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VINTAGE, OLD-TIMER & CLASSIC GLIDERS

VINTAGE GLIDER CLUB

VGC News

No. 95 Winter 1998

http://www.tally.co.uk/guests/vgc

Diary Dates in 1999

We only have six firm dates at present but more will arrive for the next issue:

LOCATION AND DATE	CONTACT
9th Kirby Kite Rally Haddenham May 1-3	Peter Chamberlain 01525 378901
Annual Dutch VGC Rally Gize-Rijen Airbase, May 13-16	H.Dijkstra 0031 1646 135229, Fax 615887. email: knvvlpda@xs4all.nl
British National Rally RAFGSA Bicester May 22-31 (incl RAFGSA 50th Anniversary)	Roger Crouch 01869 246190
Camphill Vintage & Classic Rally Camphill, 26 June–3July	Derby & Lancs G.C. Great Hucklow, Tideswell, Nr Buxton, SK17 8RQ Tel 01298 871270 or dlgc@gliding.u-net.com
27th Vintage Glider Club Rendez-vous Achmer/Osnabruck 22–29 July	Harold Kämper, Tel 0049 541 126 936 49076 Osnabrück/Atten, Legerstrasse 161, Germany
27th Vintage Gliding Club International Rally, Aventoft, Germany. 30 July–8 August	Frau Ingrid Zibell, Wallstrasse 59-61, D-23560 Lübeck, Germany. Phone/Fax +49 451 70 48 76

NOTE Entry forms for the Lübeck **Rendez-vous** and **International Rallies** are enclosed with this issue. If you are going to enter either or both rallies please complete the forms and return them to the organisers as soon as possible.

NOTICE TO ALL MEMBERS:
The Rally Secretary is Graham Saw. Please forward details of any 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. The statements and opinions expressed in each and every issue of the Vintage Gliding Club News are not necessarily the considered views of the Officers of the Club. The views expressed by the Editor, contributors, letter writers and advertisers are their own and do not necessarily reflect the views of the Club. The VGC accepts no responsibilty for the results of following contributors' advice, nor does it necessarily endorse the services or products offered by advertisers.

Objectives of the Vintage Glider Club

To promote the international preservation, restoration and flying of historical and vintage gliders; to collect, preserve and publish information about the above; to locate and preserve documents and artifacts connected with gliding; to co-operate and negotiate with government bodies and other interested organisations to ensure that members' best interests are protected; and generally to do all such acts as may be conducive to the objectives of the Vintage Glider Club being met.

Officers of the Vintage Glider Club

President: Chris Wills, Wings, The Street, Ewelme, Nr Wallingford, Oxon OX10 6HQ, UK
Vice President: Willie Schwarzenbach, 52 Rte de Cossonay, 1008 Prilly, Switzerland
Vice President: Hans Dijkstra, Melis Blecklaan 61 4634 VX Woensdrecht, Netherlands
Vice President: Paul Serries, Agnes Miegl Strasse 1, Münster, St Maurits, Germany

International Council

Chairman: David Shrimpton, Fairfields, Fosse Road, Oakhill, Somerset BA3 5HU, UK. Tel: 01225 472253 or 01749 841084. E-mail 101233.1036 @compuserve.com
Secretary: Nel Dijkstra, Melis Blecklaan 61, 4634 VX Woensdrecht, Netherlands. E-mail knvvlpda@ xs4all.nl

Firmin Henrard, Rue Porcheresse, B-5361 Mohiville Hamois, **Belgium**
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Didier Fulchiron, 333 rue Louis Blanc, 38420 Le Versoud, **France**
Lazlo Meszaros, Erkel utca, H-1092 Budapest, **Hungary**
Jan Scott, 12582 Lutheran Church Road, Lovettsville, VA 20180, **USA**. E-mail flycow@ibm.net
Antonio Carlo Zorzoli, via G. Marconi 118, 41026 Pavullo nel Frigano, Modena. **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

VGC News

No. 95 Autumn 1998

Contents

	Page
Chairman's report	1
President's report	2
Club News	2
AGM report (English, French, German)	4
Rally reports	5
Feature Articles	
The history of Haddenham Airfield	24
The Sao Paulo Sailplane	28
I helped rescue the Schweizer 1–7	31
A Waterborne Sailplane, the Roma	33
Extracts from Camphill News	34
International News	
Australia	35
Britain	35
Czechoslovakia	36
France	36
Germany	37
Japan	39
New Zealand	39
Polish	39
Scandinavian	40
Slovenia	41
Switzerland	41
USA	42
Zimbabwe	43
Obituary Lorne Welch	43
Mike Birch	44
Pierre Prinet	45
Book Review "A glider pilot bold..."	45
Video review "Vintage Gliding at Camphill"	45
Information Please	46
Readers' Letters	46
Classified Adverts	48
3-View Drawings	
DFS-Fafnir 2, Sao Paulo	26&27

CHAIRMAN'S REPORT

Our thanks to Josef Ott and his team of helpers for organising a very successful 26th International Rally for us at Nitra, Slovakia. I am sure I speak for everybody who attended the rally when saying we all had a thoroughly enjoyable time. Sadly on our return home we learnt of the untimely death of Mike Birch, VGC Technical Officer. Mike worked hard and was very popular amongst our members. Our deepest sympathy to Pat and the rest of the family, whom we hope will continue to attend our rallies.

The International Council meeting at Nitra was well supported with no less than ten countries being represented. The Council expressed considerable satisfaction with the standard and content of the VGC News, which has improved over recent years and which should continue to attract new members. Please keep us informed of your news and views so that we can maintain the level of interest we have achieved so far.

There was general support for the way the Club is being run but concern over the lack of progress in formally acknowledging some Oldtimer or Classic gliders as bone fide Vintage gliders. We all welcome the attendance of such gliders at our meetings, (the Capstan, Rhönlerche and Breguet are typical examples), but we still do not officially recognise them as Vintage even though they are definitely our 'type' of glider. You may ask why we need to formalise our relationship with owners of such gliders?

Well firstly, we have put ourselves forward as the 'Official Body' representing owners of vintage gliders and have achieved recognition for having done so, for example over the issue of UK glider markings. Increasing our scope to include Oldtimer and Classic gliders would not only ensure the future of some of these gliders but also strengthen our movement and help the Club's future growth.

Secondly, as we move toward European Unity we will need to be seen as THE organisation able to represent owners of Vintage, Oldtimer and Classic gliders in a professional and unified way. Indeed, the problems encountered by UK Pilots wishing to attend the International Rally in France last year demonstrated the need for a unified approach to these unforeseeable problems.

For the purist, we could establish further grouping within the Club to determine the categories of 'Oldtimer'or 'Classic' possibly even introducing a 'rolling year' basis for newer gliders as has already been suggested. The main issue however, is that of survival of the Club on our terms!

The VGC logo on the cover of this Newsletter now reflects this change in policy in the hope of encouraging more members. In addition, in accordance with the members wishes at the AGM, there is also a retail price for the magazine in the event that outlets for its sale are forthcoming.

The International Committee also discussed future rallies, commencing with Aventoft next year, which the organisers promise will set new standards for International Rallies. The Rendezvous at Achmer is currently under discussion whilst UK members face up to the awesome task of arranging the International Rally for the year 2000. Switzerland or Denmark will entertain us the following year.

However, as we discovered this year, moving farther afield, we find that differences in the cost of living affect both membership and the attendance of certain countries at our rallies. The Club sympathises with such problems but can do little to assist with such difficulties.

On the home front we have received more offers of help from members this year proving that interest in the way we

run things is growing.

For myself, having seen the sun again, thoroughly enjoyed the International Rally, and received many letters and e-mails of support for the Club, I look forward to another successful year.

Finally, on behalf of all the committee, may I wish you all Seasons Greetings and a Happy New Year.

Regards, DS

PRESIDENT'S CORNER

The President congratulates our British members for having had an accident free year. We are only caretakers of our historic gliders which sometimes, as in the case of pre 1940 gliders, have outlasted their original owners. It is our duty to hand them on in good condition so that they should have the maximum chance of surviving into the future. This year, we have had a bad summer but next year must be going to be better. If we can demonstrate them enough in Britain, new good owners should come forward for them. You have all been good owners and so our gliders are in safe hands now. At the moment, our movement is doing well in Germany. A youth group at Achmer is thriving with a Kranich 3, Condor 4, Weihe, Meise, Grunau Baby 2, Grunau Baby 3, Lo 100 and also a Kranich 2 should be ready to fly there next year. It was a good sign that out of the 39 entrants at our 26th International Rally in Slovakia, 17 of them were from Germany, and this ensures that old gliders will do well there. We have at last got some contact in Poland and this is a break through as Polish old gliders were thought of very highly. Is it too much to hope that Poles will try to build again their pre 1940 sailplanes ?

Club News

We were saddened to hear of the sudden death of Mike Birch the Club's Technical Officer, in August; the funeral was well attended by VGC members including Jochen Kruse from Germany.

Mike's wife, Pat, has asked for the following acknowledgement to be published: **'Pat, Nicky and Andy wish to thank everybody for their wonderful letters, floral tributes and kindness at the sad loss of Mike.'**

Graham Saw has had the difficult task of writing an obituary for his friend of many years, see later pages.

On a happier note we were pleased to hear that our member of many years, **Colin Anson,** has been elected **President of the London Gliding Club**. He thoroughly deserves this honour and we send him our best wishes.

Welcome to the following new members which will bring our numbers up to about 700.

1691, David Allibone, Oly 2B, UK
1697, Hans Magonusam, Ka 4, Denmark
1698, Harry Williams, Ka 6E, UK
1699, Jon Crewe, Eagle, UK
1700, Not used
1701, Cecilia O'Reilly, Ka 6CR, Ireland
1702, Peter Williams, Zugfogel 3A, UK
1703, David Baker, GB 2, Mahe, Seychelles.
1704, Peter Kenealy, Ka 6E, UK
1705, Stuart Thom, Swallow, UK
1706, John Dredge, —, UK
1707, Peter Fairness, Ginn-Lesniak Kestrel, UK
1708, Colin Cousins, —, UK
1709, Ray Andrew, —, UK
1710, Le Forbes, —, UK
(Le Forbes is the new Editor of Sailplane & Gliding)
1711, Carolyn McLay, M200, UK
1712, Robert Pettifer, M200, UK
1713, Terence Gould, —, UK
1714, Stephen Gibson, Bergfalke 2 and Oly 463, UK
1715, Ken Fern, Skylark 3F & 3B, UK
1716, Thomas van de Ven, Ka 2B, Netherlands
1717, Frank-Dieter Lemke, —, Germany
1718, Robert Maxfield, —, UK
1719, Marko Winblad, —, Finland
1720, Daniel Armstrong, —, USA
1721, Barry Clarke, Oly 401, UK
1722, Guido Plützer, Modeller & PPL, Germany
(Guido is interested in restoring a Ka4 and would appreciate any help.)
1723, Alain Siméoni, Dr., France
1724, Harold Elliott, Modeller & Pilot, Australia.
1725, Geoff Hearn, ES52B & modeller, Australia
1726, Mark Vowles, T31, UK
1727, Sarah Cross, T31, UK
1728, Neil Clark, GBIII, UK
1729, Ken Reid, Ka 6E, UK
1730, Julia Reid, Ka 6E, UK
1731, Roger Moses, Oly 2B, UK
1732, Gerald Harkin, T31M, Ireland
1733, Steven Boakes, —, UK
1734, Richard Sharphouse, —, UK
1750, Luigi Giolitto, M100, Italy
1751, Giorgio Merlo, —, Italy
1752, Giorgio Zanrosso, —, Italy
1753, Mauro Capodaglio, Modeller, Italy
1754, Franco Bolzoni, Dart 17R, Italy
1755, Hans-Friedrich Pest, —, Germany
1756, Jon Sigurdsson, SZD Cobra 15, Iceland
1757, Silvano Vedova, —, Italy
1758, Kelvin Scully, T31, UK
1759, Eric Reeves, Capstan, UK
1761, Haakana Esa, Glider pilot & modeller, Finland
1762, Hirvola Harri, PIK-3C, Finland
1763, Hoimela Jaakko, Chairman Padasjoki Aeroclub, Finland
1764, Juhani Hyvarinen, PIK-3C & Ka7, Finland
1765, Kolunen Matti, Ka2, Finland
1766, Laulajainen Pertti, Glider/motor pilot, Finland
1767, Mutru Mika , Ka7, Finland
1768, Saarinen Taisto, Secretary Padasjoki Club, Ka2, Finland
1769, Nigel Rotherham, —, South Africa

We welcome all these new members to the VGC and hope to see them at our rallies (please make yourselves known to other members)

FROM THE MEMBERSHIP SECRETARY

This the last issue of VGC News for 1998, a year in which our membership has reached over 700 with new members in Finland who joined in October. In addition, we now have a VGC representative in South Africa which together with other actions will lead to further membership in 1999.

Unless you have already paid for 1999 your address sheet will be yellow, which means your subscription becomes due on the 1st January 1999. In order to improve VGC "cash flow" we are asking all UK members to send their renewal form and

payment direct to the Treasurer so that the money gets into the bank faster; his address is given in the renewal form. Members in countries who have a VGC Representative should continue to pay them as at present.

Overseas members who send renewals to the UK should now also send them to the Treasurer, and payment should be by a cheque drawn on a UK Bank, Eurocheque, or by Master Card/Visa. This last method of payment has been added at the request of members and can also be used when purchasing items from VGC Sales.

In response to demands from members we will be enclosing with VGC News Membership Cards for members who have paid their 1999 subscription since the last issue was distributed. The address sheet will continue to show membership number and year of membership so if you lose your card you will still have the information.

I would like to thank all the Overseas VGC Representatives for their work and the three UK members who will be helping me in 1999; Robin Willgoss on the VGC Internet pages, Peter Chamberlain on the glider/owner database and Hilary Orton on the VGC Membership database. The help of these people will enable me to spend more time working with our overseas representatives and increasing worldwide membership. Ian Dunkley.

Database of gliders

Peter Chamberlain, who flies with the Upward Bound Trust, has taken over from Geoff Moore the task of compiling our records, and he writes: I have recently taken on the task of updating the VGC's database of gliders and their owners. I would like to ask all owners when renewing their membership to put complete details of their machines and syndicate partners on the back of the form. Please do not put "as before" as this means I may have to go through several years' worth of forms in order to confirm the latest information. If you are just one person in a large syndicate don't assume somebody else will give us this information, we would rather have duplicate details than none at all.

I am also very much interested in hearing about non-airworthy gliders. If you are in the middle of restoring a glider or have the remains of one in your attic or garden shed I would very much like to know about it. If members would like to send me fuller details of their aircraft direct they may do so to the address below. Peter Chamberlain, 32 Fyne Drive, Linslade, Leighton Buzzard, Beds, LU7 7YQ, UK. or e-mail: upwardbound@compuserve.com

(We must thank Peter for taking on this task and also Geoff Moore for having done it for several years Ed)

From the Editor

The name of the author of the article "There used to be Laughter" in our last edition was lost between me and the printer but the name was Barry Smith to whom we offer our apologies.

From now on this issue of VGC News, ie the Autumn one, will come out in early December in order to have adequate time to report on the International Rally and the AGM. The publication of the other two copies will still go out in mid March and Mid July.

From Mark Wakem we have had the following news:

I'm sure many of us have seen the film "Prelude to Flight" which shows a day's gliding at Dunstable in the '30s, thanks to Chris Wills kindness in putting on a video show at one of our rallies. The film was made for the Shell Company and I had wondered if copies of the video were available through their Film & Video Unit, although not listed in any current catalogue. I was pleasantly surprised to find that the answer was Yes and now I have my own copy, to admire the Kite 1s and the ex-Eric Collins Rhönadler as often as I want.

If anyone else would like a copy of the video of this lovely 17 minute Black & White film with sound I suggest they contact Mr E P Cannon, SLBPF, Shell Film & Video Unit. Shell International Ltd, Shell Centre, London SE1 7NA

I think the cost will be £10 plus VAT plus postage".

Mark Wakem

Comments on the VGC News

Without being too modest the various contributors to VGC News should know that we receive a steady stream of congratulations such as:

"VGC News is an excellent publication",

"it continues to fascinate and inform"

"D.. P... says it's the best gliding magazine"

"very much enjoy the magazine with news and data of so many wonderful gliders"

"I find the VGC News fascinating, if sometimes tantalising"

And we are usually quoted by the excellent new French magazine, Volez! As it is a members' magazine which relies on articles and photos from members please keep contributions rolling in (especially on disc) and we will try to keep improving the News.

VGC Annual Prize Giving

The VGC's ANNUAL DINNER was held at the London Gliding Club on Saturday evening September 26th 1998 and, as is customary, prizes were awarded for the best Flying performances and Restorations during 1998.

The very bad summer weather made safe cross country flying over Britain almost impossible for pre 1945 designed gliders. Even the Bosworth Tutors and T.21 were dormant and the only good flights seem to have been made by later designed gliders, which reveals an improvement of design between 1945 and 1955. The same happened at Pavullo in North Italy which is a wave site and faster gliders were needed. The following have received VGC Prizes:

FLYING PERFORMANCE Uwe Morgenstern, from Germany, 180 km triangle from Pavullo, Italy in Ka 6 CR, D-1551 on 5.7.98. Barry Smith, UK, 3,985 m. asl. in NORD 2000, BGA 2683, on 19.8.98 over Dishforth. Hans Disma & C.Wills 5,000 m.asl in Mg 19A, BGA 2903, near Pavullo, Italy on 4. 7. 98.

VGC RESTORATION PRIZE 1998. Otto Grau, Germany – RHöNSPERBER- D-9025 *(This is a completely newly built machine).* Mike Beach, UK -WILLOW WREN-BGA 162

RODI MORGAN PLATE, which is awarded for the best flight during the 1998 National Rally is awarded to Ian McLeod for flying his ZUGVOGEL 3, BGA 2560, round a 150 km triangle on Friday the 12th June 1998.

VGC Grand Restoration Cup was awarded posthumously to Mike Birch for his super quality restorations including Bob Sharman's Prefect; it was accepted by Pat Birch.

Copy Date for the next issue which will go out in Mid March is 15th January 1999.

A brief summary of the Annual General Meeting which was held at Dunstable on 26 September 1998 is given here in three languages at the suggestion of Jan Forster.

Chairman's report as on page 1 of this issue.

Treasurer's report: Overseas members had been hit by the high cost of the pound, donations were less than last year but it is hoped to keep the subscriptions as at present if we can at least retain our membership and everyone pays in the early part of the year. In a few weeks it will be possible to pay the subs by Visa/Mastercard/Delta.

Membership Secretary's report: New members are continuing to join and this is starting to have a beneficial effect on our total number. A new venture is the Scandinavian Vintage Group which aims to save costs on the ferries by co-operation between members in Sweden, Norway and Finland.

Our Web pages continue to be developed and we have already recruited new members this way.

The Glider/Owner database is being computerised and will integrate our records with those of Air Britain, the BGA and others in order to identify all eligible gliders and their owners for possible recruitment.

We now have 20 overseas representatives.

Editor's report. Financial restraints limit the use of colour to the covers and the number of pages to 44 per issue, plus the 4 centre pages. Some original language articles have been used together with an English translation but this duplication can only be done at the expense of other text and photos. The aim is to maintain the steady improvement and I trust members will continue to contribute interesting articles and photos.

Election to the Committee: there is a vacancy due to the death of Mike Birch but there were no candidates. Jan Forster will be the new Technical Officer.

Among other topics discussed were: the best location for holding the AGM, contact with the aeromodellers which brought a proposal that all rally organisers should contact the local aeromodelling club to ask them to join us in the rally. The subject of selling the News was discussed but no-one was willing to take on the task of co-ordinating this. A nominal price will be put on the front cover. Chris Wills will be writing a regular piece for S&G. Action will be taken to attract more younger gliders and their owners.

French translation by Joyce Ferrier

German Translation by Colin Anson

Bref compte-rendu de l'assemblée générale annuelle qui s'est tenue à Dunstable le 26 septembre 1998.

Rapport du président – voir page 1 de ce numéro.

Rapport du trésorier – les membres à l'étranger ont été désavantagés par le cours élevé de la livre sterling. Le Club a reçu moins de dons que l'année dernière, cependant nous espérons maintenir les cotisations au niveau actuel si nous pouvons conserver au moins le même nombre de membres qu'actuellement et si leurs cotisations sont acquittées en début d'année. D'ici quelques semaines, il devrait être possible de payer sa cotisation par carte bancaire.

Rapport du secrétaire responsable des adhésions – des nouveaux membres continuent de s'inscrire au club et cela commence à avoir un effet bénéfique sur notre adhésion globale. Une nouvelle initiative, Le Groupe Scandinave Vintage essaie de réduire le coût des traversées par ferry par une coopération entre les membres de Suède, de Norvège et de Finlande.

Nous continuons à augmenter nos pages sur Internet et nous avons déjà eu des adhésions par ce biais. La banque de données Planeur/Propriétaire est en cours d'informatisation et elle intégrera nos enregistrements avec ceux de Air Britain, le BGA et d'autres afin d'identifier tous les planeurs éligibles ainsi que leurs propriétaires en vue d'un éventuel recrutement. Actuellement nous avons 20 représentants à l'étranger.

Rapport du rédacteur – les contraintes financières limitent l'utilisation de la couleur aux couvertures du magazine et le nombre de pages à 44 par numéro, outre les 4 pages centrales. Quelques articles en langue maternelle ont été utilisés avec une traduction en anglais mais ceci se fait au détriment d'autres textes ou photos. Le but est de maintenir l'amélioration constante du magazine et j'espère que les membres continueront de nous adresser des articles et des photos intéressants.

Election au comité – un poste est vacant en raison du décès triste et prématuré de Mike Birch, mais il n'y avait pas de candidats. Jan Forster sera notre nouvel officier technique.

Parmi les autres sujets de discussion – le meilleur endroit pour l'assemblée générale annuelle, **contact avec des aéromodélistes,** ce qui a abouti à suggérer que tous les organisateurs des rassemblements se mettent en relation avec les clubs d'aéromodélisme dans leurs régions afin de les inviter à nous rejoindre au rassemblement. **Le sujet de la vente du magazine VGC News** a été discuté mais personne n'à souhaité se charger de la coordonner pour ce faire. Un prix nominal sera porté sur la couverture. **Chris Wills écrira régulièrement** un article pour Sailplane and Gliding. Un effort sera fait pour attirer des planeurs plus récents ainsi que leurs propriétaires.

Kurze Zusammenfassung der jährlichen Hauptversammlung am 26. September 1998 in Dunstable- hier auf Vorschlag von Jan Forster in drei Sprachen wiedergegeben.

Bericht des Club-Vorsitzenden: siehe Seite 1 dieser VGC News Ausgabe.

Bericht des Schatzmeisters: ausländische Mitglieder sind durch das teuere Pfund Sterling betroffen worden. Spenden sind im Vergleich zum letzten Jahr etwas zurückgegangen, aber es wird gehofft dass der Beitrag nicht erhöht werden braucht, wenn Mitgliedschaft mindestens bei der gleichen Anzahl erhalten bleibt, und Alle am Anfang des Beitrags- jahres zahlen. In Kürze sollte es möglich werden, die Zahlung durch Kreditkarte vorzunehmen.

Bericht des Mitgliedschafts-Referenten: neue Mitglieder treten stätig bei, und dies wirkt sich auf die Gesamtanzahl der Mitgliedschaft vorteilhaft aus. Eine neue Inititative ist die Skandinawische Old-Timer Gruppe, die durch Zusammenarbeit zwischen schwedischen, norwegischen und finnischen Mitgliedern Ersparnisse auf den Fährschiffen erzielen will.

Unsere Web Site wird weiter entwickelt und hat bereits mehrere neue Mitglieder geworben.

Die Segelflugzeug/Besitzer Database wird auf Komputer eingetragen und wird unsere Daten mit denen von Air Britain, der BGA und Anderen vereinigen, sodass alle in Frage kommenden Segelflugzeuge indentifiziert werden, und deren Besitzer auf Beitritt zu unserer Mitgliedschaft angesprochen werden können, Wir haben nun 20 ausländische Clubreferenten

Bericht des Redakteurs: Aus Finanzgründen kommt Farbdruck nur für die äusseren Deckblätter der VGC News in Frage, und die Seitenzahl bleibt auf 44. plus die 4 Mittelseiten, beschränkt. Einige Artikel wurden in der Originalsprache, mit englischer Ubersetzung, veröffentlicht, aber eine solche Verdoppelung geht auf Kosten anderer Artikel und Bilder. Wir versuchen ständig die Qualität zu verbessern, und hoffen weiterhin auf interssante Beiträge und Bilder von der Mitgliedschaft.

Wahl zum Vostandskommittee: durch das Ableben von Mike Birch besteht eine leere Stelle, für die sich aber niemand beworben hat. Jan Forster wird von nun ab als Technical Officer fungieren

Die folgenden Themen kamen zum Gespräch: der am besten geeignete Platz für die jährliche Hauptversammlung; Kontact mit Modellfliegern mit Vorschlag an die Organisatoren unserer Treffen, lokale Modellflugklubs zur Teilnahme an unseren Treffen einzuladen; das Thema "allgemeiner Verkauf der VGC News" wurde angeschnitten, aber niemand hat sich bereiterklärt die Organisation hiervon zu übernehmen, Ein Nennpeis wird von jetzt ab auf dem vorderen Deckblatt erscheinen. Chris Wills wird einen regelmässigen Beitrag zur Veröffentlichung im "Sailplane & Gliding", der offiziellen Zeitschrift der British Gliding Association schreiben. Wir wollen mehr jüngere Segelflieger und—flugzeuge answerben.

CAMPHILL VINTAGE RALLY May 23–31

The fine weather which had been ordered for the whole week was short delivered, although flying did take place on every day. Many of the pilots and crew took the opportunity to explore the Peak District countryside, including one expedition to look at aircraft wrecks, not of our making I hasten to add.

Sunday provided the most interesting flying with ridge, wave and thermal, the wave and rotor moving in and out of phase with the ridge. This led to the Camphill re-enactment of an airborne assault with five gliders making a near simultaneous landing in the west field whilst others remained at high altitude. In order to maintain authenticity the pilots involved left their aircraft where they landed, with the dishonourable exception of the T31 "Tweety Pie" so that Ted Hull's approach and landing in the Scud III, watched with interest from the top of the ridge, resulted in an acclaimed ground loop. VGC members will be able to share the experience, as the event is included in the Camphill Rally Video, available from VGC Sales!

Daily briefing provided the opportunity of reviewing the previous day's operations, hearing weather forecasts that were frankly actionable and collecting the daily prizes. This year a new Camphill tradition was inaugurated, that of the Camphill "Horn", to rival the "VGC Bell." "Honked" at the begining and end of the rally, it was, and will be, awarded for meritorious flying or other activities that fall short of qualifying for the main daily prize of a bottle. (The bottle being awarded, as entrants to previous Camphill rallies will know, for either good flying, successful corruption, or other worthwhile achievements).

This leads to the statistics, without which no rally report is complete:

Aircraft visiting, 21
Hours flown, 57
Launches, 147
Average flight, 23min
Longest flight, Sky, 6 hr 27 min
Highest, Prefect S30, 5200 ft
Most launches, T21 WB971, 21
Most profitable, Eon Primary, 7 launches, 12mins

Aircraft visiting

• T21, two of them • Olympias, three of them • Ka6, three of them • Prefect, two of them • ASW 20, one and that was quite enough • Scud III, both of them • EoN Primary, only one but what fun • Hütter 17 • Libelle, two of them. What more glass? • Zugvogel • Vega, yes more glass • Eagle, a lot of wood • Swallow • Kite 1, only one for a change • T31 but what a beauty

And also our Camphill based Ka18, Super Javelot, SF27 and Skylark 4.

If any aircraft have been left out, keep quiet about it for we did not log any launches for them.

UK Visitors: Well who needs a long list of them, but we had over 60, many of whom enjoyed the flying, took part in the "Welcome Dinner", the "Folk Night", a pub quiz, and barbeques.

What about the Quiz? The first round was based on the new Bronze C papers, and we would like to report that VGC members excelled themselves, well they did. They all failed!!! However, they took their grounding in good spirit and bought drinks to restore their flying status with good grace.

Overseas visitors, apart from Martin Simons from Australia, who we will not count as he was born here and Sylvia Sharman, again from Australia, in-eligible since she married Bob, we had **Shigeyuki Honda** and his wife from Japan, plus sister and brother-in-law, from the USA. The last four assisted us in moving T21 bits to a new workshop. Thank you Shigeyuki, you should have been awarded the Horn for that. **Gini and Paul Schweizer** who visited Camphill just after the Rally, but we will count them anyway, both flew, Paul reliving memories of his last flights here at the World championships in 1954, except this time it did not rain.

The recipients of prizes cannot go un-recorded, particularly those who received the "Horn", so more unwelcome statistics are necessary, where the winners have not been forgotten.

Daily prizes of a bottle of Wine

Chris Hughes, Prefect, for proving it was soarable when no one else believed it and achieved 2 hrs 2 mins, plus other feats unknown/forgotten but always impressive.

Peter Teagle, Sky, for one 6 hour 27 min flight (the proposal to award the "Horn" for anti social behaviour was vetoed)

Michael Powell for 6 T21 flights when no one else bothered, and leaving his aircraft for the next three days for Ian Dunkley to fly.

Peter Kenealy, Ka6e, for the best flight (1hr 10 min) and for joining the VGC.

Chris Hughes for flying beyond the call of duty, and for letting Ian Dunkley fly his Prefect.

This leaves two days when the impartial judges decided that to award prizes for minor achievements would devalue the daily prize.

Now to the more prestigious "Horn"

Michael Powell, T21 for assistance in cloud flying.

All five pilots who landed in the bottom field, to give audible means of approach.

Sylvia and Bob Sharman, Nissan Primera, O/R Bakewell.

Peter Williams, Vega, for two flights totalling 14 minutes which served him right.

John McKenzie for forecasting a good day, filling his Libelle with water, encouraging a 300km declaration, all on a day that turned out to be barely flyable.

Ian Dunkley, for leaving his camera in a room full of VGC members. This quite undeserved award prevented **Bob Gibson's** 2 min flight in his ASW 20 going rewarded.

And finally, **Harry Willis,** Libelle, to assist when making fast approaches.

