers" which somewhat reduce visibility for the occupant of the rear seat. One way in which the Condor is different will become apparent, at the latest, during the initial ground run: the all-moving tailplane with its fulcrum relatively far forward will deliver some hefty blows due to its mass inertia, and forces the pilot to hold the stick very firmly. This is advisable also in free flight, as the all-moving tailplane tends to develop a vigorous life of its own, especially in gusty conditions.

However, don't be misled by the heavy control forces: the re-actions of this heavy two-seater to control inputs are perfectly normal and precise! To make life easier for the pilot, its owner, Mike Birch, has embellished the control sticks with beautiful large mahogany hand grips, which are easy on both eye and hand and add delight not only to the flying, but by their looks and feel. Incidentally, BGA 2292 still has the side wall couplings for forked launch cables – on aero-tow, there is no noticeable difference compared with the cable releases we are used to to-day, while a winch launch can be controlled with agreeable ease, and there is no tendency for the nose to rear up, thanks to the coupling being positioned close to the C of G.

In free flight, the Condor reveals unexpected qualities: one may imagine that a glider of this weight would cruise well, but I really had not anticipated that it would thermal so pleasantly and effectively at 36 to 40 knots that you have no trouble in outclimbing most other gliders! Good control effectiveness, combined with excellent control co-ordination, allows its good performance to be used to the full, once you have got used to its unusual elevator control loads. Even in poor conditions and in strong winds this more than forty-year-old two-seater still tempts you into cross-country flying! At slow speeds, the Condor's behaviour differs slightly from that of the two-seaters in use to-day: after the controls begin to feel very sloppy at an indicated air speed around 33 knots, it will show a distinct tendency to drop a wing if you apply further backward pressure. However, this is not very serious, as the incipient rotation stops as soon as the elevator back pressure is relaxed and opposite rudder applied, with hardly any loss of height.

During the landing approach the Schempp-Hirth brake paddles extending from the upper and lower wing surfaces impress not only by their effectiveness, but also by the force with which they try to suck open, which can only be described as fierce. Slipping is very effective. Those Condor IVs built by Schmetz, like D-5000 now at home at Wipperfurth, still had DFS brake paddles with gentler effectiveness and pleasanter operating loads.

One may wonder why, in spite of its excellent performance, so few Condor IV were built. Well: the cost of producing the 18-meter gulled wing was very high, and the financial resources of the clubs at the beginning of the fifties were still pretty meagre. Therefore, Schleicher's decided on the development of a greatly simplified, less expensive club performance two-seater, the K 2. The Condor fuselage, already simplified with its straight-edged spine, was largely adopted for



Two views of Mike Birch's Condor 4 as described by Cassius. Jochen "Cassius" Ewald.

Figures are for the Muster aircraft in 1953. .D-8538 and one other Condor 4 were flying in the 1952 Spanish World Championships. D-8538 was being flown solo by the Egyptian Kamil Hassan.

Wingspan
18 metres.

Length.
8.440 metres.

Empty weight
787.6 lbs.

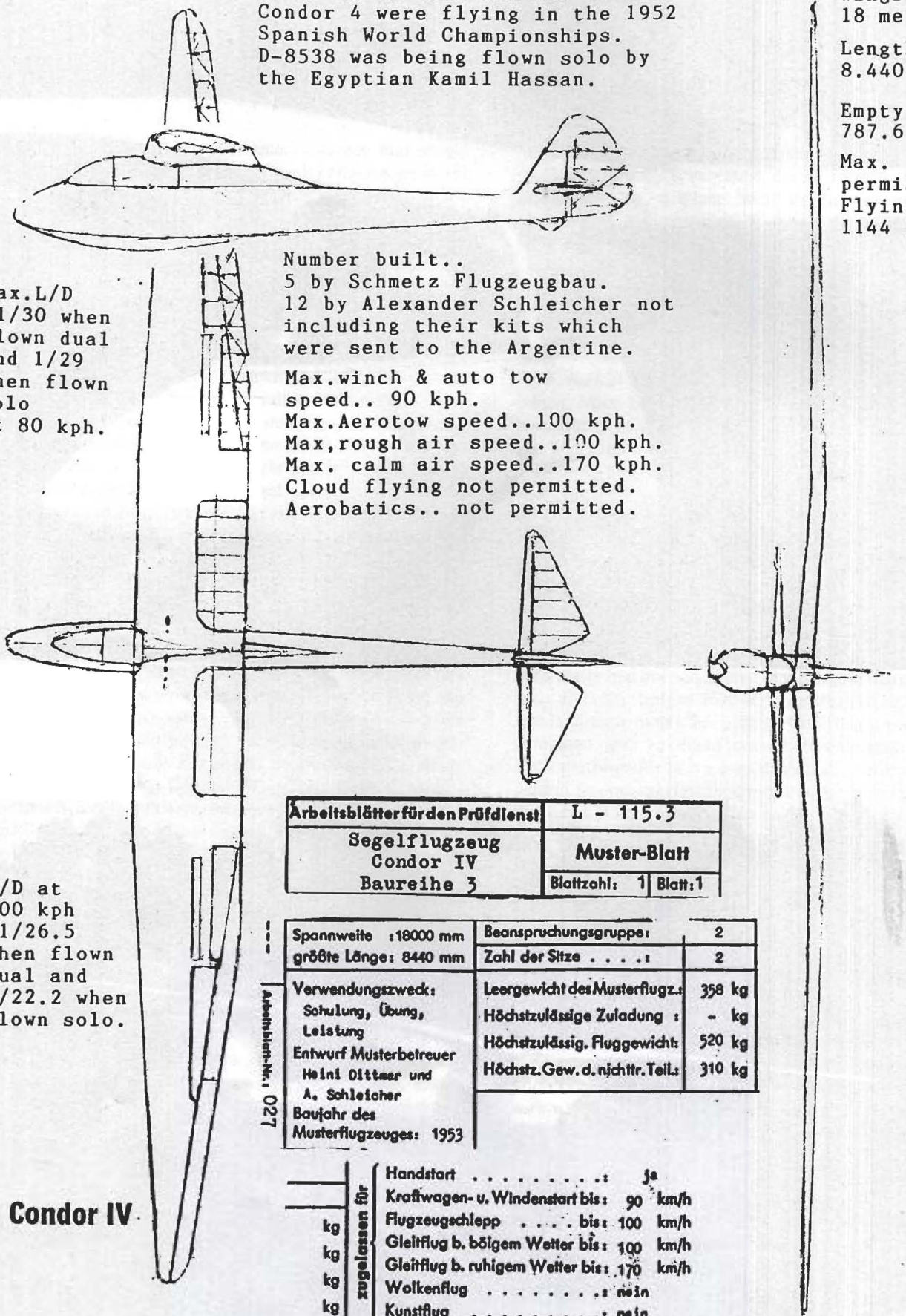
Max.
permissable
Flying weight
1144 lbs.

Number built..
5 by Schmetz Flugzeugbau.
12 by Alexander Schleicher not including their kits which were sent to the Argentine.

Max.winch & auto tow speed.. 90 kph.
Max.Aerotow speed..100 kph.
Max,rough air speed..100 kph.
Max. calm air speed..170 kph.
Cloud flying not permitted.
Aerobatics.. not permitted.

Max.L/D =1/30 when flown dual and 1/29 when flown solo at 80 kph.

L/D at 100 kph =1/26.5 when flown dual and 1/22.2 when flown solo.



Condor IV

Arbeitsblätter für den Prüfdienst	L - 115.3
Segelflugzeug Condor IV Baureihe 3	Muster-Blatt
	Blattzahl: 1 Blatt: 1

Arbeitsblatt-Nr.: 027

Spannweite : 18000 mm		Beanspruchungsgruppe:	2
größte Länge: 8440 mm		Zahl der Sitze . . . . :	2
Verwendungszweck: Schulung, Übung, Leistung		Leergewicht des Musterflugz.:	358 kg
Entwurf Musterbetreuer Heini Dittmar und A. Schleicher		Höchstzulässige Zuladung :	- kg
Baujahr des Musterflugzeuges: 1953		Höchstzulässig. Fluggewicht:	520 kg
		Höchstz. Gew. d. nichttr. Teil.:	310 kg

	zugelassen für	Handstart . . . . . :	ja
		Kraftwagen- u. Windenstart bis:	90 km/h
kg		Flugzeugschlepp . . . . bis:	100 km/h
kg		Gleitflug b. böigem Wetter bis:	100 km/h
kg		Gleitflug b. ruhigem Wetter bis:	170 km/h
kg		Wolkenflug . . . . . :	nein
		Kunstflug . . . . . :	nein

