VINTAGE, OLD-TIMER & CLASSIC GLIDERS

VINTAGE GLIDER CLUB

Price (UK) £2.95
Free to members

VGC News

No. 99 Spring 2000



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

DIARY DATES IN 2000

Location & Date	Contact
10th Annual Kirby Kite Meet 29 April-1 May Hangar BBQ on Saturday night	P. Chamberlain Tel 01525 378901 or email robindr220@cs.com
French Dédale Rassemblement 27 April-1 May. AGM 29 May. Fayence, Côte d'Azur, France.	Breguet Historique Club route de Fréjus. Tel 04 94 76 17 90, Fax 04 94 76 13 87
VGC Soaring Sortie Bannerdown GC RAF Keevil Airfield, Wilts 27 May to 3 June	Keith McFee Tel 01249 701202 Al Stacey 01249 890077 Allen@APStacey.freeserve.co.uk
Whispering Wardrobes Rally Booker Airfield, High Wycombe. 3-4 June	Graham Saw 01628 776173
Oldtimer Meeting Blumberg Baden, Germany, nr Schaffhausen, Switzerland. 10 June to 18 June	Heinz Nierholz Tel/Fax 07703 681
Camphill Millennium Vintage & Classic Rally D&L G.C. Camphill 24 June to 1 July	Ian Dunkley ian_dunkley@pgen.net Derby & Lancs GC
International Vintage Sailplane Meeting Harris Hill, Elmira, NY State 1 July to 9 July	National Soaring Museum, Elmira, NY nsm@soaringmuseum.org
Oldies but Goldies Jami-Javi Airfield, Finland. 9 to 16 July	Risto Pykala, Ristkarinkatu 4 a 13, Lahti, Finland. Tel+358 40 5943000 email rpykala@edu.lahti.fi
7th Czech & Slovak National Glider Rally Tabor Airfield, Czech Republic 15 to 23 July	Josef Mezera, Nalepky 2233, CZ 44001, Louny, Czech Republic. potk.josef@post.cz
Rendezvous Meeting Kent GC, Challock, Kent, UK. 22 July to 27 July	Julie Garside, 29 Quested Way, Harrietsham, Maidstone, Kent ME17 1JJ +44(1)622 858106 or email j.garside@btinternet.com
28th International VGC Rally Norfolk GC Tibenham, Norfolk, UK 28 July to 6 August	Vintage Glide 2000 c/o N. Aldridge 55 Norwich Rd Tacolneston, Norfolk, UK. NK16 1BY or register on-line at www.ngcglide.freeserve.co.uk
7th International Oldtimer Bayreichen Airgames Gundelfingen, Germany 5 to 15 August	Wolfgang Schäffler Westprussenstrasse 11 89423 Gundelfingen/Donau Germany Tel/Fax 09073 2503
Elliotts of Newbury Rally Lasham, 9-10 Sept.	Ray Whittaker 01252 614684

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£35 per 1/4 page for commercial adverts
and £25 per 1/4 page for others

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

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CHAIRMAN'S REPORT

The year has started well with an enthusiastic and noisy meeting of the executive committee excited at the prospect of a 'home rally' at Tibenham, Norfolk, this year. The committee is definitely in good spirits as, we hope, are the membership, for this new millennium.

Please note that subscriptions were due on 1st January. This is to ease the burden on our Treasurer who sometimes despairs at having to chase people for money late in the year. So far he is encouraged by the response to the new payment arrangements but if you have not yet paid then please do so.

He also wishes you to know that although funds are looking healthy, donations are still very welcome.

Geoff Moore, our new Membership Secretary also reports a healthy state in the membership numbers and more growth is expected this year. Geoff will be manning the VGC stand at the Popular Flying Association Rally at Cranfield this year. Last year was a great success so if you missed it then try to be there on 23, 24, 25 June.

Graham Saw (Rally Sec.) has confirmed we have a full programme this year but with no National rally planned due to the International being held in the UK. However if you want a week's soaring then 'scramble' at RAF Keevil, end of May, where you will be made very welcome with reciprocal membership, free camping, microlight and Falke aerotows. The winch will be available too.

Our web site which has been up and running for some time now is looking for a face lift and Robin Willgoss would like suggestions on how to improve it. Gliders for sale, Spares, Insurance information, lists of members able to inspect or help with repairs or restorations, models or anything else you can think of that will be of interest to members or potential members.

Our Technical Officer also wishes to create a register of inspectors or craftsmen willing to help those members who may be having difficulty in locating someone with particular skills or knowledge. Are you able to offer your services? If so please contact Jan Forster.

The glider database has produced some amazing statistics. If you own one of the 520 vintage gliders (140 types) currently registered and you want to contact owners of similar machines then please contact Peter Chamberlain who has put all this information together for us. Peter also believes there

are at least another 200 gliders out there that we have not yet identified.

For the future, there is becoming a great demand for vintage gliders, in particular, two seaters such as the Slingsby T21 and T31 types (see Mike Maufe's letter in VGC News 98) indicating a renewed interest in flying for the sheer pleasure that only vintage machines provide. These old gliders, which appear in great numbers at our rallies, are certainly popular not only with their owners but also those who want to experience gliding for the first time. Let's hope there are enough of them to supply the demand.

As for the VGC; it's "*Wing Up*", and "*All Out*" for the new millennium!

David Shrimpton (Chairman)

PRESIDENT'S CORNER

He wishes to start by thanking everyone for their Christmas Cards and well wishing. He could not return them all as he was busy for the VGC. This did not prevent him from thinking of you all at Christmas...that season of Good Will.

We are going into the year 2000 with a healthy movement with exciting possibilities ahead. We do need good soaring weather for our Rallies.This goes without saying. As it has not been good over Britain for the last two years, perhaps the year 2000 will bring us the jack-pot. We are creating or re-creating all the time and this means that we always have an exciting atmosphere. We never destroy. That is the main thing. As I look through my window on the 15th of January, the sun is out and there are already cumuli. This fills me with hope for the coming season. We look forward with great excitement to having two Japanese gliders entered at our next VGC International Rally. We have never seen Japanese gliders before and we do not know what to expect. We also are looking forward to seeing the new Reiher flying. It will be the first time that one has flown since 1945. We have heard that the Elfe PM-3 has successfully come through its air tests and should also be with us in the summer.

Five Kranich 2s will be airworthy and may appear at our International Rallies next summer. A 6th is also airworthy in Germany, but its owner Willi Bergmann has not been well.

Concerning the Mucha 100 from Lasham which was given to Terry Slater, it was not possible for the VGC Centre at Lasham to accept it because they did not have enough room either in the workshop or in the Centre building. It costs £275 a year just to keep a trailer at Lasham and the money goes to pay the rates for the airfield, which is now entirely in private hands and is why they can not use the large hangar on the south side of the airfield. There is the feeling among the group that they should have fewer gliders rather than more! A similar situation exists at Wycombe Air Park (Booker). This is a most unfortunate state of affairs especially for owners of more than one glider. The only way out is for the VGC to have a museum, or a closed space where gliders could rest, preferably rigged or else in their trailers all the year round.

