

VGC News

No. 93 Spring 1998

LOCATION AND DATE	CONTACT
8th Kirby Kite Rally May 2–4 Haddenham	Peter Chamberlain 01525 378901
Elliotts of Newbury Lasham May 9–10	Ray Whitaker Tel 01252 614684
Camphill Vintage Rally May 24–31	Ian Dunkley c/o Derby & Lancs G C
Blumberg, Black Forest May 30 – June 7	Heinz Neirholz Tel & Fax +7703681
British National Rally Husbands Bosworth June 6–14	Ron Davidson 01455 553362
Cambridge GC June 6–7	Keith Sleigh 0128 4827166
Whispering Wardrobes Booker June 20–21	Graham Saw 01628 776173
3rd Luigi Teichfuss Rally Pavullo Italy, June 26 – July 5.	Vincenzo Pedrielli Tel +0362 630293
Challock Kent G C June 26–28	George Costin 01732 846823
Scottish Gliding Union, Portmoak. June 27 – July 5, 60th Anniversary	Bruce Marshall 0141 6394103
Woodworm Rodeo Dunstable July 10–12	Ted Hull 0181 4499024
Balade des Planeurs Anciens Montluçon July 11–19	Jean-Michel Ginestet Tel 04 72 34 02 12
Oldies but goldies Jami Finland, July 18–26.	Risto Pykälä Tel + 358 5943000
VGC Rendez-Vous Zbraslavice, Czech Republic July 21–28	Milan Kamenik Tel/Fax +420 327 92286
26th VGC International Rally Nitra, Czech Republic July 29 – August 7	Josef Ott Tel+421 87 411523 or aeroklub.ni@usa.net
6th International Glider Week Luftsportverein Gundelfingen August 8–16	Wolfgang Schäffler Tel + 09073 2503
Slingsby Rally, Sutton Bank August 22–31	Margaret Gomershall Tel 01845 597237
Annual Dinner, Prizegiving & End of Season Rally September 26	Contact Geoff Moore Tel 01442 873258

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

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

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

Didier Fulchiron, 333 rue Louis Blanc, 38420 Le Versoud, **France**

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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 – Membership Secretary
c/o Derby & Lancs G.C. Great Hucklow, Tideswell, Nr Buxton SK17 8RQ, UK
Mike Powell – Secretary

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CHAIRMAN'S REPORT

Happy New Year to all our members!

The first Committee Meeting since the AGM was attended by Mike Powell, our new (and very competent) Secretary, and Jan Forster, who added an international (Dutch) flavour to the proceedings.

For those interested in current committee business, it is the Committee's view that by comparison with most gliding clubs, the VGC, in not operating gliders or engaging in instruction for instance, has a limited risk to members and public. Nevertheless, we do need to be aware of such issues and 'conditions of sale' of our plans and drawings will be in place at an early date.

On the question of currently non-vintage gliders being welcomed into the Club, the Committee still awaits members' views. Please write to the Editor or speak to any Committee member giving your opinion on this important subject. The Club needs more members.

I read the article by Keith Nurcombe, *VGC News No.92*, about microlight towing, with growing interest. Not personally having had the opportunity to experience this type of launching, I contacted the manufacturer of the microlight tug with a view to further demonstrations using vintage gliders. The company are certainly interested in gaining publicity for their product, so I am negotiating with them for a further demonstration to take place during the spring or summer of this year, probably at an airfield near their works in the South of England. Any members who are interested should contact me so that I can agree a date and venue with the company.

With winter passing and the days getting longer, thoughts turn to preparations for the coming season. Top of my list is the purchase of a hang glider type audio variometer which I now see used in many vintage gliders, followed by the decision of which glider to take to this year's International Meeting in Slovakia.

I receive regular letters from the organisers of both the rally and the rendezvous, telling of preparations for these events and of their anticipation of meeting us all again whilst hosting the VGC at their respective airfields. Please do not miss this opportunity to attend these fabulous meetings which will, once again, be held in exotic surroundings and wonderful weather.

Have a good season with many spectacular flights. I look forward to meeting you all far away from this very grey, cold and overcast UK.

PRESIDENT'S CORNER

The VGC was founded in 1973 on the wish of its German, Swiss and British founder members who attended our first International Rally at Husbands Bosworth. The club had as its aim to save the last of the much loved historic gliders, which were being, and had been, got rid of because of their prewar Casein and wartime Kaurite glues. That the club has attracted members from all over the world means that the British were, and are, not alone in the struggle, and we have been carried forward on a wave of international enthusiasm.

We have now lasted 25 years and we did not think, a quarter of a century ago, that we would have lasted so long. That we are still going forward with all the excitement of old means that what we are doing is worthwhile. That a new "Reiher" is to appear before us in all its glory would have seemed an impossible hope in 1973. The World should salute our members!

C.Wills wishes to thank all those who sent him Christmas and New Year Cards and regrets that he could not send cards to you all, but he enjoyed receiving yours and thought of you during Christmas. He spent the holiday period organising the basic overhaul of his vintage gliders, finishing his section of this VGC News ... as well as taking a full part in the Christmas festivities.

He wishes you all Good Restorations and Flying in 1998!

Club News

MEMBERSHIP SECRETARY'S NEWS

VGC on the Internet

The amount of information on these pages continues to grow and we hope that it will lead to an increase in membership as it becomes better known. We would be very interested in having details of any sites covering scale model gliders so that we can increase our model maker membership and also provide them with more information. The pages do not have to be in English and as we particularly want to be more international the more pages not in English the better. We also still need to add more VGC pages from other countries so if any member outside the UK, from a country that does not have a Vintage organisation would like to work with Robin Willgoss and become our 'Webmaster' for his country please let Robin know. If a country has a Vintage operation and has an Internet site we will link to it, or if there is an organisation but no Internet site we could make space on the VGC site in your own language.

We want to make the VGC Internet site the first stop for anyone seeking world-wide information on vintage gliding but can only do so with the help of our international members.

Both Robin and I can be contacted via our site; *http//www.tally.co.uk/guests/vgc* and we would be very interested to receive any comments or suggestions regarding our pages. If you have not yet seen them, have a look today. If you cannot get onto the Internet at home or the office go along to your Computer Superstore and they will be pleased to show you. *(Say Ian sent you. Ed)*

Scale Model Gliders

In the UK a large number of our members are scale modellers rather than glider pilots and we would like to encourage more of them to join. After all, some gliders can only be seen flying as models now, so we must encourage scale glider construction. I would like to have someone in each country, including the UK, who could help with recruiting modellers, so if you would like to help please contact me, either by post or e-mail on *vgc@datron.co.uk*

Glider and Ownership Database

I am still looking for someone to take on the task of producing a database of all vintage gliders and their owners so that it can be compared with the VGC records to identify potential new members. A lot of this information is already available on database, and we also have a lot of paper data that could be built in. Obviously the job could be done anywhere, but as most of our existing data refers to the UK it would be of more interest to someone living here. However, if someone would like to do a similar job in his or her own country, you know how to contact me.

1998 Membership Fees

Yes, I know that with a strong pound the increases have been greater for our overseas members, but an increase was essential if we were to continue to maintain and improve what we are now doing for you. It also helps, as the Treasurer told you in the last issue, if members could pay every January, instead of leaving it to the end of the year as happens so often now. Thank you to everyone who paid immediately they received the last issue and before receiving this one; if your address sheet was YELLOW this time you were not one of these so perhaps you could pay now.

Some overseas members may get the "Yellow" sheet although they have already paid their local representative. If you have, do not worry, your representative probably waits until he has collected most of the subscriptions before sending the details to the UK as this saves money. Those with e-mail or fax keep me up to date regularly so hopefully there will not be too many records which are not updated.

We need new members

If we are to be able to continue to produce the VGC News of the quality and size that we do now, plus offering new services to members and the cause of Vintage Gliders we need more members. Our best recruiters should be you, our existing members, so I am now asking for your help.

Questions for our gliding members: Are all your syndicate partners members of the VGC? If not, recruit them. Are there members of your club with an interest in "vintage"? If so, recruit them, they do not have to have a vintage glider to join. Do you know of any scale model aircraft club in your area? If so why not contact them.

Questions for our modelling members, who represent a large proportion of our membership: Do you share your VGC News with other members? If so recruit them, Have you visited your local gliding club with your scale models, if not why not? You may well help in attracting new members to both your club as well as the VGC,

Question for our other members, who include historical aviation enthusiasts, museum staff, librarians etc: Is there anything you can do to help? Could you display posters or other material or set up an exhibition?

We have in stock some small A4 colour posters/brochures and I could let you have a supply if you tell me how many you would want. It is a bit late for your New Year Resolution but you could make one, **"Recruit two new members in 1998 and give Ian Dunkley more work to do!"**

Christmas Wishes

Thank you to everyone who sent me a card or letter with their subscriptions, there were so many I was unable to respond to them all but please do not think I did not appreciate receiving them.

Ian Dunkley, Membership Secretary

e-mail vgc@datron.co.uk or VGC, Derby & Lancs Gliding Club, Great Hucklow, Tideswell, Buxton, SK17 8RQ UK.



The joint organisers of last year's Camphill Rally, Pat Goodlad and Ian Dunkley. Photo Peter Rivers.

FROM THE EDITOR

email A2672144@infotrade.co.uk

ERRATUM

In VGC NEWS No. 91, page 34, the left hand upper photograph caption should read "Josef Ott sitting in the replica of the Rubik's 1938 Vöcsöc at Gyöngyös recently". This aircraft was in fact built by the Hungarian Schmidt Lajos "Bacsi" at Farakashegy near Budapest in 1981 before he built the "Cimbora". The original Vöcsöcs were built in 1938 as Erno Rubik's 8th design. The original "Cimboras" were built in 1941 as Erno Rubik's 11th design. Josef Ott (Slovakia) built the Zlin 23 "Honza" in 1995. The original "Honzas" were built by Zlin in 1947 to replace the large number of SG.38s which had been left behind by the Germans.

IN VGC News No. 91, page 8, left hand upper corner, after the Minimoa article by Jochen Ewald, the editorial comment should read "(since Jochen wrote this article, we have heard that Hans Dijkstra has sold his Goevier 3 and AV.36 to a buyer in Japan)". A second "MINIMOA" (Gö-3) has NOT been sold to Japan.

IN VGC NEWS No. 92, on page 13, C.Wills thinks that the DUTCH ENTRY should be increased by one... i.e. the Ka-7 00-ZXJ (Belgian registered) flown by Jan Van der BURG and one other. We say sorry to the Dutch members who were left out. This makes the total number of glider entries 41, which is rather less than originally thought. If the British and German entries, who were on the Wächtersberg had been there, the number would have been in the upper fifties!! This would have made it a large Rally but not so large as the one at Lasham. Small numbers makes for intimacy. The 25th International Rally still was larger than the previous one at Farkashegy. The important thing is that many of us had a good time.

In VGC NEWS No. 92 on Page 44, one of the Classified Ads was, we think, given us incorrectly by the owner of the glider in question and should be:

FOR SALE: AVIALSA A.60 "FAUCONET" ("Falcon") not an AVIA 60P (15 metre) Light and compact etc. etc. The AVIALSA 60P is a French licence built from Germany "SPATZ" ("Sparrow").

The AVIA 60 was a French high performance single seater motor glider conceived by the engineers JARLAUD and CARTIER. Its development took a long time partly due to the lack of finance at AVIA. It was finished in late 1935. Only one was built by the Etablissements LOUIS. It was demonstrated for the first time in flight at Saint Cyr in 1936 by Eric NESSLER and Georges ABRIAL, and later at a meeting at Saint Germain on 17th May. It then became one of the exhibits at the Grand Palais in Paris in November of the same year. This was known as the 15th Salon de l'Aviation. Its life was very short because it caught fire in flight and Eric NESSLER had just time to crash land it on the airfield at BEYNES. It is regretted that its design philosophy was not followed. Its remains were destroyed in a hangar during the war. Its wingspan was 15.1 metres. Its range was 600 kms. There was a two seater training version of it known as the "MOUETTE", which was designed at the firm of LOUIS under the impulse of the engineer BASSOU. It possessed the same elements as the Avia 60, but was rather heavier. It had a 32 hp engine which gave it a cruising speed of 95 kph. We have no information as to whether this motorglider flew.

VGC NEWS No.92. On page 14 concerning the distance flight during the 1956 World Gliding Championships by two Turkish pilots flying a KA-2. They landed beyond the French frontier in Luxembourg (not Belgium). As the contest's directorate would not award points for flights which ended outside France, they were credited with points for a flight of 240 miles (almost 370 kms, NOT 400 kms), although their distance flown was 386 kms. This was the sensation of the championships as the longest distance by a single seater on that day was 268 miles by the Argentinian Cuadrado in a Skylark 3. It took 3 days to retrieve the Ka-2 because of red tape on the frontier. Thus, they must have missed the next two or three contest days. Both its pilots started gliding in 1937. Avni Yaykin was director of a gliding school and Ziya Argun was a parachute instructor. There were two other Turkish competitors flying an AIR 102 and a Weihe.

Warning to British Trailer owners.

In Sailplane & Gliding for Dec-Jan1998 there is a letter warning glider owners that the major breakdown insurers, including the AA and RAC, will fix or recover a broken down car but will leave a trailer on the roadside if it is longer than 25ft. Garages who are sent out by these organisations are sometimes more helpful. Be warned.

(With permission from Sailplane & Glider. Ed)

COPY DATE

The last date for articles and photos to be sent to the Editor for the next issue, which will go out in mid July is 15th May (As a reminder, VGC News is published in Mid March, July and November)

Annual Dinner & Prize Presentation

Saturday 26 September
London Gliding Club Restaurant
Dunstable, Beds.
7.30pm for 8.00pm
Full Bar facilities

4 course meal with coffee or Vegetarian
(Please state which with your reservation)
£15.00 each includes free bottle of wine
for every two tickets.
Contact Geoff Moore "Arewa", Shootersway Lane, Berkhamsted, Herts HP4 3NP. Tel 01442-873 258
We will have a Guest Speaker and a Toastmaster to celebrate 26 years of the VGC.
Please contact London Gliding Club for overnight bunkhouse accomodation.
Bring your glider for the End of Season Rally

Rally Report

THE BRITISH NATIONAL RALLY MAY 1997

Some statistics of what was said by popular acclaim to be "the best rally ever"

Number of visiting aircraft	26
Number of visitors	Over 100
Hours flown	175, excluding club flying
Launches	276
Most flying in private aircraft	16 Hours by Chris Hughes in his Prefect
Most flying by a syndicate aircraft	12 hours in K2b from Booker
Most launches	23, the Eagle from Stratford on Avon
Most hard working pilot	Nick Newton, 20 launches for 1 hour 45 minutes in the Hütter
Largest club contingent	10 from Booker

The weather was excellent for the whole period with ridge, wave and thermal days giving something for everyone. The wave day gave many pilots their first chance of wave and closing wave slots, leading in some cases to an approach under a 400 foot cloud base over Camphill- it was higher in the valley!

The competitive spirit, unknown, of course, at VGC rallies, was fostered by daily prizes based on the previous day's achievements, judged on a purely arbitrarily and vested interest basis with the threat of grounding if anyone objected. This worked well, except when the level of achievement and the judging standards conflicted with the popular view and in this case more than one prize was awarded.

Perhaps the best feature of the rally was how well everyone worked together to make the week a success and the number of clubs who made it an expedition, one who shall be nameless even bringing glass. However, Ian Dunkley was so impressed by their cheek that he took his Nimbus 2 to the VGC International Rally in France and was not chucked out.

Camphill's location in the heart of the Peak District helped a lot as it provided many outings for crew, and those pilots who had had enough flying. Walking boots were kept in good repair, cars left for visits to stately homes or shopping centres and even sun tan cream was seen in use. All this at "Damphill". Surely we have killed that foul slur on the site for all time. What was very pleasing to the organisers was the number of letters received after the event from "satisfied customers" asking us to repeat the rally for 1998, and we are pleased to do so. Make a note in your new diary to join us between **23rd and 31st May**. The Booking form was in the last VGC News.

Ian Dunkley



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

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Features

A Scud and a Gull
Reminiscences of a rebuild and a build
by Peter Philpot

The Scud

The saga began way back in the 1960's when, as a newly qualified Inspector I was getting a bit fed up with rebuilding Tutors and installing spoilers and was looking for a more interesting project.

An office colleague in the Helicopter design office at Weston super Mare, Dennis Carey, said "I have a share in a thing called a Scud in a trailer up at St Annes. It will never fly, there is too much to do to it."

A little research showed this glider to be the second Abbott Baynes Scud 3, the first also being known as the Carden Baynes Auxiliary Sailplane, having had a fold-away Villiers engine mounted in the spine of the fuselage. As only two of these gliders were in existence and, at that time, neither were airworthy its restoration seemed a very worthwhile project.

Accordingly a group was formed at Nympsfield, including Mike Garnett and several of us trailered up to Lytham to view the Scud. First inspection showed a reasonably intact fuselage, a pair of wings with various holes in the plywood, one intact half tailplane and of the other half only the metal fittings and a hockey stick leading edge lamination existed.

After a little bargaining with the then owners who included Keith Emslie, the bits were taken back to Nympsfield.

Although most of the structure was sound, the ply skinning was somewhat weathered so fairly extensive re-covering was judged prudent. A local check of the wing spar booms, webs and Casein glue showed it to be as good as when originally built 30 years earlier although the intact tailplane had, of course, to be cut up to determine spar sizes so that we could then build two.

The second Scud 3 first flew as a pure glider but provision was made for fitting an engine. This was indeed done, by Bob Swinn who flew it from Wing Aerodrome. Unfortunately, there is a blank page in the logbook for this part of the Scud's career. Bob Swinn's engine was for many years in the Science Museum in London.

When we came to examine the fuselage spine we found an unhappy collection of ash mounting beams and oil stained plywood. Another feature showing the intention to fit an engine was the mounting bracket for a wing-tip throttle, obviously of original build. The idea was to start the engine up and walk out to the take off point, supporting the wing tip, controlling the speed by engine power.

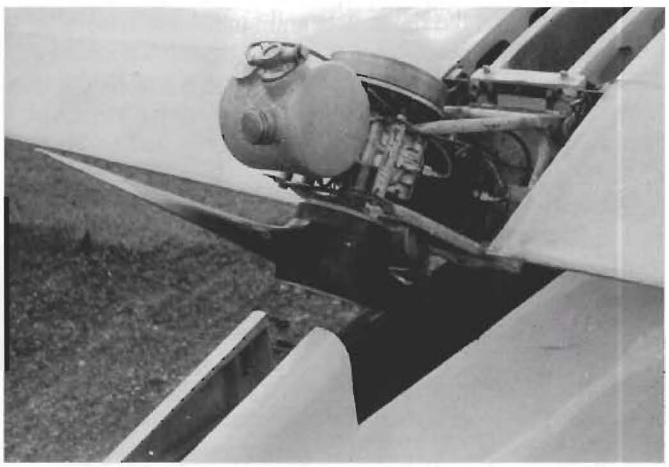
The worst structural component was the fin stern post where the Casein glue had completely failed. The plywood faces of the box could be peeled away with the glue having deteriorated to a cotton wool consistency. Fortunately, after cleaning, the spruce booms were still good so it was merely a matter of glueing new webs, using Aerolite glue with an extra coat of hardener to neutralise the alkaline Casein.

All this took several years of part-time weekend work and, with members of the group departing from Nympsfield and an increasing amount of work on club and syndicate gliders, work on the Scud ground to a halt. The saviour of the Scud was Mike Garnett moving to the outskirts of Bristol to a house with a workshop big enough to suit the Scud, which enabled work to continue, on any evening, without the interruptions of summonses to advise on the results of the latest heavy landing by a club glider.

Finally by 1976 the restoration was complete and the Scud was flown again, by Mike Garnett after a gap of over 20 years since its previous flight.

For its time the Scud was a very advanced design, one commendable feature being that ailerons and elevators connected up automatically as the wings and tailplanes were assembled to the fuselage. I found it an excellent low speed floating glider and even though I was flying too fast the Scud out soared all other gliders on the Nympsfield ridge. On landing I was chastened by Mike for flying too fast. How did he know? "The other gliders weren't going away fast enough"

The only problem with the Scud was landing. Initially it had just a plain wing with no spoilers or airbrakes so an approach that was a few knots too fast meant using most of the length of Nympsfield *(1100 m Ed)* before coming to rest. This problem was eased considerably after Mike had fitted spoilers.



The innovative engine installation on the Beynes Scud 3 of 1935 when it was known as the Carden Baynes Auxiliary.

The Gull

As work on the Scud approached its end Mike Garnett conceived the idea of building a vintage glider from scratch. Enquiries to Slingsbys revealed that Gull drawings still existed and copies could be purchased for £7.50 on condition that only one was to be built.

Though these projects are said to start by chopping down a tree, in this case the start was a baulk of spruce so heavy that two of us were only just able to lift it. At this stage my role in the manufacture of the Gull was as a very interested sub-contractor making fuselage frames and details of the fin.

All this came to an end in 1976 when Concorde design work at Filton was finishing and I responded to a call for Stress engineers to move to Warton to work on the ADV Tornado. This of course meant leaving Nympsfield and making the acquaintance of the Blackpool and Fylde Gliding Club, where I was made very welcome and given the job of mending a bent Swallow.

The next event in the Gull saga was the untimely death of Mike Garnett, following a heart attack. After my move Mike Garnett had sole ownership of the Scud and following his

death it was inherited by his younger son Martin, but in recent years he could not spare the time to operate it so very recently it has been taken over by Laurie Woodage *(Photo in the last issue Ed)*

Continuing Mike's work on the Gull seemed another very worthwhile project. I found that, in a remarkably short time, he had made an almost complete kit of parts plus a complete tailplane, rudder and elevator and also laminated the main spar booms round the kink in the wing.

I was fortunate enough to arouse the interest of two other inspectors at the BFGC in the job, Dave Masterson and Reg Wooller. Having got permission to use the loft above the club room to build the Gull, once its present occupant, a T21 having its nose put back on, was out of the way, we relieved Mike's widow Betty of a workshop full of bits.

It was never the intention to build an exact copy of the 1939 Gull 3 and using Slingsby drawings, a belly hook and a wheel were built into the fuselage. Mike had already fitted a trim tab to the completed tail plane and elevator. As the local ridge is infested with hang gliders we were pleased to receive a canopy bubble amongst the kit of parts, giving a much clearer view than the flat panels and arched assembly shown on the drawings. When offered up to our skeleton nose fuselage, we realised that the canopy, although cut to drawing length, was too short and the pilot would have a view like a blinkered horse, so a second, uncut bubble had to be purchased.

As an aside, at this time Mike Beech was restoring the original Gull 3 and in the interests of historical accuracy wanted to change from a bubble to a fenestrated canopy. In response to his appeal for information and pictures I sent him a print of the Slingsby drawing of the canopy. "Thanks very much but it won't fit".

As the building progressed more such features came to light and it became obvious that the drawings never had any errors corrected. For example, the elevator cable fouled a spruce intercostal in the fin spar. Reference to drawings showed this problem to be expected. Our modification to clear the problem exactly matched the local structure in Tony Smallwood's pre-war built Gull 1. Another example was the wing drag spar. Drawings showed the spars straight tapered between Ribs 1 and 6 and they had been made accurately to the right depth, at the ends, by Mike Garnett. Unfortunately Rib 1 was extra deep, as part of the wing root fairing so, in fact, the spars should have been wasp waisted and were some 10 mm too deep at Rib 2 and had to be re-made.

We also built in a couple of strengthening modifications to features that my stressman's instinct was unhappy with.

The wheel box installation merely cut a hole in the bottom of the fuselage, with no load path for fuselage bending loads to follow, so the wheel mounting beams were properly connected to the fuselage bottom keel member. The belly hook installation on fuselage Frame 4 showed the hook loads being taken by steel tubes *forward* to Frame 3. This seemed to us to be going the wrong way so we built in an extra keel between Frames 4 and 5 to get the loads into the skin. The actual attachment of hook to keel was via 4 tension fittings originally intended for a Canberra bomber fuselage joint but now obsolete. By late 1992 the project was complete, thanks to a resolution made at the start that on every visit to the club regardless of whatever else was going on, something would be done to the Gull.

The distinctive colour scheme was inspired by an aircraft seen by Dave Masterson at an Oshkosh rally. As he was going to do the spraying using his own spray gun, the other two of us were happy to let him get on with it.



Peter Philpot in the Slingsby Gull 3 which he built with the help of members of the Bristol and Blackpool Clubs

Finally a day arrived with a clear sky and a gentle breeze straight down the track so there could be no excuses for not flying the Gull.

The first impression was that it leapt into the air as soon as the "All out" signal was given and then it climbed smoothly to a couple of hundred feet when, unexpectedly, the Gull started yawing from side to side as if in a 'too fast' signal. At five hundred feet this was getting uncomfortably vigorous, despite my pushes on the rudder pedals. Goodness knows what the airspeed was as the ASI read zero most of the time because of the yaw and the winch driver would have throttled right back in response to my unintentional signals.

Having dumped the cable and pushed the stick forwards I started a right hand circuit. In response to normal control movements the Gull rolled gently to the right- and yawed to the left! Applying more aileron caused the yaw to correct itself suddenly and the Gull completed a 180 degree turn while I only wanted 90 degrees. This meant I had to try a left turn, to get back on to the intended circuit. The Gull then rolled happily to the left and yawed to the right!