Sollbruchstelle	min. 910 kg	max.	1034 kg
im Schleppseil:	min. 520 kg	max.	780 kg

Superschiff der 50er
Der Condor IV

Ein Doppelsitzer der Superlative - da denkt heute jeder an die aus der ASW-22 entwickelte ASH-25, die in ihren Leistungen mit den besten einsitzigen Segelflugzeugen mithalten kann. Ganz so neu ist die Idee, aus einem Hochleistungseinsitzer ein doppelsitziges Wettbewerbsflugzeug zu entwickeln, jedoch nicht. Schon 1951 konstruierte Heini Dittmar den Condor IV auf der Basis seines erfolgreichen Vorkriegs-Einsitzers Condor III. Wie gut dieser Condor war, bewies Ernst-Günther Haase im August 1952, als er mit einem Schnitt von 80,9 km/h ein 100er Dreieck umrundete. Mit diesem Flug stellte er nicht nur den ersten deutschen Nachkriegs-Weltrekord in der Doppelsitzerklasse, sondern auch absolut auf. Zusammen mit dem von Hans Jacobs auf Basis des Weihe-Flügels entwickelten Kranich III mit Stahlrohrrumpf war der Condor IV zu seiner Zeit wohl das weltbeste in Serie gebaute Segelflugzeug. Zunächst wurde der Condor IV (bis auf zwei Prototypen) beim Flugzeugbau Schmetz in Herzogenrath bei Aachen und später mit vereinfachtem, nicht eingeschnürten Rumpf bei Schleicher auf der Wasserkuppe in Serie gebaut. Einige weitere Exemplare des Schleicher-Condors wurden in Argentinien hergestellt. Nur wenige der vielleicht fünfzehn hier gebauten Condore fliegen heute noch. Beim Segelflug-Oldtimertreffen '93 im tschechischen Zbraslavice hatte ich Gelegenheit, einige Flugeindrücke auf dem von Heini Dittmar selbst gebauten zweiten Prototypen des Condor IV BGA-2292 von Mike Birch zu sammeln. Der Konstrukteur baute dieses Exemplar zunächst speziell als Einsitzer für den Ägypter Hassan Kamil, der mit ihm an den Weltmeisterschaften 1952 teilnahm. Heini Dittmar erprobte mit diesem Condor auch mit dem Querruder-Vollausschlag gekoppelte, asymetrisch ausfahrende Bremsklappen zur Erhöhung der Wendigkeit. Diese Idee wurde in den letzten Jahren von Klaus Holighaus am Nimbus III und IV wieder aufgegriffen und perfektioniert! Später wurde die V-2 auf den Serienstandard gebracht und flog mit dem Kennzeichen D-8538 lange Zeit in Karlsruhe.

Wer glaubt, Segelflug-Oldtimer seien allesamt Leichtgewichte, bei denen die Aufrüstarbeit ohne Bandscheibenprobleme vorgenommen werden kann, wird bei der Montage des Condor eines Besseren belehrt: Mit einem Leergewicht von etwa 360 Kilo, von dem gut 100 Kilo in jedem der eleganten Knickflügel wiederzufinden sind, zeigt sich der Condor heutigen Kunststoff-Doppelsitzern durchaus ebenbürtig. (Die Schleicher-Condore waren deutlich leichter.) Im Laufe der Jahre wurden einige kleine Modifikationen an diesem Condor vorgenommen. So erhielt er statt der einteiligen Steckhaube mit vielen kleinen Scheibchen eine der K-7 vergleichbare, zweiteilige geblasene Klapphaube. Auch das Fahrwerk, ursprünglich ein zweirädriges, an der Kufe eingehängtes Abwurffahrwerk, wurde durch ein festes, in die Kufe eingebautes Rad ersetzt.

Wer einmal eine K-2 (b) geflogen hat, wird sich im Condor-Cockpit sofort zurechtfinden. Das Condor-Cockpit wurde für die berühmte Schleicher-Schuldoppelsitzerreihe fast unverändert übernommen. Wie bei diesen Flugzeugen bilden auch die Condor-Wurzelrippen "Scheuklappen", die dem hinten Sitzenden einige Sichtmöglichkeiten nehmen. Was beim Condor anders ist, das spürt man spätestens beim Anschleppen: Das Pendel-Höhenruder mit relativ weit vorne liegendem Drehpunkt teilt beim Rollen durch seine Massenträgheit kräftige Schläge aus und zwingt den Piloten, den Knüppel kräftig festzuhalten. Das ist auch im Flug empfehlenswert, gerade bei böigem Wetter möchte das Condor-Höhenruder ein beachtliches Eigenleben zeigen. Da darf man sich nicht von den Kräften täuschen lassen: In seiner Reaktion auf Steuereingaben benimmt sich der schwere Doppelsitzer völlig normal und präzise! Um es dem Piloten leicht zu machen, hat Besitzer Mike Birch seinem Condor große, handfreundliche Edelholz-Knüppelgriffe spendiert, bei denen nicht nur das Fliegen, sondern auch das Ansehen und Anfassen Spaß macht. Der BGA-2292 hat übrigens noch die Gabelseil-Seitenwand- Schleppkupplung - im F-Schlepp merkt man keinen Unterschied zu den heute üblichen Kupplungen, während der Windenstart dank der schwerpunktnahen Fesselung sehr angenehm und ohne Aufbäumneigung aussteuerbar ist.

Im freien Flug zeigt der Condor überraschende Qualitäten: Daß ein so schwerer Segler gut gleitet, ist gut vorstellbar. Aber daß er sich mit 65 bis 70 Stundenkilometern so angenehm und effektiv in der Thermik kurbeln läßt, daß man die meisten anderen Segelflugzeuge problemlos abhängt, damit hatte ich nicht gerechnet! Eine gute Ruderwirkung, kombiniert mit einer hervorragenden Abstimmung erlaubt eine effektive Ausnutzung der guten Flugleistungen des Condor, wenn man sich einmal an die ungewöhnlichen Höhenruderkräfte gewöhnt hat. Selbst bei ungünstigen Wetterlagen und starkem Wind verlockt der gut vierzig Jahre alte Doppelsitzer noch heute zum Uberlandfliegen! Im Langsamflug benimmt sich der Condor ein wenig anders als die heute üblichen Doppelsitzer: Nachdem um 60 Km/h Fahrtmesseranzeige die Ruder extrem weich werden, will er beim weiteren Überziehen eindeutig über den Flügel abkippen. Dies ist allerdings weiter nicht schlimm, denn sobald das Höhenruder zurückgenommen und Gegenseitenruder getreten wird, stoppt die beginnende Drehung sofort und ohne nennenswerten Höhenverlust.

Bei der Landung beeindrucken die Schempp-Hirth-Bremsklappen auf Flügelober und Unterseite nicht nur durch ihre gute Wirkung. Auch die Kräfte, mit denen sie sich heraussaugen wollen, sind mit "bärig" recht gut beschrieben. Der Slip ist ebenfalls sehr wirksam. Die bei Schmetz hergestellten Condor IV, wie der jetzt in Wipperfürth beheimatete D-5000, hatten noch DFS-Bremsklappen mit schwächerer Wirkung und angenehmeren Betätigungskräften.

Bei so guten Leistungen fragt man sich, wieso nur so wenige Condor IV gebaut wurden. Nun, der Bauaufwand des 18-Meter-Knickflügels war sehr hoch, und die Finanzmittel der Vereine Anfang der 50er Jahre noch recht gering. So entschloß man sich bei Schleicher zu Entwicklung eines wesentlich vereinfachten, preisgünstigeren Club-Leistungsdoppelsitzers, der K-2. Der für den Condor bereits vereinfachte, nicht eingeschnürte Rumpf wurde hierfür weitgehend übernommen, das Pendel-Höhenruder durch ein Gedämpftes ersetzt. Ihre Nachfolger K-2b, K-7 und ASK-13 beherrschten bis in die 80er Jahre die Vereinsflugzeugparks. Zudem gibt es seit 1956 keine Doppelsitzerklasse mehr auf den Segelflugweltmeisterschaften (das doppelsitzige Fliegen bei Meisterschaften in der Offenen Klasse wurde erst kürzlich zugelassen), ein wichtiger Anreiz für den Kauf von Hochleistungsdoppelsitzern war weggefallen. Heute zählen die von ihren Besitzern liebevoll gepflegten und restaurierten Condore mit ihrem eleganten Flugbild zu den beliebtesten Oldtimern.

Jochen Ewal (with kind permission of *Fliegermagazin*)

this purpose, the all-moving tailplane being replaced by a conventional tailplane-cum-elevator. Its successors, the K 2b, K 7 and K 13 dominated the club fleets well into the 1980s. Moreover after 1956 the two-seater class in the world gliding championships was abolished (the flying of two-seaters in the open class championships was permitted again only recently), and so an important incentive for buying a high-performance two-seater disappeared. To-day the elegance in flight of these Condors, lovingly restored and cared for by their owners, makes this type one of the best loved of vintage gliders. *(We are grateful to Colin Anson for his work in translating this article and the previous ones on the SG38 and Weihe* Ed)

Condor IV – Specifications
Type class High performance two-seater
Construction material Wood & Fabric
Manufacturers H. Dittmar, Smetz, Schleicher.
Wings -

span	18.0 m
area	21.2 m²
aspect ratio	15.3
inboard profile	Gö 532 21.5%
outboard profile	NACA 0012

Tailplane/elevator		
	type	All-moving tailplane
	span	3.5m
	area	1.85m²
Fin/rudder -	height	1.5m
Fuselage -	length	8.44m
	cockpit width	0.58m
Weights -	empty weight	310-358kg
	max. all-up weight	520-560kg (individual machines)
	wing loading	24.5 kg/m²

Stalling speed 60kph 33kts

Min.sink @ 24.5 kg/m² and 65 kph – 36 kts 0.70 m/s

Best L/D at 24.5 kg/m² and 80 kph – 45 kts 1 : 31

VNE 170kph—94kts.

An Epic Flight

by Martin Simons

At the OSTIV Congress held at St Auban during the recent World Gliding Championships, a guest of honour was Dr. Joachim Küttner. He gave a highly entertaining talk on his gliding and soaring experiences at Grunau before the Second World War and the wave flying done as part of the Sierra Wave Project in California during the nineteen fifties.

Dr Küttner was one of the first sailplane pilots to explore and use the famous Moazagotl lee wave. Flying in a Rhönbussard he was towed by Erwin Ziller, the Chief Instructor at the Grunau school, in very rough air through one or two secondary waves to reach the primary. After releasing he climbed smoothly ahead of the huge lenticular cloud until, in the open cockpit, he became so cold that he was shivering from head to foot. Before getting into the sailplane his shoes had got wet in the long. dewy grass and now he could not feel his feet at all.