Michael Powell, in recognition of his restoration skills, was awarded a special prize of a "30 day Cof A ticket" for the park bench he repaired after demolishing it with his T21 trailer.

If anyone has been omitted it is probably due to the desire to avoid legal action.

Special mention must be made of the expanding Vintage group at **Stratford on Avon GC** who came in force and were responsible(?) for many of the new members.

Enough statistics and back to real life, the VGC gained six new members during the rally, a number of existing members had pangs of conscience and paid for 1998, and everyone enjoyed themselves.

The highlight, the round of spontaneous applause for **David Kahn** when he landed back at the launch point after the first flight of the EoN Primary (after a reciprocal, it must be said) It was flown afterwards by several pilots, who should have known better, none of whom bothered to lay off for the

cross wind because they were so entranced (?) by the view of the winch and cable between their toes.

Sorry to have missed it, well you could buy the "Camphill Vintage Rally Video" from VGC Sales which records both the 1998 Rally and last year's Camphill VGC National Rally. *(See the review later in this issue Ed)*

Finally, should anyone who did not attend, believe the above to be an incomplete or inaccurate report of the rally, I am sure that all who did attend will assure them that in fact it is not only accurate but one that recreates the serious nature and highly polished professional atmosphere of the now major annual event.

Next year's Camphill Rally will take place from Saturday 26th June to Saturday 3rd July. Note the date on the calender. This date has been chosen to coincide with the Tideswell Well Dressing and Wakes Week which means that there will be a Fair, Carnival processions, Markets, decorated wells, etc. In fact, something for all the family, plus pilots if it's wet and all within 5 minutes drive of Camphill

Ian Dunkley



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.THE BRITISH VGC NATIONAL RALLY Husbands Bosworth 6-14 June.

We hoped, as the previous week-long Rally at the Derby & Lancs Gliding Club at Camphill had had indifferent weather, that we might have good weather for our National Event, which was held one week later. We were not to be so lucky. After very considerable organization by our member at Hus Bos, Ron Davidson and the Coventry Gliding Club, we had rain and wind on every day except on the final Friday.

We thank our members for bringing 13 of their gliders to the Rally, and for leaving them there during the week in their trailers. Their owners left, intending to return should the weather improve. For our members who stayed at the Coventry GC for the week, it boosted their morale to see the 13 VGC trailers still there in the rain, day after day.

These gliders were:

Ka-2b	BGA 2147	Peter and Jill Harmer
Ka-2b	BGA 4336	Robin Wilgoss
Slingsby SKY	BGA 685	Richard Moyse.
Slingsby SKY	BGA 694	Mark Wakem.
JS WEIHE	BGA 1093	Keith Green.
Mg 19a STEINADLER	BGA 2093	C.Wills.
Slingsby PETREL	BGA 651	Graham Saw.
ZUGVOGEL 3a	BGA 2560	Ian Mcleod.
Slingsby SWALLOW	BGA 3823	Ray Whittaker.
HUETTER H.17a	BGA 490	Nick Newton.
SCUD 3	BGA 685	Ted Hull.
EoN OLYMPIA	BGA 535	Derek Phillips.
SB-5	BGA ?	Ron Davidson.

As some of the above gliders were never taken out of their trailers because of the weather, it was a little difficult to ascertain whether they were there or not, and we beg their owners to forgive us if we have left them and their machines out.

Permanently resident on the site but perhaps without C of As? were:

VIKING 1	BGA 416	Lou Glover
Slingsby PETREL	BGA 418	Ron Davidson.
Slingsby TUTOR	BGA ?	Keith Nurcombe.
Slingsby 21b		

The Gövier 2 BGA 1992, which belongs to Bob Arnold and Lou Glover, is at the moment residing, on loan, on exhibition without fabric, in the Boulton Paul Museum. It is the oldest Gövier in the world, as it was built in Germany in 1943.

The Opening of the Rally was attended by Paul Schweizer and his wife from the USA and Martin Simons from Australia. Martin's next book will be jointly written with Paul Schweizer on the history of the Schweizer Aeroplane Corp at Elmira in the USA. Martin took the Schweizers to visit the publisher in Shrewsbury and Paul wanted to see the Schweizer two seater sailplane which has recently been placed on exhibition, in the new Hall of American Aviation at Duxford. We were honoured to have had these famous people at our opening. During the opening, Ron Davidson and Chris Wills, as President of the VGC, unveiled a plaque on the wall of the clubhouse's entrance in memory of the First International VGC Rally, which was held at Husbos in 1973, 25 years ago. Thank You Ron and the Coventry Gliding Club for remembering us. During the afternoon Ron took some of us to visit the site of Percy Pilcher's fatal crash in 1899, not three miles from the Site near Stanford Hall, where he sometimes stayed. (A team of horses had been towing the Hawk glider when a bamboo tail support snapped. The glider fell to the ground from 30 ft

and Percy died from his injuries two days later)

From then on, we had bad weather with the forecast of an improvement for Friday. Mark Wakem was able to have some winch launches in his SKY on Thursday evening as he had to work on Friday. He allowed the Club's CFI to fly his SKY. The SKY had 4 winch launches at about 5pm but encountered no lift.

The forecast of good weather for Friday actually came true. There was a NW wind and Swallow, Zugvogel 3, H.17a, Petrel, Mg19a and Ka-2b were rigged and prepared to do battle. Unfortunately, this rigging took rather a long time and only the first launches were in time to find lift. Later launches, even by aerotow, found no lift due to over development. The situation improved towards the end of the day.

The winners of the day were Ian McLeod and Robin Wilgoss. The former managed to achieve the set task of H-Bosworth-Saltby-Towcester and H-Bosworth in 4 1/2 hours in his ZUGVOGEL 3A while the latter had yet another attempt at his Silver C 5 hours in his Ka-2b. He has had three other attempts and one of them lasted 4 hours 55 minutes!! We are sure that he will achieve it soon.



At the British National Rally Graham Saw and Nick Newton rig the latter's Hütter 17a with Robin Willgoss ready to help while in the background is Ian McLeod with his prize winning Zugvogel 3a.

Ian McLeod's flight was of about 150 kms The Zugvogel 3 has an 18 metre span laminar profiled wing, with a Scheibe steel tubed fuselage.

The type had its first flight (the Zugvogel 1) in 1954. The Austrian, Hasenknopf, had a fatal accident in his Zugvogel 1 when it broke up in cloud during the 1954 Camphill World Gliding Championships. Hanna Reitsch won the German National Championships at Oerlinghausen in 1955, flying a Zugvogel against the French World Gliding Champion Gerard Pierre in the prototype Breguet 901.The Zugvogels were built for Scheibe by Schleichers. The Zugvogel 4 was a 15 metre Standard Class version and the two of them built are probably still in Sweden. The Swedes flew them in the 1958 World Championships at Leszno.

At the end of the week, we heard the sad news of the deaths of the Coventry Club's President John Cadman and Lorne Welch, who had been the Surrey Club's CFI and who had sent Chris Wills solo in 1951. We send our deepest sympathies to their families and friends, and especially to the Coventry Gliding Club which in John Cadman has lost a loyal and important member. It had not been a good week.

However, our VGC owners brought their vintage gliders safely through the week, and so they will live on into a better time and good weather, which we can all look forward to.

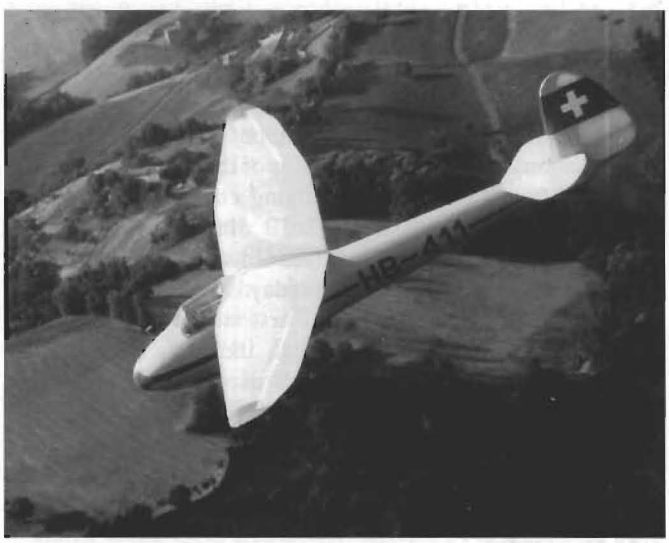
SWISS OLDTIMER ASSOCIATION 5–7 June

The Swiss Oldtimer Association OSV held the 10th annual 3-day flying weekend at the Langenthal/Bleienbach airfield, hosted by the friendly local Oberaargau gliding group. 23 gliders, listed below, were entered. This is by far the greatest participation ever noticed for an OSV meeting and reflects the dynamic activity of the association and the interest of the members in vintage glider flying:

Spalinger S 19 1937 HB-225
Moswey 4A 1950 HB-522
Grunau-Baby 1937 HB-234
Moswey 2A 1939 HB-309
Nord 1300 1947 HB-346
Spyr 5 1942 HB-3695
Moswey 3 1944 HB-373
Moswey 3 1943 HB-374
Spalinger S 18 II 1943 HB-411
Karpf-Baby 1944 HB-442
Moswey 3 19?? HB-385
Karpf-Baby 1946 HB-505
Spalinger S 18 III 19?? HB-510
WLM 1 1946 HB-552
L-Spatz 55 1955 HB-737
L-Spatz 55 1956 HB-575
Ka 6 B 1959 HB-62
Bergfalke II/55 1961 HB-690
Ka 2 B 1961 HB-724
SF 26 A 1961 HB-745
Ka 8 B 1964 HB-778
Ka 6 CR 1967 HB-871
Ka 6 E 1969 HB-978

The opening day of the meeting was unusually hot and humid. It began with the rigging and the exhibition of the gliders for the visitors. Flying started in the early afternoon. Although only a few, weak thermals developed, soaring was possible and some pilots even managed to stay up for a few hours. The two-seaters were busily engaged in passenger flights around the field. Three tow-planes, a Robin/ Porsche, a Piper Super-Cub and the 90 hp Piper L4 HB-OIO provided smooth and well adapted aerotows. On Saturday, despite the slowly deteriorating weather, poor visibility and the lack of thermals, many flights were made. Local pilots were pleased to "ride the old things" instead of their fiberglass-ships. Later in the afternoon a dark cloud front with some showers forced the activity to stop for the day. On Sunday morning the rain came in and except for a take-off with the Karpf-Baby HB-442 there was no more gliding possible and the meeting was closed at noon. The flying total of the three days was, of course, below expectations, but it was compensated for by the enjoyable evenings together with our hosts.

Willi Schwarzenbach



Willi Schwarzenbach's Spalinger 18 at Pavullo

CHALLOCK VINTAGE WEEKEND, June 26 – 28

A personal view by Ken Jones. ***(abridged slightly with Ken's permission by the Ed)***

It is a simple fact that with the exception of Air Cadets and a regrettably few Junior members the average age of people who are involved in gliding is not exactly at the lower end of the age range. So, if you want to produce a real nostalgia trip all you need to do is get together some very fine old gliders and add a liberal sprinkling of vintage cars and motorcycles.

One weekend in June, months of organising by George Costin and Julie Garside came to fruition at Challock, in Kent, the home of the Kent Gliding Club. O K, so someone forgot to organise the weather as the beautiful blue skies and high cumulus we all wanted were conspicuous by their absence.

Saturday dawned with 20kt winds and massed clouds and spots of rain which was actually an improvement, as in the night it had poured down. As always everything started in the club house with a coffee and a good moan about the terrible soaring season so far. While there we were joined by a well mannered, smart group of Air Cadets who had come to assist with everything from car parking to aircraft handling.

Like most clubs, most of our instruction and club flying is carried out with elderly Ka13s, Ka8s and a Ka7, so why are they not replaced with newer machines? The answer is partly cost but that is not all; they all share the ability to be repaired cheaply and easily while still delivering more than adequate performance. Many is the time we have seen a Ka 8 "scratching" at the end of a warm day just keeping up on the stored heat from the foliage of the trees. Try that with a Discus or an ASH. Watching the range of gliders in the air was a convincing argument that what most of us want from gliding is fun and there was more of that during this weekend than on many an ordinary weekend.

One glider provided happiness without flying, and that was the Slingsby T38 Primary or Grasshopper, which was secured in its tripod allowing anyone who felt the urge to try to keep the wings level in the 20 kt wind.

Also not to be missed was the early arrival of the immaculate Super Cub which was manufactured in 1958 and sold to someone in Switzerland where unfortunately they consider an aircraft is scrap after a certain number of hours. It was brought to this country and sensitively restored to its present wonderful condition.

The weather briefing on Sunday promised better weather but not a working ridge and so it was. There are only two Scud 3s and both were flying along with two Slingsby Swallows, a Skylark 3B, a Zugvogel and many more. But without doubt the real head turner was the Lunak; in its bright yellow paint it looked like it should have a jet engine hidden somewhere. *(This glider was featured in our issue of Spring '97).*

Among my other favourite gliders of this weekend were the Zugvogel for its obvious good flying characteristics and its bright orange colour, the Skylark 3B which flew in the 1959 Nationals and is still flying and the Grass Hopper which was aerotowed for the first time on Sunday.

What are my memories of this first vintage weekend? The sight of eight gliders on the ridge including six coloured vintage gliders staying up as well as the newer ones; the loving care so many people showed in keeping such beautiful gliders and cars in such pristine condition; but most of all the number of happy people just chatting and watching both the cars and the aircraft. Here's looking forward to the next vintage weekend.

K.Jones/G.Ferrier

SCOTTISH GLIDING UNION 60TH ANNIVERSARY, 27 June – 5 July, Portmoak

This rally was held to commemorate the amalgamation of the Fifeshire Gliding Club with the Scottish Gliding Union and also the first soaring flight on the Bishop Hill, both in 1938.

Visitors included:

N. Woodward Oly 2
C. Devine Skylark 3
J. Strebakowski Skylark 3
L. Adamson Eagle
P. Fairness Ginn-Lesniak Kestrel
P. Philpot Gull 3

Sunday June 27. Portmoak staged an Open Day, fortunately dry for most of the time with a brisk westerly wind and their hard work was rewarded with several hundred visitors.

All the visiting gliders were rigged and the club fleet of single seaters were also rigged and on exhibition together with other visiting gliders of the motor- and hang- varieties. Also on show was a K21, named "The Walking on Air" project, in which, in both seats, the controls had been modified so that it could be flown by disabled pilots.

The south side of the airfield was monopolised by radio controlled models which put on a dazzling display. This included aerobatics by a Yak 52, a Spitfire and a Hurricane. (The latter even sounded almost right) The star however was a jet powered F15 which was reputed to be capable of 200 kts and to cost £8000!.

By mid-afternoon the wind had abated slightly so I took a launch in the Gull. Flying at just over 30 kts the Gull was able to float up past the Armada of two-seaters patrolling the Bishop Hill with visitor flights. After an hour rain stopped play.

Unfortunately, **Monday to Thursday,** though sometimes flyable, were not really suitable for vintage gliders, so a lot of local sightseeing was done, including the East Fortune Aircraft Museum.

Here, several gliders are slung from the roof of one of the hangars, including a Tutor, a Ka4 and a Gull 1. The Gull is an assembly of at least two original Gull1s and included parts of Geoffrey Stephenson's cross-channel Gull. Unfortunately glue deterioration renders it non-airworthy. *(See Austen Wood's picture elsewhere Ed)*

Interesting power planes at the museum include a DH Puss Moth, a DH Dragon, an ME163 and a Weir autogyro. We were lucky to be given a conducted tour of the workshop by Jim O'Donnell, a Portmoak member who supervises volunteers doing the restoration work and were shown a partially restored Bristol Blenheim 4 (actually a Bolingbroke) and an Anson in a similar state.

Friday was a very suitable day for vintage gliders but by this time the owners of the Oly and one of the Skylarks had despaired of the weather and gone home. Steady breeze on Bishop Hill, plenty of thermals and a cloudbase of just over 5000ft.

Saturday was somewhat more boisterous, vintage flyable but again rain stopped play.

Sunday was also rather boisterous in the morning but obviously waving. SGU members were declaring cross-countries all over Scotland. There was a conspicuous wave slot over the west side of Loch Leven ie upwind, and in the Gull with its negligible into-wind penetration it took well over an hour to reach it and contact.

After climbing to some 500 ft above the cloudbase the slot

showed signs of closing up. Not too healthy a place for a glider with all but useless spoilers and no blind flying instruments. Regretfully the climb was abandoned and the Gull persuaded to descend using a high speed (55kts) slipping turn and the contribution of the spoilers.

Derigging that evening was done with the aid of a crew of a DG 500 who had completed a 320 k triangle for the umpteenth time. In summary, a worthwhile visit but not a VGC Rally in the usual mode.

The SGU members were most interested and helpful and although only four (rather expensive) launches were taken, over 7½ hours of very absorbing flying was achieved by the Gull.

Peter Philpot.

(Peter appeared to enjoy himself at Portmoak but what happened to the opening ceremony, barbeque, vintage cars, vintage tug, aerobatic display, T shirts, or bottles of champagne proposed by the organisers? Ed)



A Gull 1 (BGA 379, G-ALPA) made from several aircraft including the elevator and struts of Geoffrey Stephenson's cross channel Gull, at the East Fortune Museum.

Austen Wood.

THE WOODWORM RODEO. Dunstable, July 10-12

One of the great attractions of The London Gliding Club is that strong winds are a bonus and when other clubs are grounded the LGC is hard at it and almost anything that flies is on the ridge notching up hours of flying. So it was on this occasion – regrettably notable for the absence of visiting VGC gliders, but those who turned up had, between what can only be described as atrocious weather, a lot of fun (so there!).

Gliders taking part in the rally:

BGA No	Glider	Age	Owner/pilot
684	Scud III	63	Ted Hull
3324	T21b	44	Michael Powell
2870	ASK6CR	33	John Bodkin and George Costin
698	Sky	47	Brian Middleton
	Mü 13d-3		Geoff Moore
	T21b		Paul Hassan
	T31		George Jackson
	Rhönsperber		Francis Russell

Thanks to Andy Beatty (ex Booker instructor) who, despite being very busy instructing, arranged check flights where needed and got things under way on the flying side.

Friday afternoon was flyable and the ridge was working albeit there was a little too much South in the prevailing wind for the ridge to give of its best. Mike Powell's T21 had its initiation into the technique of flying the Dunstable ridge and managed to avoid collecting too many hang-gliders on the leading edges – not that it would change the glide angle that much!

Saturday, bearing in mind what we have endured so far this year, was pretty good and the ridge was working well. Ted Hull had organised a competition (sort of) including marks for spot landings, nominated duration of flight and accuracy of touch-down time. The spot landing was won by George Costin (2ft from marker), 2nd was John Bodkin (3ft) and Mike Powell was 3rd (8ft). Nominated duration was won by John Bodkin (2 hrs) with John Light second and max duration was won by Brian Middleton in the Sky at 2hrs 40min.

An excellent bar-b-cue was laid on by the resident restaurant staff in the evening and this made a fine end to a good day's flying. Prizes were presented on Sunday Morning by Anne Welch who more than made up for the lack of sunshine outside the room. We were also delighted to meet Geoffrey Stephens and his wife Beryl. Geoffrey was first to cross the Channel flying a Gull I in 1939. Beryl flew Daglings at Dunstable pre-war and has never quite forgiven Anne Welch for soloing two months before her due to a certain advantage not to be mentioned here. The Willow Wren which is believed to be the oldest glider in the UK (built in 1931) was on show prior to moving to its permanent home at the Brooklands Museum.

Summing it all up – it was a good weekend despite the weather and those who were there were amply rewarded for the effort in coming.

Mike Powell

OLDIES BUT GOLDIES, 18–26 July at Jämi, Finland

Jämi, 250km NW of Helsinki, in addition to gliders, is also used by parachutists, hang and para gliders, sometimes all operating together in harmony from the same runway with aerotows and two separate reverse pulley autotows going in sequence. Additionally, there are many modellers taking advantage of the long days. In between Jämi's two runways, unusual in that these are at different heights, lies Jämi's hotel and restaurant which in addition to acting as the "club house" serves the many visitors who come to watch the flying, walk in the extensive woods or to ski in the winter. There is also a large campsite.

Leif Lundström, the Chairman of the Finnish Aeronautical Association welcomed the participants: "Mankind has for some time noticed that while creating new, one should not forget the old.

I am pleased to welcome all participants from far and near to Finland and Jämi and even though some of us might have more "silver" on top, let us keep the golden memories and traditions alive."

Over 23 gliders and 50 pilots and crews converged on Jämi for the annual rally at Finland's oldest gliding site. Opened in 1935, it was selected because it was one of the few places in Finland where a suitable hill existed for bungee launches and slope soaring. In 1940, Jämi was to have been the site for gliding in the "Helsinki Olympics". Today, the only Meise/Olympia in Finland is in the aviation museum in Helsinki where there are also stored the wings and tailplane of a Weihe. This museum has an excellent collection of other gliders that form part of Finnish gliding history.

Pilots came from Finland, Poland, Sweden, Norway and the United Kingdom but the only "foreign" gliders came from



The unique airfield at Jämi in Finland with its two runways at different heights and with a hotel at the intersection!

Ian Dunkley

Poland and Norway because of the high ferry costs. The newly formed "Scandinavian VGC Group" may help overcome this problem. As will be seen from the list, Ka8 and Ka7 are the most popular aircraft; these have been built at Jämi, where most of the Pik gliders were built, including the early Pik 20s. Gliders entered:
OH-312 Ka8b, OH-171 Ka2b, OH-287 Ka8b, OH-255 Ka8b, OH-326 Ka8b, OH-332 Ka7, OH-344 Ka8b, OH-892 Ka6e, SP-2363 Foka 4, OH-270 Ka8b, OH-296 Ka7, OH-239 Ka6cr, OH-518 Ka8b, OH-348 Ka8b, OH-303, Pik 16c Vasamma, OH-324 Ka6cr, LN-GAD Scheibe Specht, OH-350 Pik 5 (1945), OH-218 Ka6e, OH-304 Pik30, OH-276 Ka6cr, OH-281 Pik16c (damaged), Harakka from 1946 but built in 1995.

The weather during the rally was not good, in fact it was typical of that experienced by pilots throughout Europe in the summer of '98. Unlike most VGC events, cross-country tasks are set but these are modest, 40km to 150km triangles, that are flown round once or twice, to reduce the chances of field landings, encourage less experienced pilots to compete and make sure everyone is back in time for beer and a sauna. In fact. the social life is just as important as the flying, in common with all the other vintage events. Ian Dunkley and Peter Rivers, as the first UK pilots to enter the rally, were made very welcome, even when Ian made the mistake of going into the ladies' sauna instead of the men's. The sauna is, of course, well known to Scandinavian pilots but it was an interesting experience for the visitors. Twenty or so naked pilots sitting in high temperatures cooking sausages before going outside on a covered veranda to eat them with an active warm front going through was not to be missed (as was the ladies') In fine weather you bask in the sun up to 11 pm watching the para/hang gliders landing although by that time you would have got dressed.

The guide books say that the Finns are a quiet and reserved race but expect a very warm welcome and late nights after they have decided that you are not mad. Normally in summer you can expect 1800/2300m cloud base and thermals of 2-6m/sec; this year on most days cloud base was below 1000m with poor thermals or it was raining or otherwise unsuitable for flying.

Ian Dunkley



Is this a PIK 2 or 5? Seen at Jämi by Ian Dunkley



The Ka4 of new member Hans Magnossam from Denmark

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The last date for articles & photos to be sent to the Editor for the next issue, which will go out in mid March is 15 January 1999

3rd INTERNATIONAL LUIGI TEICHFUSS RALLY.
Pavullo, June 25–July 5

This Rally is traditionally held at Pavullo nel Frignano, where Luigi Teichfuss lived, designed and built his gliders. They were flown from the airfield of Pavullo, which had been the site of the first Italian Gliding School, founded by Marshal Balbo in 1927.

In the postwar chaos, Italians were killing each other like animals. Teichfuss's gliders were dragged from his house and burnt by the citizens of Pavullo and he was beaten almost to death. Other gliders may have been destroyed in the hangar which was blown up and burnt together with other airfield installations, by the retreating Germans. A German glider pilot NCO had warned Teichfuss that this would happen during the day before in order to give him the chance of saving his gliders. Some of the gliders may have been destroyed because they bore fascist emblems and insignia. Teichfuss lived for many years after this, but he did not design or build another glider. His house is being kept exactly as he left it. It is a pity that he is not alive today to experience our rallies because it is being proved that the site has very great possibilities for performance flying.

It was principally through the efforts of the aeromodeller Vincenzo Pedrielli in organising our bi-annual rallies, that gliding has been brought back to Pavullo after a lapse since 1943. There is now a gliding club operating from the field, thanks to our rallies having created enough enthusiasm.

Our previous two rallies were very successful, but this one surpassed all the others with its good weather and flying performances.

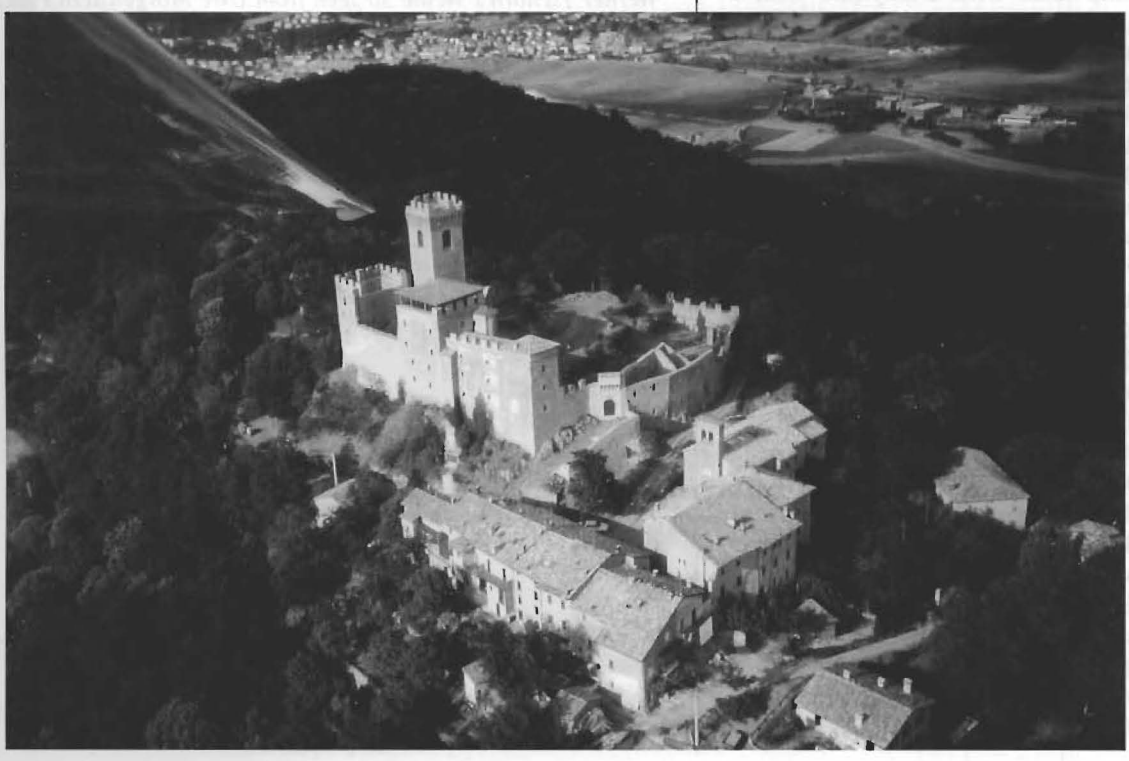
For the first time, we had a strong American entry with Schweizer 1-26 and Al Uster's WLM 2. Among the American team could be seen, with his Mother & Father, Jeff Byard, President of the Vintage Soaring Assn of America, Jan and Mai Scott , Bob Gaines, Lynn Buell and of course Al.Uster.

This was indeed a "dazzling cast" complete with a very smart Schweizer 1-26.

Gliders entered were:

WLM-2 HB-562. Al Uster, USA
Schweizer 1-26 – N3856A. Lynn Buell, USA
Spalinger S 18-3 HB-411. Willi Schwarzenbach, Switzerland
Spyr 5 HB-369. Hugo Roth, Switzerland
Ka-6 BR HB-625. Richard Schneider, Switzerland
SPERBER* HB-1227. Hans Fischer, Switzerland.
Spalinger S.19 HB-225. Phips Rothenbühler, Switzerland
Mu 13E I-CROZ. Club Aereo Pavullo, Italy
Uribel I-RORI. Club Aereo Pavullo, Italy
Spatz 55 D-6160. Club Aereo Pavullo, Italy
Blanik I-BZAC. Club Aereo Pavullo, Italy
Weihe D-7080. Werner Tschorn, Germany.
Weihe D-0301. Gerd Hermjacob, Germany
Olympia-Meise D-1420. Jörg Ziller & Klaus Heyn, Germany
Ka-6 CR D-1551. Uwe Morgenstern, Germany
Mg 19A BGA 2903. C.Wills, G. Britain.
*This Sperber is a very modern Swiss home built sailplane and has no relation to the Rhönsperber.

The first days were characterized by exceptional weather and great heat. There were many flights in wave to between 2–3000 m. and of 4 hours duration. There was an outlanding by Klaus Heyn on Monday 29th of June. He mistook one river for another and landed the Meise in the best field. This had been last used as an airfield by the Luftwaffe in 1943!!! Chris Wills arrived on Thursday 31st July having motored with his trailer 940 miles in two days. On Friday, Hans Disma and C.Wills took the Mg 19a in waves to 5,000 metres height. There was difficulty due to cumuli, in front of which was wave lift, in establishing position relative to the site, because of the cloud. As it was later discovered that the wind strength was 48 knots at altitude, it was necessary always to work in to wind. In front of one cloud was seen Werner Tschorn in his Weihe at the same height as the Mg 19a. He shortly afterwards opened his brakes to descend. Was this for a position fix, or did he



The castle of Monte Cuccoli with the airfield of Pavullo in the background.
Uwe Morgenstern.

think he was high enough without oxygen ? Shortly afterwards, the Mg 19a made it back to the site also. During the evening, there was the traditional party in the Casa Silvino with unlimited spaghetti and Lambrusco. Music rang out through the night. On the last evening, there was a party at which Paulo Balbo, the son of Marshal Balbo, and his wife Paula, were Guests of Honour. We were captivated by their charm and warm characters.