We wish all our owner members Happy Flying and safe landings during the year 2000 and beyond.

Copy Date
for Summer 2000 issue
which will go out in Mid July
is
May 15

Club News

The Editor has received a letter from the Chairman of the BGA Technical Committee referring to the article in our last issue on the subject of repairing the wing of an EoN 460/463 glider. **This is essential reading for all members wishing to repair gliders and is printed on page 37.**

New members

We welcome the following new members to the VGC and hope to meet them at our rallies.

Number	Name	Country
1757	Silvano Vedova	Italy
1772	Guido Plutzer	Germany
1803	Frank Dobbs (Dr)	UK
1804	*Not Used*	
1809	*Not used*	
1830	Stan Loynes	UK
1835	Frederick Price	UK
1836	Mel Stark	UK
1837	Encarnita Novillo	Spain
1838	Albert Nurse	UK
1839	Robert Horsnell	UK
1840	Elizabeth Nixon	UK
1841	John Kinley	UK
1842	Barry Monslow	UK
1843	Stephen Metcalfe	UK
1844	Caroline Coates	UK
1845	Ian Morrison	UK
1846	David Osborne	UK
1847	Tony Grant	UK
1848	Barry Tempest	UK
1849	David Brooks	UK
1850	W T Barnard	UK
1851	David Wiseman	UK
1852	Anthony Prescott	UK
1853	Brian Hogan	UK
1854	Stephen Williams	UK
1855	David Weekes	UK
1856	E Drieszen	Netherlands
1857	Volker Skrzypek	Germany
1858	Johannes Bekker	Netherlands
1859	Torsten Dickau	Germany
1860	Anne Brandes	Germany
1861	Walter Schufft	Germany
1862	Ole Viclar Homlied	Germany
1863	Ove Hillersborg	Denmark
1864	Erik Poerstamper	Netherlands
1865	Dietmar Beyrer	Germany
1866	Kayoko Gotoh	Japan
1867	Gerhard Tischler	Germany
1868	Clemens Zahn	Germany
1869	Simon Lowe	UK
1870	Peter Berridge	UK
1871	Rolf Tietem	UK
1872	David McLeavyHill	UK
1873	Morris Goodman	UK
1874	Martin Hudson	UK
1875J	Jens Murke	Germany

1876	Jesus Lopez Garcia	Spain
1877	Kamel Belhacene	France
1878	David Cornelius	UK
1879	David Wiseman	UK
1880-1801	*Not used*	
1882	Erhard Pfrommer	Germany
1883-1899	*Not used*	
1900	Nicky Barr	UK
1901	John Harbird	UK
1902	Jezierski Zbigniew	Poland
1903	Dr Dietrich Hahn	Germany
1904	Alan Kirtley	UK
1905	John Richardson	UK
1906	Lucio Masut	Italy
1907	Graham Hayes	UK
1908	Graham Barrett	UK
1909	Alfred Werner	Germany
1910	Jørgen Jørgensen	Denmark
1911	Dr Robin Joy	UK
1912	David Williams	UK
1913	Adrian Oliver	UK
1914	Martin Francis	UK
1915	Herlmer Foged	Denmark
1916	Erlong Rasmussen	Denmark
1917	Niels Pedder Moller	Denmark
1918	Niels Poulsen	Denmark
1919	Richard Hewitt	UK
1920	Per Danewid	Sweden
1921	John Gibson	UK

It is interesting to note that we now have members in 34 different countries.

FROM THE MEMBERSHIP SECRETARY

I would like to join with the Treasurer in thanking all those who have paid their subscriptions for the year 2000 and to remind those who have not yet renewed that this will be the last magazine to be sent. Due to the rising costs of production and postage the VGC is unable to carry these costs without your support. Membership cards for 2000 are included in this issue where applicable.

Membership of the VGC with its popular magazine is good value and with increasing membership numbers from 34 countries world wide we are well represented; we are indebted to our overseas representatives for spreading the word concerning our old gliders. Further information can be found on our web site run by Robin Willgoss at http://www.tally.co.uk/guests/vgc/ or he can be contacted at rwillgoss@tally.co.uk Please keep your articles coming in for publication and send them to Graham Ferrier by email or snail mail to addresses at back of magazine.

Peter Chamberlain has now amassed details of a total of 520 gliders on his database but if yours is not there send him details now or on the reverse of the renewal form. Peter is at rbindr220@cs.com or 332 Fyne Drive, Linslade, Leighton Buzzard, Bucks, LU7 7YQ.

And finally, why not bring your glider to fly at the 28th International VGC Rally at Tibenham, Norfolk from 28th July for us all to see. It is going to be a very popular event on our busy calendar and we expect Wing Commander Ken Wallis, of autogyro fame, to open the event on Saturday 29th July.
May I wish you all pleasant and safe flying in 2000.

Geoff Moore

From the Treasurer

I would like to thank:

all those who paid this year's subscriptions prior to December 31 1999. (Over £2000 was paid in December alone),

- those members who have paid this year's subscription since then,
- all those members who so generously made a donation to the funds in addition to their subscription. These donations are a most useful supplement to our income which is relatively fixed and help to see us over the little unexpected difficulties which sometimes occur even with careful budgeting.

Your cheque payments are dealt with almost at once, other matters take a little longer. Your membership application and your renewal forms are all passed on to our new Membership Secretary, Geoff Moore, who keeps the membership database, having had considerable VGC experience when he was Treasurer. The glider details are sent to Peter Chamberlain who now holds an extensive database of information you have sent about your glider whilst the photographs and other information is passed to the Editor for use in the relevant pages of VGC News.

FROM THE EDITOR

We would like to apologise to some members who received a copy of the last News with some pages duplicated and others missing. The magazine is professionally printed so this should not have happened and we have replaced those copies we have been told about.

We also spelled Werner Kaluza's name and Mike Beech's, incorrectly in the last issue.

The list of club officers on the inside front cover now includes telephone or Fax numbers, email addresses and house addresses where appropriate

Under the title "The man who fell to earth, a Tale for the end of the century", in the Saga magazine for the over fifties (does that makes it a vintage publication?) we were pleased to read a long account that Byron Rogers wrote of the fly-in last September to commemorate the death of Percy Pilcher. Our activities are being noticed in other places than in the aeronautical press!

A reminder to all Overseas Membership Secretaries

At Christmas I wrote to all of you with a request to write a short history of gliding in your country (I hope my emails got through!). In the 100th issue in July we hope to collect together a comprehensive history of gliding throughout the world which should be an impressive commemoration of both our 100th issue and the new millennium.

Some interesting web sites

Our own:- http://www.tally.co.uk/guests/vgc
Dédale:- http://www.decollage.org/dedale/
BGA:- http://www.gliding.co.uk
Anglo-French dictionary http://pilotlist.decollage.org/dico/
Let the Editor know of any others worth looking at.