His altimeter did not read higher than three thousand metres and began to turn a second time around the dial. Not realising that he was suffering from anoxia (hypoxia), soon he saw two suns where there had only been one. Suddenly, where there had been sunlight ahead, there was only a huge wall of cloud and he became dimly aware he had lost orientation. Recognising that he was in trouble, he was able to pull himself together to keep control of the aircraft and tried to descend. Because the lift was so strong he could not lose height. He thought to fly along the wave to reach the end of it and eventually, in this way, found sinking air and came down rapidly. Still shivering with the cold and only semi-conscious, he decided to land near a farmhouse.

As he came in he saw the farmer's wife run away into the house but the farmer himself, a large man, stood with his arms widespread as if to welcome him. He touched down safely but was unable to get out of the cockpit until they came to help him. The farmer and his wife spoke only Polish. The Bussard had come down in a predominantly Polish part of Silesia, although not actually across the frontier.

He was well cared for and fed and managed to get a message to Grunau as to his whereabouts. It was agreed the crew would come to the nearby village square and toot three times on the car horn so that someone from the farm could go and guide them the last few hundred yards. Meanwhile, Joachim was offered a bed, which he was glad to accept.

The baragraph confirmed that he had exceeded 23000ft altitude, a record, and without oxygen!

Soon after this, partly because of the resulting publicity, it was discovered by the Nazi authorities that Joachim had a Jewish grandmother, and he was thereafter not permitted to do any flying in Germany.

(In the next issue, Dr Küttner's involvement in the Sierra Wave Project. Ed)

Martin Simons



Joachim Küttner aged 90 at OSTIV '97. Martin Simons.

Air Travel Tweety Style

(Even T.31s get you to the party on time)

by David Ormerod

Neil Scully and I (Captains Screaming and Barking respectively) had heard that great parties took place at Husbands Bosworth on competition weekends. So we decided we must arrive in style by flying our T.31 "Tweety" down for the party that evening. After watching the club gliders struggling to stay airborne for more than half an hour we decided a big helping hand from our tuggy would be much appreciated. There was a short debate as to whether we were, in fact, crazy enough, then a line was drawn on a map and off we went.

We pulled off tow at 5000ft after a fair amount of ground had been covered, and after we had descended back past the clouds we could see lots of competition gliders coming the other way at top speed. We had worked out that with this much height it would be a simple final glide to get to Hus Bos. Neil's new GPS confirmed that we were on track so we sat back and waved to the big white 50:1 gliders going the other way. What brave men they are! We arrived over site with 1800ft to spare so could make our arrival look even more impressive by conducting a high final turn followed by a special T.31 style side slip. After basking in an hour or so of glory, we decided to come clean, but only after we made some hot ship pilots embarrassed that they had landed out when we had flown 50k with no problem.

It was a truly great party with fine food and a live and quite excellent band. (Thanks to Norman with the Motor Tutor for letting us borrow his caravan for the night)

After a hearty breakfast and a period of time recovering from the night before, we thought we would set off back to Saltby. Once again the intrepid aviators donned their silly hats and goggles and strapped themselves to a bright yellow flying machine.

We pulled off at 1800ft straight into a whopper. In fact, all the thermals were whoppers that day, the only problem was the 10-15kt headwind and what seemed like several miles between thermals. We spent a frustrating couple of hours flying back and forth between Bruntingthorpe and Leicester, losing 1500ft between each thermal. It looked like we were not going to get to Saltby at this rate and when we looked the other way, guess what, we didn't have enough height to get back to Hus Bos. There was nothing for it, we should just have to land on that tiny little runway beneath us, Bruntingthorpe. We selected a suitable blade of grass on a nicely mown strip by the side of that rather small runway, and landed. After spending an enjoyable few hours browsing around a display of various civil and military aircraft our friendly tuggy picked us up and took us back home.

Although we may have done things a little different to most that weekend we both had a vast amount of fun. A huge thank you goes to the people of Husbands Bosworth, our much loved tuggies Phil Walsh and Val Greene, my best chum and co-pilot Neil and, of course, Tweety, who helped make this a memorable weekend.

(How nice to hear of members using their old gliders to go somewhere, and to have so much fun in doing so. A lovely story, David and Neil. Ed)



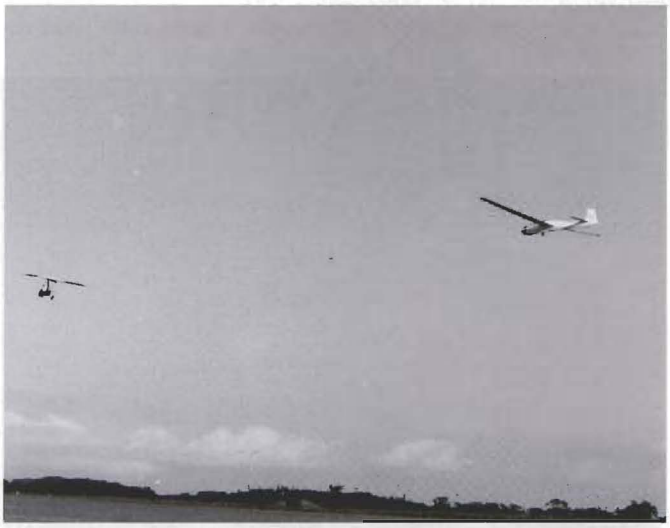
T31 "Tweety" at the back of the grid at Husbands Bosworth. David Ormerod.



Pegasus Microlight with Olympia 2b during the towing trials. Keith Nurcombe.

More Towing with Microlites

by Keith Nurcombe



Pegasus Microlight with a Bocian on tow (11001bs all up weight with two on board) Keith Nurcombe.

Two years ago at Husbands Bosworth we caused some amusement (and encountered not a little antagonism) by demonstrating that a flex-wing microlite was capable of launching conventional gliders at a useful rate of climb (VGC News No 87). That particular test program was brought to a premature end thanks to some internal politics, and it took all of that two years to get everything in place again.

This time, we had the tug aircraft for a week (along with a full support team from Solarwings Aviation), the enthusiastic support of the CFI, the explicit support of Dick Stratton and Dick Dixon, and had the pleasure of Anne Welch's company for good measure.

The biggest difference this time round was that, with 80HP, we had an extra 16 horses at our disposal, and expected to see a considerable improvement in the performance. We were also hopeful of finding strong thermic conditions to test the handling limitations. All in all, we were not disappointed.

We started the week by repeating the original program and launched the vintage Tutor at around 500lbs AUW. The result was startling. A five knot cross/headwind resulted in a short take-off run, with glider and tug becoming airborne together, saw us crossing the upwind fence at over 300 feet and climbing at 500 ft/min. with 45kts on the clock. Strong lift and sink were encountered on the four minute tow to 2000 feet. Conditions were such that the glider was soared quite happily despite the absence of a functioning variometer. The second launch was of the T31, two up, reportedly with similar results, which I watched from 3000 feet.

Shortly after, the club Ka8 and a private Olympia 2 were happily launched. Next came the Junior, which, at 550lbs or so, had previously proved to be near the limit of the 64HP tug. The extra horses showed just what was in store when it was again taken to 2000 feet in four minutes at 50-55 knots with a heavy pilot on board. By now, we were very happy with the capability of both tug and tug pilot with the gliders tested so far, and a queue began to form. This was a club weekend, and over the next two days, club members who were current on the aircraft launched so far were cleared after a simple briefing.

The sceptics confounded!

This was very promising, and on Monday we stopped to evaluate the data over lunch. Looking at the weights and flying speeds involved, we had decided the time had come to try the Discus (dry, of course), when Mike Jordi declared his confidence in the ability of the tug to launch his LS6. Not wishing to stand in the way of someone so keen to relieve me of the responsibility of explaining why the Discus was buried in the far fence, I eagerly assisted him onto the line. The take-off run (at around 800lbs AUW) was rather longer than previously seen, with the tug airborne just before the glider, but the combination was at a respectable height over the far fence and climbing at a rate later reported to be 350 ft/min (not much different to many self-launchers).

Having watched all of this very carefully, I pulled the Discus onto the line: Take-up – All out – PLINK. Without moving a millimetre we had suffered our first weak link failure.

At this point we looked again at the towing kit. Originally set up for towing hang gliders, the weak link of 2 x 60lb cord (two bootlaces!) had been upgraded to 3 x 60lbs (three bootlaces!). This had not been replaced for three days, and we decided to replace it daily rather than add another link to make 240lbs (no bootlaces left). It was proving difficult to induce snatch loads in flight; the tug was very accomodating to even the most drastic out-of-position manoeuvres (of which, more later). Consequently, the greatest load in the towrope was almost certainly that during the initial launch phase. The only other feature which caused some silent contemplation was the line swivel which was a bit of shark fishing kit. While accepting this for the time being, we decided to investigate the alternative options offered by yacht chandlers for a future occasion. However, it is true to say that this one weak link failure was the only bit of trouble encountered all week, and even then it was doing exactly what it was designed to do.

So, back to the Discus. The tug became airborne before the glider, and I was rather disconcerted to see the tug climbing away steeply above me, although the speed (55kts) was quite adequate. This proved merely to be a matter of tug-pilot training, and after explaining our requirements more clearly, future launches were more comfortable. A climb-rate of 350 ft/min at 50-55kts was demonstrated, (2000 ft in six mins.) which was maintained over a wide range of pilot weights. An LS4 and an ASW15 were added to the list of glass gliders successfully launched, along with other wooden gliders falling within the weight range tested so far. (We drew the line at a Dart 15 weighing 600lbs empty, in view of our lack of recent experience on this type, along with its poor handling reputation at low speeds. This may be an unwarranted slur, and I apologise to any Dart owners who may be offended.)