A most untidy circuit was completed, fortunately finishing up in the middle of the airfield. For most of the time the ASI read zero but it did blip up to 40 knots in the brief moments when I was flying in the direction I was pointing.

What had gone wrong? Cables were connected and positive control checks done but sitting quietly in the cockpit back in the hangar we realised that the design of the rudder pedals could induce slack cables. As designed, the Gull pedals were pivoted about a third of the way up from the heel cups, with the rudder cables picking up at the top of the pedals. This meant that the rudder was actuated by a very awkward 'ankling' movement of one's feet.

If when flying, ones feet on the pedals naturally took up a more heel forward, toes back angle for the pedals than you had on the ground, up to 2 inches of slack could occur in each cable-and presumably did on my first circuit, leading to an almost free flapping rudder!

Back to the workshop for a modification to hinge the pedals at the bottom.

Spring 1993 brought the Gull out again, now with no steering problems. It has proved itself an excellent floating glider and goes up in the weakest of lift, as it has demonstrated at VGC rallies. The handling is appropriate to a pre-war design and the pilot has to fly it continuously, much more than, say, a K8. In smooth air it will float along happily at 30 knots but 35-40 knots gives better handling in turbulence.

The main problem now, apart from the uncomfortable seat, is landing. The spoilers are merely something to talk about so the normal approach is in a sideslip.

The saga of the two gliders was rounded off last year when my two builder colleagues sold out, Dave Masterson because of the 50 or so PFA light aircraft he has under his wing and Reg Wooller because of the demands of BAe, the Instructor's rota and his unfulfilled ambition to do 500 km in our syndicate Nimbus (my other glider) leaving neither of them with time to devote to the Gull. The new partner? Keith Emslie, who started the whole thing off by selling me the Scud!

Peter Philpot

Features

Dr Küttner's high altitude flights

(continued from the last issue)

After the war Küttner was involved in the Sierra Wave Research Project, funded by the US Government, making many high altitude flights from Bishop in California. The aircraft used included the prototype Schweizer 2-25 two-seater sailplane that had competed in the World Championships at Camphill in 1954. (It had been returned to the USA for repairs after colliding with a fence at the end of a cross-country flight from Camphill. Paul Schweizer has described it as a 1-23 scaled up by a third to take two pilots) This aircraft, Dr Küttner said, had a better performance than the later Schweizer 2-32, but had never gone into production. It proved very strong and suitable for the scientific work but the pilots found it difficult to operate the rudder pedals. Another sailplane used was the Pratt-Read, a wartime military training glider with two seats side-by-side in a wide pod and boom type fuselage.

An unexpected difficulty with the all-metal 2-25 was differential contraction of the aluminium spars and skins, and the steel control cables. Many of the flights lasted several hours at high altitude so the entire structure was soaked in bitterly cold air. The fuselage contracted more than the rudder cables so these became very slack and the rudder became ineffective. The wing skins took on the air temperature quickly but the spars took much longer to chill through. As the sailplane descended into warmer air, the skins quickly expanded again while the spars were still cold, so the entire wing skin developed wrinkles and these remained until a considerable time after the landing. Frost formed on the wing where the spars were.

One day when the research programme had been running for some months and many very high soaring flights had been made, Küttner in the 2-25 ran into extremely severe turbulence. The airspeed rose very rapidly and he pulled back hard on the stick until the excess speed fell off again. This happened several times and the air was generally so rough that he used his radio to warn Larry Edgar, who was flying the Pratt-Read in the same wave to look out for extreme turbulence, worse than he had ever experienced before. Edgar did fly into the same kind of air and with very little warning the sailplane broke up around him under extreme negative "g" loads. He found himself in the air with his feet still strapped to the rudder pedals and the remains of the fuselage nose around the legs, but no glider behind him. In his struggles to get free he lost his boots and then descended by parachute. His landing was very rough because of the strong wind, which dragged him some distance along the ground and he was almost blind because the negative "g" had caused hemorrhages in his eyes. Fortunately, he recovered completely after some time. Instruments in his specially equipped Pratt-Read showed that the wing had broken at a "g" load of minus 12.5

As the research programme reached its end Dr Küttner used the 2-25 to make some outstanding cross-country flights, flying from the Bishop wave in a generally south easterly direction, moving fron one wave system to another.

The results of the wave project were communicated to the airlines who were beginning to experience clear air turbulence at high altitudes where, until this time, they had expected to find perfectly smooth air.

Joachim Küttner is now 90 years old.

Further notes: Dr Küttner did not tell us the date of his wave flight at Grunau but according to Doc Slater's very brief account of it, which appears in the little book "The Art of Soaring Flight" it was on September 14th 1937 and the height reached was 22310ft (ca 6800m) This was certainly higher than the existing recognised world record at that time and was not surpassed until Erwin Ziller's 6838m climb in a Kranich, also from Grunau on 21 November 1938. *(Erwin was Jörg's father Ed)*

Since he was launched by aerotow, Küttner's actual gain of height may have been less than Dittmar's 4350m in 1934 in South America, but I think this unlikely. I cannot imagine an aerotow in those days going above 8000ft.

There was a 5760m gain, also from Grunau, by Paul Steinig on 22 May 1937, but Steinig's record was disallowed because he was flying a motorised Grunau Baby!

What is a little puzzling is that while Steinig's disallowed record was officially listed, with an appropriate asterisk and footnote, Küttner's was not mentioned at all! Possibly because of Joachim's classification by the SS as Jewish, his flight was deliberately overlooked when the lists were drawn up. (He would not be regarded as Jewish by Jewish people)

Flying dual with Bob Symons in the 2-25, he set an official two seat record of 11675m (38305ft) during the wave flying project in California.

His distance flight from Bishop to Williams, on 19-3-52 was recognised as a German national record. A map of this flight is shown on page???

On 14-4-55 Joachim Küttner, flying from Bishop, made an absolute altitude world record, solo in the Schweizer 2-25, reaching a height of 13015m (42702ft). This too was disallowed under the rule prevailing at that time, that a world record must exceed the previous best figure by 5%, but it was accepted as the German national record. The previous best was Bill Ivan's 12823m.

Dr Küttner received the Lilienthal award of the FAI in 1955.

Martin Simons



Schweizer SGS 2-25 at Camphill in 1954. Photo from Martin Simons.

Features

An Aerial Kibitzer

A Record of Early Gliding in the N.E. of England by Jim Robson

I can not boast of anything marvellous. It took me 35 years to progress from a "C" to two legs of a "Silver C" (the Duration and Height qualifications). But it was fun while it lasted. I have just completed my memoirs entitled "Reminiscences of an Aerial "Kibitzer" or the 7 Ages of an Aerophile... from 1913 – ...?

Mostly concerned with the war years i.e. teaching Poles to fly, Ops, on Photo Recce 1944-45; illustrated with bomb damage pictures, personal photographs and many asterisked anecdotes and ditties. But all this has very little to do with gliding, except occasions like soaring a Magister, throttle closed up to 5,000 ft over the Lake District. The engine stopped as it cooled down, but it gave me a practical demonstration of starting the engine in flight. A vertical dive to rotate the prop to the probable consternation of the pupil in the back seat!

I first must apologise for printing this account in capitals but, at the age of 83, my handwriting is atrocious. I have'nt got a word processor and my two grandsons have pinched my typewriter. However, I thought that I should record early gliding efforts at Sunderland in the 1930s.

In 1937, when I returned to Sunderland to teach, I was told that a few enthusiasts were building a primary Glider in a large room above Sutton's Garage. I knew one of them, Johnny Maw. So I went to join them. Apart from Donald Hartness and George Renwick, who were "C" pilots, flying from Sutton Bank, the remainder were a little ignorant of procedures. We completed the Primary and Johnny, a wholesale fruit merchant, got the use of a flat field at Lizard's Farm, Whitburn.

George Renwick, a colliery manager, got materials and labour and we built a "hangar" on the field. We installed in it our Primary. Then, and only then, did we apply to the B.G.A. for a Certificate of Airworthiness. The B.G.A. sent an inspector to view our handiwork. His comment was, "Well, you have a good strong Primary here, but I can't grant it a Permit to Fly, because all home-built gliders must be inspected four times during construction, and your's has not been examined". There was consternation in the Ranks. However, on the following Sunday, Johnny, Ronald and myself, drove down to Sutton Bank to see what could be done. Billy Sharp was the Chief Executive of the Y.G.C. He said that if we could get 12 of our members to join the Y.G.C. (Yorkshire Gliding Club), he would send us a "DAGLING" and we could operate as the "Sunderland Branch of the Y.G.C.

Lumsden-Taylor, an ex-R.F.C. pilot and laundry owner, gave us an old laundry van to tow the glider on the field. So, all we needed was a winch. Johny, as a prominent businessman, went to the motor vehicle department of Binns, and asked if they had any second hand, high powered cars for sale. Don't forget that this was February 1937. They offered their two year old 35 hp Buick Saloon, their demonstration model, for £25. Johnny said that he would give them a fiver, and they accepted. Later, when the Scottish Gliding Union was opening up at Bishops Hill, we sold them the car for £25!! The differential was locked (with molten lead), a cable drum was bolted to the offside rear wheel, and we were in business.

The usual method of instruction followed. Firstly, Balancing the Primary facing in to wind,and secondly, Ground Slides. Thirdly, Hops, getting progressively higher... and including gentle "S Turns". Then, finally getting our "A certificates" (30 seconds) and "B Certificates", which needed 60 second flights, including 90 degree "S Turns"! I see from my Log Book, that in March 1938, I had four ground Slides and 3 10 second "hops" at Sutton Bank. During the following week, at Whitburn, I was introduced to bungee launches, which continued for a month, before I qualified for winch "hops", Then, on August 23rd, I started circuiting the field in the Nacelled Dagling.

The circuits were of about 1 minute 25 secs! Quite often, early circuits ran out of height and resulted in landing in adjacent fields, or on the Whitburn Golf Course. This necessitated much "lifting"!

We gained one or two more members, including our first lady member, Winnie Peart, a P.E. teacher in the Girls' department of the school in which I was teaching. She was our only casualty as she stalled on approach, hit the ground nose down, with sufficient force to break the straps and bend the joy-stick, as she pitched forward. She was in hospital for a few months, but had her reward, when she married another of our members, George Ard, a stockbroker.We could not manage to get "C Certificates" at the "Lizards". So, when we were deemed to be competent, we went down to Sutton Bank for "Ridge Soaring". On July 30th, 1939, after a trip along the ridge with Wordsworth, in a Falcon 3, to point out turning places, I flew my "C" (No.995) in the Hols der Teufel. We were allowed about a quarter of an hour before being waved in, so that the next in the queue could make his attempt. Bobby Charman, (the wholesale fruit merchant from South Shields) on completing his last "beat", incautiously allowed his Port wing to get out of the hill lift, and spun in among the rocks and the heather on the other side of the Stone Dyke. Harry Holdsworth was not pleased with the wreckage, as he had to do all the repairs.

Then, at the Outbreak of war, the police arrived at the Lizards and banned all flying.

However, in 1938, we had formed Number 111 Squadron of the Air Defence Corps. Hartness was appointed C.O. and four or five of us went in as officer instructors. So, we stored our gliders in the Territorial Army Drill Hall and devoted our time to teaching the cadets Theory of Flight, Meteorology, Navigation, Signalling, Engineering, Airmanship and, on Sundays, taking the boys to Usworth, the home of 607 Sqn. Aux. Air Force, where they learned the rudiments of Airframe Fitting and the intricacies of the Vickers K-Gas operated Machine Gun.

In 1940, I managed to get in to the RAF and got a job as a pilot. Because of my age and gliding experience, I found the flying part a "doddle", although after about 8 hours of being cursed by an instructor, he got out of the Tiger (Moth), fastened the seat belts, came round and said "Well, you've never made a good landing, but you've never made a bad one, ...go on ... get off and kill yourself!!!" (the reason I had never done a perfect "three pointer" was that, being glider trained, as the nose came up in the round-up, I thought of stalling, eased the stick forward and did quite reasonable wheelers!) I think that I had flown about 19 hours solo before I did a perfect "three-pointer" and this even included a slow roll, by theory, for a visiting C.F.S. (Central Flying School) instructor who came to examine the standard of instruction given at Desford. I regret to say that the end of the roll was some 1,500 ft lower than the start of it!! The result was that three of us ex- teachers, and all getting on in years, were posted to Scone for an instructors' course. But, that is another story. However, in 1942, when the government impressed the A.D.C.C. into what became the Air Training Corps, there seemed to be a hint of glider training. I was teaching Poles to fly at No. 15 E.F.T.S. Carlisle and, when I went home on leave, I found Donald, Johnny, Freddy, George etc. operating a Grunau Baby from what is now the Durham Co. Agricultural Show Ground at Lambton Castle. So I got some flying in the Grunau Baby. Then, in 1943, at Lambton Park, I got initiated into the Gull 1, and that was the only time I have ever broken anything. The approach was over the trees into the field. The gliding angle plus the "float" caused me to realize that I was going to hit the stone wall at the end of the field. So, I was forced to "put it on to the ground", lower my starboard wing into the grass and ground looped it, which whipped the skid off. (That was the only damage.) We also had a Tutor in operation. Johnnie was now C.O. (Commanding officer) of No. 31 G.S. (Gliding School) with a Falcon 3 two seater, lots of Kadets, and occasionally the instructor's perks, in the form of the old Hols der Teufel, and the King Kite for a while (1945). In 1944, Donald asked me to help him train embryo gliding instructors for the A.T.C. at Woolsington. Circuits from a flat field do not give much time for instruction. So Donald "borrowed" a" Queen Mary" trailer from 14 M.U., drove it up to Glasgow, and impressed into the RAF, a civilian Moth Minor and drove back to Woolsington, where the maintenance people assembled the Minor. Its civilian registration was G-AFPU. It was duly camouflaged (RAF) and rejoiced in the service No. of BK832. As Donald was not a power pilot, I spent some of my leave giving the future gliding instructors an hour or so of steep turns, side slipping and approaches. The Hols der Teufel and the Moth Minor feature in later episodes. I ended up in the RAF flying Spitfire X1s and X1Xs doing Photo Recce (reconnaissance).

On being de-mobbed in 1946, I returned to my old school, walking in to a geography lesson and saying "We left off at page 117, Turn to page 118!". I became C.O. and C.F.I. (Chief Flying Instructor) of No. 31 Gliding School. I had a Falcon 3 for dual instruction (No.VD 202) and several Kadets and the Hols der Teufel on my charge. I managed 92 instructional flights on the Falcon 111, before it was replaced in January 1950 by a T.21b "Sedbergh", in which I logged 150+ flights.

Some later records, not logged, were lost, including one memorable flight with Bill Tweedy (as well as instructing at No. 31, he was a leading light in the reformed Newcastle Gliding Club). I was asked to do a gliding demonstration at Acklington in the Empire Air Day Display. I chose Bill to go with me and Group Captain Paul flew up from 64 group with an Auster to tow the Sedbergh (T.21b). Neither Bill nor I had ever had an aerotow before. But we knew the ritual and position of the glider relative to the tow-plane. We bucketed off up to 2,000 ft and soon got the hang of it. BUT, there was a very strong West wind blowing and, passing Blyth, on the way to Acklington, we found ourselves crabbing along about a mile out to sea on the end of a thin nylon rope. At Acklington, we turned into wind and flew into the aerodrome. We dropped the cable, did a couple of circuits, landed and then looked at each other and said "B... this for a lark". Later, we did a demostration aero-tow and then a gliding circuit. However, by 7.00 pm, the wind had dropped, the sun was shining and we had a most enjoyable tow back to Usworth.

I received Notice that "all non standard gliders were to be reduced to produce" i.e. broken up!!! At that precise time the news came to me from Bill Tweedy of the re-awakening of the Newcastle Club and they were asking whether I could help them to start up again. "Easy" I said, "you give me £25 for the boys' Welfare Fund, and you can have the Hols (der Teufel)". But from Group came the question "What did I mean by selling A.M. (Air Ministry) Property, without putting it up for tender?" I said that £25 in the Cadets' Fund was preferable to a heap of broken plywood, wire and fabric. I heard no more. Then, there was the case of that Moth Minor BK 832. One weekend, an Erk (an RAF man of low rank) arrived with a Queen Mary trailer. What was the problem? "Well sir, I've got an aeroplane here". We went to investigate, and there was that lovely little BK 832, dismantled. To the airman's relief, I said "OK I'll sign for it". We unloaded, took the pieces in to the hangar and assembled it. The starboard petrol tank was missing. So we blanked off the feed. The tailwheel was also missing but the fork was still in place. So we took a solid rubber Kadet shock absorber... it had a hole through its middle, bolted it into the fork, poured fuel into the port wing tank...and we were in business. I put young Mick Henney in the back seat (there were no parachutes to sit on, so we only just managed to see out.). We taxied on to the runway. Its controls seemed to be fine, so we did a cautious circuit. It was a delightful aeroplane to fly. I took cadets, friends and instructors on joyrides, never venturing far from the field as the (spark) plug leads seemed loath to stay in place. In fact, I had



Jim Robson after undershooting into a corn field at Saltzgitter in 1947

several "dead stick" (engine stopped) landings back on to the aerodrome during the fortnight I had it with me. Unfortunately 14 M.U. had some equipment filling one of the hangars. Hence, they had a fire crew living in the old airmans' quarters and they telephoned 64 Group and asked if they had to be attending with the fire engine whilst we were flying this aircraft? An apoplectic roar came through the telephone. "What aircraft? Usworth is designated as unfit for aircraft. It is a gliding field only." So, during the following week, Paul arrived with another Queen Mary and took the Moth Minor away. But, for quite a time, I was chivied about my illegal aeroplane. Usworth did become operational again when an RAFVR (RAF Voluntier Reserve) Unit arrived. I joined (of course) and had some fun with Tigers and Chipmunks. Then, in 1953, the Reserve School closed and Group moved 31 GS from Usworth to Guston. As I had become a proud father, I considered it to be not fair if every weekend, I would be 30 odd miles away. I turned over the school to my ADJ.Mark Scott, and tendered my resignation. (I must, like Julie Andrews, have done something good, as a week or so later, they gave me the Cadet Force's Medal. It comes somewhere after the RNLI awards, I think!) So, I was out of flying for some 20 years.

But, when I married my second wife (a childhood sweetheart), she said that she wanted to fly an aeroplane, as she had only previously flown as a passenger to Jersey, the Middle East, Hong Kong and Australia. I refrained from saying that we were rather long in the tooth to deal with modern aircraft, but how about gliding. No, she said that she must have a propellor. At the time, my cousin Stuart Morrison, whom I had taught to fly, was gliding at Lasham. You may have met him. He was something of an extravert, lived for aviation and dabbled in the installation of "Black Boxes" all over the world. He was a fairly competent pilot. For example, he was allowed to handle the Lockheed Spy Plane, the "Blackbird", when he was in the States. He demonstrated that Roumanian motorglider at Farnborough one year and, I believe that he had a Silver C, a Gold C and an odd Diamond qualification. So, at Christmas 1974, Bunty and I went to visit him at Alton. There was snow cover and no flying at Lasham, but we had a look around, and there was the Falke, complete with hooded canopy and side by side seating. To Bunty's delight, it had a dear little 4 ft Prop ahead of its VW engine. She sat in it and loved it. So I booked a fortnight's course in Summer at Lasham. But, before that, at Easter, we were visiting some friends near Thirsk and, on our way home, we detoured via Sutton Bank and there, on the tarmac, was a Falke. I knew that they gave passenger flights. So, we went in, had a trip each in the Falke, and I craftily suggested that she should have a flight in the Blanik to see what it is like. We each had rides in the Blanik and it evidently impressed her by its lack of engine noise, because she wanted another. We were just going to have a third flight when the Secretary dashed across waving papers, saying that it was illegal and that we could only have one flight. So we made it legal by joining the YGC. I was rejoining, but it was something more than the three Guineas I paid in 1937!

We duly went down to Lasham. I, not having flown for 20 years, took the Intermediate course. Bunty was ab-initio. So, in spite of her age, 59, she was pushing Ka 13s down the field with five young people in their 20s! It is a little like riding a bike. You don't forget.

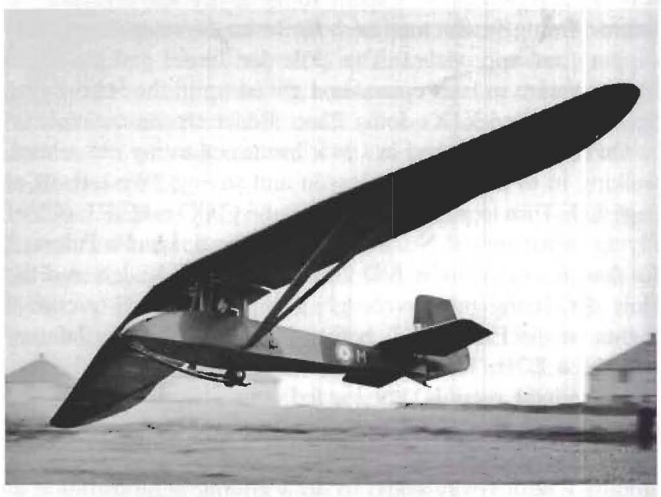
After four trips with Dick de Chalis to acquaint myself with the area and to do spins, an aerotow, and an auto-launch, I was bunged off in a Ka-13 for the rest of the course. Bunty progressed well, and if she had been a pupil at No.31 GS, I think I would have sent her solo but, because of her age and inexperience, I think that they were a little cautious. She was disappointed. So I booked her in for next summer. Meanwhile, she had odd flights in the Blanik and the Falke at Sutton Bank. Next year, 1975, we entered the clubhouse at Lasham. Dick de Chalis was talking to course pupils at the far end of the room. He looked up and then exclaimed in a loud voice "Good God, it's the geriatric ward again!" However, the oldtimers showed their worth. Bunty went solo and got her "A" and "B" (she was 60 years old.) and I managed a 5 hour flight with three climbs to 7,000 ft (all from the same corn field at the north end of Lasham) and in a London Club's Ka-8. Their staff gave me some sticky tape to cover a slit in its fabric!

We continued gliding at Sutton Bank until 1984, when arthritis decided that we could no longer climb into the aircraft. So now, I make models. (that Minimoa in the Bar of Sutton Bank is one of mine).

Apropos of a busman's holiday I had in 1947 at Salzgitter, RAF Germany, I met Adolf Niemeier, Instructor and Ground Engineer and production test Pilot for the ME 163 rocketplane and, talking of Stuart Morrison, he had a prang at Usworth in 1946. We dashed across to find him still sitting in the seat, holding the stick. He was completely unharmed – not even a scratch. It speaks wonders for the safety of spruce, plywood, fabric and dope and a lower speed.

P.S. On the 17th November 1943, at No.15 E.F.T.S., I gave a certain AC1. D. Piggot his 7/8 Test. (We were grading pupils at that time.)

On the 10th February, 1952, a F/L D. Piggot came to Usworth, 31.G.S. to check on categorization of instructors. He was then C.F.I. ATC Gliding Instructor operating from Detling. We took a Sedbergh to the take off point on the end of a 3,000 ft runway. There was a very strong blustery West wind. We were winched off and found ourselves at 1,000 ft about half way up the runway. We cast off the cable and made an erratic descent and landed before we reached the end of the runway. We looked at each other while help was arriving, and said "Let's put it away"



A Falcon 3 2-seater in the hands of the Air Training Corps during the war. Photo by permission of The Aeroplane.

I managed to get the following types airborne:

Dagling.
Nacelled Dagling
Hols der Teufel.
Grunau Baby 1 & 2.
Kadet
Gull 1
Gull 2
Tutor.
King Kite.
SG.38.
Kranich 2.
Falcon 1.
Sedbergh TX 1 (T.21b)
Blanik.
Ka-2
Ka-7.
Ka-8.
Ka-13.
Pirat.
Pilatus B.4.
ASK 21.
Tiger moth.
Magister.
Moth Minor.
Master 2.
Hurricane 1c and 2c.
Harvard.
Spitfire 1V,V,X, X1,XV1, X1X,
Falke.
Chipmunk T.10.

Not too bad for an aerial Kibitzer!

Jim Robinson



Stuart Morrison in front cockpit of the Short Nimbus during the 1957 British National Contest at Lasham. The glider had been allowed to become derelict and had been reconstructed just in time for the comp. With permission of the RAF Museum, Hendon.

Features

THE HUNT SAILPLANE:

by Harold Holdsworth,
Ground Engineer of the Yorkshire Gliding Club.
1934-1939

Part 5 of his reminiscences

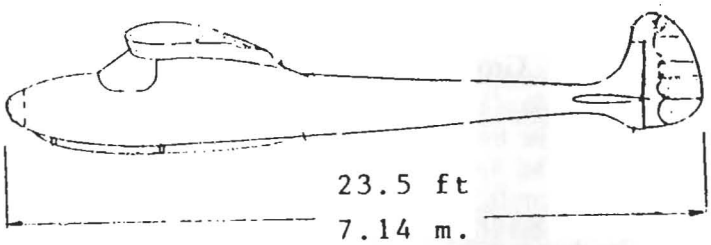
The history of the Hunt sailplane is very sad. It was started in Thirsk in about 1933 by a Mr Fred Hunt and an unknown helper, during the time of the big depression when work was extremely scarce. Mr Hunt was not a glider pilot or a member of any gliding club. Had he been an active pilot, it is doubtful whether the project would ever have been started. However, he was a skilled joiner and had the use of an adequate two storey workshop with circular saw, lathe, drill etc, powered by a small gas engine. I assume the workshop belonged to the family. He took for his guide the book: "Sailplanes, their Design and Construction, to Piloting" by Latimer Needham. At the time it was designed, the Hunt was a most ambitious project.