Cross Channel Fares

In our last issue we informed our members travelling from Europe about the reduced fares available from Alternative Promotions but we have now heard from Jochen Kruse that he has negotiated a fare of DM650 (about £200) with Sea France for his car, Condor trailer and three people. This is somewhat cheaper than Alternative Promotion's best offer.

Back issues of VGC News
These are available from VGC Sales at £2.95 plus post and packing for issues from number 95 onwards, £1.50 for issue 94 and earlier if we have actual copies, or £4.00 plus post & packing for very good photo copies. State your requirements to VGC Sales at 22 Elm Avenue, Watford Heath, Watford, WD1 4BE.

Building Plans
We have recently heard of the difficulties young Germans have to obtain plans of their old gliders, in order to build them again.

We have been told that we do not advertise what we have in England, which can be quickly copied relatively cheaply. The reason for this is that the VGC has been producing a system on 35 mm microfilm which should allow our members to have what they want, but they are not yet all collated.

The plans for the following German gliders are available now from C.Wills. H.17a, H.17B, H.28-2, Karpf Zögling, Hols der Teufel, Grunau Baby 2 (1933), Grunau Baby 2b, Rhönadler 32, Rhönadler 35, Rhönbussard, JS and Fw Weihe 50, DFS Meise, Horten 4A, Minimoa 36, Hannover Vampyr, Slingsby Cadet (Kadet), Dickson Primary, and incomplete sets for Wolf, Habicht, Goevier and Moswey 3, and Rhönsperber.

As there are so many plans for the Grunau Baby 2b, Weihe and Meise, it would be better if prospective buyers visit C.Wills to choose which ones they need. We feel that by doing this, we might help unleash a mighty Oldtimer Glider Movement in Germany, which up to now has been stifled.



Impromptu lecture. Wolf Hirth helped by Joan Price, née Meaken, gives an open air lecture to a group of Dunstable members in about 1934 or 5. The Crested Wren of Bill Manuel in the background but pilot not known. Photo via C.Wills.

Rally Reports

Letter to Chris Wills by Frank-Dieter Lemke dated 4.11.99 translated by Colin Anson.

A Rally in what was the DDR (East Germany)

Notwithstanding our limited means, we still managed to organise a successful Old-Timer Rally which enjoyed great support. I regard all gliders of wood or composite construction as being Old-Timers, although I realise that opinions on this subject differ. Even so, I feel that this viewpoint is plausible as the younger glider pilots hardly know any gliders of this type of construction any more.

3rd Oldtimer Glider Rally at Strausberg, 27/29 August 1999.

In the cause of fun flying with historic aircraft with which to end the season, the Strausberger Gliding Group offered excellent conditions, as always. The airfield management company allowed the rigged vintage gliders to be kept in their hangar (for which many thanks!), the flying club made a limited number of beds available, which were fully taken up, as well as camping facilities, cooking, ablutions and showers in the club premises. And this, too, was free of charge. While the finances required for organising the first two rallies were covered by appeals for donations from participants, this time the simpler method was adopted of charging all participants (pilots as well as visitors) a one-off organising fee of DM15.This was gladly paid without exception (especially as even the beer was free!)

Winch launches were DM10. At first sight, this may seem a bit dear, but on closer inspection the reason becomes clearer. Half of this sum went to the winch account, the other to the owner of the aircraft. This was not just intended as a small 'Thank you' for their trouble in maintaining an historic aircraft, but also to compensate for their, sometimes quite lengthy, journey. This was of course of benefit only for those owners who, as in the case of two-seaters, frequently flew with guests (or let them fly their machines) or, in the case of single seaters, gave other pilots the pleasure of letting them fly their machines. That's why glider pilots without aircraft were also very welcome.

The total number of participants for the three days of the 3rd Vintage Glider Rally at Strausberg was 108 pilots and passengers. No-one took the trouble of counting the spectators as well, for which we really didn't have the time. But considering that the organisers at first held back all the information that had been prepared for press, radio and TV and finally decided not to issue it at all, the response must be considered to have been amazing. The municipality of Strausberg had authorised an anti-fascist concert on the airfield, which would be pretty unobjectionable. But in response, right wing extremists were also planning a demonstration. To forestall the possibility of guests of the vintage rally being caught between opposing fronts, all publicity during preparations was avoided. Pity really, but after all, pilots always put safety first!

A total of 25 aircraft had been registered, but just days before the start some most unwelcome news was received. First there were two cancellations for professional reasons, then four from technical and another two from organisational causes. And from four of them nothing more was heard at all (unfortunately, including the SG 38 from Schönhagen).

Fortunately it did not turn out badly, even if some aircraft whose owners still had to work on the Friday only arrived during the night or on Saturday morning. But they came, and did not regret it. Even the weather played its part this time and enabled those who found lift to have flights of longer duration.

The greatest sensation was no doubt the presence of a FES-530/I Lehrmeister I, (Master Instructor) (literally Apprentice Master, if there is such a word?) from Denmark. There is not a single one left flying in Germany, because in the DDR all of the 218 built were written-off after an operational life of 20 years and mostly scrapped. The Danish 17m cantilever Lehrmeister, of which type 14 had been built, was also of special interest for former GST (?) pilots, as most of them only knew the 15m cantilever machine.

The second aircraft from the Lommatzsch DDR glider workshops was a white Baby IIb which was successfully

demonstrated by the brothers Erhardt from Bad Frankenhausen whose combined age is 125 years. The DDR version of the world renowned Grunau Baby differed from its siblings by having a trapezoidal wing planform. Everyone understood, by the way, why the two brothers did not let anyone else fly this unique aircraft. Those who, like many of the very young licence holders, also wanted to fly such a famous type for once, gratefully accepted the invitation from the owners of the Schmoldow Baby III.

Then again, a launch in the Slingsby T 21 was a decided Must for all pilots. They enjoyed the side-by-side seating and the open cockpit of this two-seater which first flew in 1944, and which we were able to admire several times as high as 3000' above Strausberg. The Polish Bocian (Stork) has also meanwhile become a rarity which, initially designed as a high performance two-seater, gained altogether 29 world records, and was later used in the DDR as the standard training glider.

Perhaps even better known than the Bocian is the famous Foka (Seal) from Poland. This super high performance glider of the 60s was the only standard class aircraft sensationally to achieve an open class world title. This happened in Great Britain in 1965. In May 2000 it will celebrate the 40th anniversary of its maiden flight.

Gliders of composite construction (steel tube fuselage frame and wooden structure wings) were exclusively represented by gliders from Scheibe and Schleicher. Among these the B-Spatz of Wilfred Quast, who discovered his future aircraft in a dreadful state, hanging from the ceiling of a discotheque. To-day the Spatz looks in mint condition, and we can only guess at the time and effort its owner must have invested in the restoration of this glider.

Fun flying in Old-Timers, for which title surely nowadays all wooden aircraft may be allowed to qualify, will probably be organised in the year 2000 by the glider pilots of Pirna. As yet, we are awaiting the final decision but no doubt this will have been made by the end of 1999. We glider pilots from Strausberg who, we hope, have pioneered a financial framework for our rally which may be of interest for all pilots, look forward to flying among pastures new, and what better backdrop could there be nearby than the 'Saxony Switzerland'!