Again, all of this was done in thermic conditions during several busy club/course days. The gliders were soared, the tug pilots learned to use the thermals rather than to avoid them, and the new tug fitted smoothly into the flying operation. We had two tug lines and a winch line all running side by side. Pilots – club members and visitors alike – took their choice without any complications arising. During the course of the week, Ron Beezer, our current CFI who, like me, had been alerted to the possibilities at our first test flights two

years ago, spent much of his time trying to upset the tug with almost no effect. My own attempts to snatch load the tug were likewise without result. Thanks to the thrust line tow hook, it appears to be much easier to wrap the rope around the glider than it is to upset the tug.

By Friday, we were getting cocky. Ron pulled the Bocian to the back fence and took a solo launch. After passing the launch point at over 50 feet he took another launch two-up. The result at 1100lbs AUW was very similar. Thereafter, several more launches of the Bocian two-up demonstrated 350 ft/min at 50-55kts and gave a normal height over the far fence despite starting at the usual launch point.

So there we are. We have no doubt that the existing production Pegasus weight-shift microlite from Solarwings equipped with a watercooled 80HP Rotax 912 can operate within a normal club environment and safely launch (dry) standard class gliders and wooden two-seaters.

What problems arose?

There must have been some, but I can't recall any. One low hours pilot reported feeling uncomfortable in the ASW 15 at 50-55kts on his first launch, but as far as I can determine, everyone who flew wooden gliders reported that the launch was easier and more comfortable than behind a Supermonk. Even heavy pilots flying 15m glass agreed that their initial scepticism had dissipated and that the experience had been surprisingly enjoyable. We were all agreed that some development will be needed before launching ballasted gliders can be contemplated, but that one can now see the possibility.

Where will we find the tug-pilots?

Barry Underwood, CFI at Swinford Microlight Club, who has taken part in both sessions, pointed out that everyone involved in this operation is a GA pilot, and switches happily between three-axis and weightshift with no difficulty. This is becoming a growing trend, and he maintains that converting existing pilots (particularly those with gliding and tugging experience) is a simple matter. (Almost as a post-script, we did one launch with the AX2000 three-axis microlight. It fell far short of the ideal, being underpowered, overcomplicated, and noisy. It demonstrated clearly that the Pegasus weight-shift is definitely the way to go.)

What next?

For the future, 100HP is a very real possibility, as is a four or five blade propellor which would further reduce the already low noise level. The model on test, while quieter than the Supermonks most of the time, had its exhaust pointing directly at the three bladed prop. This was a perfect phase generator, and there was a very narrow band of irritating noise audible from some locations. As a two seater, there is only one option for the reduction gear. But Solarwings tell us that if the existing tug were re-designated as a single seater, the weight saved would allow the changing of the reduction gearing to reduce the propellor RPM. Of even greater interest, 115HP is a future prospect. Re-rigging the airframe and optimising the propellor could allow a faster tow, which offers the realisation of the ideal, purpose-built, low cost tug with the ability to launch all but the heaviest of ballasted gliders. However, development costs being what they are, before any of this becomes a reality, I am sure that they will need to be sure of the market. Someone will have to do a cost analysis to show the benefits in financial terms, but let there be no doubt that the week at Husbands Bosworth this summer demonstrated the existing capability, as well as the future prospects.

Many thanks to John Fack and Bill Sherwood at Solarwings Aviation who did everything they could to make the week successful: To our hardworking tug pilot, Barry Underwood: To Anne Welch who added to our credibility: To Paul Treadaway for his photographs, and to all who made the week a resounding success.

Keith Nurcombe

(This story has been accepted on the grounds that the subject is gliding, it is certainly vintage and it may interest or amuse the readers but its inclusion must not be seen as an invitation for further stories of a similar nature! Ed)

Tales of Vintage Past – The Streak

by Pete Wells

Wiith the possible exception of low flying Hippo-rhinostracows, migrating flying fish and other lower forms of semi-aquatic life with a predilection for the damp and dank, for most living creatures April 25th 1974 was undeniably a very grotty day. Some would say that it was a typical early Spring day, which had been, and would continue to be, endemic in the UK for many centuries. It had rained for most of the night, but although this had now stopped, the watery morning light revealed a low grey overcast that stretched from horizon to horizon. The wind had eased a little but it was still rather cold and, if you planned to venture outside, some form of topcoat was essential.

It was supposed to be the annual Easter Task Week!

Initially the weather had not been too unkind but from the start had steadily deteriorated until on this particular day it unequivocally declared its intention to ruin the week.

In spite of the obvious, most people turned up on time for the briefing just to listen to the Met. man state the obvious. They were in the middle of a slow moving, warm occlusion. In fact it was so slow moving it might even go backwards! Those who really understood what a warm occlusion was promptly left to pursue other interests. A few of the more hopeful, but less well informed, remained, happily unaware that optimism is more often than not the offspring of ignorance.

'How about a spot of fishing' suggested one.

The second, gloomily watching a seagull trying to raise breakfast by treading the grass observed, 'We need some worms'.

'No problem' cried a third, 'Here's a spade, I'll go and dig for some"

Now, the venue of this task week was a military establishment where, as is normal in such places, those in authority had for reasons best known to themselves, conducted some form of ceremonial during which large areas of grass had been deified. Just to walk close to this hallowed turf would evoke a sharp directive from those especially appointed to protect it. It was therefore not surprising when, at the very mention of the words 'spade' and 'digging', the natives became extremely agitated. As if by magic, the spade disappeared and for a few

moments the proposed fishing expedition, like the gliding, looked destined to become a non-event.

'I have a better way of catching worms than digging for them', declared a more enterprising individual.

' All you do is take this three foot metal stake, hammer it into the ground – like this. Connect it with a thick piece of wire to the live pin of a 13 Amp plug – like this. Plug it in and switch it on – like this'

The worms erupted out of the sacred grass like a multiple launch at Cape Kennedy and at the same time all the 13 Amp outlet sockets exploded and blew off the hangar wall! Strangely enough, this caused less of a disturbance amongst the natives than the earlier reference to spades and digging.

Shortly after this brief but spectacular fireworks display the fishermen departed with their can of worms. The few remaining stood by the hangar doors, heads craned back in unison, contemplating theirs.

Among these hopeful souls stood George and Sydney. George and Sydney hailed from a Club in the far flung west and as far as they were concerned, to have travelled all those miles for nothing was, to say the least, unthinkable.

The cloud base had just gone up an inch or two when George noticed an EoN Primary in a far corner of the hangar.

'Let's ask the CFI if we can get the Primary out', he suggested.

Probably seeing this as an opportunity to ensure the continued existence of what remained of his hangar, the CFI promptly agreed. However, their next request for a Supermunk to launch it with resulted in obvious signs of physical distress and imminent apoplexy, so they beat a hurried retreat to find a winch driver.

Co-opting some extra support, they manipulated the Primary out of the corner of the hangar and on to the airfield and there followed a cold but most enjoyable hour or two when all who so wished availed themselves of a couple of launches. To ensure zero ground handling, and under the threat of buying the beer for the rest of the week, spot landings were the order of the day. With a launch height of around 900 feet they achieved a very creditable turn round time of 12 minutes or so and an average flight time of 3½. (minutes that is). Which just goes to prove that Platypus was not very far off the mark when he said that there is an alternative to talent. Its called performance!

It was only to be expected that after a while interest in the circuits and bumps would begin to wane a little and some collective thought was therefore given to how to liven up the proceedings.



Pilot, location, photographer and date, all unknown to the Editor. But we do know it is an EoN Primary.

This was the moment when the glove was thrown down. Someone called, 'Who will be the first to do an aerial streak?'

George, being George and not one to miss an opportunity for a good laugh, especially when there was a possibility of it being at the expense of someone else, challenged Sydney. Sydney, a quiet well spoken gentleman who designed dredgers as a profession and being equally quick on the uptake produced a coin from his pocket and said, 'Toss you for it'

Nobody appears to know exactly how the coin fell. Suffice it to say that George, except for an old style cloth flying helmet, complete with Mk 14 Goggles and a pair of fur lined gloves, divested himself entirely of his apparel, leapt upon his faithful Primary, performed a copybook circuit and, 3½ minutes later, laid claim to a place unique in gliding history.

The reaction of the natives varied from shock horror by the prudes and those in authority, to others who expressed their considerable concern regarding George's nether regions which, having been exposed for some considerable time to the elements could have been, at best temporarily, or at worst, irretrievably damaged. At the time George, quite naturally on a bit of a high, didn't really care. The first aerial streak was his!

The Knights of the Popping Corks

by Colin Anson

Apart from performing miracles in setting up and running our most enjoyable International rally this summer at Celles-sur-Ource, hard-working Maurice and Isabelle Renard, and their equally hard-working helpers, had also provided for a very full programme of events. Among these, the item listed in the programme for Thursday, August 7th, seemed a bit puzzling: '

The 'Enthronement' of one VGC member from each participating country "to the Saulte Bouchon confraternity".

Then we were advised at briefing to buy a commemorative small, tulip-shaped champagne glass, imprinted with the emblem of the rally, which would be filled with champagne on the evening in question. Also: bottles of champagne were available to participants at a very advantageous price – bottles with a special label, showing a vintage glider and details of this "25e Rassemblement de Planeurs Anciens". So that was it: a sales presentation of the local wine makers. And why not, indeed. We remembered the delightful cruise on the Mosel during the rendez-vous at Traben Trarbach, when young ladies kept re-filling our glasses with various Mosel wines as we passed the very vineyards of their origin. And then, as we disembarked, we were invited to buy a few bottles of this and a crate of that. Well, all I can say is: we were in for a big surprise! This was no sales presentation, but a grand and solemn ceremony, such as we had not expected, nor ever seen before.