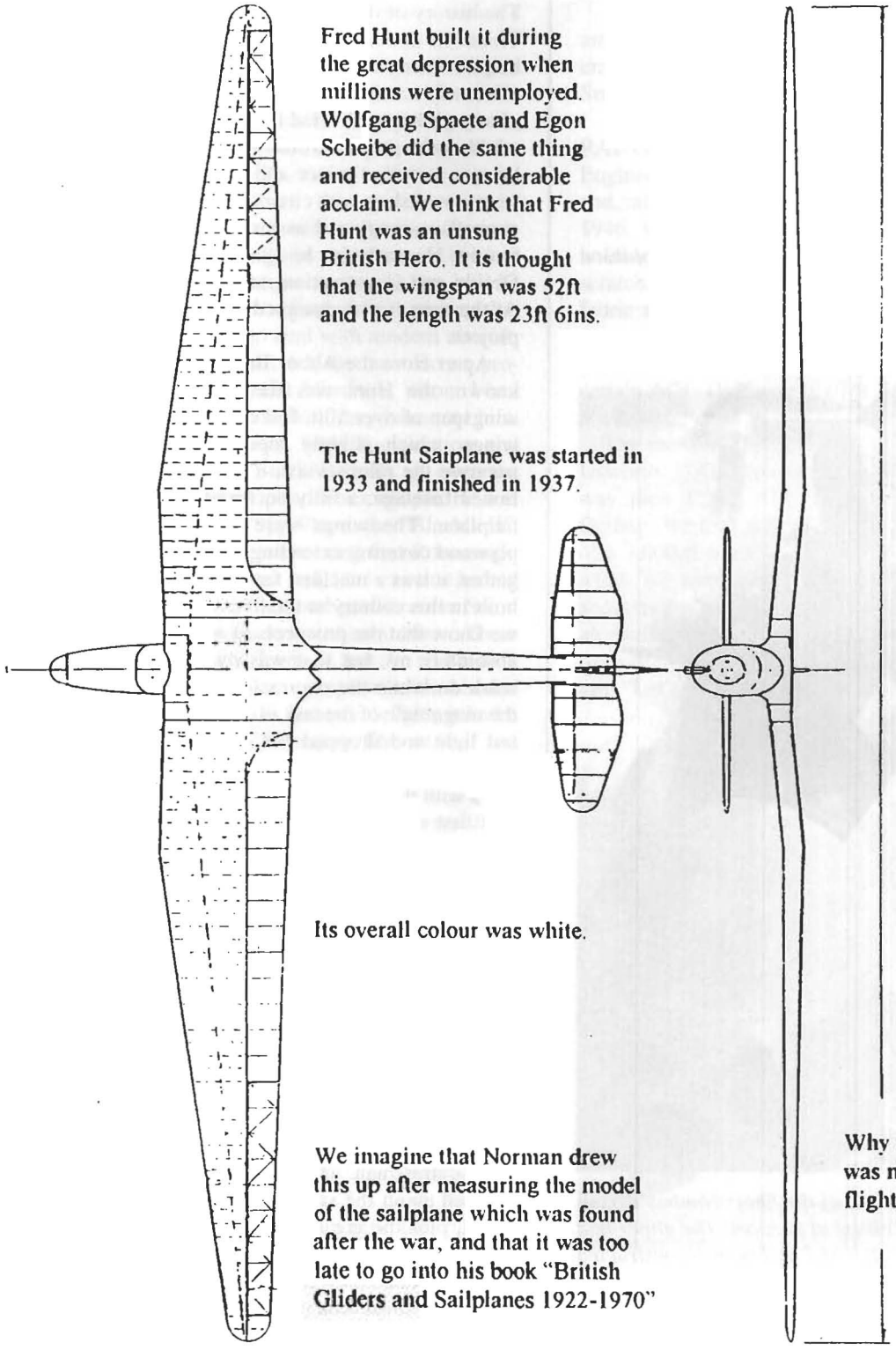
Apart from the Abbot Baynes "Alert", which was hardly known, the Hunt was the first British design to have a wingspan of over 50ft, full cantilever, tapered, slightly gulled wings, which slightly tapered in towards the cockpit to improve the pilot's view, a full monocoque, oval cross sectioned fuselage, a fully enclosed cockpit, and an all-moving tailplane. The wings were of two spar construction with plywood covering extending as far back as the rear spar. Altogether, it was a machine far in advance of any other sailplane built in this country at the time. With the benefit of hindsight, we know that the prospects of selling the Hunt for cash were absolutely nil, but that was the basic idea, ie something to work on while the depression lasted. Whether Fred realized the magnitude of the task is doubtful. His partner soon saw the red light and dropped out, leaving Fred to carry on alone, although he must have had someone on call, to give him a hand with the larger components.

I first saw Fred in about 1934 or early 1935, soon after I had settled in at Sutton Bank, when the wing spars and ribs had been built. I pointed out the magnitude of the job for one person and the very limited market for the sailplane, but Fred was very confident. The fittings were made by Abbott Baynes and were a really fine job. They cost one hundred pounds! I taught Fred how to splice control cables and to mount and dope fabric. Eventually, after the BGA Inspection, the machine was finished, less instruments. I mentioned the necessity of installing at least an A.S.I. Fred made a very wry face. I think that he had spent all his money. Considering that he had never previously worked on aircraft, he had made an extremely good job of it. The design had been checked by the BGA's stressman, who had pronounced it to be O.K. but I was worried about the small size of its ailerons and their limited travel, plus the great weight of the all-moving tailplane with its heavy fittings, which suggested tail heaviness. Again, with the benefit of hindsight, it was obvious that the "Hunt" was going to be faster than anything built previously, with the pos-

The Hunt Sailplane

This beautiful 3-view drawing was found among others drawn by Norman Ellison in the VGC's Slingsby Archives at Lasham





Fred Hunt built it during the great depression when millions were unemployed. Wolfgang Spaete and Egon Scheibe did the same thing and received considerable acclaim. We think that Fred Hunt was an unsung British Hero. It is thought that the wingspan was 52ft and the length was 23ft 6ins.

The Hunt Saiplane was started in 1933 and finished in 1937.

Its overall colour was white.

We imagine that Norman drew this up after measuring the model of the sailplane which was found after the war, and that it was too late to go into his book "British Gliders and Sailplanes 1922-1970"

Why its loaded CC of G was not checked before flight is incredible

sible exception of the H.1 (Harold Holdsworth's first sailplane), and, like a modern machine, it was going to have more penetration than any other sailplane built before it. Because of these characteristics, it should have been tested on a day with a good strong steady wind. Here, the drawbacks of working alone were made obvious. Fred either paid, or persuaded, some local men to come to Sutton Bank with him, after loading it on a lorry, which was not very convenient. It was not like having its own trailer. When it eventually arrived on a Saturday in 1937, I got a shock. The club's officials refused to let me have anything to do with it in any way whatsoever and certainly not to fly it. At the time I found their attitude hard to understand, but I later came round to their point of view. After all, I was their paid Ground Engineer and even a simple mishap like a broken ankle, would have meant that they would have been without my services for a long time and I was not easy to replace.

Eventually, Rex Stedman flew it and the result was a fiasco. Whether the "Hunt" sailplane was tail heavy, or Rex did a piece of careless flying, will never be known. I strongly suspect both these things. I have no idea who was on the winch. Certainly, it was not me, for I stopped work for a few minutes to watch. The wind was South West, but barely enough to move the windsock. Then the Hunt moved off, gathered speed and lurched in to the air nose-up, dropped the cable and flopped down again, doing slight damage to the tail bumper and base of the rudder. It was not much damage but enough to stop it flying. In my opinion, Rex had treated the "Hunt" like his own two- seater. He had flown nothing else for some time and had got in to the habit of hauling off in to a steep climb at the earliest possible moment. That was all right for the two-seater (it could be flown at 25 mph (40kph)) but I think that the Hunt should have had 40 mph at least. To pull up steeply in a brand new machine was asking for trouble. Later, Rex nearly caused an aerotowing accident, with his habit of pulling up steeply. In spite of being warned not to, he pulled up a Kite 1 on his first tow by an Avro Cadet and nearly broke the aeroplane's propellor by lifting up its tailplane. Mac Murdo promptly released the cable at his end, or a broken prop. would have been the minimum damage.

The effect of this mishap on Fred Hunt was shocking and out of all proportion to the damage. He never said a word to me, but his helpers derigged his machine, took it away, and just dumped it in his workshop and quite literally, I never saw him again. I heard from local people about the dumping and that he got a job as a joiner at Dishforth aerodrome which was then being built. But this is not the end of the story.

Fred had a friend, a Mr Richard Sharphouse, who joined the Y.G.C. in 1938. He was an enthusiastic model builder and had a junior post on the Thirsk council, (something to do with the Sanitary Department). After I had moved to Hungerford, we still kept in touch with an occasional letter. He was then in the Army attached to the field hygiene section, and had acquired a couple of stripes. Naturally, we had to be very careful about what we wrote, which was just as well. Suddenly, his letters ceased and I imagined the worst. Then, after two years, my letters were returned from the War Office with a statement that they could not be delivered. Time went by and the war ended and then, in 1946, out of the blue, came a letter from a Thirsk builder. Fred Hunt had been killed in North Africa and Dick Sharphouse had been captured at Singapore but had survived to tell him his story.

The builder had Fred's workshop and his sailplane, which was in the way, taking up space ... was it any good? Fred's family was quite indifferent as to what became of it. I replied that it probably wasn't any good as the design was nearly fourteen years old. It still had to prove itself and it might have suffered extensive glue-failure and, last of all, it had to be sold against the Olympias, which were about to be laid down at Elliotts of Newbury.

Another 25 years went by. Then Norman Ellison published his book "British Gliders and Sailplanes 1922-1970". In it, he asked for information on the "Hunt". I wrote to him telling all I knew about it.

In reply, he told me that he had just inspected a Luton Minor built by Mr Richard Sharphouse, who had taken 10 years to build it. On mentioning the "Hunt", Richard poked about under his bench and produced a flying model of it. By sizing it up, a fair approximation of what it looked like had been arrived at. Probably the model flew, but it would not have had the heavy double elevator fittings, which the full size machine had. These were much heavier than those of the Professor and Scud 2. In 1980, by an extraordinary coincidence, I managed to get in touch with Richard Sharphouse again, who told me about the final end of the "Hunt". Apparently, after lying unattended all through the war, it was sold to the owner of the garage in Sutton Village. The new owner was not a pilot, or he would not have bought it, however cheap it was. It would appear that he rigged the "Hunt" in the field behind the garage, taking a long time to do it. Then, he left the machine in the field unattended all night, not picketed down in any way. During the night, a storm blew up and cartwheeled the "Hunt" over the ground in to a strong hedge. There was nothing left worth repairing ... not even the expensive fittings.

C.Wills adds. Fred Hunt seems to have been a real hero. Some of us have felt what it is like to be alone against odds. Fred Hunt seems to have been working against a few more odds than even that. At least, the BGA passed out the machine as strong enough but it appears that no-one ever checked its C of G. In the case of the 1936/7 King Kite, shortly before its first flight, it was found that its tailplane shuddered, indicating that its fuselage was not torsionally stiff enough. Without hesitation, it was resolved to increase the thickness of the plywood round the rear fuselage, not taking in to account the moving of its C of G further aft. Because of unsatisfactory spinning characteristics, several rudders were built, each with more and more area, and this moved the C of G further and further aft. It is possible that its designer, Peter Shaw, did know about this and was very worried.

This information about the King Kite came to us from the late Thoby Fisher, who occasionally worked for Slingsbys at that time.

We are publishing a three view drawing of the "Hunt" sailplane, as drawn up by Norman Ellison, using, we believe, the flying model described above as reference.

Features

Classification of Younger Gliders

From Graham Ferrier

At the briefings at Bar sur Seine the possibility of enlarging the membership of the VGC by allowing younger gliders to be admitted was brought up by our overseas members and the subject was further aired in our Annual General Meeting in September. At both meetings our Chairman, David Shrimpton asked members to write to VGC News with their views.

For many years the definition of a vintage glider was one which was designed before 1951.

Among the objectives of the VGC are "the preservation, restoration and flying of vintage and historic gliders." We have not been too strict in applying the 1951 rule to anyone bringing a later glider to our rallies, even allowing glass fibre ones occasionally in the spirit of assuming that we all want to enjoy our flying in the company of like minded people.

We have had two well reasoned pieces offering mathematical formulae for calculating the eligibility of gliders of any age. Hans Dijksta's paper was printed in the last issue and Jan Forster's follows below. (As they are both Dutch is this significant?) Jan's discussion included six examples worked out for actual gliders so I have applied Hans's rules to the same gliders assuming the full marks for merit.

If younger gliders were accepted it would have the effect of enlarging the membership base of the Club and also the owners would possibly be younger and so, in due course they could take responsibility for running our affairs. But Ka6 and Skylark owners, say, might want to fly more competitively and would require tasks to be set at our rallies which would change the style completely; would change of this nature be welcomed? Or are there sufficient members who own or have shares in other more modern gliders as well as their vintage ones and so would like to keep our rallies as they are, because vintage gliders give a different sort of flying?

Mike Sansom and Graham Saw have both written interesting letters on this subject with other suggestions for ways of defining our gliders; see the Letters page.

Conclusion. It is up to the members whether we change our attitude to younger gliders in the club, but it is my personal opinion that whatever we do we need to keep the rules simple without arguing over points which are purely arbitrary anyway.

Classifying Vintage Gliders

by Jan Forster

1 Year of design
3 points per year

2 First test flight
1 point per year

3 Strong resemblance to another (basic) type
1 point for every year between the year of design of the basic type and the glider in question

4 Life time of the glider
2 points per year

5 Rarity
100 points if a single airworthy example
80 points if 2 to 5 airworthy examples
60 points if 6 to 10 airworthy examples
40 points if 11 to 25 airworthy examples
20 points if 26 to 50 airworthy examples
10 points if 51 to 100 airworthy examples
0 points if 101 or more airworthy examples

6 Different mark and/or factory from the basic type
10 points if 1 single airworthy example
8 points if 2 to 5 airworthy examples
0 points if 6 or more airworthy examples

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Resulting Classification

Class	Points	Classification
1	0-100	Modern glider
2	101-200	Ordinary glider
3	201-250	Obsolete glider
4	251-300	Old timer
5	301-400	Classic glider
6	401 or more	Vintage glider

Points in columns 1 to 6 are items to score
a= total score
b=classifying score

Examples

	Sagitta PH-403	Ka6 PH-851	Ka4 PH-247	Gö-3 PH-848	Gö-4 PH-206	Kranich 11 PH-103	T31b FDQ	Baby11 PH-801
1	114(1959)	126(1955)	129(1954)	186(1935)	129(1938)	123(1935)	135(1950)	195(1932)
2	37 (1960)	41 (1956)	43 (1954)	60 (1937)	59 (1954)	63(1956)	47(1952)	60(1937)
3	0	0	0	0	0	0	12(1983)	0
4	58 (1968)	79 (1956)	82(1956)	120(1937)	86 (1954)	86(1954)	90(1952)	92(1951)
5	80 (2-5)	0 (>100)	0 (>100)	60 (6-10)	80(2-5)	80(2-5)	20(26-50)	10(51-100)
6	0	0	0	10	10	10	0	10
a	289	246	254	456	334	352	304	367
b	4	3	4	6	5	5	5	5
ie	Old timer	Obsolete	Old timer	Vintage	Classic	Classic	Classic	Classic

Using Hans Dijksta's rules:-

Sagitta	Ka6	Ka4	Gö-3	Gö-4	Kranich	T31b	Baby11
Historic	Historic	Historic	Vintage	Historic	Vintage	Historic	Vintage

So there is not much commonality between these two methods

Definitions for Jan Forster's Proposal

1 Year of design means the year of designing the glider in question with no glider given a basic correction.

2 First flight means the first flight of the protoype of the glider in question. It must have the same characteristics as the original design.

3 Strong resemblance means a predecessor to the current type of glider in question. For example, the Prefect bears a strong resemblance (is a look alike) to the Grunau Baby and the T31 is a look alike to the T8 Tutor.

The Prefect was designed in 1950
The Baby was designed in 1932
18 points

4 The actual age of the aircraft is to be taken from the year of manufacture given in the C.of A. When a restoration is carried out using different components taken from other gliders, then the age is decided by the age of the fuselage, but if the fuselage is built out of different pieces then the largest piece will decide the age of the glider.

5 By rarity we would stress that a unique glider would have more value than one of 200.

For example, it makes no difference if it is Baby 1,2 etc or if it is built by Fokker, Bauling etc. It is of no importance as there are sufficient Babys, and therefore no points.

6 Para 5 refers to the basic type, in Para 6 there is the possibility to differentiate between the different marks or manufacturers. If there should be only three Baby 3s or only one Bauling Baby then these would merit points.

The Technical Committee must approve that all work is carried out by a reputable company or individual.

Official papers are issued stating the construction numbers etc.

When in doubt the owner of the aircraft should contact the above with proof of ownership.

JAN FORSTER 12-9-97

International Rallies

DURING 1998

The 3rd INTERNATIONAL RALLY LUIGI TEICHFUSS AT PAVULLO, is dedicated to the Italian glider designer and builder Luigi Teichfuss, who lived and worked on his gliders at Pavullo, the airfield of which became the first Italian Gliding School in 1927. In 1998, the Rally is to be held from June 26th to July 5th. Unfortunately, these dates do not seem to be convenient for some of our Swiss friends. Therefore, in order to maintain good relations with them and in appreciation of the contribution they have made to the success of the previous meetings, the Club Aereo Pavullo would like to extend the invitation to come to Pavullo also for the week following July 5th. This will allow late-comers the possibility of enjoying the very friendly atmosphere and hospitality of the Pavullo members. (The lime tree that was planted during the 2nd meeting is reported to be growing healthily)

Contact is: Vincenzo Pedrielli, 7 via Tintoretto, 20030 DESIO (MI), Italy. Tel: 0362-630293.

RENDEZ VOUS 1998 International Rally.
This is to be held on the Airfield of Zbraslavice from 20th to 27th July. It has been decided by the Czech and Slovak Vintage Glider Clubs that the main effort should be concentrated at this one Site. i.e. the RENDEZ VOUS 98 RALLY will be held at ZBRASLAVICE, ***and HRONOV will NOT now be an alternative site***. This information was received from Jozef OTT from Slovakia with the agreement of the Czech members.

Please inform Milan Kamenik if you wish to be there with or without a glider. Address: Milan Kamenik, Chairman. AEROKLUB ZBRASLAVICE, 285 21 Zabraslavice, okr. Kutna Hora, Czech Republic, Tel and fax: (+420 327) 92288. (Information received from Jozef Ott on the 12th December 1997.)

The 26th INTERNATIONAL VGC RALLY
This to be held on the airfield of NITRA from 29th July to 7th August 1998.

The 26th International VGC Rally will serve also as the National Rally for the Slovak and the Czech Republic's Vintage Glider Clubs, because their members will be the main organizers of the event.

The town of Nitra will be celebrating 750 years of Royal Privileges this year

Nitra has about 90,000 inhabitants and is situated 85km NE of the capital Bratislava; at present it is an industral, agricultural, commercial, cultural and university center.

The airfield is 5km S of Nitra at the village of Velké Janikovce. The airfield is a holder of the International Airport Statute on the basis of its position, establishment and the services offered. Info Nitra is on 123.40 Mhz

Sufficient camping area will be provided, equipped with hot and cold water supplies and electricity throughout, with the whole camping area fenced and secure. It will be possible to place about 50 gliders in the hangar, part of which will be set aside for briefings. In addition, there are permanent meteo facilities and professional mechanics on site. The organisers are arranging many events of a non-gliding nature, such as visits to cultural exhibitions, castles and sporting events. and even wine tasting in the vaults under the Zobor Hill.

At the conclusion of the Rally, on the 8th August, a large Air Show will be organized by the NITRA AEROCLUB, to which you are all cordially invited.

"Finally, please except our assurance that we are doing our best to prepare the 26th International Rally thoroughly, so that everyone, including the families, will have a pleasant time in the company of friendly people in beautiful surroundings and that you will enjoy flying above the Zobor Mountain at Nitra." Jozef OTT. Please send your entry in to Jozef Ott if you wish to be there, with or without, a glider, as soon as possible.

His address is: Jozef Ott, Panska Dolina 2, 949 01 NITRA, Slovakia. Tel: 421 87 411523. The address of the Aeroklub is: Aeroklub Nitra, Letisko Janikovce, 949 07 Nitra, Slovakia. Tel/fax is: +421/87/348 05.



The Spyr 5 of the Roth brothers landing at Bar sur Seine during last year's rally. Photo Ian Dunkley.

As it is a long way to the Czech Republic, some of us might like to pause at Neustadt an der Weinstrasse at the **Flugplatz Lillienthal**, where we have members. Gerhard Rapp is there with the Grunau baby 2b, D-9297, and they were with us at Bar sur Seine. The Airfield Lachen Speyerdorf is 10 miles West of Mannheim. It has a large Camping Area and other facilities such as showers, and a small club restaurant.

It is situated on a flat plain not far from the Rhine, but it is well within sight of the Weinstrasse hills, on the sides of which are grown the best wine grapes in Germany. Those wishing to go there are welcome to stay for one day or longer. It is almost exactly on our Autobahn route to the Czech Republic. Those interested in going there should contact: Gerhard Rapp, Landauerstrasse 15-17, D-67434 Neustadt, Germany. Fax.-06321-81664. Gerhard Rapp himself wishes to take his GB-2b to Nitra.

We have heard from Heinz Nierholz that he is going to arrange a relaxed meeting in **Blumberg** from 30th May to the 7th June.Those who come will be warmly welcomed. Blumberg is 15km North of Schaffhausen and the Rhine Falls of Switzerland and is on the edge of the Black Forest. The site has a fine camping ground and also some dormitary accomodation. Both winch launches and aerotows will be available. Blumberg hosted an excellent Rendez-vous before the Amlikon meeting in 1985. Those wishing to visit are asked to contact Heinz Nierholz, Im Tännle 7, 798848 Bonndorf/ Schwarzwald. Germany. Tel & Fax +7703681

Balade des Planeurs Anciens 1998 is being organised by Jean-Michel Ginestet and will start from Montluçon, then via Moulins and Roanne to Paray le Monial, all assuming the weather is suitable for cross-country flying in vintage gliders! The 11th to the 19th of July has been set aside for this vintage cross-country, to which international participation is invited. Jean-Michel's address is: 182 Les Deux Saules, 69210 Fleurieux-sur-L'Arbresle, France. Tel +04 72 34 02 12

Don't forget the Rally in Finland, **Oldies but Goldies**, from 18th to 26th July which is being organised, as usual, by Risto Pykälä, Ristkarinkatu 4 A 13, 15170 Lahti, Finland. Tel 358 40 5943000 or rpykala@edu.lahi.fi

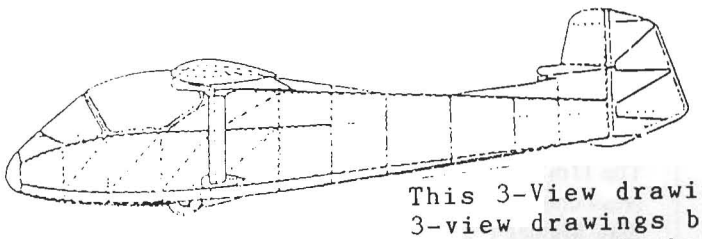
The **Gundelfingen Airsports Club** will be holding the 6th International Glider Week from 8 to 16 August with a gliding camp on the airfield from the first of August. All pilots who have old gliders will be warmly welcomed.

The contact address is: LSV-Gundelfingen e.V., Wolfgang Schäffler, Westpreussenstrasse11. 89423 Gundelfingen/ Donau.Tel/Fax + 09073-2503

And looking ahead to the year 2000 it has been agreed that the **28th International Rally** will be held at the London Gliding Club, Dunstable. That year is also the 70th anniversary of the LGC. There will also be an International Rally at Harris Hill in the USA.



The wonderful Minimoa flying along the German North sea coast near the island of Sylt during the Aventoft rally last year. Photo by Peter Selinger.



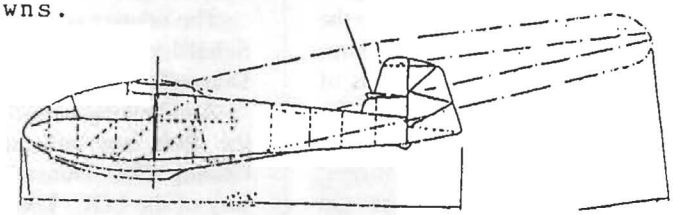
WOULD THIS HAVE BEEN THE

CAMEL Mk. 2 ?

This 3-View drawing was found among very beautiful 3-view drawings by Norman Ellison in the VGC archives at Lasham..Information for it probably arrived too late to be included in Norman's book "British Gliders & Sailplanes 1922-1970"

"A cantilever version,with revised fuselage having an "Olympia" type canopy.Project only,in 1951."

"Camel 1" (below). Only one was built.It flew first at Ratcliffe (Leicester) in 1939. It crashed at Dunstable on 19.8.51 after a collision with an EoN Olympia" over the Downs.