List of aircraft at the 3rd Old-Timer Rally at Strausberg:

((1))) The two seater FES-530/I Lehrmeister I, which our Danish gliding friends pushed out to launch point at Strausberg, was built at the beginning of the sixties at Lommatzsch near Meissen in the DDR.

((2)) Also built in standard batch production in the DDR was the Baby IIb, but with wings of trapezoid planform. This is the only example still in existence.

((3)) The beautifully restored B-Spatz of Wilfried Quast from Frankfurt/Oder.

Letter from Werner TSCHORN

December 1999,

Dear Chris Wills,

Happy memories of flying at Aventoft, translated by Colin Anson.

A few days ago I received VGC News No.98 'Winter 1999'. When I read the reports on our rallies at Achmer and Aventoft and looked at the pictures, they brought back many memories from both rallies. I enclose a copy of my log book covering those days.

The entries say it all about the good weather at both rallies. I flew on 9 successive days: 9 launches = 42 hrs 27 mins. My total flying time at Achmer and Aventoft for 11 launches came to 45 hrs 59 mins.

I would like to tell you of an enjoyable flight from Achmer. Nothing special – "just for fun", without claims, documentation &c. On 27-07-99 I took a winch launch at 11:20 hrs. The Condor flown by Jochen Kruse had launched ahead of me, and we met over Bramsche. There was a stiff easterly breeze.

I flew in a north-easterly direction over the moors to Damme airfield EDXA. Due to the swampy ground, the thermals were not too wonderful. Arriving over Espelkamp (always keeping one eye on the airfield at Bohmte-Bad Essen EDXI)) I pressed on to Petershagen on the Weser river (Harald Kämper had assured me "if you land on an airfield I'll tow you back", which thought I found very comforting). To continue further East from Petershagen was not possible due to the CTR Bückeburg + Hannover, so I continued upstream along the Weser via Minden, where the Mittelland Canal crosses the Weser, as far as the "Porta Westfalica". Over the Kaiser Wilhelm monument I again changed course towards the East.

Keeping the CTR Bückeburg on my left, the Weser valley on my right, I continued to fly along the Weser hills. The thermals were super and cloudbase at 1600m amsl. In spite of the strong wind, I made good progress. Unfortunately, my map did not go beyond the Süntel, so at the Süntel Tower" (*5 km NE of Hameln!! Transl.*) I turned about and started my return to Achmer.

The GPS told me to head at 283 degrees for 112 km. With that tailwind I made rapid progress. At the point where the Autobahn from Bielefeld to Hannover crosses the Weser hills I found excellent lift over a large quarry. I started to circle when suddenly an almighty explosion caused the controls and fabric of the Weihe to vibrate violently. For a moment I thought a jet had broken through the sound barrier below me. I calmed down when the Weihe settled down into nomal flight again – then I looked down and saw a huge cloud of dust rising from the quarry. I wouldn't know whether the quarry workers fired their dynamite especially because of me, but they certainly gave the old man in the Weihe a Hell of a fright!

To help the organisers of the 28th VGC International Rally please return your registration form to Norman Aldridge now. His address is in Diary Dates

VOLO A VELA®

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The remainder of the return flight was easy; at 16:30 hrs I was once again over Achmer. Conditions were still so good that I flew over to the powerstation at Ibbenbüren, and from there to Osnabrück-Atterhude airfield, and then back to Achmer where I landed at 18:36 hrs after a flight of 7 hrs 16 mins covering a total of about 270 kms. The end of a lovely day – nothing special, "just for fun"!

We started out for Aventoft by car in the late evening of 28-07-99. I intended to pass through the Eye of the Needle (Elbtunnel) during the night, and then spend the night on one of the Autobahn service stations. After I had tried the 4th service station in vain (all full-up) we continued to Leck and spent the night on the Market Square in front of the Town Hall. We had spent the night there before, on the way to Aventoft in 1997. So we arrived at Aventoft during the morning of 29-07-99, parked the Weihe and were allocated a camping place for the motor caravan. And then we went to bed as we had not had much sleep the night before.

When I looked out of the window and saw very good flying weather, Gerd Allerdissen said "come along and rig – the visitors want to see something in the air!" With the help of the young people at Aventoft the Weihe was soon rigged, and by 12:02 hrs she was in the air. Conditions were so good that I was able to fly a cat's cradle task of about 186 km. I had the advantage of having flown long cross-country tasks from Aventoft before, in 1997, in the company of Jörg Ziller's Meise and the Aventoft Weihe. I landed back at Aventoft after 5 hrs 18 mins, which completed my third flight of over 5 hrs at Aventoft. And there were more to come.

Werner's second "adventure":-

I would like to tell you of a particularly interesting flight from Aventoft. On 31-07-99 I launched by aerotow at 10:54 hrs. After release, I found good lift which took me to 1800 m amsl. I started out in a southerly direction over the airfield at Leck to EDWA Bordelum (I had been here already on the day before). Visibility was good – I reckon 70 to 80 km – and I continued in the direction of Husum, but just before Husum the lift was cut off, nothing but blue sky and still air. At the Schauendahl glider airfield, which I would never have found without GPS, I turned about and flew back into better conditions. Beyond Bredstedt I did get rather low, but presently got back up to cloudbase at 2200 m amsl. There were lovely cumulus clouds across the water over the islands, and at Dagebüll I climbed back to 2200 m, and as there was a fine cumulus cloud over the island of Föhr I made the decision to fly over to an island for once. Where there is a cu, there should be thermals. The cloud was a little to the North of EDXY airfield Wyck on Föhr island, and it welcomed me with 6 to 8 kts of lift. Visibility from here was, if anything, better still, and the islands and lagoon seemed close enough to touch.

At 2300 m amsl I continued in the direction of Aventoft. At the eastern end of the Hindenburg dam I saw a few gliders circling above the water. There was a lovely cumulus over the island of Sylt, so I lost no time in heading that way. Above Sylt I met two K2Bs, the Moswey 3 (HB- 374) of Hans Ruegg and the M 200 F-CDHC of Didier Patallie from France. Then it started to rain from the cloud above Sylt airfield Westerland, and we returned to the mainland. Near Klanxbüll I was able to climb back to cloudbase and I decided to try the same thing again. This time I headed towards Hörnum at the southern tip of Sylt. When I arrived over the water of the lagoon the air was completely still. I flew the Weihe at about 35 knots or even less, but met with no sink, sometimes even slight climb indicated. Arriving over Hörnum I found that I had only lost about 200 m over a distance of 22 km. I watched the bathers on the beaches then set out for home. The air was calm throughout but carried me along with hardly any height loss, and so I arrived back over the mainland. Here I met up with Willy Schwarzenbach in his S18 (HB-411), and we returned together to Aventoft, where I landed at about 16:30 hrs after flying for 5 hrs 26 mins. It was a fairytale day – who would want to swap with a power pilot? Having flown on nine consecutive days, I took two rest days and let Colin Anson fly my Weihe on 01-08-99.

