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VINTAGE, OLD-TIMER & CLASSIC GLIDERS

VINTAGE GLIDER CLUB

VGC News

No. 96 Spring 1999

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

DIARY DATES IN 1999

LOCATION & DATE	CONTACT
Arctic Hystery 2, Lake Päijänne, Finland April 2–5	Risto Pykälä, Finland, Tel 358 40 5943000
Elliotts of Newbury Rally, Lasham April 2–5	Ray Whitaker Tel 01252 614684
9th Kirby Kite Rally Haddenham May 1–3	Peter Chamberlain Tel 01525 378901
Annual Dutch VGC Rally Gize-Rijen Airbase May 13–16	Hans Dyjkstra 0031 1646 135229 Fax 615887 email knvvlpda@xs4all.nl
British National Rally RAFGSA Bicester May 22–31 (incl RAFGSA 50th Anniversary Party on 29th & GSA Elders 29-31)	Roger Crouch 01869 246190 Harry Chapple 01869 244419
Vintage Weekend Vale of White Horse GC, Shrivenham, Wilts, June 5–6	Graham Turner Tel/Fax 01793 710292 email turnerg@fti.co.uk
Buckminster GC Rally Saltby Airfield June 12–13	Neil Scully 01522 810302
Whispering Wardrobes Rally Booker June 19–20	Graham Saw 01628 776 173
Camphill Vintage & Clssic Rally Camphill June 26 – July 3 See Leaflet with this issue	Derby & Lancs GC Great Hucklow, Tideswell, Nr Buxton, SK17 8RG Tel 01298 871270 or email dlgc@gliding.u-net.com
Woodworm Rodeo Dunstable July 17–19	Ted Hull 0181 4499024
27th Vintage Glider Club Rendezvous Achmer-Osnabruck July 22-29	Harald Kämper Bismarkstrasse 78, D-32049 Herford. Tel 05221 981835 Fax 05221 981836
27th Vintage Glider Club International Rally, Aventoft, Nordfriesland, Germany. July 30 – Aug 8	Frau Ingrid Zibell Wallstrasse 59-61, D-23560 Lübeck Tel/Fax 04 51-70 48 76
3rd Segelfleug-Oldtimer-Treffen D-15344 Strausberg, Germany Aug 27–29	Frank-Dieter Lemke 030 2911077
End of Season Rally Sept 27 - Oct 3 and 100th anniversary of death of Percy Pilcher (Sept 30th) Husbands Bosworth	Ron Davidson 01455 553362

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
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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
Graham Ferrier – News Editor
Jan Förster – Technical Officer
Ian Dunkley – Membership Secretary
c/o Derby & Lancs G.C. Great Hucklow, Tideswell, Nr Buxton SK17 8RQ, UK
Mike Powell – Secretary
(for general queries telephone 01494 523299
email: ecc.con@which.net)

VGC News

No. 96 Spring 1999

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CHAIRMAN'S REPORT

The committee met recently at RAF Bicester in Oxfordshire, site of the forthcoming 50th anniversary of RAF gliding, an event to be shared with this years British National rally. All our members whether from home or abroad are welcome to attend this event which promises to be a great success and great fun.

This year the Committee has decided to concentrate on increasing public awareness of our Club, its achievements and goals. We intend to be represented at the Popular Flying Association Annual Rally in July this year, held at Cranfield, Bedfordshire, where we hope to have some vintage gliders on display, so come along and make yourself known to the volunteers manning the stand.

The potential for new members now that we have embraced both classic and oldtimer gliders is immense. In my own local gliding club we have received a lot of interest, and new members, as a result of this recent policy. Let us hope that this signifies a trend worldwide.

The site for the Millennium Rally is still being contested but no decision will be made until May of this year when everything has been fully considered.

The VGC Web pages are proving to be a great success with additional features coming 'on-line' all the time.

However, not everything is going as well – the Treasurer reports that although the club is financially sound, we are still experiencing late payments of membership fees. Because of this, we must now review our policy of sending the magazine out to late paying members. So please support your Club by encouraging everybody to pay their subscriptions on time.

PRESIDENT'S CORNER

May I take this opportunity rather late to thank you all for your Christmas and New Year Cards. Because of the number of them, I could not reply to them all, but you were all with me in spirit and I liked receiving them. I wish you all Good Flying and Happy Landings during 1999

C.Wills

COPY DATE

The last date for material to reach the Editor for inclusion in the next issue, which will go out in mid July, is **May 15.** Please enclose a SAE for return of any photographs, disks, etc. As the Editor of Sailplane & Gliding says, "If you missed the deadline you *missed* the deadline"

Club News

Welcome to the following new members

1760	Helena Ruokolaina	———	Finland
1770	David Champion	Dart 17R	UK

(This Dart was first flown in March 1966 when owned by George Burton and A. Pickles; it has broken several British records and has flown 1843 hrs from 849 launches.)

1771	Kimmo Tihula	Ka6E	Finland
1772	Kari-Pekka Järvinen	Ka2	Finland
1773	Martti Lepojärvi	Instructor	Finland
1774	Anu Vahteristo	Ka6E, 3 Diamonds	Finland
1775	Jouko Tuhkunen	Instructor	Finland
1776	Martii Pelto-Huikko	Ka6CR	Finland
1777	David Spooner	Zugvogel 111b	UK
1778	Marko Toivonen	Ka6CR	Finland
1790	Jaroslav Potmesil	Glasflugel 304	Czech Republic
1791	Leland Cowie		USA
1792	Les Tyrell		USA
1793	Bob Playle	Ka6CR	UK
1794	Chris Davison	Ka6CR	UK
1795	Peter Svensson		Sweden

We welcome all these members to the VGC and hope to see them at our rallies.

Paul Underwood

It has been said that the average age of VGC members is too high and that we must encourage younger people to join us. Well, **Paul Underwood** who has been to many of our rallies in the UK and abroad has soloed two days after his 16th birthday, 16 being the youngest that anyone can fly solo in this country. All his training has been with the Upward Bound Trust at Haddenham but he soloed at Bicester because Haddenham was flooded.



Paul Underwood just after he had soloed at Bicester in a Ka 13. Peter Underwood.

His grandfather Peter is well known as a restorer of gliders and his father, David is a Thatcher by trade and you can't get any more vintage than that. Peter and David are restoring a Grunau Baby 11b for Paul to fly and they hope to have it airworthy for this year's VGC rally at Haddenham in May. Peter and David are trying hard to bring Paul up the right way but already he seems to be mixing with bad company and uses words like Nimbus, Ventus and Discus!

Peter says that "Paul, like all of us, has found how nice it is to do his own flying, make his own decisions, make his own corrections and adjustments without someone 'yacking' away in the back cockpit. But, of course, if it hadn't been for all the 'yacking' from the back seat he wouldn't be up there on his own. The U.B.T.(and all Instructors) do a grand job for which they rarely get thanked."

FROM THE TREASURER

Good prospects for the VGC in 1999

1999 has now started and naturally we all look forward to a good soaring season whether as glider pilots or modellers. The VGC is relatively small in numbers of members but it is growing and I hope we shall see an increase this year because it offers a unique and worldwide opportunity of friendship and fellowship which is second to none, especially at our rallies both National and International. There is everything to be gained by just coming along and joining in, whatever you fly. The VGC is well placed to assist its members in various ways.

Membership cards are to be sent out with this issue of the VGC News to those who have paid their subscriptions for 1999 and I am delighted to be able to say that something like 30 % of the membership had in fact done this by the end of 1998—an excellent response and it will help enormously with the planning and running of the club's financial affairs. In short, it helps us to know exactly where we are. The new system of payment direct to me in the first instance is working well and I am sure is a contributory factor, but it will help if everyone pays promptly.

I also want to say another large and sincere thank you to the many members who, along with their subscriptions, made a generous donation to the funds. Any donation, however small, is very much appreciated by me and is of direct benefit to the club. It is by the friendly gestures of so many members that we are able to continue in the easy way we do and I can assure you that whilst I remain as Treasurer every endeavour will be made to ensure your money is well spent and that administrative costs are kept to the minimum consistent with doing the right job for the VGC.

The VGC is your club so let us know if you think things can be improved in any way.

Finally, may I wish you all a Happy and Prosperous and Healthy New Year and an excellent vintage season for 1999.

Austen Wood

From the Editor In our last issue we included the entry forms for this year's Rendezvous and International Rallies. I have entered, have you?

We are asked by the organisers of the **IVSM in year 2000** to point out that intending entrants must get their entry forms in by **May 1st 1999** because there may have to be some selection if more than 50 gliders are entered. I can copy the entry form for you if you send me a stamped addressed envelope with your request. Ed.

Liebe deutsche VGC – Mitglieder, viele deutsche Mitglieder zahlen noch immer 35.—DM als Jahresbeitrag (wie es auch fälschlicherweise im Anmeldeformular der VGC-NEWS immer noch gestanden hat). Das ist falsch, denn 19 englische Pfund sind umgetauscht ca. 57.—DM. Das ist viel Geld. Ich hatte mich deswegen sehr genau bei unseren englischen Freunden erkundigt und folgende Antwort erhalten:

Jede VGC-NEWS kostet etwa 12.—DM, was ich auch bei der relativ geringen Anzahl der Exemplare und der jetzt sehr guten Qualität glaube. Dann kommt hinzu, dass wir zur Verwaltung unseres Klubs ein oder zwei Computer anschaffen mussten und einen guten grossen Kopierer. Dieser Kopierer dient nicht zuletzt der Aufgabe, die wir uns gestellt haben, Pläne alter Segelflugzeuge zu archivieren und zu vervielfältigen, so dass diese Pläne nicht nur an einer Stelle vorhanden sind.

Die Verwaltung eines ca 800 Mitglieder grossen Clubs kostet natnrlich auch etwas, das wird jeder einsehen.

Die Mitglieder, die es bis jetzt immer bei 35.— DM belassen haben, sollten mit dem nächsten Beitrag einen Ausgleich zahlen. Ich finde das nur fair gegennber den Mitgliedern, die immer brav ihre vollen Beiträge gezahlt haben.

Ich wünsche Euch ein erfolgreiches schönes Segelflugjahr.

Jörg

Imre Mitter has asked us to point out that he can provide photos size 13x18 and not 9x12 as in his original advert. He can also send a list of all the aeroplanes for which he has photos. He is at Rath Gyòrgy u.17/B, H-1122 Budapest.

MEMBERSHIP SECRETARY'S NOTES

Our membership is growing again and as you will see from the list of International Representatives on the Application Form pages we are really a world-wide organisation. We have past the 700 mark last year and it is anticipated that this growth will continue during 1999.

The majority of new membership enquiries are now coming via e-mail from the Internet and we believe that this will be a continuing trend. It will also become an important way of communicating with our members and letting members contact each other for help and advice. You will find on your address sheet a form for you to return to us giving your agreement to your name, address and glider details to go on the Internet so members can contact you. Please return this to me as soon as possible.

You will also see on the address sheet two other questions, "Glider type?" and "Club?".

If you have not provided this information in the last two years, would you please do so now. If you are a modeller, say so and also give your club.

We have two gliding clubs, Stratford on Avon, and the Dublin Gliding Club who lead the ratio of VGC members to total member race, congratulations to them, but I want to make sure that others try to beat them. How about all clubs having a VGC recruiter? Any vintage glider or model glider group that does not have a web site of its own can have a page on our site and details of how you can do this is given on the VGC site.

We want our site to be the first stop for international vintage gliding and to provide links to all the overseas vintage organisations and them to us. Peter Chamberlain's Glider database, see an article in this issue, will soon be used to recruit more owners of vintage and classic gliders to the VGC. Initially we will be concentrating on UK registered gliders but hope to extend this internationally soon in co-operation with the International Representatives where there is not a national vintage organisation.

I would like to hear members views on what services they would like to see the VGC offering that will be of benefit to them. I would be particularly interested to hear from overseas members as they are just as important as our UK members. Nearly half of VGC members do not live in the UK so it is very important that we offer services of value to all members. Similarly modellers are a significant group of members and I would like to know what they would like to see.

Finally, if your address sheet for this issue of VGC News was coloured yellow your subscription is now due. So if you have not already sent it to the Treasurer, or your International or your local representative please do so now. Good flying in 1999, I will look forward to meeting some of you at International or local events during the year.

Ian Dunkley



The Loudon Glider which was featured in VGC News No 94, ready for take off. Photo from Johan Kiekens.

Glider database

For the last few months I have been setting up and creating a computer database of all the gliders owned by Vintage Glider Club members in order to gather together in one easily accessible source a view of our club's collective wealth of aircraft.

This can be used in several ways by members. For instance to look for fellow owners of a specific type in order to share information or spare parts, or perhaps for the location of the nearest example of a particular glider you have been trying to build a model of but now need to inspect a little more closely to finish. For several reasons I have concentrated on UK gliders in the main but am now starting to include all other countries as well.

Based on the forms completed by everyone when renewing their annual membership I have attempted to fill in a few of the gaps using information kindly supplied by the British Gliding Association and, through fellow member Phil Butler, Air Britain. Because of this you can see that UK based gliders will have more details than those of other countries.

I have 10 headings for the information on each machine starting with the registration number, including year built, construction number, previous identities, colour scheme, where it is normally flown, its airworthiness status, owners' names and membership numbers and a small area for notes and comments such as famous owners or interesting flights.

Being computer driven the database will allow you to do simple or complicated searches for various types of information. For instance a simple question may be phrased such as "how many Slingsby T.21's are owned by Vintage Glider Club members?". A more complicated question might be "which T.21's owned by Vintage Glider Club members were not built by Slingsby themselves, were built before 1960, and are now based at Thame airfield?". (Actually none, but I can now check very quickly if I wanted to know for sure).

For now the database is only accessible by me so if you have any queries you will have to write, phone or e-mail me at the address below, (make sure you include your membership number for authentication), however we are hoping soon to include the information in the members only section of the VGC's web page.

The database can be a valuable tool to members so please use it as much as possible. I will endeavour to answer all enquiries as quickly as possible and can assure you of my intent to make this work for everybody. If members from countries outside the UK would like to send me more detailed information on their machines I will be only too glad to include this. Peter Chamberlain, 32 Fyne Drive, Linslade, Bedfordshire, LU7 7YQ, England. Tel: 01525-378901 (Evenings), E-Mail: upwardbound@compuserve.com

(Apropos Peter's database one of our members wrote on his renewal form "I regret that I am not brave enough to identify my glider, as one of your over-officious officials who shall, of course, remain nameless, is not above making snide remarks within these pages about its structural composition, which arises from the bonding of a fusion of sand and soda/potash with a mixture of resin and certain catalytic chemicals and is not the result of the butchery of the long suffering tree."

The unidentified official would like to make it clear that: a) he also owns a sand and soda glider, classic of course, b) the VGC embraces classic glass gliders or even metal, c) Bob Gibson will be most welcome at this year's Camphill Vintage and Classic Rally, and d) if he looks at the enclosed Rally application form he will see that the over zealous official has even altered it specifically for Bob." Ed)

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

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

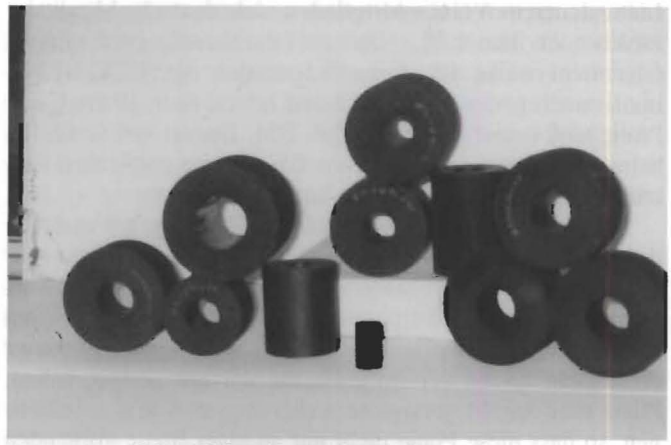
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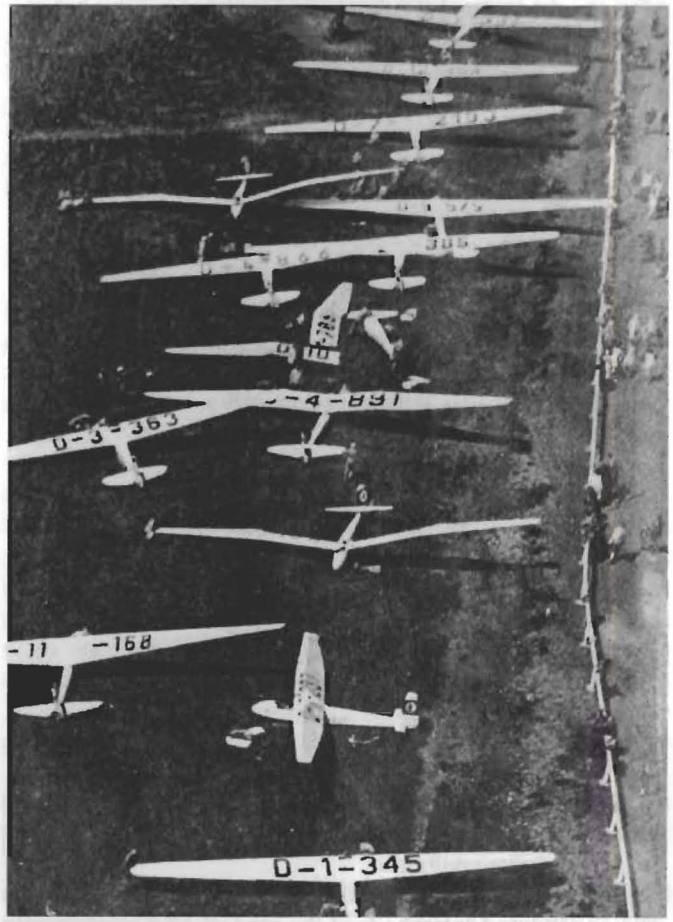
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Examples of the skid rubbers that Johan Kiekens can make in small quantities for VGC Members. His address is in the Belgian report on page 21.



The scene at the start of one of the days at the 1939 Rhön Contest. Chris Wills has identified the following gliders, from top to bottom:- Reiher, Minimoa, Reiher, Mü 13 (3), Minimoa, Weihe, derigged Minimoa, Condor 3, Mu13d, Minimoa, Rhönadler, Chemnitz C11, Mü13d.

V.G.C. INTERNATIONAL?

Introduction

It is not polite to start with ourselves but, because of the chronology of my story in this case I have no option. My name is Jan Förster, since the year 1980 I have been a member of the V.G.C., and since September 1997 the first non-British member of the Executive Committee.

The V.G.C. is an International Club founded in the U.K. For historical reasons the committee members remained British citizens. In spite of the fact that the majority of the 700 members are British, the Club want to follow a more international way in the future. Therefore they invited me to become a member of the Executive Committee. I would like to report the progress of the new developments within the Committee concerning making the Club more accessible to the non-British members and to involve them more in the V.G.C.

News Letter:

From now all the committee information will also be translated into French and German. In the future if you remit an article for the News Letter, normally written in English, you can now write it two fold, in your own language, and a translation into English. This enables you to read our articles in the News Letter in both English and your native language.

Prize giving:

Every year in October in the UK there is a conference, followed by a dinner and prize giving. All members are welcome to attend this event (see the News Letter for further information). There is now a committee consisting of Chris Wills, David Shrimpton and myself. As a Committee it is impossible to know what achievements have been reached elsewhere in the world, but we know that these achievements are great. How to become eligible to receive a prize? Send a letter before the 1st of September to the V.G.C. Secretary giving the following details: registration number of the glider, item restoration / re-build / replica and so on, or a flying performance, name of the owner(s) / pilot(s). The plane must have recorded one flight with a good result before the 1st of September, and this achievement must be made in the year before the prize giving.

The Future:

For how much longer will we be allowed to fly our wooden gliders? In the future the Air Ministry may question the air worthiness of wooden gliders.

The Dutch V.H.C. are in the process of producing a handbook about the old techniques that are being used less frequently i.e. wooden construction, fabric covering etc.and are also carrying out tests on (old) wood and glue. When the Air Ministry begin discussions about the safety of our gliders then this is the time we need to know the facts and be able to present them expertly. The future plan is, when the book is ready it will be translated into English for the availability for all members of the V.G.C.

If you have any information, please forward this to me,

Jan Förster
Peppelhoven 27
6225GX Maastricht
The Netherlands

V.G.C. INTERNATIONAL?

Introduction

Ce n'est pas correct de commencer par soi-même, mais à cause de la chronologie de mon histoire dans le cas présent, je n'ai pas de choix.

Je m'appelle Jan Förster, j'ai été membre du VGC pendant dix-huit ans et depuis septembre 1997 je suis le premier membre non-britannique du Comité Exécutif.

Le VGC est une association internationale fondée dans le Royaume Uni.

Pour des raisons historiques, les membres du Comité sont restés britanniques.

Malgré le fait que la majorité des 700 membres sont britanniques, le club veut adopter une voie plus internationale à l'avenir. Donc, ils m'ont invité à devenir membre du comité exécutif. Je voudrais rendre compte des nouveaux développements dedans le comité à rendre le club plus accessible aux membres non-britanniques et à les impliquer davantage dans le VGC. A partir de maintenant, toutes les informations du comité seront traduites en français et en allemand. A l'avenir, si vous proposez un article pour le VGC News, habituellement rédigé en anglais, vous pouvez l'écrire dans votre propre langue avec une traduction en anglais. Cela vous permettra à lire les articles à la fois en anglais et en votre langue maternelle.

Remise des prix

Chaque année au mois de septembre dans le royaume uni, il y a une Assemblée Générale Annuelle suivie d'un diner et d'une remise des prix. Tous les membres sont les bienvenus d'y participer. (voir le VGC News pour d'autres détails). Il y a maintenant un sous-comité qui se compose de Chris Wills, David Shrimpton et moi-même. En tant que comité il est impossible de savoir ce qui a été accompli dans le monde entier. Alors, comment peut-on devenir éligible à recevoir un prix? Avant le 1er septembre il faut envoyer une lettre au Sécretaire du VGC, lui donnant les détails suivants: numéro d'immatriculation du planeur, type de travail réalisé (restauration, réconstruction etc) ou bien une performance de vol réalisée, et le nom du propriétaire et du pilote. Il faut que le planeur ait enrigistré un vol avec un bon résultat avant le 1er septembre et ce vol doit être achevé pendant l'annee précédante la distribution des prix.

L'Avenir:

Pour combien de temps sera-t-il possible de voler avec nos planeurs en bois? A l'avenir, les administrations auront des doutes sur la navigabilité des planeurs en bois.

Les hollandais sont en train de réaliser un manual au sujet des vielles techniques maintenant très peu utilisées (c'est à dire la menuiserie et l'entoilage) ainsi que les methodes d'essais des bois et des colles. Au moment où les administrations commenceront à discuter de la navigabilité des machines en bois, nous devrons savoir les données précises et les présenter d'une manière experte. Quand le manual sera fini, une traduction en anglais sera disponible à tous les membres du VGC. Si vous avez des informations, merci de les envoyer à:

Jan Förster,
Peppelhoven 27
6225GX Maastricht
The Netherlands

V.G.C. INTERNATIONAL?

Darf ich mich vorstellen. Mein Name ist Jan Förster und ich bin seit 1980 Mitglied im Vintage Gliding Club. Seit September 1997 bin ich der erste Nichtbrite im Vorstand des VGC.

Der VGC ist ein internationaler Club, der in Grossbritannien gegründet wurde. Der Vorstand war aus diesem Grunde zunachst mit Briten besetzt. Auch heute sind die Mehrheit(400) der (700) Mitglieder Britisch. Der VGC möchte aber internationaler werden und haben mich gebeten, Mitglied des Vorstand zu werden. Ich werde über Entwicklungen im Vorstand berichten und hoffe, das Interessenten aller Landen dann eher Zugang zum Club finden und sich an seinen Aktivitäten beteiligen.

Mitteilungsblatt (Newsletter):

Ab sofort werden Mitteilungen aus dem Vorstand auch auf Deutsch und Französisch erscheinen.

Wenn Sie in Zukunft einen Artikel fur den Newsletter schreiben (diese waren bisher fast ausschliesslich in Englisch), können Sie sowohl in Ihrr eigenen Sprache als in Englisch schreiben. Die Artikel erscheinen dann auch in der Sprache des Verfassers und in Englisch.

Preisverleihung (Prizegiving):

Jedes Jahr im Oktober findet in Grossbritannien eine Konferenz statt. Diese wird van einem Abendessen und der Preisverleihung gefolgt. Alle VGC Mitglieder sind willkomen (siehe Newsletter fur Details).

Die Entscheidung über die Verteilung der Preise wird von einem Auschuss, zu dem Chris Wills, David Scrimpton un ich gehören, gefällt. Wir können nicht uber alle Leistungen in Sachen Restaurierung von oder Flügen mit Oldtimern informiert sein, wissen aber, das einige tolle Projecte jedes Jahr vollendet werden. Wenn Sie für einen VGC Preis berücksihtigt werden möchten, schreiben Sie bitte (spätestens bis zum 1 September) and den Schriftführer (secretary) mit folgenden Angaben:

Kennzeichen des Segelflugzeugs, Beschreibung der Restaurierung, Wiederaufbau, Nachbau usw.oder der fliegerischen Leistung, Name des Besitzers/pilots.

Eine fliegerische Leistung muss vor dem 1. September des Jahres der Preisverleitung erbracht werden.

Die Zukumft:

Wie lange können wir mit Holzflugzeugen fliegen? In Zukunft werden die Luftfahrtbehören sicher die Lufttüchtigkeit von alten Maschinen in Frage stellen.

Die Hollandische VGC Abteilung arbeitet zur Zeit an einem Handbuch über nicht mehr verwendete Baumethoden (Holz, Bespannung usw.) und über Prüfung von altem Holz und Leim. Wenn die Behörden anfangen Fragen zu stellen, müssen wir vorbereitet sein und die Fakten fachkundig präsentieren können. Das Buch wird ins Englische übersetzt und kann von allen VGC Mitgliedern bestelt werden.

Wenn Sie ingendwelche informationen für mich haben, schreiben Sie an:

Jan Förster
Peppelhoven 27
6225GX Maastricht
The Netherlands

With the limited number of pages available it will be the Editor's decision which, if any article, to publish in another language but the Chairman's report will always express the latest views of the committee.

Future rallies

BRITISH NATIONAL RALLY IN 1999

This is to be held for one week at BICESTER Airfield from May 22nd – 31st and we will be the guests of the RAFGSA which was founded by Group Captain Paul and others in 1949; this year therefore is the 50th anniversary but the RAF had been gliding in Germany since 1945. All surviving members who flew with BAFO from that time are invited for the last weekend for a grand party on the 29th. It is hoped to assemble as many as possible of the glider types that BAFO pilots flew from 1945 which are still have airworthy. Therefore particularly welcome will be SG 38s, Grunau Baby 2bs, Meises, Weihes, Kranich 2s, Minimoas, Goeviers, Rhönsperbers, Rhönbussards, Mü 13ds etc etc. as well as all the British vintage gliders.

Bicester is a grass airfield with a hangar, part of which will be available for our aircraft.

It is particularly poignant that this is the last year of gliding at Bicester. There has been RAF gliding there for longer than we can remember but it is no longer an RAF airfield. All gliding must cease on the 31st Dec.1999 and the airfield will be closed for the development of light industry.