It began with a splendid procession of dignitaries in magnificent dark blue velvet robes, richly trimmed with gold braid, preceded by four trumpeters with long silver trumpets. The procession passed through the centre of the briefing and assembly hall, and on to the stage where the dozen or so dignitaries formed a line facing us. The trumpeters sounded a rousing fanfare, and the Grand Master of the "Commanderie de Saulte-Bouchon" opened the proceedings. Willi Schwarzenbach and I were dragged on to the stage, to provide German and English translations, but we immediately chickened out: to have an elaborate ceremony in ancient French thrust upon us without notice was more than we thought we could cope with, and stuttered attempts at translation would have spoilt the elegant rhythm of the sonorous phrases. Willi was to be called again later, to be honoured as one of the national representatives; I hid behind the line of big dignitaries in their voluminous robes and head-dresses.

Now the ceremony unfolded, with eloquent speeches and elaborate ceremonial – solemn, but not without a hint of tongues-in-cheeks. As far as I understood it, the Commanderie was something between a trade association and an ancient Guild (perhaps not quite so ancient), to watch over the standards of the wine producers of the region of Champagne. Presently, they got down to the business of the day: the induction into the order of one prominent VGC member from each country, above all, of course, our President, Chris Wills. One by one, they were called up on to the stage. The new postulants were examined by the Vice Master, received absolution from the Chaplain for previous misdemeanours such as (their words!) indulging in p—poor vinegars masquerading as wines, and were then required to take the solemn oath, administered by yet another high officer, in future to be faithful to the true and noble vintage. And then the Connetable formally raised them to the state and dignity of Knights of the Noble Order, dubbing them on the shoulder with a hefty gnarled vine which is the badge and implement of his office, and the fanfare sounded to proclaim their elevation. Each then received an elaborate Certificate.

Now the newly created knights each had to open a champagne bottle. Some needed a good deal of tuition in that art. Glasses were produced (rather larger than the ones we had been invited to buy!), decorated with the insignia of the Commanderie. Toasts were drunk (and a kind lady smuggled one of the glasses into my hand. where I was hiding behind the bulwark of robed figures, and that, too, was filled with champagne). Then the Grand Master gave his final address, announcing that this was the first time the Chapter had been convened on an airfield, in order to honour this unique champenoise occasion and to emphasize the affinity between the members of the Guild of the Leaping Cork, and those who Leap into the Air in Gliders, to soar over the wonderful region of Champagne and survey its great vineyards, so they may spread to the four corners of the earth the fame of their noble product, which is "the Wine of Kings, and the King of Wines"!

More fanfares brought the ceremony to an end. The Grand Officers filed down from the stage and processed out of the building, preceded by the trumpeters, each dignitary carrying the implement of his office. By now, the catering marquee had been stocked with batteries of champagne bottles, and our glasses were filled not once, but re-filled again and again, as often as you liked, with overwhelming generosity. And it was very good champagne. The mood became merrier and merrier, and the usual spirit of camaraderie in our lovely international VGC family of friends was elevated to a quite unusual degree. The members of the Commanderie circulated among us and chatted with all and sundry. Even the newly ennobled Knights among us spoke to us most graciously and affably, as though they were just ordinary VGC members, just like you and me.

I went to bed convinced that happiness is vintage gliding in the Champagne!

Restoration of Grunau Baby BGA 370

Due to pressure of other, more urgent work, we understand that Neil Scully has not made much progress on his Grunau lately. We are promised that by the next issue real progress will have been made, especially now that he has enough timber to finish the restoration and has sub-contracted the work on the wings to Richard Kilham (who was awarded a VGC Prize for restoration of a Skylark 2) Ed.

International News

AUSTRALIAN NEWS

1998 marks the 50th Anniversary of Gliding at GAWLER, home of the Adelaide Soaring Club. The Club intends to start the year of celebrations with the National VGA Rally from the 3rd until the 19th January 1998. The Homebuilt Association has indicated that they will be present also. KEVIN SEDGMAN (Patron of the VGA) has just returned from a trip in the USA where he had a good time visiting Paul Schweizer and his wife at Elmira. He enjoyed "Sun and Fun", Elmira, Cape Canaveral, Tehachapi, Edwards Air Force Base, NASA, War Birds at Shafter, and met lots of very fine people.

RESTORATIONS in progress are the Kookaburra VH-GHN. This is being modernized and "cleaned up". Its trailer has been used to transport the Grouch /Johnstone Kookaburra 4 from Adelaide to Karoonda for its rebuild.

The GOLDEN EAGLE. VH-GFC, which is Australia's oldest airworthy glider, having been built in 1936, is now almost ready to fly again after a re-cover and painting by Alan Patching and Geoff Richardson. All parts are now a glorious yellow and white and all that is needed now is weighing and C of G checking. Jim Garay, Editor of the Home-build Association's newsletter, is to mark the Golden Eagle's 60 th anniversary with a Total Golden Eagle Newsletter with articles by Geoff Richardson, Alan and Ian Patching and others, who have had association with the aircraft. IAN PATCHING has organized a Dinner at Bacchus Marsh on Saturday the 27th September 1997, to celebrate the anniversary of the Golden Eagle's first flight, which took place on the 26th of December 1937.

The BERFALKE 3 VH-GTP. This aircraft is a replacement / reincarnation of the original Berfalke 3 VH-GTP, which was destroyed in the Lake Keepit fire on October 10th 1994. Purchased from Germany in 1988, it was ready to fly in October 1994. While its main components were somewhere else, the hangar fire destroyed floor and instrument panels.*(This is an accurate copy of the news from Australia but we don't understand it Ed)* Finally, pressure from Bruce Taylor forced Ian to fly TP in March 1997 and it is now based at the Kentucky Flying Club near Armidale, NSW. The original GTP was with

the New England Soaring Club and while there, it flew innumerable 300 km and one 500 km flight. It won the first, reintroduced sports two seater competition at Leeton 15 years ago. Before the fire which destroyed it and other sailplanes at Lake Keepit, GTP had had around 28,000 flights, during which 7,500 hours were flown without an accident. Hundreds of pilots had their first flights in her, and notable first solos in her include those of Bruce Taylor, Brad Edwards and Ian McPhee. At the new GTP's first flight celebration, out of the 30 people attending, 25 had either had their first flights, or had done their first solos, in her.

BELGIAN NEWS

Over a year ago, we heard that a Swiss SPALINGER S.15K had been discovered in Belgium and, at that time, it was hoped to restore it to airworthy condition. This is a 14.6 metre span gull winged and strutted sailplane from 1935, which had a max.L/D of 1:21. Only one other S.15K is known to be in existence but this is stored, together with a Rhönbussard, in bad condition in the hands of an aeromodeller in Switzerland. (The Rhönbussard, perhaps, was HB-258?) In 1956, there were six S.15s registered in Switzerland. In 1941, there had been 15 of the type registered and so it would seem that S.15s have been an important part of Swiss Gliding's history.

CZECH REPUBLIC NEWS

Vladimir Danda has written saying the CZECH National Vintage Glider Rally took place this year at Sumperk. During the first half of the week, there was very bad weather with rain. However, half way through the week, the sun shone and the following vintage gliders took part:-

Pionyr OK-2218, Kmotr OK-1260, Lunak OK-0975, Sohaj OK-5333, Demant OK-9902, Orlik OK-6922. At Prague Kbely on the 17.5.97 were seen the following types:- Krajanek OK-8565, Lunak OK-8918, Demant, Weihe OK-8303, and Meise. Although we have no information concerning these aircraft, we imagine that they have been restored for static display in the War Museum which is at Kbely. As there may not be room for them at the moment, we expect that they will be stored derigged until there is room for their display. We believe that the Weihe and Meise may be the last of these two types in the Czech Republic and that they were both built in Germany during the war. We have no information as to whether any of these aircraft can be flown.

CZECH HISTORY. Production of Kranich 2s at Mraz from 1941 to 1946.
1941 – 320
1942 – 400
1943 – 530
The firm also built two Heini Dittmar Condor 3s during 1943 and 30 DFS 230 troopcarriers during 1943/44. We have no trace of what happened to the Condor 3s.
1944 – 290
1945 – 80
1946 – 24
Total – 1644

7 of these Kranich 2s were exported to Hungary during the war, where they were the "hot ships" for record breaking.(as also were the M.22s)

17 of these Kranich 2s MAY have been exported to Yugoslavia as they were on the Yugoslavian register of 1949-1958. We think that they could have been built by Mraz as the Yugoslavian Air Museum sold one to the Germans, who at once put it in a Museum on static display. It had been built by Mraz.

We thank Mike Gurney for this information. He had obtained it from Zdenek Bedrich, whom we also thank.

Mike had thought that the number of German gliders left behind in Czechoslovakia in 1945 might have numbered about 1,000. However, he now thinks that the number might have been between 300 and 400 as some of the registrations on the register had not been allocated. Those interested should watch this space, as more information may come in soon.

The Kranich 2s in Czechoslovakia were known after the war as VT-52s, Jerabs, which also means "Crane". This is pronounced Yerczab in English.