Well, dear Chris, that's it for now. We send you and all our friends in England our best wishes for the season, and many lovely flights in our old gliders. Regards from Werner and Luise Tschorn D-7080



The Achmer club crew who were so helpful during last year's Rendezvous, from Dr Harald Kämper's Christmas card.

Future Rallies

Heinz Nierholzt has asked us to mention that he intends to organise a small Oldtimer Rally at Blumberg in Baden (near Schaffhausen, Switzerland) from 10 to 18 June 2000

Applications for registration should be sent to him. There are camping facilities and a dormitory.

Wishing you a Happy Christmas and for the year 2000 good luck, health, and 10 knot thermals 2000 times!

Heinz Nierholz, im Tännle 7, D-79848, Bonndorf, Germany. Tel/Fax 07703 681

We have been invited to the **Bavarian Airgames on the airfield at Gundelfingen/Donau** from 5 to 15 August. You qualify for entry if you own an Oldtimer and enjoy flying it. The programme includes a reception in the Walkmühle and our usual contests in the Mini-performance and Boastful classes depending on L/D ratios and Open days from 12 to 15 August. You can arrive from the 1st August. Contact Wolfgang Schäffler, Westprussenstrasse 11, 89423 Gundelfingen/Donau, Germany Tel/Fax 09073 2503.

Thoughts for the 27th International Rally by Chris Wills.

In our VGC News No.98 we gave a report that concentrated on the good flights in good weather, especially for the first weekend, and also on the magnificent organization which many people claim made this the best and most successful VGC International Rally of all time. However, there was another side to it. Many pilots travelled very great distances of as much as 2000 kms in super gliding weather and had hardly any thermal flying at Aventoft. This has made them unhappy and even angry as they could have had better flying at their home clubs (but without the super spirit of an International Rally). They also spoke of the winch launching. At some clubs, for economic reasons or local planning restrictions, only winch launching is used, often to aerotow height with a modern winch. As these pilots were not "current" in aerotows, they were not allowed to have aerotows at Aventoft.

This caused great anguish in the often long periods of having to wait for winch launches. It was hoped that the winch launch situation would improve after the winch operation was transferred to Tönder thanks to the kind permission and tolerance of the Danes, to whom we shall forever be indebted. However, the improved situation did not last long before there was an accident, when the winch driver missed a gear change when the glider was at 10 metres above the ground. The glider pilot thought that, as usual, the winch would start again to pull him on upwards and so he made no attempt to pick up speed to allow a good landing. The glider hit the ground, flat, completely stalled and both it and its pilot suffered damage and injury. We have never heard before of a winch driver having to change gear during a launch.

In the UK we are taught to treat every launch as if there would be a cable break at low altitude by being ready to push the stick forwards to gain speed before releasing the cable. This accident was followed by further frustration for 1 ½ days while the Danish winch was repaired and brought in to action by Heinz Bauer from Munich and the Danes. They deserve very great praise for their efforts. Some pilots have said that they will come to the next International Rally, but if they should have anything like this frustration again, they will never again visit another International VGC Rally. It will be absolutely necessary to ensure a perfect winch launch operation at Tibenham at the same time as the aerotowing. This must happen even if we have to have the winch launching on another airfield. *(See the letter from the above mentioned Heinz Bauer in the Letters page. Ed)* Our pilots will have come there to fly and to stay up in lift. It will be the same at Challock. Our backs are against the sea-wall. It has got to work next time and we will have to have good gliding weather. By the law of averages we should have good weather this year, as during the past two years we have had 1 – 1½ days flying at our week long National Rallies in June, which should be mid-summer. There are many WW-2 bomber airfields in East Anglia which can be landed on but should be inspected from a safe height, so that a decision can be made to land somewhere else if they are not suitable. A Westerly airstream should have dried out when it gets to East Anglia to allow high cloudbases and good thermals. Sea Breeze fronts are possible in the evenings, with perhaps lift before them and calm air behind them. A wind swing of 180 degrees will occur when the front goes through, so that landings from an opposite direction to take off may well be necessary. Visits on the ground to interesting places including Duxford, and Old Warden are being planned. It may be possible to visit them by air. Easy tasks might be set for those who wish to try them. There is Free Air Space over our flying area. The Norfolk Club has, in Chris's opinion, a really good team working for the Rally and preparations are going well. Tibenham is in an unspoilt part of Britain and we should have a good time.

The Camphill Vintage & Classic glider Rally– Millennium Edition (Ian Dunkley)

I don't know about you but I get a bit upset when I read a report on an event that I would like to have attended but only hear about some months later. So, that is both my excuse for not writing about the third Camphill Vintage etc etc and now telling you all about the fourth, the "Millennium Edition" which takes place from 24th June to 1st July 2000.

Sharp eyed readers of VGC News and Sailplane & Gliding will have seen mention of the rally in at least three issues written by pilots who, having attended, clearly needed to get something off their chests. Camphill is nothing if not therapeutic. They did not tell that we again flew every day of the week, that again, based on VGC members attending, it was again the best supported rally of the year, in fact we have done that three years running. They also did not tell you that the rally, and here come some statistics that I know you all love, has totalled over three years:-

400 hours of ridge, wave, thermal and field landings, often in the same flight, 550 launches, excluding some totally ineffectual attempts at bungeeing, 80 gliders, 220 pilots, plus a large number of crew, partners of various denominations and day visitors.

In fact they didn't tell you much really, except that they enjoyed themselves, and that is of course the most important piece information isn't it?

You also may not know of our two tier daily prizes, one for flying achievements, and they are not always as you may expect, and the other the prestigious "Camphill Horn" for flying beyond the call of duty, common sense, or any downright anti-social or un-realistic behaviour. This last prize is

highly sort after, perhaps due to the quality of our wine prizes, and I have even managed to be awarded it myself in the last two years.

So why not come to our limited Millennium Edition, limited having nothing to do with the mind state of visitors or attendees. It will probably cost much less than a trip to the "Dome", the whole family will enjoy it, and if there are queues at least ours will have better views. What other rally, or expedition offers the beauties of the Peak District National Park, plus a Well Dressing & Festival Week in Tideswell, only 10 minutes away. There really is something for everyone apart from the flying, hill walking, stately homes, theatres and cinemas, but as I have just heard the Editor muttering something like "This is a commercial not a report" I will not mention, craft fairs, torchlight processions or a wide range of country pubs. *(Quite right, Ian)*

As it has been suggested that you may need some guidance on what you can bring, I will list last year's aircraft, but anything wood, metal or interesting plastic would fit in very well. In fact the one pilot who brought uninteresting plastic in 1998, returned in 1999 with wood. See, there is method in our madness, as is the fact that VGC members pay no daily membership, and the entry fee is only £10.

So anoraks here is the list of aircraft in 1999, as accurately as our records show. No names though, as I remember one rally which omitted a certain pilot from their listing which resulted in his wife demanding to know where he had really been.