The London Gliding Club at Dunstable will again be hosting the Woodworm Rally between 16 and 18 July where the Woodworm Rodeo Trophy will be awarded for tasks which will be set, dependent on the weather, **for Duration, Height, Spot Landing, Nominated Duration and Concour d'Elegance. There will be free reciprocal membership and free camping. Contact Ted Hull Tel 0181 449 9024.**

3RD SEGELFLUGZEUG-OLDTIMER-TREFFEN

27th-29th August at the Fliegerklub Strausberg e.V, Flugplatz, D-15344 Strausberg, Germany. Tel 03341-22892 Kontakt Frank-Dieter Lemke, Frankfurter Allee 94, D-10247 Berlin. Tel 030 2911077 (weekdays until 20.00hrs) or the Fliegerklub Strausberg e V, Tel 03341 22892 (on Saturdays and Sundays only) During the week previous to the rally there will be a cross country gliding course in progress on the airfield but should you wish to bring your glider early, you will be welcome. Hangarage will be free for your aircraft.

INTERNATIONAL VINTAGE SAILPLANE MEET IN USA IN 2000

International soaring will return to Elmira, NY during IVSM-2000 July 1-9, 2000. This vintage sailplane regatta will feature gliders from many nations. If you were present for IVSM-95, you know this should be another very successful and fun event. The Harris Hill Soaring Corporation, National Soaring Museum, and Vintage Sailplane Association sponsor the event. Entry is limited to 50 vintage and rare classic sailplanes, with priority given to the vintage ships. HHSC will provide field checkouts for the many pilots visiting for the first time, and also sell glider rides to the public.

The IVSM-2000 committee encourages owners of vintage and classic sailplanes to mail in their application as soon as possible and **no later than May 1, 1999.** The committee expects to accept all overseas entries that fit the description of a vintage or classic glider.

A **vintage** sailplane is one that was designed before 1958.

A more recently built **replica** is accepted.

A **classic** sailplane must have been built at least 25 years ago.

The gliders must have liability insurance and a valid airworthiness certificate, and the pilots must have at least a private glider rating.

IVSM-2000 will be run in the tradition of the European rallies. Tasks will consist of duration events and short cross-country flights over safe terrain. Meals and camping will be available on the field. There will be lectures during the day and entertainment in. the evenings at the National Soaring Museum, which is located right on the airfield. Make plans now to attend this meet which promises to be one of the most colorful and interesting soaring events ever.

For additional information, contact the National Soaring Museum by email at nsm@soaringmuseum. org. Entry forms can be obtained from the Editor VGC News; please send a stamped addressed envelope with your request.

We would ask all other Vintage Gliding organisations to publicise this event using this official press release.

(Note that these classifications are those of the IVSM and not necessarily of the VGC. ED)

The Yorkshire Gliding Club is holding the annual **Slingsby Week** at Sutton Bank from August 29th to September 5th. All VGC members are welcome to take their gliders but especially welcome will be ones made by the Slingsby factory; who knows, you might even meet the men who made your glider.

Not a rally but all members of the VGC have been invited to fly anytime at the Aeroklub Jesenik, Letista, 79084 Mikulovice, in the Czech Republic. This is a thermal and wave site which we believe is in the mountains very close to the Polish border. Telephone the Aeroklub on +420 645 423 090



A Kranich as described in the article on Kranich production

Features

KRANICH 2 (JERAB 2)

(This is the article that should have accompanied the two sheets of Kranich drawings that appeared in our VGC News No.94 on pages 26 and 27. Unfortunately, it was not possible at that time to get it translated from Czech into English. This abridged translation was made possible by Lubomir Hodan at Zbraslavice during last year's International Rendez-Vous

WHEN CRANES FLEW by Jan Brskovsky and Petr Antos. Members of the Aviation Historic group.)

In the second half of the 1930s, there was an increase in the organizational and technical level of gliding, which was the basis for today's gliding. The main gliding centres received news of records some of which (if not most) were flown by German pilots. In Germany, gliding enthusiasts were sponsored by the state and this led to the increase in strength of the Luftwaffe, which prepared it for the coming World War. Main centres were at the Wasserkuppe and Grunau, which is now Jesow Zeleski in Poland. DFS at Darmstadt very much assisted the growth of the gliding Movement. It had an excellent Met. specialist in Professor Doctor Walter Georgii and the Chief Designer was Hans Jacobs. From 1932 on, his name was connected with the foremost designs. One of them was the single seater Rhönsperber in 1935 and, during the next year, the 2-seater Kranich, which was developed from the Rhönsperber. The main advantages of the Kranich were an excellent thermalling capability with the ability to be used for instruction and blind flying training, and for improving flying technique. Elementary glider pilot training at this time was with single seat Primaries. In Germany. there were the Zöglings and the later SG 38s. In Czechoslovakia, there was the very popular "Skaut". Two seaters were only used for advanced training. For this, the Kranich was very good. During wartime and after the war, the type was more and more used for elementary training. During the 1930s, the Kranich's performance put it among the best gliders in the 2-seater class. In Soviet Russia, the best 2-seater was the "Stakhanoviets" but this glider was not produced in quantity. Only during wartime, was there a motive to develop the 2-seater for pre-military training, and for the elementary training of troop carrying glider pilots. For example, we must look to the USA where Schweizer, Laister Kaufman and Pratt Read two seaters were designed to meet the need for training troop carrying glider pilots. This wartime experience led by the back door to the postwar training of glider pilots in high performance two seaters. But the first place taken by the Kranich in postwar European sport gliding can not be denied. In Czechoslovakia, a two seater was designed by Anton Kralovice and called KSM 1. Postwar, this was the K-7 which was named Udarnik. However the Kranich 2 or Jerab was mainly used until the Czech designed LF-109 Pionier and LG 130 Kmotr came into production. These brought forth the question as to whether it was better to have tandem seated or side by side two seaters for training. The famous German glider pilot and designer Wolf Hirth developed the Gövier with side by side seating. The Schempp Hirth firm started to mass produce it, and later in 1948, the Dutch firm Fokker built 6 examples. The Gövier was something of an example for our Kmotr, but the number built did not compete with the number of Jerabs built even if the visibility for the instructor was many times better than that from the Kranich.

The PROTOTYPE. The Kranich was designed in 1935 and its first test flight was carried out by the experienced German test pilot Hanna Reitsch. She was personally involved with the prototype's development, and it was written in an Aviation publication that it had 2 months testing during which it was flown for about 90 hours. At the time of its testing by DFS, its designer Hans Jacobs and Herbert Lück prepared its documentation for series production. The prototype flew with open canopies but, very soon, its designers prepared its characteristic plexiglass canopy. This was mainly built from a metal tubular frame which was at first covered with celluloid, but later with organic plexiglass (perspex). Its flying tests generated great enthusiasm for its development except that the rear cockpit, which is placed between main and rear wing spars did not offer good visibility forwards and downwards. In the wing root on both sides near the rear cockpit, were built-in transparent windows, which offered a limited possibility for the instructor to observe the situation, and the countryside below.

FIRST PRODUCTION SERIES. The large, strongly built but good machine with gulled wings was put into production by the firm of Karl Schweyer at Darmstadt, and later in Mannheim. This became Jacobs Schweyer. Data from the period concerning production in Germany between 1939 and 1941, suggests that about 150 Kranichs were built.

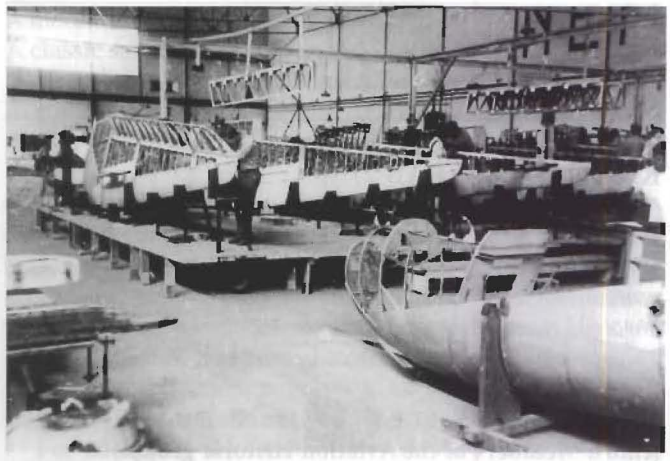
ENTREE. The first time that the Kranich 2 became famous was during the 1937 National Rhön Contest. The first version had small differences between it and the production Kranich 1. For example, the Kranich 1 had an aerodynamically balanced elevator and a servo trim tab on the ailerons' trailing edge etc. During the next year at the 1938 (the 19th) Rhön Contest, 6 out of the 8 crews entered for the two seater category B were using Kranichs. In 1939, 18 crews took part flying Kranichs representing the Nazi NSFK and the Luftwaffe. This was characteristic for this time as Kranichs were being used for military training and for instruction. The time was just before World War 2, as the contest was held during July/August 1939. The performance potential of the Kranich was so good that it was good propaganda material for the 3rd Reich in other countries. On 12th April 1937 pilots Beck and Knier had flown a distance of 193 kms.from the Hornberg to Bingen and on the 3rd of May 1939, the pilots Spilger and ??? achieved a gain of height of 2,276 m. On the 3rd of August 1937, Ziller and Quadfasel got higher, to 3,304 m.in a snow cloud and temperature as low as -40 degrees C. Ziller flew to over 8,600 m on the 28th November 1938 over Grunau. There was also Bödekker and Zander's World duration record in a Kranich 2 of 50 hours 15 mins from the 9th -11th December 1938. Not recognised as a World record was the 1938 Rhön contest climb to 8,000 m. by Romeis and Schillinger (the Kranich broke up but they both were saved by their parachutes.CW). Also not recognised officially was the climb of Eric Klöckner to 9,200 m. in wave over Zell am See on the 15 May 1939. Later he increased this to 11,410 m on the 11th October 1940. Erich Klöckner realized both these performances in the Special Kranich D-11-4002 which had been designed for cloud flying and flying in the Alps. This was known as the Cloud Flying or Wolken (W) Kranich. Its wing dihedral had been increased from 4.5 degrees to 10.5 degrees and it was fitted with DFS Air Brakes and built-in oxygen bottles in the roots of the outer portions of its wings.

INNOVATION. There was a system developed for the Luftwaffe in 1940, which donated the code 8 for aeroplanes

and 108 for gliders. The Kranich 1 was coded 108-30 A-1 and the Kranich 2 108-30 A-2. One of the main differences between them was that the A-1 had upper wing surface drag spoilers and the A-2 was fitted with Schempp-Hirth Air Brakes. (Chris Wills has 1936 drawings marked 108 and suggests that these codes were issued by the RLM. Moreover, his Kranich, which has upper wing surface drag spoilers, is referred to as a KRANICH 2 B-1. He has also received a Kranich Spare Parts Book from MRAZ, which refers to their Kranich, which had Schempp Hirth Air Brakes and was built between 1941 and 1945, as a KRANICH 2 B-2. He believes that the Kranich 1 may have been only the prototypes) The W-Kranich had a more rigid main spar. Its elevator was without aerodynamic balance and its control cables were replaced by metal tubular push rods which ran through special bearings to elevator and rudder, which each weighed only 60 gr. This type of control was more positive in the different conditions of altitude flying in turbulence and low temperatures. It is possible that Klöckner had a pair of oxygen bottles installed on the rear seat but 6 oxygen bottles were installed as standard equipment and the system was pressure demand for co-pilot and pilot. Each bottle contained 300 lts of oxygen and allowed normal respiration for 1½ to 2 hours. There were at least two W-Kranichs. Another was D-11-169. These were used by the Germans during the early 1940s for a long time for experiments in high altitude flight to investigate jet streams over alpine areas

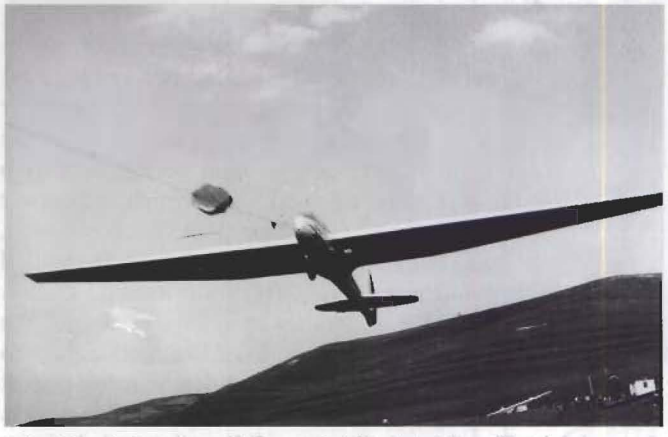
INNOVATIONS. In 1939, it was realized that 2-seater sailplanes could be used for military purposes and so Kranich production was increased. More pilots were needed and so the aircraft was used for training Luftwaffe pilots. Therefore, in 1940, the improved, dive braked, Kranich 2s were seen on Luftwaffe airfields. Another change of design was that instead of having servo tab balanced ailerons, the ailerons were in two parts. The whole glider became stronger and its nose was lengthened by 214 cms. The front pilot's cockpit became generally larger and the rudder pedals were made adjustable in flight. Completely new was an elevator trim tab. The result of these innovations was a heavier but better glider.

IN CHOSEN (German CHOTZEN) AND NITRA.(The former is in Bohemia, the latter is in Slovakia CW).The serial production of the KRANICH was ordered by the RLM (Berlin) to be started by the prewar Czech designer Benes Mraz, whose firm was now in the wartime Reichs Protektorat of Bohemia and Moravia. The document which ordered production was delivered one week late. The order was dated 24th July 1939 and this demanded preparations for the production of 25 Kranichs. But not everything went according to the RLM's wishes. On the 1st March 1940, there was an order, LE1 1A4 Nr.519/40-7, from the Reichsminister for Defence and the High Command of the Luftwaffe. The agreement was signed by the Ing J.Mraz, which guaranteed that the Flugzeugfabrik Chotzen (that was its new name), would build 85 Kranichs. If they were not completed, Ing Pavel Mraz would have to leave the factory. At that time, this was considered very heroic and patriotic.All production preparations were achieved during October to November and mass production was to start in November. By December 1939, all conditions had been met and 85 Kranichs had been delivered. Full production of Kranichs with 250 workers was started between January and March 1940. The plywood was delivered from Finland and from the firm Schweyer. The production of Kranichs was also at the NITRA airfield in Slovakia which Ing. Mraz bought. At Nitra first only small parts, then wing



One of Jiri Hevelka's pictures of Kranich production at Nitra.

spars and then whole wings and fuselages were produced. After the building of the factory's new hangar in 1944, complete Kranichs were built. Probably 29 to 30 Kranichs a month were built by this firm. In Chotzen's Mraz factory, production was assisted at Holice and Vysoke Myto and the furniture factories in Potstejn, Tyniste and Zamberk. According to original documents, the number of Kranichs built up to the end of 1944 was 1,420, but some documents reveal that it was 1,312 Kranichs until the end of November 1944. The Chosen factory had also to build not only Kranichs but also DFS 230 troop carriers and Fieseler Fi 156 Storches. There was a special order for the high performance sailplane Condor 3. At the end of the war, the whole of the Chosen factory was heavily damaged. Documents from this time suggest that those Kranichs not finished by the end of the war were finished after the war. The firm continued production of this glider as the VT-52 Jerab, but the number produced at this time is different according to various documents. The Press of that time stated that between 1941 and 1946 1,644 Kranichs were built.



The 'Straight winged' Kranich (RG2) taking off from Dezmer Airfield in Kolozsvar, Transylvania. These were built in Roumania. From C.Wills.

IN WARTIME. We turn now to the years 1939-1945. One episode is connected with the eastern front. For the first time, German pilots used gliders for military operational flying. When the success of the Blitzkrieg faltered and the nazi Panzer Groups were engaged with Soviet armies, Kranichs were used for the transport of fuel. Their rear cockpits were fitted with fuel tanks. The Kranichs were towed over the front lines. The next use for Kranichs was by the NSFK Gliding School at Trebbin and maybe at other locations. German designers developed new fighters and some used prone pilots. For the initiation of prone piloting tests the Liege Kranich (prone piloted Kranich) known as the 108-30 C1, was designed to test pilots as to whether they could stand high G manoeuvres. The rear cockpit was as usual but the front pilot crouched in a kneeling prone attitude in a plexiglass covered nose. In 1944, these Kranichs were built (or converted CW?) by the firm of E. Schneider at Grunau. In testing at the E-E Stelle at Trebin, the normally seated pilot in the rear cockpit observed the affects of G on the prone pilot. From this, the pilot graduated to Habichts of 13.6m, 8m and finally 6m wingspans and it is probable that there was also a prone piloted Habicht. After this, they were supposed to graduate to the Heinkel 162 S-Segelflugzeug, the Volksjäger ("Salamander") without powerplant and an aerobatic version of the Grunau Baby 2. But, in all these aircraft, the pilot was seated normally The need for fast training of pupils demanded a very brief training course on an NSFK airfield. This probably consisted of 30 launches on an SG.38 and later flights in a Kranich. Some of them had 85-90 launches and then flew aeroplanes. After the end of the war, Kranichs were found in territories freed from the Germans in the hands of pilots who had not been allowed to fly during the German occupation. In these countries, production of Kranichs continued and the type was further developed. In Sweden it is said that the firm AB Flygplan built maybe 90 Kranichs, 35 of them flying between 1943 and 1955 in military aviation and later they flew from sport flying airfield but C.Wills doubts that that many were built there. In Poland new documentation was prepared for the Kranich IS-C which was named ZURAW 2. The Szybowcowe Zaklad Doswiachalny in Bielsko Biala prepared for its production in between 1950 and 1951. 53 Zuraw 2s were built by factories in Gdansk and Poznan. These gliders had built-in landing wheels. The prototype was tested by the famous Polish glider pilot Adam Zientek in April 1952. Probably, just after the war, Polish glider pilots flew German gliders which they had taken over. Among them were 1 Kranich 1, 27 Kranich 2s and probably 4 Liegekranichs, which were restored to Zuraw 2 form. In Roumania in 1952 Kranich 2s were built without wing dihedral (without gulled wings). These were known as RG.2s. Its quantity production was achieved by the designer V.Novitchi. This version was continued in 1958 as the RG-9 Albatross and 25 of the first version were built. According to the press, the Kranich 2 was also built in Spain. After 1945 Kranich 2s flew in other countries.. i.e. France, GB, Hungary, Yugoslavia, Switzerland, Sweden, Switzerland, Spain, Brazil and in Australia.

It was used in the first postwar National Gliding Contests and achieved many National and International records. From the FAI's records it is seen that on 21.9.48, the French pilots Rousselet and Faivre achieved 6,780 m. On 1.12.1950, the Polish pilots Brzuszka and Parczewski – Gain of height record was 9,293 m.

On 5th May 1951, the pilots Fonteilles and Lamblin achieved a 100kms speed record of 65.98 kph.

On 9.2.52, the crew Domisse and Baker in South Africa achieved an out and return world record of 436 kms.

In the 4th World Gliding Championships near Madrid in 1952, the pilot Juez Gomez won the 2 seater class with a Spanish built Kranich 2B-2.

On 29.5.53, the Polish pilots Adamek and Sitarska flew a Zuraw 2 for a Goal flight record of 353.6 kms.

On the 20th of July 1953, a new world goal flight record was set up by the Polish pilot Siemaskiewicz of 541.3 kms in a Zuraw 2.

CZECH AND SLOVAK RECORDS.

It was inevitable that very many German sailplanes were left behind by the Germans in these countries in May 1945.

Among them were many Kranich 2s (Jerabs).

27. 4.1946. V. Silhan. Height – 1.890 m. Solo height record.
12.7.1946. E. Kvasnicka and J.Mach – Height 1,500 m.
20.7.1946. K. Dlouhy and O. Mayer. 2-seater straight line distance – 96.5 kms.
24.4.1947. K. Bilik and V. Starek-Straight line distance – 265.5 kms.
24.4.1947 K. Bilik and V. Starek – Height – 2,200 m.
28.4.1947 J. Dostal and L. Skala – 114.48 kms.
8.8.1947 P. Verner and J. Brtos – Duration 13 hrs 23 mins.
19.8.1947 Dr J. Förschgott and J. Tomsa – Absolute height 4,500 m.
19.8.1947 Dr J. Förschgott and J. Tomsa – Gain of height – 4,150 m.
30.8.1950 R. Jez and J. Mekota – Distance 174 kms.
5.6.1953 I. Grus and J. Mekota – Distance 204,6 kms.

We regret that we have no translation of the end of this article and we hope that some Czechs can send it to us. Mr Jiri Havelka said that no alterations were made to the Kranich after the plans arrived from Germany, except that some ball bearings were replaced by roller bearings. From this, one gathers that the major redesign of the Kranich 2 happened in Germany, before the plans were sent to Mraz. The redesign was undertaken by DFS at Darmstadt by Hans Jacobs and team and that the first Kranich 2B-2 may have accompanied the 1939 German expedition to Libya.This expedition was led by DFS's Professor Dr.Walter Georgii. The plans were then sent to Mraz and were not sent to Sweden or to the Kittelberger firm in Germany near Bregenz. The parts of the Kranich 2 B-1 and Kranich 2b-2 are not interchangeable. We can only imagine that the Poles and the Spanish must have taken a Kranich 2b-2 apart to produce drawing plans for their Kranich 2 B-2 production runs in the 1950s as the Polish Zuraw plans are in Polish, and most probably, the Spanish plans are in Spanish. It is just likely that DFS sent plans to Spain during the war, but we think it unlikely that they were ever sent to Poland during wartime.

Concerning the "Jastrab" Kranich variant, it seems probable that only one was built in Bohemia and that another was built in Slovakia Their registrations were OK-4006 and OK-9207. Jiri Havelka confirmed this. (He said that only one was built, but when confronted with the two Czech registrations, he said that perhaps another had been built in Bohemia) but whether this happened during, or after, the war is not known. What is certain is that we have three Czech registrations for Jastrabs.

Chris Wills

THE 20TH RHON CONTEST IN 1939

1999 is the 60th Anniversary of the 20th Rhön Contest. No-one knew it at the time, but it was to be the last Rhön Contest due to the outbreak of WW-2 and the subsequent Iron Curtain which was, until recently, only 3kms from the site. It was to see the final developments of the sailplanes which were among the most superb aeronautical creations of wood and fabric that have ever been created, the last survivors of which are cherished by VGC members, but some will only be brought back to us by aeromodelling VGC members. Few of these sailplanes survived 1945 and most were never built again after 1945.

Sailplane Types in the Contest for the first time were Condor 3, Reiher 3, Berlin B8, Göttingen 2 and Mü 17, FVA 13-Olympia Jolle, the latter being the FVA Aachmer's Olympic contestant glider and the Berlin B8 was FVA Berlin Akafleig's Olympic contestant. In spite of the two Horten 3s breaking up in storms during the 1938 Rhön Contest, no less than 4 Horten 3 bs were entered by the Luftwaffe and one of them was flown by Heinz Scheidhauer, who had been so badly frozen while unconscious, when his Ho 3 had broken up at the '38 Rhön Contest. (He flew another one 320 kms on a distance flight during this Rhön Contest)

The 20th Rhön Contest began on Sunday the 23rd of July 1939 with the celebratory dedication of the Hall of Honour in the Lilienthal House by the NSFK Führer General der Flieger Christiansen. It was to remember all glider and aeroplane pilots who had died flying. It was a coincidence that this Dedication took place on the very day on which, exactly 7 years before, Grönhoff had had his fatal accident. The 42 single seaters were in Class A and the 14 2-seaters (all Kranich 2 b-1s) were in Class B.

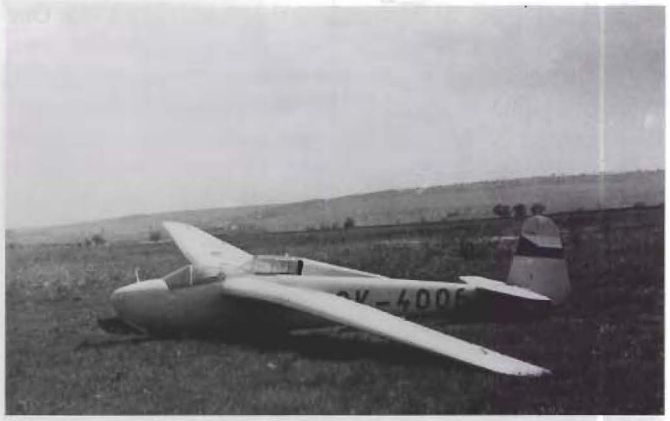
The single seaters could only be bungee launched but the 2-seaters could be launched by aerotow. This gave the two seaters a very great advantage when contact was needed with cloud lift. Also to be bungee launched only, were the 12 competitors in the Junior Class who were flying Mü 13 ds, 1 Rhönadler and 3 Minimoas.

After the cloud flying adventures of the 1938 Rhön Contest, all gliders were equipped with Sperry Artificial Horizons driven by suction from an external Venturi but Bräutigäm, Karch and others had artificial horizons driven by hand pumps, in case their Venturis should ice up. In contrast to the weather during the 1938 Rhön Contest, the 1939 contest weather was often not favourable. In spite of this, the '39 Rhön was more hotly contested than any of the previous contests. The very considerable organization was undertaken by Seff Kunz. The 73 contestants flew to Passau, Berlin and into Silesia and every day new pilots joined the leaders.

During the Opening Ceremony, a golden shaft of sunlight broke through the clouds and the 20th Rhön had begun.

At 11 0 clock, the first launches took place from the Western Slope.

The great excitement of the day was when Graf von Treuberg (the youngest competitor) landed his Weihe at Werneuchen, East of Berlin after 365 kms. Treuter, Schmidt, Haase, Beck, Bräutigäm and Hüth landed in the Spreewald area 320-332 kms from the 'Kuppe. Hüth's performance was worth mentioning as he had to land prematurely 122 kms out at Kahler, Thuringia. His team got him and his Reiher 3 back to the Wasserkuppe for a second launch. This time, he went 320 kms for 5th best of the day. It was the same with Bräutigäm who only managed 40 kms from his first launch. From his 2nd launch, he managed 321 kms and was 4th best



Jastrab at Nitra in 1945. This was probably the best version of the Kranich 2. From C.Wills

of the day. Radio communication with their teams, who were able to use an Autobahn, greatly assisted these quick retrieves.

MONDAY 24th JULY brought still bad weather with fog (Knofe) and rain. Every time the clouds became a little lighter, and the sun broke through for a short moment, the enthusiastic pilots were bungeed forth. Many pilots were able to contact lift and flew 40-80 kms, came back and had a second or a third launch. Erwin Kraft flew the day's best distance, landing his Reiher 3 after 180 kms on the airfield of Halle Nietleben and Schuchardt (Berlin B-6) managed 148 kms to his goal at the Field of Laucha. He received 50 % more points for a Goal Flight and thus overtook Kraft by a small margin in the points list.

TUESDAY the 25th JULY. The weather became even worse! There was Knofe (fog) until mid day, and the first launch could only take place during the early afternoon. The Course today was set in the direction of Linz on the Danube. Of course, no-one dared to declare Linz as a Goal, but Treuter (Weihe) managed 112 kms, Kraft 88 kms and Bräutigäm and Schmidt both managed 80 kms on course. The order after these first 2 days was Class A Single Seaters: Treuter (Weihe), Kraft(Reiher 3) Bräutigäm (Condor 3), Schmidt (Condor 3), Schuchardt (B-6), Haase (Condor 3). Class B: Two Seaters: Budzincki/Lauber, Kühnold/Schröder.

WEDNESDAY 26th JULY. The whole day's weather was fog and no flying took place.

THURSDAY 26th JULY. Fog prevented flying until 1300 hrs. The Contest Direction had set flights along two courses as a test. These courses were Wasserkuppe-Linz or Wasserkuppe Schwangau near Füssen.