The derig system for the "Camel 1",which was similar to that of Ernö Rubik's 1944 "Futar".

Derig system for the "Camel 2" was similar to that of conventional sailplanes.

Two different "Camel 2" fuselages were seen at Dunstable.

SPROULE-IVANOFF CAMEL

A single-seat small sailplane, designed by J. S. Sproule and A. Ivanoff in 1938, and built by Scott Light Aircraft Ltd., at Dunstable. Conventional wooden construction. Designed to have the wings fold about the rear spar.
Wing span: 11·38 m., 37′ 4″. *Length:* 5·23 m., 17′ 2″.
Wing area: 10·21 sq.m., 110 sq.ft. *Aspect ratio:* 12·7.
Wing sections: Gottingen 535 at root, Gottingen 389 at wing tips. Braced wing, with no flaps, or airbrakes.

British Rallies

THE 8th NATIONAL KIRBY KITE RALLY will take place as usual at Haddenham/Thame Airfield on the weekend of the 2nd, 3rd and 4th May 1998 and this year will celebrate the 60th Anniversary of the airfield, which was where the troop carrying Glider Pilots Regiment was founded using KIRBY KITE 1s in 1941. As usual, it will be run by the Upward Bound Trust, which gives glider training to youngsters at minimum cost. All vintage glider owners are cordially invited. There will only be winch launches which, as usual, will be free with a donation to the fund instead. This has been a favourite annual event for VGC members, who also bring other gliders besides Kite 1s.They have had the chance to meet survivors of the heroic wartime Glider Pilots Regiment. Until last year, the weather had always been fine for the weekend but last year was an exception (the first one) but perhaps the weather will be fine again for the weekend in 1998. Contact is: Peter Chamberlain, 32 Fyne Drive, Linslade, Leighton Buzzard, Beds LU7 7YQ. Tel: 0525-378901.

ELLIOTTS OF NEWBURY RALLY SATURDAY MAY 9th – SUNDAY MAY 10th at LASHAM.

This is open especially to gliders built by EoN, but other vintage gliders will also be accepted. Contact is: Ray Whittaker, 8 Hamilton Road, Church Crookham, Fleet, Herts GU13 0AS. Tel: 01252-614684.

The KENT GLIDING CLUB is arranging a rally of vintage gliders and cars together with microlights and hot-air balloons over the weekend of 26 to 28th June. Camping and caravanning is available on site as is excellent catering and evening entertainment. Details of all gliders entered will be included in a programme to be sold in aid of the Kent Air Ambulance Fund. Contact Julie Garside, 29 Quested Way, Harrietsham, Maidstone, ME17 1JJ Tel 01622 85810 or George Costin Tel 01732 846823 Kent Gliding Club, Squids Gate, Challock, Ashford, TN25 4DR

The BRITISH NATIONAL RALLY will be held at the Soaring Centre, Husbands Bosworth, the home of the Coventry Gliding Club from 6–14 June. As a change from last year's National at Camphill this one is on a large flat site but we hope it will be just as successful. It is being organised by Ron Davidson, Tel 01455 553362

SCOTTISH GLIDING UNION The 60th Anniversary of the amalgamation of the Fifeshire Gliding Club and the Scottish Gliding Union to form the Scottish Gliding Union Ltd falls on the 15th July 1998 and the 60th Anniversary of Andrew Thorburn's first soaring flight on Bishop Hill will be on 5th June. To mark these two events a week-long celebration is going to be held from Saturday 27th June to Sunday 5th July. On the 27th there will be a welcoming barbeque which is free to VGC Members, then on the 28th it will be an open day for the public and the Press but with some flying. Anyone bringing a vintage glider will be given a special T-shirt, and there are bottles of champagne to any vintage glider arriving by air, for the longest flight from Portmoak or the greatest gain of height if no cross-countries are made and a third bottle for the longest flight by any age of glider which terminates at Portmoak during the week.

The SGU is officially inaugurating the "Walking on Air" project to provide gliding facilities for the disabled, and in particular, young people who have become paraplegics. A new K21 with full hand controls is on order with the aid of a Lottery grant and the clubhouse is to be modified to give disabled access and toilets.

The Slingsby Week will be held as usual at the **Yorkshire GC, Sutton Bank**, but this year it will be during the week *before* the Bank Holiday, ie **22 to 31 August**, in the hope of attracting better weather. There will be a buffet supper sometime during the week and Barry Smith, who has taken on the task of organising it, is also searching out past Slingsby employees to come up and see their work fly. Contact Margaret Gomershall at the club to book accomodation in the clubhouse Tel 01845 597237 or Barry for further details on 01439 771056.

THE END OF SEASON RALLY, VGC ANNUAL DINNER and PRIZE GIVING at the London Gliding Club, Dunstable, Saturday 26th September 1998. Contact is: Geoff Moore, "Arewa", Shootersway Lane, Berkhamstead, Herts, HP4 3NP. Tel: 01442-873258.(home). Please could VGC members submit information concerning their possible Prize Winning Flights in their vintage gliders, or their possible Prize Winning Restorations of Vintage Gliders to: C.WILLS, "Wings", The Street, Ewelme, Oxon OX10 6HQ. Tel: 01491-839245 BY THE END OF AUGUST 1998!!! They then may be judged by committee.

See the Inside Front Cover for dates of other rallies including Cambridge, Booker, & Dunstable,



International News

AUSTRALIAN NEWS from Vintage Times No.75 – December 1997.

Plans were well ahead for the National Rally in January 1998 and Kevin Sedgman and Fred Foord have generated enthusiasm among the Adelaide Soaring Club's members at GAWLER.

Kevin has confirmed that Martin Simons, author of three books on vintage/factory sailplanes and one of the four founder members, with Kevin Sedgman, Leo Boin and Cleve Gandy, of the VGA (Vintage Glider Association of Australia) will be the Guest Speaker at the 21st Anniversary Dinner (of the VGA) on Saturday 10th January 1998. Catering was ordered for the whole week with A.S.C. members assisting.

RESTORATION NEWS. On Saturday, September 27th 1997, Alan Patching carried out the test flight of the "GOLDEN EAGLE" after a two year restoration. The date was also significant as the 60th anniversary of the first flight of the glider in 1937. The "GOLDEN EAGLE" is Australia's oldest airworthy glider. On hand were: Geoff Richardson its designer and builder, and Jim Fullarton, both of whom played a full role in its restoration. Alan declared that all was well, having put the "Eagle" through all its paces during a 40 minute flight. Congratulations go to the team which carried out the work!!!

1978 – THE FOUNDING YEAR. August 1998 marks the 21st Anniversary of the founding of the Vintage Glider Club of Australia.

In 1977 a meeting was held at Martin Simons's home in Adelaide with Martin, Kevin Sedgman, Leo Boin and Cleve Gandy. It was proposed to form an organization aimed at "Fostering Vintage Glider restoration, flying and preservation". The Proposed name was the Vintage Glider Association of South Australia. A Rally for interested people was proposed to be held in October at Blanchtown, South Australia.

An inaugral meeting was held at Blanchtown during the first rally. The State title was dropped from the name to make the new Association a National Organization. The three classes of aircraft to be ratified were: 1/. Vintage aircraft in original or restored condition, 2/. Replicas. and 3/. Veteran. It was agreed that vintage gliders would be those designed before 1950, while others designed after 1950 would be classified as Veteran. Kevin Sedgman was elected its foundation President.

The Rally attracted 13 vintage and veteran sailplanes. Personalities included the four founders of the VGA, Harold Bradley, Jock Barratt, Norm Hyde, Ken Davies, Geoff Richardson, Alan Patching, Ray and Alan Ash and Alan Delaine, a veritable who's who of Australian Gliding... and there were many new converts.

BELGIUM

Johan Kiekans has written to tell us that "last weekend we assembled the Belgian Spalinger, OO-ZIW, for the first time after 35 years, We learned from the different details that it is almost certainly a S-15K (Kunstflug). The wings are restorable, the tail has a fracture, the skid is rotten, the struts highly corroded requiring replacement and the underside of the fuselage needs to be reconstructed. The covering of the wings was almost intact so it was well preserved. The owner, Iwein van Calenberg, a VGC member since 1996, visited our last VGC Rally in Bar-sur-Seine with his wife. They were so impressed by the beauty of the restored gliders that they decided to get it restored and fly it again. I will coordinate the restoration. As we were already doing some research about the Spalinger, our sincere thanks go to all our Swiss friends for all the copies of original drawings, especially to Willi Schwarzenbach for his help. We are still looking for photos, if possible in colour, to find the original pre-war paint scheme and we are trying to reconstruct the history in all details. We also need to modify the glider for winch launching. The photo was taken on December 21 at the airfield of Grimbergen, near Brussels where it was housed for the last year. Now it is moving to my workshop at home in Aalst". *(Johan did not guess how long this restoration would take but we wish him well. Johan also sent a very interesting article about a little-known Canadian Sailplane, but that will be published in the next issue. Ed)*



The Belgian owned Spalinger S15 K which is being restored by Johan Kiekans. Photo Johan Kiekans.

BRITISH NEWS

We are glad to report that the 15 metre span Ka-2, EI-131, which was badly broken on Binevenagh's slope, during our 1995 National Rally at Bellarena, the home site of the Ulster Gliding Club, is being repaired at two locations in England. The fuselage, with the owner Tony Mason at: 73 Spalding Road, Pinchbeck, Spalding PE 11 3UE and the wing, with: Richard Kilham, Cradge Farm, Langtoft Fenn, Market Deeping, Lincs. Tel: 01733-768448. Richard must be congratulated as he is now a Senior BGA Inspector. The aircraft might fly next July. Both fuselage and wings are jigged up ready for repair.

The damaged GOEVIER 3, BGA 1783, which was the second Goevier owned by Ken Crack, is now somewhere in mid Scotland on a not very weatherproof trailer. It is believed that a Mr Baxter of Inverness is the owner but also a Hungarian, John Haarki, could be involved with it.

Cliff Jeffery, of the "Woodborough Hotel", 2 Belle View Avenue, Doncaster, South Yorkshire DN4 5DX, Tel: 01302-361381, might be a contact. BGA 1783 was formerly D-0001, and later D-8761, and Ken Crack brought it to England in 1972. Mike Garnett initially took on its repair, and made good progress. After his untimely death, it was sold to Mr Baxter of Inverness in a still broken condition. Ken bought it from the

Gliding Club at Freiburg im Breisgau, where it had been used for wing profile testing by a Group headed by Dr Ernst Frowein,who was a member of the Segelflugforschungsinstitut Freiburg. The Goevier is now feared to be in bad condition. David Brown of the Blackpool & Fylde Club, whose telephone number is: 01772-865135, has seen the Goevier and could probably give a report on its condition.

The Group at Wycombe Air Park is still working on the former Empire Test Pilots School's Slingsby "SKY". It now is in very good condition with its repairs almost finished. Fabric covering should happen in the near future.

Mike Birch is working at his Twickenham home, re-covering the Eon OLYMPIA BGA 603, owned by Derek Staff.

There is good progress to report on the original 1931 "WILLOW WREN", which may well be airworthy by the middle of next year. This is BGA 162, (i.e.the 62nd glider registered by the BGA since formal registration started in August 1930). BGA 162 obtained its BGA C of A during September 1934. It should be the oldest airworthy British sailplane. It will be a momento of Bill Manuel, who designed and built it. It was the first "Wren" to receive a C of A from the BGA. Peter Underwood is working on its wings and Mike Beach is working on its fuselage.

The BEST NEWS of the Christmas Period is that EARLE DUFFIN, who had been thought to be very ill, is recovering and has been discharged from doctors' care for the next year. He is an Englishman living in mid-Wales and has seemingly been saved by doctors in Cardiff.

He built a Hütter H.28-3 in three years and is again with us and hopes to visit some of our rallies during 1998. Our prayers have been answered.

Don Knight of 104 Aylesbury Rd, Wendover, Bucks, HP22 6LX and John Habour have recently bought the FALCON 1 replica, BGA 3166, from Mike Beach and have also taken over the remains of the PILCHER HAWK from the Science Museum. The intention is to restore the Hawk to flying condition in time to do a hop in 1999 to commemerate the centenary of Pilcher's death.

Contrary to what was reported in the last VGC News, the 1943 Swedish-built JS Weihe, BGA 1297, has not gone to the Essen Gliding Club. There was confusion between the words Essen and Essex! BGA 1297 is still in its trailer at the Essex GC awaiting sale. So there are still five Weihes in England, with a 6th, BGA 448, awaiting restoration. One of the owners of BGA 1297 is Peter Malloy who is now living at: Hideaway Cottage, Bodenham, Salisbury, Wilts, SP5 4EU. Tel 01722-329081.



Camel 2 fuselage seen at the London Gliding Club sometime after the war. It had a Vampire/Venom canopy!

CZECH NEWS

CZECH AND POLISH PRODUCTION AFTER 1945.

We are happy to report that a HUTTER H.17a has been recently finished, and we suppose that it is being flown. As this is a recently built 1934 sailplane, it must be the oldest designed glider flying in the Czech Republic. C.Wills sent its building plans to the Czech Republic five years ago and he imagines that it could have been built from these plans. The plans came from Ernst Zanders in Holland. Ernst had used them to build Bim Molineux's H.17 a, BGA 2847, which is currently in the hands of David Shrimpton at RNAS Yeovilton. Among other old gliders restored at Brno are: Krajanek, Lunak, Sohaj, Kmotr, Demant, Orlik 2 etc. We thought that our readers might like to know how many of these were originally built... and when; and then, to compare the Czech production with Polish production after 1945. Postwar Czech Glider production started in 1946 to replace the very large number of sailplanes left behind by the Germans in May 1945. The German sailplanes had all been designed during the 1930s and were therefore relatively slow flying sailplanes compared with the high performance sailplanes about to be designed in Czechoslovakia. The new Czech machines were to be faster, smaller and more manoeverable than the pre 1940 designed German sailplanes. This was to enable pilots more easily to attempt navigational exercises, against head and cross winds and to return to their starting points afterwards. The point of the new sailplanes was to 1/. discover whether a pilot had flying aptitude. 2/. to give navigation and aerobatic training. 3/. to prepare the best of them for the national team. 4/. to produce a wealth of pilots suited to train as military pilots, Airline pilots and agricultural pilots. The Movement was entirely subsidized by the Communist Government, which had the power to stop a pilot's training should he become unsuitable and this also meant that there was no gliding available for old pilots, who were not suitable as gliding instructors or were no longer of use to the State. It was certain that no-one could manage financially to fly gliders should the State not wish to pay for them. Unfortunately, we still have been unable to obtain types and numbers of German Sailplanes used by the Czech Gliding movement after May 1945.



LG30 Kmotr at Sumperk during the Czech Vintage Club Rally in 1997. This glider was inspired by the Goevier but was not a copy.

The following were the new Czech gliders:

	Type	Military No.	When built	Number built	Name	Where built.
1/.	Z-23, 123.	VT-2	1946-48	211	Honza	Ot
2/.	Z-24	VT 24	1946-47	301	"Krajanek"	Ot.
3/.	Z-25	VT 25	1947-49	101	"Sohaj 1"	Ot.
4/.	Z-125	VT 125	1949-51	277	"Sohaj 2"	Ot 151,Ch 126.
5/.	Z-425	VT 425	1955	142	"Sohaj 3"	Kul.Ch 141.
6/.	Z-124	VT 124	1951	84	"Galanka"	Ot 4, Ku 80.
7/.	Z-30,130.	VT 130	1950	40	"Kmotr"	Ot.
8/.	Z-225.		1952	1	"Medak"	Ot.
9/.	VSM-40	VT 100	1957	3	"Demant"	Me 3.
10/.	VSB-62		1962	2	"Vega"	Ch.
11/.	VSM-66		1966	2	"Orlice"	Me.
12/.	WK-1.		1970	1	Soukr.	
13/.	LF-1	VT 109	1950-52	455	"Pionyr"	Ku 205.Ch 250.
14/.	L-21		1957	3	"Spartak"	Me.
15/.	LF-107	VT 107	1950-51	75	"Lunak"	Le.
16/.	SK-38	VT 1	1945	100	"Komar"	Le.
17/.	MiMi B3		1948	1	"Sidlo"	St.
18/.	KSM-1		1948	1	St.	
19/.	K-1		1948	1	"Udarnik"	St.
20/.	LF-207.		1950	1	"Laminar"	Le.
21/.	M-16, M 25.				"Standart"	
22/.	M-35. M-18.		1960-65	10		
23/.	M-15		1960-65.	9		
24/.	VT-16	VT 16.	1960-65	83	"Orlik"	Me 2.Ch 81
25/.	VT-116		1963-65.	220	"Orlik 2"	Ch.

Ch= Chosen (Mraz-Chotzen,Böhmen?). Me=Medlanky. Le=Letov.
Ku=Kunovice, St=Stranik, Ot = Otrokovice. All the above gliders were built of wood.
Also built at Otrokovice were 2 Hercules H 1 winches. 153 Hercules H 2 winches and 520 Hercules H 3 winches. The H 2 winches were built from 1952–1960. The H.3 winches were built from 1960 – 1970.
These details are from the Plachtarsky Oldtimer Club, Czechoslovakia. Preseda, via Ing. Oldrich Kotas.

We do not know why the L-13 "Blanik" has been left out. This Letov designed and built two seater has been in mass production since early 1956 and had been sold to 36 countries by 1970. 1,000 Blaniks were delivered to the Soviet Union, where it was used as the standard sailplane flown by all pilots in contests. They also flew world distance records in it of over 921 kms. A T-tailed version of the "Blanik" is still in production now. It is thought that over 2,000 Blaniks have now been built. It is of all metal and fabric construction. Perhaps the list is of only wood & fabric designed sailplanes and those of metal or fibre glass have been omitted?

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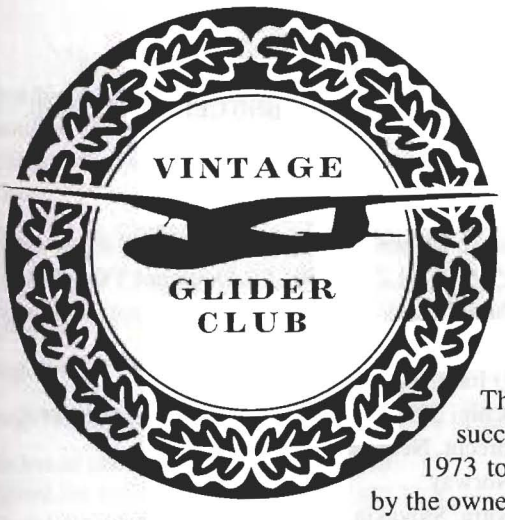
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A model of the Swiss Spyr 3 built by Frederic Fischer of the IGO (Interesse Gemeinschaft Oldtimer Segelflugzeuge) Albatross in Trogen, Switzerland. Photo Karl Wolf.
The 1934 Spyr 3 was the great surprise of the 1937 World Championships when Hans Sandmeiers flew it into 4th place ahead of Hanna Reitsch and Kurt Schmidt. Only one is now left, in a much modified state, in the Transport Museum in Luzern.



President:
Chris Wills
Wings, The Street, Ewelme
Oxford OX10 6HQ

Secretary/Membership Secretary:
Ian Dunkley
c/o Derby and Lancs Gliding Club
Camphill, Gt Hucklow, Tideswell
Derbyshire SK17 8RQ
Tel: 01298 871270. email vgc@datron.co.uk

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

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

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

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

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

New Members
Please send the Application Form to either Ian Dunkley in the UK with your payment in £ Sterling as set out below or contact your local Secretary (Names and addresses overleaf) for details of payment in your local currency.

Existing Members
Please send your renewal fee to your local Secretary as directed by them, or direct to Ian Dunkley, as shown below.

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

MEMBERSHIP APPLICATION FORM (1998)

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

		£	
Initial Membership fee	☐	5.00	(payable only once on joining)
Annual subscription	☐	17.00	(Great Britain)
Annual subscription	☐	19.00	(Europe)
Annual subscription	☐	21.00	(Rest of the world to cover airmail postage)
Donation	☐	_____	
Total		_____	

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

For all members (block capitals or typewritten please)

Surname _____ Christian Name _____ Title _____

Address _____

_____ Telephone _____

Gliding or soaring club (or other aero club) _____

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

Trade or profession _____

please turn over

OVERSEAS MEMBERSHIP SECRETARIES

Australia Ian Patching, 11 Sunnyside Crescent, Wattle Glen, Victoria 3096, Australia
Belgium Firmin Henrard, Rue de Porcheresse, 5361 Mohiville-Hamois, Belgium
Brazil Frederico Fiori, PCA Eugenio Jardim, 34 apto 102, Copacabana, Rio de Janiero CEP 22061, Brazil. keka@pontocom.com.br
Eire David Mongey, 15 Ormeau Street, South Lotts Road, Dublin 4, Eire
Finland Risto Pykälä, Rist Karin Katu, 4A13, 15170 Lahti, Finland. rpykall@edu.lahi.fi
France Didier Fulchiron, 333 rue Louis Blanc, 38420 Le Versoud, France. didier_fulchiron@mail.schneider.fr
Germany Jörg Ziller VGC, Kreissparkasse Böblingen, Kto.: 42856937, BLZ 603 501 30, Deutches VGC Konto (Bitte zahlen Sie Ihnren jährlichen Beitrag von 35 -- DM auf das VGC Konto). JoergZiller@t-online.de
Hungary Laszlo Meszaros, Erkel utca, H-1092 Budapest, Hungary. typozen@westel900.net
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Netherlands Nell Dijkstra, Melis Blecklaan 61, 4634 XV Woensdrecht, Netherlands
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Slovakia and the Czech Republic Josepf Ott, Panska dolina 2, Nitra, Slovakia. aeroklub.ni@usa.net
Spain Jose Garcia Colomo, c/Providencia, N27 3.1, 08800 Vilanova i, la Jetra Barcelona, Spain, Tel 93 8142058
Sweden Rolf Alogotson, Aneboda, 360 30 Lammhutt, Sweden. Tel 0472 26 20 26. Fax 0472 26 21 08.
Switzerland Willi Schwarzenbach, Rte de Cossonay 52, CH-1008 Prilly, Switzerland
USA Mai Scott, 12582 Lutheran Church Rd, Lovettsville, VA 20180, USA. flycow@ibm.net
Zimbabwe Mike O'Donnell, 21 Quorn Avenue, Mount Pleasant, Harare, Zimbabwe

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PLEASE NOTE:

a) **Membership is individual (not by syndicate).**
b) Owner membership is either sole ownership or ownership in a syndicate.
c) Club owned aircraft are accepted as though the club were a single owner.
d) Unless b) or c) apply, associate membership is applicable.
e) The club reserves the right through the committee to accept or decline any particular glider for owner membership.

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

---

For owner members (block capitals or typewritten please)

Type of glider _____

Maker and date _____

Registration _____

Other numbers _____

Colour scheme _____

Where normally flown _____

Other owner(s) _____

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

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

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

Signed _____

Please post with your remittance to:
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3 'Vintage Glider Club' ..... ☐ _____
4 'Vintage Glider Club Member' ..... ☐ _____

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POLISH SAILPLANE PRODUCTION AFTER 1945.

The Polish sailplanes at this time were to replace 743 airworthy German sailplanes, which had been taken from former German territories of East Prussia, West Prussia, Danzig, Warthegau, Pomerania, Silesia etc. The Poles may have found up to 1,500 German sailplanes but only made 743 of them airworthy. The German sailplanes were all replaced by 1953. The Polish Communist Government wanted to use sailplanes in exactly the same way as the Czech Communist government was doing.

THE NEW POLISH SAILPLANES:

	Type.	Build Year	Number built	Name.
1/.	SZD-A	1945-57	267	"Salamandra" Versions 48,49,53,53A.
2/.	SZD-B	1948-49	25	"Komar" Versions 48, 49.
3/.	SZB-C	1951-52	54	"Zurav" ("Kranich 2).
4/.	"Jezyk"	1948-49.	10	"Grunau Baby 2b" (Jezov is Grunau in Polish)
5/.	IS-1	1948-49.	6	"Sep bis".
6/.	IS-2	1948-49.	136	"Mucha bis and ter" versions.
7/.	IS-3	1948-57	306	"ABC,"ABC-A" versions.
8/.	IS-4	1951-52	37	"Jastrzab" 6 aerobatic sailplane.
9/.	IS-5	1949	1	"Kaszka" (Duck) Flying wing.
10/.	SZD-6	1951	1	"Nietopercz" Flying wing.
11/.	IS-7	1950	1	"Osa" Laminar profile.
12/.	SZD-8	1953-60	147	"Jaskolka" versions bis,W,O, ter.
13/.	SZD-9	1953-77	645	"Bocian" Versions: A,B,C,Z,D,E,EP.
14/.	SZD-10	1955-60	134	"Czapla".Versions: bis,a.
15/.	SZD-11	1958	1	"Albatross".
16/.	SZD-12	1954-59	289	"Mucha 100",100A,"Standart"-A,B,C.
17/.	SZD-13	1959	1	"Wampir" Flying wing.
18/.	SZD-14	1954	1	"Jaskolka M".
19/.	SZD-15	1957	22	"Sroka" version "A".
20/.	SZD-16	1958	1	"Gil".
21/.	SZD-17	1956	4	"Jaskolka L".
22/.	SZD-18	1957	1	"Czajka.
23/.	SZD-19	1960	1	"Zefir 1".
24/.	SZD-19	1960-65	22	"Zefir 2" 2a.
25/.	SZD-20	1959	1	"Wampir2" Flying Wing.
26/.	SZD-21	1965-66	32	"Kobuz 2a,3,"Aerobatic glider.
27/.	SZD-22	1959-63	286	"Mucha Standart" Versions A,B,C.
28/.	SZD-24	1961-68	200	"Foka"Versions A,B,C,2,3,4,4A,4M.
29/.	SZD-25	1962	31	"Lis".
30/.	SZD-27	1963	2	"Kormoran".
31/.	SZD-29	1963	2	"Zefir 3".
32/.	SZD-30	1966-82	813	"Pirat".
33/.	SZD-31	1967	3	"Zefir 4"
34/.	SZD-32	1968-72	134	"Foka 5","5A".
35/.	SZD-35	1970	2	"Bekas"
36/.	SZD-36	1971-84	293	"Cobra 15","A".
37/.	SZD-39	1972	2	Cobra 17".
38/.	M-3	1958	1	"Pliszka".