During the last two days, there were still good thermal conditions which enabled the volcano Monte Cimone to be rounded many times. This was an unforgettable experience for those who managed it. That which was possible for only a few during the previous Rally, became possible for many of us this time. An especially good flight was carried out by Uwe Morgenstern in his Ka-6CR. After rounding Monte Cimone, he set course for Italy's North Eastern Sea Coast and Il Mare Adriatico. Having reached the sea, he steered North West up the coastline for many kms before returning to Pavullo. His total distance was about 180 kms. It should be pointed out that NE of Pavullo lies the Modena, Bologna, Milan plain which extends to the sea. This plain offers landing possibilities and so perhaps here would be a safe cross country area, next time, should air space restrictions allow.There were other good flights to great heights by Werner Tschorn, Jörg Ziller, Hugo Roth, Willi Schwarzenbach and others. Werner Tschorn's wife was knocked off her bicycle by someone opening a car door in front of her in Pavullo. She had to go to hospital but we hope that she has recovered by now. The hilly area SW of Modena, around Pavullo, has very few landing fields and this put some of us off from being brave. Although some of us had been to Pavullo previously, *La Bella Italia* seemed more beautiful than ever before. Antonio-Carlo Zorzoli and his wife Adriana added very much good spirit and organization to the Rally. They now have an apartment in Pavullo and so they are living in a place which is more than half way to paradise." Tonio-Carlo" has decided to restore to flying condition, with one man helping him, an Allievo Pavullo glider. This will be the last example of Luigi Teichfuss's gliders anywhere. Passing through the last toll on the Autostrada before Pavullo, Chris Wills was amazed to find there Dick Darbyshire with a caravan passing through it at exactly the same time on his way to Pavullo. This was entirely unexpected. Dick had some trouble with his car but this was also eventually solved by Olivio.

The next, and 4th International Luigi Teichfuss Rally is to take place in the year 2001. This is because too many important International VGC Rallies are scheduled for the year 2,000. We thank the Club Aereo of Pavullo once again for having us for a 3rd very successful rally. We thank Vincenzo Pedrielli for organizing us, Danielli for aerotowing us, Olivio for repairing our cars (he himself has vintage Fiat cars "Topolino" and "Balilla"), Tonio Carlo, and Adriana Zorzolli and everyone else at the Club Aereo, for doing so much to give us a good time. We must also not forget the Swiss musicians Frederic Fischer and Werner Meier for adding high quality music to the proceedings and for the participation of the Zurich branch of the Igo Albatross (Frederic Fischer's Iteresse- Gemeinschaft Oldtimersegelflugzeuge) for bringing 2 very large radio controlled models of the Moswey 4 and Moswey 4a, which were impossible to distinguish in the air, from the real Moswey 4s. They were of super quality and flew perfectly. Frederic Fischer brought an unfinished model of Teichfusse's Supergrifo, which made an excellent impression.

C.Wills



Bob Gaines in the Schweizer 1-26 which, although American owned, is now based in Europe



Werner Tschorn's Weihe 50 seen from Uwe Morgenstern's Ka 6 CR near Pavullo. *Uwe Morgenstern*



The Slingsby Primary ready for aerotow at the Kent Gliding Club Vintage Weekend. *Ken Jones.*

RENDEZ-VOUS RALLY AT ZBRASLAVICE, CZECH REPUBLIC, 14th-28th July.

These were the dates of the Rally as published beforehand by the Aero Club Zbraslavice. We very much regret that the VGC did not pick this up a long time beforehand, but it was almost impossible for our members to get there before the 19th July!! (21-28. July as published in our VGC News no 94). Therefore, we apologize sincerely to the Club's President, Milan Kamenik, and the club's members, who worked very hard to prepare the site in time for our arrival on the 14th July. Chris Wills and Mg 19a, arrived two days before even that date and wondered why the VGC was not arriving!!, having read the Czech information, and not that in the VGC News, which was not published before he left England!!

Nevertheless, he was given a very warm welcome and noticed how hard the club's members were working to polish the place up for us, down to the last detail. Indeed, since we were last at Zbraslavice, there had been many improvements and additions to the infrastructure and many more are planned. All had been carried out by the club members who are being very ably led by Lubomir Hodan, their CFI and Vladimir Morava (who had successfully run our previous International Rally at Zbraslavice).

During the week previous to the Rally, the weather had been atrocious, and Chris Wills wondered whether he had left the good weather to the South of the Alps. Indeed, it progressively got hotter towards the Toe of Italy, where a wind from Africa brought sweltering heat. Nevertheless, on the day after Chris's arrival at Zbraslavice, the weather started to improve. On the evening of Monday the 13th, Lubomir Hodan invited Chris to an excellent meal in the village and then presented three video films of gliding in the club house. During the night, a very powerful cold front passed over us from the West. (C.Wills thought that the cold front would have blown the VGC to Zbraslavice, but it did not. He was still there alone). On Tuesday the 14th, Lubomir succeeded in gluing together the glass of one of C.Wills's Ford's headlights with instant glue. He knew that the Czechs were good with glass, but not that good!!! The car had suffered damage by going into three ditches in Italy and in the Czech Republic. To have obtained a new headlamp glass in the Czech Republic would have taken a long time and would have been very expensive. On Wednesday 15th July, there were still no VGC members present but Milan Kamenik, the club's President hoisted the flags of all nations in anticipation of their arrival. The Mg 19a was rigged expertly by the Czechs, who had never seen one before. In the evening Johan Kieckens with Ingrid and family, arrived. He had been trained to fly gliders at Zbraslavice. He showed photographs of the Spalinger S.15K that has been found in Belgium. He estimates that it will take him 4,000 hours to restore. This sailplane was described with a 3-view drawing in our VGC News No.92. The "K" stands for "Kunstflug" ie. aerobatic. As it is a Swiss design from 1935, it would be the oldest airworthy Swiss glider.That evening there was a musical evening in the old German control tower which had been very tastefully done up as the club house. The singing, which was accompanied by two guitars, brought back memories of the old Lasham Control Tower Club House on Saturday nights long ago, and our International Rendez Vous Rally had not yet even started!. In the hangar, hung up to the roof, awaiting restoration when there is need for them, are: Sohaj OK-8755, Orlik 1 OK-3407, Orlik 2 OK-6407, Orlik 2 OK-9405. In the hangar, beautifully restored to airworthy condition were: Lunak F 107, Vc 27 OK-0918, and Demant Vc 04.OK-6203, (8 Demants were originally built from 1956.) Our tow-planes were the first Brigadyrs which were fitted with 240 hp Walter Boris engines. They were said to be able to tow slower than the later Brigadyrs. We had no reason to doubt this.

WEDNESDAY 15th July. Clear weather but perhaps 4/8 Cirrus might come in. Lubomir Hodan said that there would be good thermals to 4,500 ft above site.

THURSDAY 16th July. The Mg 19a was flown for 2½ hours with a Czech passenger to 4,000 ft cloudbase. The Mg 19a was together for part of the time with an L33 Solo and a Super Blanik. It made a good impression. A Cold Front came in in the evening.

FRIDAY 17th July. Very surprisingly there were broken cumuli and no top cover in the morning. There were still no other VGC gliders present. The Mg was flown for 3 hours 10 mins. Low cumuli bases at first but weather had cleared up by the evening.

SATURDAY 17th July. Jørn Hansenns, wife and baby, arrived with their BG-12-16 00-ZRV from Belgium. Also, Christian Kroll arrived with wife and son together with Cumulus 3F from Germany, as well as a Ka-6CR from Holland. The American BG-12 was seen for the first time at one of our rallies. The wing (with NACA 4415 profile) is set on the fuselage at no angle of incidence. The tailplane is fully flying. This would ncessitate the nose being very high in order to give the wing stalling attitude for landing. When asked how he landed it, except by flying it on (almost), Jorn said "Look, I'll show you". Stalling attitude for the wing was achieved by dropping enormous barn-door flaps along the trailing edges of the in-board portions of the wing. The wing tip profile seemed symmetrical but with no washout. C.Wills felt that the tips would stall before the inboard wing, but apparently its stall was gentle. Main wing spars are of solid wood. This creates a heavy single seat sailplane. The type could be obtained in kit form from Gus Briegleb in the USA. This one had been built from a kit in Belgium and gave the impression of being a fast very high performance sailplane from 1969 Max. L/D is 1:33.We got the impression that the designer had been really brave to try out these ideas and we were glad to have had the BG 12 -16 with us for the first time. First flight of the prototype took place in June 1969.

MONDAY 20th July. Very hot 34 degrees C. Heights of up to 6,500ft were reached. First, there were clouds, and then blue thermals. C.Wills flew for 5 hours 10 mins with Christian Kroll. Hans Dijkstra and other Dutch people arrived with Austria SH-1 PH-1069 and T.31. The Rhönlerche PH-354 with Bert Strijks from Holland and the Lunak OK-0927 (BGA 4206) with Graham Saw and Sid Davis from England arrived as well as the T.31 (BGA 4228) "Topless" from Holland

TUESDAY 21st July. Still very hot but with a strong wind and no flying. Cold front was expected in the evening with a reduction of temperature from 34 degrees to 26 or 24 degrees. Severe thunderstorms were reported in the East of Slovakia with flooding and people dead.

WEDNESDAY 22nd July. Today was overcast.

THURSDAY 23rd July, a front with thunder and rain came through at 4-5 am in the early morning, By 9 am, the sky cleared leaving a hot misty blue day. 10 am briefing. By 27 degrees C, useful thermals would start. There was a possibility of storms over Eastern Moravia but there was optimistic hope for good weather. We had free air space for 10 kms all round us. During the evening, at 6-7 pm, there was a pig roast and it was hoped that it would not rain. This hope was granted and we had a Bohemian evening, complete with a small band



Lubomir Hodan, the CFI of the Zbraslavice Club about to fly Graham Saw's Lunak during the Rendez-Vous meeting. This was his 2000th hour of gliding.



Josef Ott taking a well earned rest at Nitra sitting on the Zlin 23, Honza, OM 5619.



A Czech Orlik at Nitra. Niels Ebbe Gjorup

and dancing. It had become thermic during the afternoon and there were long soaring flights, especially by the Mg 19a with Graham Saw – 48 mins and Jurgen Doppelbauer – 4 hours.

FRIDAY 24th July. During the evening a Meise and a Grunau Baby 2b arrived from Germany. There had been very weak lift. The recently restored Krajnek OK-8563 was aero-towed over from Brno, where it had been immaculately restored by the AERON firm.

SATURDAY 25th July. A Front was over the Bay of Biscay giving High pressure (at last!) over England. Another front was over the frontier of the Czech Republic and Slovakia. A second front lay over North Bohemia and had almost stopped!

7-8 octos clouding was expected especially between 14-16 hours. During this period, there should have been good thermals. During the evening, there was a close combat demonstration with swords, knives and axes by some of the club's members. A short time before, these members had taken part in a television film showing part of Czech medieval history. They had the costumes and equipment still with them. The action became so spirited that one of the broad swords broke clean in half and it was a wonder that no-one was hurt. Rudiger Hein's Olympia Meise, Marc Blumel's Grunau Baby and Karl Heinz Kellermann with the Wasserkuppe's Rhönbussard all arrived during the battle and had to be housed somehow as the hangar was full and the weather forecast was bad for the night. In fact, it was already raining. The Rhönbussard was that of the OSC Wasserkuppe and it had been formerly BGA 395. Bob and Sylvia Sharman also arrived with their Prefect from England. There were now 17 vintage gliders taking part in the rally on the last day! In spite of the various arrival dates of the VGC's gliders, Milan Kamenik, the club's President, expressed a wish that the Zbraslavice Aero club could host the 2001 International VGC Rally. They wished to continue their infra-structure development plans and a future VGC International Rally would give them impetus. During a non flying, very hot and windy day (temp 38C degrees) we visited Lubomir Hodan's firm near Kutna Hora, which has bought the moulds from Germany to build the Glassflugel 304 single seater high performance fibreglass sailplanes. One has been built during the first year but it is planned to build five each year. The firm also builds top class plastic models of aeroplanes and gliders many of which are for museums. We

ENTRIES

BG 12-16	00-ZRV	Jørn Hanssens	Belgium.
Mg 19a Steinadler.	BGA 1093	C.Wills	Britain.
Lunak	BGA 4206 (OK-0927)	Graham Saw and Sid Davies.	Britain.
Prefect	BGA 2333	Bob Sharman –	Britain.
Motorspatz.	PH-971	David Shrimpton and Margaret James.	Britain.
Krajanek	OK-0565	Aeron Brno	Czech Republic.
Demant	OK-6203	Zbraslavice Aero Club	Czech Republic.
Lunak	OK-0918	Zbraslavice Aero Club	Czech Republic.
Olympia Meise	D-6934	Heins Rudiger	Germany.
Grunau Baby 2B	D-5458	Marc Blumel.	Germany.
Cumulus 3F.	D- 6059	Christian Kroll.	Germany.
Mg 19 Steinadler.	D-0456	Jochen Kruse.	Germany.
Weihe	D-0301	Gerd Hermjacob	Germany
Doppelraab V1	D-7091	Markus Lemmer.	Germany.
T.31	BGA 3181.	Jan Förster.	Netherlands.
Austria SH-1	PH 1069	Hans Dijkstra	Netherlands.
Ka-6 CR	PH-856.	Astrid van Lieshout.	Netherlands.
Ka-4 Rhönlerche	PH-354	Bert Strijks.	Netherlands.
T.31 "Topless"	BGA 4228	Gerard Rijerse	Netherlands.
Rhönbussard	?	Karl Heinz Kellermann	Germany

wish the firm all the luck in the world in building such a fine sailplane.

It should be said that almost the entire Dutch entry and Jorn Hannsens took their gliders home after the Rally, as they did not have time to go on to Nitra. The journey to and from Zbraslavice had cost them a week and their holidays did not last more than two weeks.

Also, possibly four of the gliders that arrived late at the Zbraslavice Rendez Vous Rally, did not get flown there, but were taken on to Nitra.

In all, the weather had been fine on most days at Zbraslavice and the club members, led by their Chairman/President Milan Kamenik and CFI Lubomir Hodan had spared nothing to make sure that our Rally would be a success. *C.Wills*

26th INTERNATIONAL VINTAGE GLIDER CLUB RALLY- 29th JULY-7th AUGUST at NITRA, SLOVAKIA.

We were in Slovakia for a Rally for the first time. Not only was the environment beautiful, but the weather was fine, the hangar for our aircraft was huge and splendid and the organization was perfect, thanks to Josef Ott, and the Manager and Chief Instructor of the Nitra Aero Club.

Nitra is the 4th largest city in Slovakia with beautiful and colourful architecture from the Hapsburg Empire and before, as well as architecture from the communist period which finally led to modern buildings of some merit. Nitra was supposed to have been founded on seven hills, as was Rome.

Strong thermals would start over the town and, in the right wind direction, they would gather momentum up the side of the Zobor Mountain to take gliders often to over 6,000 ft (2,000 m.) above take off height. Gliders could then proceed to the NE along the hills, or to the South... towards the Danube, Hungary and Budapest, which was about 100 kms away, providing airspace was not infringed. Half way to Budapest was the Bratislava TMA. Our airspace was free over the site and for a considerable distance around it, and probably we could have asked for permission to attempt long cross country flights. Triangles of 200 kms might have been possible within our area.

The CZECH POTC (Vintage Glider Club) declared that it would come to Nitra to help with the organization of the International rally to support Josef Ott, and that they would treat the International Rally as their own National Rally. This is another example of glider pilots overcoming politics. Therefore, the members from RANA (NW of Prague ie the Czech Rhön), and one from Hronov (on the Polish frontier), took over the considerable task of unpacking, and packing the hangar in the mornings and evenings, often in very great heat. (40 C degrees). They also managed, together with Petr Hanacek from Jesenik (also on the Polish frontier), to record the flight times and the selling of launch tickets. The Czechs brought only four old gliders to fly, a Demant, Orlik 1, Orlik 2 and the Pionyr from Rana. The firm of Aeron from Brno brought their recently restored Zlin 24 Krajanek. We are not sure that it ever flew.

We only hope that the Czechs, having made this magnificent gesture, did manage to have enough flying, although those at the start table could never leave it. Among the Rana team was also the expert glider repairer Vladimir Danda and helpers, who did have some work to do. It was sad to see these highly skilled glider repairers having to work hard morning and evenings just pushing gliders. Christian Mathieu from Pont Saint Vincent was heard to exclaim "No-one is shouting, How can they pack the hangar with no-one shouting". "Sh", I answered.." they are thinking". Probably, they were all too tired and hot to make a sound.

Gliders from Zbraslavice could not be brought, because the club had only two trailers and both of these were in use in competitions at the time. Also, at the same time as the Zbraslavice meeting, there was another one at Hronov for Sohajs and Lunaks. So we never managed to see a Kmotr or a Sohaj. The Czech National Rallies are usually better supported than this. Also, the Slovakian Lunak, which has been

with us at previous International Rallies, flown by Josef Fechko, was absent being overhauled.

Hungary was represented by the magnificent Cimbora and Foka 5. Although Hungary was only 100 kms away, Futar, Super Futar, Vökcök and Zögling were not there. The latter was not quite ready in time but we were assured, by its builder who was with us, that it will be at the Rally in Germany next year. The Cimbora is to have new fabric in the near future as the condition of its present fabric was not impressive when it got wet.

We are sure that the very successful rally at Nitra will only encourage the restoration and flying of more vintage gliders in all countries.

It was a top quality Rally in every way. The town of Nitra, the super thermals, the small orchestra, which played for us without musical score, the tunes from Nitra from 8 pm until 12.30 pm..There was a mayoral reception in Nitra for representatives from our Rally. The Mayor, Ing.Arch.Vladimir Libant, told us a little of the history of his Nitra and then accepted an invitation for a flight in C.Wills's Mg 19a. without the rear canopy in place. He soon arrived at the airfield and took the wingtip of the Mg 19a as it was rushed to the start. For some reason, perhaps because of the wind, or because of excessive flying, and the great heat none of the other vintage gliders were being prepared to fly. After a circuit without finding lift the Mg 19a was returning to the airfield over the outskirts of Nitra. With 800 ft in hand, it looked as if we would get back to make a dignified landing. However, suddenly the Mg found a powerful thermal, which lifted us out of the town with the Mayor crying "look, there is where I live." The thermal stayed with us and took us up the side of the Zobor mountain with increasing momentum. There, before him was his entire town. Then he said "You know, I still have some work to do today." So the Mg was returned to our airfield at great height, so that a descent with airbrakes had to be made. It had only been the second flight of his life but it had been really something! After seeing what had happened, other vintage gliders were being taken to the launch point, but the mayor had led them all in to the air on that day. We felt that if other towns, especially in Britain, could have mayors like Mr Libent, things would be better for us all. Long live Nitra! Long live its Mayor! During that day, the 3rd of August, the Mg had another flight to 6,400 ft over the hills, in the evening haze. We were quite far to the NE and we could see the Dutch Ka-2 some way distant from us. Far away, we could see what we hoped was the Zobor above Nitra coming out of the mist. The German passenger cried out "Dear Nitra, we love you". These were the sentiments of many of us.

NITRA... HOME OF THE KRANICH 2s.

It was a pity that none of us were able to bring a Kranich 2. for the Mraz/Nitra firm was probably responsible for the building of over 1,300 Kranich 2s during the war, as Mraz – Chotzen (now Orlican- Chosen) had its production capacity taken up building Fieseler 156 Storchs (Mraz Cap).

The 1941 Production Manager of Kranich 2s, Mr Jiri Havelka, who was then 23 years old, came to us to tell us about the time when his factory was turning out one Kranich 2 a day!!! His talk was illustrated with photographs, which he had printed from 50 year old negatives during the night before. In his hour-long talk he told us that the Kranich 2 was not redesigned by Mraz but probably at DFS in 1939. Part of the Mraz-Nitra factory is still standing and now seems to be a maintenance depot for lorries etc. Josef Ott took us there to see the remaining buildings.

Aerotowing was by Brigadyr, Cmelak and Zlin and winch launching was with 2 drum Herkules winches. Tow pilots and winch drivers excelled themselves.

All this adds up to a very successful Rally and Josef Ott said that he hopes that he can organize another International Rally in a few years time. He enjoyed organizing this one for such nice people. Josef was here, there and everywhere, organizing us and trying to give us a good time. We thank him, his wife, and his son Igor, with all our hearts. It is a very good place for our International Rallies because of its strong thermals and because almost every field is suitable for outlandings. Its only draw-back is its great distance from some countries.

DAY BY DAY ACCOUNT

WEDNESDAY 29th JULY. Most entries had arrived during the previous day and night. The day dawned clear with a wind. Reception was warm and it was at once clear that both Slovak and Czech vintage gliding clubs were together running the event. There was much meeting of old friends. 43 gliders were entered. Hung up in the hangar, awaiting restoration were the Orliks OK-7429 and OK-3418. Derigged was the Blanik OM-4709. We were briefed that this was the tail end of the high pressure zone. A cold front stretching from France to Germany would cross Nitra during the next day. It would disappear leaving 1 to $^{5}/_{8}$ Cumulus cover and possible showers and storms. Wind was roughly from the west

THURSDAY 30th July.This was a very good day with cloudbase at 2,150m (over 6,000 ft). 5 hour flights were possible and among those who flew longest were Willi Schwarzenbach, S.18, Jürgen Doppelbauer in Mg 19a, the Danish Ka-4, and Laszlo Revi in the Foka 5, the Czech Demant and a Grunau Baby 2.

We were allowed to fly within the area Partisanske – Nove Zamky etc. the latter being half way to Budapest. Longest flights of the day were:

Günther Brodersen – L -Spatz, 4 hrs 07mins
Klaus Heyn – Meise, 4 hrs 25 mins
Hans Peter – Moswey 3, 2 hrs 23 mins
Christian Kroll – Cumulus 3F, 2 hr 03 mins
Laszlo Revi – Foka 5, 4 hrs 26 mins
Jochen Kruse – Mg 19, 2 hrs 36 mins
Heins Rüdiger – Meise, 4 hrs 02 mins
Bob Sharman – Prefect, 2 hrs 13 mins
Willi Walti – Moswey 3 HB-374, 2 hrs 29 mins
Martinak – VSM 40 Demant OK-9902, 4 hrs
Jürgen Doppelbauer & C.Wills – Mg 19a, 5 hrs 04 mins.

FRIDAY 31st JULY. It would be the same weather as yesterday. The Cold Front mentioned yesterday continued slowly through Austria and Moravia. It should have arrived here during the afternoon or evening. If pressure increased, it would disappear. There would be possible thunderstorms during the afternoon or evening. There was warm air coming in from the tropics and a light SE to SW breeze.

On Friday, the Aventoft team arrived from Schleswig Holstein with a Weihe 50, Minimoa and Grunau Baby 3. The longest flight of the day was 2 hours 20 mins. The cold front was expected. Take off was in one direction but it soon became apparent that the wind was from the other direction and was becoming stronger. The visibility was poor and the thermals were rough and broken. 4,000 ft could be obtained... but not often. The cold front went through on Friday night with a downpour of rain.

REGISTER OF GLIDERS AND PILOTS TAKING PART IN THE 26TH INTERNATIONAL VGC RALLY

1/.	Ka-4 Rhönlerche 2	OY-FGX.	Hans Magnusson.	Denmark.
2/.	VSM 40 Demant	OK-9902	Josef Paszyna	Czech Republic.
3/.	VT-16 Orlik	OK-3405	Bohumil Rikal	Czech Republic.
4/.	Cumulus 3f	D- 6059	Christian Kroll	Germany.
5/.	T.31	BGA 3181	Jan Forster	Netherlands.
6/.	VT-116 Orlik 2	OK-6922	Vladimir Dostal.	Czech Republic.
7/.	M.200	F-CDHC	Maurice Renard.	France.
8/.	Zugvogel	D-8773	Heinz Nierholz.	Germany.
9/.	Ka-4 Rhönlerche	BGA 4116	Didier Fulchiron.	France.
10/.	L-Spatz 55	D-9115.	Günter Brodersen.	Germany.
11/.	L-Spatz 55	HB-737	Willi Walty.	Switzerland.
12/.	R-11 Cimbora	H-5035	Laszlo Revi	Hungary.
13/.	Weihe	D-0301	Gerd Hermjacob.	Germany.
14/.	Rhönsperber	D-9025	Otto Grau.	Germany.
15/.	Slingsby Prefect,	BGA 2333.	Robert Sharman.	Britain.
16/.	Motorspatz.	PH-971	David Shrimpton.	Britain.
17/.	Rhönbussard.	D-7059	K-H Kellermann.	Germany.
18/.	Olympia Meise.	D-6934	Heins Rudiger.	Germany.
19/.	LF-107 Lunak.	OK-0927 (BGA 4286)	Graham Saw.	Britain.
20/.	SZD Foka 5	HA-4253	Nandor Liptai.	Hungary.
21/.	Mg 19A. Steinadler	BGA 2903	Christopher Wills.	Britain.
22/.	Zlin 23 Honza.	OM-5619	Josef Ott.	Slovakia.
23/.	LF-107 Lunak.	OM-0972	Aertoclub Bratislava	Slovakia.
24/.	Mg 19 Steinadler,	D-0456	Jochen Kruse.	Germany.
25/.	LF-109 Pionyr	OK-2215	Jiri Fikejz	Czech Republic.
26/.	Moswey 3.	HB-374	Werner Ruegg	Switzerland.
27/.	Z-24 Krajanek	OK-8565	Aeron Medlanky	Czech Republic.
28/.	Spalinger S.18-3.	HB-411	Willi Schwarzenbach.	Switzerland.
29/.	DFS Olympia Meise.	D-1420	Jörg Ziller.	Germany.
30/.	Grunau Baby 2B	D-4308	Georg Themann	Germany.
31/.	Notorfalke	D-KIPE	Werner Brombacher.	Germany.
32/.	Ka-2B	D-9163	Thomas van der Ven.	Netherlands.
33/.	Minimoa	D-8064	Adalbert Schulz.	Germany.
34/.	Weihe 50	D-0084	Gerhard Allerdissen	Germany.
35/.	Grunau Baby 3	D-6004	Gerhard Hasenbank	Germany.
36/.	Fauvel AV 22	F-CAGL	Christian Mathieu	France.
37/.	Doppelraab 6	D-7091	Markus Lemmer	Germany.
38/.	VT-16 Orlik	OK-3403	Svatopluk Vitek.	Czech Republic.
39/	Kranich 3	D-9176	Christoph Mertens	Germany.
40/.	Samburo motorized.	D-KARJ	Rainer Karch	Germany.
41/.	Star (UL aircraft)	OK-DU-119.	Emil Sliva	Czech Republic.
42/.	DG-100.	D-7100	Bernhard Hugel	Germany.

The entry was thus 38 gliders, 3 motorgliders and one fibreglass sailplane

	Pilots	Gliders.
Britain	5	3 gliders & 1 motorglider.
Belgium	1	0
Czech Republic	16	6 & modern UL aircraft.
Denmark	3	1
France	7	3
Iceland	1	0
Japan	2	0
Hungary	3	2
Germany	24	16 & 1 modern motorglider & 1 fibreglass sailplane.
Netherlands	2	2
Slovak Republic	4	2
Switzerland	4	3
Total	71	42

Date	No of Aerotows	Times	No of winch launches.	Times	Total launches	Total Times.
29.7.98	9	21h.16 mins	0	0	9	21h.16m.
30.7.98	38	68h.31m.	9	6hr.58m.	47	75h.29 m.
31.7.98.	14	12h.19m.	6	1hr 52m.	20	14h.11m.
1.8.98	33	7. 31m.	0	0	33	7h.31m.
2.8.98	41	30h 12m.	44	6hr 30m.	85	36h.42m.
3.8.98	22	26h.54m.	0	0	22	26h.54m.
4.8.98.	32	14h.04m.	20	2h. 42m.	52	16h.46m.
5.8.98.	30	10h.47m.	17	6h. 40m.	47	17h.27m.
6.8.98.	77	123h.11m.	39	16h. 26m.	116	139h.07m.
7.8.98.	66	96h.50m.	35	19h. 27m.	101	116h.17m.
TOTAL	**362**	**411h.35m.**	**170**	**60h 35m.**	**532**	**472h.10m.**

SATURDAY 1st AUGUST. The day dawned bright and clear but clouding came in to prevent lift. There was some clearance during the afternoon but this did not produce much lift. The AV 22 flying wing from Pont Saint Vincent arrived with Joseph Bocciarelli and Christian Mathieu, CFI and President respectively of the Aero Club Albert Mangeot. There was a flight of 4 hrs 58 mins by Niels Ebbe Gjorup and C.W. in the Mg 19a BGA 2903. During the evening there was an international sing-song round a camp fire until 1.30 in the morning.

SUNDAY 2nd AUGUST. It was hoped that the weather would improve today. It dawned clear but there was a strong cross wind. 34 degrees C was forecast.

MONDAY 3rd AUGUST. 40 degrees C was forecast on the ground. This was the day of the Mayoral Reception and of his epic flight in the Mg 19a. Peter Urscheller (France) and Laszlo Revi (Hungary) reached a fantastic height in thermals over the Nitra slope in the Cimbora but Willi Schwarzenbach in his S-18-3 got highest. There was very great heat on the ground and we heard that the water of Lake Balaton was 28 degrees C. Many pilots did not want to fly because of the heat. The Mg 19a's second flight of the day achieved 6,400 ft above site. A great height was also reached by the Fauvel AV22. The Hungarian Foka 5 and the Dutch Ka-2b as well as the French M.200 reached over 6,000 ft. The lift ceased at about 1700 hrs. On Wednesday night was the International evening but no-one ate or drank too much alcohol because of the heat.

TUESDAY 4th AUGUST. An excursion left by bus to see the castles etc. We were being influenced by a cold front. Alto cumuli was likely. It was almost the same weather as yesterday. 35-38 degrees C was expected. There was still a possibility of thunderstorms. There was a light wind from the NW. Wind would increase should there be thunderstorms. Very good weather was forecast for gliding on Thursday and Friday.