Most pilots declared Schweinfurt (50 kms) as a Goal in order to collect the 50 % extra points for a Goal Flight. 10 pilots arrived there. A great amazement was caused when the Goal Flight of 140 kms to Nuremberg (Nürngberg) by Kurt Schmidt in his Condor 3 was announced. Kraft (Reiher 3), and Hofmann (Weihe) managed 123 and 112 kms respectively. Kurt Schmidt was now among the leaders.

FRIDAY 28th JULY. This began with blazing sun and temperatures near freezing. However the temperature rapidly

climbed to typical summer warmth. Flying started towards 10.A.M. As on the previous day, a Distance Task from the Wasserkuppe to the Linz area with the Gliding Camp of Schwangau as a Goal was set. In the evening it was learned that 10 machines had arrived at Regensburg (225 kms) and 8 at Nurnberg (Nuremberg) (140 kms). They were all Goal Flights. The Contest order was now: Schmidt, Kraft, Treuter, Bräutigäm and Schuchardt. In the 2-seater Class it was as before, Budzynski/Leuber. In the JUNIOR CLASS, it was Esau who led.

SATURDAY 29th JULY. Things really started moving. There were 19 flights of between 200 and 300 kms all towards the east. Beck, Kraft and Graf von Treuberg all achieved Goal Flights to Dresden Airport. Ludwig (Mu 13d) landed just short of it and Kurt Schmidt only managed 198 kms. Kraft was now 14 and and Treuter 21 points behind Schmidt. With a flight of 236 kms Kuhnold/Schroder took the lead in the 2-seater class. On this day, 10,000 cross country kms were flown.

SUNDAY 30th JULY. Towards 25,000 spectators visited the 'Kuppe in brilliant sunshine. The Task of distance along the Course Wasserkuppe-Berlin/Tempelhof Airport was set. Ernst Udet, who had just become Lt.General, (Generalleutnant der Flieger) noticed how the sailplanes departed silently in blue thermals towards the N.E. Heinz Huth from Hamburg, was the day's best, with 245 kms. Ludwig Hofmann was second with a landing near Magdeburg, 236 kms out, Bräutigäm, Flinsch (Mü 17) made it to Zerbst 230 kms away on the Elbe, but Kraft was compelled to land after 135 kms. His first launch put him into the Märchenwiese (*stones meadow)* at the Tränkhof (a pub) below the Wasserkuppe, with many others, and from there he was aerotowed. So now Schmidt was ahead of Kraft and Treuter in the points. In the 2-Seater Class:Romeis and Schillinger had achieved 2nd Place. In the 1938 Rhön Contest, their Kranich 2B-1 had broken up at over 8,000 m.in a thunderstorm and they had both had to parachute. Urban had now taken the lead in the Junior Class.

MONDAY 31st JULY. During the morning, a thunderstorm passed over the Wasserkuppe and this was followed by fog. Launching could only start during the afternoon and the humidity of the ground led to a too low cloudbase. The day's winner was Fick (Reiher). He reached the Dessau airfield 219 kms away. He was followed by Huth (Reiher 3), Ludwig (Mü 13d) and Haase (Condor 3) who flew 207 201 and 199 kms respectively. Kraft had to land after 194 kms and Schmidt after only 126 kms. Leaders at the end of the day were Schmidt (Condor 3), In Class B:Kühnold and Schröder led and Pasold was leading the Junior Class.

TUESDAY 1st of AUGUST. The Day's best was Schuchardt of the FFG Berlin B6. He flew 361 kms to Görlitz. Kurt Schmidt was compelled to land a few kms short of his Goal, Görlitz and thereby lost his leading position in Class A to Erwin Kraft who, together with Wolfgang Späte, flew 324 kms goal flights to Bautzen. Flinsch (Mü 17 V.2.), Haase (Condor 3), Hofmann (Weihe), and Huth (Reiher 3) all reached their declared goal at Dresden 278 kms away.

WEDNESDAY 2nd AUGUST. On this day, Kraft increased his lead over Kurt Schmidt by reaching his goal at Görlitz and this was also achieved by Bräutigäm, Fick and Haase flew goal flights to Görlitz also. On this day, the youngest competitor Graf von Treuberg flew his Weihe 392 kms to Greifenberg in Silesia. This was the longest distance flown during the 20th Rhön Contest. Späte was second best on the day by flying 365 kms to Reichenberg. Kurt Schmidt, by flying 222kms to Zschopau, had fallen behind Kraft by 257 points but he was still ahead of Bräutigäm, Haase and Treuter. In CLASS B, Romeis and Prestele were leading and Ingo Pasold was still leading the JUNIOR CLASS.

THURSDAY 3rd AUGUST. In a difficult weather situation, Kurt Schmidt won the day by reaching Magdeburg East 222 kms away. He now was only 56 points behind Kraft. Hofmann and Späte also reached Magdeburg. Kraft had to land a few kms short of his goal, Magdeburg East. Haase and Treuter reached their goal 190 kms away at Schkeuditz, on the Halle-Leipzig Airport. Fiedler, Huth and Ludwig reached their 148 kms distant goal, the Gliding Site of Laucha an der Unstrut.

FRIDAY 4th AUGUST. A most difficult task was set for Classes A and B.

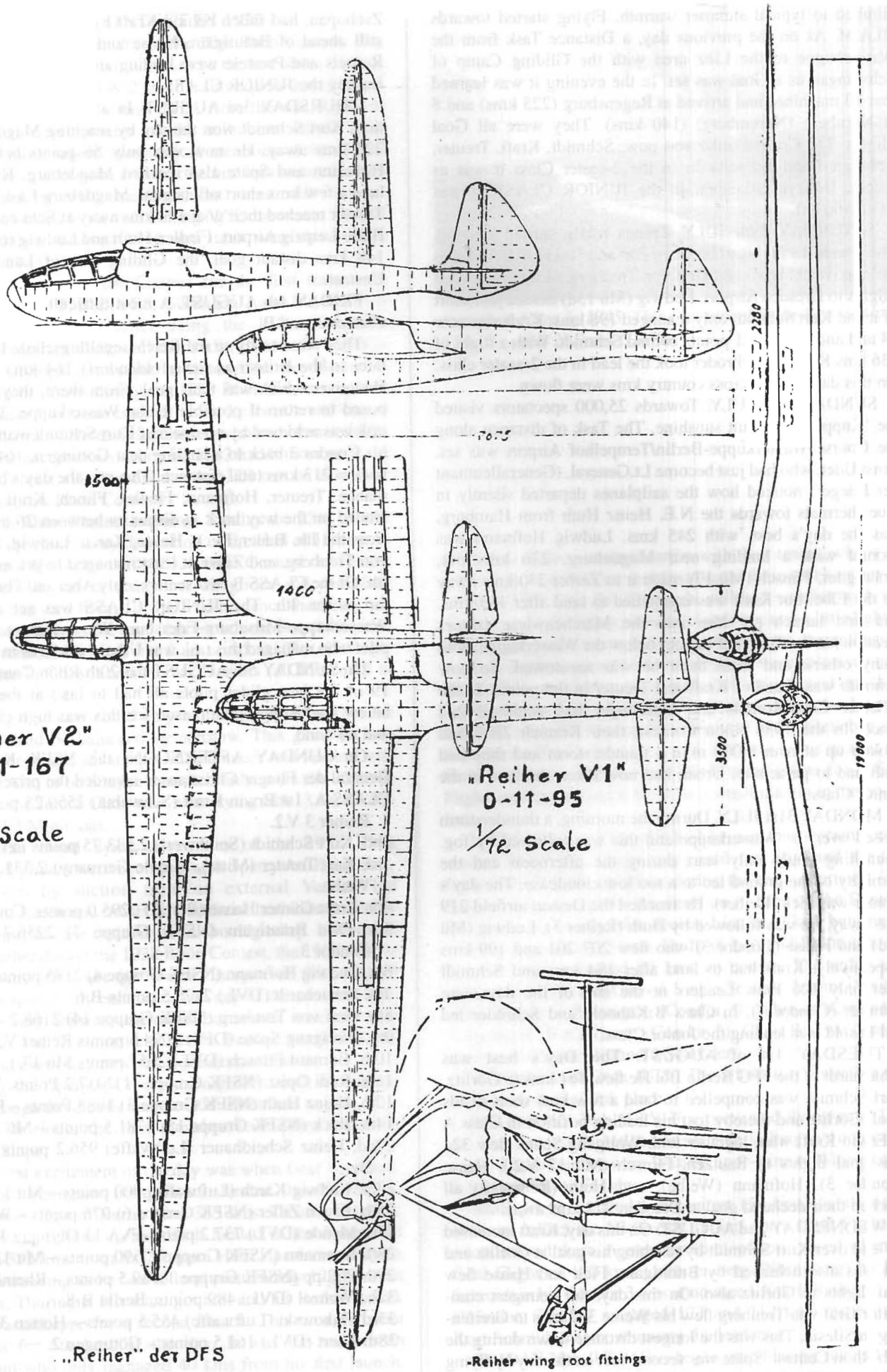
They were to fly to the Reichssegelflugschule Ith (Known later to the British as Scharfoldendorf) 164 kms away near Hannover which was their goal. From there, they were supposed to return if possible to the Wasserkuppe. The second task was achieved by no-one, but Kurt Schmidt managed to fly his Condor 3 back to a landing near Göttingen. 164 + 49 kms back = 213 kms total distance. This was the day's best performance. Treuter, Hofmann, Fiedler, Flinch, Kraft and Späte landed on the way back at distances between 26 and 46 kms from the Ith. Bauer, Beck, Haase, Karch, Ludwig, Schukardt, von Treuberg, and Ziller at least managed to get as far as the Ith. Of the CLASS B two-seaters, only Abel and Phrenn got as far as the Ith. The JUNIOR CLASS was set a triangle, Wasserkuppe-Milseburg-Edersburg-Wasserkuppe. The only pilot who managed this task was Urban, who was in 2nd place.

On SUNDAY 5th AUGUST the 20th Rhön Contest ended. 19 of the best glider pilots all had to land at the Tränkhof below the 'Kuppe. The reason for this was high cloud cover and no wind.

On SUNDAY AFTERNOON, the NSFK Korpsführer General der Flieger Christiansen awarded the prizes.

CLASS A. 1st Erwin Kraft (Schwabia) 2550.25 points in the Reiher 3 V.2.
2nd, Kurt Schmidt (Southwest) 2,533.75 points in Condor 3.
3rd, Karl Treuter (Mitte), Middle Germany) 2,331.25 points. Weihe.
4th. Ernst Günter Haase (Berlin) 2295.0 points. Condor 3.
5th. Otto Bräutigäm (NSFK Gruppe 7) 2256.7 points – Condor 3.
6th, Ludwig Hofmann (NSFK Gruppe 4) 2185 points – Weihe.
7th, Schuchardt (DVL) 2175.5 points-B.6.
8th. Graf von Treuberg (NSFK Gruppe 14) 2168.2 – Weihe.
9th, Wolfgang Späte (DFS) 2094.5 points Reiher V.2.
10th, Bernard Flinsch (DVL) 2057 points Mü 17.
11th, Rudi Opitz (NSFK Gruppe 11)2037.2 Points. Weihe.
12th, Heinz Huth (NSFK Gruppe 3) 1983 Points – Reiher 3.
14th, Beck (NSFK Gruppe 15) 1781.5 points – Mü 13d.
22nd, Heinz Scheidhauer (Luftwaffe) 956.2 points – Horten 3b.
23rd, Ludwig Karch (Luftwaffe) 900 points – Mü 17.
25th, Erwin Ziller (NSFK Gruppe 6) 976 points – Weihe.
27th Mende (DVL) 737.2 points-FVA 13 Olympia Jolle,
28th Baumann (NSFK Gruppe 2)590 points – Mu 13d.
29th Philipp (NSFK Gruppe 1)569.5 points – Rheinland.
32nd Wenzel (DVL) 489 points, Berlin B-8.
33rd Flakowski (Luftwaffe) 455.5 points – Horten 3b.
38th Ebert (DVL) 161.5 points – Göttingen 2.

(DVL = Deutsche Versuchsanstalt für Luftfahrt)


„Reiher V2"
D-11-167
1/72 Scale
„Reiher V1"
0-11-95
1/72 Scale
1500
1400
3500
„Reiher" der DFS
-Reiher wing root fittings

No16 Fick received a Golden Plakette for achieving the greatest height of the contest – 5,790 metres.No.3 Treuter received a Silver Plakette for achieving the 2nd best height of the contest – 5,625 metres.

CLASS B. 1. Kühnold/Prestele (Mitte) 1105 points Kranich 2b-1.
2nd, Romeis/Prestele (Bavaria South) 995 points. Kranich 2b-1.
3rd, Mudin/Deleurant (Luftwaffe) 705 points. Kranich 2b-1.
4th, Erik Vergens & Malkow (NSFK Gruppe 4) 639.5 points Kranich 2b-1.

JUNIOR CLASS. 1st Pasold (Sudetenland) 527 points Mü 13d.
2nd Urban (East) 445 points. Mü 13d.
3rd, Hannoschök (North) 434 points Mü 13d.

(The above information was translated by C. Wills from Peter Riedel's "Über sonnige Weiter, Experienced Rhön History 1933-1939")

From 1257 launches, 597 distance flights were flown and among them were 99 goal flights.These totaled 16,881 kms, which averages at 171.5 kms per flight. The total Cross Country distance flown during the contest was 74,532 kms which comes out at 125 kms per flight. The retrieve teams drove 320,000 kms.

Notes on some of the pilots involved.
Kurt Schmidt's amazing 8 year career in gliding came to an end. In 1933 he had helped to build a Grunau Baby 2 at Rossiten. In 1933, he flew it for over 36 hours for a World's Duration Record. He then took two years to build the second Mü 13, the Atalante, with which he won the 1936 Rhön Contest. He finished 5th in the 1st International Gliding Contest on the Wasserkuppe in his Atalante. In the 1938 Rhön Contest, he was leading in his Atalante until the 9th day and then had to accept 2nd place behind Späte's Reiher V.1. In 1939, he exchanged his brave Mü 13 for a new, relatively fast Condor 3 but still had to accept 2nd place by a very small margin behind Kraft's Reiher 3. During 1939, he flew a Mü 13d 487 kms from Trebbin, north of Berlin, to his adopted home in Bavaria. He certainly was one of the best glider pilots of the time, if not the best.

Ingo Pasold and his brother Rolf often flew the Rhönbussard BGA 395 from the LGC at Dunstable. During the 1938 British National Contest, they came 5th behind P.A. Wills's Minimoa. This Rhönbussard is now flying with the Oldtimer Gliding Club (OSC) Wasserkuppe and was flying at Nitra in 1998. Its registration now is: D-7059.

On the final weekend of the 20th Rhön Contest, the military came in force and Generals, including Albert Kesselring, were leaping in and out of gliders wondering, we imagine, to what military purposes they could be put. It was certainly clear that with oxygen, radio and blind flying instruments, they would be an excellent basis for power flying training. The glider pilots were used for the DFS 230 landings to outflank the Maginot Line. Bräutigäm, Ziller, Scheidhauer, and others captured Eben Emael flying DFS 230s. Bräutigäm and Flinsch were killed together in an ME 321 Gigant in 1941. Erwin Kraft was killed in an FW 190 defending East Prussia in 1944. Kurt Schmidt, as a Messerschmitt test pilot, was killed on 8.3.44 flying the ME 262 V.6 at Lechfeld. The type still had some technical failings and one of them prevented him from bailing out. Späte was Kommodore of the first ME 163 unit Jg 400. Having survived this, and having tested Lippisch's air cushion aircraft, he died quite recently. Hofmann became a test pilot in Russia but came back to Germany in 1955 and was for a time Germany's foremost helicopter expert. He died of a heart attack not long ago. E.G.Haase, became World Gliding Champion flying his HKS 3 at Leszno in 1958, and is still alive.

C.Wills

ANOTHER PAGE FROM THE HISTORY OF THE LONDON GLIDING CLUB

Geoff Moore has researched some facts about the history of the club during 1939 and 1940

Hyper activity at the London Gliding Club took place with the Air Defence Cadets, forerunners of the ATC, and regular club members who never seemed to be grounded as members saw gliding as their right in spite of political views and war.

In Germany gliding was in full swing, as reported by the Daily Telegraph on December 9th 1939 which showed one hundred thousand 15/18 year olds were training up to 'C' standard stage.

However, in Great Britain and Northern Ireland, gliding was unofficially banned, even for ground hops, from the beginning of the outbreak of the second world war in early September 1939.

During the Spring and Summer, gliding in Great Britain achieved tremendous success. Member Geoffrey Stephenson (still an active flier as P2) became the first pilot to soar across the English Channel to France in April from a winch launch. Philip Wills in his Minimoa (an example can be found in the Otley building workshop undergoing restoration) set a new British height record on July 1st from LGC, cloud flying to 14170 feet over St Albans and Luton towns and landing back at the Club, also from a winch launch.

LGC together with seven smaller clubs undertook the training of Air Defence Cadets through the 1939 season from April to September. We trained 40 cadets per month until July which produced 1700 ground hops, 22 hill top launches and 4 winch launches – a total of 1726 launches giving a total of 18 minutes 7 seconds flying time. The August records show only 19 cadets were booked and trained. In September, because of the unofficial flying ban, there were only 12 bookings, all of whom, except 3, cried off when war was declared. The training camp was then cancelled.

Altogether, statistics for the year to September show 200 cadets trained at our club, a small handful of future RAF pilots compared to Germany's growing total of youth fliers. The Club did carry on as usual with instruction available to members thanks to a petrol ration allowance of 100 gallons a month to supplement winches etc.

On Sunday September 3rd, because of the unofficial flying ban, nobody dared challenge the government's restriction on flying. However, it was seen by members as total nonsense. On September 10th, 24 members turned up compared to the 6 the previous week. As a lovely soaring wind with thermals could not keep pilots out of the sky, some were given permission to fly although only on condition that they kept to below 50 feet on the hill at 40/50 miles per hour which thrilled the crowds below.

Records show members flew again on the17th and 24th but with less and less launches as members were being called up hastily into the armed forces. During September, the first



Two types that might have been seen above Dunstable in 1939, top is a Rhönbuzzard, this one owned by Firmin Henrard and below is a Kirby Cadet which is now owned by Richard Moyse.

wartime launches produced 29 ground hops by 3 camp members and other LGC members.

However on November 19th, 40 pilots flew for 29 hours. This turned out to be the last flying day for some and for others the start of a long wait as the CFI Tim Hervey received from the Air Ministry a final reply to his enquiry in September telling the Club that flying was against the law. At about the time of receipt of this letter, the Police Chief Inspector of Dunstable called by to the Clubhouse on November 26th to explain in detail over a beer that he bore no ill will about flying at the club.

The October issue of S&G announced that it was not yet certain whether gliding was classified by the Air Ministry as 'civil flying' but soaring was probably still possible at certain British clubs. However, weather forecasting maps were stopped, the Air Ministry daily weather reports were no longer sent to subscribers but it was still possible to obtain these 15 days in arrears!

In late November 1939 the main hangar was let to the Vauxhall Car Co to store new cars for the 1940 range. The hangar doors were kept securely locked in case anyone was tempted to use them for retrieving exercises around the airfield. The Evans hangar and workshop was used to store six gliders fully rigged – 2 Grunaus, 1 Cadet, 1 Nacelle Dagling and 2 open primaries. A Falcon 3 with its tail rigged was also fitted in but taken out during times of work, the wings being kept in a wooden hut. A Rhönbussard was stored in its trailer and the rest of the club fleet, 8 primaries, stored flat in the hangar roofs. Privately owned gliders were dispersed to various points of shelter around the countryside.

No further flying appears to have taken place between November 19th and March 21st 1940. The official notice of prohibition of gliding was received by the Club on January 5th 1940.

Subscriptions became due on February 1st. The Committee had instructed that the Secretary should not insist upon flying members paying the full three guineas subscription (£3.15) if they could not afford it over this difficult period and that he should therefore suggest a reduction of 1 guinea (£1.05) but in any case the normal fee would be payable for flying and land yachting.

In the new year there was good news in the shape of a defence scheme for providing glider training for the RAF as a preliminary to learning to fly with engines. This was of course worked out by the Club in detail before being considered by the Air Ministry. It was hoped that soaring was seen not merely as gliding. but as a true useful preliminary source to learning to fly together with aerotowing. It was further hoped, if the scheme went ahead, that civilians would not be barred from flying at gliding clubs.

Word soon leaked out that an RAF camp was to take place at Easter in March 1940, coupled with the equally important news that club members would be allowed to fly together with the 22 camp pupils. Our members were jubilant as they were given permission to spread their wings two miles horizontally and 2000 feet vertically.

The Squadron Leader in charge of the camp was extremely keen to make an impression and be successful, and as, needless to say, civilians could not be kept out of the show, six sailplanes were allowed to turn up. The prospect of getting into the air by the RAF personnel resulted in half of the Wing volunteering for the camp – though they not only had to take the time out of their Easter leave, but also had to pay 10 shilling (50 pence) a day for the privilege – and the final participants were chosen by ballot.

When the first day's flying commenced. Dudley Hiscox climbed in a thermal to the 2000 feet limit. So, on the 21st March, after the four months period of being grounded came to an end, flying began again in earnest.

A winch owned by the Oxford Club was brought over by Robert Kronfeld, another winch was brought in by a private group from Croydon and one of the LGC winches was also made to operate.

The RAF visitors were so thrilled at their first sight of soaring that when a Grunau, flown by club member Fender, landed after 25 minutes. they all rushed over to retrieve him. A later sighting of three sailplanes together under a cloud made the RAF rub their eyes incredulously.

Philip Wills made an appearance after a six months absence and was astonished to discover so many familiar faces around.

During the four days of the camp, the RAF did 388 ground hops, 26 hill top launches and one winch launch and one hour sixteen minutes flying time. Our club two seater did 51 flights and four hours 39 minutes and other sailplanes 151 flights and 23 hours 7 minutes – a total of 616 launches and 28 hours 2 minutes flying time in four days.

On April 11th, Lord Apsley asked the Secretary of State for Air whether he would consider making use of wasted potential material for gliding and soaring (machines and equipment were lying idle and deteriorating) and the use of powered glider flying activities along the lines followed by Germany after 1920. Sir Samuel Hoare replied: "it is not practicable to include gliding in the training for pilots for the RAF".

On June 4th a parliamentary member asked the Air Minister whether he could consider providing the necessary financial support to make a gliding camp for Air Defence Cadets. Sir Samuel Hoare replied: "for defence reasons, it has been necessary to impose severe restrictions on all kinds of civil flying in the country and I regret that I cannot see any way in present circumstances to sanction the establishment of a gliding camp for Air Cadets."

The Club did continue to obtain special permission to fly each weekend through April up to 5th May when records show this was the last flying day before the Club closed down for the war. The Club had had permanent 'provisional permission' to fly instead of having to obtain permission each weekend up to this time, but after May 5th a telegram was received cancelling all permission.

The Club was dealt a further blow when it was told at the end of May that our premises and grounds were wanted for another purpose and would be taken from us. We would therefore be expected to be turned out by June. Of course in those days, one was not allowed to know or even speak of what would actually be happening here. We all know it was turned into a prisoner of war camp. Most probably to keep LGC from using its ground for flying purposes.

The last AGM to be held in the Clubhouse was March 29th with dinner at Whipsnade Zoo. Membership was 381 of which 344 were flying members and 37 associate members and statistics for the year show a total of 1584 flying hours. The Chairman J.S. Fox outlined the progress made in the 9 years of existence from the beginning when the total assets were one bungy rope and two broken primaries.

Upon exclusion from our own Clubhouse, which now became known as Brixton Gaol, another refuge for a Clubhouse was found at Mr Turvey's farm at Totternhoe, a storage place for gliders in the very early days of Dunstable.

It was no secret in all the villages around that LGC was a nest of fifth columnists. The villagers were too polite to tell the Club Steward about this, but a Club member who came to live with the Turveys had discovered the awful truth. The Club had bought gliders from Germany, and had invited a large group of Germans over to the Club for a big camp in 1937. From the gliding camp the Germans flew around the district. It followed automatically that any German aircraft heard in the area were thought to be piloted by some of the former campers. There was a rumour that when a German aircraft was brought down near here, its pilot actually claimed to be a member of the Club and gave his name. Although nobody actually discovered where the airman had landed or spoke to him, nevertheless rumour has it that this happened within a 15 mile radius of the club.

At the AGM in Totternhoe on September 15th, it was explained that the Club had cost £3500 to run in the previous year. Subscriptions brought in £999.19.6, flying money was £453, camps for members raised £405, hangar and trailer rents raised £194, the bar £25 and for the Air Defence Cadets the Club received £1520 from the government for training them and £649 from the Air League for housing and feeding them. The Club's profit for the year was £292. The CFI Tim Hervey was then to start his new job in the Air Ministry, that of course being another story.

Perhaps now we should all raise our glasses to these pioneering Club members, for nothing would stop them from flying and soaring their gliders for the benefit of future aviators.

Geoff Moore

KRANICH 2B PRODUCTION

At NITRA, we were lucky enough to meet and have a lecture from Jiri Havelka concerning wartime production of Kranich 2b-2 sailplanes at Nitra.

Mraz at Chotzen Bohemia had been ordered by Berlin (RLM?) to build Kranich 2 b-2s. They could not refuse to do this and Dpl.Ing Mraz would have had to leave his firm if it could not produce a certain number of Kranich 2s by a certain date. This it managed to do.

Because Mraz Chotzen in Bohemia was fully engaged with building Fi 156 Fieseler Storchs (Mraz Cap), Ing.Mraz had to buy a furniture firm with 300 employees in Nitra, Slovakia. Jiri Havelka, at the age of 23, was sent there from Mraz Chotzen (Cz-Chosen) to lead the production and to be Technical Director.

On his arrival in 1941, he started by working in the department for "cooling apparatus" which was not suitable employment for a trained aircraft engineer. The labour force was unskilled, but it soon learnt how to build Kranich 2b-2s quickly.

At first, it started building only the smallest parts, but this was worked up in less than 6 months to producing the finished aircraft. By June 1941, one complete Kranich 2b-2 a day was leaving the firm. Open lorries would take them to the Nitra railway station, and from there, they would go by train to Mraz, Chotzen, in Bohemia. They were rigged at Mraz, Nitra but not test flown, in spite of the airfield by the factory. At Mraz Chotzen, the Kranichs (Jerabs) were finally checked, and then probably test flown before delivery to their purchasers. The Hungarians bought 7 of them. Their mass production took place at Nitra in a large hangar which was later destroyed by the Russians. It would have been hard to heat this hangar in winter. It is not known whether heating was used to accelerate the gluing. (At Elliott's of Newbury there were two heated, horizontal presses, which caused Aerolite 301 to set in 7 minutes using medium hardener but C.Wills does not know how long Kaurite took to set) The Mraz, Nitra airfield has now been built over and is no longer to be seen.

There were almost no changes to the original plans, which they had received from Germany. Only some ball bearings were replaced by roller bearings. *(Thus, it would appear that the whole aircraft was redesigned by DFS in Germany in 1939. The Kranich 2B-2 is only externally similar to the earlier Kranich 2B-1 and no parts are interchangeable. The B-2 version has many improvements over the B-1 version, but strangely, as the new drawings had gone to Czechoslovakia, the older Kranich 2B-1s were still in production in wartime Germany and Sweden. Goodness knows how, but the later plans were received in Spain and Poland for production runs of about 50 Kranich 2B-2s in each country during the early 1950s. CW).*

They had no idea who bought the Nitra Kranich 2 B-2s. As far as they knew, they were not building military aircraft. When asked about the Mraz production of the 2 Condor 3s and DFS 230s, Mr Havelka said that he did not know about this, but he did hear that Mraz Chotzen (Chosen) had built certain prototypes but that they had never achieved mass production. Perhaps, this referred to the two Condor 3s?