The above information has also been obtained from the Plachtarsky Oldtimer Club Czechoslovakia predseda, via Ing. Oldrich Kotas.

FRENCH NEWS

Bad news first! It has always been known that it would happen, and now, at last, it has happened. The historic airfield of **Angers-Avrillé is to be closed**, as its space is needed for Urban Development.

A great page of Angevine Aviation History is to be closed forever and the ancient hangar of the Aero Club d'Ouest, which often appeared in pre-war photographs, will presumably have to go as well. Not least was the airfield known for the "Huit Jours d'Angers" (known to the British as the "Eight Days of Danger"!)

If the French State has to close an airfield, it is obliged to find the aviation activities on that airfield, another location. Therefore a new airfield, known as Angers-Marcé, is rapidly taking shape further away from Angers, and the Regional Musée de l'Air, to which the Musée de l'Air et de l'Espace at Le Bourget (Paris) entrusts many of its aeroplanes and gliders for restoration to airworthy condition, will have to be moved to its new "nest" before the end of 1998.

"Le Groupement pour la Preservation du Patrimoine Aeronautique (GPPA)" which is also known as the "Ailes Ancienes d'Anjou-Memorial Flight" is requesting all its members to come and help move everything, including spares, documentation and Archives etc, to the new home.

The GPPA has recently received for restoration the Castel 25s No 141, F-CRBI (1947) and the Zugvogel 3B No 1084, F-CCPT, high performance single seater of 1964.

The same traumatic move was forced on the French Gliding Centre of La Ferté Alais during the 1960s, because of its closeness to the French Test Flying Airfield of Bretigny. The State found them a new home at Buno-Bonneveau, which became a success. We hope that the GPPA's new home will also be a success and we wish them all the luck for the move.

Now for the good news. We are very glad to announce that the AVIA 152, which we reported as in the process of being restored in VGC News No 92, is now ready to fly. Guy Uriot, the President of the AVIA History Club, sent us this news, and a photograph of it, on 7th November 1997.

This aircraft was developed from the AVIA 15a of 1932 which was to give pilots a rather better aircraft than the AVIA 11 primary which, also first built in 1932, had only modest possibilities. The AVIA 11 was just a pure Primary glider. The AVIA 15 had a Nacelle and pilots hoped that they could fly their "B" and "C" Certificates with it.

Tests of the prototype were carried out at the Banne d'Ordanche by Georges Bouvier and Eric Nessler in April 1932.

Destined initially for the gaining of "B" and "C" Certificates, pilots were also able to hill soar them for their "five hour Silver C legs". It was possible to winch and bungee launch them thanks to there being one release hook at its nose and another under the pilot's seat. The success of this machine was such that a licence to build them was sent in 1934 to Yugoslavia.

It had aerodynamically cross-sectioned metal struts. During the prewar period, its dihedral was increased from 0 degrees to 5 degrees but this was later decreased to 3 degrees. Many were in service during the war period. The total number built is not exactly known but the AVIA 15a No. 97 landed on the roof of a house at Saint Auban in 1949.

The AVIA 151a. In 1938, as the result of a report from Georges Abrial, the Aeronautical Technical Service imposed modifications to the AVIA 15a and the result was known as the AVIA 151a. 100 AVIA 151a s were built, although recorded is the AVIA 151a No.886, which was rebuilt on the 18th January 1954.

The AVIA 152a. In 1942, the engineer LESCURE of the Aérien Sport Section of the Commissariat Géneral for Sports, completely restudied the AVIA 15a/AVIA 151a design, and the result was the AVIA 152a.

Realized in a remarkable manner, the aircraft was considered at that time to be the best training glider in Europe. It was capable of both slope, and thermal soaring. Max Gasnier tested the prototype at the Banne d'Ordanche.

The first 40 were built by the Etablissements Roche and then another 40 examples were the result of a 1942 order to the Etablissements Wasmer,which was then at Issoire. These were ready in 1945. Another production line of AVIA 152 a s, was launched in 1942 at the Etablissements Caudron at Boufabrik (near Algiers). This was terminated towards 1948 after the delivery of 100 machines.

In total, more than 200 AVIA 152a s were flown at the French Centres and Clubs.

Guy Uriot has now sent us details of the AVIA X1A Primary that has just been restored by Charles Roussoulières and his team in the workshop of the Quercy-Rouergue Centre, which also restored the AVIA 152 A. The AVIA X1A was assembled from parts found in many gliding clubs. Both these gliders recreate well the era of the 1930s when Montauban took pride of place among the pioneers. As witness to the enthusiasm of the time, 259 gliding clubs were formed in France in a few months. The lengendary AVIA X1 A, of altogether French conception, which was used by all the clubs, had but one fault. It had a poor gliding angle. This was improved by the introduction of the AVIA 15. It is incredible that the Musée de l'Air et de l'Espace does not have any examples of these aircraft, which are witness to the time of abinitio gliding training. It is therefore the idea of Guy Uriot and Charles Roussoulière to found a Gliding Museum dedicated to the pioneer time of gliding, at the town of Montauban, where much of it happened.

Since the restoration of these gliders, which was only known to a few in the little world of gliding, there has been a demand that these two gliders, which have been saved from certain oblivion, should be demonstrated. Therefore, there is the intention to exhibit them in a Place of Honour at the Congrès Historique de Vol à Voile, which took place at le Bourget (La Musée de l'Air et de l'Espace, near Paris) on Saturday, the 22nd November 1997. The French have now also two C.301s, (very similar to the C.30 of 1936), two Emouchets (which originate from 1938) as well as one AVIA 40P (the first 25 of them were built in 1935), all airworthy, with which to recreate their Epoque Héroïque of gliding during the 1930s. Probably, there will be still more to follow them. There is also the AVIA 41P which has been restored for static exhibition in the Musée de l'Air et de l'Espace at le Bourget. This 1932 designed aircraft has been restored by Paul Genest and Yves Edmery in three years, at the Regional Musée de l'Air, which is the home of the GPPA on Avrillé airfield near Angers. The AVIA 41P was officially presented to the Musée on the 30th April 1997, but we understand that it will remain with the G.P.P.A. on exhibition for the time being. YVES SOUDIT, the President of A.S.P.A.C. (The Association de Sauvegarde du Patrimoine Aéronautique en Charolais) which is based on the airfield of Paray Le Monial, has sent the following information about his A.S.P.A.C. The following components of gliders are stored, or are complete sailplanes.

AIR 100	F-ZABY	No.403	Wings only.
AIR 102	F-CABR	No. 32	Wreck but all components are there.
AIR 102	F-CATS	No. 35	Left Wing only.
AIR 102	F-CBHG	No. 27	Fuselage only.
AVIA 151	F-CASH	No. 8	Forward part (Nacelle CW.?) only.
AVIALSA A.60	F-CCLI	No. 13.	Complete. being restored.
AVIALSA A.60	F-CDLC	125 K	Complete.Being restored.
BREGUET 905 s	F-CCIP	No. 12	Cancelled.
CARMAN M.100s	F-CCDS	No. 59	Complete.
CARMAN M.100s	F-CDHR	No. 68	Wings only.
CASTEL C.25 S	F- CRIN	No.124. F-CASS	Parts.
CASTEL C.25 S	F- CRDP	No.132.	Parts.
CASTEL C.25 S	F- CRPQ	No.136 F-CAJV	(parts).
CASTEL C.301 S	F-CRJM	No.1050	Complete, but made up from components of F-CRHQ and F- CBLA. It is currently being worked on.
CASTEL C.301 S	F-CRMN	No.1173	Complete.
CASTEL C.310 P	F-CRFQ	No. 122.	F-CBEE. Complete.
CASTEL C.3010,	F-CRDE	No.1081	F-CAKB. Complete.
CASTEL C.3010.	F-CREC	No.1119.	F-CBXN. Complete.
CAUDRON C.800	F-CAPF	No.9841. 181.	Complete.Being worked on.
FAUVEL AV.36 H.	F-CBRX.	No. 123.	Complete and being worked on NORD.SNCAN.
N. 1300 (GB-2b)	F-CRCU	No.249	Wreck.
N.1300 (GB 2b)	F-CRDF	No.257.	from F-CRDF. Complete.
N.2000 (Meise)	F-CARV.	10333.3	One wing.
N.2000 (Meise)	F-CBFQ.	10334.4	One wing.
N.2000 (Meise)	F-CAGE.	10336.6	Parts.
N.2000 (Meise)	F-CAGF.	10341.11	One wing.
N.2000 (Meise)	F-CBFR.	10343.13	Being worked on. Complete.
N.2000 (Meise)	F-CAUN.	10347.17	It is without one wing.
N.2000 (Meise)	F-CAEJ.	10417.87	One wing.
ROCHE MERVILLE.			
SA 103 (Emouchet)	F-CRQE	No. 64.	F-CBZB. Complete.
SA 103 (Emouchet)	F-?	No.116	One Wing "D".
SA 104 (Emouchet)	F-CRMJ.	No.207	One wing "G" and elevator.
SA 104 (Emouchet)	F-CRMJ.	No.289.	Complete.
SEVIMIA.			
S.20 Motor Glider.	F-CRNN	01.	Complete.
WASSMER.			
WA 21	F-CBYR	02	Being worked on. Complete.
WA 21	F-CCEJ 16.		Parts.
WA 21	F-CCKP 52		Parts.

DIVERSE PARTS OF THE FOLLOWING GLIDERS:	
A.60 Fauconet (Spatz)	F-CCPN/20.
Castel 310 P	F-CRNF/105.
Caudron C.800.F-CBYT/206	F-CBXH/125.
M.100s	F-CCXH/43.
Nord N.1300 (GB-2b)	F-CRIO/136.
Nord 2000 (Meise)	F-CBFO/27.F-CACV/98,F-CBFX/100.
F-CAYQ/78,	F-CBYH/86.
Wa 22 .	F-CCLX? Elevator.
WA 30.	

(I had thought that they had the damaged fuselage of a VMA 200 "Milan" (Weihe)? Perhaps it has been passed on for a "Milan" restoration? CW)

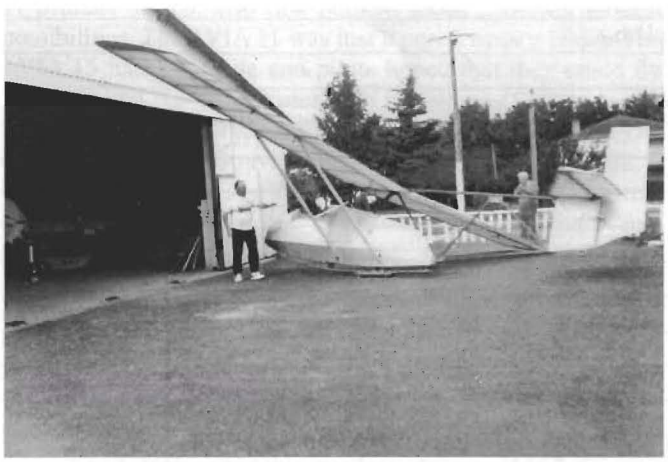
AEROPLANES.
There are Five Aeroplanes, three of which are complete.

There are parts of another nine aeroplanes, which include a Bücker 181 "Bestmann" and a Caudron "Goeland".

FRANCOIS RAGOT has sent us a letter and photographs of his magnificent SPALINGER S.18-3, which has just been restored to an "as new" condition in France. He has already flown it for 30 hours during 1997 and, on September the 25th, he flew it round a 250 kms triangle. In 1942, French gliding took delivery of possibly as many as five S.18s from Switzerland to add to their high performance sailplane fleet. In one of these, Eric Nessler flew a world's duration record of over 38 hours in June 1942 in slope lift above la Montagne Noire Centre. World records flown during WW-2 were not recognised officially by the FAI. François Ragot's S.18-3 is not one of the above aircraft, as it was obtained well after the war in Belgium. He flies it from the Saint Auban Centre, so far as we know. He has also the "as new" Avia 40P, which was restored in England by Mike Birch at W.A.P. two year's ago. François also owns the Rhönbussard, which was at La Ferté Alais during the period 1959-62. We believe that he will restore this machine also.

We have heard from Jean-Michel Ginestet that the **1998 Balade des Planeurs Anciens** will take place from 11 to19 July and starting at Montluçon, then going to Moulins and Roanne and finishing at Paray-le-Monial. Jean-Michel would like to see lots of gliders participating, including some from outside France. Further details can be had from M. Ginestet on 04.72.34.02.12 or at 182 Les Deux Saules, 69210 Fleurieux-sur-L'Arbresle, France.

Also, at the beginning of July old gliders are invited to a meeting at **Montluçon-Guéret** where the Air 100 used by Charles Atger in his World Duration Record is still in existence (and the pilot!) and the meeting will reunite the two.



The Avia 152 which was restored by the Avia Historic Club in 1997. It is the last one of at least 100 built before and during the war. It is airworthy.



François Ragot's magnificent Spalinger S 18-3 which is restored to "as good as new" condition, seen at St Auban.

GERMAN NEWS

The DFS 230 troop-carrying glider that was at Oberschleisheim, the aviation display of the Deutches Museum in Munich, has been moved to the new premises of the Luftwaffen Museum on the Berlin-Gatow airfield. Otto-Ernst Hatje had built this replica recently from small drawings in a book.

Otto-Ernst is now helping Jochen Kruse to build up a Condor 4 from the remains of one that had been allowed to get very wet in the Argentine, and from another which two instructors had spun-in in Germany.

Horten news

A letter from Dr Uden, dated 1st Jan, has reported that the Horten 4A, formerly LA-AD (the 4th of four Horten 4As built) is now almost ready for display at Oberschleisheim in the Flugwerft. When this happens there is likely to be a small celebration, with the Horten hung up in the entrance hall. We comgratulate Peter Hanickel on bringing his task to fruition. LA-AD is not to be flown, unfortunately.

Progress at the Deutchen Technikmuseum, Berlin

It had received four Horten sailplanes in 1994 from the National Air and Space Museum in the USA, for restoration to static display standard. These are the Horten 2, D-10-125, the Horten 3f, LA-AH, the Horten 3h, LA-AI and the Horten 6 V2. The agreement was that all four of them would be restored, although the Ho3s had only one wing each, in smithereens.

The Horten 2 is now almost finished. It is to be exhibited when the new annexe to the Museum is ready. In the meantime, work has started to rebuild the wings of the Horten 3f. A restoration is not possible as the one existing wing is in so many small pieces. All the bits have been identified and put on a pallet in the correct locations so that Dr Uden can make drawings of the structure. At his best estimate almost 200 drawings will be necessary to build the new wings. He has prepared about 20 of them and has left the others for the team to produce. The task to produce them all is too great for him by himself. There seems to be no plans to build new wings for the Horten 3h. It was agreed that 3 of the Horten sailplanes, when finished, would be sent back to the NASM, and that one of them should be the Horten 6, the restoration of which has not yet been started. It is thought that there may be another

"Horten weekend" this year, perhaps on the occasion of the International Air Travel Exhibition in May, or during the celebration of the Anniversary of the Allied Air Lift in May or June, when Berlin was supplied with food and coal by air, when the Cold War was at its coldest.

The new airworthy Horten 4a.

At the time of the first Horten Weekend in Berlin in September 1994, Uwe Schmidt and Manfred Riedesel announced that they had the drawings and the capability to build a new Ho 4a to fly, but that first they had to build a workshop. The workshop, with underfloor heating, sanitation and doors has now been achieved, but the Horten has not yet been started. One wonders whether, after all this time, they will really build an airworthy Ho 4a.

Manfred Hoffman wrote at Christmas saying that the next project for the Oldtimer Club Oberschleisheim would be to restore a Doppleraab. Manfred flew his newly restored T21b last year, which is one of the most elegant that we have seen.

Sef Kurz and helpers in the Oldtimer Club Wasserkuppe, have so far restored to airworthy condition: 2 SG38s, 1 ES 49, 1 Grunau Baby 2b, 1 Ka-2b and 1 Rhönbussard.

They have also built from the old plans: 1 DFS Habicht, 1 Klemm 25, 1 Udet Flamingo, 1 Me 163B, 1 Rieseler and they are now building a DFS Reiher. (The Rieseler is a small vintage aeroplane.) They started work on the Reiher in September and have made good progress on the wing spars and ribs. It is hoped to have it ready to fly in 2 to 3 years time.

It seems incredible that Germany has now the following airworthy gliders from an era from which no gliders were formerly supposed to exist, at least not in Germany. These are: SG.38, GRUNAU BABY 2b, RHONBUSSARD, HABICHT, KRANICH 2, WEIHES, MEISES, WOLF, MINIMOA, GOEVIERS, Mü 13d-3, and that these are to be joined by a MUSTERLE, RHONSPERBER, and we hope soon, a Mü 17, H.28-2 and then, a REIHER!

We congratulate our German members for bringing back so much of their aeronautical heritage and on starting such an ambitious project as the Reiher. Siegfried Lorenz has redrawn its building plans and Dr Ing Bernhard Hinz of the Oskar Ursinus Verieninigung (OUV) has stressed and checked the new design. Every effort is being made to find photographs showing details of the type.

We believe that three KRANICH 2s should be airworthy in Germany by the end of 1998. Very good and rapid progress is being made on Jochen Kruse's Mraz 1943 built KRANICH 2 by a Polish craftsman at Leszno. Both wings had their leading edge D-box plywood renewed in 6 weeks and were almost ready for fabric covering by December. This KRANICH 2 is expected to be airworthy some time in 1998.

Of the eight REIHERS built, from 1937 until 1939, only two of them were traced after May 1945. These were the REIHER V.2 D-11-167, which was burnt where it was found by the French at Strasbourg. The second could well have been D-3-407 as NSFK Gruppe 3 was the area North-West of Hamburg, which was well and truly in the British Zone of Germany. A Typhoon Squadron could have been based on its airfield.(although the NSFK had centres not airfields, which were where the Wehrmacht Luft's gliders were kept in hangars. Although the "REIHER" had been placarded as needed for testing at RAE Farnborough, the Typhoon pilots had adopted the "REIHER" as their mascot, and said that they would get round to flying it one day!! They thus kept it for some time before allowing it to leave for England. During this time, it suffered casein (?) glue failure through being left outside in Germany, or being kept in a hangar,which had a damaged roof through war damage, or being left outside on its open trailer in England. It almost certainly never arrived at Farnborough, as it was deemed impossible to repair.

We once heard HEINZ HUTH referring to "his Reiher" and how much he had liked it. We wonder if it could have been this one, as he certainly lived in the Hamburg area?

We wonder also how the Reiher V.2 D-11-167 could have been at Strassburg, as NSFK Gruppe 11 was Hessen-Westmark-Darmstadt and Strasburg was NSFK Gruppe 16, which was from 1943 in the area Sud West- Strasburg – Alsace. Stranger and stranger!!! However, we have a photograph to suggest that NSFK Gruppes sometimes shared each others gliders and so, perhaps this was the reason.?

The Reihers were all built during 1937-1939 and therefore they were probably built with casein glue.



At Achmer/Osnabrück this Kranich 2 is being built from the remains of BGA 1092 fuselage and BGA 1258 wings and tailplane. Photo Manfred Hermeling

NEWS FROM THE GERMAN GLIDING MUSEUM ON THE WASSERKUPPE.

This news come from a letter from Theo Rack, the director of the Museum, dated 3rd December 1997. We thank him very much for sending it together with many photographs and a Funeral Oration for Egon Scheibe.

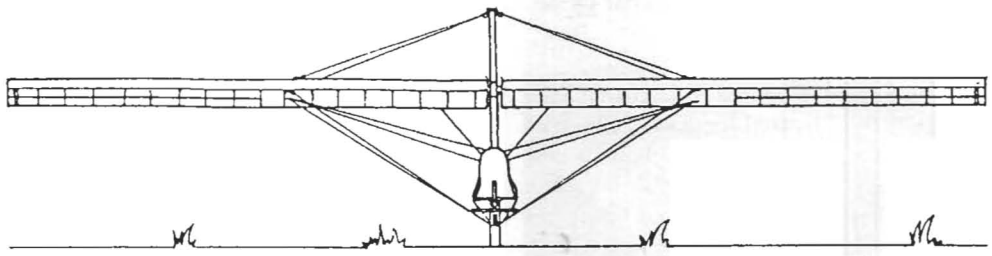
The Museum has purchased the gliders that were lent to the Museum by Günther Welzhofer of Günzberg, Bavaria. These are the Ferdinand Schulz "BESSENSTIEL" Broomstick replica, the genuine RRG "FALKE", "GOEVIER 3", "RHONBUSSARD", and the "WOLF" that was built in America. Except for a "Pelzner Hang-glider", all the gliders in the museum are owned by the Museum. At the moment, the museum has 28 gliders and sailplanes on exhibition, and another 12 are stored. A further 10 sailplanes, which the Museum owns, are to be overhauled.

In the meantime, the collection of glider building plans has been worked on. They now have the drawings for 25 gliders. Siegfried Lorenz has been working for the Museum and has managed to complete "REIHER" drawings from old information. Quite by chance, original drawings for the "FAFNIR 1"'s wings, which include a wing profile Plan (Strakplan), have been found.

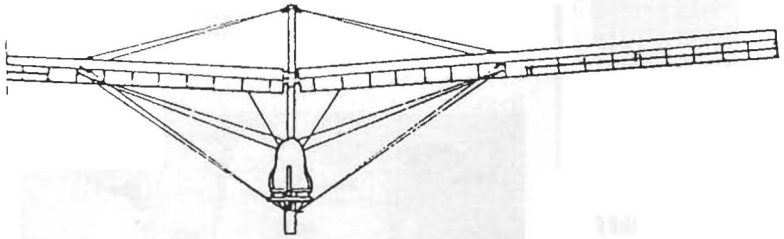
They have still more interesting recently discovered information.

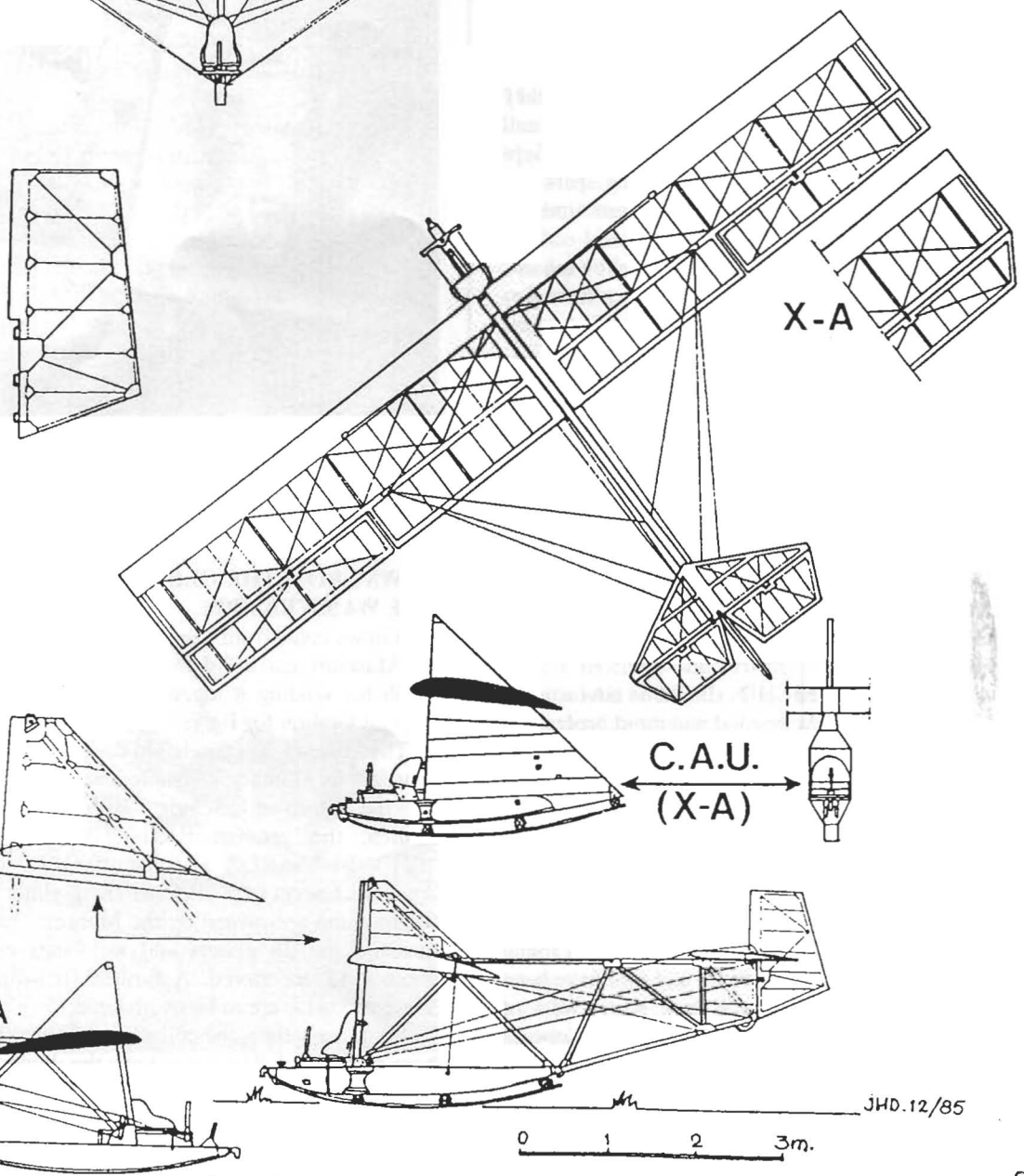
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AVIA XI-A



Drawn by Réginald Jouhaud.