BRITISH NEWS

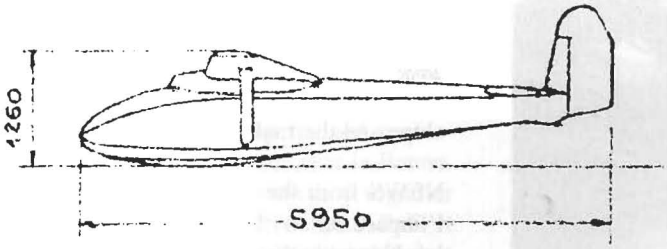
The SCUD 3 BGA 283, has been sold by Martin Garnett to Laurie Woodage at the London Gliding Club, who has already been flying it. There are now two Scud 3s airworthy at the LGC, the other being BGA 684, which is owned and kept airworthy by Ted Hull. BGA 283 gained its first BGA C of A in December 1936 and BGA 684 gained its first BGA C of A in January 1953. This latter one was crashed during a powered take off at the LGC against the wind, which was blowing down the hill in 1936. It was repaired and test flown during the war by Ron Clear, who was arrested by the military, put in prison and fined by the civilian authorities for illegally flying a glider, when civilian gliding and powered flying was forbidden during the war. He undoubtably would have been punished even more severely had not the judge been a First World War pilot. He was fined £15 which was a lot of money in those days The Scud 3 was designed as a powered glider and flew first in 1935. Only two were built. As both of them are still airworthy, it is another example of worthy aircraft being kept by the British, to fly on, we hope into the next century. Both of them are unpowered now but fly well enough unpowered.

RESTORATION PROJECTS in hand now in Britain are three German built GRUNAU BABY 2 Bs, one British 1936 built GRUNAU BABY 2A, a British Royal Navy built GRUNAU BABY 2B, two EoN OLYMPIAS, one SKY, and one PREFECT. We have just heard that the PREFECT has been finished. The German wartime built Grunau Babies were probably among those that were imported during the early 1960s by the RAF in Germany to be sold to Civilians in Britain as, at that time, there was probably no market for them in Germany.

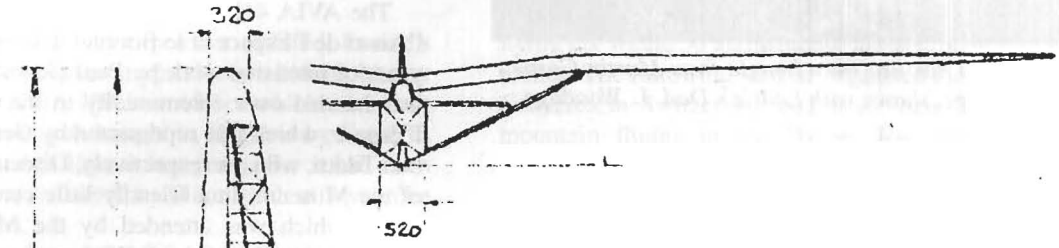
They are being worked on by Chris Tonks in North Wales, by Mark Clayton at Bidford on Avon and by Laurie Woodage at Dunstable (the LGC).

So there is still considerable restoration activity in Britain. The North Wales Baby 2b was probably one of six Grunau Babies which were built by the Danish Air Army in 1941 and these were taken by the Wehrmacht Luft in 1943. As they were in WL markings, they were removed, with 28 other Grunau Baby 2bs and 48 other German gliders, by the British Army, from Denmark in 1945.

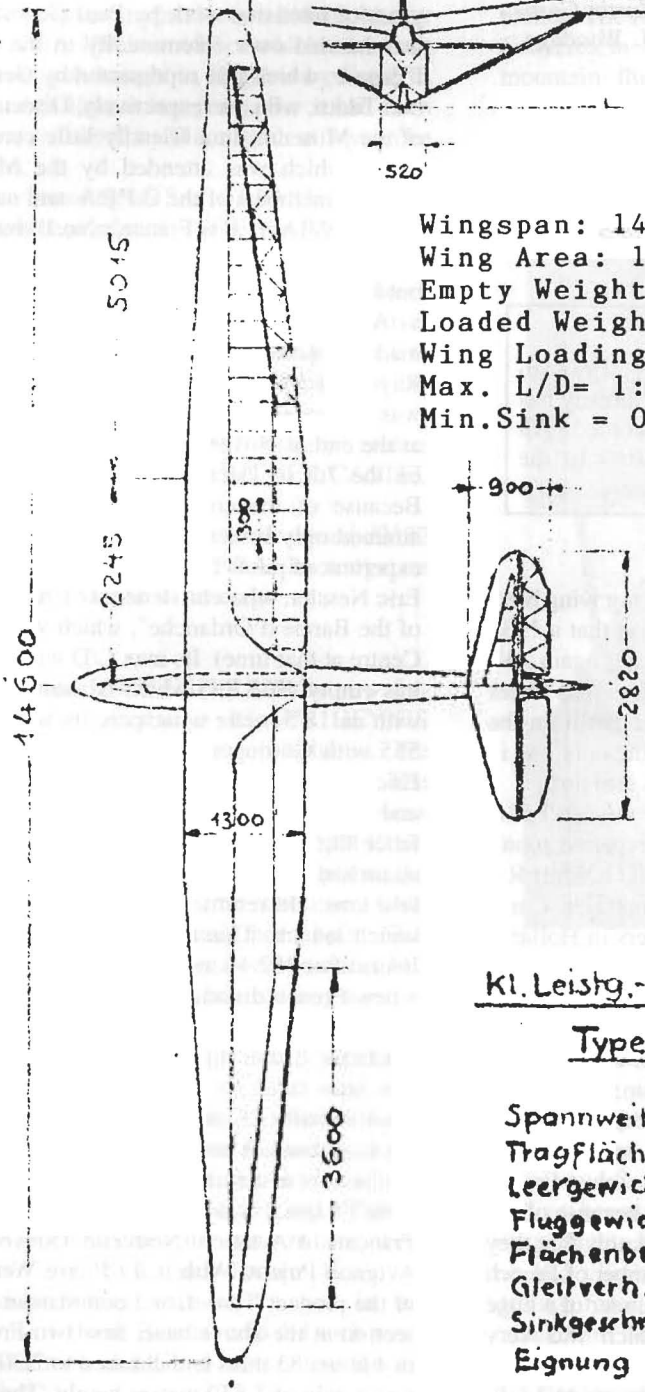
There may be other restorations in hand that we do not know about but still in store in England alone, awaiting we hope, restoration are:-one JS WEIHE, two KRANICH 2s, one SPALINGER S 21h, one MINIMOA, one GRUNAU BABY, one DAGLING, one HUTTER H.17A and the WILLOW WREN (Britain's oldest glider, BGA 162.) and 1 KITE 1 (the prototype).



SPALINGER S.15-K.



Wingspan: 14.6 m.
Wing Area: 14.2 sq.m.
Empty Weight: 264 lbs.
Loaded Weight: 418 lbs.
Wing Loading 2.74 / sq.ft.
Max. L/D= 1:21.
Min.Sink = 0.65 m/sec.



Kl. Leistg.-Segelflugzeug

Type „S15-K"

Spannweite	:	14,6 m
Tragfläche	:	14,2 m²
Leergewicht	:	120 kg
Fluggewicht	:	190 kg
Flächenbel.	:	13,4 kg/m²
Gleitverh.	:	1 : 21
Sinkgeschw.	:	0,65 m/sec
Eignung	:	für alle Zwecke.



The Scud 3 which has just been bought from Martin Garnett by Laurie Woodage, shown with Laurie's Dad. L. Woodage.

A new arrival

Thomas Frederic Russell born in July 1997 to Veronique and Francis (Lofty) Russell. He already has a log book with 45 mins flight time recorded. All Lofty's many friends send their best wishes to the whole family.

DUTCH NEWS

We are sad that a GOEVIER 3 and an AV.36 flying wing have left us, for ever, for Japan. We are, however, glad that a 1938 GRUNAU BABY 2 is at last restored and flying again. We understand that the person behind this restoration is Peter Deege. There is much of the original 1938 wood still on the machine. It is now Holland's oldest glider and the only one in existence that was built before the war which is airworthy.

A team has now been formed to repair the unique T.21C that was crashed and the aircraft is going to be repaired soon.

We have no news of the 1946 FOKKER built GOEVIER 2 in Holland. It was the first of two Goeviers that Ken Crack owned and it was sold some years ago to owners in Holland. At that time it needed some regluing.

FRENCH NEWS

At our 25th International Rally at Bar-sur-Seine, which was so well organized by Maurice Renard and his team, it was very apparent that many French vintage gliders (C.301s, Emouchets, C.25s's, C.800s, C.310s, C.311s, and Air 100s etc) were not there. We do not know the reason, unless French entries were restricted to make room for us, or because of the cost, or the weather? However, it is enough to know that they do exist. It is clear that there are still a great number of French gliders in France to restore as they are the remainder of a huge French Gliding movement after the war, which was very much subsidized by their Government.

As mentioned in the report on the main Rally, an AVIA 11 primary is being restored for static exhibition. This was the production version of the Avia 10. Both originate from 1932. One was even flown as a two seater. An AVIA 15a, an improved primary with nacelle, is being restored to fly. This also originates from 1932. This, with slight modifications, became the AVIA 151 and AVIA 152. The latter was built in some quantity during 1941/42 and, after the war in France and Algeria. In 1942 it had been examined by the Engineer LESCURE and redesigned by him to be the best training glider in Europe. Max Gasnier tested the prototype of the 152 over La Banne d'Ordanche and found that it was suitable for slope and thermal soaring.

NEWS from the G.P.P.A. the Regional Musée de l'Air et de l'Espace on Avrillé airfield, near Angers, has sent the following News via their Bulletin No.55, June 1997.

The AVIA 41P No. M-3, which belongs to the Musée de l'Air et de l'Espace at le Bourget, has been finished after three years of intensive work by Paul Genest and Yves Edmery. It was handed over ceremonially to the Musée de l'Air et de l'Espace, which was represented by General Siffre and Christian Tilatti, who are respectively, Director and Conservationist of the Museum, in a friendly little ceremony on the 30th of April, which was attended by the Mayors of Avrillé and Angers, members of the G.P.P.A. and numerous friends.