WEDNESDAY 5th AUGUST. The Cold front with wind and rain passed over us during the night. Today there would be showers and cloud during the morning but the weather would continually improve. Max temp.today was forecast to be 26 degrees C. Pressure was still high. and the wind was from the NW. The Czech and Slovak evening took place with masses to eat and a wonderful orchestra which played us music from Nitra until 12.30 at night. We were told not to eat anything before it, because there were not enough dogs on site to eat it if we didn't finish it!

THURSDAY 6th AUGUST. This would be the tail end of the High pressure. There was fine weather coming in from the West. There was a light wind from the NW. and very good thermal conditions. Günther Brodersen flew his L-Spatz for almost 6 hours & 5 hours were flown in the Steinadler D-0456 from winch launches. Heights of up to 1,600 m.were often reached and thermals lasted to 7 pm. It was the best thermal day of the Rally and cross countries could have been flown. As it was, Emil Sliva flew the Demant 135 kms and Vitek flew his Orlik 82 kms. Didier Pataille flew 82 kms in his M.200. All landings were back on the site.

FRIDAY 7th AUGUST. The MIL 8 Police helicopter stopped our briefing with its noise while it was practising for the final air display with 6 men on 2 ropes!!! There was an almost clear sky during the morning. In the afternoon, there were to be cumuli with bases at 2,000 m. with a light and variable wind from the NW.

The weather man gave his final speech saying that as a former glider pilot it was a great honour for him "to be our weather forecaster during this beautiful event". "Use the weather today as much as possible. He who does not fly 200 kms today is not a good pilot!!!". During the evening was the final Party and prize giving. A tow pilot was given a prize because he had accomplished so many tows that he was now ill. The Czech hangar packing team was given a prize by the French.

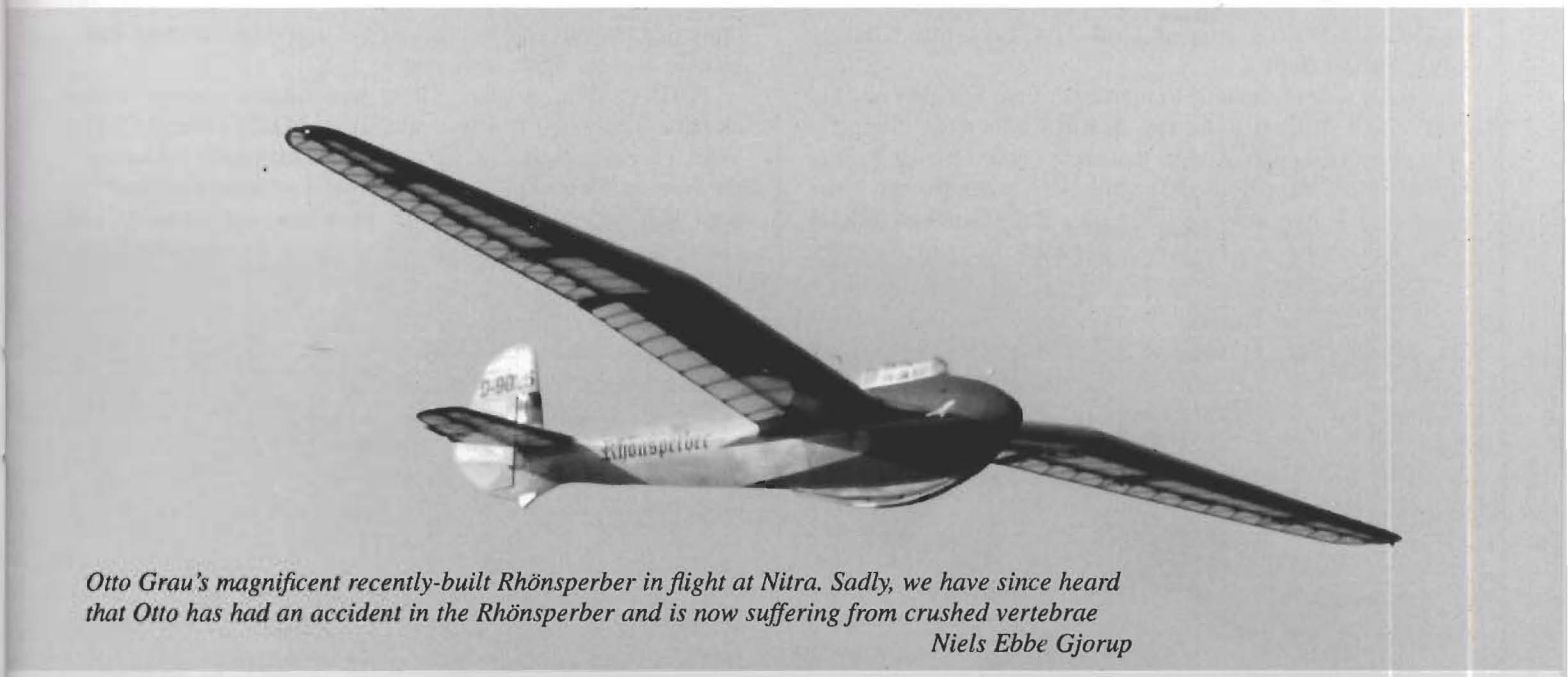
SATURDAY 8th AUGUST the final day, there was an air display. It started at 3.15 pm and somehow got more than an hour behind schedule, so that when the vintage gliders gave their display, as the last item on the programme, there were no spectators left to watch. They had all gone home. The Mig 29 almost burst the ground and our eardrums asunder with its noise. The White Albatross Team was superb flying their Albatross training jet aircraft.

C.Wills

NEW

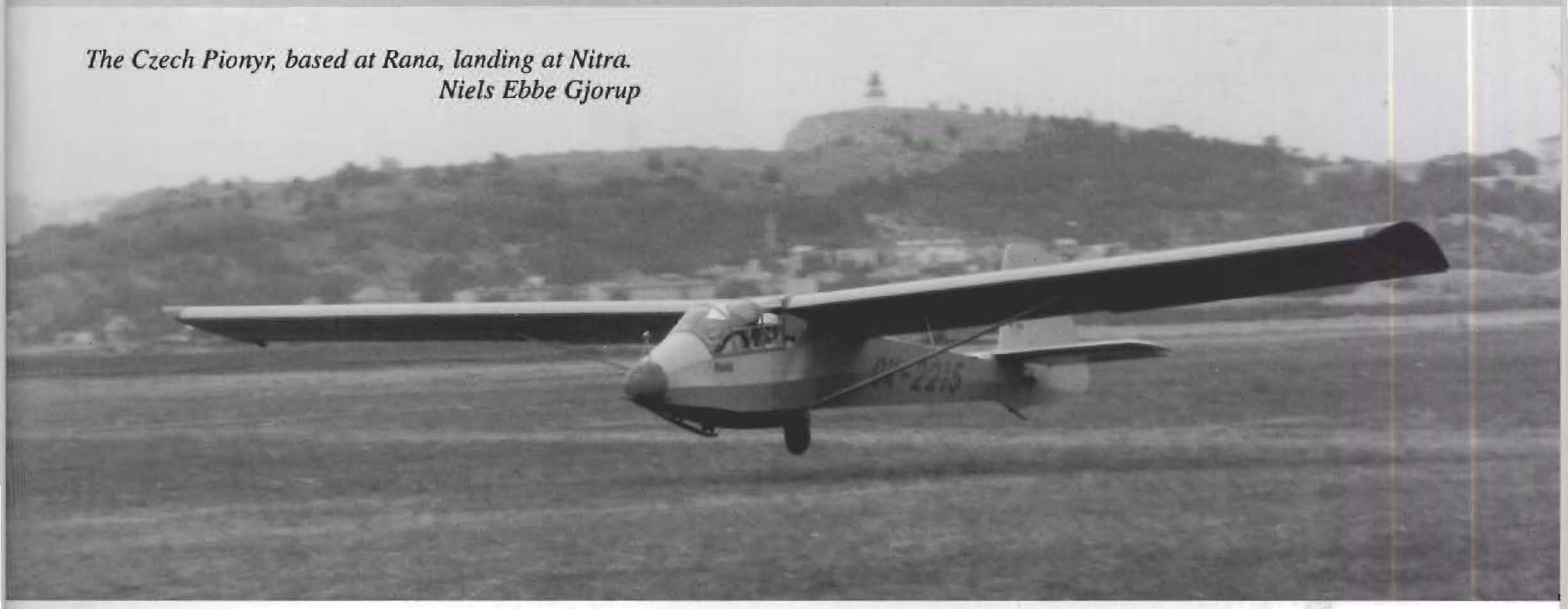
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Otto Grau's magnificent recently-built Rhönsperber in flight at Nitra. Sadly, we have since heard that Otto has had an accident in the Rhönsperber and is now suffering from crushed vertebrae
Niels Ebbe Gjorup

The Czech Pionyr, based at Rana, landing at Nitra.
Niels Ebbe Gjorup



VGC SALES

We can now offer copies of the following videos:

"Oldtimer Club Wasserkuppe", SG 38 flying, 1991. 32 mins. German

"Plane Sailing" Philip Wills, 1937, 17 mins. English

"Whispering Wings" & "Cloud Cuckoo" (Cartoon) 2hrs 55mins. English

Historic pictures with commentary

Pathê News, Itford 1922 – "Wings for Pauline" – misc Vintage & "Sutton Bank 1994" 1hr 14 mins English.

"Vol-á-Voile" 1hr 39 mins French.

"8th International VGC Rally at Sutton Bank 1980", from Jan Scott's amateur film. 1hr 30 mins English.

"Wolf Hirth Remembers" Commentary by Chris Wills 2hrs. 1930s, English.

"Aufwindjäger", Swiss mountain flying, 17 mins 1947, German.

and from "Green Dragon Graphics",

"Vintage Scene 1972-92". Clips and stills from 32 glider meetings, 2hrs 50 mins English.

"Dunstable, 1957-92", clips and stills, 2hrs 50 mins, English.

"In the Air", Gliding, Ballooning and Vintage aircraft. 1hr 30 min, English.

all at £12.00 plus postage, UK £1.00 Europe £2.00, Overseas £3.00. Be warned that the quality can be poor, especially the older ones transferred from film and the running times are approximate – but they are nostalgic!

SLINGSBY WEEK, August 22nd–31st, Yorkshire Gliding Club, Sutton Bank

This Rally is held annually to remember Fred Slingsby and his firm which still exists nearby at Kirby Moorside. Slingsby built almost all of the gliders that were needed by the British Gliding Movement from 1931 until 1972, when foreign competition took the market. As such, this Rally is not an official VGC Rally but it is a point of honour that as many Slingsby designed and built gliders as possible should be taken to it.

This year, as with the other two week-long VGC Rallies, the weather did not help the occasion. Although, there were some launches, gliders were not able to stay up from them.... until Thursday August 27th.

Although there was atmospheric pressure of only 998 mb, the day dawned bright and clear and cumuli soon appeared indicating thermals. These allowed Chris Hughes to fly his Prefect for 2¾ hours and Bob Boyd soared his M.100 to 4,200 ft. This height was also reached by Chris Hughes but Peter Teagle reached 4,500 ft in his SKY in thermals and wave lift.

Thursday Evening was marked by a very special occasion, when a plaque was unveiled alongside the public footpath which runs along the crest of the Westerly soaring slope, which informed the public about gliding, which of course, was often going on very close to them. The plaque was unveiled by Moira Johnston, President of the club, together with a representative of the National Parks. Also present were many members of Slingsby Sailplanes, past and present, who were also our Guests of Honour, and many were the reminiscences of the old days. Some of them were given free flights in historic Slingsby two seaters with which they were re-united, sometimes tearfully. It was an emotional moment to hear one of them say "I built that T.21's wings", or "I bet if we built them again now, they would sell!" We thought that they would, judging by the enthusiasm some of them have received after their recent arrival in Germany. Slingsby's photographs were also shown and many of the personalities in them were named. We were glad to have had these heros with us and we think that they all enjoyed themselves and hope that they will be able to come again next year

FRIDAY 28th August. There was limited soaring with cloudbase at 3,000 ft above site. Tony Maufe offered Chris Wills a flight in his T.21b. Chris had been originally trained on the type, and it came back to him what a wonderful aircraft it was. The aerotow was calm and sweet and she ascended to cloudbase without a murmur with only the faintest breeze in the cockpit. This was proper flying in a fine aircraft!

SATURDAY 29th August. Chris Hughes soared Barry Smith's Skylark 4 for 2½ hours in thermals. A Prize was given to the Eagle crew for consistantly trying to stay up on almost every day during the week. We thank the Yorkshire Club for having us and for trying to give us a good time in spite of the very often un-clement weather.



Some of the former Slingsby workers reminiscing over Mike Powell's T21b at the Slingsby Week at Sutton Bank

ENTRIES

Slingsby Type 6 KITE 1	BGA 310	Tony Maufe. Prototype flew in 1935.
T.21b	BGA 3324	Mike Powell. The protoype first flew in 1944.
T.21b	BGA 945	Tony Maufe and syndicate.
Slingsby Type 30 PREFECT.	BGA 2380	Chris Hughes. The prototype flew in June 1948.
KITE 2A	BGA 689	Peter Warren. The prototype flew in 1948 as Slingsby's Type 26. It has been named "Percy" after Percy Pilcher, the British Gliding Pioneer.
Slingsby Type 34 SKY.	BGA 686	Peter Teagle. The type flew first in 1950. It won the World Championships of 1952 in Spain.
Slingsby Type 41 SKYLARK 2.	BGA 1909	Brian Griffin and Wayne Denick.
Slingsby Type 42 EAGLE.	BGA 880	Derek Phillips and Jeff Gale. The type won the 2-seater class in the 1956 World Championships in France.
Slingsby Type 43 SKYLARK 3.		Keith Chichester. The prototype flew in July 1955. The type won the World Championships flown by the Argentinian pilot Rolf Hossinger in 1960 in Germany.
Slingsby Type 45 SWALLOW.		Sutton Bank Syndicate, First flight of prototype was on 11.10.57.
Slingsby Type 50 SKYLARK 4	BGA 2881	Barry Smith and Stan Loynes. First flight of prototype was in Feb.1961.
Slingsby Type 51 DART 17R.	BGA 1295	David Chaplin. First flight of prototype was in Nov. 1964.
Scud 3	BGA 283.	Laurie Woodage. Designed as a powered glider by L.E. Baynes in 1935.
Breguet 905 Fauvette	BGA 2768	Ted Hull.
M.100S	BGA 2867	Bob Boyd.
Ka 6 CR	BGA 2313	Ian King.
Astir	BGA 2772	Jim Hughes

Unveiling the Plaque at Sutton Bank. From left to right are David Chaplin, Moyra Johnson, David Foster (National Parks Officer), Margaret Gomershall, David Hayes (Yorks GC CFI), and John Rutter of Slingsbys.

Peter Warren's Kite 2a, Ted Hull's Fauvette and Laurie Woodage's Scud 3 at the Slingsby Week at Sutton Bank.
Peter Warren

Features

THE HISTORY OF GLIDING AT HADDENHAM AIRFIELD, by Peter Chamberlain

Haddenham Airfield is 60 years old this year (1998) and following the successful Vintage Glider Club Meet there in May, I thought it might be of interest to write about the gliding side of its history.

When Winston Churchill ordered the formation of 'airborne forces' on 17th June 1940, the first thing to materialise was the Central Landing Establishment at Ringway, now Manchester International Airport, where the initial attempts at military parachuting and gliding began in earnest. The glider part of this set-up had a very meagre start due mainly to the fact that there just wasn't any form of troop-carrying glider in existence in Britain at the time. So the first gliders to be used were hurriedly impressed from the hangars and trailers of the few pre-war civilian clubs. The fact that most of the men involved in forming the gliding section had come from those same clubs just added to the 'amateur' feel of things. In fact the first C.O. was Tim Hervey who had been Manager and CFI of the London Gliding Club before the war. His CFI now was to be John Saffrey, the Chief Ground Instructor Lawrence Wright both also of London Gliding Club, ably assisted by Toby Ashwell-Cooke founder and Chairman of the, yes you've guessed it, London Gliding Club!

The first machines were already at Ringway, having taken part in the trials of RDF, now radar, by the Special Duties Flight led by Mungo Buxton, off the South coast a few months previously. They consisted of Philip Wills' Minimoa, a Rhönbussard, a Condor 2, a Viking 1 and three Kirby Kites.

Once things got under way it soon became obvious that the mixture of parachutists and gliders on the same field wasn't going to work and so the glider section which had become known as the Glider Training Squadron began to look for new accommodation. Finally the little airfield at Haddenham was discovered by Tim Hervey and Toby Ashwell-Cooke and it was decided to move shortly after Christmas 1940.

The Glider Training Squadron arrived at Haddenham on New Years Day 1941. Headquarters was set up in a nearby retired Colonel's house and the lower ranks quartered in the former workhouse at Thame. The Officers Mess was in 'The Swan' Public House in Thame!

The first gliders, five Kirby Kites, arrived by road in the afternoon and it was this type that was to become the mainstay of Army training for nearly a year. These were chosen by the fact that they were just about the only pre-war British glider that had been built in anything like substantial numbers. The GTS was to have fifteen on its books before too long, almost the entire production run.

That first day because of the lack of hangarage the aircraft were to remain outside, almost certainly the first time this had happened to the gliders. It was at this time that due to freshly applied camouflage, the various components of the Kites were mixed up when they were rigged. This way, wings from one Kite were attached to the fuselage of another using the struts of a third. Apparently they still flew OK. That first night a thick layer of snow fell which lasted a week but even this didn't stop flying which began on the 4th January 1941.

The staff of the GTS were a very mixed bunch, several were seasoned RAF Officers or NCO's, some wore Army uniform of differing ranks and there were also several wearing Fleet Air Arm uniform including newly arrived Flying Officer John Sproule. John Sproule is well known for his work at Slingsby Sailplanes before the war designing the Kadet amongst other jobs and so his expertise was soon put to use when he fitted spoilers to the Kites to aid formation flying and spot landings.

After a couple of months were spent organising everybody into a cohesive unit and a training syllabus had been prepared, GTS was finally able to commence training of Army pilots. The first 12 pupils, all volunteers, arrived on 5th March 1941, Training on the gliders soon began, Sergeant Malcolm Strathdee becoming the first Army pupil to go solo in the middle of March, but things didn't go entirely smoothly. The first accident in Army gliding happened on 21st March when Cpl. Weston got caught out and landed his Kite, fairly successfully as these things go, on top of the Sergeants Mess! It should come as no surprise that he was promptly returned to his original unit.

By April two more courses had arrived and the first was ready for bigger things. Unfortunately the first General Aircraft Hotspur didn't arrive until the 6th (by road) and wasn't test flown until the 9th. So things developed rather slowly, the pupils quickly picking up the art of soaring the Kites in thermals and using these to prolong their flying times, so much so that often the whole fleet was airborne at one time! The airfield was home to a varied collection of aircraft by this time, namely twelve Tiger Moth's, one Swallow, one Avro 504N, twelve Kirby Kites, a nacelled Dagling Primary, a Slingsby Falcon III two seater and a single Hawker Hector. The Avro was used for towing the large Falcon, the Dagling was used only once officially and that was for the test pilot of the Hafner Rotachute to get some practise at powerless flight with a high sink rate.

The Hotspur had originally been designed as an assault glider, not a trainer, so was not entirely ideal for its new role. The Mk.1 had a wingspan of 18.8 metres and was built along sailplane principles because the original specification had been for it to be able to glide for 100 miles from a release height of 20,000ft. In fact it was quite possible for it to be soared under a large thermal street. The two pilots sat up front in tandem with six troops below and behind them in the fuselage. The troops sat sideways and were to leap into action through a two-piece hatch in the fuselage top. It was fitted with two large main undercarriage units and a tailskid, all of which could be jettisoned after take-off but very rarely were, and a central fuselage skid. Only eight of this first mark were built before the aircraft was altered to more suit its training role. Nearly 5 metres was chopped off the span and the cockpit was revised with better instrumentation and controls for the rear cockpit and a better canopy with more visibility, also the roof hatch was dispensed with. Most of the people I've spoken to say the Hotspur wasn't exactly nice to fly being very heavy on the controls.

Because the idea of airborne forces was still new Haddenham became a focal point for various visiting dignitaries, most notably the King and Queen on 27th of June. Their Majesties were treated to a display of formation flying by three of the army pupils in Kirby Kites followed by John Sproule who did an aerobatic display in the Viking 1. He started with a loop straight off the aerotow rope and ended with a down wind beat-up, followed by a stall turn and finished with a spot landing right in front of the seated VIP's. All this had been



A Kirby Kite after being lifted off the roof of the Sergeant's Mess at RAF Thame, as Haddenham was called in 1941.

A pupil being briefed in a nacelled Dagling Primary at RAF Thame.

done with a smoke candle attached to the tail! Two more visitors about this time should be noted, they were Fred Slingsby and one Pilot Officer Mike Maufe who came down from Ringway to see why tow ropes were continually breaking.

On the 2nd December the Glider Training Squadron became No.1 Glider Training School when it was transferred from Army Co-operation Command to Training Command. By the end of the year the gliders had amassed 1,131 hours and the powered aircraft 4,239.

The coming of 1942 was the turning point for Army gliding with things becoming more organised. There were lots more Hotspurs available for training and indeed No.2 GTS had been formed at Weston-on-the-Green. So eventually the Kirby Kites and the other previously civilian gliders were retired, (actually left out to rot, along with the Avro 504N) and it became almost solely Hawker Hector and Hotspur combinations that were to be seen in the skies over Haddenham.

It soon became obvious that Haddenham was really too small for a busy training school and had in fact always been too small for fully laden Hotspurs on nil wind days. So in July 1942 No.1 Glider Training School was given its marching orders and on 1st August moved shop to Croughton Airfield in Northamptonshire.

Although the airfield was used continually from then on, gliders weren't to appear on the airfield for another twenty years. It's not widely known that every Lord Mayor of London has to have a theme to his term of office. During 1961-62 Sir Frederick Hoare was the incumbent and his theme was 'Youth and Leadership'; to aid him he had working for him in The Mansion House one Brigadier George Chatterton DSO. The Brigadier was the former leader of the Glider Pilot Regiment, the men who had taken up the reins from the Glider Training Squadron and won many honours at Sicily, Arnhem and other places far and wide.

On investigation the Brigadier realised that there was little being done to get together the older generation, with their skills and knowledge gained from years of experience, with the younger generations with their thirst and eagerness to gain that same knowledge. Having been a pilot all his life, he obviously saw an opportunity to pass on his own interests and just happened to know the right people to help him. His idea was that a centre should be set up where young people between the ages of 16 and 21 could learn to fly at as cheap a cost as possible, the figure he had come up with was £7 10s to get to solo standard. To keep the costs down it was obvious that gliding was the cheapest form of flying available at the time and of course he knew plenty of glider pilots who wanted to keep their hand in and do something worthwhile at the same time. Several of his former soldiers were still gliding and so he went to them to help get his idea 'off the ground'.

Arthur Procter had stayed interested in gliding after the war and had in fact been a founding member of the 'Windrushers' club at Bicester. One fine Summer's day in 1961 he was aerotowed aloft in an Olympia with the aim of ridge soaring the Chilterns some miles away. After only a couple of hours though, the lift started to die and he headed North again for home. However things conspired against him and spying a deserted airfield below him he landed and went looking for a phone so that he could get a trailer organised to come and fetch him. The Security man at a nearby factory said that all the gates were locked and that the only man with keys was the Managing Director of Airtech Ltd, the firm that owned the field, who fortunately lived in the village. After getting Mr. Codling out of his bath the keys were found and all proceeded smoothly.

Arthur had been touring the area for some time now looking for just such a small and little used airfield as this and of course he took the opportunity to mention the new venture to the man who was obviously in charge. Unfortunately Mr. Codling had been approached by others with grand schemes before and so it seemed like this one was about to fall on deaf ears. This is where more luck arrived because it just so happened that Bob Somerscales, also an ex-GP and good friend of Arthur's, knew Frank Codling and so he eventually won Airtech over to allowing the operations to start from Haddenham Airfield. This was also done for a very reduced rent which has changed little over the years and has no doubt contributed to the Trust's longevity.

Once the airfield had been found, it was easier to start the necessary fund raising, this started with an initial £500 from Brigadier Chatterton himself with which a Slingsby T-31 and a Wild winch were purchased from the Northampton Gliding Club. Because there were still no facilities for them at Haddenham the glider and winch were stored for a while at Bob Somerscales' Garage in Tackley, but the Upward Bound Trust soon took off.

By mid-1963 and with much support it became very busy with youngsters coming from all over to sign up on courses. More gliders were acquired, at first an EoN Baby for the Instructors to get a little more soaring time in and then through a donation from Major Philip Cooper who was Chairman of the Glider Pilot Regimental Association, a Blanik was obtained. Two more gliders were donated by the Pathfinder Association, another T-31 and a Slingsby Tutor, and named 'Pathfinder I' and 'Pathfinder II' respectively. Another, relatively famous, glider that soon came along was the Slingsby T-21 (BGA 856) which had been built not by Slingsby but by the pupils of Leighton Park School and named 'Min' after the character Minnie Bannister of The Goon Show. It was purchased from the Cotswold Gliding Club. (It was to be blown over in strong winds in 1980 but its remains have been bought by Peter and David Underwood so will no doubt fly again in years to come).

A permanent hangar was finally erected in late 1965 in the South-West corner of the airfield, the equipment having been kept de-rigged in a shed up to that time. To keep the costs down, launching was and still is by winch only. Arthur Procter handed over the reins of CFI in 1967 to Vernon Jennings, another ex-Glider Pilot Regiment man, who held the job for the next 25 years. During this time hundreds of pupils went through the Trust's courses, many going on to careers in aviation from Concorde pilots on down.

The Upward Bound Trust was, and still is, a unique organisation in Britain and so has always had to rely on funds donated by others to keep going. By the middle of the 1990's it was obvious that the gliding world was leaving the Trust behind with most clubs having training gliders of glass and carbon fibre construction unlike the two T-21's the Trust was still using. It was decided that a major fund-raising campaign would have to be started in order to buy more relevant training machines, the AS K-13 being the preferred choice. The advent of the National Lottery released large amounts of 'official' funds and so an application to the National Lottery Sports Fund for £28,200 was made in 1995. The following year it was learnt that the Trust had been successful in its bid and so shortly afterwards two K-13's were purchased, one from



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

Treasurer: Austen Wood, 6 Buckwood Close, Hazel Grove, Stockport SK7 4NG

- 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.
- Individual membership is available to those who wish to support the activities of the club, and all 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.

OVERSEAS MEMBERSHIP SECRETARIES

Australia Ian Patching, 11 Sunnyside Crescent, Wattle Glen, Victoria 3096, Australia

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Vernon Jennings fitting snugly into the cockpit of Geoff Moore's Mü 13 at Haddenham in May. Vernon was CFI of the Upward Bound Trust for over 25 years until his recent retirement

Austen Woods..

Essex and one directly from Germany.

Today the Trust's fleet consists of two K-13's and a K-8 single seater and continues to train 16-21 year olds to fly as cheaply as possible, the current fee being £60.00.

Five Kirby Kites were to return to the airfield in 1991 when we held celebrations to commemorate the 50th Anniversary of the arrival of the Glider Training Squadron and also the 30th Anniversary of the birth of Upward Bound Trust. This rally was so successful that we have held one every year since and the Vintage Glider Club have always made it most enjoyable.