When asked by Jan Förster if, by employing labour at Mraz Nitra, it would prevent the workers from being sent to work in Germany, and that this would give the workers a better chance to sabotage, as has been related in the book "Fokker, Aircraft Builders to the World" by Thijs Postma on page 133, Mr Havelka said "No, this did not come into it at all".

"We had a very strict inspectors' requirement that they should break at once any sub-standard work. The workers at Nitra had not heard about this, and they threw an inspector into the stream" *(probably the Nitra River"?CW).* Kaurite glue was used and it was simply a matter of coating one surface with a black substance and the other with a red substance, and pressing both surfaces together. When asked about the improved Kranich 2b-2s (Jastrab 2s) with the rear canopy higher than the front canopy, he said that only one was built.

When someone mentioned that we had three registrations for them, he said that the other two must have been built by Mraz in Bohemia.

At the end of the war, there was no more demand for the Kranich 2B-2s but, he went around the factory putting all the parts in order, in the hope that they would not be destroyed and could be used again.

The main production hangar was destroyed, but many of the smaller buildings are still there, but have had other buildings built on to them. It was impossible for Chris Wills not to compare the Mraz Nitra firm with Elliotts of Newbury which, during the war, had a similar number of workers, and where he was employed from 1952-1954.

It is still not clear whether Mraz at Chotzen (Chosen) built any Kranich B-2s at all, but all the Mraz Kranich 2B-2s we have seen have had name plates with: Dr Ing. Mraz, Chotzen-Böhmen on them. Perhaps these were installed during their building at Nitra ?

We ask forgiveness from our Czech and Slovak friends for having called their JERABS Kranich 2B-2s. This was done for the easier understanding of some of our newer members.

Mr Jiri Havelka, now lives in Slovakia We were all captivated by his warm personality and were very glad to have met him. He had printed some black/white photographs from 50 year old negatives, during the night before. These showed Mraz Nitra's Kranich 2B-2 production. Concerning the Mraz built JERABS, we believe that of the more than 1,400 built, none are airworthy, but one may fly during 1999 and another will be, we hope, restored to fly soon.

We hope that we will have another International Rally at Nitra and, should this happen, we will do our best to bring Kranich (JERAB) 2s with us for Jiri Havelka and fellow Mraz Nitra workers to see again as we did not have a single Kranich 2 available to bring to Nitra in 1998. In the near future, there should be 6 Kranich 2s airworthy in Europe, but only one of them was built by Mraz. The Mraz firm is now called Orlican and, after having built the very good Czech contest sailplanes VSO 100, it has been building the Schempp Hirth DISCUS fibre glass sailplanes.

(C.Wills thinks that the original Weihe and Grunau Baby 2s were also redesigned for mass production during the war by DFS in 1939/40 and that is why the Jacobs Schweyer Weihe which was mass produced during the war is for ever being referred to as a DFS Weihe. Similarly, Kranichs are all often referred to as DFS Kranichs irrespective of the version or where they were built. DFS built a production run of 60 of the first Weihes from 1938, according to Hans Jacobs, and they were quite different from the JS Weihes. Normally, we have been referring to these first Weihes as DFS Weihes, the last two of which languish in Finnish Museums.)

THE MOTORISED PETREL

Ted Hull has visited Wing Commander Ken Wallis (of Gyrocopter fame) and related the following story of the Motorised Petrel.

"In 1947, the Slingsby Petrel BGA 651 was owned by John Moore of Reigate who persuaded Wing Commander Ken Wallis to install an auxiliary motor. He mounted above the centre section a 268cc twin cylinder two stroke engine, originally serving as a starter motor for a German Jumo jet engine, which drove a 30 inch diameter wooden propellor of 10 inch pitch. The fuel tank of 16 fluid ounces was once a soup tin! Ken Wallis had to make the installation without altering or making holes in the Petrel and he achieved this by attaching everything to new wing pins which had been extended. The engine, mounting and battery added 30 lbs to the weight of the glider.

The machine was taken to Redhill for flight testing but Lorne Welch, the CFI, wanted nothing to do with it until the ARB had given it qualified approval. At that time the Petrel fortunately had a wheel incorporated into the landing skid and Hugh Kendal, no light weight at 14 stone, carried out 10 flight tests. After this, the restrictions imposed by the ARB precluded any further development flying and the engine was removed.

The engine and its mounting as still in existence in Ken Wallis's hangar at Dereham in Norfolk"

(BGA 651 is still flying and is owned by Graham Saw Ed).



International News

ARGENTINE NEWS

Letter was received dated 24th November 1998. from our member J.Wills in New Zealand.

"Gillian and I have just returned from a fortnight's gliding in the Argentine Andes. The spectacular scenery was only matched by the warmth and hospitality of the Argentinian gliding community.

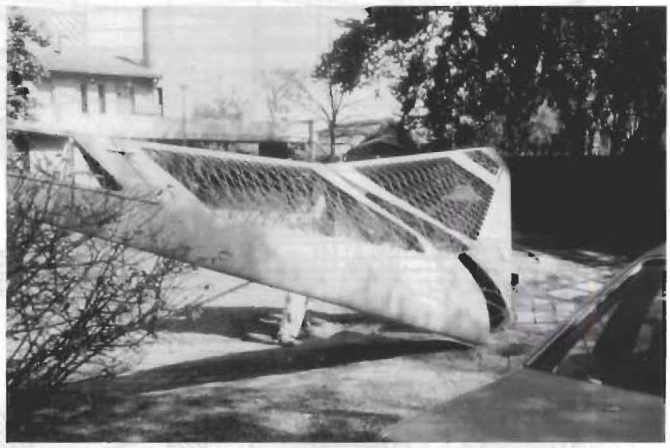
During our travels we spent three days at Cordoba where Roberto Tacchi gave us a magnificent dinner at his self-designed home overlooking the city. After initial drinks he led me down to his garage, and there was a perfect Horten Xb ("Pianifero 2")! This is a foot launched flying wing with 10 metre span designed as a succcessor to the Horten Xa.("Pianifero 1"). It had never been flown, but lacked fabric to complete it. Roberto said that he was concerned that the timber used in the D-box was somewhat inferior and that he had decided to present it to the local museum, although he had also been approached by the Smithsonian. He showed me the ingenious harness designed to enable the pilot to swivel face down after take off. He was confident that foot launched take offs would be feasible, but that a skid was included for landings. The entire structure was beautifully built, but quite intricate so that any damage would involve a skilled craftsman to repair it. Controls were in the form of a single bar that passed in front of the pilot, which could be moved fore and aft, as well as laterally, creating the appropriate movement in the elevons. Apparently the aerofoil was constant throughout the span, but there was considerable wash out apparent at the tips. The movable canopy elegantly blended in to the centre section.

Roberto is an interesting man. Apart from being a successful architect (as evidenced by his house), he had been a glider pilot since the 1940s. He had flown the Horten Xa ("Pianifero 1"), with its diminutive 7.5 m. span and had spent a lot of time with Reimar Horten. He gave me copies of numerous photographs which I enclose. The aerotow depicts comparison testing between the Horten Xa and a Grunau Baby. Apparently the latter was better at low speed, but the Horten was much superior at high speeds. Although, some photographs show large strakes installed in the wing, these were found to be unnecessary and were subsequently removed. More recently Roberto had been involved in building, under licence in Cordoba, the Schleicher K-18. Unfortunately the complex wing structure had resulted in a build time of 4,000 hours which made it uneconomic without government support, which had been withdrawn. However, a considerable number had been built to a magnificent standard. Rodney Witter, who had accompanied us on our visit, flew Roberto's personal K-18, and said that it was the sweetest handling glider that he had ever flown.

During the evening we also met Reinaldo Picchio who had crewed in the 1952 World Gliding Championships at Madrid for the Argentinian team. He reported that the two Horten XV bs built for the contest had been unable to stand the rugged outlanding fields in Spain. However, he thought that one might still exist in the roof of a gliding club hangar near Cordoba.

The only other vintage gliders that I saw were Grunau Babies, with locally built canopies. However, by chance we visited Villa General Belgrano, a hill settlement SW of Cordoba which had a large German community. There was a small airfield beside which lay an immaculate cemetery, and there we found the grave of Walter Horten. I had not realized how young he was when he designed the early Hortens which did so well at the Wasserkuppe in the mid 1930s, given his year of birth was 1915. Clearly youth was no bar to advancement in glider aerodynamics in those times."

Justin Wills



The framework of a Horten Piernifero 2, believed to be in Argentina. From C.Wills

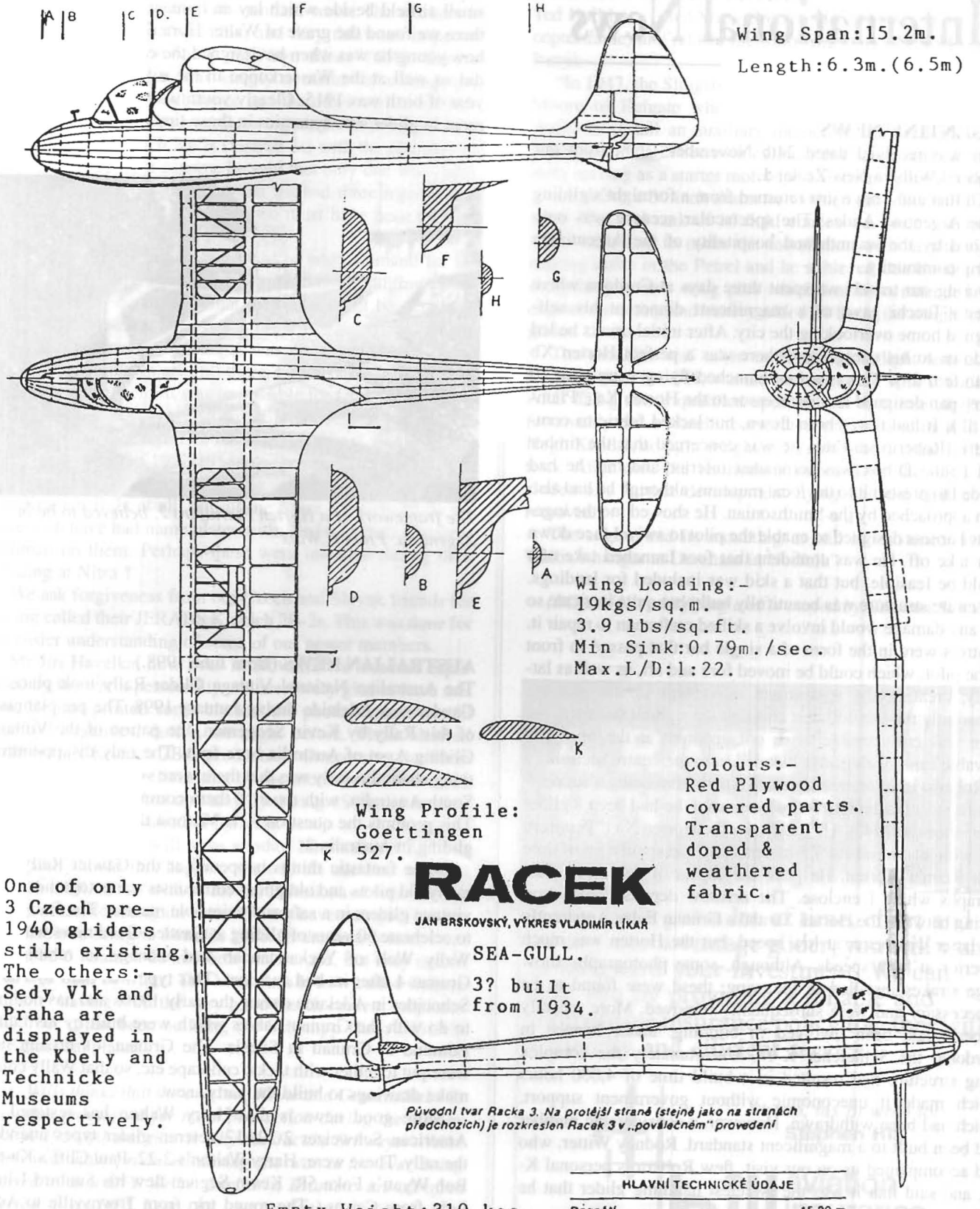
AUSTRALIAN NEWS (from June 1998.)

The Australian National Vintage Glider Rally took place at Gawler near Adelaide during January 1998. The pre planning of this Rally by Kevin Sedgeman, the patron of the Vintage Gliding Assn of Australia bore fruit. The only disappointing thing about this rally was that there were very few entries from South Australia, with most of them coming from Inter State. This prompts the question .. is Victoria the centre of vintage gliding in Australia ?

Some fantastic things happened at the Gawler Rally and many old pilots and old glider enthusiasts came together to fly vintage gliders in a safe and enjoyable manner. The Rally was to celebrate 50 years of gliding at Gawler. Good news was that Wally Wolf of Yackandandah had manage to rebuild his Grunau 4 after its bad accident. This type was built by Harry Schneider in Adelaide during the early 1950s and has nothing to do with the Grunau Babies which were built by his father Edmund at Grunau in Silesia. The Grunau 4's broken bits were put together with tacks, cellotape etc, so that Wally could make drawings to build the parts anew.

More good news is that Harry Walton has restored an American Schweizer 2-22. 12 veteran glider types attended the rally. These were: Harry Walton's 2-22, Paul Cliff's Ka-6e, Bob Wyatt's Foka 5R, Kevin Segnan flew his Sunbird Ultralight from Cairns.(The round trip from Townsville to Adelaide is 6,200 kms!), Bob Mc Dicken's Grunau Baby 4, which was built from a kit by ASC members, Don Nottle and Brian Underwood arrived from Balaklava with their Ka-7 after an interesting flight in marginal conditions, Ralph Crompton came with his ES Ka-6, Noel Rödiger recalled his 300 km flight in the Ka-6 which had taken almost as long as his 1000 km flight in an LS-3.

International visitors to the Rally were Ged Terry who was present for his 7th Australian National Vintage Rally. He was



Wing Span:15.2m.
Length:6.3m.(6.5m)

Wing Loading:-
19kgs/sq.m.
3.9 lbs/sq.ft.
Min Sink:0.79m./sec.
Max.L/D:1:22.

Colours:-
Red Plywood covered parts.
Transparent doped & weathered fabric.

Wing Profile:
Goettingen 527.

RACEK

JAN BRSKOVSKÝ, VÝKRES VLADIMÍR LÍKAŘ

SEA-GULL.

3? built from 1934.

One of only 3 Czech pre-1940 gliders still existing. The others:- Sedy Vlk and Praha are displayed in the Kbely and Technicke Museums respectively.

Původní tvar Racka 3. Na protější straně (stejné jako na stranách předchozích) je rozkreslen Racek 3 v „poválečném" provedení

HLAVNÍ TECHNICKÉ ÚDAJE	
Rozpětí	15,20 m
Délka (po přestavbě za války)	6,30 m (6,50 m)
Nosná plocha	14,00 m
Stranový poměr	1:16,5
Hmotnost prázdného větroně	210 kg (217 kg)
Hmotnost za letu	310 kg (295 kg)
Zatížení na jednotku plochy	19 kg/m²
Nejmenší klesavost	0,76 m/s
Klouzavost	1:22
Optimální rychlost	65 km/h

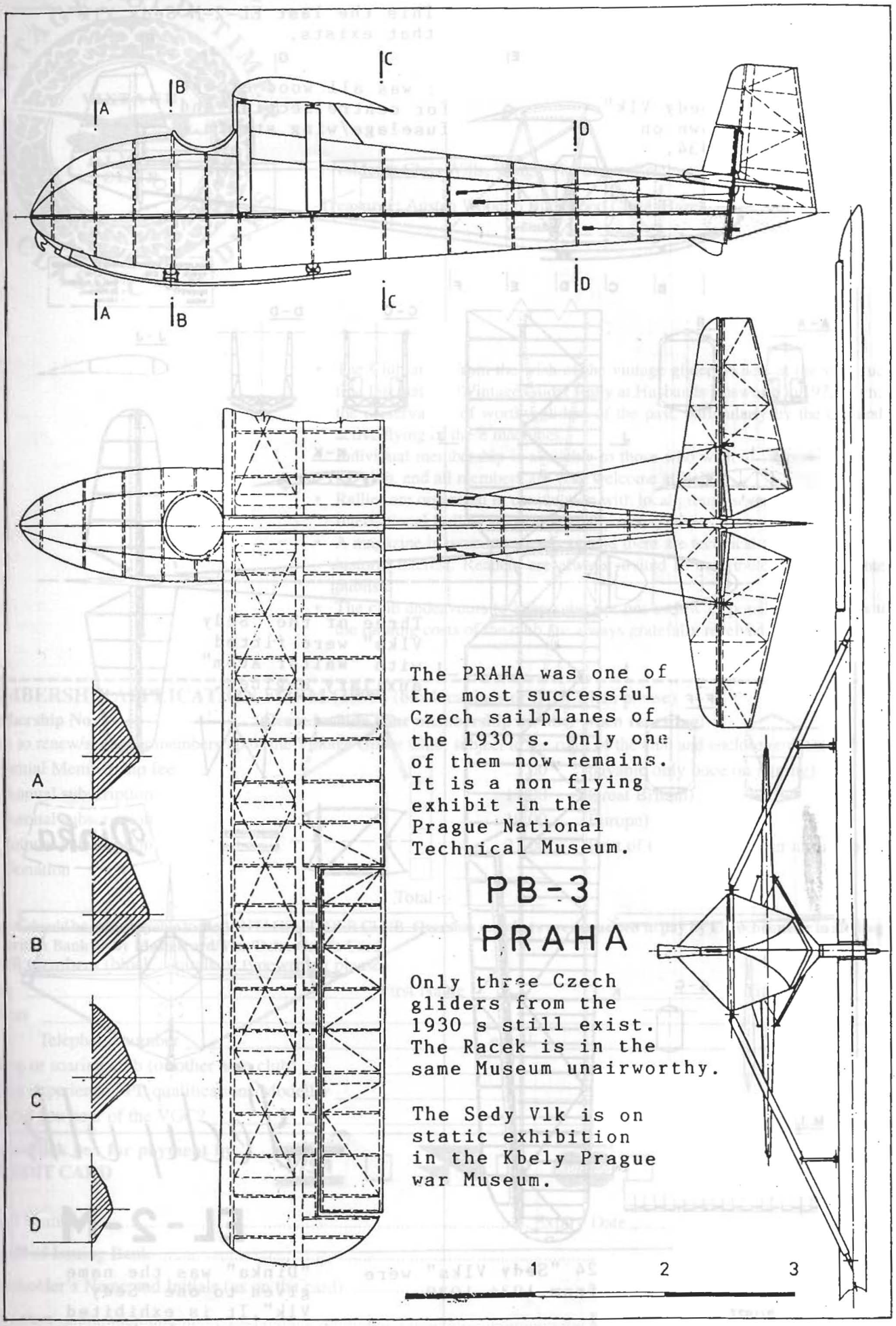
Profil křídla G 527

L + K 83/23

Mrkev Racek 3 One example is hanging up on display in the Narodni Technicke Muzeum, Prague.

Empty Weight:310 kgs. (295kgs)462 lbs. (477.4 lbs.
Flying Weight: 310 kgs(295 kgs) 682 lbs(649 lbs.
Load:100 kgs(220 lbs)

Reproduced from Letectvi & Kosmonautika 83/23.



The PRAHA was one of the most successful Czech sailplanes of the 1930 s. Only one of them now remains. It is a non flying exhibit in the Prague National Technical Museum.

PB-3 PRAHA

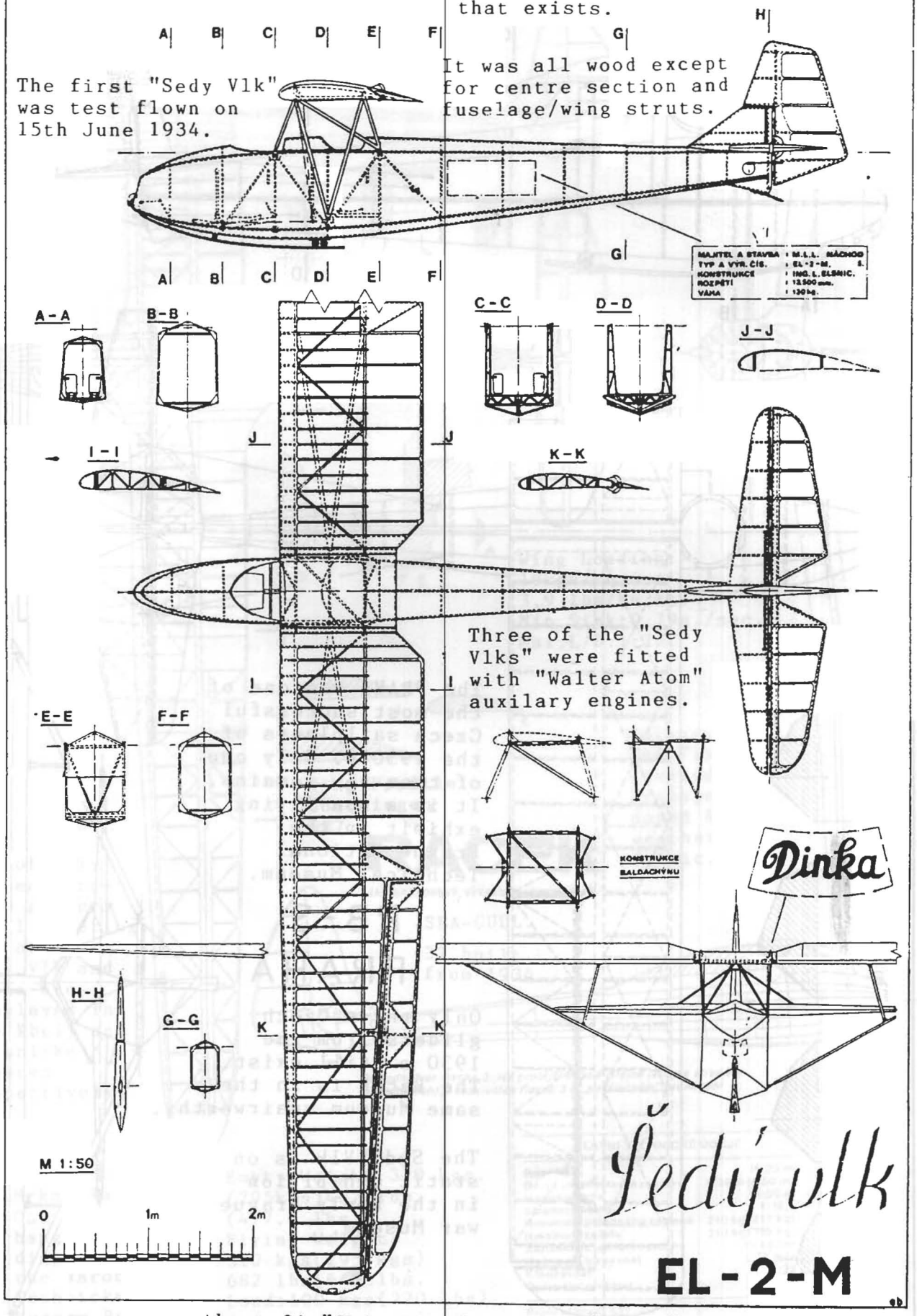
Only three Czech gliders from the 1930 s still exist. The Racek is in the same Museum unairworthy.

The Sedy Vlk is on static exhibition in the Kbely Prague war Museum.

it was found in East Bohemia near the village of Nachod. This the last EL-2-M Sedy Vlk" that exists.

The first "Sedy Vlk" was test flown on 15th June 1934.

It was all wood except for centre section and fuselage/wing struts.



Three of the "Sedy Vlks" were fitted with "Walter Atom" auxilary engines.

About 24 "Sedy Vlks" were built from 1934-1938.

"Dinka" was the name given to one "Sedy Vlk". It is exhibited static in the War Museum at Kbely.

VINTAGE, OLD-TIMER & CLASSIC GLIDERS

VINTAGE GLIDER CLUB

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.

MEMBERSHIP APPLICATION FORM (1999) (block capitals or typewritten please)

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

I wish to renew/apply for membership of the Vintage Glider Club, subject to the rules of the club and enclose remittance for:

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

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

For all members (block capitals or typewritten please)

Name _____ First Name _____ Title _____

Address _____

Telephone number _____ email _____

Gliding or soaring club (or other aero club) _____

Gliding experience/PPL qualifications/Modeller _____

How did you hear of the VGC? _____

Please tick box for payment by CREDIT CARD VISA ☐ DELTA ☐ EUROCARD MasterCard ☐

Card Number ..... Expiry Date .....

Name of Issuing Bank .....

Cardholder's Name and Initials (as on the card) .....

Signature ..... Date .....

Treasurer

Database

Glider

Please post with your remittance to: The Treasurer, Vintage Glider Club, 6 Buckwood Close, Hazel Grove, Stockport SK7 4NG.
Tel: 0161 487 4522

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Australia, Ian Patching, 11 Sunnyside Crescent, Wattle Green, Victoria 3096
Belgium, Firmin Henrard, Rue de Porcheresse 11, 5361, Mohiville-Hamois
Brazil, Frederico Fiori, PCA Eugenio Jardin. 34 Apto102. Copacabana, Rio de Janiero CEP 22061. keka@pontocom.com.br,
Canada, Terry Beasley, PO Box 169, 940 Lalonde Road, L'Orignal, Ontario, KOB 1KO. trbmsc@hawk.igs.net
Finland, Risto Pykälä, Ristkarinkatu H A 13, 15170 Lahti. rpykala@edu.lahti.fi
France, Didier Fulchiron, 333 Rue Louis Blanc, 38420 Le Versoud. didier_fulchiron@mail.schneider.fr
Germany, Jòrg Ziller, VGC Kreissparkasse Boblingen, Kto: 42856937, BLZ 603 501 30, Deutsches VGC Konto (Bitte zahlen Sie Ihnren jahrlichen Beitrag, von **57 DM** auf das VGC Konto)
Hungary, Lászlò Mészáros, Erkel utca 4, H-1092, Budapest. typozen@westel900.net
Ireland, John Finnan, Talavera, Emiky Square, Dublin
Italy, Vincenzo Pedrielli, Via Tintoretto 7, 20033 Desio (MI). Tel 0362 630293. vpedrielli@murata.it
Japan, Hiroshi Yoneda, 97-6 Tsuruta-machi, Utsunomiya,Tochigi 320. hirosi-y@mxg.meshnet.or.jp
Netherlands, Nell Dijkstra-Adriaansen, Melis Bleklaan 61, 4634 XV Woensdrecht. Fax 0031 1646 15887. knvvlpda@xs4all.nl Bank account ABN-AMRO 466746318
Norway, Petter Lindberg, Edvard Munchs GT 10, 1511 Moss.
Poland, Piotv Liqwinski, 93 038 Looz, ul Sannockd, 39m20. pikolo@krokus.com.pl
Slovakia & Czech Republic, Josepf Ott, Panska dolina 2, Nitra. aeroclub.ni@usa.net
South Africa, Nigel Rotherham, PO Box 13407, Northmead, 1511, RSA. nigel.r@netline.co.za
Spain, Jose Garcia Colomo, Dr Zamenhof 41, 1r,3a 08800 Vilanova, i la Geltru, Barcelona. Tel 93 815 92 98. jgarcia21@piextec.es
Sweden, Rolf Algotson, Aneboda. 360 30 Lammhult. Tel 0472 26 20 26. Fax 0472 26 21 08
Switzerland, Willi Schwarzenbach, Rte de Cossonay 52, CH-1008, Prilly.
UK, Ian Dunkley, c/o Derby & Lancs Gliding Club, Camphill, Gt Hucklow, Tideswell, Derbyshire SK17 8RQ. vgc@datron.co.uk,
USA, Mai Scott, 12582 Lutheron Church Rd, Lovettsville, VA 20180. flycow@ibm.net
Zimbabwe, Mike O'Donnel, 21 Quorn Avenue, Mount Pleasant, Harare.