The AVIA 41 P is France's No.1 vintage high performance sailplane. It was very much influenced by Kronfeld's WIEN, but it is smaller and has many differences.

At the Contest of Vauville in 1928, the Wien (Vienna) had made a great impression on French engineers, including Raymond JARLAUD. The first prototype of the AVIA 41P was presented at the Salon de l'Aeronautique's Grand Palace at the end of November 1932 and it had its first flight at Buc on the 7th of December 1932 piloted by Georges Bouvier. Because of the complexity of its structure, the Avia 41p attained only limited production and therefore only the most experienced pilots flew it... Bouvier in 1933 and then, in 1934, Eric Nessler, who christened it "l'Aigle de la Banne" ("Eagle of the Banne d'Ordanche", which was France's No 1 Gliding Centre at that time). Its max L/D was 1:25 and it weighed 165 kgs empty (363 lbs) which is most creditable for a machine with an 18.5 metre wingspan. Its wing profile was Göttingen 555 with Göttingen 527 at its tips. On the 10th April 1938, Eric Nessler was winch launched from Beynes at 10.48 hrs and landed at Saint-Pere-en-Retz at 16.55 hours after a distance flight of 347 kms. On the 18th of April 1938, Nessler again had a winch launch from Beynes, but landed after only a few kms. He returned with the 41p in time to have another winch launch. This time he landed at Chatellaillon at 18.30 hours after 382.4 kms at an average speed of 77 kph. This was a new French distance record. It should be noted that Nessler hoped to arrive on the Isle of Oleron but lift gave out near La Rochelle. These flights were done in the AVIA 41p No.2. It was later taken by the Germans from Beynes in June 1940, together with 15 new Delanne 60s which were still in their packing cases. It seems that 7 AVIA 41p s were built. The one that is now restored for static exhibition at the Musée de l'Air et de l'Espace was No. 3. It was built in 1936 by the Societé Français d'Aviation Nouvelle (SFAN) for the military at Avignon-Pujaut. With it, Lt Pierre Wernert, who was a pupil of the pioneer Thoret, and commander of the military gliding section at the above base, flew two French records, 207 kms in 4 hours 33 mins and climbed to 2,300 metres height, which was a gain of 1,850 metres height. These were not recognised as he had been aerotow launched by an MS 315, and not by winch or bungee, as had been stipulated by the FAI of that time. It seems that the military gliding section disappeared in

1938, and the 41p No.3 was taken on strength at the Banne d'Ordanche Gliding Centre. Because of its military service, it was named Avia 41p No. M-3.

In the review Air Sport No.10 of the 15th August 1943, Max Gasnier describes his flight of 22nd July 1939, when during the National Contest, he flew 168 kms to his goal (La Banne-Lyon). " One took my old No.3, a 41p but all the same, it was well tired".

For the whole war, the Germans having banned performance flying, No. 3 was hidden in some farms near la Banne. It was seen in 1949 stored derigged in a workshop together with the Kronfeld AUSTRIA of the Auvergne Aero Club. It never flew again after 1939 but it was found incomplete but dry stored by the GPPA three years ago.

Because the AVIA 41 p was expensive to build, France's only high performance sailplane in production before the war was the much smaller AVIA 40P, about 50 of which were built from 1935. One of these was bought in England by François Ragôt and was returned to France last year, after it had been restored after three years of work by Mike Birch at Wycombe Air Park (Booker G.C.).

The G.P.P.A, is also restoring an SA 103 EMOUCHET to fly. Its tailplane has now been started. The rest of it is finished and it should be ready to fly before Christmas. 5 Emouchets were built by 1940 and so some of these must have flown during the war. There is even a photograph of one flying over La Montagne Noire in 1943, when all gliding in France was supposed to have been banned in late 1942, because of the war situation.

Therefore soon, the following pre 1940 designed gliders should be flying in France. AVIA 15, EMOUCHET, CASTEL C.301s and AVIA 40p.

The G.P.P.A. is also restoring the Fauvel designed AV.22 No.1 F-CCGK, which belongs to the G.P.P.A. Its wings are finished and work is progressing on its fuselage.

GERMAN NEWS

OTTO GRAU's newly built RHOENSPERBER is now finished except for its fabric, as also is KLAUS HEYN'S MUSTERLE which he has built from scratch at home.. We congratulate them for getting their projects this far. The progress report on the new DFS REIHER in the previous VGC NEWS was over optimistic. Although SIEGFRIED LORENZ has finished 261 new Reiher building plans, the project has not yet been started by the Oldtimer Club Wasserkuppe, although some details have been built. SEF KURZ has been giving his time to further developing his ME 163 B KOMET. We believe that he may be installing a piston engine power unit, but this has yet to be confirmed.

We have news of change of ownership of two Weihes in Germany.

Firstly, D-3654 is now owned jointly by Gisela Dreskornfeld, Gerd Hermjacob and Englebert Westerwalbesloh. It was originally built in 1953 by Focke Wulf (works No 3) and was first bought by Richard Kaselowsky of Biefeld, and it flew at Oerlinghausen and Windelsbleiche. Its last owners were Adolf Stick of Westerland, Sylt, and Jochen Kruse of Uetersen. The Grundüberholung will be finished in the autumn of this year by Karl-Heine Bienas (who did such wonderful work on the Minimoa and Gö 4 restoration for the Münster Old timers Club.)

Secondly, D-0301 which was built by the Flugsportgruppe Zurich in 1962 is now owned by Gerd Hermjacob and Englebert Westerwalbesloh. It flew at our 1997 rallies at Pont St Vincent and Celles-sur-Ource. Its previous owner was Günter Solms of Siegen. (It was not factory built, therefore it has no works number)

Obituary

JOST FREI

With sadness we report that Jost Frei died on the 11th of August at the age of 86 after a long illness. Jost was one of our first members who joined the VGC in 1974 when taking part in the 2nd International Rally on the Wasserkuppe (Rhön) flying his Weihe 50 and winning the first prize for best performance. The following year he organised the 3rd VGC Rally at Gruyères in Switzerland and from there he did some great mountain flights in the Weihe. Jost and his wife Hilde attended nearly all of the VGC International Rallies trailing the Weihe, and later, the heavy Kranich 3 as far as Sutton Bank or Budapest and for the last time, to Schaffhausen in 1991. Flying at the rallies and meeting pilots and friends provided pleasure and happiness to Jost.



Jost Frei. by Willi Schwarzenbach.

Professionally, he was in a leading position in chemical engineering within the CIBA works in Monthey. But he was also an experienced mountaineer, a skilled skier, a good observer and he had a wide knowledge of nature, rocks, stones and flowers.

Jost became a passionate gliding pilot in 1960 and did many flights in the Alps, discovering again all the mountains he had climbed before. No wonder that later he was the driving force when the Gliding Club "Les Martinets" was created in Bex. Under his leadership this club developed rapidly, many young pilots discovering with Jost the beauty of the great world of gliding.

Our sincere sympathy goes out to his wife Hilde and his family.

Willi Schwarzenbach

Letters

From David Shrimpton, Chairman VGC International Council to James W Swannich, National Soaring Museum, Harris Hill, Elmira, New York, USA.

Following the VGC International Council meeting held at Bar sur Seine, France, this month I wish to inform you that the VGC is keen to support and promote the proposed IVSM meeting at Elmira for the year 2000.

The International Council also agreed that there will be a VGC International Rally in the UK, the birthplace of the VGC, during the same year, but not on the same dates in order that members can attend both occasions.

I will be grateful for any further information regarding the IVSM meet, particularly sponsorship available to assist with transport of gliders or persons across "the pond".

Any other useful information which can be published in future issues of VGC News to encourage attendance at what promises to be a prestigious occasion would also be welcome.

From David Shrimpton, Chairman VGC

I wish to reply to the letter from Heinz Bauer, VGC News No91, in which he suggests that the VGC should publish minimum criteria for a successful rally in future.

The points he raises are, of course, valid, but I would like to reassure all our members that rally guidelines already exist.

As early as January 1988 certain proposed guidelines were discussed, and then circulated to the International Council which meets each year at the International Rally. (These proposals were reported in VGC News No 65) They have since been amended and the resulting guidelines are shown here.

GUIDELINES FOR INTERNATIONAL RALLIES

1. Essential

Sites should have a good soaring record with favourable outlanding prospects, and be safe for most levels of experience. The site is to be inspected by an experienced member of the VGC in advance, before final approval is granted.

Airspace limitations should not impair rally flying.

Adequate toilet and shower facilities must be provided for all registered participants adjacent to the camping area.

2. Recommended Requirements

Aerotow and winch should be able to operate simultaneously. If there is no winch, a minimum of one tug to eight gliders, and with winch a minimum of one tug to twelve gliders. If only winch launching, there must be at least two good, serviceable winches. Tugs must be suitable for vintage towing speeds with experienced tug pilots.

Trailer parking and glider rigging areas should be ample in size and close to the flying area.

Camping should be in a quiet environment on the airfield, but with adequate local accomodation and restaurant facilities.

There should be access to professional weather forecasting.

There should be a focal meeting place on the airfield (marquee or clubhouse) open at all hours.

3 Desirable

A complete provisional wet weather programme should be organised for each day

On-site professional repair facilities with assistance from experienced staff.

Hangarage is desirable, if only for de-rigged gliders on open trailers.

All facilities must be available until the very end of the rally

4 Organisation

Rallies should be organised by VGC members on their home bases with enough workers to cope with the load.