Old Sarum Flying Club

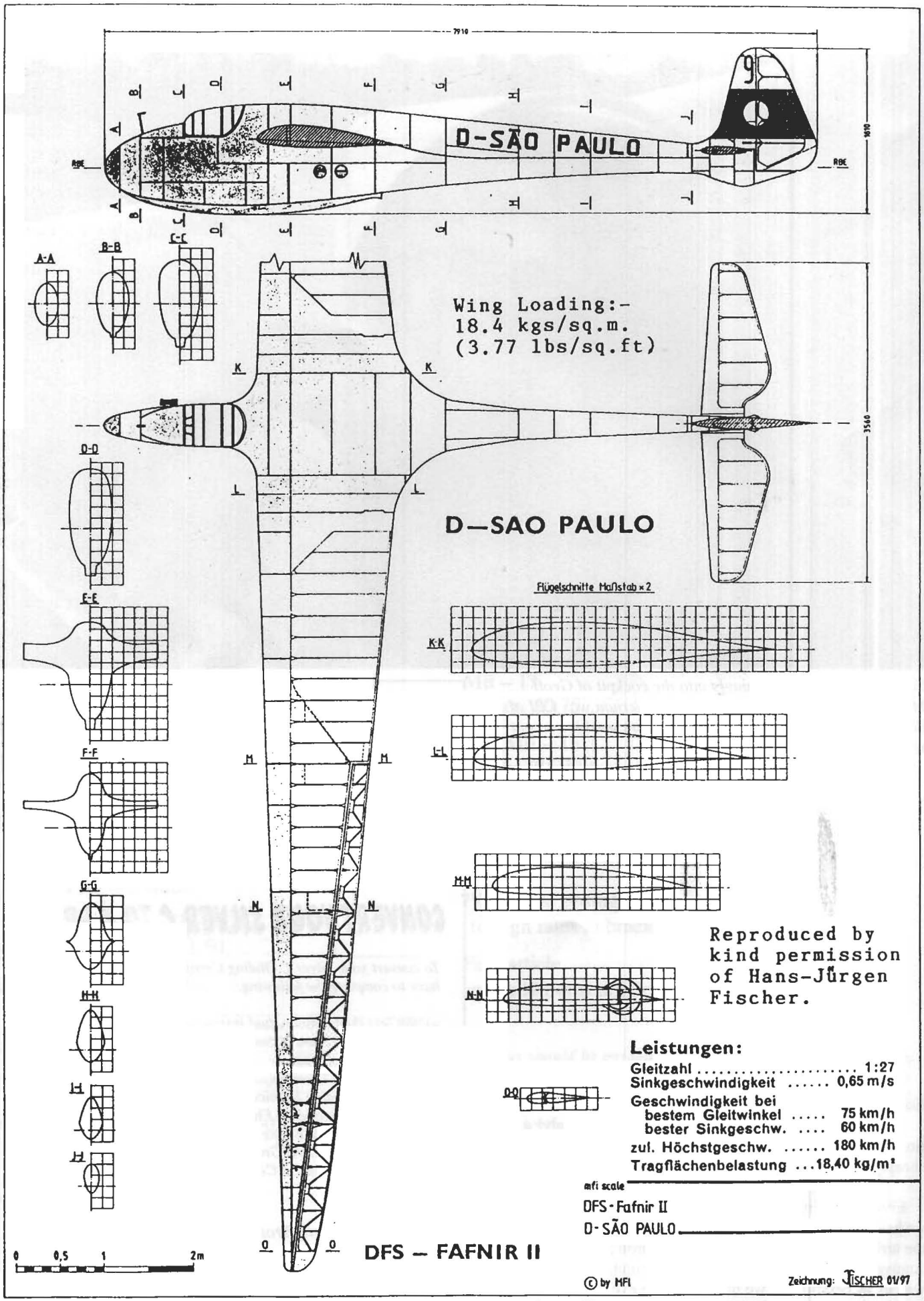
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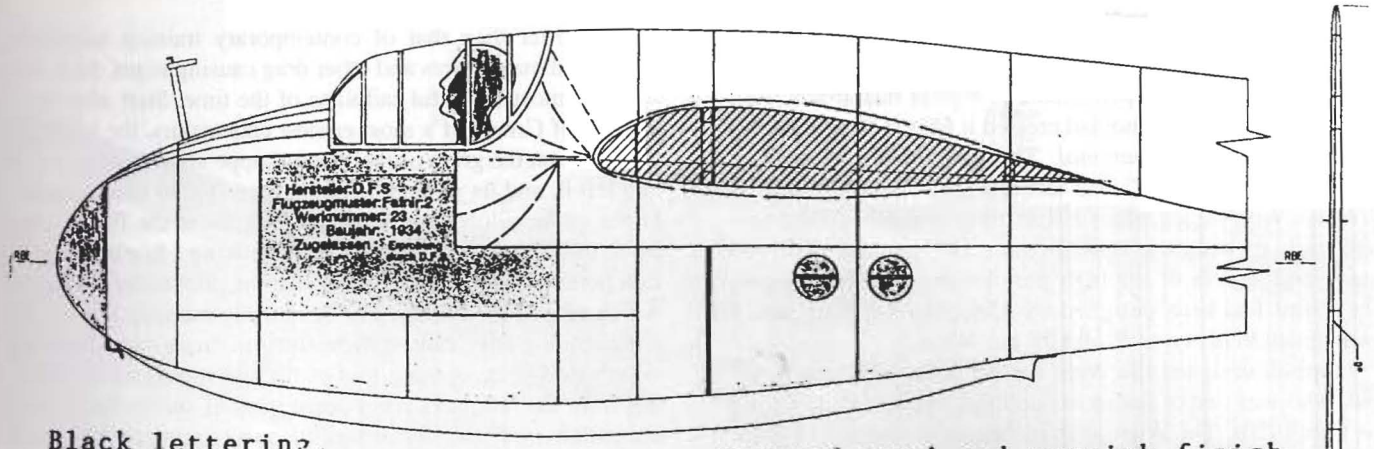
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c) Not less than 3 hours flying as pilot-in-command in the 9 months preceding Licence issue.
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12 hours flying inc Ground & Flying Exams = £1,130



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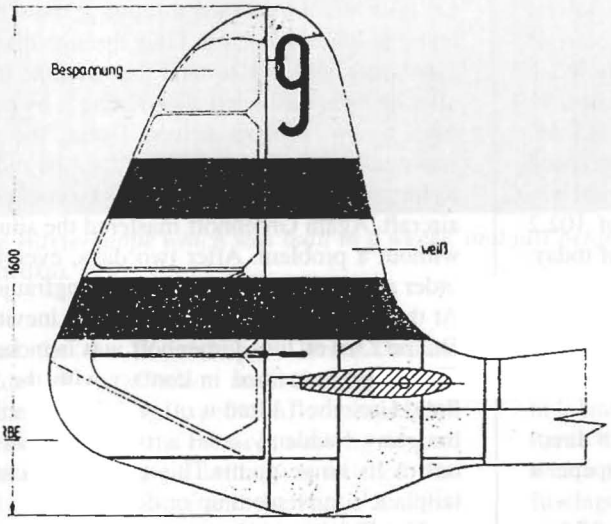


Black lettering.

Natural wood and varnish finish.

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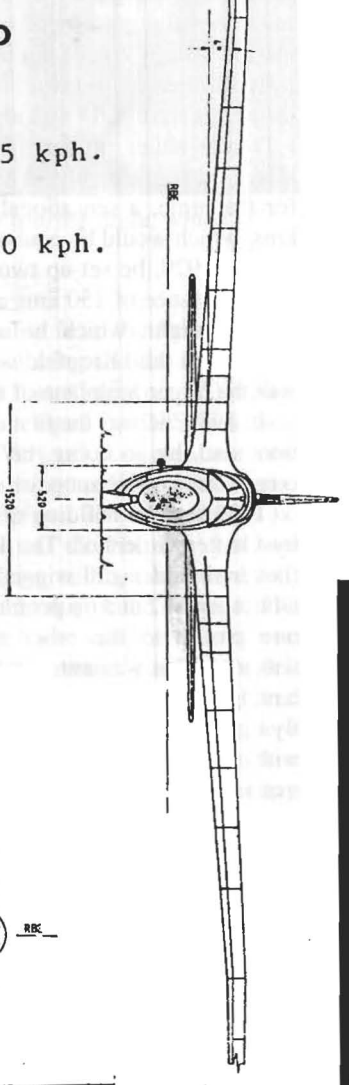
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D—SAO PAULO

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Min.Sink was achieved at 60 kph. (36 mph).

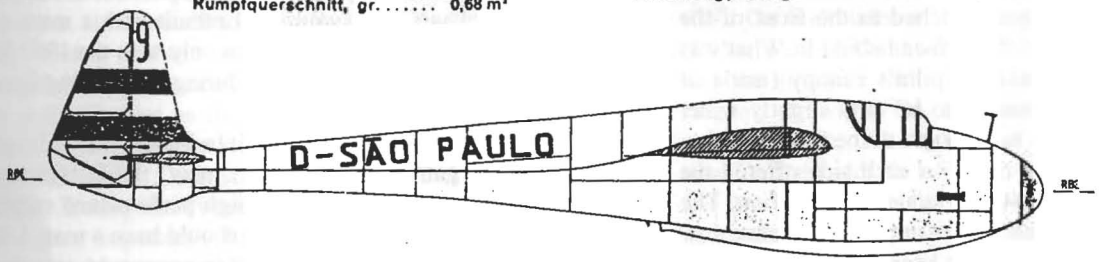


Gewichte:

Flugwerk	266 kg
ständige Ausrüstung	4 kg
Leergewicht	270 kg
zusätzliche Ausrüstung	0 kg
Rüstgewicht	270 kg
Zuladung	80 kg
Fluggewicht	350 kg
Zuladung/Rüstgewicht	0,29

Abmessungen:

Spannweite	19,00 m
Länge, gr.	7,91 m
Höhe, gr.	1,81 m
Rumpfbreite, gr.	0,52 m
Rumpfhöhe, gr.	1,05 m
Rumpfquerschnitt, gr.	0,68 m²



0 0,5 1 2 3m

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mfi scale

DFS-Fafnir II

D-SÃO PAULO

Rumpfvorderteil

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Zeichnung: FISCHER 01/1997

FAFNIR II

DFS-FAFNIR 11, D-SAO PAULO 1934. BY HANS-JÜRGEN FISCHER.

We have received kind permission to reprint this article from Hans-Jürgen Fischer, who had created it for the German magazine *Modelflug International*. The incredible and brilliant story of the "Sao Paulo" is at last revealed (and translated by C.Wills). With the legendary Fafnir, there began in 1930 a new paragraph of sailplane construction. The pioneer time had ended and the era of the high performance sailplane began. The Fafnir had been designed by Alexander Lippisch and it owed much to his types Professor and Wien.

Lippisch designed the Wien for the famous Robert Kronfeld, who was one of the most successful glider pilots during the later 1920s. The Wien, with its beautiful fuselage of elliptical cross section, was designed to fit Kronfeld's size. Its wingspan of 19.10 metres was enormous for a sailplane of that time. Its V-form struts did not help its performance but Lippisch hoped that the modern Goettingen 549 wing profile would compensate for this. (Espenlaub had, years before, without any calculations, built a sailplane of similar span, but it had a cantilevered wing). The Wien had a wing loading of 13.8 kgs per sq. metre (2.83 lbs/ sq. ft) which was a requirement for a sailplane of that time. This gave it the lowest minimum sinking speed, so that it could use the feeblest of thermals but it was of not much use for fast flying. The Wien fully fulfilled its promise. Its min.sink speed was about 0.71 m/sec. Its max. L/D was about 1/20. Its flying speed at max. L/D was about 60 kph. If flown faster, its sinking speed increased considerably. In May 1929, Kronfeld flew, what was for that time, a sensational World Distance record of 102.2 kms, which would be equivalent to a 1000 km flight of today. In July 1929, he set up two further World Records. The first was a distance of 150 kms and the second was the over 2,500 metres height, which he achieved during the same flight. Because of this, Kronfeld was *the* pilot of 1929 and the Wien was the Super Sailplane of the year.

In 1931, he was the first to cross the Channel in both directions and, by so doing, he won the Daily Mail newspaper's considerable prize money.

1930 saw the building of the Fafnir, which was to be flown by Gunter Groenhof. The Fafnir was a 19 metre span cantilever shoulder gull winged sailplane. Wing root profile was Göttingen 652 and tip profile was Clark Y. The transition from one profile to the other automatically incorporated a tip washout. This was not usual for that time and, because of not having it, some machines then had rather less than docile flying characteristics. The wings were conventionally built with torsion box leading edges, attached to the front of the main spar and a supported fabric surface behind it. What was marked was the gull wing and the pilot's canopy (made of plywood) which was so narrow as to be only slightly wider than the width of Groenhof's head. View to the front was theoretically nil. Only two peep holes on each side offered the pilot view to the sides and a little obliquely to the front. The flying tailplane was not of great area and was mounted low down on the fin. This caused trouble later. The fuselage cross section was designed to encompass Groenhof's dimensions, and special care was taken concerning the wing/fuselage transition area behind the canopy. Small strips of plywood were exactly cut to ensure a perfect double curvature between canopy and wing root leading edge. This led to the name Fafnir which was the dragon of the Siegfried legend. However, already during its first flight, it was clear that it did not have the performance expected of it. Its gliding angle was hardly better than that of contemporary training sailplanes which had many wires and other drag causing items. So it was with the most beautiful sailplane of the time. Start after start, in spite of Groenhof's most earnest endeavours, the sailplane was back on the grass of the Wasserkuppe almost as soon as it had left it, and its ground handling crew had to toil endlessly. Other glider pilots sang unkind songs about the Fafnir. One came to the impression that it was the wing / fuselage transition point and the side portholes that the pilot looked through, which caused the misery. The beautifully rounded fuselage to wing leading edge caused the airflow to break away from the wing's mid-span, causing loss of lift and considerable buffeting from the tailplane. After some days of successful experimentation in flight, the beautiful curve between wing and fuselage was replaced with a balsa faring which went vertically from the portholes to the wing leading edge. The sailplane immediately flew considerably better, and the Fafnir at last fulfilled all its expectations. Its exact performance was never measured but its max. L/D was thought to be 1/25 and its min. sink, 0.75 m/ sec. This sailplane enabled the still young Groenhof to start his very successful gliding career. In 1931, he took part in a soaring expedition to the Jungfraujoch. On take off, it ploughed through a snow barrier and its starboard tailplane came off. Only through his great flying ability, was Groenhoff able to land the machine in the valley below, after he had considered abandoning it by parachute. After two days, a new tailplane arrived. During the next take off, there was another misfortune. This time, the rudder jumped out of its hinge points and fluttered like a sort of propeller behind the aircraft. Again Groenhoff mastered the situation and landed it without a problem. After two days, everything was again in order and further flights from the Jungfraujoch were achieved. At the 13th Rhön Contest, what was inevitable came to pass. On the 23rd of July, Groenhoff was launched with a tail wind. The Fafnir remained in contact with the ground for a long time. Groenhoff lifted it off, but the tail still had contact with the grass. Suddenly, it hit a rock and again the rudder jumped out of its hinge points.This time, it blocked the fully flying tailplane's movement up or down.

The Fafnir with its own stability flew out from the slope and Groenhoff parachuted from it over a clump of trees. Unfortunately, he was 50 metres too low for the parachute to open and he fell into the top of a tree just as his parachute began to open. He was killed through head injuries. On the day before, Kronfeld's mighty 30 metre span "Austria" had disintegrated in the air after its wing had broken. Kronfeld saved himself with his parachute but his machine was just a heap of wreckage. The Fafnir was rebuilt with a more usual type of canopy and Peter Riedel not only won the 1933 Rhön Contest with it but he also flew it during the Soaring Expedition to South America in 1934.

The FAFNIR 2 "SAO PAULO". In March 1934 Alexander Lippisch began designing a new DFS (Deutsche Forschungsanstalt fur Segelflug) high performance sailplane, the Fafnir 2. It was planned that it should have a max. L/D of 1/31 , which would be an important improvement over that of the Fafnir 1. Its design took a long time, and so its building could only be begun in the DFS Workshops at Darmstadt Griesheim in mid June. Four qualified aircraft builders and four helpers were engaged in building it, with the aim that it should take part in the coming Rhön Contest on the Wasserkuppe. *(to run from the 22nd July until the 5th of August 1934!! CW)* The contest began, but the aircraft was not yet ready. Frustrated, Lippisch stopped working on it and left



The Fafnir II at the Wasserkuppe which was built in 6 weeks, and just before its record breaking, first soaring flight, which ended in Czechoslovakia.

without a sailplane for the Wasserkuppe. Heini Dittmar, designer and builder of the Condor and, since the 1934 German South America Gliding expedition, employed full time by DFS, led the building of the Fafnir 2, working day and night, with his eight man workforce, until it was finished. The contest was already well under way and the Fafnir 2, christened "Sao Paulo", stood ready for flight, in the Griesheim workshop. Hanna Reitsch, at that time also employed by DFS, tried to aerotow Heini Dittmar in the Fafnir 2 to the Wasserkuppe. Half way, the tow rope broke and both Fafnir 2 and the aeroplane had to be landed out. The "Sao Paulo" was derigged and taken back to Griesheim. On the next day, the aerotow succeeded and Lippisch was more than a little surprised to see his sailplane arrive and now able to take part in the contest. He hesitated to allow the "Sao Paulo" to take part in the contest without a further test flight. Heini Dittmar managed this with success, and so, he was given permission to fly it in the Contest on the 27th of July at mid-day. After the landing, he departed on distance at 12.30 pm together with Hanna Reitsch, in Dittmar's Condor and Peter Riedel in the Fafnir 1. During the evening, everyone on the Wasserkuppe was waiting impatiently for Dittmar's landing report. It was not until mid-day on the next day, that everyone on the Wasserkuppe learnt that Heini Dittmar had landed the "Sao Paulo" at Liban in Czechoslovakia, 375 kms out, for a new World's Distance Record. After long discussion with the Czech authorities, the "Sao Paulo" was declared "free"and the long retrieve by road could begin. At last they got back to the Wasserkuppe and one of the first to offer congratulations was the father of the Fafnir 2. The first launch.... and immediately a World record!!!

The Fafnir 2 differed considerably from the Fafnir 1. The basic concept of a cantilever gulled wing and the fully flying tailplane was retained. Apart from that, there were no similarities. A wing profile specially developed by DFS was used which flowed into the fuselage. Very unusual also were the fuselage cross sections, where the wing trailing edges continued aft into the region of the tailplane. The aircraft was no longer of high-wing configuration (as the Fafnir 1) but was now mid-winged. The balanced flying tailplane now had considerably more ground clearance that that of the Fafnir 1. The canopy offered the pilot adequate view and was made from strips of plexiglass. All plywood covered parts were left unpainted and covered with clear varnish as were the fabric covered surfaces *(which were first tautened with clear dope CW).* On both sides of the fuselage, were painted the name "D-Sao Paulo". On the left side and below the pilot's canopy, was the aircraft's technical information, exactly as in Hans-Jürgen's drawing. On the rudder's right side were the 3 colours Black, White, Red of the German Reich at that time.On the rudder's left side was the red band, white circle and black swastika. On both sides of its rudder, above the national insignia, was its 1934 Rhön Contest number 9. Later, its canopy was changed to be in continuous curved lines with the upper extremities of the nose and fuselage and thus it became more elegant and blended fully with the fuselage contours. Thus, the top of the nose was higher. Exactly when these modifications were carried out is not known. At least, by 1937, the whole aircraft had been painted. From interpreting black and white photographs and speaking with experts, its colour must have been a tone of yellow. *(Hans-Jurgen later agreed that it was bright blue CW).* The Fafnir 2 had in 1937 the reg-

istration D-11-78. Whether this registration was on its wing upper surfaces, is not known. *(It can be seen from a Dr Slater photograph that it was. D-11 on one side and -78 on the other...in white. CW).* On both sides of its nose was a white diamond with the number 23 on it. Under the national insignia on its rudder was the contest number 4 also in black). By 1937, the fully flying tailplane had a small trimming surface attached to its trailing edges. *(The photos suggest that it was on both sides' trailing edges CW)* As the building of the machine was very complicated, it was not possible to build more than one of them. It was not often entered in contests *(perhaps it belonged to DFS and not the DLV, NSFK or WL ,CW).* It did take part in the 1937 International Contest on the Wasserkuppe, which it won, flown by Heini Dittmar. He flew it 1,438 kms in seven days. The Fafnir 2 remained in use at DFS's headquarters at Darmstadt, where it was discovered by the Allies intact in 1945. John Sproule, a British glider pilot, model builder and Slingsby designer, saw it there and tried to save at least part of the glider, before it was destroyed as an enemy aircraft. In this case, it was burnt. Unfortunately, this rescuer of the smallest part of the "Sao Paulo" is no longer alive. John Sproule was killed in 1994 as result of a motor accident. (He initiated the building of the man-carrying Sir George Cayley replica, of which the original flew in 1853!!! and he also did tremendous research and built successful flying models, the originals of which had flown in 1815!!) Heini Dittmar, who flew the "Sao Paulo" at that time, was the first man to achieve 1000 kph in level flight, in 1941 in the ME 163. He was killed in early 1960, when he crashed his "Motor Mowe" at Essen-Muhlheim. His post-war dream was to create a "Volksflugzeug" *(A Peoples' aeroplane CW)* Unfortunately, he died much too early.

Much about the "Sao Paulo" is still unknown. Thanks to the Aviation Archivist Marton Szigeti, who lent me rare photographs, I was able to prepare this documentation. Thanks also go to Jochen (Cassius) Ewald and Herr Jochheim, who visited me and had prepared drawings and calculations for a 1/4 scale model of the "Sao Paulo". I am already thrilled with the now finished model. Chris Wills prepared some years ago, a sketch of the "Sao Paulo" with its later canopy, as it appeared in 1937, and he sent it to me for checking. I don't know of other inspired drawings.

(John Sproule was a Lt/Cdr RN in Germany in 1945. He apparently saw the RAF Regiment preparing the airfield for RAF Operational use. How they could have been at Darmstadt Griesheim is unknown (to CW), as Darmstadt was in the American Zone and they probably removed the D.28b "Windspiel" from there to America, where it was destroyed by unsecured street lamp stands in a railway goodswagon. (CW). He saw the fuselage of the "Sao Paulo" on a huge bonfire but there was no sign of its wings. He might have been able to remove its name plate or some other small souvenir of this wonderful sailplane, but nothing else. He could not remember the colour of the fuselage. CW).

TECHNICAL DESCRIPTION.

FUSELAGE. Plywood shell with bulkheads. *(semi-monocoque CW).* Stringers and plywood covering. Similar to the wings' profile in side view. Fuselage's nose cross section elliptical. The wing trailing edge blended into the fuselage in a large arc. Aft of the wings, fuselage profiles echoed the wing's trailing edge and this was diamond shaped with rounded top and bottom. These diamond cross sections ran aft almost to the tail surfaces. Canopy consisted of plexiglass strips supported by four hoops. Aerodynamically perfect rounded transition from wing to fuselage. Vertical pilot's seating position. Blind flying instrumentation consisting of a venturi for the A.S.I. above the nose and a venturi for turn and slip on the right hand side of the nose.

It was later fitted with a canopy which blended in with the line of the nose and the top of the fuselage. Aerotowing hook in front of the skid, which was sprung. Jettisonable undercarriage dolley was fitted to the skid for ground handling and take offs.

WINGS. Cantilever and gulled. Two point attachment fittings to fuselage centre section. Plywood covered torsion box leading edge. Ailerons span from gull to tip. Single spar construction with diagonal auxiliary spar. No airbrakes or spoilers. Aerodynamic washout. Exact wing profiles are unknown.

TAILPLANE. Positioned high on fin. Fully Flying. It was built, as was the wing, with plywood torsion box leading edges. Symmetrical profile Mass balanced.

RUDDER was without aerodynamic or weight balance.

FINISH (Original). Registration D-SAO PAULO was in black on the sides of the clear varnished fuselage. Later (in 1937) it was painted all over with a bright blue. The NSFK registration D-11-78 was in white, above and below the wings and on the side of the fuselage. In 1937, both sides of the fin and rudder were painted red from their tips downwards for almost half its height. In its centre was the white circle and swastika. Contest numbers were in black.

TECHNICAL DATA.

Type: Fafnir 2 "SAO PAULO", Builder: DFS. Designer: Lippisch.

Use: High Performance sailplane. Fuselage Length: 7.91 m. Height: 1.81 m. Fuselage width: 0.52 m. Max. breadth including wing centre Section: 1.52 m. Wing span: 19 m. Wing's Chord at centre Section: 1.56 m. Wing's Chord at mid span: 1.00 m. Wing's Chord at tip: 0.4 m. Dihedral of centre section: 4 degrees. Wing Area: 19 sq. m. Wing's Angle of Incidence on Fuselage: 2.5 degrees. Geometrical Wing Tip washout: 0 degrees. Wing profile: Developed by DFS. Empty Weight: 270 kgs. (594 lbs). Loaded Weight: 350 kgs (770 lbs). Wing Loading: 18.4 kgs/sq.m. (3.77 lbs/sq.ft.). Max. L/D: 1:27-1:31. Best Min.sink speed was achieved at 60 kph. Best L/D was achieved at 75 kph. VNE was 180 kph.All the text, information and drawings have come from Hans-Jurgen Fischer, who works for the magazine *Modelflug International (MFI).* We thank him and MFI for the permission to use this article, but we regret that for space reasons we have had to omit several drawings and pictures. However, the full version will be available as a Technical Article which can be purchased from VGC Sales.

Chris Wills

(The very short 6 weeks building time for the Fafnir 2 is also recorded in Peter Riedel's book "Uber Sonnige Weiten" "Experienced Rhön History" on Page 94. CW)

I HELPED RESCUE THE 1-7

by Raul Blacksten from California.

When I was young, there was a commercial on American TV for a women's hair color, I think, which revolved around the phrase, "the closer he gets, the better you look." Personally, I have actually always found the reverse to be true. Ofttimes, when the object of your attention (affection?) looks bad from a distance, you may hope like heck that the commercial is right. It almost never is.

Recently, a group of us went out to the Crystalaire Gliderport, in the Mojave Desert north of Los Angeles, California, to "rescue" the Schweizer SGU 1-7 which has been sitting, neglected, in a wooden trailer out at "Crystal" for years. As far as I know as of this writing, the last time the 1-7 flew was in the mid-to late 1980s (in Wings Like Eagles, Paul Schweizer says it was still flying as of 1984).

In case you do not know, built in 1936, the Schweizer SGU 1-7 is the first glider which the fledgling Schweizer Metal Aircraft Company built in any quantity other than one. In their father's Peekskill, New York barn, the Schweizer brothers built all of two. Intended to be an inexpensive trainer similar to what was being used in the US at the time, the brothers hoped to build more but sales just were not there.

Eventually, of course, the Schweizer brothers, Ernie, Paul, and Bill, would become icons of the American soaring movement and what would eventually become the Schweizer Aircraft Corporation continued to build gliders in Elmira, New York, until the mid-1980s. Over 59 years, the Schweizers produced 22 types, and 2170 gliders, sailplanes, and motorgliders.

Early on, the Schweizers developed a taxonomic system which they maintain to this day. For example, the designation "SGU" means 'Schweizer Glider Utility." If you see one referred to as "SGS," it is a "Schweizer Glider Sailplane." Numbering-wise, if the first number is a "1," it means it is a single-place and "2" means two-place. The second number is the design number. Therefore, the SGU 1-7 is a single-place utility glider and is the seventh Schweizer design. It would be commonly known as the "one seven."

This one being rescued was the second 1-7 to be built and first one to be sold, to the Altosaurus Soaring Club of New Hampshire. The Club members, who were mostly alumni from M.I.T. and Harvard, painted a Pterodactyl on each side of the nose. As we pulled it from the trailer, it still had a Pterodactyl (and Ally Oop), but the artwork was now on the opposite end—on the rudder.

Over the years, in the cause of the National Soaring Museum (NSM), many of us have tried to convince the owner, Ralph Heide, to give the 1-7 up. Yet whenever we tried to talk to the gentleman, he would become less than friendly if the conversation turned to the glider. Mr. Heide always intended, he said, to restore the 1-7 but could not find anyone qualified enough that he trusted to do the work. This seems hard to believe. What with all of the aviation talent in Southern California, he could not find anyone? Heck, Irv Prue, who is one of the best metal men in the country lives just five miles west of Crystalaire.

One time, we almost got the gliderport operator to take the 1-7 for back tie-downs but the glider's owner caught wind of it and paid his bill.

Finally, we put one of the glider's builders, Paul Schweizer, onto Mr. Heide. It took a few years but Mr. Schweizer must have finally worn the glider's owner down because Mr. Heide recently contacted the NSM and, as the Canadians say, "Bob's your uncle." It was donated to the NSM. It just remained for someone to go to Crystal to pick-it up before the gliderport closed.

A week before the rescue was to take place, Harry Irvine and I drove up to Crystal to reconnoiter. Both of us had seen the glider in its box before, but it had been years. As we drove up to the trailer, it looked pretty good, but as we got closer, well, the commercial was wrong again. The trailer listed noticeably to the right from having been blown over, and the door was so rotten that it afforded practically no protection and absolutely no security whatsoever.

This time, as I stuck my head thru the hole in the door, I was greeted by a coyote skull, which faced the hole as if it were the glider's guardian. Also inside, was a familiar sight and the glider looked very much as I remembered from having seen it so long ago. Not too bad! The fabric was in bad shape, but the metal innards looked pretty good actually. A couple of bent ribs, no big deal.

Rescue morning arrived cold and windy. Meeting at Crystal, I came up from Los Angeles while Jeff Byard and Dan Armstrong came down from Tehachapi with the open trailer for Byard's TG-2, upon which to haul the 1-7 away. This was necessary as Irvine and I had determined that the 1-7's wooden trailer was not roadworthy and besides, both tires were flat. However, as bad as the trailer looked, it has apparently kept the glider safe and dry even despite that alleged bane to human existence, El Niño.

Byard, being the bravest of us, clambered into the trailer and began to hand pieces out. Horizontal tail first, elevator, then rudder, canopy, and struts. Next came the fuselage. Then the wings. Finally the miscellaneous other parts. Luckily, except for the small stuff, it all fitted onto the open TG-2 trailer. The rest went in either Byard's pick-up truck or in mine.

The cotton fabric was shot to say the least, and it was plain that it would blow off during the 80 or so mile trip to Tehachapi. Therefore, Byard drove up to the dumpster and we pulled most of the fabric off the wings. Nevertheless, we managed to leave a trail of blown-off fabric throughout the Mojave Desert anyway.

Despite some high winds and big trucks, we managed to arrive in Tehachapi safely and the 1-7 was placed in Byard's hangar, still on the TG-2 trailer. Now that we were out of the cold and wind, we could really examine the glider.

What a sight! This time the commercial was right! The closer we got, it actually looked pretty doggone good! There was almost no corrosion and only a few bent wing ribs. It appears that the desert really is a good place to store a metal glider, even in a lousy trailer.

You do not have to look close at the 1-7 to see each of the succeeding steel tube Schweizer gliders, up to and including the SGS 2-33. Byard quickly noted the similarities to the TG-2, which, after all, is the SGS 2-8. It was also noted that the 1-7 resembles the Hütter H-17 somewhat. Of course the H-17 is wood and the 1-7 is all metal, but both are rather small gliders of a similar configuration.

Now we await Dr. Walt Cannon, who has recently restored the Schweizer SGS 1-21. Dr. Cannon has offered to restore the 1-7 too. It is doubtful that he will restore the glider to flying status, but I do not believe it would take much work at all to make it airworthy. No, Cannon will likely restore the glider to be a museum display. After all, this is the oldest Schweizer glider in existence and is the only 1-7 remaining.

Still, it would be tempting to restore it to flying condition



The Schweizer 1-7 fuselage being pulled out of the trailer at Crystalaire Glider Port by Jeff Byard and Dan Armstrong on the right *Raul Blacksten.*

and fly it, would it not? But it would be wrong! Right?

A small piece of American soaring history was preserved that cold, windy day in February 1998. True, the 1-7 was not really lost because we knew where it was and at the moment it probably was not in any risk of being lost—but yet it was. Crystalaire was closing at the end of March and after a decade or more of neglect, Mr. Heide was obviously not going to do anything with the glider. Perhaps if we had not kept pestering the guy, with Crystalaire closed, Mr. Heide might have just decided to haul the glider off to the dump. Who knows? Fortunately that is a question which we will never need to worry about again.

So what is the glider's real significance? It has no soaring records and probably never had anyone of any real significance fly it except for nobodies like Elliot Noyes (who created the IBM corporate image) and world famous neurosurgeon Dr. Henry Hyle. As it is the eighth glider built by the Schweizer brothers, it is not really as significant as, say, the first Schweizer glider would be. Nevertheless, it is fully half of the production run of the first series-built gliders produced by what was then called the Schweizer Metal Aircraft Company and at 62 years old this year, it is the oldest Schweizer glider in existence. Here are its true historical significances.