LIST OF AIRCRAFT

In random, or chaotic if you prefer, order:-

SB5, Oly 463, Ka6E, Prefect (2 of them), one of which took part in the bungee fiasco, Scud 3, Sky 2 (3 of them, one of which rolled down the hill aided by the bungee), Zugvogel (2 of them as well), Eagle, Ka6CR, Ka4, from Holland, Nord 2000, Skylark 3G, Grunau Baby 2, Oly 460, T21, Capstan, of bottom field fame, Kite 2, Oly2, at least two of them, perhaps 3, Ka7, Plus of course our own Ka7/13 and ASK 18. Which I am sure you will agree is a pretty good turn out.

If Chris comes this year I can guarantee a much more comprehensive list complete with BGA numbers, all our office was interested in were pilot's account numbers.



Gliders being rigged at last year's Camphill rally with the Zugvogel in the foreground, 2 Olympias, 2 Prefects and a Sky. Photo Ian Dunkley.

Features

One Australian Club by Edwin Shackleton.

(VGC Member, Edwin, holds the world record for having flown in the most types of aircraft as a passenger (698 different types!). He has been included in the Guinness Book of Records for 9 consecutive years. Ed)

I paid my first visit to the Southern Hemisphere in September 1999, primarily to visit my brother in Perth, Western Australia whom I had not seen for 32 years. However I was keen to make good use of the excursion to include my other interests, as one would. I knew of the quite varied interesting and unique aircraft that were resident in Australia, but was only aware of one glider type, the Kookaburra. A scan through the VGC magazine revealed that Ian Patching was the Australian membership secretary so an introductory letter was soon despatched. Ian replied that the only club that could offer gliders apart from the current range was the club to which he belonged which was based at Bacchus Marsh in Victoria. Ian's letter said that they had four gliders including "2 one-of-a-kind and one with variation (short wing and long wing Kookaburras). The others are Platypus and Zephyrus and I would be available to accompany you". This was indeed brilliant news.

I arranged my itinerary to suit this and other features in my 5 ½ week schedule. As the arranged date approached, Ian told me that he would be away attending a meeting but his father, Alan Patching would fill the breach. I was asked to telephone Alan when I arrived in Melbourne.

When I spoke to Alan, he asked if I would like to accompany him to an evening meeting of the Aviation Historical Society of Australia (Victoria branch). This was a film evening with some good footage but my unexpected shock was the Chairman's request for me to speak to the gathering at the end. Fortunately this went down favourably!

Three days later Alan picked me up for the gliding day. He was accompanied by his grandson Tighe, who had taken over the editorship of "Vintage Times". A mature, polite and keen lad, he was hoping to glide solo after his 15th birthday in 2000. Alan was telling me, on our 50km drive, of his background and said that he had seen the Britannia wing test and failure (at just over 100%) at Filton, Bristol, quoting names that we both knew including Doug Jones of Nympsfield *(and VGC)* associations. The test site was next door to the Altitude Chamber where I worked!

We arrived at Bacchus Marsh airfield set on a plateau, fairly sparsely vegetated but with two runways, set at right angles and one mile long. They both used to be gravel but the NS runway is now tarmac as is the eastern half and west threshold of the EW stretch. The "modern" gliders were already being moved to the active runway and the four tug aircraft (no winching), two Super Cubs and two Pawnees were prepared.

We made our way to the hangars where D.I.s were quickly undertaken by Alan and Tighe Patching and Geoff Hearn. The short wing Kookaburra 'RX' (Australian gliders all have a G prefix, but this one, VH-GRX did not carry it) was walked to the launch point ready for my first flight. I was told that the Gliding Federation of Australia invited Edmund Schneider (who built the Grunau Baby in Germany) to set up a sailplane

factory in Australia after WW2. It seems that his son Harry influenced the choice of the cantilever wing for the Kookaburra. Soon I was in the right hand seat, set slightly aft from Alan in the left position.

Alan flew me around the area and gave me a chance to take some overhead photos of the airfield before completing the landing run near to the hangar. The long span Kookaburra was then moved out. It has a 10 foot longer wing span with detachable outer wings and also has a nose wheel. This particular machine was built in 1961, the year before the short span 'GRX'! Apparently the earlier versions continued in production to customer requirement. Both of the Kookaburras at Bacchus Marsh are owned by the same group of Ian Patching, Geoff Hearn and Frank Smith. The flight, again with Ian Patching, was of longer duration and a repeat landing by the hangar saved valuable time. *(Martin Simons tells us that they don't see the Kookaburra birds very often but they are very recognisable by their screeching laughter which gave them the other name of Laughing Jackass. Ed.)*



The "Longwing" Kookaburra (above) with Alan & Tighe Patching, this is a Harry Schneider product from Adelaide. Harry is the son of Edmund Schneider from German Silesia which is now Jesow in Poland. The picture below shows the staggered seating. Photos Edwin Shackleton.

I had seen the Platypus earlier and was impressed by the attractive lines of this composite, side by side two seater. The broad, flat-topped nose area obviously influenced the choice of the Platypus name. Alan, Geoff and Tighe moved the Platypus to the flight area but I was directed to the Beaufort Zephyrus.

I was introduced to Doug Lyon who had been involved in the development of the Zephyrus (see article). This glider was bulky with a deep fuselage and had the unusual feature of a door for rear seat access which I chose. Doug certainly knew his machine, which is the regular workhorse of a 40 strong group. The developing thermals of the later day gave us a flight time of 40 minutes.

Alan Patching was ready to fly me in the Platypus which was the last design from the Schneider factory and was the only example built. Seating was inclined, the canopy sealed perfectly and we flew in silence – certainly a step forward in technology. There are seven members of the Platypus Group who acquired it just three years ago when Harry Schneider retired and closed the business.

As a finale, Alan took me to see his Golden Eagle in its trailer which he is taking to the USA next year. I had a delightful day with a great Australian kind welcome, which will not be forgotten. *Edwin Shackleton*



The Zephyrus. Photo Edwin Shackleton.

The Kookaburras (from "Australian Gliding" by kind permission of Martin Simons)

The ES 52 was numbered in accordance with the long-established policy of Edmund Schneider Pty whose designs were always given a number indicating their year of origin. The intention from the first was to produce a two-seat training sailplane for Australian clubs, and the Kookaburra, as the type was called, was an immediate success. Of orthodox wooden construction and very robust, the ES52 was for some fifteen years the standard two-seater in Australia.

The most unusual feature of the design was the staggered seating arrangement with the left hand seat slightly forward of the other, enabling the pupil pilot to have a good all-round vlew while retaining most of the advantages of a side-by-side seating position and greater comfort in the cockpit.

Early production aircraft were fitted with side-opening canopies but these were later replaced with the upward hinging type. Spoilers were fitted but dive brakes were an option. The wing, only 11.7 metres span, was in one piece, necessitating a special trailer for road transport.