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

For owner members (block capitals or typewritten please) Membership is individual, not by syndicate.

Type of glider _____

Make and date _____

Registration _____

Other numbers _____

Colour scheme _____

Where normally flown _____

Other owner(s) _____

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

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

I have no objection to my VGC membership record being held on a computer file and being made available: to other members

Signed _____

Please Use CURRENT ORDER FORM for current range, prices, postage!

No req £

Adhesive badges @ £0.40 each.
Blue motif on silver 75 mm dia. Four types:
Front glued for sticking inside windscreen
1 'Vintage Glider Club' .....
2 'Vintage Glider Club Member' .....
Back glued for sticking on glider etc.
3 'Vintage Glider Club' .....
4 'Vintage Glider Club Member' .....
PVC sticker as above, 'Vintage Glider Club'
back glued for trailers etc.
9" (230mm) dia @ £2.50 each.....
15" (380mm) dia @ £4.50 each.....


sticker 100x40 mm,
back glued, £1.00 each ...

Cloth badges @ £1.50 each.
Blue motif on silver-grey. 70 mm dia.....

Metal lapel badges @ £1.50 each.
Silver-coloured motif on blue
enamel. 16 mm dia.....

Glider Pin: white enamel in gilt outline,
blue canopy and red rudder,
1¼" (33mm) wingspan @ £4.00 each. .....

Brooches @ £2.00 each. Blue and
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Keyring, leather with VGC disc as
brooch @ £2.50 each .....

Large Postcards
four different colour prints from original paintings by H.K. Harwood of historical and vintage glider scenes,
@ £0.20 each, or £0.60 per set of 4.....

Beanie Hats white drill printed
VGC crest navy blue @ £4.50 Med: .....
Large:.....

Miniature wind socks 20 cms long
@ £1.30 (larger sizes on request) .....

Silk Scarves, cream 25" (635mm) square
with VGC crest in two corners
@ £7.90 incl p&p

Tee-shirts, white, with central blue motif 165 mm dia.
M £5.30.....
L £5.30.....
XL £5.30.....
XXL £6.30.....

Crew-necked sweat shirts, with 165 mm motif central on chest "Birch" grey with navy blue motif or "Bright Royal" blue with white motif.
103 cm chest L £14.50.....
118 cm chest XL £14.50.....
126 cm chest XXL £15.50.....

Sub-total

No req £

Sub-total b/f

Embroidered Sweatshirts with 70mm VGC Motif on left breast
grey, embroidered with navy blue VGC crest
navy blue, embroidered with light blue VGC crest
97/101 cm chest M £17.50.....
107/112 cm chest L £17.50.....
117/122 cm chest XL £17.50.....
127/132 cm chest XXL £19.50.....

Personalised T-Shirts with any photo (returnable) colour-reproduced A4 size. Grey or White Tee-shirt.
Sizes M L XL £15.00 incl p&p. .....
XXL @ £16.00 incl p&p .....

Replica transfers of the original SLINGSBY Emblem £2.50 each
Quantity.....

Mugs with VGC Crest
White Pottery with blue motif
@ £3.00 each.....

Ties @ £5.00 each. VGC motif woven in coloured tie.
Wine (marron, rotbraun).....
Grey (gris, grau).....

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within UK £42.45, Europe £42.95.
Rest of the World £44.95 .....
"Slingsby Sailplanes" inc p&p
within UK £42.45
Europe £42.95 Rest of the World £44.95 .....
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UK £3.00. Abroad £3.50. Both including p&p
....

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£15.00 incl p&p and grey or white Tee-Shirt
sizes M, L, XL. For XXL add £1.00
Delivery approx 2 weeks; from VGC Sales
see Order Form under "Personalised Tee-Shirts"

Please add postage and packing **Sub-total b/f** _____

(foreign rates in brackets):
Each sweat shirt £1.75p (£3.00) _____
Each model kit 60p (£1.50) _____
Each T-shirt, mug, or beanie hat £1.00 (£1.50) _____
Small quantity badges or other small items 50p (£1.00) _____

TOTAL _____

***Cheques should be payable to 'Vintage Glider Club' in sterling, drawn on a British bank, or Eurocheques payable in sterling (no cash)* or if paying by card, please use the form on page i. Conditions of sale apply.**

I enclose the sum of _____

Name _____

Address _____

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Please send to:
VGC Sales, 22 Elm Avenue, Watford WD1 4BE. Tel 01923 24 19 24

We can now offer copies of the following videos

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

The Vintage Glider Club – Descriptive Articles

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Manuel "Wren" Series – 2 sides. £0.50	
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Sub-total b/f	
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Sub-Total	

Please add postage and packing
(foreign rates in brackets):
First article 30p (60p) _____
each additional article 10p (30p) _____

TOTAL _____

***Cheques should be payable to 'Vintage Glider Club' in sterling, drawn on a British bank, or Eurocheques payable in sterling. (No cash)* or if paying by card, please use the form on page i. Conditions of sale apply.**

I enclose the sum of _____

Name _____

Address _____

_____

_____

Please send to: VGC Sales, 22 Elm Avenue, Watford WD1 4BE
Tel 01923 24 19 24

able to fly the 1936 Golden Eagle, the famous Chilton Olympia Yellow Witch, and the GB-4, before he had to return to England. Bob and Sylvia Sharman came from England as well. Bob owns three vintage gliders in England as well as owner of one third of the one and only Harbinger. Bob had flights in the Golden Eagle (Australia's oldest glider (built in 1936) and, thanks to the generosity of Simon Hackett, an enjoyable flight in the Boomerang. Bob & Sylvia were great ambassadors. Local pilots Geoff Wood with his Pilatus B-4 and Paul Cliff with his Ka-6E had some wonderful flights and covered distances befitting their gliders. the latter's Log Book revealed that it had once belonged to the very great American glider pilot Wally Scott of Odessa Texas who did some extremely long cross country flights in it during the late 1970s. At the AGM, questions arose as to how funds could be raised to attend the IVSM-2 in the USA and the 28th International VGC Rally in Europe during the year 2000. 6 members wanted to transport their gliders to the IVSM at Elmira, and gliders entered may be going to include the Golden Eagle and a Long Wing Kookaburra. Kevin Sedgeman is trying to organize sponsorship etc to attend the IVSM-2. A question was asked whether Australian entries could go on to the European event afterwards? Six people were interested.

Messages from Britain and the USA congratulated the VGAA on its 21st Anniversary. It was the 50th Anniversary of the famous Chilton Olympia "Yellow Witch". This aircraft was built from plans received from the Chilton Aircraft Co. Hungerford in 1945 by Arthur Hardinge in primitive conditions and heat. Arthur Hardinge took it to New Zealand to introduce gliding in that country in 1949. Its present owner Keith Nolan, has flown a 500 kms triangle with it. This must be the greatest performance ever flown in an Olympia, or in any other pre 1951 type of glider. Keith Nolan reported that plans for the 1999 VGA Rally at Locksley are going well. It WAS held from 2nd - 10 January 1999.

Restoration News in 1998. John Vinney of Werribee Vic reported that restoration of a LONG WINGED KOOKABURRA was going well. In the workshop is the MILLER TERN owned by Michael Pluhar at 7 Field Street, Oakden 5086. The aircraft was started but not finished, several years ago. Michael is trying to find someone to finish it.

In the workshop are the remains of an ES Ka-6 VH-GHA . The Port wing is substantially intact with the wing currently being opened and inspected towards full repair. The Starboard wing is broken in several places. They were also hoping to get the control surfaces which Mark has kept. Paul Wetherspoon of Nowra Hills has an ES 59 ARROW and a Mk.4 ESS2 KOOKABURRA. He has almost finished rebuilding his ARROW.

HELP NEEDED R.A.N. (Royal Australian Navy) Gliders Info needed. New member Paul Wetherspoon of Nowra NSW is organizing the gliding side of the Fleet Air Arm's 50th Anniversary. He is after information on the following gliders:- T.31- operated by the RAN-late 50s and 60s and which was flown at the first Nationals at Tocumwal as a single seater after the club's NYMPH had been peppered by hailstones and was withdrawn. SHORT WINGED KOOKABURRAS Mk.2 and Mk.4 (GRR), ES 60 BOOMERANG (GTH) currently stored at Bacchus Marsh, owned by Rod Kingstey of the Beaufort Gliding Club- Previous owners ? ES 59- Photos needed of colour scheme. Contact Paul at :- 51 Bedford Street, Nowra Hill, NSW 2541, Tel:-02 44220809.

(The VGC apologizes for publishing this news one year late. It was all taken from "VINTAGE TIMES" Number 76, June 1998 and it arrived too late for the last VGC News. Ed)

From Alan Patching to Ian Dunkley:

The five copies of VGC News arrived today- thank you very much as Ian will take them to our Vintage Rally, 3rd - 10th January at Docksley. This is a commercial gliding field about 80 miles from here, just North of the Dividing Range, so we are looking forward to some good gliding weather. We are not sure how many will be attending but the Yellow Witch and Golden Eagle are certain starters.

Many of us are concerned that with the continued downward trend in gliding some of the older gliders may be left uncared for. Some of us are trying to raise interest in the creation of an active gliding museum, more or less along the lines of the one on the Wasserkuppe. Bill Riley at Tucumwal has a big old WW2 hangar filled with a collection of gliders in various states of repair, and he is hopefully looking for someone to restore them. I will be having a meeting of those interested later in January. Meanwhile, my son Ian and a friend have acquired a Long Wing and two Short Wing Kookaburras. I will tell you the story later.

Kevin Sedgman showed my wife and I a film of a winch at Toowoomba in the 1930s which would give a safety person a heart attack these days. The cable pay-on was done with a piece of wood by hand, and it looks as though the same piece of wood then became the brake when held against the wooden drum. No safety guards in sight. The wire was, of course, piano wire because of the bare ground. As they say, "the good old days"

BELGIAN NEWS

Firmin Henrard has informed us that a HUTTER H.17B has been discovered in bad condition in Belgium. The VGC has sent him plans, which are dated 30 March 1953. (they were originally sent by Peter Selinger). The postwar H.17 version has many differences to the 1934 Hutter 17a. It has a longer fuselage and enclosed cockpit. Also its airbrakes take up part of the wing's trailing edge and rotate open above and below the wing. These we believe are ultra effective and may be even dangerous to use. Max. L/D is improved in theory from the 1:17 of the H.17a to 1:18. A photograph reveals its wings being lowered from an upstairs window, into a town's street, in the best VGC tradition. Its restoration to airworthy condition will take a long time. Firmin Henrard writes that he is repairing a broken Ka-6CR and he is also working on a Zugvogel 3b. He also restored a Slingsby T.38 GRASSHOPPER in time for the 1998 Belgian National Old Glider Rally. This took place from the 7th – 10th August 98 and had formidable weather, which was in contast to the bad 1998 summer's weather.

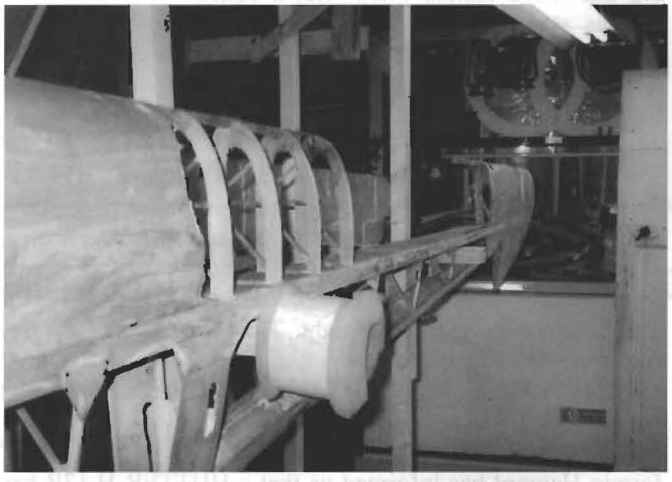
The Belgian Wallonian team intends to be represented at Aventoft. In 1998, the French speaking Belgian team could not be present in the Czech Republic or Slovakia because of the fatal accident in France of one of their most important members, ALBERT MONGIN. He was being winch launched in his MUCHA, when it lost speed and crashed. There is no mention as to whether it was a cable-break. He was the chief adminisitrator of the "DAISY CUTTERS" Group. Because of the desolation due to what had happened, the team could not bring itself to depart for NITRA.

We have heard from Johan Kieckens (who is now a full Inspector) that the restoration of the Spalinger S15K is making good progress with the main spar and 8 ribs of the right wing already rebuilt and with work also going on to

rebuild the aileron spar and the wing tip and the diagonal spar on the left wing. Next month Johan will be inspecting the inside of the D box with a TV camera small enough to be inserted through the holes for the aileron cables.

Johan, whose day job is in a rubber factory, is able to make a small number of skid shock absorbers for VGC members only. See the picture of ones he has made so far. His address is Gefusilleerdenstraat 11, B-9300 Aalst, Belgium. Tel 0032(0) 53/70 46 52.

(We would advise Johan to read Daniel Steffen's thoughts about the S15K before he flies it Ed)



Repair to the right wing of the Spalinger S15K under way. From Johan Kiekens

BRITISH NEWS

At the London Gliding Club, Laurie Woodage is working on the wings of his supposed British Naval Dockyard 1946 Apprentices' built GRUNAU BABY 2B, BGA 2433. He has discovered that its wings very definitely came from the 3rd Reich as, apart from much German written or stamped all over them, they are glued with Kaurite. This GB received its first BGA C of A in November 1978. It might possibly have been D-6932, or maybe even the military VW 743, which was built by the Naval Dockyard (Fleetlands). Perhaps its German wings received a British naval built fuselage ?

Another possibility, mentioned by Harry Chapple is that Lt Cdr. John Sproule imported into England kits of parts for German Grunau Babies and that it was these that were assembled by apprentices in Royal Naval Dockyards (Fleetlands)

A second, very definitely, German wartime built GRUNAU BABY 2b, is being restored at the London Gliding Club. This one belongs to David Kahn and was built by the firm of Petera (Hohenelbe) in 1941 and is we believe BGA 1910. This received its first BGA C of A in August 1973 and was previously D-6021. It is an improved GB-2b with a 14 metre wing span and rounded tailplane tips, Werk Nr. is 031000! Most of the above detail has come from: British Gliders, a Merseyside Aviation Society Publication by Phil Butler.

A 3rd GRUNAU BABY 2b is being restored by Mark Clayton at, or near, Bidford on Avon (Bickmarsh).

A 4th GRUNAU BABY 2b is being restored at the Bath & Wilts Club near Mere in Wiltshire, while a 5th (BGA 370) is being repaired and restored by Neil Scully at his home. This one was a 1938, or before, British built Grunau Baby 2. It was formerly in the hands of the late Mr Richardson near Gatwick and was not then in bad condition. Unfortunately, about 10 years ago, it was pulled out into the rain on an open trailer for "quick sale", at an RAF Club in East Anglia. The result of this, is that the whole aircraft is having to be rebuilt and reglued, bit by bit. As its wings were so bad they are to be replaced with a German Grunau Baby 2b's wings, which apparently line up with the fuselage fittings without problem.

A 6th GRUNAU BABY 2B (formerly WL post June 1943 registered LN+ST), which was probably built by the Danish Air Army for their members in 1941, is being rebuilt and restored by Chris Tonks in North Wales. In 1943, because of the war situation, it was taken over by the Wehmacht Luft and flown by them in Denmark. It was then "liberated" by British Forces in 1945, together with 75 other German registered gliders in Denmark. Among these were 28 Grunau Baby 2bs including 6 which had belonged in 1941 to the Danish Air Army.

Luckily for the Danes, the British forces in 1945 did not discover the 1939 built Mu 13D-1, WL registered LF+VL, which is currently being restored in Denmark as OY-MUX. A 7th GRUNAU BABY 2b is being restored at Eton Bray by Peter Underwood, and an 8th GRUNAU BABY 2b is currently for sale by John and David Allison. There may be more that are either being restored, or have just been restored, in Britain.

It is hoped that some, if not all, of this great squadron of Grunau Babies will arrive at BICESTER to make our ex-BAFO guests feel at home during the last week in May 1999.

PETER UNDERWOOD is also working on the last nacelled DAGLING (ZOEGLING).

This was the principal training glider in all the British Clubs during the pre 1940 pioneering time of British gliding.

At the London Club, there are faint signs that the MINIMOA (BGA 1639) is to be brought out of its 25 year hibernation by its 9 owners. Peter Underwood is to recover its wing and Dunstable Sailplanes is to restore its fuselage. Its tailplane was rebuilt within living memory by the late Jeff Butt. In the London Gliding Club's Private owners' workshop, besides the GRUNAU BABY 2B, BGA 2433's wings, work is proceeding at a great pace on a new enclosed metal trailer for the modified (by Martin Simons) SKYLARK 2 "Phoenix" which has been repaired again. So far, the new trailer's materials have cost very little.

At BOOKER, the late Mike Birch's team have made good progress with the Slingsby SKY's wings which are now fabric covered. The fuselage is now being painted. The 1937 Schleicher built RHONBUSSARD (BGA 337) has returned from the NEWBURY AEROPLANE COMPANY's expert glue failure repair and re-covering, resplendent in RAL 1015 Elfenbein cellulose paint and transparent fabric. Ben and Mrs Cooper and Martin are real aero engineers and artists. They usually restore vintage light aeroplanes. Mike Beach is restoring a Slingsby T.7 CADET which was the type on which he first flew solo in the Surrey Gliding Club at Redhill in 1948. It now turns out that it is the oldest glider in the RAFGSA (19.3.54.) and that it was one of a batch built in August 1943. The batch numbers were RA 875-924. This one is RA-905. It now looks as if it will have to be painted in its original camouflage. The glider is now based at RAF Halton where it will be flown by members of the RAF Chilterns Gliding Club. This Kirby Cadet Mk.1 has the BGA No. 1143, RAFGSA No.273 and RA 905. Neill Rush has given Mike Beach the following information on his aircraft. "R905 Cadet Mk.1-One of a batch

RA875-924 built by Slingsbys at Kirbymoorside to contract 6/A41/3258?CB 20 (a) dated 20.8.43. Issued out to (5) 8 EGS (Elementary Gliding School) which was based at Ayr on 12.5.44. (This was moved to Creetown, near Wigtown by 6.45). Nothing is known until 5 4.46 when it was declared Cat.B. (unit unknown at this time) To Western Airways at Weston-Super-Mare by 9.3.47 for repair. Here, there is another gap in its records but, by 31.10 48, it was at 27 (E) GS at RAF Ouston. Cat B 8.2.49 and to Slingsby for repair on the following day. It was awaiting collection on 29. 4.49 and was sent to 186 GS RAF Woodvale, later RAF Howarden. It was sold to the RAFGSA on the 19 3.54, (listed as "From Store") It was flown by the White Rose Club as RAFGSA 273. It was later sold to civilians and became BGA 1143 in August 1963. This was the Cadet owned by Jock Manson and was flown from the RAF Chilterns Club while it was at Weston on the Green in 1979. It was later on strength of the RAF Bannerdown Club at RAF Hullavington, where it was still owned and kept airworthy by Jock Manson. It moved with the Bannerdown Club to Keevil where it was sydicate operated and flown until very recently. If this is the aircraft, it seems to have moved from the military to the civilians, and then back again to the military. It means that we now have two airworthy Slingsby Cadets flying within the VGC out of the total of the 431 built of the Slingsby Type 7. John Sproule's 1936 "C" getter lives on. (John Sproule designed it while working at Slingsby Sailplanes in 1936.) It is quite clear that this one will also be at Bicester during the last week in May for our week long British National and 50 years RAFGSA Anniversary VGC Rally.

Mike Powell has organized the saving of two T.21bs at Shennington. One of these has been sold to German owners, while the other has been taken on as a restoration project by a local AIR CADET UNIT. He will be able to inspect their work.

It seems that in spite of the bad summer weather in 1998 the Vintage glider scene in Britain is very much alive. Even after no less than 4 gliders (T.21b, Hols der Teufe, Condor IV and Weihe) have been sold to German owners and three more (Scud 1, Willow Wren and Gull 3) having been bought by the Brooklands Museum, we shall be able to make up these losses by the Millennium (unless the vintage gliders which are currently for sale, go abroad).

BICESTER. Bicester airfield which has for years been the RAFGSA Centre, is for sale and is to be developed for light industry. Cut Off Date is the 31st DECEMBER 1999. What will happen to the gliding operation on it is not known.

LASHAM GLIDING CENTRE. Lasham Airfield has been sold by the Ministry of Defence. As of 31st January 1999, we understand that negotiations have taken place for the glider pilots to buy the site. This is achieved and we can envisage a new glorious era for gliding at Lasham, which could be about to obtain a second large wartime RAF Hangar. Certainly the Radar Unit, which controlled most of the South half of the airfield (with police and dogs!), is being dismantled. This means Security of Tenure and we can forsee more development of the VGC Centre at Lasham, perhaps with its own hangar and an old glider museum etc !!!? These are indeed exciting times.

We salute the Lasham members who are clearly trying to win the 3rd Battle for Lasham. On Saturday the 16th January, Jochen Kruse bought the late Mike Birch's CONDOR 4 BGA 2292 (D-8538) and took it to Germany, where he will restore it. In Britain we seem to have the scintilating news that 21 Vintage gliders are for sale, and among them are Scud 2, BAC-7, Viking 1, Gull 1 of Britain's pre-1940 fleet. 4 gliders have been sold to Germany and 3 more have been bought by Brooklands Museum. This means that 28 gliders might be, at the worst, lost to us to fly here. As an attempt to recover from this loss, at least 6 GRUNAU BABIES are being restored as well as 1 SKY, 1 DAGLING, I CADET and 1 MINIMOA !! It is also possible that 2 OLYMPIAS are being restored. The above sale is partly due to their owners perhaps becoming too old to handle the heavy old machines, and also, the gliders were not flown much in 1998 due to the worst British Summer weather ever known.

We have heard from Don Knight that "The Falcon continues to give much pleasure to all who fly it.This year's weather has been rather disappointing, as you know, but I have managed several memorable flights. I am always caught out by the cold. Sitting under the wing as one does in the Falcon, the sun which should warm you up never shines on the pilot!! I have now taken to wearing lots of woollies and windproofs even when it is 80 in the shade. I'm afraid it provokes comments about my failing faculties... but at least I am warm.



Below is a picture of Chris Wills in the Falcon showing how the pilot is in shadow even on a sunny day. Above is the Falcon in flight. Graham Ferrier



I recently took over the gliders at The Brooklands Museum. They bought several of Mike Beach's fleet. The connection between Brooklands and gliding is pretty tenuous. Only the Lane School operated there as far as I know and that closed early in Brooklands history. Space is at a premium and so far I have only managed to rig the Scud I. I am finishing off the Willow Wren and that will be on show in the not too distant future. There is also Prince Bira's Slingsby Gull there, but that will need much thought to do it justice."

CZECH REPUBLIC NEWS

Josef Mezera wrote on the 13th Nov.98 that at present, the only three Czech gliders left from before WW-2 are in Prague Museums. Some were destroyed during the war but a Tulak was on strength of the WL during 1944. The Czech-built H-28-2 was removed by a German Officer of Austrian descent and disappeared in 1945, probably in Austria.

The PRAHA (Prague) glider is of interest. Many of them were built and flown at many locations in Bohemia by the MLL during the 1930s. It was designed in 1931 by Ing. Slechta and had some good flights. One of them was a 3 hour flight over the Rana slope in 1933.

The fuselage was of six sided cross section. Its cockpit was simple and it had no instruments. The wing leading edge was covered with plywood and the rest of the wing was fabric covered.

Length of fuselage is 6.1 metres. Wingspan was 11.5 m. Height is 1.7m. Wing Area: 14.3 sqm. Aspect Ratio-9.3. Empty Weight is 140 kgs (198 lbs), Max.L/D is 1:15.

The last PRAHA was overhauled to a non-flying condition and is displayed in the Prague Technical Museum. The SEDY VLK "Grey Wolf", and RACEK-MRKEV and PRAHA are the last survivors of Czech gliders from the 1930s. All three of them are displayed in Prague Museums.

See 3-view drawings on pages 18, 19 and 20.

DANISH NEWS

Niels-Ebbe Gjørup writes from Rödkersboro on the 22nd Nov.1998.

"In addition to my hand written letter two months ago and, as promised in Nitra, I herewith send you a copy of the photograph showing the "WUNDERGLEITER" nacelled primary in front of the hangar at Grunau, probably during the summer of 1938, when the photographer Carl Johansen attended a training course there together with other Danish glider pilots. In VGC News No.87, page 6, column 1, it is mentioned that a machine called "Wundergleiter" was found in Poland after the war. I believe that it could be the same machine.



The Swedish 'Wundergleiter found at Grunau, Poland after the War. Photographed by Carl Johansen in 1938 at Grunau but sent by Niels Ebbe Gjørup.

Thank you for your help to find Chris Tonks in North Wales. I finally got to talk with him on the phone and he confirms that he has what appears to be the last RDAAF built Grunau Baby 2b. (RDAAF means Danish Air Army CW), which was taken by German forces in 1943 and eventually it came to England after the war. Chris reports that one wing is missing, but otherwise the machine is in good condition. I sent him some documentation and look forward to hearing from him once he has been looking in to some details, with the hope that we might identify the former Danish identity of the Baby. (SV-1,2,3,4,5 or 6). the German registration became LN+ST and later, the British military markings VN148 were applied. In Phil Butler's book "Gliders & Sailplanes in the UK", it is claimed that also another German registration "D-1X-47" had been allocated to this glider. Well, there might have been an "old", second German registration, (from before 25th June 1943 when the WL and NSFK registration systems were changed -CW) and it might even have appeared on the upper surfaces of the wings at the same time that LN+ST was shown on the fuselage (we know examples of that practice, but I doubt that said "D-1X-47" can be correct. I would rather think that it could have been WL-X1-47, since this was the way (before the 25th of June 1943-CW) that Luftwaffe markings were put together ("WL" for Wehrmacht Luft and "X1" for Luftgaukommando No.11), All the German gliders in Denmark had this type of number, if not the "new" i.e.. LN+ST type. I can understand that IX could be mistaken for XI.

A couple of weeks ago, I went to Canada and, through James F. McCollum of the Soaring Assn. of Canada, I managed to get into contact with some people who remembered another Danish RDAAF Grunau Baby 2b which went to Canada after the war. The machine, registered LN+SR (about which you once supplied the most sensational documents) had a similar fate to that of the above machine. In Canada, it flew as CF-ZBD, where it flew in Ottawa and eventually, it ended its days at the Gatineau Gliding Club. Unfortunately, not much of it seems to be left for further studies. (it should be mentioned that the Danish Air Army inported from Germany during the war, two of these Grunau Baby 2s, and then they built four of them themselves. As from 1943, they were German WL registered, the British Forces took all of them, with other German registered gliders in Denmark, back to Germany and England in 1945 for further British military use.

CW.

NEWS OF THE ONE THAT GOT AWAY

A Mu 13D-1 with WL registration, was so securely hidden that it was not found by British troops. This machine was registered OY-MUX in Denmark after the war (CW).