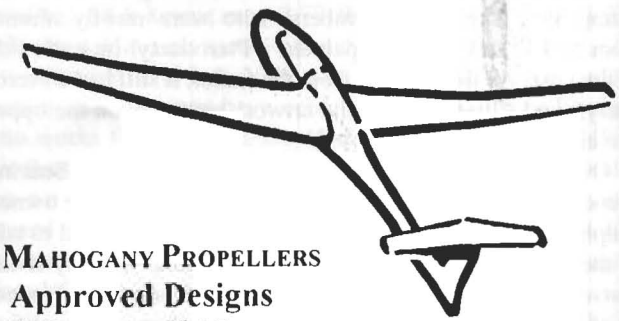
Despite many years of frustration, thanks to Mr. Heide, a genuine artifact of American soaring history, the 1-7, will be preserved for future generations to admire. It will probably never fly, but its preservation will never be in doubt again. Not only that, but fortunately, the glider is in such good shape that most of it will even be original!

I guess that every once in a while, that hair color commercial comes close enough to being right so that sometimes the closer you get, the better she really does look.

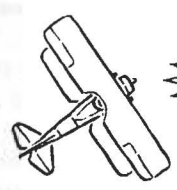
SCHWEIZER SGU 1-7 DATA

Span, 36 ft (10.97 m). Area, 133.5 ft2 (12.4 m2). Aspect Ratio, 9.6. Airfoil, NACA 2415. Empty Weight, 243 lbs (110 kg). Payload, 180 lbs (82 kg). Gross Weight, 423 lbs (192 kg). Wing Loading, 3.2 lbs/ ft2 (15.89 kg/m2). L/D, 17 at 45 mph (72 kph). Min. Sink, 3.5 fps @ 40 mph (1.07 m/s @ 64 kph). Structure, All metal & fabric: steel tube fuselage; constant chord, strut braced wing.

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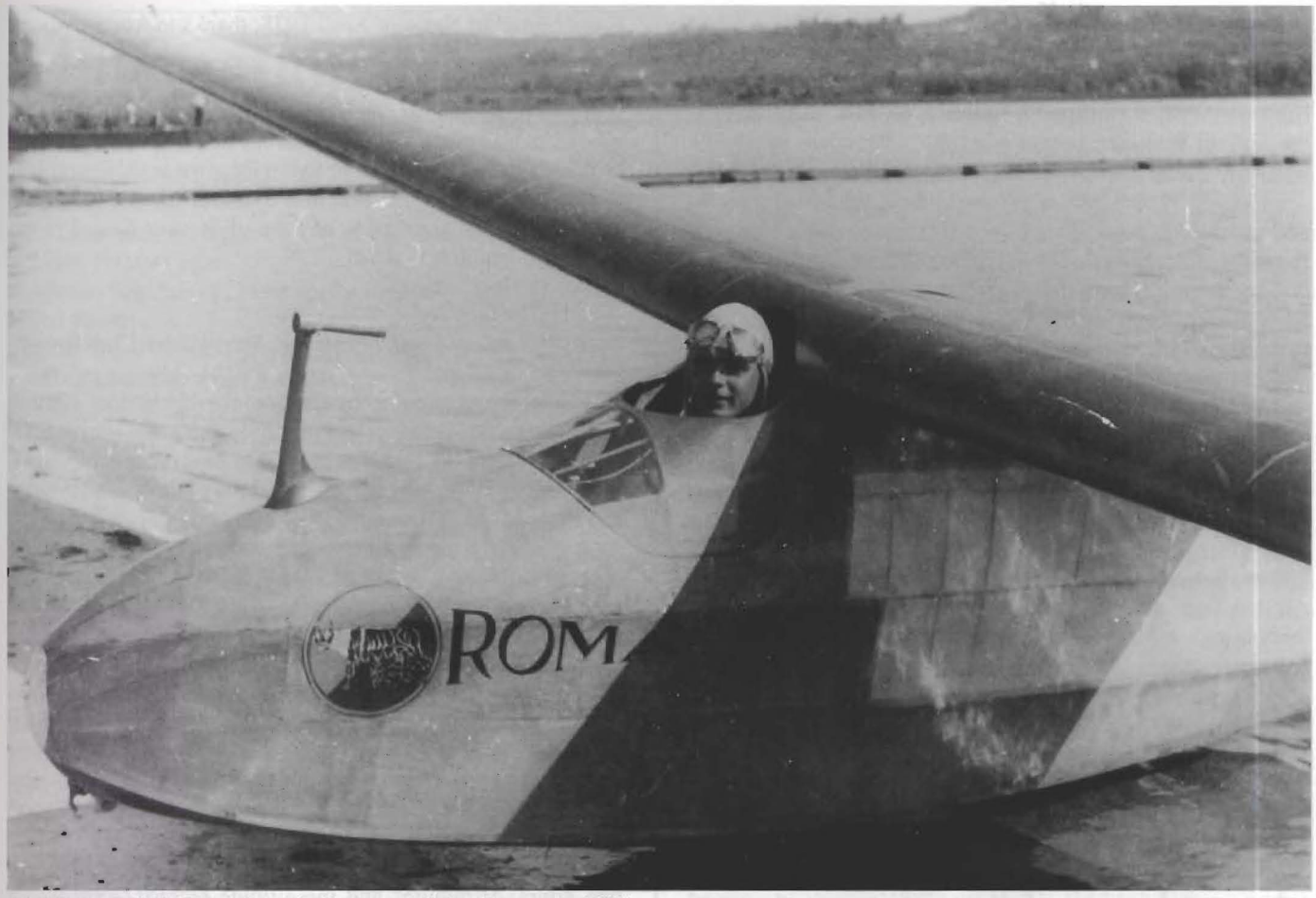


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Plinio Rovesti after landing the Roma on Lake Varese in 1933

A SEA-GOING ITALIAN SAILPLANE, THE ROMA

by Vincenzo Pedrielli

Before WWII, during the period 1930 to 1938, many experiments took place in many countries such as Germany, France, Switzerland, Britain and Italy into the development of motorless flight from water. In 1931 a famous sportsman, a certain Senr. Borghese Negretto, truly passionately fond of sailing flight, started in Trieste to make some experimental flights in the sea-going two-seater glider designed by himself to which he gave the name of IDROALA BORGHESE. She was towed aloft by a motor boat and then cut loose for free flight. By taking advantage of the lift in the Gulf of Trieste, he could make short flights which were indicating that on the edge of the sea favourable flying conditions were possibly existing.

In 1932, on Lake Como, similar experiments were carried out by Vittrio Bonomi who modified one of his sailplanes called Biancone, by adding two floating "boots".

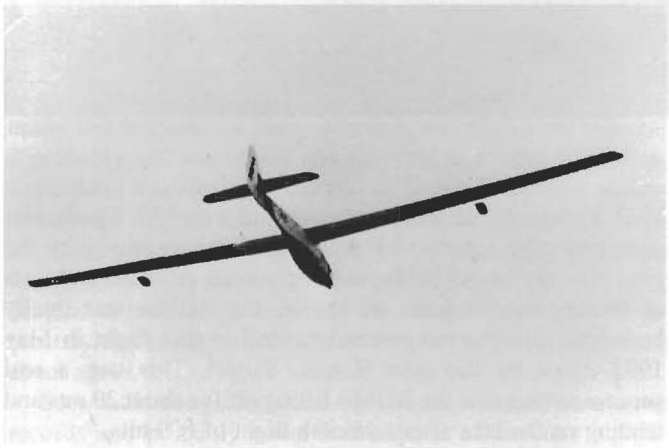
Of course, the heavy weight of the craft and the drag of the floats were not the ideal conditions for a long lasting flight and while in Trieste, Como and Genova this type of flying was going on, the Sailplane Association of Varese, Tommaso Dal Molin decided to accept the challenge of the construction of a sea-going sailplane which could combine the advantages of conventional and sea-going gliders. It was, in fact, in the spring of 1933 that the ROMA, the new amphibious sailplane, unique in its kind, was built in the workshop of the Group Tommaso Dal Molin. Designed by Angelo Mori, an Italian aviation engineer, the ROMA had a flying boat hull which could land on the lake, a single spar tapered wing with a span of 20 metres and area of 19.9 sq mt. The wing loading was 12/5 Kg/sq.mt and the empty weight was 175 Kg. It was equipped with a particular dolly which was released by the pilot after the launch with the bungee cord. After several tests of floating on the Lake of Varese, the ROMA was finally launched with the bungee and made her first flight in May 1933 flown by the pilot Romeo Sartori. This was a real success, which saw the ROMA lifting off for about 20 mts and landing on the lake after a smooth flight of 600 mts.

The real maiden flight took place on July 2nd 1933 when the ROMA was launched from the top of Campo Dei Fiori, a mountain overlooking the Lake of Varese at 1226 mts and flew with Plinio Rovesti (the author of the book "Ali Silenziose nel Mondo") for 23 minutes and 12 seconds covering a distance of 16.5 Km and finally landing on the nearby Lake of Verbania, or Lago Maggiore, near the city of Lesa.

One year after, and more precisely the 16th September 1934, on a mild and quiet summer afternoon, the ROMA was launched again from Campo dei Fiori together with eight other amphibious sailplanes named ANFIBIO VARESE, also built by the Group Tommaso Dal Molin. After having flown over the beautiful city of Varese, one by one they landed in the homonymous lake applauded by a large crowd of people which had come from the neighbouring villages. Many other flights were made by launching from Campo Dei Fiori Molin, and on one of them, again flown by Plinio Rovesti, it landed near Luino again on Lake Verbania. The ROMA was also launched from another mountain, the Mottarone at the altitude of 1490mt overlooking both the Lake of Verbania as well as Lake D'Orta. After a flight of 41 minutes, the ROMA had finally landed on Lake D'Orta.

I could continue telling many other stories about the

ROMA, but I am sure the following question would be asked sooner or later: "What happened to the ROMA and what was her end?" The city of Rome was burned by the Roman Emperor Nero; the sea-going sailplane ROMA, together with the Anfibio Varese and other primary gliders were set on fire by the German Troops. How? During WWII those gliders were stored in the hangar of the gliding school of Vizzola Ticino which was occupied by the German soldiers. Probably the ships were burned with other wooden material simply to heat up the cold winter nights. When the war was over, Plinio Rovesti went back to the hangar to look for the amphibious machines and he saw an unbelievable havoc: a heap of ash. Unfortunately there were many stories like that in our country and that explains why in Italy we do not have many vintage sailplanes which survived the war. By the way, as it's clearly mentioned in these short notes, there are several large and small lakes north of Milan near the cities of Varese, Como and Lecco, some of them on the border between Italy and Switzerland. A real paradise for sea-going, or better, lake-going gliders, but who is going to build another ROMA or another Anfibio Varese? Unfortunately, with them the spirit of challenging new construction for more exciting experiences has apparently gone.



The Roma in flight showing the flying boat hull and the floats under the wings.



Two people at Nitra seem happy at Chris's discomfort. No blood though! From Martyn and Astrid Hoogenbosch

From Camphill News of April 1978, thanks to Austen Wood.

1934 – A Gliding Display

A crowd of people saw members of the Matlock Gliding Club give an exhibition of gliding yesterday at Bretton, Eyam. They took off for their flights from Eyam Edge, near the Barrel Inn, and circled round Tideswell and Eyam districts. Two flights lasted nearly an hour each, and the glider was landed in the field from which it took off.

1935 – 50 miles in one fell swoop. Derbyshire Club fears allayed

A terrific gale yesterday swept over the Derbyshire Gliding Club's ground between Eyam and Bradwell when R.G. Robertson took off for what proved to be a remarkable flight. Despite weather conditions he broke three Derbyshire records—in one fell swoop.

It was 12.15 pm that he was launched into the air with the greatest difficulty – so strong was the wind that it took four men all their time to hold the wing of the glider. For more than an hour he circled round the district gradually gaining height all the time. Then he flew over Kinder Scout. This altitude was estimated at over 3000ft when he was seen to make a dash in a north easterly direction. Although Mr Robertson is a skilled pilot, members of the club were not without qualms. Their anxieties were relieved when a telephone message was received from the glider stating he had made a perfectly good landing at the village of Hessay, five miles from York.The distance flown was 50 miles. The previous club record time was two hours 20 minutes and the altitude record 2200ft which was easily broken, 4000ft being reached.

This flight is the first one of 50 miles done in a British made machine. The machine is the Golden Wren which was constructed by Mr Robertson, Mr L. Slater of Matlock and Mr G.O. Smith of Derby.

Members of the Derbyshire Club, with whom the Manchester Gliding Club have now amalgamated, were delighted at the record breaking flight.



Vernon Jennings L-Spatz at Haddenham. Photo by Peter Saunders who would like to obtain more details of the Spatz including a 3-view and fuselage profiles.

International News

AUSTRALIAN NEWS

From Ray Ash on the 1st September. "Just a quick note to let you know that we have broken our duration record in the Dickson Primary again!

On the 30th August, I managed a thermal soaring flight that lasted 40 minutes. It was a perfect late winter's day with bright blue skies and no wind ie. just ideal for primary flying. I took a winch launch at about 1 o'clock in the afternoon reaching 1,300 ft. About half way up the launch, I thought that I had passed through a thermal. So after release, I turned back towards the take off point and, sure enough I contacted lift about half way back towards the launch point. I started to circle, finally coaxing the vario up to 2 knots climb and continued like this until I reached 2,300 ft, where I lost it. The whole air was quite bouyant and I managed to make 3 or 4 more climbs of several hundreds of feet but never managed to reach 2,300 ft again. Dressed only in light clothes and a woollen jumper, I was quite cold and, eventually I landed having been airborne for 40 minutes. I know that Primaries have exceeded these sorts of times while slope soaring but I wonder what is the longest time an open primary has been thermal soared and to what heights. I remember reading of an SG.38 being soared to over 4,000 ft *(Sgt Eddie Basham of BAFO. .CW)* in Germany just after the war but the duration was only 30 minutes.

Just a small comment on the article on the Dickson in the No.94 issue of VGC News, the wing section is actually a Clark YH which has a reflex trailing edge, not the Clark Y, and in the remote chance that anyone may wish to build a Dickson in the future, it should be noted that the internal bracing in the ribs as shown in the drawings is not correct, as it does not allow the wing drag bracings to pass through them without interference. I think that the drawings were published before one was built, otherwise this would have been noticed, and anybody building one would have to modify the ribs to allow the bracing to fit through, and not have the same problems that I had. *(Harold Holdsworth makes the same point about the ribs in his letter in the Letters pages. Ed)*

BRITISH NEWS

Pat Birch would like to thank the large number of members who attended the funeral of her husband Mike, on 14th August. Some people travelled a great distance to get there including Jochen Kruse from Germany.

Because of the bad summer weather, there has been very little flying.

Work is proceeding to restore at least four Grunau Babies, 2 Olympias, a nacelled DAGLING (Zögling) and a SKY. The repair has been going ahead slowly on the Ka-2 that was badly damaged in Northern Ireland. Work has been slowed up by someone removing important fittings while the aircraft was derelict in Scotland. An attempt is to be made to repair the badly damaged 1943 German built JS WEIHE BGA 448 which was blown over beneath a thunderstorm during our International Rally at Thun in 1979. This was the second Weihe that arrived in England from Germany via Philip Wills. It was flown at Farnborough before becoming the flagship of the Surrey Gliding Club, where it was reserved for instructors. Lorne Welch flew it from Redhill to Brussels in 1950 and John Williamson flew it to 30,000 ft in a thunderstorm, to mention just two of its great flights.

Near Camphill, the Swiss wonder sailplane Elfe PM-3 has arrived from the USA. This machine was built in 1953 by the legendary Rudi Saegesser. It was flown notably by René Compte but it was badly damaged during the 1962 US Championships. It has been repaired partly in the USA and now, in England and it should be airworthy by next year. The statistics for this aircraft are somewhat fantastic. It has a 16 m. wingspan, an empty weight of 730 lbs, a max. L/D of 40, if not more, at 63 mph (100 kph). A wing loading of about 7 lbs/sq.ft. etc., etc. One wonders how vintage this sailplane is?.. but there is only one of them.

The first two Elfes were built in 1939/40. They were so small and light that, although they are both in good condition, there are no pilots small and light enough to fly them, and no towplanes slow enough to tow them. The Elfe 2 crashed through rudder flutter either during the war, or just after it. They were all designed by Dr Pfenninger before he emigrated to the USA. One Elfe 1 exists in Brazil! Both the Elf 2 and Elfe PM 3 had (have) laminar wing profiles.

Other news is that 3 of our gliders have gone into the Brooklands Museum where they will exist on static exhibition un-airworthy. These are the SCUD 1 replica, Manuel "WILLOW WREN" BGA 162 which gained its first BGA C of A in September 1934, and the GULL 3 BGA 643 which first flew in 1940. A BGA C of A was issued in January 1941 and it was owned and flown by Prince Bira of Thailand in October 1944, who could legally fly it in Britain during wartime because he was an ATC Officer. He also was flying it during an illegal BGA meeting on Sutton Bank during June 1945. The Gull 3 was later crashed but was rebuilt as the Hawkridge Kittywake. Prince Bira owned the Minimoa BGA 338 during Easter 1946. His dog, a West Highland Terrier called "Titch", was taken in both Gull 3 and Minimoa as a mascot.

Two of our gliders have been sold to Germany, a Hols der Teufel and a 1943 Swedish JS Weihe. The latter will be flown and the former may be going to be flown until it is put into the German Gliding Museum on the Wasserkuppe.



Mark Wakem's Sky under a rainbow at the British National Rally. *Mark Wakem*

Bob Arnold tells us that the Gövier 2 (BGA 1192) that he owned jointly with Lou Glover is now on display in the Boulton Paul Museum (part of the Dowty Aerospace factory) based in Wolverhampton. He remains a member even though his spare time is now spent flying microlights and he has been Chairman of the Staffordshire Aero club for several years.

CZECH REPUBLIC NEWS

It has been confirmed that the recently restored JS WEIHE OK-8303 and MEISE will not be flown. They are being kept in storage for the Technical Museum in Prague, which has at present no room to exhibit them.

The new HUTTER H.17A. This has not been flown as its owner/builder has recently entered the micro-light field and this is taking up all his time. One almost wonders whether the H.17a would not qualify as a micro-light?

THE POSSIBILITY OF TWO FVA 10b RHEINLANDS being in Czechoslovakia after World War 2 ? This was suggested by Peter Hanacek and would clear up the mystery of why there was a Rheinland in Czechoslovakia and Poland both at the same time during 1945/46. A Rheinland can be found in the Polish Airforce Museum at Krakow. It is almost certainly not being exhibited and needs restoration.

AERON Brno spol.s.r.o.,Traubova 6, 657 31 Brno, div.02 letiste Medlanky. Czech Republic.

This firm specializes in the restoration of old gliders and aeroplanes. Primary inspections can be done free. Also arrangements can be made to pick up and deliver sailplanes from and to their owners. The firm is known for quality work and is responsible for the condition of many of the old gliders flying in the Czech Republic today.

NEWS FROM FRANCE

The 14th Rassemblement National de Planeurs Anciens. 1st – 3rd May 1998.

A strong wind, cold and humidity are the souvenirs of this meeting that took place at Falaise in Normandy. Only 6 gliders took part. These were:

Mesange M.100 F-CDHQ. which was entered by Alice Grandin from Lessay.

The Foehn M.200 F-DDU which was entered by the Marat and Co, team from Pont sur Yonne.

The Fauconnet A.60 which was entered by the team Boulanger and Saint Denis which also came from Pont sur Yonne.

The Fauconnet A.60 of Stephane Esnault from Poitiers.

The Breguet 904 F-CAGU of Philippe Prinet, which came from Bourges.

The Breguet 904 F-CCFN of the GPPA from Angers.

To be noted also was the presence of the motorized Scheibe Super Falke F-CHCB which flew in from Amiens, piloted by Didier Pataille and Agatha, his faithful 12 year old secretary and co-pilot. Also present was a venerable 65 hp Super Cub which flew over from far away Picardie in record time with a tail wind. However, to get it back again on Sunday evening it was necessary to seriously ram it into the head wind.

The organization had expected everyone to attend but the limited numbers assured plenty of room in the vacated hangar for our ancient gliders and intimate attention and efficiency for all of us. There was a "royal" dinner for us on Saturday evening. The Falaisiens had done everything to make the meeting a success but the direction and strength of the wind prevented all of our gliders from flying. The two motorgliders had some brief aerial escapades.

We very much regret having to announce the death of JEAN FRANCOIS DUPEY. He has attended many of our International VGC Rallies with his M.100 Mesange. He was killed very quickly by cancer. But for this, he would have brought the M.100 to our last International Rally at Pavullo together with PETER URSCHELLER. We send our deepest condolences to his relations, friends and to DEDALE, which has lost a loyal member.

The 6th DEDALE BALADE 11th – 19th July at Montlucon. Every year, this event takes place and gives its participants the opportunity to fly cross country tasks without taking risks with their vintage gliders, from different airfields. The first Balade offered tasks of about 100 kms between airfields. This time the furthest task was of 85 kms distance. The first task was from Montlucon to Moulins. This was not flown because of difficult weather conditions and blue thermals. The aircraft were taken in their trailers for this first lap. On the contrary, all gliders were able to achieve the next lap of 85 kms from Moulins to Roanne. The Roanne glider pilots were introduced to the charm of old time gliding. The last task Roanne-Paray le Monial (50 kms), was completed by all pilots except for Bert Strijks, who was obliged to land his Rhönlerche in a field.(aux vaches). The 13 gliders and their pilots taking part were:

2 Breguet 904s – Gerard Jeanjean and Michel Roussel
Mu 13E Bergfalke 1 – Jean-Paul Benard
Bergfalke 2/55 – Jean Molveau and Jean Potard
M.200 – Jacques Boulanger and Santo Carera, Jean Marat, Gerard Saint-Denis
Ka-4 Rhönlerche PH-354 – Bert Strijks, Netherlands
Ka-7.Pierre-Alain Rouffieux – Switzerland
and 6 single seaters. 3 Fauconnets (Spatzs). One of them was flown by a member of the team of the M.200 – one by a young pilot from the Roanne Aero Club, and one by Peter Urscheller (Aspac)
Nord 2000 by Jean Michel Genestet
Ka-6E from Campiegne and the famous World Duration Record holding AIR100 by Didier Sales.

The Balade was held under the initiative of Alain Coldre, President of the Departmental Gliding Committee of the Creuse and was to render homage to Charles Atger who holds the final World Duration Record.

He flew the AIR 100 No.12. F-CADC for 56 hours 15 minutes in 1952. (this was to better the (not officially recognised by the FAI) record of 55 hours 51 minutes flown by Ernst Jachtmann at Brusterort on the Baltic coast on 22-24 September 1943 in a JS Weihe) (the FAI had decided not to recognise wartime international records and this included the over 38 hours international duration record flown by Eric Nessler in a Spalinger S.18 at La Montagne Noire in Southern France. Other unofficially recognised wartime International Records were flown in Germany and Spain.)

Charles Atger, now 77 years old, was able to be reaquainted with "his" glider, which is kept airworthy by the Association Aeronautique of Montlucon-Gueret and was taking part in the Balade flown by Didier Sales. Charles Atger was able to answer questions put to him by officials and young glider pilots. He revealed himself to be very fit, to be fully in charge of his senses and to be very modest. He had in his log book records of 33,000 hours of flying, most of them agricultural top dressing in the Argentine. The "ambiance" of the Balade was excellent and the old gliders gave a good account of themselves. Dédale wishes to thank all the clubs that were "arrived at" for their magnificently warm welcomes.

The deaths have been reported of the very great French pilot JACQUES LACHENY and his son, in a two seated VAMPIRE near Paris earlier this year. Jacques Lacheny received his gliding training during the late 1940s and achieved tremendous performances during the 1950s. One of these was a goal flight of 655 kms in an AIR 102 from Pont Saint Vincent to Cadillac (Gironde), which was only just short of the World record.

This was in 1954 when he was 22 years old. In 1955, he was French National Champion and became a member of their National Team. In 1956, the French team came to grief but in 1957, Lacheny took part in the Dutch Championships, flying 764 kms in a Breguet 901. However, on the 6th day, he broke his glider trying to land on a small football pitch in thunderstorm conditions. During the French championships of that year, he came 4th. In 1959, he came second in the French National Championships as well as 2nd in the International class of those championships. His profession was Industrial Designer. He lived for flying, and flying has taken him and his son. We send our belated sympathies to his family, friends and to French gliding as a whole.

A 3rd EMOUCHET.

We are happy to announce that the Emouchet of the Musée de l'Air Régional Museum, formerly at Angers Avrillé, has been finished and flown on the 14th of May, piloted by the GPPA's President Christian Ravel. The towplane was the MS 505 (Storch) flown by Henri Degoule. This Emouchet is registered F-CROF and is an SA 103. 280 Emouchets were originally built and all of them were grounded after structural failure behind a modern towplane. The great French Pilot and World Gliding Champion F.L Henry undertook modifications to allow the type to be airworthy again. He himself restored the first Emouchet to be allowed to fly again. The GPPA's Emouchet is painted yellow and blue with transparent doped and varnished fabriced surfaces.

Although the first Emouchet flew in 1938 at Pont Saint Vincent, using the wings of a Polish Czerwinski designed Salamandra as basis, the type did not achieve mass production until 1946.ie. 180 SA103s and, later 100 SA 104s, in 1949/50. One of them was fitted with two pulse jet engines and, as the Escopette, achieved a world record for noise!!!

Dominique Gatard has told us that Dédale now has a web site at http://www.decollage.org/dedale/ Please visit it, they would like comments, especially on the translations!

GERMAN NEWS

ME 163B. Seppl Kurz of the Oldtimer Gliding Club (OSC) Wasserkuppe, built this machine as he had been trained to fly the type during the last months of the war and had not then been able to fly one. Also, it had been designed by Alexander Lippisch, a Father of Gliding, and it is a tailless aircraft. As he is not able to receive a C of A for the machine, it may have to be put in a museum. He had drawn up full size plans for it himself and, as they are not suitable for reproduction, he cannot make them available to other would-be builders. He has managed to achieve his primary objectives, having built the machine and flown it 10 times. Now he has decided to put it aside. It has to be said that it was not always received with pleasure as it was whispered that he had brought back a NAZI aircraft, and this made him especially unhappy. He is continuing to build the new "REIHER 3". For those who know Reihers, the fuselage was already in July recognisable for what it is. It was set up inverted in its jig and the plywood skin was being put on it. The main wing fittings were finished and ready to be installed on the main spar wing roots. There is hardly room in the small workshop for the main components and so some of them have to be removed to allow others to be worked on. There is the question as to whether it will be ready to fly at our 27th International VGC Rally in Germany next year as, already in one year since its initiation, the project has made phenominal progress. The answer is that this is doubtful as much, much, more work has to be done on it. The Reiher is very much more difficult to build than the DFS Habicht was. OTTO GRAU has been flying his new self-built RHONSPERBER successfully. By June, it had already been flown for 8 hours and one of the flights lasted two hours. It is finished in clear fabric and only the fuselage nose is painted. It is a real masterpiece. In August, the new Rhönsperber was flown successfully in our 26th International Rally at NITRA.

Siefried Lorenz (50226 Frechen, Halfmannstrasse 44,Germany) drew up 97 building plans size DIN-A1 and DIN-AU, drawing lists and materials needed, and also stress calculations if necessary. He is offering a portfolio containing copies of the above for DM 1500.00 to anyone who wishes to build a Rhönsperber.

He will then send a licence agreement with permission to build it. Licence No.1 is with Otto Grau. Licence No 2 has gone to Stefan Kjorcev in Zurich, who has started building another RHONSPERBER. The Reiher 3 is also being built to his drawing plans near the Wasserkuppe. At ACHMER, something went wrong with the fuselage of the KRANICH 2 and all the plywood covering had to be removed from it last January. Its wings are ready for their fabric. By August, all the plywood had been replaced on the fuselage and work was starting on its tailplane.The GRUNAU BABY 3 (formerly D-6054 and BGA 1754) is in the Achmer group's workshop and work is going ahead. The Port wing is nearly finished and also its fuselage is in an advanced state. Its Starboard wing has still to be completely restored. Hermann Hackmann, who originally built Thoby Fisher's Meise, originally built this Grunau Baby 3 also.

The 19th GRUNAU BABY RALLY. This was held at Achmer/Osnabruck during the Whitsun Bank Holiday weekend of the 29th June 1998.The following were the 15 entrants:

Grunau Baby 2b D-1530 by Ac"Hans Grade". 1st Winner.
Grunau Baby 2b D-4308. Georg Thomann. 2nd winner.
Grunau Baby 2b OE-0449. Carlo Lemit. the 3rd winner.

Grunau Baby 2b D-4410. Peter Menges. Winner.
Grunau Baby 3 D-6367. Gunther Zink.
Grunau Baby 3 D-1977. Sc Fischbeck e.V.
Kumulus 3F D-6059. Christian Kroll.
Grunau Baby 3 D-9297. Gerhard Rapp.
Slingsby Prefect. PH-198. Bob van Aalst. Netherlands.
Grunau Baby 2B PH-214. Ben Schenk. Netherlands.
Doppelraab. PH-814. Marijke Waalkens.Netherlands.
Slingsby T.31b BGA 4228. Martin Hoogenbosch.Netherlands.
Grunau Bay 2B D-1333. Sv. Hoya von 1931 e.V.
Grunau Baby 2B D-5221. Ovfl e.V.
Grunau Baby 2B D-4249. Sv Nordstern e.V.

We don't know how good the weather was but all entries won something. We know that these rallies have almost always been successful and that it was decided not to publicize them too much in order to keep number of entries small to maintain a more friendly atmosphere. There are a great many Grunau

Baby 2bs in Britain and these are probably mostly older than those in Germany. They were brought back by the RAF from their clubs in Germany to sell to the British civilians during the early 1960s. Presumably it was felt that they would be more likely to sell for more money to the British, rather than to the German civilians at that time. These Grunau Babies are now mostly restored, or are being restored, to flying condition. They were almost all built during the period 1941-1944 in the German territory of that time. Should the Grunau Baby Club in Germany wish to invite them and their owners to participate in the Baby Treffen, we think that it would be more tempting for their owners if the Baby Treffen could last a week, rather than a long weekend, as to transport a glider trailer over the Channel is still expensive.