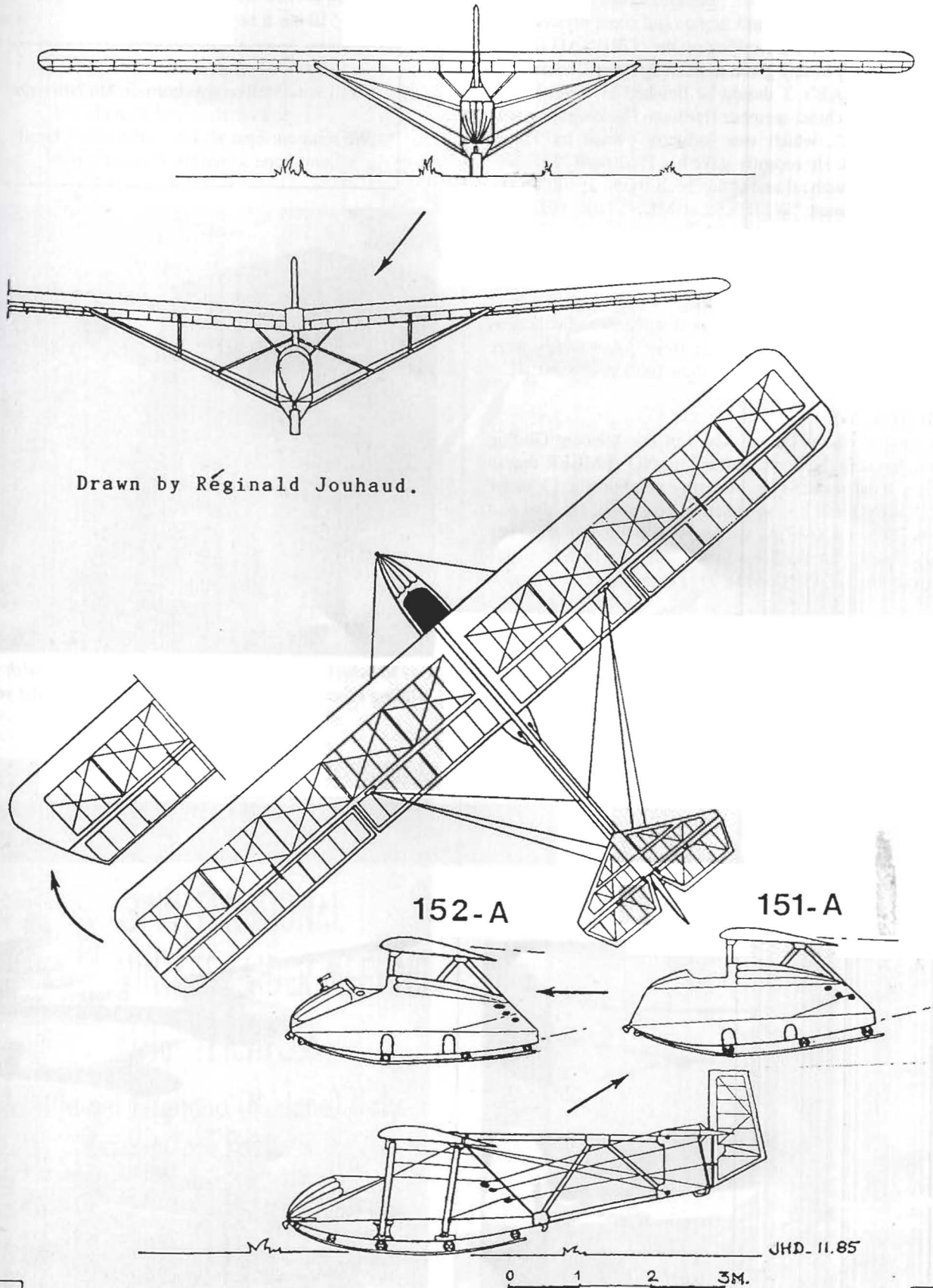




This drawing has been reproduced from "Histoire des Planeurs Avia" by C.Visse and C.Ravel, which was produced for the Musee de l'Air et de l'Espace and the Commision Historique of the FFVV.

AVIA XV-A

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Drawn by Réginald Jouhaud.

This drawing has been reproduced from "Histoire des Planeurs Avia"by C.Visse and C.Ravel, Edition No.2 of the 15th March 1993 which was produced for the Musée de l'Air et de l'Espace and the Commision Historique de la FFVV.

At ACHMER, a team has been working on the KRANICH 2 (ex BGA 1258 and BGA 1092) and good progress has been made. It is not known when the complete re-glue and re-build will be finished, but in October, fuselage, wings and tailplane were there, without fittings and fabric (and some plywood.)

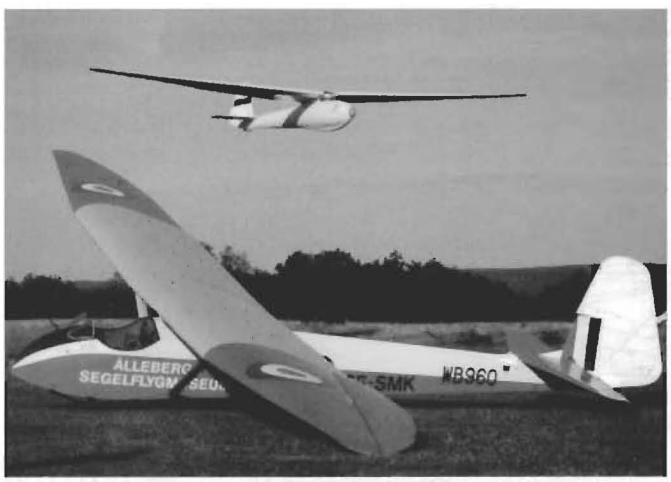
Another team has been working on the "GRUNAU BABY 3", which was very kindly given to them by Peter Underwood. The GRUNAU BABY 3 should be finished in 1999. It was also built by the Achmer member Hermann Hackmann, as was also the "MEISE", which was formerly owned by Thoby Fisher in England. He recently gave his 1962 built "MEISE" D-6046 a basic overhaul and it has been flying again. Of the two syndicate owned "WEIHES" at MUNSTER TELGTE, one is being restored to original form and colour by the "Münster Mafia".

NEWS OF THE NEW "MUSTERLE" which has been built by KLAUS HEYN at his home, is that the woodwork was complete by the end of 1997. The three piece wings were awaiting "proof loading" by more than 700 kgs of sand!!!!

SWEDISH NEWS

Rolf Algotson, who is on the Board of the Alleberg Gliding Museum, has sent the news on the 23rd NOVEMBER that in 1997 they have restored to airworthy condition a 12 metre span ZOGLING and it is in beautiful condition. He also part owns the EoN OLYMPIA, which is still flying well. They have also bought an old Schweizer 2-22, with help from Jan Scott, from Montreal in Canada. This also has a C of A and is flying.

Their next big project is to reconstruct the old, very large starting ramp from which gliders were bungee launched in the old days. The museum does have suitable gliders for hill soaring, such as SG.38, GRUNAU BABY 2b and EoN OLYMPIAS etc, but they don't have a bungee rope to launch them. Chris Wills has put them in contact with Whiteley Products Ltd, Low March, Daventry, Northamptonshire NN1 4SD. tel: 01327- 300584. This firm can still make up Bungee Ropes.



A scene from Sweden with the Olympia landing over the T21B. Photo from Rolf Algotson who is a member of the Museum.

SWISS NEWS

The only news we have had, except for the photo from Willi Schwarzenbach showing the waves at 4000m when he was flying his LS4 (which we can't mention!) is that the Spalinger 18-111, HB-510 has a new crew member.

A new arrival

Nora Elena Steffen was born on 8th November to Franziska and Daniel.
We send our best wishes to the whole family and hope to see them at our rallies



Lo150 which is owned by members of the Danish Vintage Gliding Club. It took part in the Aventoft Rally last year.



Bob Gaines in the Ka3 and Jim Stoia in the Ka1 "Nostalgie" over Manning, South Carolina in May 1997. These are the only examples of the two types in North America. Photo Linn Buell.



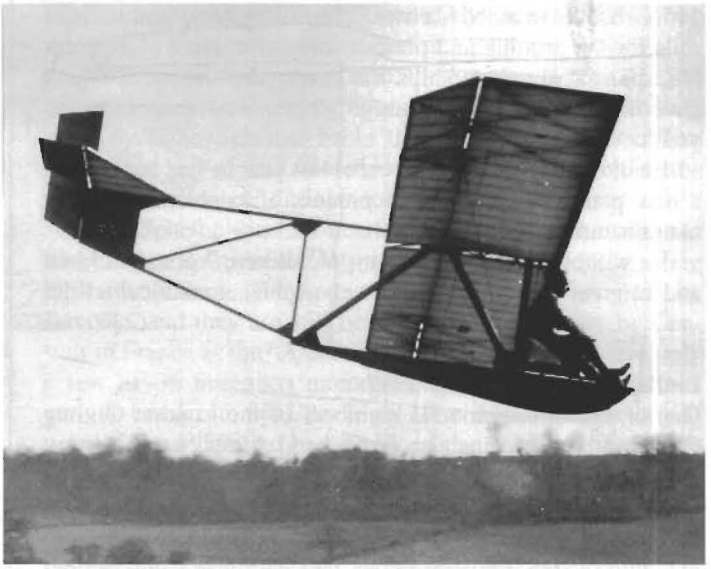
The Oldtimer Club Wasserkuppe's DFS Habicht flying at the Aventoft meeting in 1997.

INTERNATIONAL VINTAGE MEETING
PAVULLO
LUIGI TEICHFUSS

3RD INTERNATIONAL VINTAGE GLIDER MEETING LUIGI TEICHFUSS

Pavullo nel Frignano (Modena) Italy
Aeroporto G.Paolucci
June 26TH - July 5TH 1998

For information pls call: Vincenzo Pedrielli
7, Via Tintoretto - 20033 Desio (MI) - Italy
Phone: 0362 630.293 - Fax: 02 957.422.92





This is said to be a 1935 Zögling. This is the last one and it was rebuilt and is airworthy at Alleberg, the Swedish Gliding Museum. Chris Wills thinks it is more like a Anfänger, with nacelle.



Mike O'Donnel's Tutor which he is rebuilding in Zimbabwe. Photo from Mike himself.

Obituaries

Frank Robert Gross 1905-1997

Our member Frank Gross died at the great age of 92 on July 16 in Akron, Ohio, USA. He was born in Schussenreid, Germany and received the Diploma in Engineering from the University of Darmstadt and the Doctorate in Engineering from the University of Stuttgart. He emigrated to the United States in 1929 and began working on gliders at the Baker McMillan Company for whom he designed the Cadet, an example of which was at our Imternational Rally at Lasham in 1996.

He then designed the Akron Condor and in 1931 his Gross Sky Ghost became the first two-seater designed in the USA and was the main training glider used there. His doctoral thesis led to the design of a four-seater glider and his research later became the basis for the American troop carrying gliders in WW2. The Cadet and the Sky Ghost are completely restored and are featured in the National Soaring Society Museum in Elmira, N.Y. He was employed by a number of companies including Goodrich, Firestone, and Goodyear until 1956 when he founded his own company making heat transfer rolls for the printing and plastics industries. He was a generous sponsor of scholarships for universities in his area and gave many awards to encourage gliding among women and youths.

He did not retire and even in his last year he had applied for a new patent and was in the process of establishing a new manufacturing business.

He will be sadly missed by his 6 children, 7 grand children and 11 great grand children as well as the aeronautical world.

G.Ferrier

Ladislav Marmol 1920 – 1997

One of the more colourful members of the London Gliding Club in the late nineteen forties and fifties was Ladislav Marmol.

Born in Czechoslovakia, he made his first solo glider flights at the tender age of 14 but when the Nazis marched into his country they put him into a concentration camp. Undeterred, he made an escape by clinging to the underside of a train and then made his way to France. Here again, the authorities caught up with him and he was given the choice of working in the mines or joining the Foreign Legion. He opted for the latter and promptly escaped once more, got across the border into Spain and was picked up by the Franco regime.

Ladi bluffed his way out of the situation, contacted the British Embassy in Madrid and reached England. He served with the Czech Army here then transferred to the RAF where he trained as a pilot. After the war he joined the London Gliding club and managed to import a Czech Lunak glider, a wonderful machine, fully aerobatic and cleared to fly at 200 knots. He flew this at some air displays before a French pilot who he had allowed to fly it overstressed it and wrote it off killing himself in the process.

He next bought a Zlin Krajanek, again an aerobatic machine, looking similar to our Prefect. Flying over to Czechoslovakia with a friend to collect it, their plane was forced by bad weather to land in a field in East Germany. The German police were quite unsympathetic and handed them over to the Czechs who promptly accused them of being spies. Bribing the guards got them out of this spot of trouble. He got the Krajanek over to Dunstable and was renowned for his flying antics. He was quite prepared to go inverted while on aerotow, soar the hill inverted or even thermal that way. Then there was the occasion when he looped the line of power wires that used to run diagonally across the airfield to the clubhouse. He was a superb pilot however and he set up a crop spraying operation from Southend where he lived.

In 1948, after flying 17 hours and then 22 hours in two attempts at the duration record he finally flew the Krajanak for 33 hours on the hill at Dunstable with cars lighting the slope during the night.

Ladi was planning to visit the Club in February to commemorate the 50th anniversary of the record but sadly he died at the beginning of November. The last time we saw him was when he attended a vintage lunch in 1993. *Ted Hull*

Ladislav Marmol told C.Wills that he had obtained the Kajanek from the Brussels Air Show in 1947 when the glider was painted grey as it was one of the first of its type. Because it was the demonstration glider Ladi may have got it quite cheaply. After his spirited aerobatics in it over England, the BGA felt able to announce that it was fully aerobatic, which was deplored by the Czechs. However, the fact that the Krajanek still survives today means that the British pilots did exercise some restraint.

Ladislav was able to obtain the prototype Lunak. After having done some never-seen-before- in-a-glider aerobatics with it over England, he took it to France and did some outstanding cross-country flights over the French Alps, before it was broken up by a French pilot doing aerobatics at Grenoble.

After this, he made a living doing agricultural top dressing flying in a Pilatus Porter in Africa. Everywhere he went he became a legend because of his flying abilities. C. Wills.

Egon Scheibe 1908 – 1997

Two days before his 89th birthday, the Glider designer and builder Egon Scheibe died on the 26th September 1997.

He was one of the most important German Glider designers of the postwar era, and he was flying motorgliders almost to the end of his life. He started gliding in 1928 and led an organization in 1930 for the unemployed to build gliders.

As a student of the 1930s, he started his career in the Munich Akaflieg, where he had worked on the famous 2-seater Mü 10 "Milan" and its successors. The "Milan" now hangs on exhibition in the Flugwerft Oberschleissheim of the German Museum in Munich.

From 1933 to 1935, he was First Technical Advisor to the Bavarian Airsport Organization.

From 1935-1937, he trained with the DVL (Deutscher Versuchsanstalt für Luftfahrt) to become a qualified aircraft builder. He then became a Senior Civil Servant and worked in the RLM (The Air Ministry) as a coordinator between the Ministry and the Aircraft Industry. He held this post until 1945. A casualty of the war was his house near Berlin. Until 1950, he did different jobs far from the aviation profession, and one of these was as a representative of a chocolate firm. He also tried developing a transporter bicycle and a bubble car... similar to that produced by Messerschmitt. Of course, his was built from welded steel tubes... a construction method which he used for his aircraft during his whole career. (This could be refered to as the Munich School type construction).

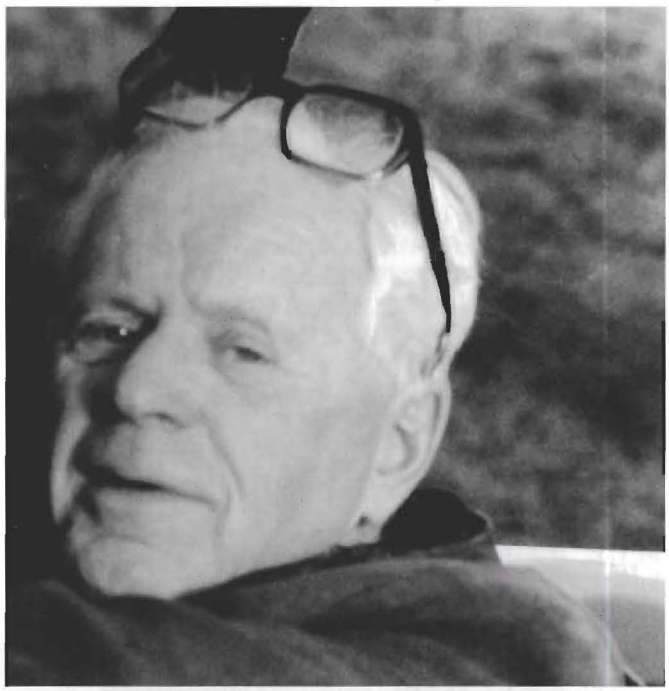
He was now living in a small Munich roof apartment in the Winthierstrasse together with his wife, three daughters and his parents. His family suffered and only his iron will brought him through that time. In the attic above the apartment, while aviation, and matters concerning aviation, were still forbidden to Germans, he started building the first experimental structures for the later building of the Mu 13E "Bergfalke". This was later built by the Rodes-Flugzeugbau.

After this, he founded the firm of Scheibe Flugzeugbau GmbH with some friends, using former Concentration Camp and Wehrmacht Barracks, as well as vacant pigsties etc. as work space. He tried to get his firm started on Munich Riem Airport, but then, as this did not come off, he decided to centre his entire operation at Dachau.

Bergfalke means Mountain Falcon. It had been test flown in Austria and, because of this, the first prototype was brought to the first postwar Rhön Meeting in 1951 in Austrian colours and markings.The Mü 13E two seater was so successful that in two years, almost 100 of them had been sold.

Egon Scheibe did the most, among all the other German designers, to get German glider pilots back into the air after the war. His gliders also served glider pilots in other lands at that time, when they were badly needed.

The Mü 13Es and the little Spatzes, which soon received a 15 metre wingspan, became the most loved training and performance sailplanes during the early 1950s in the German Gliding Clubs. Later his firm was able to deliver the robust



The late Egon Scheibe, the pioneer of cheap but very good gliders and, of course, the Motorglider.

training 2-seater "Specht" and the high performance contest sailplane "Zugvogel", which Rudolf Kaiser built for him. When powered flying was again allowed in Germany, Scheibe was again there! His SF-23 "Sperling" was a true all round aircraft. With only 100 hp, it could be used not only for training, but also for aerotowing and aerobatics. He then pioneered the motorglider theme to the full. His SF-24 "Motorspatz" was, during the early 1960s, the first practical motorglider to be mass produced. During the 1960s, the first 2-seater SF-25 "Motorfalke" appeared. This was the beginning of the "Falke" range, of which, until now, over 1,000 have been built.

(It (It was built under licence as the Sportavia-Putzer in France) Because of the robust and reliable "Falkes", motorgliders became known throughout the world. Still today, "Falkes" are being built at Dachau, and among them is the aerotowing version.

With a retractable power unit, the Standard Class SF-27M came into production, and this also was a pioneering achievement by Egon Scheibe. From this type came the countless retractable power unit motorgliders which are so much the normal scene on our airfields today.

Egon Scheibe was half-hearted concerning the transition to fibreglass construction. Only a few SF-34 "Delphins" were built at Dachau. They were later built under licence by Bauchle, and they are still being built under licence by Centrair in France as the "Alliance 34". Also, today, there are only a few SF-36 fibreglass motorgliders to be seen, but he was early to break into the Ultra Light class. Already, at the beginning of the 1980s, he had designed the "Uli", an ultra light single seater which, through its wood/steel tube construction, lifted itself above the aluminium tube, cable braced ULs of that time. Until the end, he remained true to the UL idea. At the Friedrichshafen Air Fair, he was represented by a 2-seater which, developed from the SF-40R, is a contemporary, powerful UL in the true Scheibe tradition of mixed wood and steel tube construction.

Until the last, Egon did not just hold the threads controlling his firm in his hand. He was still "in full flying condition"!

He was a man of the first postwar hour, and his firm gave the gliding clubs cheap, practical aircraft, which won for them many new members.

Built under licence in France were L-Spatz 55 as the Avialsa A-60 "Fauconet" (Falcon) and the SF-27 as the LCA-10 "Topaze" and the SF-31 "Alliance". In Britain were built the SF 25B Motorfalkes under Licence by Slingsby Sailplanes as their Type 61 "Venture". "Spatz" is German for "Sparrow". C.Wills adds.

The 1953 Price List of the first German sailplanes offered for sale after the war.

Type	Designer	Max L/D	Price.
Condor 4	Heini Dittmar	1/31	16,000 DM.
Kranich 3	Hans Jacobs	1/30	11,000 DM.
M 13E	Egon Scheibe	1/28	7,500 DM.
Spatz	Egon Scheibe	1/29	4,500 DM.

For £ Sterling, a 0 should be removed for a rough estimate. No wonder Egon Scheibe's gliders sold well.

The Akaflieg Munich's tradition was to offer cheap sailplanes with steel tube fuselages and wooden wings and tailplanes, of performances comparable with those of the best sailplanes. This was championed by Kurt Schmidt and his Mü 13. Egon remained true to this ideal until the last. Chris Wills met him just as he was going out to test the first Motorfalke. First, Chris was given lunch and then a Volkswagen, a type with which he was not entirely unacquainted, to watch the take-off. Such was the generosity, kindness and enthusiasm of Egon Scheibe.

Those who also helped Egon Scheibe were: Rudolph Kaiser (later known because of the Schleicher Flugzeugbau, Poppenhausen, Rhön). Herbert Hartmann (who was employed by Scheibe Flugzeugbau until his death in 1993). Kurt Weckerlein, who read the Funeral Oration. Franz Friedl (now employed by Dornier). Wolf Hoffmann, Heinz Haferkorn, and of course his three Sons in Law, who are engineers at the firm.

It was emphasized that he had pioneered motorgliders and his firm had been the first to build them in quantity.

As a final offering, on his last work day, before he had to go into hospital, his latest creation, the ultralight motorglider "SF 40", aerotowed a sailplane into the air.

The above was translated by C.Wills, from an Obituary by Jochen Ewald and from the Funeral Oration by Kurt Weckerlein.

Colonel Edward Geoffrey Shepherd, Retd, 1928 – 1997
(Deputy Lieutenant of the County of Oxfordshire)

Ted Shepherd was one of the early members of the Army Gliding & Soaring Association at Lasham, and after that, at Odiham. He later became President of the Army GSA. He always brought a breath of fresh air and humour wherever he went but during the latter years he was found to have a slight heart murmur and had to give up gliding, reluctantly selling his LS4. He then took up sailing but often had time to help run National events.

He liked to spend days shooting and it was after one of these days in Yorkshire that he was struck down by a massive heart attack. So has passed one of the truest of the true. He obtained flags from the Army for our International Rallies in Britain and never let us down.

A memorial service was held at St Giles Church, Oxford, on 5th December which was attended by Chris Wills.



Ted Shepherd

He had outstanding integrity and we were happy to have known him since the early 50s.

All our sincerest and warmest sympathies go to his wife Catherine, to his family and to all who knew him.

Chris Wills

Brian Connolly CFI Dublin Gliding Club.

Brian died suddenly in hospital on 30th September 1997 shortly after returning from a Dublin Gliding Club expedition to Kerry. He joined the Dublin Club nine years ago bringing a wealth of experience from his gliding days in England and Germany.

Brian's first contact with gliding was at RAF St Athans where he was stationed for a while before being posted to Halton. On his first Sunday there, he went to the launch point where T31s were being winched. Unfortunately, it was explained to him that gliding was only available to ATC cadets. Likewise, he did not get the opportunity to glide at Halton, where he did his apprenticeship in the electrical trade, or at Valley, his first posting on Vampires. His first gliding flight was at Geilenkirchen where he was doing a tour of duty on Canberras.

During his later, extensive gliding career he flew many vintage gliders including T21s, T31s, Olys, Grunau Babys and



Brian Connolly being briefed in the Mucha by Irish VGC Members John Finnan and Ciaran Sinclair. Photo Ian Dunkley.

Ka 4s. Additionally, he spoke of flying the Weihe, a Gövier, a two-seat Grunau Baby in which the instructor sat underneath the wing, a Rheinland and a Reiher, although he must have been wrong about the latter. After obtaining his Instructor's Rating he went on to become DCFI of the Army Club at Detmold and once said he had been a member of 14 clubs, most of them service ones.