"Recently, we have been doing a lot of work on the Mu 13D's steel tube fuselage. Many details have had to be repaired and a new release installation had to be made from Scheibe drawings. As soon as the last few details have been fixed, including the steel tube ailerons, the fuselage is to be primed and painted and prepared to take the wings, so that a new canopy can be fitted. One wing has had 2/3rds of its spar renewed and new ribs are going to be fitted. This week, the 37th pair of new ribs were finished. The second wing will have to have 1/2 of its spar renewed. Jörgen Jörgensen of the Silkeborg Flying Club and five more men are doing an outstanding job on the old Mu 13D-1".

"Best regards, Niels Ebbe Gjørup."

C.Wills writes: .....When OY-MUX is airworthy, it will be one of only two of the original 1938 Mü 13D-1s that have survived to fly again. The other belongs to François Ragôt and it has been flying from Saint Auban in France, where it was restored. One other Mü 13D-1 exists but this one, which was previously owned and flown by our German VGC member Ernst Walter, is now on static exhibition in the German Gliding Museum on the Wasserkuppe. It has been magnificently restored to original form. One other Mü 13D exists in the Polish Air Museum near Krakow. It is not known whether this is a D-1 or a D-3 He believes that the German Gliding Museum on the Wasserkuppe does hold the drawing plans of the Mü 13D-1

FINNISH NEWS

Arctic Hystery 2-5 April 1999 (Easter Weekend) is of course an aviation event. We fly from an airfield which is 150km long! Yes, that's right, 150 km! It means the Päijänne Lake, one of the biggest lakes in Finland, 150km north of Helsinki and 50km north of our home town Lahti. Padasjoki Harbour is our base. We have winter hangars there along the shore. We fly by using winch launch and aerotowing, also towing by car. The pilots come from Jyväskylä, Helsinki, Hyvinkää, Kouvola and also from Padasjoki and Lahti. We are doing this for the first time as an event. Of course we have flown there for many years but now we are trying to develop firstly a national event and if we have fun and it seems to be an event worth pursueing it might some day be an international event (maybe this year if Ian Dunkley goes).

In the beginning of April the ice is thickest (50-60cm) and the weather should be rather warm (in the morning –10 and in the afternoon +5 +10) and it's very common, that sun is shining. The days last twelve hours or something. It seems so, that we live on the shore next to our hangar in little wooden houses.

Mostly we only fly but we have also other activities as aviation films in local cinema and cooking sausages on a camp fire and drinking heavy tea and other refreshments.

As I said, we can get heights of 1000m, maybe more, by using our 2000m wire winch launch. Sometimes if the wind blows from the right direction there's a possibility to do ridge flying.

But as always the main thing is to have fun with good old and new friends.

Risto

FRENCH NEWS

The Groupement Préservation Patrimoine Aéronautique D'Anjou (GPPA), or the Régional Musée de L'Air, has moved to its new airfield at ANGERS-MARCE. The Deputy Mayor of Angers Avrillé organized a farewell celebration on the airfield of Avrillé on the 15th July 1998 and thus ended a 90 year page of history of Angevin aviation. Angers Avrillé is to be built on. When the French State requires such an operation to close, it is obliged to find the organizations on it a new home and has just built them a new airfield ! On the 12th September 1998, before an immense crowd of between 20 & 30,000 people, which had come for the day to view the new installations, the aerodrome of Angers-Marcé was inaugurated. There were the official speeches followed by a Vin d'Honneur in the ultra modern buildings of the GPPA's Musee de l'Air Régional. On the following day, the entire GPPA team worked to install its material and to collect all its aircraft etc which had been stored on various airfields. The aim was to get it all presentable and on exhibition for the Spring of 1999. The GPPA's WEIHE was classed as a historical monument and of value to the National Aéronautical heritage. As such, it was placed on static exhibition on the Champs-Elysées for three weeks, to celebrate the100th Anniversary of the Aéro Club de France! This was organized by the Historic Monument Commission on the 25th June 1998.

On the 7th June, the FAI offered the GPPA a "Diplôme de Groupe" as, during the same month, the French Ministry of Culture had declared the GPPA's WEIHE to be a Historical Monument !



The third Emouchet that has been restored by the GPPA at Angers and has now flown

GERMAN NEWS

A message has been received from Siegfried Lorenz that the phenomenal progress on the REIHER 3 project has been continued. 5 or 6 men are working on the Reiher and they have said that it could be finished early in 1999. If true, it will have taken only 1½ years to build the new project. This is no doubt largely due to the complete dossier, which includes 240 drawings, which Siegfried has produced. The report in the last VGC News No.95 was therefore pessimistic and, by the time this is in print, the Reiher may well be ready. Perhaps we shall see it at Aventoft? We have heard also during November 1998 that OTTO GRAU had a crash in his new Rhönsperber, which he had built himself. The reason for the crash was in no way due to the aircraft. At Christmas Otto wrote that he was making good progress towards recovery, but that the Rhönsperber would take rather longer to recover. The crash happened shortly after take off during early November, but it is not known what kind of launch it was having. The Rhönsperber, we believe, suffered damage back to the wing leading edges. We send Otto sincere wishes for his complete recovery.

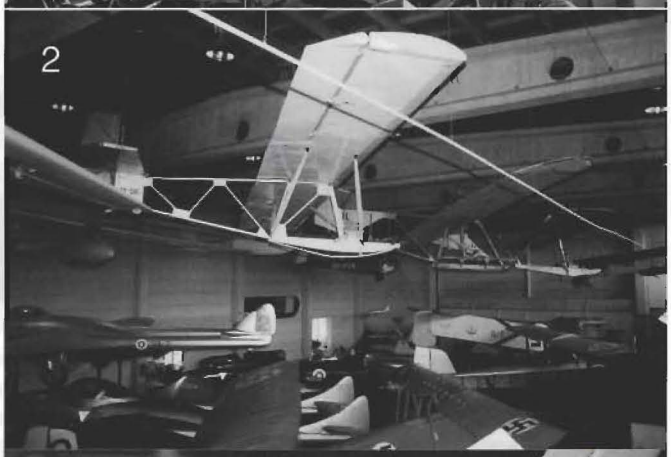
Oldtimer SegelfleugVerein Munchen (Munich). This was started on Munich Greiling near Tölz, 10 years ago with an Mg 19A built in 1954 and a GRUNAU BABY 2B built in 1952. Now the Group owns 10 basically overhauled vintage gliders, among which are an SG.38 from 1942 and a GOEVIER 3 from 1953. Only 5 of this type are left. At this time, the Group is building a replica UDET FLAMINGO U 12 biplane, from the original 1920s plans. It is to be fitted with its

A Quiz

No prizes but no entry fees either!

Who can identify these Finnish gliders? These photographs were taken by Ian Dunkley, mainly at the Finnish Aviation Museum. near the Helsinki-Vantaa International Airport. Risto Pykälä has agreed to be the judge but maybe other Finnish members should not enter.







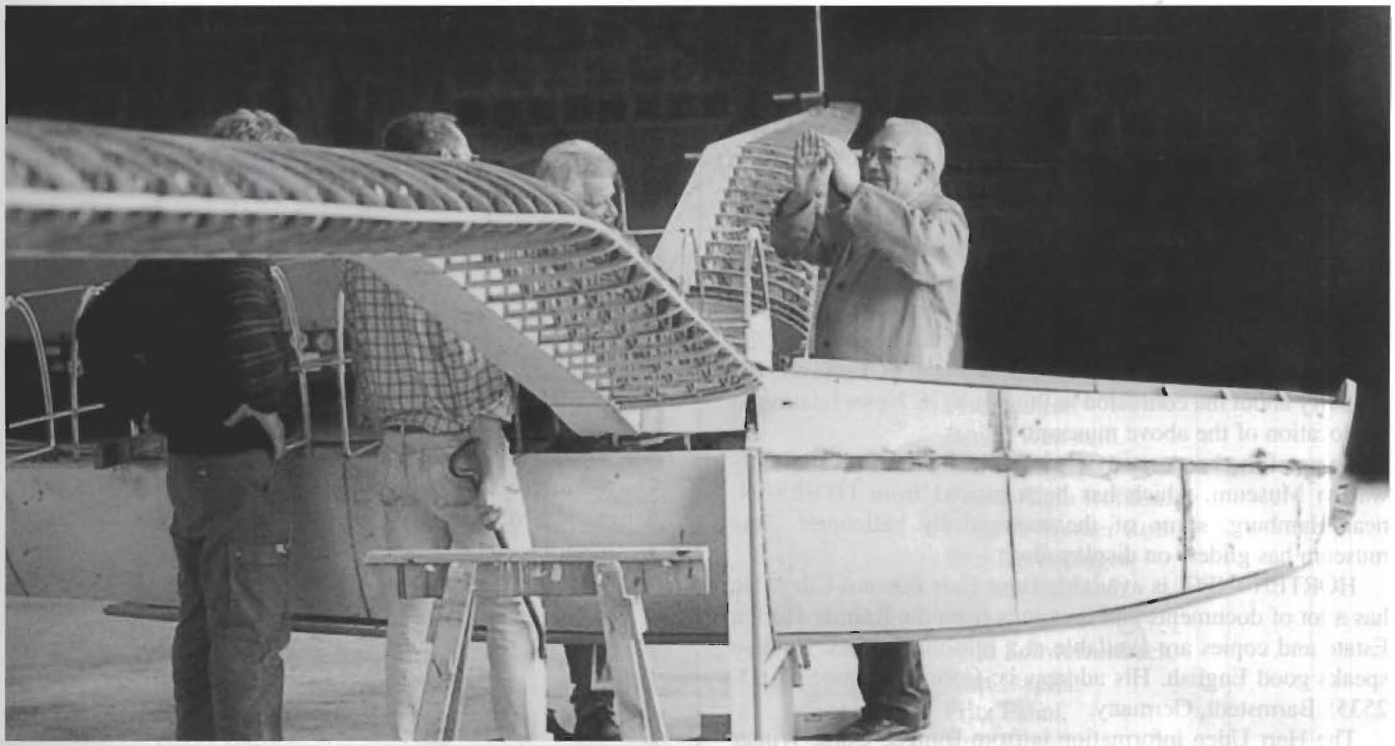








CHAIRMAN'S REPORT



Work continuing at a great pace on the Reiher at the Wasserkuppe on 16 October 1998. The Oldtimerklub hope to have it completed by the International Rally at Aventoft this year! Taken from a Christmas Card to Ian Dunkley from Karl-Heinz Kellerman

original Siemens-Halske SH 14 radial engine. Another Flamingo replica, which was built by the Oldtimer Club Wasserkuppe, has been flying for some time but, after the OSC Wasserkuppe's bad experience with an original Hirth engine installed in their replica Klemm 25, a Continental power unit was fitted. The OSV München has recently created a workshop which is well equipped for restoring historical aircraft. They have a qualified inspector/ workshop foreman and a licenced welder and the OSV has 25 members. A further 5 gliders are awaiting restoration and among them are a 1942 MEISE and a Ka-6 CR. Among the gliders is an airworthy T.21b. The OSVM hopes to proudly demonstrate these historic aircraft at Air Displays.

The above has been extracted from Aerokurier December 1998.

The MUNICH AREA has another Old Glider Restoration Operation. This is on the airfield of Oberschleissheim. This is apart from the Flugwerft Oberschleissheim exhibition for the German Museum in Munich. It is also restoring aeroplanes and gliders, one of which is the sensational 1944 built HORTEN 4A, LA-AD, which could well be finished and on static exhibition by the time that this is in print.

The Wasserkuppe

Because Germany has now a Green/Socialist Coalition Government, the situation may become more sympathetic for gliding on the Wasserkuppe as the Rhön is a Nature Protection Zone. We feel that Nature and gliding could co-exist, especially if quieter tow planes could be used. As the military are leaving the summit for the first time since 1945, we feel that a great new era for the mountain, where gliding began, may be dawning.

On Page 39 of VGC News No.95, there was news concerning the Deutsches Technikmuseum. Berlin, Herr Steinle, the Chief Curator, is trying to create a museum of at least equal stature to the old Berlin Museum which was bombed during the war. Among the exhibits of the old museum were the 12 engined Dornier X, a Spitfire, the ME 209 and the FAFNIR sailplane. The museum's address is: Trebbiner strasse 9, D-10963 Berlin, Germany. Tel: 030-2-54840.. Admission is: Tuesday – Friday 0900-1730. Saturday and Sunday 1000-1800 hrs. Location is in the City Centre just South of the Tiergarten. (Information from Aircraft Museums and Collections of the World. 3:Benelux, Germany and the Nordic Countries by Bob Odgen.)

Allied bombing destroyed many museums in Berlin during World War 2. These included the Museum for Traffic and Construction, which opened in 1906 and the Deutsche Luftfahrt Samlung (German Air Travel Collection) which was established in the mid 1930s and eventually had over 100 aircraft on show. At the D.T.M. is a superb model of the D.L.S. with its display dominated by a Dornier X flying boat. At the end of the conflict, a group of enthusiasts in the then West Berlin started obtaining items for a Transport and Technical Museum. The collection opened to the public in 1983, but lack of space meant that few of the aircraft in the collection could be displayed. Some of the former D.L.S.'s aircraft were discovered in Poland in 1945. (They had been evacuated CW) and most are now in the Museum at Krakow. Cooperation between the two countries resulted in a 1913 Jeanin Stahltaube and a 1917 Albatross B 11a being restored in the 1980s. The former remained in Germany and the latter returned to Poland. Hopefully, more of the historic German aircraft stored at Krakow may return home in the future. Gliders in Krakow include Weihe, Meise, Mu 13D, Rheinland, 2 Zuraws (Kranich 2B-2 s), Motorbaby, Lilienthal, part of a Horten 2, Rhönsperber, SG.38.. The above Museum has at present Horten 2, Horten 3f, Horten 3h and Horten 6 on loan to be restored, from the Smithsonian in the USA. The Ho 6

and one other must return to the Smithsonian eventually. At Tempelhof Airport, the Berlin Airlift is being commemorated with the display of two aircraft, a C 47 and a C 54 in period colours. More aircraft from the collection are on show in the Terminal Building at Templehof and others, including the Boeing 707, can be seen at Tegel. A hangar at Gatow is used as a store for the Deutsches Technikmuseum and the former ARGUS Works is a Restoration Centre for the DTM Museum. Perhaps the Hortens are here being restored?

It is believed that the Fritz Ulmer Collection of gliders at Göppingen Betzgenriet, may be going to be sold to the Museum für DTM, as mentioned in the last VGC News. We are sorry about the confusion in the last VGC News relating to the location of the above museum.

Some of the hangars at Gatow are being used for the Luftwaffen Museum, which has been moved from UTERSEN, near Hamburg, some of the material by helicopter. This museum has gliders on display also.

HORTEN INFO. is available from Herr Edward Uden, He has a lot of documents and drawings from the Reimar Horten Estate and copies are available at a reasonable cost. He also speaks good English. His address is: Gebruderstrasse 38, D-25355 Barmstedt, Germany.

The Herr Uden information is from Bungee Cord, Winter 1998-99 on Page 2. He also is believed to have sufficient drawings to build a Horten 4a. GUNTER BRODERSEN in Hamburg is making sure but slow progress with his new Hütter H.28-2. The fuselage is well advanced and looks very beautiful. By the time this is in print, KLAUS HEYN's new Wolf Hirth MUSTERLE should be ready to fly. He has obtained a Swiss built trailer for it, which once housed a Picolo. He has built the Musterle's original canopy but, as this limits pilot's visibility, it will be flown with another one.

ITALIAN NEWS

A SPALINGER S.21h has been discovered in a hangar in N.E. ITALY.

It was built in Italy and a photograph reveals that it is not in bad condition.The S.21h is painted blue and white and is rigged in what appears to be an engineering establishment.



The Spalinger S21H which has been seen in an aircraft hangar in N.E. Italy.

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NEWS FROM SPAIN

Jean Simon and Dominique Gatard, two French Dédalian glider pilots, met Christian Haro Goni and discovered that he is restoring a RHONBUSSARD. *(how and when a Rhönbussard ever came to be in Spain is not known CW).* Christian Haro has been a glider pilot since 1973. He needs some information and C.Wills is trying to help him. (Christian's address is Zigordia Kalea 41-2, 1,20800 Zarautz, Gipuzkoa, Spain)

The following Rhönbussards also exist:

BGA 395 now D-7059	A	Oldtimer Club Wasserkuppe.
BGA 337	A	Wycombe Air Park (Booker).
BGA 2077 ex D-5700	A	London GC, Dunstable.
OO-ZVO ex OO-ZJH exOO-ZVA	A	Mohiville-Hamois, Belgium.
One from Argentina	R	Bob Gaines, USA.
One from La Ferté Alais	R	Saint Auban, François Ragôt, France.
D-Hesselberg	E	German Gliding Museum Wasserkuppe.
HB-285	E	Fritz Ulmer Collection, Göppingen.
HB-113	S	Widnau, Switzerland.
OH-RAA ex OH-Jami-4	S?	Wesivemaa, Finland.

11 survive, 4 of which are airworthy, out of the 220 built by Schleichers from 1933 – 1940. More were probably built by groups etc.in Germany. Another two may soon be airworthy in the USA and France.
A=Airworthy. **R**=being restored. **E**= on exhibition. **S**=Stored.

SWISS NEWS

LIST OF SAILPLANES BELONGING TO O.S.V. (Oldtimer Segelflug Verein) members.

HB Nr	Type	Year built	Condition	Owner(s)
HB... ex-HB-379.	Moswey 3	1943	A.	Albert Uster in USA
HB-120	Grunau Baby 2	1934	A.	Leonard Favre and Naef Claude
HB-225	Spalinger S.19	1937	A.	Hans Rothenbuhler.
HB-234	Grunau Baby 2	1937	A.	Edouard Berthet.
HB-257	Moswey 2A	1940	A.	Christian Elbricht and Christian Flucht
HB-305	Spalinger S.21	1944	R.	Ekel, Peter & Maja Schwarzenbach.
HB-309	Moswey 2A	1939	A.	Ruedi Barth.
HB-327	Spalinger S.15K	?	R.	Fritz Fahrni.
HB-330	Spalinger-Kranich	1941	R.	Bruno Wettstein.
HB-336	Spyr 4	1942	R.	Urs Williger.
HB-348	Nord 1300	1947	A.	Pierre-Alain Ruffieux.
HB-369	Spyr 5	1942/43	A.	Hugo & Werner Roth.
HB-373	Moswey 3.	1943/44	A.	Jurg Derendinger.
HB-380	Moswey 3,	1943/44	A.	Norbert Schlaefli.
HB-381	Meise	1943.	R.	Fritz Fahrni.
HB-411	Spalinger S.18-2B	1943	A.	Willi Schwarzenbach.
HB-418	Spalinger S.16-2	1946	R.	Kurt Stapfer.
HB-443	Karpf Baby	?	R.	Fritz Fahni.
HB-444	Karpf Baby	1944.	A.	Kurt Elbricht.
HB-458	Spalinger S.18-3	1944	A.	Peter Egger jun.
HB-475	Kranich 2B-1	1941	R.	Hugo & Werner Roth.
HB-485	Moswey 3	1942/57	A.	Walter Fehr.
HB-486	Spalinger S 18-3	1945	R.	
HB-505	Karpf Baby	1946	A.	Jakob Meisser
HB-509	Spyr 5A	1949	A.	Georg Fliss.
HB-510	Spalinger S.18-3	1939/59	A.	Ruedi Barth & Daniel Steffen.
HB-522	Moswey 4a	1951	A.	Willi & Fritz Fahrni.
HB-552	WLM-1	1948	A.	Urs Eichenberger.
HB-568	AV 36 Mono	1957	A.	Pierre-Alain Ruffieux.
HB-575	L-Spatz 55	1956	A.	Max Raz.
HB-588	Ka-6	1957	A.	Gerhard Vogel.
HB-612	L-Spatz 55	1958	A.	Fritz Fahrni.
HB-625	Ka-6B	1959	A.	Richard Schneider.
HB-643	Ka-6 CR	1959	A.	Fritz & Maryanne Fahrni.
HB-690	Bergfalke 2-55	1961	A.	Fritz Fahrni.
HB-724	Ka-2	1961	A.	Andreas & Renata Fahrni.
HB-733	Ka-2	1962	A.	Daniel Schmid.
HB-735	Zugvogel 3A	1959	A.	Christian Froelich.
HB-737	L-Spatz 55	1955	A.	Jurg & Willi Walti.
HB-744	T.31B	1953	A.	Kurt Herzog.
HB-745	SF-26 Standard.	1963	A.	Hans Stucki.
HB-750	SZD 25A	1961	R.	Bruno Wettstein.
HB-751	L-Spatz 55	1956	A.	Laszlo Arato.
HB-762	Diamant HBV	1967	A.	Peter Hanhart.
HB-768	Ka-7	1963	A.	Pierre-Alain Ruffieux.
HB-778	Ka-8B	1964	R.	Karl Suhner.
HB-785	Ka-10	1964	A.	Alphonce Dellay.
HB-795	SF-26 A Standard.	1964	A.	Hans Stucki.
HB-802	Elfe S2/3.	1965	A.	Fritz Fahrni.
HB-833	Mg 23 SL	1965	A.	Heinz Baerfuss.
HB-842	Elfe S2/3	1966	A.	Uwe Jaeger.
HB-884	Ka-8B	1967	A.	Karl Suhner.
HB-916	Diamant 18 m.	1968	A.	Hans Jakob.
HB-953	ASW-12	1970	A.	Rene Bartlome.
HB-978	Ka-6E	1969	A.	Willi Fahrni & Wolfgang Döhring.

(A =Airworthy. R = under Restoration, Repair, Revision!!)

A total of 55 gliders are in the OSV, of which 11 are not yet airworthy.

The following old gliders in Switzerland are not yet in the OSV.

Spalinger S.22. This is an 18 metre span S.18 and must have a performance comparable with that of a Weihe. It was airworthy at Thun in 1979. Registration is HB-366.

Spalinger S.25 S. S means a steel tube, fabric covered fuselage.

Both of the above are at Niederbipp, and at least the S.22 was airworthy.

Weihe HB-556.

Hutter H.28-2 HB-223. It is in a collection at Bleienbach and is still in good condition. It was built during 1937/38 in Switzerland. The second Swiss built H.28-2 was built in 1941. It went to Rhodesia after the war, where an unexperienced glider pilot flew it round a 300 km triangle. Its Swiss registration was HB-321. It is now said to be in South Africa and is registered ZS-GCS. The above information has come from the superb second edition of "Deutsche Flugzeuge bis 1945" by Peter W.Cohausz. It mentions the histories etc and whereabouts now of 2,500 historic German aircraft. Printed by Aviatik Verlag.

Still in good condition.

Meise HB-384.

Moswey 2 Prototype 1936. Tommy Aebersold. This machine is not strong enough for today's standards but could it be made stronger by modification ?

Elfe HB-278 and Elfe HB-402. These are the first two Dr Pfenniger Elfes. They were built during 1939-40. They are in most cases very much lighter than the pilots who would fly them. Although they are both in good condition, the present day towplanes are too fast for them. The Swiss Air Office does not wish to give them Certificates of Airworthiness.

The very old RHONBUSSARD HB-113 is stored in Wildau but it is in very bad condition.Where are the Swiss Karpf Zöglings HB-362 (33), HB-190, HB-461? We hope that some of these very special Swiss old gliders can be brought into the OSV's fleet.

In a letter from **Daniel Steffen** dated 1st January 1999 he wishes to give more exact information concerning S-15K, than that which was in VGC News No.93 on Page 20 and VGC News No.95, on page 13. In his opinion the "K" does not stand for 'Kunstflug' (aerobatic) but for 'Knick' (gull wing). However "I do understand your guess because there existed an aerobatic version of the S-18-2, which was called S-18K. (The wing was strengthened and the span was reduced from 14.3 m. to 11.7 m.) and there, it is obvious that the "K" stands for 'Kunstflug'". "I am not a Jakob Spalinger specialist (like for example Frederic Fischer), but I learnt from books that Jakob Spalinger used straight wings for his earlier designs (from S-1 up to S-15c) and (with the exceptions of, for example, the S-20 and S-23) gull wings for his later designs. Today, we believe that the gull wing is a typical characteristic of the Spalinger glider, because only the later Spalinger designs (as S-16, S-18, S-19, S-21, S-22 and S-25) are alive.

Spalinger designed the single seater trainer S-15 during the winter time of 1929/30 with two different wings. The S-15a with a wingspan of 11 m. and the S-15b with a wingspan of 14 m. The construction of the S-15a (Austria 2) was started in 1930 but was never finished. At least two S-15b were constructed and their first flights took place on 24 12.1933 (HB-82) and on 8 2.1935 (HB-167).

The S-15c was a completely new design with a wingspan of 16.5 m. Jakob Spalinger constructed (with the help of his wife and F. Vlasak) an example (HB-24) for his personal use. Its first flight was realized on 28.5.1932. Jakob Spalinger named his glider "MILAN" and managed systematically thermal flights with it. Jakob Spalinger was airborne on 5.6.33 in his S-15c "Milan" for 3 hours 7 secs, which was a Swiss Single seater duration record at that time."

"The S-15k was designed by Spalinger in 1934 and it became the most popular training glider in Switzerland. Fritz Glur (from the Gliding Club Olten – like me) constructed the first (I am not 100% sure that it was the first) S-15k (HB-150) and was able to achieve with this glider a Swiss Duration flight record of 16 hours 20 mins.on 26.8.36.

It is really funny that Jakob Spalinger gave four completely different gliders the same name S-15 (S-15a, S-15b, S-15c,and S-15k). By the way, it was also Fritz Glur who later constructed the first S-19, HB-225, which is now owned by 'Fips' (alias Hans) Rothenbühler. The first flight of HB-225 took place on 8.8.1937. Fritz Glur made with this glider on the 12th-13th March 1938, a flight of 28 hours 6 mins, which was another Swiss duration record.

You wrote in the VGC News No 92 that, besides OO-ZIW, only one other S-15k is known to be stored. This is not correct. From the list of gliders in the Oldtimer Segelflugvereinigung Schweiz, one discovers that there is at least a third S-15k existing, in the hands of Fritz Fahrni. However, this glider (HB-327) is not airworthy and needs restoration. Therefore I was very happy to learn that one day the Belgian S-15k will fly again, and please tell Johan Kieckens that he is not to do aerobatics with it as it was not designed for this type of flying!.

I have planned to visit with my family (first priority) and my S-18-3 (second priority) the 27th International Vintage Glider Rally at Aventoft and I hope we shall meet again there.

Kind regards.

Daniel."

Obituaries

PETER ERNST RIEDEL

Peter was born in Halle in 1905, the son of a Lutheran Minister.

Before World War 1, Peter had become inspired with flying when he heard the engine of Helmuth Hirth's aeroplane, when he took off for his record flight to Vienna. Helmuth was the older brother of Wolf Hirth and was Germany's best power-pilot before WW1. It was he who founded the firm which built the excellent Hirth aero engines.

In 1919, Peter at the age of 13 had constructed his first glider which he rather soon broke. In 1920, he arrived on the Wasserkuppe for the First Rhön Contest with his second glider and was taught to fly it with men hanging on to ropes from the wing tips and his instructor running in front, also holding a rope attached to its nose, telling him what to do! Peter later constructed a replica of this aircraft in time for our 2nd International Rally in 1974 on the Wasserkuppe. This replica known as the PR-2 Rhönbaby has for years been on exhibition in the Frankfurt am Maine Airport terminal. By 1924, he had built his PR-4. In 1932, his sister Beate was killed in a car accident with Grönhof driving. She was a fine sports woman and flew gliders (such as the Falke and Rhöngeist). Afterwards, Grönhof lost his will to live.



Peter Riedel and Chris Wills on the right standing by the replica of the Riedel PR-2 Rhönbaby at the Wasserkuppe in 1974.