The ES 52B or 'Longwing Kookaburra' was introduced in 1959 and, with an improved soaring performance also established itself with clubs. The wing was in three sections but in other respects the Longwing closely resembled the short span version. The undercarriage was improved by the addition of a nose-wheeel in place of the skid.

The Mark IV Kookaburra, produced in small numbers, reverted to the short span, and had an enlarged cockpit, improved canopy and a greater all-up weight.

Although now out-numbered by more modern aircraft, most of the Kookaburras built remain in service and are likely to do so for many years to come.

TECHNICAL DATA

	Es52(MkIV)	ES52B
Span	11.7m.	14.86m.
Wing Area	15 sq.m.	19.30 sq.m.
Aspect Area	9.13	11.4
Aerofoil root	Göttingen 549	Göttingen 549
tip	Göttingen 676	Göttingen 676

Empty weight	218 kg	287 kg.
Flying weight	393 kg.	500kg.
Wing Loading	26.2 kg/sq.m.	25.9 kg/sqin.
Max. permitted speed	220 km./hr.	194 km/hr.
Rough air max.	151 km/hr.	145 km./hr.
Aero towing max.	113 km./hr.	113 km./hr.
Winch launching	113 km./hr	105 km/hr.

PERFORMANCE

Stalling Speed	61 km./hr.	59 km/hr.
Min sink	1.05 *m./sec*	0.83 *m./sec*
at	72kph	68kph
Best glide	20:1	24:1
at	81 km/hr.	84 km/hr.

Source OSTIV. World Sailplanes, Vol II

Zephyrus – the first 20 Years by Doug Lyon Written in 1986 On the 11th December 1986, it was twenty years since "The Beast" first started screwing thermals back into the ground. Anyone who has joined Great Hulking Zephyrus at a lower level knows its ability to push thermals down, which makes it difficult, if not impossible, to climb past her. In those 20 years, while serving as the Beaufort club's training aircraft, the Beast had spent more than 4000 hours out of contact with Terra Firma on more than 11,000 flights.

The Beaufort Gliding Club had its origin in the Beaufort Division of the Department of Aircraft Production in 1942. At that time the Department was involved in the production of Bristol Beaufort bombers for the RAAF. The club had an initial membership of about 300 and an ambitious scheme to build three two-seater sailplanes was embarked upon. Within three months, membership was down to about 20 and the program was reduced to one sailplane, based on the design of the pre-WW2 Pegasus owned by the Brisbane Gliding Club.

Construction of the new sailplane in Melbourne was under the guidance of Squadron Leader Doug Henderson, formerly a member of the Brisbane club but at this time a senior executive in the DAP.



The side entry door of the Zephyrus.
Photo Edwin Shackleton.

Within six months of the start of the project, only about six of the original membership remained (some things haven't changed) and it was necessary to accept members from outside the Beaufort Division. About this time, Doug Henderson was transferred and it then became apparent that design drawings were far from complete and serious design problems existed. These necessitated considerable design work and changes. The wingspan was reduced from 56 feet to 54 feet by eliminating a centre section weighing about 90 pounds. This change reduced the wing area and wing loading at the same time. The wing was moved back six inches and both crew members were moved in front of the wing. Originally, the instructor was to be locked in a cage under the wing. Ailerons were lengthened by four feet each (metrics had not been invented in Australia at that time) and a dual-wheel undercarriage was fitted just aft of the aircraft's centre of gravity.

These changes were necessary as, true to the first law of aircraft design, as design progressed the centre of gravity moves toward the tail and the empty weight increases. Despite predictions to the contrary, the aircraft did fly, and quite well, and in the subsequent euphoria it was named Phoenix, having more or less risen from the ashes heaped upon it by the critics. With the lack of a suitable or available single-seater for the first batch of solo pilots, another design project was embarked upon, and just about the time construction was to begin, Phoenix was written off in unfortunate circumstances.

Recognising the continuing need for a two-seater, the basic aerodynamic design for the proposed single-seater was adapted into a two-seater. Influenced by the experience with Phoenix, a tubular steel fuselage structure was adopted, as well as a more rearward landing wheel location and a larger aerodynamic balance on the rudder. The first decision was a winner, the other two were not. The neutral balance of the rudder was easily remedied, but the excessive aft location of the landing wheel remains the Beast's worst feature. Great attention was paid to the building-in of low maintenance features and this has paid off, as apart from replacing seemingly hundreds of front skid shoes, maintenance requirements have been quite low. That is, they were, until an attempt early in 1983 to aerobat 'The Beast' while it was still in its trailer resulted in quite a bit of damage. However, this accident gave a practical reason to carry out a 20-year survey.

While not a supership Zephyrus has shown that when flown in rain its glide angle is superior to that of the Janus and it may yet outlast some of the the plastic hot ships.

A number of 300km triangles have been flown in Zephyrus and it remains an ambition of several club members to take the Beast around 500km. All it needs is the right day and a crew with the stamina of marathon runners. The Zephyrus is one of the few sailplanes which provides access to the rear seat via a door.

The Phoenix was written off on 1 April 1951. – The first flight of the Zephyrus did not take place until December 1966 and a restriction on its Type Certificate is that it is not to be put into mass production.