Upon joining the Dublin Club, he unselfishly devoted his enormous talents and energy to the Club. When not instructing he flew the tug; on non flying days Brian could be found in the workshop inspecting and maintaining gliders. Brian had a great fondness for vintage gliders, although getting him to admit it was always pure torture. The very active vintage group in the club received special help and encouragement from him in his capacity as an Inspector.

In addition to being CFI, Brian was a past Chairman of the club and had just before his death been Chief Technical Officer for the Irish Gliding and Soaring Association. His unselfish devotion to the club and its members was at the expense of his personal flying. Nevertheless, so much of the pleasure that Brian extracted from gliding was obtained from the achievements of others. A student flying solo for the first time or a junior pilot flying his first cross-country flight would always be greeted by a delighted Brian.

His warmth as an individual was always complemented by the entertainment offered by his unique wit and the stories of his varied and interesting life which he so enjoyed telling. He kept up his sense of humour to the last, joking about Ian Dunkley visiting him the day before, leaving a Ka 13 parked outside the ward, suggesting that the VGC Membership Secretary probably gets the opportunity of visiting many old codgers that way.

Brian will be sadly missed and our sincere condolences go to Caitriona, Brian, Donal and Paul.

John Finnan Secretary Dublin Gliding Club

Bernard Thomas

We are sad to report that Bernard died peacefully on 28th November at the age of 86. Many present Camphill members will remember him as one of the older generation who they occasionally met in the bar at weekends. What many may not realise is that Bernard celebrated over 60 years involvement with Camphill and gliding generally, covering a wide range of activities.

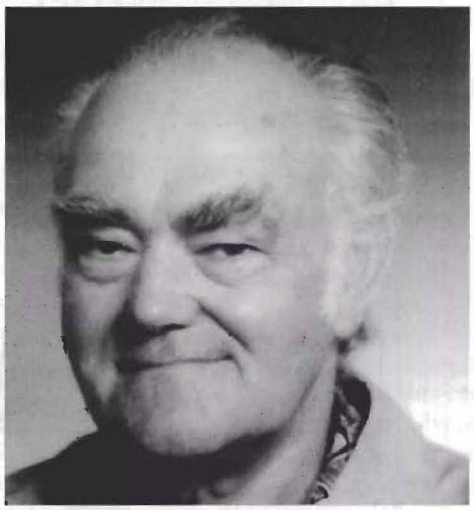
Having started gliding in 1936 he was one of the early pre-war members of the Derbyshire and Lancashire Gliding Club and was instrumental in drafting the Club's Constitution and Articles of Association. He took over as acting Secretary and Treasurer during the war years, holding the posts until he resigned in 1949. He was also very influential in the resumption of civilian flying activities in 1945.

He was a well known and respected figure in the sport, both locally and nationally. He attended the first post-war meeting of the re-constituted BGA as representative of Camphill and was a member of the BGA Council for a period. He gained Silver C number 88 in the summer of 1947 and his Gold C in 1955. By 1954 he had been appointed as Deputy CFI and later held the post of CFI for 6 years.He was a driving force in the development of Camphill, being Chairman from 1965 to 1969 and he was later elected vice-president.

He should be remembered as a prudent Treasurer, as befits a professional accountant. He was undoubtedly a firm but fair CFI, a skilled chairman and a charming gentleman when not officiating. His generosity is legendary and he was always willing to help out with the collection or delivery of aircraft or parts for the club or friends alike. On a personal level he was a very private man who talked very little about himself but the younger Bernard was quite adventuresome and loved to travel. In 1934 he sailed on the maiden voyage of the Queen Mary. In later years he still enjoyed trips abroad with friends for both gliding and non-gliding holidays.

Many Camphill pilots owe Bernard a great dept for his skills as an instructor and all members for his dedicated support of the Club for over 60 years. He will be greatly missed by family and friends alike throughout the country.

M.S.A.



The late Peter Egger

Peter Egger 1927 – 1997

Once again we have lost a good friend and member of the VGC. With sadness we report that Peter Egger died on the eve of the New Year after a long and painful illness, at the age of 70.

Peter and his wife Ida were among our first members, joining the VGC in 1974 at the 2nd International Rally at the Wasserkuppe (Rhön). Peter was flying his Olympia Meise HB-388. From then on they attended nearly all our rallies, the last for him was 1993 in Zsbraslavice. Many times he took part at Oldtimer meetings at the Hahnweide, Blumberg and Gundelfingen. Peter came to these events for the pleasure of flying and for meeting friends; this provided him with pleasure and happiness, it was part of his life.

Professionally, he was a skilled mechanic and he spent most of his free time working on gliders at his home workshop. It was first the repair of the Meise HB-388, then the overhaul of the Spalinger S-18 111 which now belongs to Daniel Steffen, later he was to repair and restore his own Spalinger S-18 111 which he first flew at Sutton Bank in 1980.

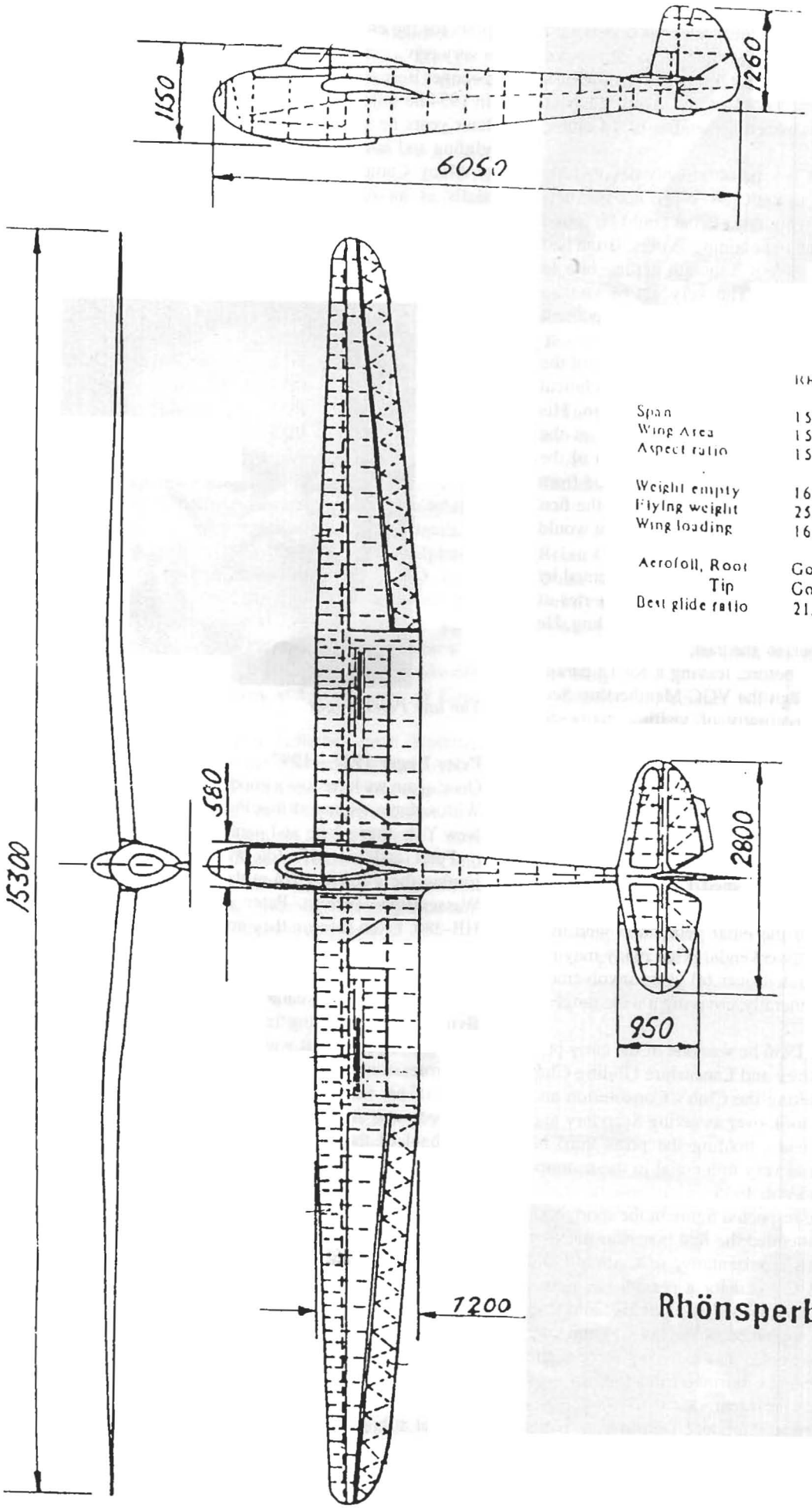
In 1976 he finished his high performance glider Elfe S4 and built a new trailer for it.

Together with young club members he brought back to flying condition a Karpf-Baby in 1995. This was the last great work he did for his passion gliding.

Peter will be remembered with his camping car, the dog "Struppi" his accordeon playing in the evenings, and much more. Many of his friends from the VGC, from the Oldtimer Club, from his own gliding club at Bellechasse attended the funeral at his homeplace, the small village of St Ursen.

Our sincere sympathy goes out to his wife Ida, his son Peter Jun and their family.

Willi Schwarzenbach



	Rhönsperber
Span	15.2m
Wing Area	15.3m²
Aspect ratio	15.3
Weight empty	162 kg
Flying weight	255 kg
Wing loading	16.9 kg/m²
Aerofoil, Root	Gottingen 535
Tip	Gottingen 409
Best glide ratio	21.6:1

Rhönsperber

Joy Pressland

It is with great sadness that we have to report the death of Joy Pressland during November 1997 due to two severe illnesses. We put a photograph of Joy on page 23 of our VGC News No.88 of the Summer of 1996, when we sadly reported the death of her husband John. It is so sad for us that she lasted for such a short time after John had gone.

She joined the RAF before WW-2 and became very proficient with signals i.e. transmitting and receiving morse code at tremendous speed. She was thus in contact with RAF aircraft during the war and probably helped many of them to get home. She served as a wireless operator at Coastal Command's 19 Group Headquarters.

She became involved with gliding in 1947 in England, when John had come home from being a Chief Instructor at the BAFO Club at Detmold. They competed successfully with an EoN Olympia in the 1947 National British Contest at RNAS Bramcote in 1947. This was the first British National Contest to be organized after the war.

They went together as part of the British Team at the 1948 Samaden World Gliding Championships. They were particularly in Donald Gregg's team. After his fatal accident, there was not much of his EoN Olympia to bring back to England.

After they retired from work, John wanted to get back into gliding and bought a share in the Austrian Mg 19a with C.Wills. Joy often came with John to help with its rigging and de-rigging.

We send all our sympathies to Mark, her son, and to all their relations and friends.

The VGC was represented at both their funerals by C.Wills.

Book Reviews

The History of the London Gliding Club by Dudley Hiscox

Some 20 years ago, Dudley Hiscox, a venerable Dunstable figure, wrote up the early history of the London Gliding Club and this was produced in a duplicated format, but recently Ted Hull has sorted out a series of very good, old pictures to illustrate it and the club has now had it printed properly. It is a fascinating story told with a lot of quiet humour by one of the earliest members of the club and it retells the triumphs and the tragedies of the years from the twenties to the fifties.

The club was obviously lucky to have some very devoted members who were able to use their business acumen to the benefit of the club, sometimes turning what could have been a disaster into a success, such as when the foundations of the clubhouse had been put down but the club had run out of money to go any further. Someone came along wanting to put his fruit machines in the club and a deal was struck and the money handed over. Soon after, it was ruled that gambling machines were illegal and they were removed – but the club was able to keep the money. There are many other such stories totally unconnected with gliding but nevertheless telling the history of the behind-the-scenes action which the average member tends to forget but which is vital if a club is to grow and to have anything of a social side.

This is the book to read if you wish to know who was the first to land in the London Zoo, which glider builder designed the Igloo tent, who would not do business on a Sunday, why the Rhönbussard was called a scientific instrument, who caused the first air raid warning of WW2, and is the Soaring Club of Great Britain the forerunner of the VGC?

Our congratulations to Ted Hull for an important history of a major club.

The booklet is available from the London Gliding Club, Dunstable Downs, Tring Road, Beds, LU6 2JP at a cost of £2.50 plus 50 p postage or £1.00 for the rest of the world. *G.Ferrier*

We have also heard from Ignacio Garcia Colomo in Spain that a book on gliding in Spain has now been published. It contains 669 pages written by one of the organizers of the 1954 World Championships in Madrid (Cuartrovientos). The Title and Author are Historia del Vuelo sin Motor en Espana 1930-1995, by TAULER, Miguel. and it can be obtained from:

Centro de Publicaciones del Ministerio de Defensa, c/ Juan Ignacia Luca de Tena 30, 28027 Madrid. Fax +34 1 742 22 05.

"GERMAN AIR ATTACHE " by Martin Simons.

This book is about the prewar, wartime, and postwar life of Peter Riedel. At the beginning, he describes his wonderful solo cross country flights during the 1937 and 1938 US National Contests at Elmira in the "Sperber Senior" and "Kranich 2", and further flying of the "Kranich", when an attempt was made to fly across America from autotowed launches. The book then describes his fascinating career as Air Attaché, with its aftermath. It is a true life adventure story, which is brilliantly written. Martin Simons has really done well writing this book from original documents and taped recordings from Peter himself in America. Martin has written it as if Peter himself was writing it, and this in itself is some achievement.

It paints a vivid picture of the time, and once one starts reading it, it can not easily be put down. We say to Peter and Hellen who are still alive in America "Thank God you came through. We are glad to have you still with us". The book is in English and has black/white photographs. It can be obtained for £19-95p from AIRLIFE PUBLISHING Ltd, 101 Longden Road, Shrewsbury, SY3 9EB, England, and from the VGC Sales dept. We think the book ought to become a best seller and should be translated into German, French and Swedish. It is a book that falls into the class of "only now can it be told" but there is more that could have been told, which is not included in the book maybe for space reasons.

It should be mentioned that prior to the events described in this book, Peter had been one of Germany's best glider pilots. He had started gliding at the First Rhön Contest in 1920 when, at the age of 14, he flew his second glider. In 1933, he became German National Champion, flying the rebuilt (after Grönhof's fatal accident with it) Fafnir 1. He also flew it in South America during the German Expedition there in 1934. He has written a trilogy of Self Experienced Rhön History, which shamefully has not yet been translated into English, or any other language, from the German.

"FLAK AND FERRETS" "One way to Colditz" by Walter Morrison. This is the incredible story of Lorne Welch's and Walter Morrison's escape from Stalag Luft 3 Sagan and their attempt to steal two Luftwaffe aeroplanes, in which to fly to Sweden. This, luckily for them, as they could have been shot for espionage or sabotage, led to their being sent to Colditz. We had heard snippets of this story, but at last now it is there in book form for us to read. Walter Morrison had been a glider pilot with the Cambridge Club before the war. In 1947, he took part in the testing (much photographed by Charles

Brown) of the first EoN Olympia, as a member of No 1 BGA Test Group at Redhill. Lorne Welch was an important member of the Apprentices' Gliding Club at Farnborough in 1945/46. Later, he became Chief Instructor of the Surrey Gliding Club at Redhill. After flying several British records in the club's Weihe, one of which crossed the Channel, he took part in both National and International Contests with it and later, in the prototype T.42 Eagle, in which he again crossed the Channel (together with Frank Irving.) This a very readable and exciting book, and it is certainly worth owning in the reviewer's opinion. It can be bought from the Lasham Office. Price: £19.00 for the Hard Back edition and £12.00 for the soft back edition. Published by London Sentinal Publishing in 1995.

"DEUTSCHE LASTENSEGLER 1938-1945" by Klaus Neetzow and Georg Schlaug. The book describes, with photographs and German and English text, the operations undertaken by German Troopcarrying Gliderpilots during WW-2. The photographs are incredible. Eben Emael, Crete, the Rescue of Mussolini, the attempt to capture Tito, the supplying of cut-off pockets, finally in Budapest, Breslau and Berlin. The rigid tow method, pioneered by DFS and often used... it is all there, together with the desperateness of the situations which amounted to almost suicidal missions... and the tremendous casualties.The photographs are a record of the Missions and most have never been published before.

Also in the book are photographs of the Rhön Contest pilots Rudi Opitz (still alive in America), Erwin Kraft and Otto Bräutigam. Initially, top contest pilots were used to pilot the assault gliders and both the latter two were killed, in 1944 (in a FW 190 defending East Prussia), and in 1941 (testing a Gigant) respectively. Lt. Eugen Wagner is there also. He won the first Gold C in the World flying a Rhönbusard. He is still alive in Germany. For those who are interested, this is a very, very good book. The book was printed by the Drückerei Josef Grütter GmbH & Co, KG, 30952 Ronnenberg, Lägenfeld-strasse 8, Germany.

SEGELFLUG (Gliding) by Hans Nietlispach. This is a very well produced book by a Swiss pilot of legend. It is in German but there is a large section given to the "Icebreeze" in English. It is lavishly illustrated, sometimes in colour, and the excellent photographs are mostly of our old gliders. The book contains many of his own experiences from before, during, and after WW2 and finally briefly, into the fibreglass era. Of particular interest, I found, was his participation in the 1954 World Gliding Championships at Camphill, when he, and Bernard Müller, flew a two seater Spyr 5 in very bad gliding weather from launches by underpowered winches. I thought that I could detect some Swiss humour in the writing and the photographs!

On one of the first pages is the sentence "Don't lend it, it probably won't come back "!! (referring to the book, of course!!) This book is recommended for its photographs but it would be a help if its reader could understand a little German. Pages 170 – 186 are in English. It is a beautiful book. It is a book of gliding lessons to be learnt!! It is published by the Verlag Josette Nietlispach, Maulbeerstrasse 14, CH-3011 Bern, Switzerland. It was printed by Paul Haupt, AG Bern, Switzerland. *Chris Wills*

We have heard of a small booklet on the subject of making propellers using a few hand tools; I know this is hardly relevant to gliders but keen wood-workers may want to make a prop to go on the wall above the fire! Tel/Fax Ken Fern on 01782 773140 Ed.

Letters

From Ken Harris, 11 Millmoor Crescent, Eynsham, Witney, Oxon, OX8 1LN.

In the report on the restoration of Grunau Baby BGA 370 by Neil Scully, Neil states that in a pre-war Sailplane & Gliding, Fred Coleman's first soaring flight in his G.B. "Black Diamond" was on April 16 1936.

As co-owner & restorer of "Black Diamond" with John Smoker, I have Fred's original memo book which was, in fact, the glider's log book. Here are a few extracts which may be of interest and one in particular raises a query.

"B.D." was first flown on April 5 1936 by Basil Meads who had two flights of one minute each. It would appear that Mr Meads was given the honour of test flying Fred's G.B.

Fred had his first flight and his first soaring flight on 26 April 1936 at Camphill; these were 2 flights of 1 minute each and his first soaring flight of 1 hour 40 minutes. This date does not tally with the 16 April. I wonder which date is correct? The entry in Fred's book for "Black Diamond" is in correct date order with those before and after the 26 April, I will put my money on Fred's date. I have known too many magazines get too many things wrong!

On the same day, 26 April, Basil Meads had a soaring flight of 30 minutes and on 5 July 1936, L. Slater had 22 minutes, (was this Doc Slater?), and on 24 August 1936 H.Wills soared "B.D." for 34 minutes (was this any relation to our President?) Also on 29 August Fred climbed to 4100 feet in a 30 minute flight.

On 2 September 1937 it appears "B.D." had its first cross-country flight, going 30 miles to Doncaster in 1 hour 45 minutes by Nicholson (no initials given). The next day Fred went 21 miles to Marthen via Sheffield, again in 1hour 45 minutes.

"Black Diamond's" last flights before the war were on 23 July 1939. These are a few of the highlights of the 87 pre-war flight listed.

So whilst I have the history of BGA 277 pre-war and from the time it was bought by the Oxford Gliding Club in the fifties, I would very much appreciate it if anyone could give me any information about it between 1939 and the nineteen fifties.

I also have some photographs of the glider, one showing it airborne with the No12 on the rudder. Perhaps this was taken during the 1936 National Soaring Competition at Camphill. Also, in two other photos "B.D." has what appears to be drag wires from the nose to the top of the wing struts. These wires do not appear in any of the other photos. Is there a grand veteran glider pilot out there who can supply the answers? *(To answer two of Ken's questions, Doc Slater was A.E. Slater but probably the L Slater mentioned was Louis who was one of the early members, if not a founder member, of the Derby & Lancs Club and later was the Slater of the Cobb-Slater variometer. Whoever the H. Wills was he was not a relation of our President. The drag wires on Black Diamond can just be seen in the original of the picture we published on page 37 of VGC No90. Ed)*

From Geoff Moore, Arewa, Shootersway Lane, Berkhamsted, Herts, HP4 3NP.

I was delighted to receive VGC News No 92 and was further thrilled to read on page 35 the article by Pete Wells, 'Tales of

Vintage Past – The Streak" Close scrutiny of detail exposed in the picture revealed certain freakish sculpture recognised as our very own EoN Primary BGA 3214, now with an international syndicate of 22 and growing. (We include a husband and wife team from Aussie who still await a decent Met forecast to aerotow out to some vintage event in the outback there!)

The picture of the glider would appear to be taken at RAFGSA Bicester in the days when the EoN was stark silver and registered as R-13. On the day of this recorded flight April 25th 1974 as the original log book and servicing record shows, it flew 28 launches totalling 1 hour 5 minutes for the day and total accumulated flying time of 69 hours 18 minutes from a total of 435 launches. The C. of A. had been issued the previous day as a renewal.

We are claiming this as a first for naked George, where ever he may be now, for the Guiness Book of Records. Well done, George, may your Primary instinct bear witness. If he can be found and prevailed upon to appear at the London Gliding Club the syndicate would stand him enough drinks to put him on another high!

Great stories have surfaced over the years revealing the passion to stir up excitation from the pilots who fly the Primary. One member soared it up to the 3000ft limit over Dunstable; another time, a whip round in the bar at the club raised enough cash for a big aerotow early in the morning to 5000ft near Lasham to reclaim the Lasham/Dunstable plate as a soaring flight- two circles over the Dan Air hangar was just enough to get noticed and then to land by the launch point with white scarf billowing from the helmet to the astonishment of the local pundits queuing for take-offs.

On another occasion, a certain female LGC pilot flew the glider at its home base of Bicester to become the first pilot to do a perfect blind approach and landing from a winch launch; apparently soon after take off her skirt flew up over her face and she was unable to remove it to see as she was too scared to let go of the stick to fly with one hand, so achieving the impossible for the beaming, boggle eyed boys below.

At another time the pilot encountered strong lift in a thermal and lost his hat. He then circled around to see where it might be falling in order to recover it on landing, but could not see it. On landing, when the glider stopped the hat fell off from the leading edge above his head to fall on the ground by his feet.

Many thanks Pete for the article, another story in the life of the Primary, if you would kindly contact me I would be delighted to hear from you.

Also from Geoff Moore, extracted from a letter to the Editor,
For years now, I believed a list of flights and times at rallies is boring and a total time waster. We all know in the present climate that Vintage gliders can put up good performances which are accepted as the norm. It was slightly different 50 years ago when a glider seen flying was headline news. A mention of the better flights at a rally with a list of participating gliders and their registration numbers could make the article interesting reading. However, the serial or works numbers will be difficult for a busy editor to produce (*Thanks Geoff, Ed).* These numbers can be obtained through me, by any member sending a stamped self-addressed envelope, and maybe additional information as well.

This information is held by me, provided members always fill in the form and give up to date information regarding their gliders when renewing their membership each year. In this way, a database is being created for all known vintage gliders throughout the world.

From Mike Sansom. 34 Newlands Park, Seaton, Devon, EX12 2SF
Just received my VGC News – great magazine and not a mention of GPS or 1000 point days!

I am a bit concerned though, that a magazine expressing anxiety in one paragraph about the lack of growth of the club, is also mathematically defining what constitutes the "Right sort of Glider" in another; exclusion beyond the fold, no doubt, being the result of failing by even one point!

I do not have your classification of what constitutes a "vintage glider" but feel that being too specific on what constitutes an eligible one would be counter productive.

I think the membership is basically self selecting, in that ASH 25 or LS8 drivers and the like are not concerned. Pilots who simply fly whatever gliders are available, either because that is what their club has, or it's what they can afford, are not interested either. It is only those people who have an interest in the history of gliding who are potential candidates.

As the VGC has no facilities of its own, it can only be the member's wish to be involved with OLD gliders that can keep it alive. If this means involvement with a non-flying aircraft or replica, so be it. Who knows, the research put into a static project may one day prove useful for a flying antique!

Our Dart may not be vintage, it is however old and I think that it has a certain historic value. A Swallow on the other hand is also old but it has (in my opinion) far less claim on history.

Surely then, the important fact is that we have an interest in old gliders. Is anything else relevant?

If a criteria is required, perhaps a simple rolling elapsed time since a particular type's first flight is all that is required, thus enabling all replicas, restorations etc to be covered and give a continuing influx of new (old) aircraft.

(The present definition of a vintage glider is one whose first flight was in 1951 or before but there is a discussion going on between the members to maybe allow younger gliders to be called vintage, classic, historic or whatever members want. See the Club News in this issue Ed)

From Graham Saw,
Regarding the definition of "Vintage Glider"and what gliders to allow under the VGC "umbrella", I have read with interest both Hans Dijkstra and Jan Forster's proposals on the subject. Both schemes are well thought out and will work well when a variety of glider types have their equations applied to them.