A line-up of Grunaus on June 1st at the Grunau Baby Treffen at Achmer.

The RAF during the early 1960s brought to England from Germany: 1 Weihe, 5 Kranich 2s, 2 Goevier 2s and 1 Rheinland. All were sold to civilians but 2 or 3 Kranich 2 B-2s were burnt by the RAF. 2 of the Kranich 2b-2s still exist. One is at Achmer (BGA 1258) and the second (BGA 1142) is with Mike Russell. One Goevier 2 (BGA 1192) is on exhibition in the Boulton Paul museum and is for sale. It was built in 1943. The second Goevier 2 was built by Fokker in Holland in 1948 and has returned to the Netherlands. It was one of 6 Fokker-built Goevier 2s. Nothing has been heard about it for a long time. The Rheinland has been sold to the German Gliding Museum on the Wasserkuppe. The Weihe BGA 1230 is with Barry Briggs in East Anglia and it is believed to be airworthy

The Achmer/Osnabruck Club has the following gliders. All are airworthy except the Kranich 2b-2 and the Grunau Baby 3. These are expected to be airworthy in 1999, so that the VGC Rendez Vous Rally will be welcomed by the following gliders in situ:Condor 4, Kranich 3, Kranich 2, Weihe, Meise, Grunau Baby 3, Grunau Baby 2b as well as a Lo 100. The Hols der Teufel, which was built by Mike Beach, is sheltering at Achmer for the winter. It was bought by Jochen Kruse for future exhibition in the German Gliding Museum on the Wasserkuppe. The Achmer Club intends to build a second Lo 100, and to have restored a second Grunau Baby 2b.The German Gliding Museum on the Wasserkuppe is trying to buy more land for an extension to the gliding museum, as the existing museum has become too small for all the gliders, especially as some have come from the former East Germany. The German Military is finally to vacate the buildings of the former Reichssegelflugschule Wasserkuppe next summer. They have been occupied by British, American and finally, German Radar Units since 1945. For the first time, since 1945, the barbed wire fence is coming down and it is intended to turn the buildings into an air-minded youth centre and to run it as a sort of youth hostel. The buildings are still in excellent condition and VGC members have stayed in them twice.

Klaus Heyn's new MUSTERLE has successfully come through its proof loading trials, when sand bags were placed on its three piece wing etc. The way is now open to fabric cover and to fly it. This is a replica of Wolf Hirth's famous pre 1930 sailplane which was built at Grunau and was taken to America to introduce gliding to the Americans.

It returned to Germany and was flown by the first British Silver C pilot Eric Collins at the Horneberg in 1935. Until that time, it had taken part in many Rhön Contests.

BRITISH VINTAGE GLIDERS IN GERMANY. There seem to be so many British vintage gliders airworthy in Germany that it was possible to organize a weekend rally for them. Three T.21bs took part but the weather could have been better.

TWO MORE JS WEIHES will soon be flying in Germany. One is being perfectly restored for Gerd Herm-Jacob by the MUNSTER MAFIA. The other was BGA 1297, which has been bought by a syndicate at Achmer. It was built in 1943 in Sweden.

Klaus Heyn has visited a point on the Lithuanian Coast South West of the former famous German Gliding Centre ROSSITTEN. Rossitten has been Russian territory since 1945 and the East Prussian capital Königsberg has been called Kaliningrad. Rossitten could not be visited as it was a Soviet high security zone and we believe that it still is a Russian high security zone. There has been a meeting (or Contest ?) for German fibreglass gliders on the airfield of Jelenia Gora (HIRSCHBERG). This was the airfield Hartau, which was situated below the former famous German Gliding School of Jezow (GRUNAU). The Grunau Gliding School was once presided over by WOLF HIRTH and it was entirely run by human and horse power, without mechanical means. The Hartau airfield was used for aerotowing. Hanna Reitsch, Erwin Ziller and Edmund Schneider were born in Grunau. It is also known for the famous Moazagotl wave cloud which forms in the lee of the Riesengebirge (Giant Mountains). The old German hangar is still there. Although the Red Army did not destroy the gliders at Grunau, the German rear guard did burn the gliders and the hangar on Hartau airfield (information from Werner Tschorn who was there as a boy).

The HORTEN 4A LA-AD. Peter Hanickel and Christian?? have been working to restore this Horten 4A for the last ten years in the German Museum's Flugwerft on the Oberschleissheim airfield.(near Munich). Peter wrote in August that the Centre section, which he has built new, is almost finished. He was doing his best to get the fairing over the pilot's back to fit. Then all that needed making was the moulded pilot's canopy and the final finishing. When it is finished, we believe that it is going to be the sensation of the museum. Indeed, when this VGC News appears in print, it may well be finished. It is sad that it is only to be for static display, but we hope that it might inspire someone (or some people) to build a flying example of this beautiful vintage sailplane. LA-AD was flown first on the 20th June 1943 and had had originally the previous to 25th of June 1943 NSFK registration D-10-1452. It was the fourth of the 4 Horten 4as to be built. The first of them was built during 1940/41 near Königsberg, East Prussia, by the personnel of a troop carrying glider unit, which had nothing better to do.

The other three Ho 4 as were built at Göttingen during 1943. (Information from "Nurflugel" by Peter Selinger and Reimar Horten)

The BERLIN MUSEUM FUR VERKEHR UND TECHNIK (Berlin museum for traffic and Technique.) This has acquired museum space on the former British Airfield of Berlin Gatow. Great efforts are being made by Herr Steinle and others to create a military museum of the same stature as the Berlin museum during the war, which had been destroyed by British bombs in 1941. The museum exhibited then, among other aircraft, the 12 engined Dornier X, a Spitfire and the Fafnir Sailplane. The new Museum seems to be going to use the former hangars etc for its exhibition. We now understand that there is a strong likelihood of it going to obtain the Fritz Ulmer Collection of vintage gliders (and aeroplanes?) which has for years been at Göppingen Betzgenriet. The glider collection consists of the following: Kranich 2b-2 D-1768, Rhönsperber D-6049, Rhönbussard HB-258, Göppingen 3 Minimoa OE-0230, Gövier 3 D-8504, Olympia-Meise HB-386, Olympia-Meise HB-514, Grunau 9 (Schedelspalter), Grunau Baby 2b D-8019, Spalinger S.15K HB-489, Lo 100 D-8265, Hütter H.17B D-4703, AV 36, Hirth Kria, Glasflügel BS.1. Putzer Doppelraab, Pelzner Hangleiter. There are only "major components" of the S.15K and Lo 100. Fritz Ulmer seems to be interested only in selling the collection as a whole and is not prepared to allow parts of it to be sold.

The museum has for years been restoring Hortens 2, 3f, 3h and 6. The Ho 6 must go back to the Smithsonian Institute, Washington DC, one day. This is where all the Horten sailplanes have come from. We are not sure how far the restorations have progressed but we understand that the Ho 2 may now be finished.



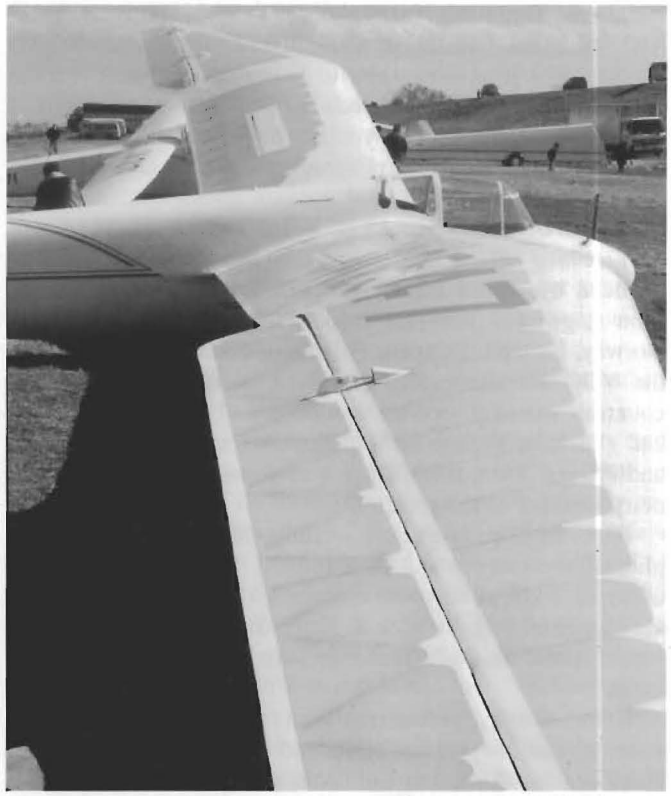
HUBERT CLOMPE. The death has been reported of HUBERT CLOMPE, the test pilot for the firm Schempp-Hirth during the War years until 1945. He was over 80 years old.

Hubert Clompe was among the very good foreign contingent working for the firm. He had been one of the foremost glider pilots in his country, Roumania, and flew from Brasov (Kronstadt). On 29.10.1938, he broke the Roumanian National Duration Record flying a Grunau Baby 2. He started gliding in 1930. He tested, among other gliders, the 6 and 8 m. span versions of the Habichts in 1943 and took part in the test firing of the machine pistol at a ground target, in the normal version. Steps have been taken to make sure that his photographic and written documentation is not lost. We send our sincere condolences to his wife, relations and friends.

JAPANESE NEWS

At the Students' Aviation League opening ceremony in March at Menuma all flying was cancelled because of the very strong wind. It was planned to fly the Minimoa and show aerobatics by Jersey Makula in a Pilatus B-4. It was also hoped to show off the aerotowing of radio controlled glider models. However, they managed to have a static display of vintage gliders such as the Minimoa, Fauvel AV36H and the Japanese Mita. The Gövier PH-209 (now JA04WH) had to stay in its trailer. They are hoping for better weather next March.

From Seiji Iimura.



The magnificent Minimoa in Japan. *Seiji Iimura*

NEW ZEALAND NEWS

Harry Smith of 129 Carrinngton Street, New Plymouth, has died. He was the owner of the 1942 JS WEIHE BGA 433, G-ALKG, ZK-GAE, which Philip Wills rescued, with two other Weihes, from the Wasserkuppe in May 1945.

After holding many British and NZ National records, ZK-GAE was, so far as we know, badly damaged by an NZ instructor in the North Island, many years ago. Although Harry Smith's son, and others, urged Harry to dispose of the Weihe for repair and restoration, Harry would not do this as he felt that the famous machine would one day be worth a lot of money. Harry Smith's son, himself an aero engineer, now wishes to dispose of the Weihe to anyone who can look after it, in the hope that one day it can be restored. ZK-GAE, once owned by P.A.Wills, Dick Georgeson and C.Wills, is believed to be in very bad condition.

POLISH NEWS

It is known that all Polish Bocians, Fokas, Muchas etc are being made airworthy in Polish workshops and that some of these belong to clubs in the former East Germany. However, the fact that Bocians are being restored means that there is some enthusiasm to fly old gliders in Poland. Now, we have heard (on 24th Sept.) of a group of old glider enthusiasts who wish to run an International COMPETITION for old gliders at the Gliwice Aeroclub. Gliwice is near Katovice in Silesia. We are overjoyed that, after all these years, we at last have a

contact in Poland. We have asked whether a representative (or representatives), of their Aeroclub could come, preferably with an old sailplane, to our 27th International Rally at Aventoft to put their case for an International Contest before our International Rally Committee, which should meet during the week. We hope that some Poles will become VGC members. The dates for the FIRST POLISH INTERNATIONAL OLD GLIDER COMPETITION are 14th-22nd August 1999. If anyone is able to go to this event next year the person to contact is: Wojciech Wojcik who is on email at zj@mostostal.zabrze.pl or you can look at their web site at http://www.silesia.pik-net.pl/aerogl

SCANDINAVIAN & BALTIC VGC GROUP NEWS

At a meeting held at Jämi during the Oldies but Goldies Rally attended by: Petter Lindberg, Risto Pykala, Rolf Algotson, Piotr Ligwinski who are respectively the VGC Reps for Norway, Finland, Sweden, Poland, and Ian Dunkley, who is the VGC Membership Secretary, it was agreed that these countries would co-operate to reduce the cost of ferrying cars and gliders to Vintage rallies. The UK, because of the "Rape and Pillage" from the Vikings was considered to be an honorary member of the group.

Pilots from each country would contribute to the cost of glider ferry charges and in return fly them in the rally. For example, 2 UK pilots could contribute to the costs of bringing a glider from, say, Sweden to Finland. It was hoped that this would enable rallies in Scandinavia to become more "international".

It was also suggested that pilots could contribute in the same way to the costs of pilots and aircraft from the eastern Baltic states of Estonia, Lithuania and Poland who found it difficult to attend rallies.

The formation of the group may make it possible to negotiate special ferry rates within Scandinavia and elsewhere.

All rallies in Scandinavia will be listed in VGC News and on the VGC Web site (http://www.tally.co.uk/guests/vgc) and any pilot interested in attending a rally should contact the country representative. The 1999 International Rally in Aventoft, Germany, plus, of course, the 1999 Oldies but Goldies could be the first rallies to benefit from this arrangement.

News from Sweden from Rolf Algotson

In July Rolf and some friends bought a T 21b from Petter Linberg of Moss, Norway.It is believed that it will be made airworthy. More excellent news is that the 6 elderly men who restored the Zögling Z 12, have also restored the last glider of the type "Fi-1. (this stands for Flyindustri No1) Seven of them were built from 1942-1943 in Sweden. After several years negotiation with Icelandic glider pilots, this last Fi-1 was brought back to Sweden on a fishing boat. Now, after a restoration which lasted more than 2500 hours, the glider is like new and should become a great attraction in the Swedish Gliding Museum at Alleberg next year.

C.W. suggests, rightly or wrongly, that the wings, tailplane, fin and rudder might have come from an Olympia, although the wing span has been reduced from 15m to 14m? The fuselage is of pod and boom shape. It was one of only two sport glider types ever designed and built in Sweden. The other was the Baby-Falk (LH 22) of which 18 were built from 1947.

News from Denmark (with a little history)

DASK Rally at Kongsted on July 4–5. A perfectly successful rally but no flying due to rain! Instead we visited the historical site of Stevns Klint which is up to 41m above the sea and where 19year old Edmond Syrovy achieved a 3hour 22min flight on Dec 8 1937 in a nacelled Stamer-Lippisch Zögling Primary for a new Danish record. Half a year later the record was broken by Edmond's club mate Eric Ploug Hansen who did 5 hours 22 min also in a S-L primary belonging to the neighbouring club of Poskilde.



The rare Fi1, recently restored, and now in the Swedish Gliding Museum at Alleberg. *Rolf Algotson*

During the rally we went to see the restoration of a Grunau Baby 2B, OY VAX, belonging to our member Jens Christoffersen. In the evening 60 people were gathered for a very good party in the club house of the host club of East Seeland.

On Sept 12-13 we held our annual slope-flying rally at Lønstrup in the north western part of Jutland. The slope-flying traditions of this magnificent place, with its 80m high sand dunes, are going back to 1937 where the first camp was established. The following year duration records began to be set with the ultimate 12 hour flight by Jens Eriksen (whom we sadly lost last year). Furthermore, local people in Lønstrup claim that the famous Ernst Jactmann made a flight here of about 40 hours duration in 1943 or 1944. Regrettably the historical facts seem to have been lost but we still hope to get them.

In 1938, Student Pilot Carl Johansen from the Copenhagen G.C. brought his newly finished Hütter 17 to Lønstrop on top



The 1938 Hütter 17a which has been restored by, from left to right, Ove Hillersborg, Carl Johansen, Harry Nielsen and Tage Hansen. *Niels Ebbe Gjorup*

of his small French Talbot car, hoping that the good slope lift would permit a record attempt. Unfortunately the wind calmed down and remained calm for the rest of the 1938 camp.

60 years later, on 12 September, Civil Engineer Carl Johansen came back to Lønstrup (now aged 84 years) and in addition his Hütter 17 , now owned by the DASK, nearing a complete restoration including new wings was also there. This was exactly 92 years after the Dane Jacob Christian Ellehammer's unofficial first European powered flight! The press and TV were there making it a near perfect day and we almost forgot that the wind had again calmed down.

Revenge was taken on the next day when the EoN Olympia, Rhönlerche, Ka7 and even the 2 place Primary 2G soared above the dunes. We believe that these were the first 2G slope-flights ever! Next year we hope to fly the Hütter17 formerly known as OY-5 and LN-GBD, now called OY-CJX in admiration of its builder, Carl Johansen, one of the true Danish gliding pioneers, whom we are proud to have as a member of DASK.

(Carl Johansen reconstructed the Stamer-Lippisch into "Unionens Skoleglider" in 1937, built the H 17 in 1938 and the H 28 in 1943).

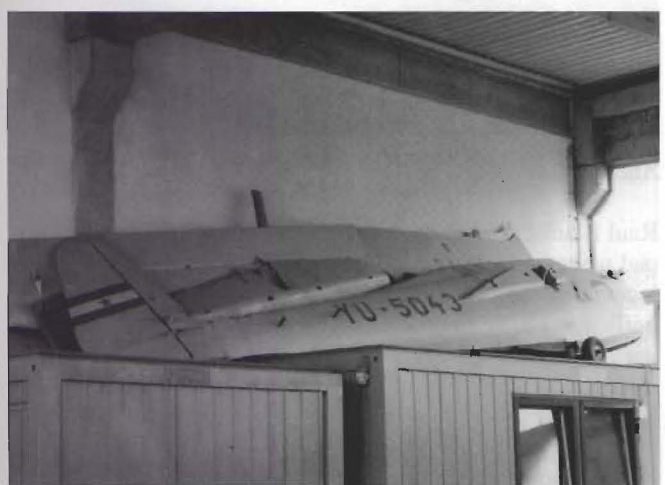
Niels Ebbe Gjørup

SLOVENIAN NEWS

A coloured photo has been received of a Kranich 2 B-2 derigged on top of some offices in a hangar at Slovenija Ljubljana's Airport. All components are there and the photograph reveals no damage. The Kranich is in original form complete with drop-able wheels. Its colour is light blue/grey. Its registration is in black with the old Yugoslav flag on its rudder. The competition Number 43 is painted on its nose in black.

17 Kranich 2s were registered in Yugoslavia from 1948 until 1958. This one is YU-5043, which was registered in 1956 and was the last but one to be registered. Who built these Kranich 2s and whether they were built in Yugoslavia is not known. As there is already a Kranich 2 in the Belgrade Museum and because there are no other museums in Yugoslavia, we hoped this Kranich 2 might be obtainable.

Chris wrote to the manager of Lubliana Airport and received the following reply: "This is in answer to your letter about the Kranich 2b-2 which was photographed derigged in a hangar at the Airport during July. After some investigation, we can confirm that this one is not for sale. As a matter of fact, there is an increasing action in progress also in our country for restoring all old aircraft including gliders, Therefore, we can be quite certain that this one will soon be rebuilt. J. Mezarsic, Commercial Manager." Chris has written back asking where the Kranich was built etc.



The dismantled Kranich 2 seen at Lubliana Airport which we hope will soon be restored.

SWISS NEWS

On the opening day of the meeting of the Swiss Old Timer Association, June 5th, more than 100 Swiss Gliding Veterans were present at the airfield for their AGM, for a traditional country-buffet and in the afternoon for "taking part" at the OSV flying activity. Some of the veterans were delighted to fly as passengers, in the Spyr 5 and the Bergfalk, while many others enjoyed seeing and touching the old gliders on which they had spent their earlier years. How many memories of that time came suddenly back! The Gliding Veteran Organisation is strong with 500 members, meets at least twice per year and supports actively the junior performance and competition pilots.

After their AGM, Richard Schneider, also a VGC member, presented the OSV to the veterans.

With the aim to put together the individual pilots and owners of Oldtimer gliders in the country, the OSV came to life ten years ago. The main objective is to promote flying, restoration and preservation of the glider heritage. Gliders designed before the rolling limit of 25 years are considered as Oldtimers and accepted as such. The membership today is 85 and the glider-list is totalling 56 units. Special attention is given to those built before 1945. If many of them are with the OSV, it means that an estimated dozen, mainly well preserved airworthy planes remain in the hands of owners not yet members of the association. Some historically interesting gliders are quietly kept by possibly bored owners and no doubt there are still unknown remains and wrecks dispersed around the countryside. Possibly the OSV is to work out an inventory of what really exists. Within the already known and listed gliders, some are currently restored by OSV members and it is hoped to see them flying again soon.

The OSV meets several times each year, participates at local meetings and some of the members join the International VGC Rallies and also German and French Oldtimer weeks.

Richard not only presented the sunny side of the OSV, he also raised several vital questions for the future of the association.

There is the fact of stable membership for the last five years. The OSV, like any other enterprise, needs an annual growth. But how and from where can we recruit new, younger members? How can we persuade them to join the movement? Can we transmit to them the necessary vintage thinking? Or have we to admit that the vintage mind cannot be injected to anyone, that the individual must be born with this particular mind? Or have we almost gathered up the potential of such people? What will happen to the vintage gliders of our elder members disappearing for ever or of those who decide to give up? Recent experience proves that by this time nobody seems really interested in buying these beautiful toys for a reasonable price, not even for just a nominal sum! And what to think when reading advertisements for vintage gliders offered for nearly nothing? What will be the situation if no buyer shows up in due course? Destruction? That would be against the objectives of Vintage and Oldtimer-Clubs.

We must be vigilant and we have to act. But this action has to come from new members enjoying vintage gliders and gliding, willing and determined to carry on the movement!

The stronger Bungee Cord:

Four years ago the OSV purchased a 3/4 inch bungee cord with special length from a U.K. manufacturer whose address had been given by Chris Wills. The intention was to use this elastic cord for the launching of vintage gliders at an overall weight of approx. 280 kgs.

When trying that rope on a flat airfield, none of the gliders launched took off from the ground, the strength of the cord was far too low. Then President Willy Fahrni doubled the cords by shortening the length by half, improved the fiberglass start-ramp and the sophisticated hooking-releasing system and finally replaced the stiff and short knotted pulling ropes by very handy, smooth, flexible and long knotted ones.

From then on many launches on airfields or flat fields were entirely successful. However not all pilots were convinced and complained about inadequate acceleration or something else. May be they compared a catapult launch from an aircraft carrier with a smooth glider launch!

But the result of the complaints was that the OSV decided to order a new stronger rope!

The story repeated and meantime we have been supplied with the World's most expensive glider launching rope, completed again with handy, smooth etc. The great suspense of the first, hopefully successful, launches is planned for the forthcoming September 19th, at Colombier airfield. Let's go and good luck!

Willi Schwarzenbach, September 3rd, 1998



A successful bungee launch of a Grunau Baby from the flat field at Colombier. Now for a hill launch!

Willi Schwarzenbach

Willi wrote later:

The great suspense. So we went, and luckily report that this 19th September was a great day!

The weather was fine, the wind was right, the fibreglass start-up ramp and hooking device firmly anchored to the ground, seven vintage gliders lined up for launching and people waiting to pull the rope. The new bungee-cord was unrolled, fitted with a spring-loaded balance, fixed to the ground hook and a car and was then carefully stretched to 100%. The measured tensions were well up to our expectations! The first launch of the Nord 1300 was very promising and it was followed on the same day by another 41 successful and spectacular launches! Clearly the new rope will now allow us to take off from hills and mountains into the wind and thermals and bring back the "Belle Epoque" of gliding!

The picture shows a launch of the Grunau-Baby HB-234 (1937) at Colombier, just before the automatic release of the bungee rope.

USA NEWS

Schweizer 1-26A N3856A

We have heard from Pete Wells (in England) that a group of glider pilots from the US have sent a Schweizer 1-26A from Baltimore, Maryland to Bremerhaven in Germany. It was picked up by Jochen Kruse and Bob Gaines and taken to the Cobra Trailer factory at Edermunde-Grifte where "legal lights" were fitted before heading off to this year's Teichfuss Glider Meeting in Pavullo, Italy.

This 1-26 was flown by Lynn Buell at the 1995 International Meet at Elmira, New York. Since then it has been repainted from the original "Stealth" black to a more traditional red and cream. In addition to the conventional closed canopy an open "sports" canopy has been added as an option and Bob can be seen (in the photograph) trying it out for size. For the foreseeable future it is planned to let the 1-26A live in Europe and to attend and fly at as many VGC rallies as possible. As a type the 1-26 was first flown in 1954. It has 40 ft (12.2 metres) wing span with a welded steel tube fuselage and aluminium wings which results in a lightweight and pleasant handling sailplane. 700 of the type were built before production was stopped a few years ago.

Cinema II or Cinema B N24185.

Bob tells me that the first glider he owned was a Cinema II (or B), designed by Stanley Corcoran of Hollywood. The first Cinema Stanley built was a single seater, which he flew in a contest at Elmira NY in 1938.

In 1940 he re-designed it into a two seat version, without spoilers but sporting an all-flying elevator and a conventional rudder. Then the US Army decided they needed a training glider so Stanley added spoilers and a full set of conventional tail feathers and it became the well known US Army TG-1A Training Glider.

Bob says that with a 20/1 glide ratio it was quite a performer for its time- but not much good as a trainer for troop carrying invasion gliders!

Bob sold his Cinema (N24185) in 1964 to a retired US Air Force Colonel in Arkansas where it sat collecting dust in a barn for a very long time. But on May15th 1998 Bob collected N24185, his first glider, for the second time. As can be seen from the photograph it is looking a little worse for wear but he advises that the wood and glue look OK. I am sure that Bob will consider his 500 mile, 12 hour trip from Arkansas to Atlanta at 45 mph well worth while when his "first" glider takes to the air again. Please keep us informed of progress, Bob.

(Pete compiled this report from various letters, faxs and photographs received from Bob Gaines, who is President of the Vintage Soaring Association of America and who lives in Atlanta, Georgia.)

Raul Blacksten tells us that TWA is going to make a commercial using archival film footage of Don Stevens, a US soaring legend. He had helped Bowlus make the Albatross and Dragonfly, then stayed in the east to work for duPont in maintaining the former sailplane. He held several records for looping gliders, including possibly 120 loops in either a Primary or a Baby Albatross, or maybe in both. He soared CG-4s in Africa and Sicily, presumably while in the Services, but not much else is known about him now. Does anyone remember anything else?

ZIMBABWE NEWS

From Mike O'Donnell comes news of the vintage scene in Zimbabwe: a few weeks ago the Bijave was landed in the trees while on final approach and the wings were wrecked and then one of their Blaniks was landed hurriedly in a field full of irrigation pipes and telephone poles which also bent that glider. There were no serious injuries to the occupants but both gliders are probably "write-offs". The Bijave is owned by British Airways and could be salvaged if another pair of wings could be found; maybe somewhere in France there are some?

From three two-seaters they are now reduced to one for all the instructional and passenger carrying flights so they are rather desparate to find a replacement cheaply.

(We have also heard that the Dutch-built Goevier 2, of which 6 were built by Fokker in 1948, has had an accident. One wing main spar is broken in three pieces and will probobly not be repaired. Can it be rescued from Zimbabwe? Only one other 1948 Fokker-built Goevier exists and that one is somewhere in Holland, not airworthy)

On a brighter note Mike sent some pictures of Peter Grave's T21, based at Hwange where Peter offers joy rides to tourists bored with seeing the wild life from ground level. He has another two T21s which are yet to be brought up to this excellent standard of condition.

Later he wrote: The 9th August was THE BIG DAY when I test flew the old Tutor. Quite a thrill to take off in a 53 year old glider which had last flown about 25 years ago!* It has taken two years (and goodness knows how many man hours) to get her to this condition and it all seemed more than worthwhile as the winch took us up aloft for the first time.

Everything went very well. A launch to 1200ft in the late afternoon and five minutes of floating around before returning to earth and a gentle landing. Magic! Since then we've had four up-and-downers and I look forward to our first soaring



The first flight in 25 years for Mike O'Donnell's Tutor

flight. I obviously did not make the wheelbox strong enough and it must be replaced. Fortunately someone had a wheelbox from a T31 which they have just given me. Also, I still want to paint my "White Elephant" white. Both these jobs will now have to wait until I return from the UK.

M. O'Donnell

**Mike's Tutor has the wings similar to those of the original 1937 "Tapered Wing Cadet" ie the leading edge sweeps back outboard of the struts. Therefore this Tutor is unique!*

C.W.

OBITUARIES



We very much regret having to report the death of LORNE WELCH aged 81 years. He had had a long incurable illness.

Lorne was the son of Brigadier General Malcom Welch. He was born on the 12th April 1916 at Newton in Dorset. He was educated at Stowe before interest in engines took him as a Test Flight observer to the Royal Aeronautical Establishment at Farnborough. He was already a glider pilot when, in 1938, he was accepted by the Royal Air Force Volunteer Reserve for pilot training. He was commissioned in 1940 and then served as an elementary flying training instructor, teaching naval midshipmen to fly Tiger Moths. Lorne was just beginning to learn to fly Wellingtons when, in May 1942, he was pressed into service for Bomber Command's 1,000 aircraft raids. He flew on three such missions against Cologne, Essen and Bremen but finally, his aircraft was badly damaged by a nightfighter near Dusseldorf. This forced a belly landing in Holland and he was taken prisoner. As this is fully described in the book *"Flak and Ferrets"* by Walter Morrison, we can not dwell long on it here. In Stalag Luft 3 Sagan, Lorne's triumph was the ventilation system for the 336 ft long tunnel "Harry" which was built from 2 bed ends, 2 kit bags, 9 coat hooks, 4 ice hockey sticks, 4 ping pong bats and a leather flying boot! In March 1944 76 prisoners broke out through "Harry". This became known, and was subsequently filmed, as "The Great Escape". 50 of the prisoners were re-captured and subsequently shot. But Lorne had managed to get away with his friend and fellow prewar glider pilot, Walter Morrison, dressed as Oberfgefreiter and Gefreiter (Lance Corporal and Corporal) Welch and Morrison before the "great escape". The uniforms were converted in the camp from RAF battledress. After a week of walking with almost nothing to eat, they tried to "borrow" a Junkers W 34 and then a Gotha 145 to fly to Sweden. This resulted in them not being shot as spies and saboteurs but by them being sent to Colditz, a castle not very far away that was thought to be more secure for wayward prisoners of war than a Stalag.