In 1928, Peter trained as an airline pilot at Brunswick and Oberschleissheim. He did not join Lufthansa until 1934 after a spell as co-pilot to complete his training. During 1932/33 he carried out well over 1000 aerotows with an Udet Flamingo at Darmstadt Griessheim as the RRG/DFS's towpilot. In 1931, he flew the first Hans Jacobs designed Rhönadler of 19 m. wing span and delivered it to the Gaisberg (Salzburg-Austria). During 1933 he visited the London Gliding Club at Dunstable to give much advice on gliding matters.

In 1933 he became German National Champion flying the Fafnir which had been rebuilt after Grönhof's fatal accident. He won the Hindenburg Cup in 1934 and, during the same year, was part of the German Soaring expedition to South America, again flying the Fafnir. He took part in the 1934 Rhön Contest flying the Fafnir and in 1935 he came 6th flying his Condor D-La Falda. During this year he founded the Deutsche Lufthansa Abteilung Segelflug, the first airline pilots' Gliding club. This became the Reichsgruppe Lufthansa, and he sometimes had to wear military uniform which he did not like, (during the contest opening and closing ceremonies perhaps). He did not approve of what was happening to German Gliding at that time, when the Nazis were taking it over, and he never felt happy in uniform. He took part in the 1935 Rhön Contest representing DLH Berlin, with his Condor 1 and came 6th. In September 1935, he took part with the German team in the International Contest on the Jungfraujoch together with Udet, Heini Dittmar, and Ludwig Hofmann. The Jungfraujoch is 11,333 ft asl. In 1936, he came 3rd in the Rhön contest flying a Condor 2. In the same year he took part in a gliding expedition to Sweden and flew his Condor 2 from Malmö to Copenhagen finding lift with sea gulls over the sea. This was the first time that a glider had used lift over the sea.

In 1936, he tried fitting an engine with pusher propellor above the centre section of the Condor La Falda. This was attached with four bolts and it could be easily removed.

In 1937, he took part in the 8th US National Contest with the Sperber Senior at Elmira and won it, although it did not count, as he was not a US citizen. Training for it, he flew the Sperber Senior from Roosevelt Field, Long Island and spent 7 hours over Manhattan! During 1938 he again took part in the US National Contest flying a Kranich 2B-1 and did an incredible flight with it, flying it solo from Elmira to Washington D.C., 365 kms. He had passed over the centre of Washington at 200 ft above the Washington Monument before finding lift which got him to Hoover Airport with height to spare. It was clear that the people below had seen the Kranich! On the next day, he flew the Kranich 319 kms and won the contest. As before he could not become US Champion because of his German nationality. By now, he was so much in love with America that he did not want to return to Germany. He had been employed by SCADTA, a Columbian German Airline. His 365 km flight qualified for his Gold C badge. As it was to a goal, he was later awarded a Diamond for it.

Now he was offered a post in the German Embassy as Air Attaché under an old Prussian General who knew nothing about aviation.

At first, Riedel was not convinced that a desk job would suit him but he was persuaded to remain. At about this time he met for the first time a beautiful American girl Helen Klug, who was to become his wife.

During 1939 he tried to fly the Kranich 2B-1 solo, from car towed launches, across America. (2,870 miles!!) from the West to the East Coast. He had four weeks holiday in which to accomplish this soaring expedition. It was not enough but he did achieve Gold C height.

He made a number of official visits to aircraft factories, and from these, he gathered that the Americans would not have sufficient aircraft to intervene in a European conflict for two years. As Air Attaché, he collected information from Newspapers and Aviation periodicals which continuously gave information concerning aircraft firms in their areas. These also gave an accurate picture of US Aircraft production which could be sent to Germany. On returning to Germany in 1941, he discovered his Chief, von Bötticher, had taken full credit for this and was awarded the Knights Cross by the Führer himself. In America, he was treated as himself, and not a Nazi but on Germany's declaration of war on the USA, he had to return to Germany and Helen decided to go with him, although she spoke no German. They had managed to get married in the USA in spite of difficulties. In Germany, Peter and Helen always spoke English together and experienced no hostility from the German people.

It was difficult in 1942 for Peter to find employment in the German Aircraft Industry which seemed to have no sense of urgency. However, he felt that he must warn them about America's potential in aircraft production "They are building up strength now... and then they will come in their thousands" (i.e.. heavy bombers and fighters.). There was no way to inform the leadership, but he could still inform Willi Meserschmitt, Dornier and Heinkel. This made it very probable that he would very soon be arrested for defeatism. He had by now been made aware of the slaughter of the Jews, and this made him determined to leave Germany again. At first, he found employment with Messerschmitt and then with Heinkel at Rostock where Polish and Russian foreign workers were working seemingly contentedly. Helen was able to speak with some of them in broken German and they seemed to want to stay in Germany rather than to go home Their food rations were at least as good as those of the local population (which

may not have been very much); they were not ill treated and Peter and Helen did not think of them as slaves. Peter was involved with trying to sort out the many problems of the very complicated HE 177, which was supposed to be Germany's only heavy bomber. Rostock had been badly bombed by the British, but the Heinkel Works had not been seriously damaged. Peter wanted to move at least the machine shop to Saxony, where it would be in less danger. This was accomplished. Peter and Helen did up a small sailing boat called Sturmvogel. They had a wild idea to try to sail it to Sweden. However, Helen became very ill and this was later revealed to be tuberculosis. At Heinkel's personal request, she was accepted by a sanatorium at Waren, 65 kms from Rostock. She became so ill that she had to be got into another sanatorium in Switzerland at Davos. To pay for this was impossible for him and he had to join the Abwehr (German Secret Service) to assure that she could go there and be paid for. However, there was very little he could do for the Abwehr except to investigate a crashed Jü 88 in a Swedish forest which had SN-2 radar on board. The British already had an SN-2 radar set.

He could not destroy the Ju 88 with its secret radar, because the Swedes were with him and watched his every move. He thus could not help the Abwehr but managed to assure the safety of its pilot in hospital in case Nazis would wish to kill him, which was very likely. By that time no country was making available information advantageous to an enemy. Later, to try and help, he wrote to US General Donovan, with whom he had been friendly in America, saying simply that as the majority of German people were now absolutely fed up with the Nazis and the war, he was convinced that, providing they were governed sensibly after the war, they would not cause problems and that there would be no resistance movement to fight the Allied occupation.This was betrayed to the Nazis in Germany. Knowing what this would mean, he decided to leave his job and go into hiding. However, first he warned the Swiss authorities about what might happen to Helen and they found her somewhere more secure to live. Shortly afterwards, her family was able to get her back to America and her health improved. It was a time of the mass movement of refugees from the East in their attempt to escape from the Russians. It so happened that a lugger arrived in Sweden and the refugees on her intended to try to sail her away from war-torn Europe. Peter was able to get on her. After many problems with the engine and stops in ports to fix it, one of them being Dover, it finally got them to Casablanca. Here, the French authorities arrested him and tried to get him to confess to being a war criminal. After a year of prison life, sickness and interrogations, during which time he was able to write a considerable part of his memoirs, the French got tired of guarding him and he was able to clandestinely get aboard a British yacht which took him to Venezuela where Helen was able to join him. As he had no papers he could not go to the USA but, after 3 years, he decided to visit Canada where, through a glider pilot friend, Ron Claudi, he found work as a construction engineer for 2 years but he was not allowed to stay there. From there he visited SW Africa, where he became Chief Instructor of the Windhoek Gliding Club. Here Helen was able to earn some money selling her art work through the local camera shop. She developed quite a cottage industry producing Greetings Cards with African themes. When Peter's job came to an end, they moved to Pretoria where Peter worked in civil engineering, while training to requalify for a commercial pilot's licence. When the Eisenhower Government came into office in the USA, immigration laws were relaxed and so at last Peter and Helen were allowed to return to live in the USA in 1955. For a time, he worked as pilot for a local businessman and then he obtained a job as an engineer for TWA in Kansas City where they bought a house, and Peter was at last admitted to full US Citizenship. He was then sent to Seattle as a member of a group observing some of the first Boeing 707 airliners being constructed for TWA. He was able to bring about some important improvements in the methods of construction used. Later he worked as an engineer for Pan American Airlines, which sent him and Helen to Pakistan and later Vietnam. After retiring from Pan Am, Peter visited Australia in 1971. This was the only continent that he had not yet visited. There, Martin Simons enabled him to fly fibreglass sailplanes. One reason for his visit was to prospect the route for a round the world trip in a self-launching sailplane. This was an extension of his idea in 1939 to fly in stages across the North American Continent.. Subsequently, he worked for the flying doctor service in East Africa as a pilot, before returning to the USA to live for a time in Florida. In 1974 he brought the replica of his PR-2 glider to fly in our 1974 (our second) International VGC Rally. In 1985 he, in conjunction with the Jungfrau Railway and many Swiss friends, decided to re-enact the 1935 International Contest on the Jungfraujoch which is 11,333ft (3,454 m,) asl.so that we of the new generation could experience for ourselves gliding amid that fantastic arctic wonderland. Three of the 1935 pilots were present. Alexander Stanojewic – Yugoslavia, Willi Baur-Switzerland and Peter-Germany. Peter himself flew a Ka-8 to Thun. The meeting was a fantastic experience for those taking part. Peter then began to write his trilogy of self experienced Rhön History during the 1920s and 1930s. He returned temporarily to Germany to interview survivors from that time. During this period he was able to carry out a 500 km distance flight from the Wasserkuppe in to France flying a Ka-6, and doing better than all the other pilots from the Wasserkuppe who were flying fibre glass sailplanes on the same task. This brought him the second Diamond to his Gold C. After this, he returned to the USA to settle with Helen at Ardmore, Oklahoma. He managed a small gliding school there for a few years. He finally tried to organize a round the world trip in motorgliders and made considerable progress with its organization etc. Approaching the age of 92 years, he was forced to concede that he might not be able to do the flying. Finally, he has left us with a legacy of his experiences written in his trilogy and also described in Martin Simons' magnificent book "German Air Attaché". The three volumes of his self experienced Rhön History were a terrific achievement and would take years for one man to translate into English, but this must clearly happen. His enthusiasm for life never waned and his interest in helping less fortunate ones and making this a better world remained undiminished. He passed away peacefully after a short illness on the 6th November 1998 at the Ardmore Memorial Hospital.

Our deepest sympathies go to Helen and to all his friends in many lands, and especially to those in the American and German Soaring Fraternities.

This obituary was written with very much help from Martin Simons' "German Air Attaché" and Peter's volumes of "Self Experienced Rhön History."

ANON

WALTER HORTEN Oberst-Lt ausser Dienst (Lt. Col. retired). 1913-1998

Walter and his brother Reimar are famous for having pioneered Flying Wing Design and became, together with Alexander Lippisch, the leading experts in this field in the world.



They started building their first flying wing from 1918 as school boys in their parents' home inspired by the theories of Dr.von Prandtl, Hugo Junkers, Dr Wenk and others. After building models, they flew their Ho 1 (D-Hangwind i.e.. Slope wind) for the first time from Bonn Hangelar airfield in July 1933. Tests revealed some control problems in pitch and roll and turns could be made better by using drag rudders, rather than ailerons. After modifications, they were asked to fly it at an air display at the above airfield. They agreed provided they could have free aerotows as finances were low. After that, it was possible to take it to the 1934 Rhön Contest without a trailer. This was achieved by aerotow, but unfortunately it was landed short, breaking its skid. "So, there I was on the 'Kuppe with a damaged glider and no crew..." The Ho 1 was repaired by Wednesday but it was too late to accomplish anything. It was offered to Lippisch free, providing he would send an aeroplane to tow it to Darmstadt. He said that this was impossible so, after one more flight, it was burnt as it could not be removed from the Wasserkuppe. Nevertheless, they received a 600 RM Construction Prize.

A Ho 1b was built in the Argentine in one piece, 20 years late, and so far as we know, it is still being flown. This they could have achieved in Germany in 1933! The new Ho1B had differences from the 1933 version.

The Ho 2 was also built in their parents' home with its wing tip extending over the dining room table. This was to be powered to test out their theory without having to have a trailer. It was first flown from Bonn Hangelar airfield in 1935. Whereas the Ho 1 was built entirely of wood, the Ho 2 had a welded steel tube centre section covered with plywood riveted on which was characteristic of all Horten aircraft until 1945. The Ho 2 D-Habicht (Hawk) was a very clean design with the pilot lying on his back entirely within the contours of the wing profile. The wing leading edge back to the main spar was entirely covered with perspex to give the pilot a good view! The Hirth engine firm lent them free an 80 hp engine for 100 hours of running.

During a flight demonstration before RLM officials, the pusher propellor extension shaft broke at 200 m. height and the propellor fell off in the middle of the airfield. Walter managed a good landing before the hangar but they heard nothing more from the RLM officials.

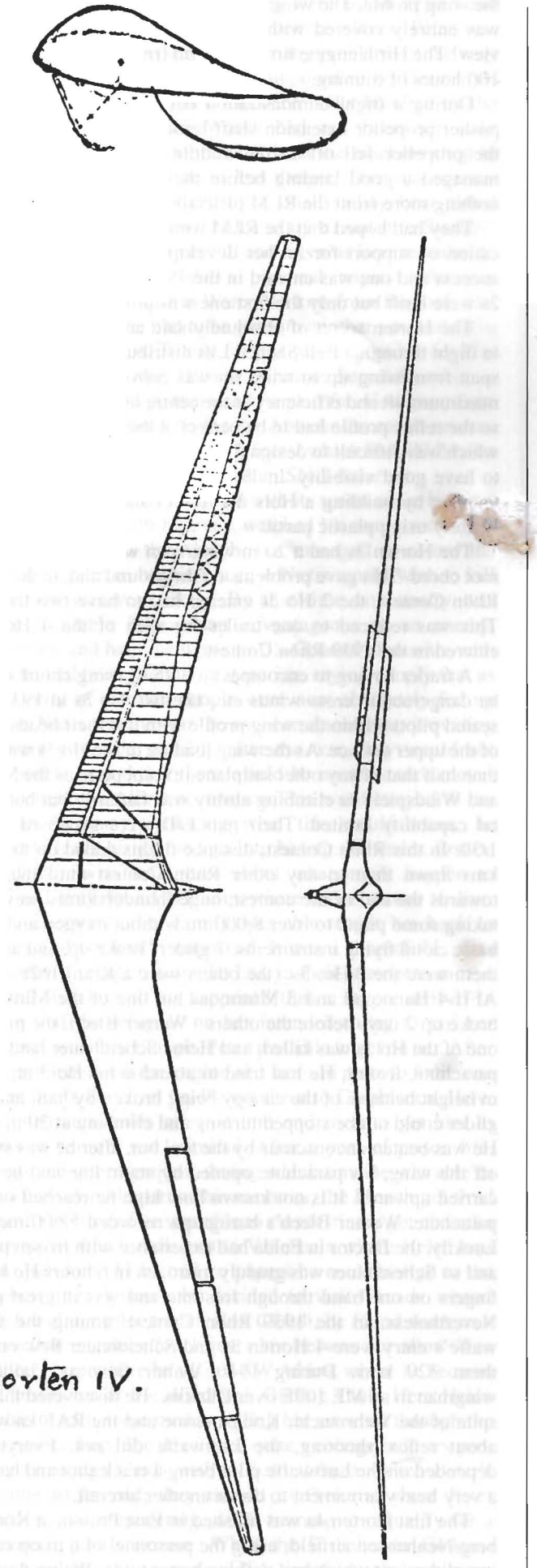
They had hoped that the RLM would give them some indication of support for further development. The Ho 2 was a success and one was entered in the 1938 Rhön Contest. 5 Ho 2s were built but only the first one was powered.

The Horten secret of absolutely safe and perfect handling in flight through a Bell Shaped Lift distribution over the entire span from wing tip to wing tip was proved. This called for maximum lift and efficiency at the centre of the wingspan, and so the reflex profile had to be perfect at the centre of the span, which was difficult to design if a pilot had to be there who had to have good visibility. In 1935, they pioneered plastic contruction by building a Hols der Teufel and then a Horten 5, entirely using plastic parts.

The Horten 3s had a 20 m wing span with a 3.25 m. max. root chord. This gave problems on the ground and, in the 1938 Rhön Contest, the 2 Ho 3s entered had to have two trailers! This was reduced to one trailer for each of the 4 Hortens entered in the 1939 Rhön Contest.

A trailer having to encompass a 3.25 m. wing chord would be dangerous in cross winds etc. The two Ho 3s in 1938 had seated pilots within the wing profile with just their heads clear of the upper surface. As the wing loading of the Ho 3s was less than half that of any other sailplane (except perhaps the Mü 13 and Windspiel) its climbing ability was fantastic but horizontal capability limited. Their max.L/D were supposed to be 1/30. In this Rhön Contest, distance flights added up to more kms flown than in any other Rhön Contest until then but towards the end of the contest, huge thunderstorms prevailed taking some pilots to over 8,000 m. without oxygen and only basic cloud flying instruments. 7 gliders broke up, and among them were the 2 Ho. 3s. (the others were a Kranich 2b-1, the AFH-4 Hannover and 3 Minimoas but one of the Minimoas broke up 2 days before the others) Werner Blech, the pilot of one of the Ho 3s was killed, and Heinz Scheidhauer landed by parachute, frozen. He had tried to abandon his Ho 3 at 5,000 m height because of the canopy being broken by hail, and the glider could not be stopped turning and climbing at 30 m /sec. He was beaten unconscious by the hail but, after he was swept off the wing, his parachute opened by static line and he was carried upwards. It is not known how high he reached on his parachute. Werner Blech's barograph recorded 5,600 metres. Luckily, the Doctor in Fulda had experience with frozen pilots and so Scheidhauer was graduly unfrozen in 6 hours He lost 3 fingers on one hand through frostbite and was in great pain. Nevertheless, in the 1939 Rhön Contest, among the Luftwaffe's entry were 4 Horten 3s and Scheidhauer flew one of them 320 kms. During 1940 Walter flew as Galland's wingman in an ME 109E over Dunkirk. He discovered that, in spite of the Wehrmacht, Kriegsmarine and the RAF knowing about reflex shooting, the Luftwaffe did not. Everything depended on the Luftwaffe pilot being a crack shot and having a very heavy armament to down another aircraft.

The first Horten 4a was finished in East Prussia at Königsberg/Neuhausen airfield, using the personnel of a troop carrying glider unit which had nothing better to do. Walter flew the



twin engined Ho 7 which could have been a training aircraft. In 1944, two prone piloted Ho 3fs were built, which Walter said was the "closest thing to a balloon that we ever managed to produce". Then followed 3 more Ho 4as, 6 Ho 4b which used a downed Mustang's laminar profile that could only be stabilized in pitch with massive wingtip wash out. The Mustang needed at least 8,000 ft to recover from a spin. Thus, the Ho 4b prototype could not be flown faster than 85 kph because of the performance falling off due to drag from the tip washout, or slower than 75 kph because of the stall. The young Hermann Strebel, whio had flown a Horten 4a for 11 hours over the Wasserkuppe on one day (and then was fresh enough to go out for the evening) was killed in the first Ho 4b, because he cloud flew it and had not connected the static line of his parachute when he baled out after it started to come apart from flutter. The RLM forbade any further Ho 4bs from being finished. However, it did pioneer plastic construction as its wing Leading Edges were preformed in 2 metre lengths, The D-boxes were a sandwich of thin plywood outside with a core of resin impregnated cardboard. The preformed components were glued on to the front of the main spar using only a few ribs. This method of construction was to prepare for a high speed delta project which they were keeping secret.The Ho 4a had proved itself to have a flight performance considerably better than the best of the conventional gliders (with tails). It only had to be compared still with the D.30 "Cirrus" that, with a proved max.L/D of over 1:37, was the most efficient aircraft in the world. In 1943, the Ho 4a was flown by Scheidhauer, with his dog Polten on board, and the D.30 was flown by Hans Zacher. The Horten 4 's Aspect ratio was 21.3, the D.30s was 33. The outcome was that the D.30 was better.

Reimar wanted to prove that his flying wings with the same aspect ratios as aircraft with tails would have 15% better performances. Thus he decided not to go on with the Horten 4a but to try to beat the D-30 by using a laminar wing profile, as the Ho 4b used, or by extending the Ho 4a's wing to the same Aspect ratio as that of the D.30. Both projects were completed and 2 Ho. 6s were flown during 1944/45. The Ho 6 was found to have an improved performance over that of the Ho 4a, similar to the improvement of the 4a over that of the best conventional sailplanes. At this time efforts were being made to design and build a 9 ton jet fighter, for which Reimar obtained materials, including two Jumo 004 turbo jets. This was the Ho 9. As Walter's requisition notes were causing suspicion, he made them out for a Sonderkommando 9 and nobody dared to ask what the said Kommando did. The jetfighter did finally receive official sanction and two of them were finished, the first as a glider and the second was powered. Reimar did mention that he hoped he could beat Lippisch to 1000 kph ! The Ho 9 V.2 (the second prototype) did receive good test reports but it only had 3 flights. On the 18th Feb. 1945, the famous record glider pilot Erwin Ziller (from Grunau) suffered a failure of one of the turbojets and fatally crashed just short of the runway of the Oranienburg airfield.

They had designed and built 25 aircraft from 1939-1945. There were more which had been designed and not built, which were of the greatest interest. After 1945, both brothers tried for employment in England but when this was impossible, they emigrated to the Argentine where, with support from the Argentinian Government, they were able to design and build 2 Horten 15 single seaters named Glen Antu (Sunbeams), 3 tandem two seater Ho 15s and 4 side by side 2 seaters (named Urubu). (4 more of these were built in postwar Germany. These were 3-piece aircraft and their centre sections

(i.e..cockpit sections) were enormous. A Horten 16 was finished in Buenos Airies in January 1953. 2 Horten 33 two tandem two seater pusher powered aircraft were finished in Germany in Bonn.

In 1941 when the military wanted to use gliders to carry ammunition or fuel for the invasion of England and 80 Kranich 2s were quickly modified to do so at Brunswick (Braunschweig), it was discovered that the Horten 3 could carry much more weight than the Kranich 2. With pilot, this added up to 800 lbs (400 lbs in the centre section and 4x50 lb palettes in the wings). It flew even better than before and now it had penetration. This gave motivation to increase the wing loadings of the Horten gliders and hence the Ho 33s which carried 2 pilots as well as an engine. In the Argentine, a Horten Delta was tested as well as a 6 pusher engined transport (for carrying oranges!). The Argentinian Government lost interest and Reimar Horten tried to carry on without its support, ably assisted by Dr Nickel and Heinz Scheidhauer while Walter returned home to Germany. Of all their designs, only the Ho 1b is maybe still flying. In existence in the Argentine are Pianifero 2, and perhaps Urubu. Some other Ho 15s may exist in a very bad condition. In Germany now, at the Deutsches Technikmuseum Berlin being restored are Ho2, Ho 3f, Ho 3g, Ho 6. In Oberschleissheim, is the Ho 4a V.4. All are just for static exhibition. In the USA are the Ho 4a LA-AC at the Planes of Fame Museum, and the Horten 9 V.3 jet fighter at the Silver Hill Storage Facility for the Smithsonian which is also to be restored. In Germany is a Ho 15c in storage. In Germany also are two little motorglider designs, which were built with Horten advice, and which are successfully flying.

So the second of the Horten brothers has left us, but their legacy of fantastic and beautiful flying wings lives on. The question is whether the sailplanes will ever be built again to fly. We think that they should be, as the Ho1B, Ho 4a, Ho 14, Ho16 and Pianifero 2 were small enough when derigged to be practical propositions.

We offer our sincere sympathies to their wives and families and to the entire German Gliding Movement as well as their friends. We send our sympathy especially to Gudrun their sister, who did their calculations and was also a very good glider pilot. She is married to Dr Karl Nickel, himself a flying wing enthusiast, to whom we send our sympathies also.

C.Wills

SYD DAVIES
An Appreciation

Syd was my first instructor when I started gliding at Booker in 1965 after a break on the ground since the end of the war. We flew T21s on the winch and he remained one of my instructors until I soloed. Thereafter I flew with him whenever I could. When, with friends I joined a K6cr syndicate Syd joined us and he remained one of my instructors until I passed an instructors course a year later.

It is impossible to describe Syd as an instructor without using superlatives. His mastery of the art of flying can be taken as granted after his RAF training (which included jets), but his ability to detect by instinct a pupil's problems and how to solve them with humour and encouragement was far above that of his peers. A lesson with him was to be treasured.

We would often discuss his years with British Airways where he retired as a Senior Captain and also his time with the RAF where he flew Vampires: "a tricky aeroplane when landing in gusty conditions. I remember coming in once when just as I was holding off at ten feet or so a wing dropped viciously – there was only one thing for it: a bootful of opposite rudder", etc., etc.

He remained an enthusiastic founder member of the Vintage Flying Group at Booker until his untimely death for he loved flying the older gliders and helping in their restoration.

He leaves a large number of friends mourning a great flyer and a lovely man. His legacy remains with his many pupils amongst whom I am proud to be one.

Dudley Steynor – October 1998

(We are grateful to the Booker Gliding Club for this obituary *Ed*)

Chris Wills knew Syd as an ornithologist and, as such he taught Chris much about different types of birds and where they might be seen and how they could help glider pilots to find lift. Chris also knew him as a musician which was perhaps due to his Welsh heritage. He had played in many bands, including those of the Salvation Army, which are said to be among the best bands in the country. He was together with Graham Saw and Chris at Zabraslavice with the Lunak, which he and Graham Saw owned. He also owned a half share in the SKY which is being restored at Wycombe Air Park. Chris and all others in the Vintage Group at Booker are missing him as a true friend.

BOOK REVIEW

Sailplanes by Schweizer, a History. Paul Schweizer with Martin Simons. Published by Airlife Publishing Ltd. ISBN 1 84037 022x Available from VGC Sales, see centre pages.

Our story begins in 1930. At that time there were three brothers, Ernie, Paul and Bill who, while still at school, designed and made a primary glider and taught themselves to fly it. Fifty years later they were still together and still designing and building gliders, but now they owned a respected aircraft company. In the fullness of time they had introduced their sons to the business which had become the oldest family owned aircraft company in the USA. In 1968 the 1000th sailplane had been produced, but by the late 1970s glider manufacture was only a small portion of the total output of their factory and in 1982 ceased altogether. Not that the firm closed down, far from it, as it had by then become a well known subcontractor to the American industry, even making complete Ag Cat crop-spraying aircraft for Grumman Aircraft and later taking responsibility for the Hughes 300 helicopter.

In their time they had designed over 2000 gliders for their national conditions and had concerned themselves with crash worthiness long before it was thought to be important. This may have been one of the causes of their slowdown as main producers of gliders as potential owners were more concerned with performance than with safety. Not that the imported gliders were unsafe, but combined with their better performance, cheaper price due to the strong dollar, the escalating cost of product liability insurance and the brothers liking to manufacture gliders which could be sold as partially assembled kits for completion at home, the sales dropped off until it was no longer worth continuing with gliders.

This book is by Paul Schweizer, the middle brother, and it describes the family history from the time when his father emigrated from Switzerland and became a chef, firstly in New York City and later in upstate New York. All the children were expected to help with the work in the restaurant because it was

the time of the great depression and money was scarce.

Like Martin Simon's earlier book on Slingsby gliders this one devotes a chapter to each new type number with excellent three view drawings of each one drawn by Martin on his computer, in most cases using original factory information and there are many photographs, most from the factory archives..