Recommended personnel

(a) Doctor, Nurse or both
(b) Translators / Interpreters
(c) Met forecaster
(d) Professional aircraft engineer
(e) Publicity officer
(f) Press relations officer
(g) Flight operations director
(h) Ground operations controller
(j) Tugmaster
(k) Padre

5 Finances

Charges should be paid by those who benefit from the facilities. All pilots must be registered. Entry is by glider, but charges must include all pilots. The entry form must make this point clear.

All rally pilots should be VGC Members. Entry forms should include a VGC membership application form.

Sponsorship is encouraged, provided flying activity is not thereby compromised, and the organiser's freedom of action is safeguarded.

A minimum two year lead time is envisaged.

A pre-paid ticket launch system is to be used.

Entry papers should be posted by Christmas because of Ferry bookings.

6 VGC Financial support

The local rally organisers may take advantage of a VGC loan to cover initial deposits, hire of equipment, site preparation and so on. This loan to be repaid from operating surplus.

The VGC will guarantee the provision of essential services like showers and toilets, but the rally must be financially self-supporting.

A full account of the finances should be rendered to the VGC within six months of the end of the rally.

Rally organisers must expect to pay any remaining balances to the VGC to support the club and to provide the IRC with guarantor funds for future rallies.

The International Council or the Executive Committee may review the guidelines at any time but members views are welcome should they wish to write to VGC News.

David Shrimpton
Chairman VGC Executive Committee and International Council.

From Martin Simons

The "Penguin" Dagling on page 43 of VGC News No91 is the one I did my first ground slides in. It was dragged by the winch across the field at Camphill and we learned to use ailerons and rudder this way, although, as I mentioned in my Slingsby book, not in any coordinated fashion. It was, or had been, a Slingsby Dagling.

The Kathleen in that picture was Kathleen Bodell. I met Phil Leech again in May at the Camphill rally, for the first time in almost fifty years. I don't remember Mr Lever, but I believe Jim Lawless is still around, although not now doing any flying. Others who started with me at about the same time in 1947 were Bert Wardale, who also turned up at Camphill in May, Margaret Swale who starred in the film "Wings for Pauline", Derek Roper and several others whose names I don't recall. *(Martin's excellent book Slingsby Sailplanes is now available through VGC Sales, see the centre pages. Ed)*

THE CLASSIC GLIDER

(This proposal has been received from Hans Dijkstra and it will be discussed, together with any other proposals, before the committee puts a recommendation to the members)

1. Discussion

During the 1997 ICM at Bar sur Seine it was noticed that the average age of our members is slowly increasing and also that the total number of members is not growing. To be sure that the VGC and the now operational vintage gliders have a future, it must be made more attractive for youngsters to join the club. There is also the realistic assumption that a number of the now operational vintage gliders will outlive their present owners and unless something is done (in some cases individual it is) these vintage gliders will get lost in due time.

The definition of a vintage glider, as can be read in the ICM minutes of 1989, makes an increase of the existing vintage fleet practically impossible. The definition is not only vague, but also custsomised to the 1989 situation; up to 1945 designed/manufactured is real vintage but the club was and is not able to survive without post-war gliders. So what was done? After looking to the actual situation of that moment (1989), gliders designed up to 1945 but built up to 1951 were all named 'vintage' (as far as I can understand the definition). But what if there is for instance a T-21B built in 1959? This is designed in time but built long after 1951. Some other T-21Bs, however, are built before 1951. And what about new (after 1951) built replicas and modified gliders? The Newsletter now and then calls everything in the club vintage – not a very clear situation.

So standards have to be set in such a way that now relatively modern gliders are also called 'vintage' in the future. This then, hopefully, will attract youngsters to join our club, which is, again, important for the future of the VGC.

As far as I know, there are already two systems designed: one by the VSA and one the Munster Oldtimer Club. Both are well designed and thought about. So why not use these? Well, during the 1997 ICM it became clear (after some time) that the term 'oldtimer' is not acceptable for our British friends, but 'classic' is, and also that the current rules of the VGC only deal with the terms 'vintage' and 'historical'. Therefore, from now on, only the terms 'vintage' and 'historical' will be used.

Resuming:

- The VGC is and will be a club with flying gliders and not with static (museum) gliders.
- There are hardly any, or none, vintage gliders to be found any more and the present ones won't live for ever. Also, it is realistic to assume that a number of them will outlive their present owners. So a way must be found to ensure the existence of active vintage gliders in the future. To do so, it is very important to attract young members by allowing other gliders to become 'vintage'.
- The 1989 ICM minutes' definition of a 'vintage' glider is too vague.
- Because of the rules of the VGC, it is better to define and implement a 'historical' category glider than a 'classic' category glider because this can be done without changing these rules in an AGM.

2. Considerations

- Only active gliders with a valid certificate of airworthiness are to be considered.
- Factors to be dealt with are year of design, year of manufacture, active number, merit and, if applicable, a negative value.
- It must be possible for a historical glider to become a vintage glider in the future.
- The vintage/historical calculation system must be 'rolling'. The minimum to be classified is 35 years.
- For replicas built to the original design, the actual year of manufacturing is taken into account.
- For rebuilds, the glider must officially have its original serial number, otherwise it is regarded as a replica.
- Modifications are accepted as long as they do not change the original shape/model of the glider. The ICM may give a 'negative' value if a modification is too obvious.
- To prevent discussions about the 'make' of a glider, the design-date to be considered is the date of the original design.

3. Definitions

A vintage glider

- All gliders designed and/or manufactured > 35 years ago with a *minimum of 105* calculated points
- Only active gliders with a valid certificate of airworthiness are to be considered.

A historical glider

- All gliders designed and/or manufactured < 35 years ago with a *minimum of 70* calculated points.
- Only active gliders with a valid certificate of airworthiness are to be considered.

4. Calculating

Calculation is as follows:

- Year of original design > 50 years ago
  55 points + 1 point for each year > 50.
- Year of original design < 50 years ago 1 point/year
- Year of manufacturing > 50 years ago
  55 points + 1 point for each year > 50.
- Year of manufacturing < 50 years ago
  + 1 point/year.
- Active number of the type
  1 point each with a max. of -5.
- Merit points (+ only)
  Max. 15 points to be decided by the ICM upon request of the owner.
- Negative points (- only)
  To be decided by the ICM as a result of (a) too obvious modification(s).

  Note 1: If for example a overhaul is in progress, the applicable glider may be without a valid certificate of airworthiness for max. 3 years.

Woensdrecht, 15/09/97
Melis Blecklaan 61, 4634 VX Woensdrecht, The Netherlands.
Tel: (+) 31 164 613529. Fax: (+) 31 164 615887

Classifieds

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FOR SALE Ka-4 RHOENLERCHE. Airworthy and in excellent condition. Offers to Jochen Kruse, Ortbrook 23 B, 25436 UETERSEN, GERMANY.

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.4.00 x 3_ tyre and wheel for Olympia etc. Believed to actually be a Spitfire tailwheel. £100. Peter Warren Tel 01785 602186.(Stafford)

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FOR SALE AVIA 60P (15 Metre) Light and compact, so easy, quick rig, delightful handling and excellent performance (better than K8); super airbrakes, belly hook mod. With basic instruments and radio, all in a light-weight low-line fibreglass trailer. Parachute and baragraph also available. I am compelled to give up gliding after 40 years, so the glider needs completion of fuselage re-covering, hence low price of £950 ono. Beverley George Tel 01344 428208.

FOR SALE OR EXCHANGE 1939 Altimeter by R. Fuess, 0 – 10km, large scale 1km per 360 degree needle rotation with km and mbar sub-scales. 80mm panel cutout, in working order but not calibrated. Offers to Martin Hardy Tel 01380 870008.

FOR SALE Skylark 3 components ie 3F Fuselage which has been repaired but has storage damage, 3B Fuselage whose nose is missing from Wing L.E., 3B & 3F outer wings needing some work, three wing centre sections all requiring some work, also Skylark 2 tailplane. John would like to find someone to share the repair work to make one glider out of these parts or would sell the lot for £600. John Saunders Tel 01952 505207

FOR SALE Grunau Baby IIB – 1951 Austrian built by Oberlerchner, S/N 003. Full C of A until April 1999. Colour scheme creme and transparent covering. In prize winning condition. Open and closed canopy, original instrumentation. Closed metal trailer. Contact Peter Deege, Hilversum, Holland Tel. 003 1-3 5-6241307

FOR SALE Slingsby T31 Very good condition, C of A until August 1998. Also complete undercarriage, alloy fuel tank etc. for conversion to T31M Motor Tutor. Contact David Shrimpton Tel. 01749 841084

Front Cover Keith Green, Richard and Helen towing the Weihe at Wächtesberg. Ian Smith.

Back Cover Chris Wills's Kranich soaring over Camphill. Barry Smith.

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

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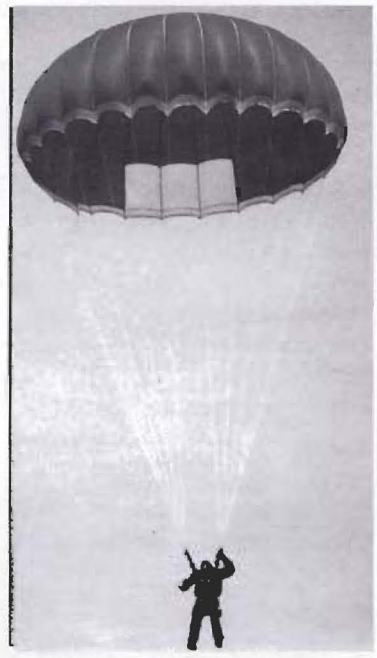
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