Here inevitably, Lorne became involved with the glider "Colditz Cock" as he was the only aero engineer there. Lorne approved of the glider but had reservations about its launching method. It was not flown. In Coditz, Lorne entered by post, a competition for a yacht design sponsored by the Royal Ocean Racing Club. His drawing won the £50 first prize. After liberation by the Americans, he returned to work at the RAE Farnborough on rocket motors. Here, with Ken Wilkinson, another prewar glider pilot, he formed a Gliding Club for the Farnborough apprentices, using German gliders which had been acquired for" testing" at Farnborough. These were a Kranich 2, Weihe, Grunau Baby and 2 SG.38s. He later became CFI of the Surrey Gliding Club at Redhill and the Farnborough Weihe became BGA 448 and the club's flagship, reserved only for instructors to fly. The Surrey GC became in 1951, the first club to be equipped with modern gliders. ie a T.21b, 2 Tutors, 4 Olympias and the Weihe. In the Weihe in April 1950, Lorne flew from Redhill to Brussels (210 miles). This was only the

second time that the Channel had been crossed in soaring flight. In 1955, he crossed the Channel a second time, flying the prototype Eagle, with Frank Irving in the rear seat. This time it was from Lasham to Louvain. (240 miles) He took part in the British Team in the 1948, 1950, 1952 and 1954 World Championships and also in many National Championships. He was part of No 1 Test group, and developed the EoN Olympia as the first Standard Class sailplane, with which all other sailplanes should be compared. He took part in the developing and testing of the unsuccessful Kendal K-1, and the later all metal Sigma variable geometry sailplane. He also tested and developed all other new British sailplanes which were put through No.1 Test Group at Lasham. Many of us will remember him as our Instructor at Redhill and Lasham.

He had the great gift of being able to analyse problems and being able to solve them in the most practical and often the most simple ways. He married Ann in 1953 and often went sailing with her. We send our sincerest sympathies to Ann, their daughter, family and to all his friends and relations.

ANON.

MHJ Birch



Mike Birch died from a heart attack on August 7th. He was 60 years old.

This statement will mean so much to so many people world-wide, in gliding and aeromodelling circles.

He did not travel through life quietly or hold back on advice or help. He was well respected and loved. For many people, Mike, with his Condor and camper-van with Pat making cups of tea, was synonymous with the VGC.

His involvement with vintage gliders started when he bought and restored the Krajanek, a major undertaking as it had been abused, badly stored and poorly repaired for many years of its life, after Ladislav Marmol had sold it. Mike's work won him the VGC Restoration Award in 1993. Clearly, he had the skills in woodwork and paint finishes, with the right blend of engineering and art, that are so necessary in restoring a vintage glider. These skills and a quest for perfection in any project he undertook stemmed from his background.

He was born into a fairground family in 1938 and at an early age showed an interest in aeromodelling. His father, who had worked for General Aircraft during the war building troop carrying gliders, introduced him to Fred Guest. Fred was well known in aeromodelling circles, and taught Mike patience, and also his modelling skills.

As well as a passion for aeromodelling, Mike developed an interest for cars and mechanical devices. Due to lack of funds, he designed and built his own 'special' car, based on a Morris 8 chassis and building the body from whatever materials came to hand. It was in this car that Mike dated a local girl, Patricia Cornwall. Whether it was the sight of this fine automobile, or the dashing driver, wearing a Balaclava helmet and 'duffle' coat to keep some of the rain out, or maybe Pat saw something else in Mike... They married and Mike was welcomed into Pat's family. Not long after this, Nicky, their daughter, was born. This new family influence gave Mike the love and stability that he had never known as a young boy. Nicky, of course, turned out to be a 'chip off the old block', with her dad.

Through work, Mike met a 'clean cut' young lad who came from a good family and seemed to 'have his head screwed on right'. Typical Mike – 'This lad is going to marry my daughter!' After a little manipulating, of course, Andy Barr and Nicky were married.

Mike's family increased when he had a granddaughter Lucy and grandson Sam. This gave Mike the greatest pleasure in life.

Because of Mike's great appetite for mechanics and life, he left the showman's world of fairgrounds and worked at a variety of companies, which honed his machining skills. Later, he started his own company, repairing and spraying cars and although this was not a great business success, it certainly developed his skills for modelling and, later, restoring vintage gliders. By this time Mike had become deeply involved in radio controlled model aircraft and through scientifically developing his own designs, managed to win the British Aerobatic Championships for model aircraft, six times.

As Mike had flown in gliders with an instructor friend of his at Booker in 1974, during this period of modelling activity, he inevitably switched to gliding later on, becoming an instructor, and then a gliding inspector.

In the nineteen eighties he was involved with the light aircraft group, at Brooklands Museum, working on a BA Drone, Flying Flea, a replica of A.V. Roe's first flying machine, as well as starting his rebuild of the Krajanek.

In 1989 he bought the Condor 4, because of its good looks and sleek lines, rather than its historical importance (as is the case with most vintage glider owners!) This glider was the second prototype, built personally by Heini Dittmar, its designer, for the world championships in 1952. Mike had many fine flights in this 2-seater glider, sharing these experiences with hundreds of VGC members. It was for this enthusiasm and generosity that most people remember Mike. Often he would rig the Condor or Krajanek and let other people fly them for the day.

The Vintage Booker Group was formed around a Slingsby Tutor. This Tutor was bought from a farmer, who was clearing out his barns and came across this relic. Mike, through an aeromodelling friend, heard about this glider. Armed with an empty trailer and a bemused Graham Saw, he started his famous 'horse trading' with the farmer. When the price reached £10 a deal was struck. Two years later, this 'Pink Tutor' emerged from the Booker workshop and headed for Terlet, its first vintage meeting. Mike and Graham gave this glider to the group for their involvement and hard work, spurred on by Mike's constant flow of jokes, advice, songs and encouragement.

By now, the group was looking after the club's T21 and Prefect. In recognition of this, the club gave the Prefect to them. As the group expanded, more projects were undertaken with the guidance of Mike, including Petrel, Avia 40P (for François Ragôt), Sky (rescued by the Lasham group), Hütter trailer, Bob Sharman's Prefect and Derrick Staff's Olympia.

Mike joined the Vintage Glider Club in 1985 and was soon Technical Officer, sorting out restoration problems and balancing member's spare components with the 'wanted advertisements'.

Gliding, especially vintage gliding, has lost a very colourful character. He was good company to be with socially, a great raconteur with a fund of stories, jokes and songs, and an underlying wicked sense of humour. As William Shakespeare once said, 'That will be a hard act to follow!'

Mike will be deeply missed by many people and all our sympathies go to Pat, Nicky, Andy, Lucy and Sam and all his family and friends.

Graham Saw

(It may not be generally known that Mike was also an accomplished short story writer and two of his carefully thought out stories have been carried in the VGC News. Ed)

Pierre Prinet

We were saddened to read in Dédale's Lettre d'Information No 65, of the sudden death of Pierre at the age of 62 in May after a painful illness. He was, without doubt, one of the pioneers of the vintage movement in France and was one of the founders of Les Planeurs du Souvenir of which he became the one and only President. Most of us will remember him as the organiser of the VGC International Rally at Bourges in 1988. We send our condolances to his wife, to his glider pilot son Phillipe and to his family.

Book Reviews

A Glider Pilot Bold by Wally Kahn. Published by Jardine Publishers (1998), Lasham Airfield, ISBN 0.9534200-0-0 from VGC Sales £9.99 plus £1.50 p+p in the UK.

I do not know the author although I have met him on two occasions, the first being when the Surrey Gliding Club came to the Bristol Club in 1950, an event which is mentioned in the book; we were very impressed at the nonchalant way they talked of cross-countries in their Weihe and four Olympias. But as I have been in the aircraft world ever since I have heard many references to Wally and had heard of the wonderful work he, and others, did to get firstly the tenancy, then the freehold and finally the fight to buy the site at Lasham. The main thread of the book is the history of the Lasham Gliding Society, that great amalgam of individual clubs which all fly from this site.

Interwoven with the story of the Surrey Club and then the Lasham Gliding Society are hilarious stories of retrieves that went wrong, of how one club managed to put their Olympia down in both the North Sea and later in the Irish Sea, great parties that were held on the slightest pretext and there are songs collected from and attributed to many clubs. On his way Wally has met all the greats of gliding and pen portraits of many of them are here. It is not a technical reference book so one must not quibble over the small matter of the Weihe being said to come after the Meise or that the Wills contest was for two Swallows not Capstans; the reviewer did not spot any other mistakes but I understand there is another so why not buy the book and find it?

Wally started his gliding career in Germany in 1945 when he was still in the RAF and was able to fly at such legendary gliding sites as Oerlinghausen, Salzgitter, Mindeheide and Scharfholdendorf flying among other classic gliders SG38, Grunau, Kranich, Weihe, Minimoa and even the Rheinland. Although he joined the Surrey Club when he was demobilised he almost immediately went to fly at the London Club at Dunstable but found their reliance on the ridge too much to bear and went back to Redhill to enjoy the strong emphasis on cross-country flying encouraged by the late Lorne Welch.

One aspect of gliding in those far off days were the frequent expeditions to other clubs or even to farmer's fields and in this way Wally flew, and got into trouble with the Cambridge club at various sites, at Camphill, in France at several locations and competed in many comps. Despite gaining a Diamond C and giving over 11000 aerotows as a tuggie, Wally does not give us details of any of his own flights, indeed the book is a revelation in that it is almost anonymous in its self effacement but his steely determination to succeed is shown in the chapter devoted to the fight to obtain the lease of the site at Lasham against the Ministry who were less than honest on many occasions. Raising the money was another opportunity for his organising abilities to be used to the full..

Wally is a larger than life figure in many ways and there are not many who are into their 54th year of gliding, still flying, still tugging, still actively concerned with the club. His Silver badge is number 85 and his Gold C is number 10 which are probably the lowest numbers for anyone still flying solo. The author's early experience with professional writing is very evident, there is not a single word too many and the writing throughout is beautifully clear.

The bibliography of all the books on gliding published in the UK is a very long list, most of us have a few of them but not many will have them all. This excellent book joins this exhalted company and had me laughing many times and is recommended to all glider pilots and all who love the sport of "flight to the candle" as our Brazilian correspondent so poetically puts it in this issue. Sadly, this book will never win the Booker Prize, there's not a swear word in it!

Graham Ferrier

Sailplanes by Schweizer, a History by Martin Simons and Paul Schweizer.

This is the definitive history of all the 22 different types of glider produced by the Schweizer brothers with a chapter devoted to each glider, together with detailed information and a 3-view drawing for each. Numerous photos illustrate each type, and a series of appendices list the total number produced of each type and includes drawings of the aerofoil sections used. It is a hardback published by Airlife Publishing Ltd, ISBN 1.84037 022 X and is available from VGC Sales, Price (including Post & Packing) UK £42.45 Europe £42.95 Overseas £44.95.

Vintage Gliding – the Video, by Pete Roberts.

The Derby & Lancs Gliding Club have had the enterprise to allow Pete Roberts to make a video of the 1997 British Rally and this year's Camphill Vintage Rally. It is excellently done with good camera work and scene changes plus a very professional and informative on-screen presentation by Ian Dunkley; his manner is so relaxed he could be another Des Lynam!

Those of us at the 'end of season' rally at Dunstable will have seen a shortened version as a trailer (TV not glider) which may already have whetted some members' appetites to buy the full length movie which runs for about 40 minutes.

Apart from the expected shots of gliders taking off and landing there are many interviews with their owners and some can be seen with very sunburnt faces—obviously at last year's event when the weather was unusually good for this exposed, but beautiful, hill site. Credit is given for some of the restorations with a short trip to the workshop to see Ian's AV36 under restoration, and the history of other gliders explained The list of gliders shown is large but includes Primary, Scud 3, T21 towing a banner, Gull 3, Kite 2, T31, Olympia and the late Mike Birch talking about his Krajenek and Condor 4.

The video is available from VGC Sales, see the order form in the centre page, and is well worth buying either as a momento of these events at Camphill, or to keep you happy during non-flying days or especially to show your non-gliding friends what gliding, and particularly vintage gliding, is all about.

Graham Ferrier

INFORMATION PLEASE

Our member R. Andrew, 15 Butterfield Road, Howden, East Yorkshire, DN14 7DY, has added some more information on the history of **T31, WT 898,** and we are very grateful to him.

"This aircraft was bought by Mr F. Pape of Leeds, West Yorkshire from the MOD in July 1986 and was stored on my premises in Howden, East Yorkshire from 9/86 to 10/95.

The BGA registration BGA 3284 (FHX) was assigned on 30-6-87. The aircraft was sold by Mr Pape to Mr R McLean of Rufforth Airfield on 10-10-95. In my possession I have the RAF forms 3935 and 3936 which I can send to Mr Steiner if he would like them".

More Information required

Several members have supplied details of the earlier life of the T31 now owned by Manfred Steiner so perhaps someone can help **Vincenzo Pedrielli** in his search for information on the **SCHWALBE II.** Vincenzo writes: There must be a number of gliders which we have lost track of and which it must be very difficult to reconstruct their very existence. VGC members are normally focussing on sailplanes which still exist, sometimes in pieces or on display, to be restored and hopefully put back into flying condition. But who cares for instance, about a glider which took part in the 1938 World Championships at the Wasserkuppe but which didn't even get into the first twenty places and for which not many articles have been written?

Apparently 'Somebody' cares about it and it is thanks to this 'somebody' that we have heard about the Schwalbe II, a beautiful Austrian ship which cannot be restored or seen in a museum as she does not exist any longer. She can only be re-created and flown as a model.

Let me introduce Mick Moore, a very skilled model builder who really contributes to the preservation of gliding history by rebuilding, to model scale, gliders which have been almost forgotten. A couple of years ago Mick accepted the challenge of making a scale model of the D.F.S. Helios, with very little information to start with, but thanks to the help he received from VGC members including Martin Simons he was able to succeed. Now he would like to re-create the Schwalbe II on which even less information seems to be available except for a three view drawing in Flugzeug Typenbuch der Deutsche Luftfahrt and other details in Flug Sport No 21 of 1938. Is there anyone who can help with more details. pictures, technical notes or other information to allow Mick to bring back another old glider to life? Mick's address is 37 Finchfield Lane, Merry Hill, Wolverhampton. WV3 EE8, UK.

Pen Pal Wanted (We have received the following letter from Brazil and have put the author in touch with Frederico Fiori)

I am a pilot of glider already some years and adore the sport of the "flight to the candle" as we call it here in Brazil. I would like to begin communicating with people outside of Brazil who have the same interest; I would also like to know about publications that you have because ours are lacking in that respect. My name and address is: Joachim Brum Dos Santos, Rua Eduardo of Silva Prado, 51, BLC, 37-D, Capable, New World Tubes, New Hamburgo-RS 93300-000, Brazil.

Letters

In the last issue we had to leave out this part of Chris Wills's reply to Gabor Czeiner's piece about Count D'Almasy and Group Captain Mole.

This is from Grp Cpn Mole's book "Happy Landings", Page 95: While stationed at Aboukir from late 1936, I frequently flew up to Cairo for weekends, and there I discovered a Gliding School newly formed as an offshoot of the Royal Aero Club of Egypt. I made contact with their chief instructor, Count L.E.d'Almasy., a most charming Hungarian, who welcomed me as an enthusiastic glider pilot, and invited me to take an active part in the School's operation. D'Almasy was a very keen pilot, who had flown in the German Airforce during the First World War, during which he was reputed to have shot down the British Ace, Alan Gerrard VC. The School operated in the flat desert just outside Almaza Airport, and was equipped with several primary gliders used for training the Egyptian students who were intensely keen and quick to learn. These gliders were launched by the usual shock cord method, or by winch and cable, and flights of up to 2 minutes were carried out. The school had also a German secondary sailplane, a Göppingen 1 WOLF, but as no hill slopes were available, this was unable to maintain soaring flight and the chances of finding thermal currents during short flights at low altitude were remote.

I obtained permission from my CO at Aboukir to use an Avro Tutor for aerotowing the Wolf and fitted a bomb release hook on to its tail skid, operated by a toggle in its cockpit. We used a standard RAF target- towing cable and carried out many aerotows from outside Almaza Airport. Now at last, Almasy and I were able to search for, and locate, thermal currents and achieve soaring flight. The Wolf was not a high performance sailplane and we made no oustanding flights with it, although on one occasion, Almasi flew 7 miles across Cairo landing by the Pyramids, and I flew it back again.... One day I was sent for by the British Security Police, who questioned me closely about Almasy. They told me that he was the leading Nazi agent in Egypt and they were suspicious about his frequent flights in to the Western Desert. They wanted me to report any discussions we might have that might throw light on these activities. "... "I knew that Almasy had a virulant hatred of communists..." "and this was understandable as his estates in Hungary had been siezed after WW 1 by Bela Kun, the Communist dictator.." I had no sympathy for his extreme political views, but we were fellow pilots and both keen gliding enthusiasts, and I liked him immensely. He never gave me any indication of Nazi activities, but I believe, later on in WW 2, he did serve on Rommel's Staff in the Western Desert campaign".

In his book "Happy Landings", Edward Mole refers to Almasy Laszlo as Count d'Almasy. Louis Rotter confirms that Almasy was a Count and that there was no substance in the film "The English Patient" beyond that Count Almasy was an explorer in Africa, liked aviation, drove those kinds of vehicles and did assist the Germans, but Hungary was on the German side at that time.

From Barry Smith,

I suppose all native speakers of languages gain amusement, and a certain supercilious satisfaction, from hearing others

misuse their mother tongue.

There are no greater offenders than the British, prone as we are to introduce foreign, mostly French, words and phrases into English usage and get them wrong.

This does not stop us recounting, with a delicious sense of superiority, tales of misused English expressions found in foreign lands, often on menus or hotel notices. My own favourite is the name of a shop I saw in Zakopane, Poland a few years ago. Exclusively devoted to selling sports shoes, the establishment was called "Athlete's Foot"

So, with no intention to patronise but in a genuine spirit of curiosity, I wonder why our German and Dutch friends use the word "Oldtimer" as an appellation for vintage gliders, as opposed to those who fly them.

My dictionary defines the word as follows; "One who has long been where he is: an experienced person, veteran: an old fashioned person: an old man". It would surely be ungallant to call a woman an oldtimer, and it is clearly incorrect to apply the word to an inanimate object, which, however much we may love it, a glider undoubtedly is. "Oldtimer" has, I think, never been commonly used in British English. I have never heard it in normal conversation. I believe it may at one time have been a part of American English though whether it remains so I do not know.

It is particularly surprising that the Dutch make this error, as most of them seem to speak better English than the majority of the inhabitants of these islands. Have they, in adopting a redundant English word, given it an entirely different meaning?

If so they should be aware that, in the context of vintage gliders, it sounds to English ears slightly ridiculous.

Chris Wills, quoting from S&G, mentioned in the last issue that maybe 100 Dickson gliders were built *and in use* in England in the thirties. Harold Holdsworth disputes this statement remembering that although the construction of many gliders was started most were abandoned before being finished. "The Dickson primary was designed by Roger Dickson who had started the Cloudcraft Glider Company at Southampton. The drawings for the Dickson could be obtained from Cloudcraft, or in weekly instalments in Flight magazine during 1930, or from "Henley's ABC of Gliding & Sailflying. It is my belief, shared by Ray Ash, Martin Simons and Bill Manuel that the drawings and other material available from any of these sources had been prepared before a single glider had been made, hence there were several mistakes which were repeated on all copies. How Dickson himself coped is not known but there were only seven works numbers given.

This letter was received by C.Wills on 18th September 1998. from Firmin Henrard, Siege Social, Rue de Porcheresse 11, 5361 Mohiville Hamois, La Belgique. Tel: 083/61.2.1.94.

Dear President, It is with regret that our Team did not take part in the International VGC Rally at Nitra. Our Committee had decided to organize our National meeting of old gliders in Belgium from the 7th-10th August, but one team was prepared to go to Nitra to participate in the International Rally, to take part in the International Committee Meeting and the International Evening.

A great misfortune hit the leader of this team and our club's administrator, Robert Mongin.

Robert was killed in France flying his Mucha. During a winch launch, the glider lost speed and crashed. In desolation, the team renounced the idea of going to Nitra.

I have at this moment written to David Shrimpton to explain the situation so that he can let everyone know. I hope that you will understand why we were absent. In the hope that I shall see you again at the next International Rally and pray that you should continue, dear President, to believe in our best sentiments. For the Committee, Firmin Henrard. (Please print this in English in the next VGC News and also please send me all information concerning the next international rally). translated by C.Wills. A.S.B.L. "Les Fauchures de Margueriles" (Daisy Cutters), Old Gliders.

C.Wills.



Mick Moore with an earlier one fifth scale model of the Schwalbe. (And he now wants to build a better one!)
Vincenzo Pedrielli

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

Due to the untimely death of Mike Birch, the following two gliders are for sale.

Condor 4, BGA no. 2292 (D-8538), 18m high performance, gull-wing 2-seater. This is the 2nd. prototype, built by Heini Dittmar, who designed it, for the 1952 world championships, flown by Hassan Kamil. It was later converted to dual controls and used as a 2-seater.

1947 Zlin 24 Krajanek, BGA no. 655. Originally owned by Ladislav Marmol, who set the single seater duration record, at Dunstable, of over 33 hours After a total rebuild, this glider won the VGC 'Best Restoration Prize', in 1993.

For more information on either of these gliders please contact Graham Saw, 16 Prince Andrew Close, Maidenhead, Bucks, SL6 8QH ENGLAND Tel: 01628776173

SF 26 'A' Standard with canopy from a Phoebus. The technical inspections of the aircraft and the trailer are new. TT is 1600 hrs from 1100 starts. Built in 1964 by Scheibe Flugzeugbau. Complete with basic instruments, electric vario, FSG 18 radio, g-meter, Mertens parachute and closed trailer. 10,000 German Marks. Contact Martin Wezel, Tel + 49 7121 68408 (Germany) after 1800 hrs. or wezel.martin@t-online.de or martin.wezel@dlr.de

Grunau Baby some damage and needs re-covering Stored in the dry for last four years. Complete with open trailer. Contact David Allison Tel. No. 01865 742642 or 01494 715630.

Ka-6 BR-Pe first of only three ever built, Works No 341, 1958 It has a "Pendel" rudder as requested by Heinz Huth. In wonderful condition It was D-3221 and is now PH-874. Contact Anne Heins Tel (0) 30 657 0763, Netherlands or a.j.a.heins@wxs.nl

New Slingsby Spares for Grasshopper, Cadet, Tutor, Prefect, T31 and T21. A few very rare 4" x 3.5" tyres to **VGC members only.** New "Ottfur" releases incorporating the latest modifications. Cair Aviation Ltd, Tel 44 (0) 1293 543832, Fax 44 (0) 1293 513810

Rhönbussard (BGA 2077) Built in 1935 and immaculately restored in 1992 with only 38 hours flying since. Due to other committments by its current owners, the glider is not getting all the flying it deserves, and we would rather see it in the air than in its trailer. C of A until October 1998. A particularly beautiful glider for £ 8500. Contact Veronique Russell at Dunstable or home, Tel 01462 672532.

Schleicher Ka2B Works No 894 Built in 1960 and complete restoration ended in '97. With original canopy, open trailer and cover. For further information contact Note Henri, Tel +0032-2-270.90.84 (Belgium)

A new book, "A glider pilot bold-" by Wally Kahn.

This book is full of funny stories, tales of glider pilots and their clubs, their songs and a full bibliography of gliding books published in the UK. It is published by Jardine Publishers, Lasham Airfield, Alton, Hants, GU34 5SR and is available from VGC Sales, 22 Elm Ave, Watford, WD1 4BE. The price is £9.99 plus £1.50 for post and packing in the UK.

Slingsby Dart 17R Built 1966, BGA 1317, with trailer, instruments, radio, &12 months CofA. 900 launches, 1400 hours total. £6000 but no reasonable offer refused. Can be seen at Dunstable. Tel 0181 550 8046

Olympia. A very fine classic EoN Olympia. Works No 081, recently completely restored, full panel includes Electric Vario, Audio, Averager,12v Turn and Slip and Horizon, Radio, Barograph, and a very easy towing aluminium covered Trailer. £3650. Contact Colin Street, 7 Sharpethorne Close, Ifield, Crawley, England. RH11 0LU Tel 44 (0) 1293 543832, Fax 44 (0)1293 513819.

Slingsby T30B Prefect Nose Cone, original, new and unused. £10 +postage and **Slingsby T30 Photocopies of Manuals** (Including colour copies of structural drawings) £5 + postage. Nev Churcher Tel 01705 527202 after 8pm and weekends.

BERGFALKE 2 /55 with open trailer. FSG 40 radio. Electric Vario. £1,500. o.n.o. Offers to Jochen Kruse, Ortbrook, 25436 UTERSEN, Germany. Tel: 0049 4122 41254.

SLINGSBY T.51 DART 17R Mk.3. Works No. 1477. BGA 1250 with trailer. It used to belong to Chris Ridell. Offers to: Peter Woodcock, 61 Matlock Road, Walkley, Sheffield S6 3RQ. Tel: 01142-349875.

We understand that it has passed its metal wing spar tests. It had just been restored to immaculate condition by Ken Blake.

SLINGSBY T.34 SKY BGA 1053. It was restored by the late, very much missed, Bernard Wilson. It just needed painting. This has now been done by his club's members and so, it is ready to fly. It has a metal trailer built for it by Arthur Birkinshaw. It has been said by Mrs Wilson that it could be sold without its trailer, providing it is sold first, before its trailer. (It has to have somewhere to live while it is unsold.) It will be sold to the best owner for it. Offers should be made to: C.Wills Tel: 01491-839245, or Peter Woodcock. Tel: 01142-349875. Both must agree on who it should go to.

SCUD 2 BGA 231 Mike Beach, 24 Cole Park Road, Twickenham, Middlesex, Tel: 0181-892-9975.

SCOTT VIKING BGA 416 Lou Glover.c/o Coventry Gliding Club, Husbands Bosworth Airfield, Lutterworth, Leics. LE17 6JJ,Eng. Tel: 01858 880521.

GOEVIER 2 BGA 1992 Bob Arnold, 18 Priory Drive, Little Haywood, Stafford ST16 OQL, England.

GULL 1 BGA 378 built in 1938. Tony Smallwood. 16 Church End, Bletchingdon, Oxon OX5 3LD, Eng. Tel: 01869 350098.

BAC-7 two seater. Designed in 1930 as Britain's first two seater glider. Fully restored to flying condition in 1991 with only 38 flying hours since. Mike Maufe Tel 01943 608910 or Tony Maufe 01603 872737.

JS WEIHE BGA 1230 with trailer. 1943 built. Barry Briggs, 52 Main Road, Ravenshead, Nottingham, England

Instrument Panel from Slingsby T21b Sedberg complete with all original instruments (because we have changed to Metric ones) Send a Fax to Rolf Algotson, Sweden, +46 472 26 21 08 for more information.

Eon Olympia & Trailer now at Portmoak It is believed that the Olympia has not been flown for a long time hence the low price of £700. Cliff Jeffery. Tel: 01302 361381.

Rhönadler 32, original drawings dated 1932. Thes are 92% complete with probably only the 3 view drawing missing. They were bought from Schleichers in 1935. All sheets have the original Schleicher stamp on them. Reason for sale, the owner wants to build a 1930s French type and needs the money. Norbet Mosson Tel (33) 2 351 36019

Brochures containing documentation, photos and scale 3-view drawings which are ideal for modellers. For more than 10 years Hans-Jürgen Fischer has been preparing these for magazines and now is to issue them as brochures every 3 months. The first contains details of: Rhönbussard, LO-100 Zwergreiher, DFS Weihe, Focke-Wulf Weihe, Ly 542K Stösser, Göppingen 1 Wolf, Goevier, DFS Habicht E-1. Doppelraab 4, Ka6 Rhönsegler and Ka1 Rhönlaus. Each brochure is in full colour and contains 68 pages. Chris Wills and the Ed have seen the first one and can vouch for its excellence. Modellsport Verlag Gmbh, Postfach 2109, D-76491 Baden-Baden, Germany. Each brochure is DM 19.80 paid by cheque, Euro cheque, or Card giving number of card and expiry date

Grunau Baby Constructed by Segelfluggruppe Im JSW Breithulen. Works No 6, Complete but needs work before C of A. Open trailer. Best offers to John Allison, Tel Office, 01494 497602 Home 01494 715630

WANTED

Port (Left) Wing complete with Aileron for a Grunau 3. Contact Neil Clark, Tel 01425 610548. This would save a long repair!. *(Neil is a CAA approved airframe welder if anyone needs this sort of service. Ed)*

Bubble canopy and/or Frame for Slingsby Swallow. Condition of bubble unimportant as I want to build an open cockpit "collar". Contact Ken Summers, Tel 01784 458484 (Staines)

Owners' Manual for Slingsby T-49 Capstan, original or photo copy. Jan Scott, 12582 Lutheran Church Road, Lovettsville, VA 20180, USA or email flycow@ibm.net

Set of 4 skid rubbers for a T21b. Contact John Rogers Tel 0181 948 6381 or 0852 10479

Pair of Wings for a Bijave Contact Mike O'Donnell, 21 Quorn Ave, Mount Pleasant, Harare, Zimbabwe.

Old glider complete but in any condition to pass on to hard-up member. Tel 01782 773410.

Front Cover: Ray Ash, in Australia, planned well ahead to send us all greetings from his Dickson Primary.

Back cover: Ian Smith took this picture of Richard Moyse's Cadet while flying Richard's Sky over Shrivenham.

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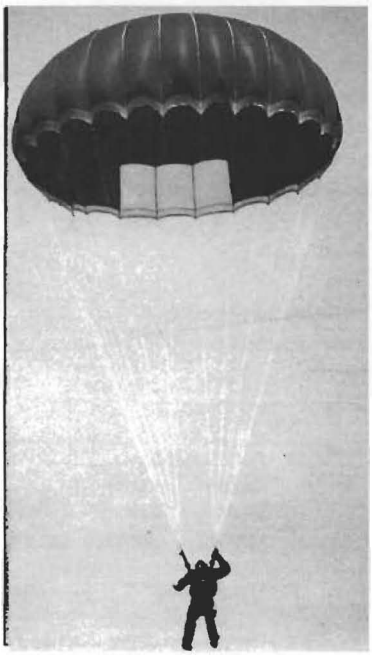
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