From the 1-6 of 1937, called the Boom-Tail, they were convinced that all-metal construction was the way to go but this meant that they had to get over the problem of working the metal without expensive heat-treatment plant; a recently developed aluminium alloy was used which work hardened during forming and they made their own drop hammer to form wing ribs and fuselage frames. The 1-6 was the first of their gliders entered in a competition and it came ninth while Peter Riedel was the winner in his Sperber Senior. And so it went on, gradually improving the designs and entering them in competitions with some success and the 1-7 was the first glider that they were able to sell. It is noticeable that the materials used in the designs became more sophisticated as time went on, partly because of the universal improvement in aircraft alloys and steels during WW2, and also the better machinery the Schweizers installed in their factory to carry out their sub-contract work allowed the use of harder, stronger materials for their gliders.

Schweizer gliders are not generally well known in Europe with only a few examples flying over here but in the USA (for whose conditions they were designed) they have been the normal make of gliders that pupils train on and then, in different gliders, the pilot goes on to more advanced flying, perhaps building one from a kit. Some versions were used for the high altitude Bishop wave exploration described in Martin Simon's story of Dr Kuettner's flights in our issue No 93 of Spring '98 while other designs were developed into specialist military types. The brothers also tried their hand at producing single and two seater powered aircraft but did not go into serious producton with these.

If, like me, you thought all Schweizer gliders were bulbous nosed, short spanned, low performance gliders this book is for you, to study the higher performance 1-35 and to find out that this firm had the World Class concept in 1979 with their 1-36 which might have been produced at a higher rate than the PW-5. Thirty Gold badges completed and 87 diamond distances with the 1-26 alone is not bad. Others have obtained all three diamonds for their owners.

This book is a very good record of an aircraft manufacturer not well known in Europe and the text gives an authoritative running history of the firm while discussing the state of the gliding world (such as the many changes in the rules for Standard class) at the same time. It is a pity about the price but specialist books are now getting expensive. Nevertheless, Paul Schweizer and Martin Simons are to be congratulated on a fine, well illustrated book which deserves to sell well.

Graham Ferrier

"SEGELFLIEGER-ERLEBNISSE AUS ALLER WELT"-Band 1.

Gliderpilots' Experiences the World Over, 1st Edition. by Erik Berg, Architect SAR & DAL.

6,000 of the First Edition were printed and it was out in time for the Pre World Gliding Championships at Bayreuth. The Second Edition is planned to be out in time for the WGC 99 at Bayreuth.The Second Edition has been very much expanded and includes among other articles, photographs of Rudi Opitz and accounts of him flying the Ho 4a, LA-AC, in the 1952 US Championships. There is also a beautiful description of Hanna Reitsch's flight from Salzburg through the Alps. It is in German but it could be of interest to non-German speakers for its photographs. The first edition was also in English. My only criticism is that perhaps the very good photographs in both editions could have been printed with more contrast but may be, in order to keep costs down, inferior paper was used.

C.Wills

DEUTSCHE FLUGZEUGE UNTIL 1945. by Peter W. COHAUSZ. (in German). This is a magnificently produced book revealing the histories, technical details and locations of 2,500 German aeroplanes, gliders, rockets etc that escaped the Morgenthau Plan destruction of all German aircraft etc in 1945. It has to be said that some of the aircraft shown are little more than wrecks, or the tiniest morsels. The photographs are marvellous of the aircraft then, or as they are now, with lists as to where they are, which are (almost) up to date. The glider section reveals all the Kranich 2s, all the Grunau Babies, all the MU 13 Ds, MU 17s (of which it says that about 60 were built from 1941-1944) and that only two still exist, (D-1717 & D-1740), built in 1962, both being in the hands of the Akaflieg. The book may be a bit optimistic about the numbers of aircraft and their conditions, but it generates a great spirit of excitement and discovery, which can only lead to more interest and restorations. We strongly recommend this book even to non German speakers for its lists and photographs. There is a double page spread of a magnificent REIHER in 1938 with the caption giving the exciting news that we are soon going to be able to see this sight again!

C.Wills

INFORMATION PLEASE

From Duncan Andrews, Culverhayes, East St, Chulmleigh, Devon, EX18 7DD.

"I have acquired the prototype EoN 460, which is awaiting a new C of A following its wing mod. It is basically sound but in need of some cosmetic TLC and over the next few 'off-seasons' I intend to carry out such partial restoration as may be necessary, whilst retaining the various improvements suggested over the years. I should be grateful for any information concerning this aircraft, in particular the original paint schemes and lettering styles. The doping records in the Log Book are rather sketchy, but the glider retains its MTCA registration G-APWL displayed on its fuselage sides." *Does any previous owner remember anything about this glider or have any pictures to send the new owner? Ed*

NSFK STATISTICS for April, May, July or August 1944 concerning Types of gliders used. Numbers of the types, Number of launches and Number of hours each type has flown. The Bundes Archiven in Freiburg in Breisgau and in Berlin Lichterfeld have already been asked, but they have nothing. Can anyone please suggest further sources that could be tried? Information on the above questions for the above months has already been obtained for the WEHRMACHT LUFT (Luftwaffe), but nothing is available yet for the NSFK. Chris Wills needs this information to obtain rough information on how many gliders were in Germany at the end of the war.

He realizes that Luftwaffe airfields were under constant attack and that the WL's gliders were on these airfields. However, the NSFK should have had separate sites which were not so often under attack. Information would be gladly received by C.Wills, Wings, The Street, Ewelme, Oxon OX10 6HQ. Tel:01491-839245.

Klaus Schickling has a Slingsby T21 BGA 3195, formerly WB 989. Does anyone know anything of its earlier history.



The Baby V once owned by Rudolf Fehlhaber, does anyone have any information on this type of glider? Photo from an email

Letters

Continuing Harold Holdsworth's letter about the Dickson Primary which we had to cut short in the last issue.

The worst of these errors concerned the main spar of the wing which, being a built-up I beam, was too light for a primary. Secondly, the use of a large number of small brass screws which almost cut the timber into short pieces and any landing by a beginner which was a little rough ended with the spars broken and the landing wires as well. Also among other problems, the wing leading edge ply was not carried around the L.E in the normal way, so that wing section and stiffness was lost.

Ray Ash did not start the Australian Dickson, but the person who did was quite aware of the problems and doubled the size of timber in the spars, omitted the screws and used a glue of good quality instead of the more usual gelatine glue. (After four years our Dickson literally fell to pieces) Like Mr Sutton building our Dickson, the Australian builder assembled the wing ribs on the spars, tested for accuracy and then found the mistakes with the drag bracing not being able to pass through the ribs. He put the machine up for sale!

Ray Ash assures me that he connected the wing ribs "in situ". He sent me some very interesting photos of the glider under construction and when finished.

At one time Bill Manuel passed on to Mike Beach his knowledge of the drawbacks of the Dickson but that was before the time Mike was toying with the idea of building a Dickson himself.

Among the unconventional features of the Dickson were: control horns and tailplane bolts in dural, very small ailerons, quite large rudder, wing root fittings incorporating a control surface hinge. Imagine trying to hold a wing and get a clevis pin in place at the same time.

All the finished primaries I saw had more conventional wing root fittings. On the plus side, on the type of ground surface for which it was intended to land, i.e. pasture grass, moorland, heather or bracken, the Dickson could be landed into wind with a delightful swish, no bump at all. Only the Professor could approach that"

Just for the record Harold adds his memories of the **Cloud-craft Phantom**.

"The sole reason for building the Phantom, to the order of Mr P J Michelmore, was for him to win the prize put up by Cellon, the dope and paint manufacturer in 1931 for the first person to fly across the English Channel in a glider after a bunjee launch. The flight had to be carried out by a certain date and the prize was £1000. With hindsight Mr Michelmore did not have a hope of winning the prize but he was an over enthusiastic optimist.

Michelmore had two main problems, apart from getting a suitable glider, and these were, 1, where to start from, and 2, what kind of weather to wait for. Because of the compulsory hand launch the cliffs at Dover were chosen as the start point but obviously an ideal hill soaring wind would mean a head-wind for the subsequent crossing.

After the first flight at Dunstable on 11th June 1931 it was taken on a lorry down to Dover where Michelmore carried out the final preparations. These included arrangements with the Army to provide a bunjee team. Michelmore carried out a purely local flight to get used to the machine, to prove it could recover from a spin and that its performance was as good as claimed. The machine was afterwards picketted down under a large tarpaulin to await the "great day" while the pilot found himself some accommodation in Dover.

Shortly afterwards he was astonished to see his glider at the launch site, the bunjee laid out ready for launch, a soldier in the cockpit – and a strong wind blowing down the cliffs. A furious altercation took place, when fortunately the officer in charge appeared and a very bad accident was averted. The Army dealt with the soldiers but very few, certainly not the soldiers involved, realised what would have happened if the launch had been attempted.

When the soldiers had been released, and under cover of darkness, they returned to the parked glider and systematically damaged it. They cut out some wing ribs and wrenched off the pilot head while doing other damage. They lifted the machine off the ground then dropped it, this caused more damage than they probably intended. The nose cone, which had been kicked in, was hammered out by a panel beater, but the impact of being dropped ruined the entire front fuselage by splitting all the stringers lengthwise and breaking the keel. There would have been a very expensive repair bill if Michelmore had gone on with it but he was not inclined to continue and put the damaged machine up for sale. There were no offers. At that point the newly formed BGA stepped in and pointed out all the drawbacks to the machine as a club aircraft with all its problems of rigging and derigging.

The Phantom had been designed for one purpose only and that was to fly the Channel once only and to claim the prize money as cheaply as possible (although the machine cost £300 to build) It was pointed out to me that the BGA had only given it a C of A for a very short life and before being released as a normal club glider it would have had to be completely redesigned with a new fuselage and stronger fittings. In other words, almost a completely new machine. And also Mr



The Phantom glider designed and made by P.J.Michelmore in 1931. From C.Wills

Michelmore was a very small man and the Phantom had been designed to fit him and would therefore be unsuitable for the majority of pilots. By this time anyway Cloudcraft had gone bankrupt so as a temporary measure the Phantom was stored at the RFD Co, Guildford, Surrey. But in January 1932 RFD stopped all glider manufacturing work and handed it over to the Lowe-Wyld's British Aircraft Co Ltd at Maidstone. On the 13th May 1933 Lowe-Wyld was killed flying a Planette and his business was taken over by Robert Kronfeld, but in new premises, so once again the Phantom was moved.

Michelmore had it moved by rail to Patchcroft Railway station, the nearest to his home where it was dumped, uncovered on the railway platform.To my astonishment it did not suffer further damage from vandals or souvenir hunters. From my log book it wasn't long before we, the Bradford Gliding Club, reached agreement with Michelmore and promptly collected it and stored it in a Bradford wool warehouse for a number of years. The price agreed was £25, suggested by myself, as being the value of a new double bunjee rope and an undamaged Smith's Glider Airspeed Indicator both of which were immediately put to good use. The remains of the glider were a bonus but not of much use.

(When the BAC stopped all glider work they offered all their material for sale and their Bat Boat was offered to me but what became of it I don't know. I did buy a complete set of control surface hinges for a Hols der Teufel being built by the Bradford club and which had its first flight on 4th June 1933 at Baildon Moor). Because the Bradford club did not have any storage space of their own the Phantom was moved several times until, on the formation of the Yorkshire Gliding Club in 1934 it was transferred to the premises of Fred Slingsby at Kirbymoorside where after some more years it disappeared, probably burned. At the same time only the Dickson and the Hols were taken to Sutton Bank as worthwhile but three other primaries, an ancient car and a load of other gliding junk were just left to rot. A Hols der Teufel Mark1 was bought from the Ilkley Gliding Club and taken to the YGC, and that glider has caused some confusion among later gliding historians.

In some ways the Phantom and the Hunt Sailplane have this in common, so much work for so little return. Fred Hunt joined the Commandos and lost his life in North Africa but what happened to Mr Michelmore is unknown".

The Phantom Sailplane, from "British Gliders 1922-1970, by Norman Ellison. Designed by Roger Dickson and built by Cloudcraft Glider Co.

Conventional construction *(but see Harold's remarks below)*

Semi cantilever wing with a single strut either side, all moving tailplane.

Wing span 15.54m 51ft, Length 7.62m 25ft, wing area 18.58sqm 200 sq ft, Aspect ratio 13 wing section RAF 34 modified, undercarriage, main skid plus tail skid, empty weight 112kg 247 lbe, all-up weight 184kg 407 lbs, wing loading 9.95 kg/sqm 2.04 lbs/sqft. Max L/D 26 Price £300.

"The fuselage was semi monocoque with the rear part conventional but the nose to cockpit was made with a comparatively heavy solid keel, a number of fairly heavy stringers and heavy narrow panels of ply. The butt joints were lengthwise and secured by a great many brass screws. That feature played a prominent part in the machine's end when it was lifted then dropped on the ground." *Harold Holdsworth August 1998.*

From Ary Ceelen, in Holland.
Dear Mr. Barry Smith,

Good to see mentioned in the VGC News(Winter '98), the 'Dutch habit' to use English words in their own way. Indeed we use the word "Oldtimer" for older cars, -ships and -planes in normal conversation or written articles, but not for persons. The words 'Vintage' or 'Classic' are typical for English use. We use the word 'Oldtimer' = "vintage glider" in our own way. Just the same as we use the word "occasion" for a "secondhand car". The English word 'occasion' means "bargain', but the Dutch use the French word 'occasion' but pronounce it in the English fashion! (In Flemish-Belgium they use for 'secondhand car' the word: 'okka'sie', derived from the French word 'occasion'). So you see some foreign words 'fly-over' to other languages and are used for new expressions.

By the way, did you see the cover of the VGC News? Read the words around the VGC badge:

"Vintage, Old Timer & Classic gliders"!!! What? No 'oldUmer'?

From Tony Maufe,

I am glad to see the introduction of 'Oldtimer' onto the VGC logo. All we need to do now is to remove the word 'Vintage' and return it to its correct usage – namely on bottles of wine [or port]. [Middle English vendage, vindage, Latin vinum wine', vintner, etc.]

I believe it was the uncultured motoring fraternity that started abusing the word 'Vintage'. However, to a scholarly drunkard who, seeing the word 'Vintage' on the News, could assume it to be a wine review and could well be confused...

WHITE WINES

1952 Steinadler ...scraped over the hedge.
1943 Sparlinger ...soared all day. Looped down from 5630m.
1956 Rhonlerche ...air sick after 45mins. Landed short.

The Red wines could be more exotic – Honza ZIin, Pionyr, Krajanek.

Has Barry Smith asked the French what they understand by the word 'Vintage~? I recall, whilst in France, stopping at a Cafe du Rex. I agree with Barry, words do not always translate quite as intended.

However, Dutch are always understood and understand, so if they use the word 'old-timer' the rest of the World, most likely, will comprehend. So 'Old-timer' it is. Reserve 'vintage' for your bottle of port, Barry! 'Veteran' maybe, but that is another issue.

Hopefully we will fly more next year

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

Ka 4 completely refurbished and re-covered. Current C of A. Wooden Trailer £2000, Arthur Grundy Tel 01244 390040

SKY 34 BGC 1053 with new trailer, full instruments including radio. C of A to Aug 99. Excellent condition. £5000 A.Burkinshaw, Tel 01226 765173.

Wassmer W22 Super Javelot 1963, in good flying condition. The only example in the UK. Best glide ratio 30/1, wooden trailer, barograph, electric vario, radio, parachute. £3000 ONO. Eric Hill, Tel 01623 514071

Sole Example of Mk2 Harbinger, 18m span 2 seat Sailplane, Complete kit, Unique 1947 design with slotted ailerons and by famous designers. Low airframe hours. Full overhaul and re-cover in 1994/5. Little used since. Original instruments as fitted. Plans, History & Documentation. 12 months C of A to buyer and purpose built metal trailer with new ply floor all included. Performance with two people is similar to Olympia 2b and an excellent solo machine. Reasonable price. Apply Austen Wood Tel 0161 487 4522 or Geoff Harrison 01709 369678.

Ka 4 glider, C of A expired, some damage. Offers invited. R.Andrew Tel 01430 431752

Nord 2000 (French built Meise). Beautiful condition with current C of A. Very good trailer. Winner of VGC Performance Prize in 1998. Available most reluctantly because the present owner has too many gliders! Sensible offers to Barry Smith Tel 01845 597169

"AIRCRAFT MUSEUMS AND COLLECTIONS OF THE WORLD". by Bob Ogden, the author and publisher. 13 Western Avenue, Woodley, Berkshire RG5 3BJ, England. Tel: 0118-969-3276. Fax: 0119-944-0954.

Bob has for years been compiling these small, illustrated, soft back books which contain lists of historic aeroplanes and gliders in collections and museums all over the world. They also describe how and when the museums and collections were established and information on how to get to them, with their telephone numbers etc. There are now at least 11 volumes of the above books. Bob has visited most, if not all, the museums, which has been an incredible feat. We feel that the books are vital for every aviation and gliding historian.

Printed by Stephens and George Ltd, Goat Mill Road, Dowlais, Myrthyr Tydfil, Mid Glamorgan, CF48 3TD. Wales. These books can be bought from most aviation bookshops in Britain.

Chris Wills has been very kindly given by the Czach Republic's Technical Museum a PARTS **CATALOGUE FOR THE MRAZ BUILT KRANICH 2B-2**, which is in German. It contains illustrations of all sub-assemblies and components etc and lists of drawing numbers pertaining to the above. From this information, it is possible to order copies of drawings of a particular part from the Prague Technical Museum for Kranichs built by Mraz Nitra, and perhaps by Mraz Chotzem (Chosen) from 1941-1945. It is believed that this catalogue will also be valid for the Spanish and Polish Kranich 2b-2 s (i.e. Zuravs). Chris will willingly photocopy any pages of the catalogue for anyone who needs them. It should be mentioned that this catalogue will NOT be relevant for the earlier designed KRANICH 2B-1s which were built in Germany and Sweden, during the war.(and of course in Germany before the war.)

EoN OLYMPIA with metal closed trailer. Based at Perham. Offers to Andrew Jarvis. Tel: 01903-830856. Reason for sale. It is not being flown.

EoN OLYMPIA & trailer. Stored at Portmoak, Scotland. Information from Cliff Jeffery Tel: 01302-361381.

EoN OLYMPIA Works No.081. Just restored. Full panel includes electric vario, Audible, Averager, 12 v Turn & Slip and Horizon, Barograph, Radio, and a very easy towing aluminium covered trailer, Aerolite glued. £3,650: Colin Street, 7.Sharpthorne Close, Ifield, Crawley, Surrey RH11 OLU.England. Tel: 44 (0)1293 543832 Fax. 44(0)1293 513819.

RHOENBUSSARD BGA 2077. Built in 1935 and imaculately restored in 1992.
with only 38 hours flying since. Due to other commitments its owners have not been flying it as much as it deserves. With trailer. A particularly beautiful glider for £8,500. Contact Veronique Russell at the London Gliding Club, Dunstable or at home. Tel: 01462 672532.

Zlin 24 KRAJANEK BGA 655. This was the aircraft in which Ladislav Marmol flew the British Duration record of over 33 hours. After a considerable rebuild, this glider won the VGC Best Restoration Prize in 1993. It was built in 1947. Offers. Please contact Graham Saw at 16 Prince Andrew Close, Maidenhead, Bucks. SL6 8QH. Tel:01628 776173.

GRUNAU BABY 2B. It has some damage and needs recovering, It has been stored in the dry for the last 4 years. It is complete with open trailer. Contact: David Allison. 01865 742642 or 01494-715630.

SCUD 2 BGA 231. with trailer. This is an original aircraft and is almost certainly the oldest airworthy glider in Britain. Offers to: Mike Beach, 24 Cole Park Road, Twickenham, Middlesex. Tel: 0181-892 9975.

SCOTT VIKING. BGA 416 An original 1938 sailplane. with trailer. Contact Lou Glover, c/o Coventry Gliding Club, Husbands Bosworth, Near Lutterworth, Leics. Tel: Gliderwork. 01858-880375.

BAC-7. Designed in 1930 as Britain's first 2-seater glider. Its wings are from 1935. The fuselage and tailplane were built in 1991. It has flown only 38 flying hours since 1991. With cutom built closed trailer. Contact: Michael Maufe: 01943-608910. or Tony Maufe: Tel: 01603-872737.

GULL 1 BGA 378 It was designed by Slingsby in 1938. With closed trailer. Contact: Tony Smallwood, 16 Church End, Bletchingdon.Oxon, OX5 3LD. Tel: 01869-350098.

GOEVIER 2 BGA 1992, with trailer. As it was built in 1943 in Germany, it is the oldest Goevier in the World. Contact: Bob Arnold, 18 Prioy Drive, Little Haywood, Stafford ST 16 0QL, England.

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

BERFALKE 2 /55. with open trailer. FSG 40 radio, Electric vario, £1,500 o.n.o. Offers to Jochen kruse, Ortbrook 23b,25436 UTERSEN, Germany. Tel: 0049-4122-41254.

SCHLEICHER 2B. Werk nr.894 Built in 1960 and its complete restoration ended in 1997. Open trailer and original trailer. For further information contact Henri-Tel: 0032 (Belgium from Britain.)-2-270 90 84.

Ka-6 BR-Pe. First of only three ever built. Werk Nr.341 built in 1958.It has a Pendel Rudder as requested by Heinz Huth. It is in wonderful condition. It was D-3221 and is now PH-874. Contact Anne Heins Tel: (0) 30 657 0763. The Netherlands.

SF 26A Standard with canopy from a Phoebus. Technical inspections of the aircraft and trailer are new.Total flying is 1,600 hours from 1,100 launches.It was built in 1964 by Scheibe Flugzeugbau. Complete with basic instruments, electric vario, FSG 18 radio, g-metre, Mertens parachute and

closed trailer. price: 10,000 DM. Contact Martin Wezel, Tel: +49 7121-68408 Germany. after 1800 hrs.

T30B Slingsby PREFECT Nose Cone. Also photocopies of manuals (including colour copies of structural drawings) £5 + postage. Nev Churcher Tel: 1705 527202. after 8 pm and during weekends.

SLINGSBY DART 17R BGA 1317 built in 1966.with trailer. With instruments and radio and 12 months C of A. 900 launches, £6,000 but no reasonable offer refused. It can be seen at Dunstable. Tel: 0181-550 8046.

SLINGSBY T51 DART 17R Mk.3.BGA 1250. Works Number 147 with trailer.It used to belong to Chris Ridell. Offers to Peter Woodcock, Orchard House, Brookhouse Laughton, Sheffield, S25 1YA. Tel: 01909-561479.We understand that it has passed its metal wing spar tests. It has recently been restored to immaculate condition by Ken Blake.

ME 163B replica. Wooden fuslage. No power unit, no fuel, no armour and unarmed, no retracting skid etc. It has a built in landing wheel. Very good flight handling qualities like the real thing. It can be aerotowed by normal gliding club towplanes.It is painted bright red and looks like the real "Komet" in flight but it is very much lighter than the genuine article. Thermal soaring capability doubtful but it depends on the thermal. The reason for sale is because the LBA will not give it a C of A but it has already flown 10 times successfully. Offers to: Seppl Kurz, Bergerstrasse 53, 60316 Frankfurt am Maine, Germany.

INSTRUMENT PANEL for Slingsby T,21B complete with original instruments because we have changed to metric ones. Send a fax to Rolf Algotson. Sweden, +46 472 26 21 08 for more information.

RHONADLER 32 original drawings dated 1932. These are 92% complete with probably only the 3-view drawing missing. They were bought from Schleichers in 1935, all sheets have original Schleichers stamp on them. Reason for Sale. The owner wishes to build a 1930s French Type and needs the money. Norbert Mosson: Tel: (33) 2 351 36019.

BROCHURES containing documentation, photos and scale 3-view drawings which are ideal for modellers. These are for RHONBUSSARD, LO-100 ZWERGREIHER, DFS WEIHE, FW WEIHE 50, Ky 524k STOSSER, Göppingen 1 WOLF, GOEVIER, DFS HABICHT E-1, DOPPELRAAB 4, Ka-6 RHONSEGLER, Ka 1 RHONLAUS. Each brochure is in full colour and contains 68 pages. C.Wills and the Ed have seen the first one and can vouch for its fine quality. For more than 10 years Hans-Jürgen Fischer has been producing these for Model magazines and he is now to offer them as brochures every 3 months. They can be obtained from: Modellsport Verlag Gmbh, Postfach 2109, D-76491 Baden Baden, Germany. Each brochure is DM 19.80 and can be paid for by cheque, Eurocheque or Bankers Card giving Number of card and its Expiry date.

AERON, Brno spol,s,r,o,Traubova 6, 657 31 Brno, div, 02, Lestiste Medlanky, Czech Republic. This firm specializes in the restoration of old gliders and aeroplanes. Primary inspections can be done free of charge. Also arrangements can be made to pick up and deliver sailplanes from and to their owners. The firm does quality work and is responsible for the condition of many of the old gliders flying in the Czech Republic.

Ka6CR BGA 2287 Competition No 572, Built 1965, excellent condition, Tab trimmer, Ceconite fabric, Nose and Belly hooks, Parachute, Baragraph, AMF aluminium trailer, Rigging aids, Tow-out gear, New C of A. Based Lasham, £5950 Ian Smith, Tel 01705 592839 eves/weekends. or 01705 475254 ext 226 daytime.

WANTED

Copy of the manual for the Spalinger S15K to buy or loan, also drawings or details of modification to add a winch hook. Johan Kieckans, Gefusilleerdenstraat 11, B-9300, Aalst, Belgium Tel 0032(0)53/70 46 52.

Olympia 463 Canopy & Parts, also Main Spar & Tailplane rigging pins. John Lee. Tel 01903 721099

Port (Left) Wing complete with Aileron for a Grunau Baby 3. Contact Neil Clark. Tel: 01425-610548. This would save a long repair! (Neil is an approved Airframe Welder if anyone needs this sort of service?)

Bubble Canopy and /or Frame for Slingsby Swallow. Bubble's condition is unimportant as I want to build an open cockpit collar. Contact Ken Summers Tel: 01784-458484 (Staines)

Owners manual for Slingsby T49 Capstan original or photocopy. Contact: Jan Scott, 12582 Lutheran Church Road, Lovettsville, VA 20180, USA.

Skid Rubbers for T 21b. Contact John Rogers.Tel: 0181948 6381.

Pair of Wings for a Bijave. Contact Mike O'Donnel, 21 Queen Avenue, Mount Pleasant, Horare, Zimbabwe.

Old Glider complete or in any condition to pass on to hard up member. 01782-773410.

URGENTLY REQUIRED, a sound covered trailer for a Ka 6. The existing one is terminally ill and asking to be put down. Cecilia O'Reilly Tel 003531 6240221 email cecaoreilly @hotmail.com

Front Cover: A T21 about to take off at Wächtesberg in 1997 seen from the shade of another T21 by Johann Schreiner.

Back Cover: The exquisite work that went into Otto Grau's Rhönsperber is shown in this photo by Johann Schreiner.

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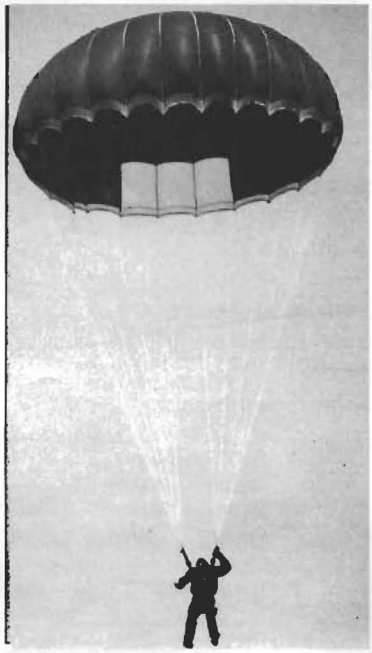
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