My one concern is that "rolling year" system will dilute the interest for the very early gliders. At the moment there is a healthy growth in numbers of flying pre-1951 gliders (both restored original and replicas). Let us hope this trend continues.

Vintage gliders have many parallels with the vintage car world. They have fixed dates and rolling dates, with different categories, ie Veteran, Edwardian, Vintage and Post Vintage Thoroughbred having fixed dates, whilst Classic and Historic have rolling dates.

My proposal would be to have a fixed date for Vintage and rolling dates for the other classes of Historic glider, based on Jan Forster's proposals (if he does not mind!)

Vintage	any glider designed before 1951
Historic, class1	350 or more points
Historic, class 2	300 to 349 points

Historic, class 3	250 to 299 points
Historic, class 4	200 to 249 points
Historic, special class	any glider, not included in the above, that the committee feels is in "the spirit of the club"

Whatever system we use, it must have the effect of promoting the restoration and flying of vintage and historic gliders, whilst encouraging young blood into the movement. There are plenty of suitable two-seater vintage gliders to convert young pilots to the joys of flying gliders with character, so that they will continue to fly our cherished machines long after we can't!

FROM TONY GOODHART 20th November 1997.

Dear C. I was delighted to find myself mentioned in your account of the End of Season Rally (and AGM at Lasham CW). I am in fact four years older than my brother Nick. and was, incidentally, the first British pilot to win a World Gliding Record (not counting John Sproule's and Willian Murray's 1938 two-seater World Duration Record (at Dunstable) — speed: 76.6 kph round a 300 kms triangle in 1956. This was rewarded by the Royal Aero Club- thanks entirely to your father- by the presentation of its Silver Medallion. The record was really almost cheating, in that weather conditions in Australia were so fantastic that one started to get worried if one dropped as low as 6,000 ft. The glider was a Wolf Hirth built LO-150. I have so far failed to get any news of what has happened to it.

I look forward to attending one or more of next year's Rallies.

Yours ever, Tony.

A. Goodhart, New Mill, Inkpen, Hungerford, RG17 9DE Berkshire. Tel: 014 88 66 84 40.

(As far as we know, the LO 150 in Australia still exists in Victoria, where it was once (or still is) owned by members of the Victorian Motorless Flight Group. CW.)



Tony Goodhart in the Skylark 3 cockpit with his younger brother Nick standing, at a National Contest at Lasham probably in 1957. With the kind permission of the RAF Museum, Hendon.



Dr Nick Newton, the owner of the H17a, and Roy Scott who started building this Hütter in 1938 with Graham Saw, our Rally Secretary on the right. Roy is holding a model of his unique Viking 2, 2-seater,

From Roy (WR) Scott dated 17th November.

Dear C., Three Sundays ago, I had quite an exciting day at the High Wycombe Vintage Centre. In the first place, it was 50 years since the H.17a., that was finally completed by the Campbell Brothers, first flew. There had been some delay. I had commenced making the fittings for this machine and, as you probably know, for two others, in about mid 1936.

The idea at the time was, (it was just prior to the Dart Aircraft Company in Dunstable collapsing), that I should build three and sell two of them, keeping the third to fly myself. However, as you know, I set up business with Zander and sold one H.17a to Amy Johnson and her partners, Captain Rattray, Peggy Thring and John Saffery. The second one was sold to Sir Alan Coleman of mustard fame at Norwich and it was the first machine that I had painted... yes... Bright Yellow!! The third was about two-thirds complete when the Campbell brothers took it over.

By the way, these three machines were not built of Silver Spruce. They were built from selected light-weight Oregon Pine (as it was called at that time). This may be the reason why this present airworthy H.17 was able to stand up to poor storage conditions, prior to it being rebuilt by Ken Fripp. It was in immaculate condition when I saw it at High Wycombe (Wycombe Air Park – Booker CW).

Having come to High Wycombe, I was then persuaded to have my first flight for some thirty three years, going up on aero tow in a T.21b.

Would an article, or a series of articles, from the time 70 years ago, when I built my first glider be of interest to the VGC News readers?

The little book I wrote in 1942, was produced in great haste for the Publisher, who was Director of an Engineering Company that I was associated with at that time.

As you will appreciate, it will take some time to write up a fairly accurate account with all the details from that time, until now.

I am looking forward to hearing your comments.

Yours sincerely, Roy Scott, 10 Highfield Road, Corfe Mullen, Wimbourne, Dorset BH21 3PE. Tel: (01202) 693883.

(Dear Roy, There would be nothing that we would like better than to print an account of your experiences from 70 years ago, in our VGC magazine. I am sure that I speak for all our members. CW.)

From Mike Gurney, Researcher on the Historic Records of Czech Gliders. Dated 19. 11. 97.

Many thanks for your letter and the interesting article on the "Liberec Jerab" (Kranich 2.) I did not know anything about it.

First of all, I have just received a little information regarding the photos of the H.17a glider in the Czech Republic, that I sent you. It is a replica and was built about two years ago by a Mr Stanek and his son, and it was not built in Austria, as previously thought.

Also, concerning the number of Kranich 2s built by MRAZ during WW2, I am not entirely satisfied with the total and I have written to friends in the Czech republic, asking them to make further investigations for me. I will let you know if I receive anything. Now the article on the "Liberec Jerab" (or VOSLM Jerab) by Jaroslav Drchal (or is it Prchal?). Liberec is the name of a town in Northern Bohemia. Close by, there is an airfield where this particular Jerab (or Kranich 2) was modified,and thus it became known as the "LIBERECKY JERAB". My translation is not all that brilliant... but here it goes!!

Not long after WW2, there was a two seat glider which had a better performance than most other types then in existance in Europe.

A small group of people at the VOSLM facility in Liberec, got together to redesign the "Jerab" to give it a considerably better streamlined shape to improve its performance. See both 3- views for interesting comparison.

This aerodynamically streamlined "JERAB" was modified at the VOSLM workshops. It was still able to accomodate two pilots as before. It was first flown during the early winter of 1946. This sailplane was normally flown by a pilot solo. It was equipped with oxygen, the bottles for which were installed in the rear cockpit, beneath the removable faring between the two wings. The "Liberec Jerab" had been designed for High Altitude and Record flying, From April 1946, it was flown from Liberec and was involved in research on waves. It was later passed on to the Military and eventually ended up at the Czech Airforce's Academy at Hradec Kralové, but nothing was seen, or heard, of it after that. At one time there were rumours that it was flying in and around Necvocily.

The "Liberec Jerab" and others, which were less elegant, were built at Nitra during WW2, perhaps with the designer I. Micik in co-operation with St Plesk, making further refinments to its design. They were mainly flown on training flights, in and around Nitra and Presov.

VOSLM = Vojenske Odborne Skole Leteckych Mechaniku (Military Training School, Aircraft Mechanics)

Yours sincerely Mike Gurney, "Highlands", 24 Hillside, Woking, Surrey GU22 ONF.

In a previous LETTER dated 27th october 97, Mike GURNEY had some news concerning KRANICH 2 (JERAB) production at MRAZ (Chotzen.Chosen Bohemia) from the Record Office during WW2:

1941 – 320.
1942 – 480.
1943 – 530.
1944 – 290.
Total – 1620. Mike is checking this figure with friends in the Czech Republic.

It is tempting to add:
1945 – 80
1946 – 24
TOTAL 1724 = number of Jerabs built by MRAZ.
200 = number of Jerabs built by NITRA in Slovakia.
TOTAL 1924 = number of Jerabs (Kranich 2 s) built in Czechoslovaka from 1941 – 1946!!!!
All Kranich 2s were test flown by Mr Fryda, who unfortunately died 20 years ago.

Mike continues ... " My other friend Mr Zdenek in Brno, wrote and told me that Medlanky had one of the largest NSFK Gliding Schools in Czechoslovakia with about 100 gliders. After the war, only 6 Kranich 2s remained, after overhaul, to be for Aero Club use only. He believed that no more than 70 Kranich 2s were flying in Czechoslovakia during the war. During one air raid, he remembered that about 20 Kranich 2s were totally destroyed in an aircraft hangar, by a single bomb!!!

Mike Gurney has found it very hard sometimes to get this information and we thank him very much for sharing what he has with us. We wish him all the luck with his investigations and promise him, and his Czech friends, never to use it in any way to the detriment of them or Czechoslovakia, where we have so many friends. We only need the information to discover the total number of Kranichs built everywhere. The Total Number of Kranich 2s built everywhere in the World is now:

Flugzeugbau Schweyer 1935 – 19?? 400 This figure was received from Germans in Brazil and should be substantiated. 80 were sent to the Russian front with Panzer fuel or munitions and were destroyed there.

SWEDEN AB Flygplan 1942- 1944.	35.
POLAND.	50.
SPAIN. Aeronautica Industrial. SA.	50.
	535 TOTAL.

But the number produced by the Swiss owned firm of Kittelberger, at Rhinow Hobart near Bregenz during WW-2 is not yet discovered. The Roth Brothers have one.

Therefore the GRAND TOTAL (less the Kittelberger Kranich 2s) of Kranich 2s built everywhere is:

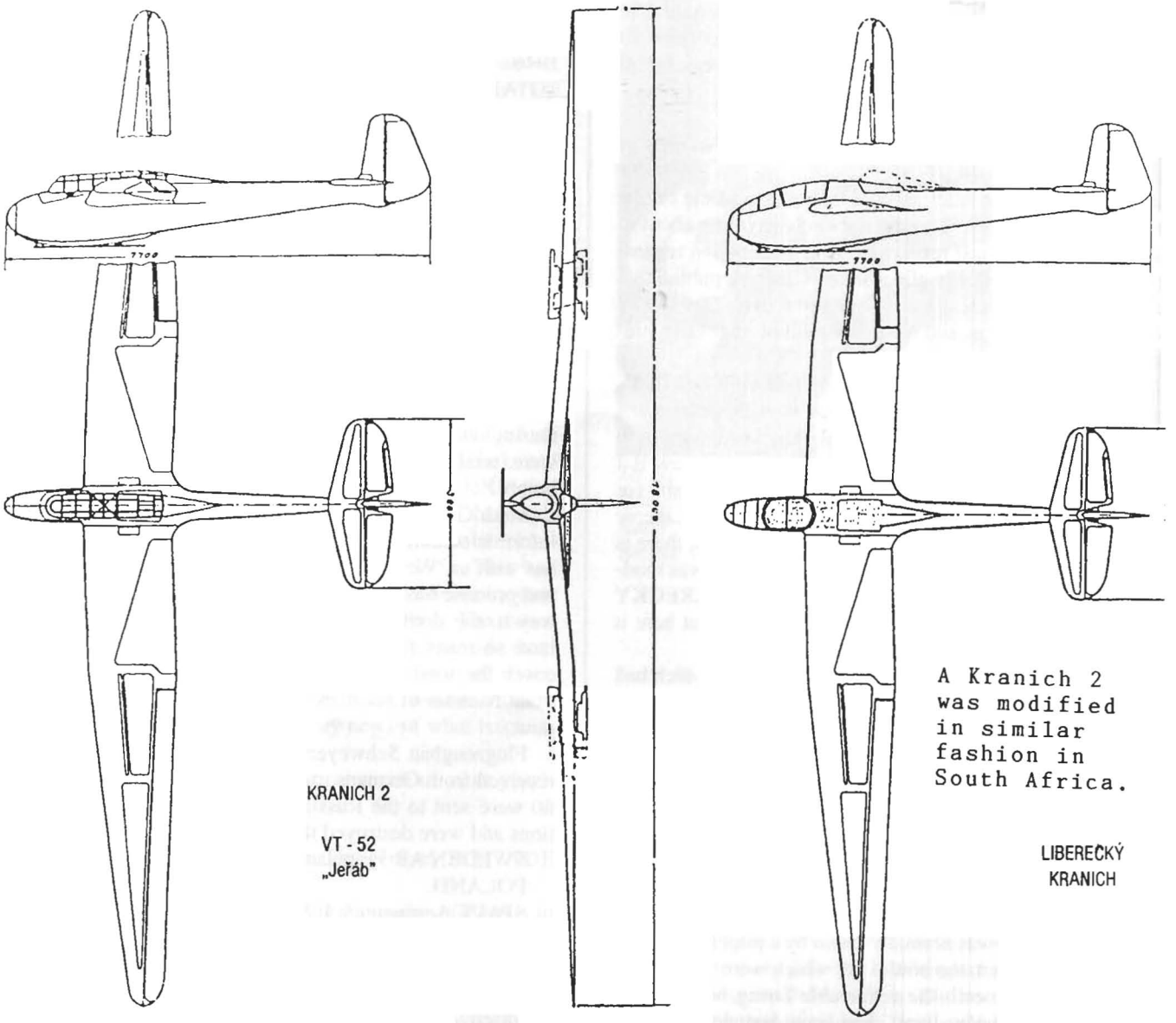
1924 +535 =2459!!

A recent letter received from NORMAN ELLISON in America concerns the CHILTON OLYMPIA, which was mentioned by HAROLD HOLDSWORTH in an article in VGC News No 91.

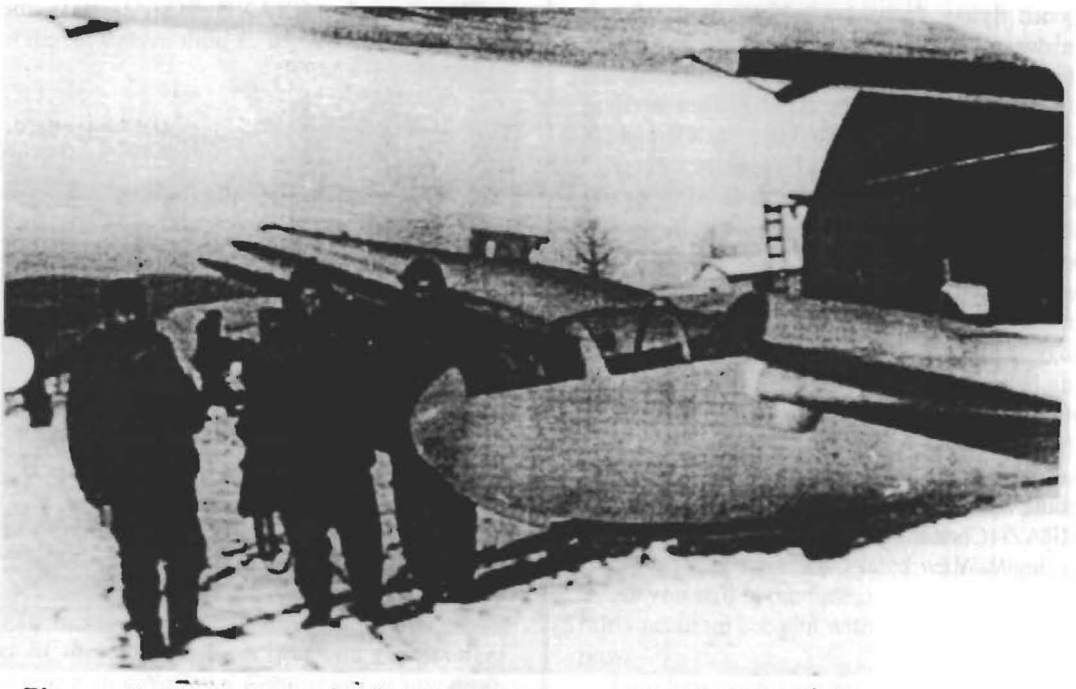
The Chilton Olympia was at Slingsby Sailplanes in not such a bad condition as to be beyond easy repair. However, when the Slingsby Directorate heard that Norman, and some other Slingsby workers, were thinking of repairing it, it was quickly taken away and burnt.

Letter from GERHARD RAPP. 20.12.97. Extract.

"Thank you for the VGC Rallies. We took part at Celles sur Ource. It was a great adventure (because our "Baby" landed out in a thunderstorm) but it was great fun and we will always remember this event. We hope to see you at Nitra in 1998!"



A Kranich 2 was modified in similar fashion in South Africa.



These drawings and photograph were reproduced from "Zpravodaj Plachtarskeho Oldtimer Klubu Jaro-leto 1997 c.7-8". The information was provided by Jaroslav Prchal.

Classifieds

Small advertisements are free to members and are charged at the joining rate for non members (see centre pages). Send your adverts to Graham Ferrier, address below.

FOR SALE

The History of the London Gliding Club by Dudley Hiscox. A 34 page booklet of historical interest with many photos in black and white – price £2.50 plus 50 pence postage for UK & Europe, and £1.00 for the rest of the world. Make cheques available in UK Sterling to London Gliding Club, Tring Road, Dunstable, Beds, LU6 2JP, UK. This booklet is a true record of the early years of the LGC. See the review in this issue.

SLINGSBY T.8 TUTOR (Cadet TX Mk.2) andCanvas covered trailer.
The trailer is very light and the canvas is carried by a 1 inch steel box section frame. The Tutor has been in its trailer for some time outside. Its colour is yellow but woodwork is silver doped. There is some glue failure to leading edges of wings, where they have been carried in wing boxes. There is a little glue deterioration to fuselage in cockpit area. The glider is complete and has basic instruments. Its wing struts may be slightly corroded. The trailer is good.

Offers should be made to: Eric Bergqvist, Railway Cottage, Station Road, Penketh, Cheshire, WA5 2UJ.England. Tel: (0)1925-727519.

Book "Gliding and Motorless Flight" by L. Howard-Flanders & C.F.Carr. Second edition 1932. published by Pitmans, including pictures, now scarce. In excellent condition. £21 including post and packing. Paul Stevenson Tel 01603 81105

Schulgleiter SG38 OE-5410 1965/1986 new restoration, total flying time 2 hours, from 58 landings. Perfect condition but no trailer.
Grunau Baby 11b OE-0061 1951 serial number 005, original Oberlerchner. 648 hours from 2955 landings. General overhaul in 1952, trailer available but in bad condition.

For price and further details of the two gliders above contact Peter Huber on email spc-hupe@ping.at *(sorry we do not have a telephone number. Ed)*

Grunau Baby 111, OO-ZIO 1951 Total new overhaul, but not yet painted. With instruments and open trailer. Price 110,000 BF. Contact Johan Kiekens for further information. Tel +0032 53 70 4652 after 6PM.

Slingsby Tutor 1944-46 vintage. Recently refurbished to "all but" flying standard. Wing mod embodied. Small amount of work remaining. Must go – space needed. Offers around £450 Contact Peter Philpot, Tel 01772 729606

The Harbinger two-seater including original instruments and Log Book. Good twin axle metal trailer. New C of A for purchaser. Price £10950 or near offer. Tel 0161 487 4522, 01709 369678 or 01733 893446.

Rhönlerche Ka 4, partially re-covered about 15 years ago, followed by C. of A. but then stored. Colin Williams, Tel 01298 813861

Slingsby Cadet 3 (T31), fabric removed and ready for minor repairs. Other restoration work prevents completion. All mounted on a good open custom trailer £500. Ian Dunkley, Tel 01298 872830 or *email vgc@datron.co.uk*

Slingsby T38 Grasshopper. Complete and airworthy although without current C.of A. Space wanted so any reasonable offer will be accepted. Alan Meredith Tel/Fax 01962 881179

NORD 2000 Fully restored with new C of A. In French Armée de l'Air colours, photo on cover of VGC News 84. Max Cockpit weight 108kgs (237lbs) Excellent wood and fibreglass trailer. View at Dishforth. £3500. Barry Smith Tel 01439 771056.

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 & F 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.

WANTED

Photographs, drawings, etc of DFS REIHER 2 or 3. to assist in the building of one. Please send information to: Karl-Heinz Kellermann, Beethovenstrasse 64,60325 Frankfurt am Maine 1, Germany. Tel: (0049 from England) 69.74.54.75. The aircraft is being built by the OSC Wasserkuppe.

INFORMATION concerning glider production during the war period 1939-1945 by the Swiss owned firm Kittelberger at the village/town of Rheinau-Hübert near Bregenz in Germany. It could have been, and still could be, a Furniture firm.(Möbelfabrik). During wartime, it built the parts for 100 "Weihes". These, we believe, were taken to France (Victor Minie Aviation) for the construction of the 32 VMA 200 "Milans" (French Weihes) in 1951. The French Government ordered the maximum number of "Weihes" possible to be built by the firm as the type had won the 1948 and 1950 World Championships against the newest French designs.

In 1945, it seems that the Swiss, probably led by "Pirat" Gehriger, managed to rush over the border before the French Occupation Force arrived and, with German consent and assistance, they were able to take back to Switzerland a certain number of gliders, which included Kranich 2s. The Roth brothers have one now which they are restoring. It is possible that the Swiss were able to obtain high winch launches at Bregenz to get the gliders over the frontier from Germany into Switzerland.

It should be possible to find 70 year old wartime Kittelberger workers still alive in Rheinau Hübert who would remember how many Kranich 2s the firm built. Probably the best place to start asking is in the local Gasthaus!! C.Wills would dearly like to know how many Kranich 2s they built, in order to bring his information about Kranich 2 production throughout the whole world, up to date. So far the number is approaching 2,500!! Please, send information to:

C.Wills, "Wings", The Street, Ewelme, Oxon OX 10 6HQ, England. Tel: (0)1491-839245.

C.Wills would also like **information concerning the film "The English Patient"** which won 9 Academy Awards in 1996. The film is supposed to depict the final years and fate of the Hungarian Count Almaszi who imported into Egypt the M.22 "Turul" sailplane in which Group Captain Edward Mole flew 147 consecutive loops. The film does not show the M.22 because it would not have fitted into the story. If the film company had wanted an M.22, we are sure that Laszlo Revi would have built them one as he has its drawings at home. Eva Simo-Avarosy told Chris Wills that Count Almaszi, who was not actually a Count, "but some of his family were", was in Budapest in 1945 and was de-nazified in 15 minutes. The film actually makes it clear that he was not on the German side but might have given them some of his maps. Where did the film company dig up their information, as their Almaszi died in Italy in 1944, as the result of an air crash in the desert? Could someone (perhaps Hungarian), please let Chris Wills know the truth, at "Wings", The Street, Ewelme, Oxon OX10 6HQ, England.

New member Paul Tolson wants any Books or Magazines on soaring (any language) particularly pre 1980 Sailplane & Gliding, and the US Soaring, Gliding, The Sailplane & Glider and VGC News Nos 1 to 73, 82 to 85, British Gliders – P. H. Butler, British Gliders and Sailplanes 1922 to 1970 Norman Ellison, The World's Sailplanes Vol 1, Vol 2-OSTIV. Contact Paul on 01778 394948 after 6 pm.

Information on the whereabouts of the plans for the **KH2 (Scorpion)** sailplane which was built by a **Mr John Halford** and was later given to an aircraft preservation society. Two sets of drawings were known to exist about 10 years ago but their location is now needed by Geoff Harrison Tel 01709 369678.



Manfred Hoffman's lovely T21b at Wächtesberg last year. Photo Johann Schreiner.

INFORMATION REQUIRED

Occasionally we are asked if we know the history of a particular glider and we think it is worth asking our members if they can help. If anyone has any information please would they send it to the Editor who will pass it on.

New member Manfred Steiner who shares a T31 with Stephan Kronenberg at FSV- Kaiserslautern would like to know if anyone has any information about this glider. It was formerly WT 898 and is at present painted Grey, Red and White.

Gwilym Griffiths has owned an Olympia 2b BGA 1382 Works No 131 from 19-10-96 flying at the Dartmoor Club, Brentor, and before that shared it with M. King from 7-8-93; before that the glider had a number of owners but the original logbook disappeared when it was badly damaged in August 1993. The previous owners were: in 1968 J, Little, North Shields, 1974 B.Davey, St Austell, 1982 Shalbourne Gliding Club where it suffered a ground loop and was written off, only for Mr King to restore it in 1993 after its bad accident.

Mike Sansom has a Dart 15 (not yet vintage, but wood and fabric) Works No 3 so may have had some distinguished pilots in its early days. It was written off at Great Hucklow in April 1964 but was restored over the next 7 years by Ken Blake and resumed flying in 1975. It may have had the number 323 when it flew in the Western Regionals in 1976. Mr Sansom's syndicate has owned it since 1994 and they have completed four Silver legs, and 130 hours up to the end of 1996. The competition number on the tail is, appropriately, T51 as on the prototype.



Mike Sansom's Dart 15 mentioned above.

Front Cover: Otto Grau's almost completed Rhönsperber in May 1997 after several years in the making.
Photo Johann Schreiner

Rear Cover: Otto Grau working on the rudder pedals of his new Rhönsperber.
Photo Johann Schreiner.

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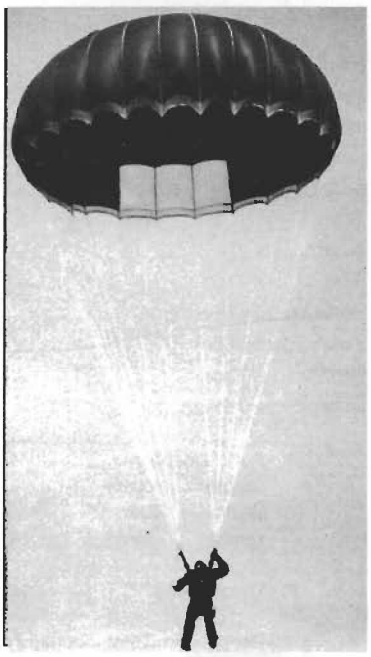
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