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

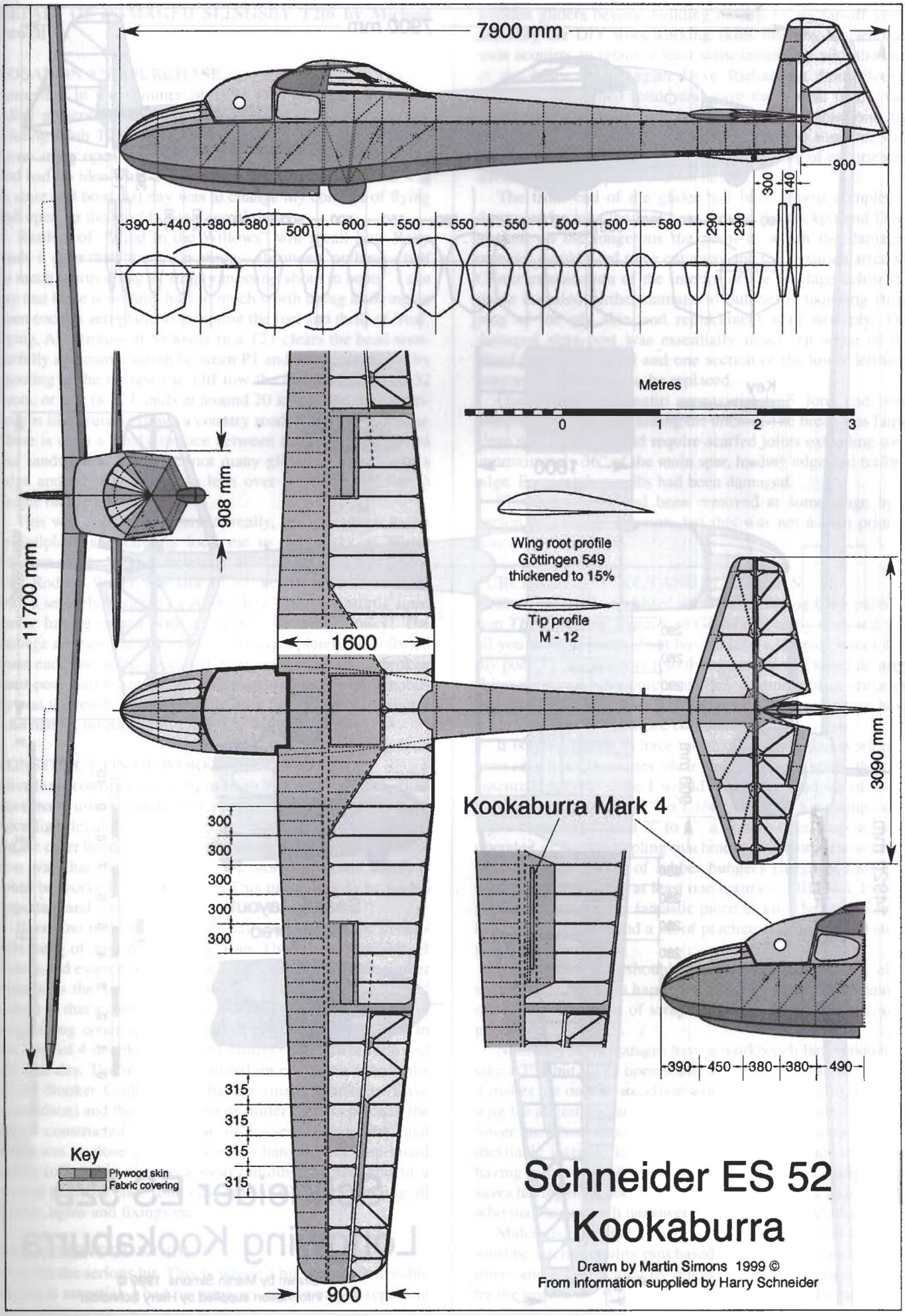
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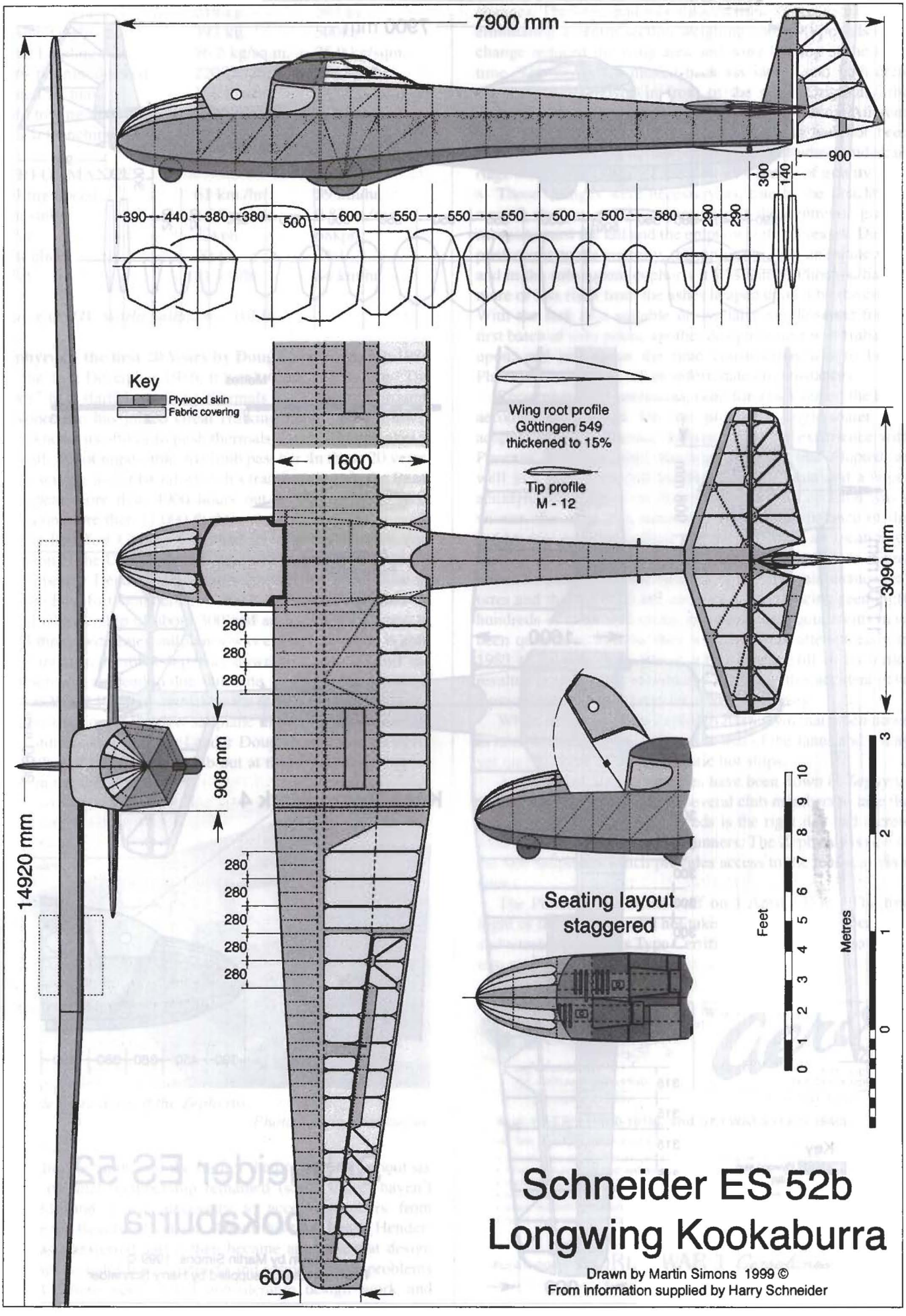
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Feet
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Schneider ES 52b
Longwing Kookaburra
Drawn by Martin Simons 1999 ©
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REPAIR OF DAMAGED SLINGSBY T21b by Michael Powell

LOCATION AND PURCHASE.

Sometime in the summer of 1994 Dennis Gliddon (whom Allah preserve!) suggested that we should get the Booker Gliding Club T21 out of the hanger and fly it. I had never flown in an open cockpit aeroplane of any kind at that time and had no idea what a T21 was. Little did I know what was in store and how that day was to change my concept of flying and open up the world of vintage gliders.

Readers of "Wind in the Willows" will recall how Ratty made it clear that "there is nothing – absolutely nothing – half so much worth doing as simply messing about in boats" I can say that there is nothing half so much worth doing as flying an open cockpit aeroplane to recapture the feel and thrill of 'real' flying. An aerotow at 55 knots in a T21 clears the head wonderfully and conversation between P1 and P2 is carried out by shouting at the nearest ear. Off tow the airspeed drops to 32 knots, or less (a T21 stalls at around 20 knots) and the experience is like cruising down a country road in an MG sportscar. There is even a handy surface between the occupants for tea and sandwiches. There are not many gliders that will soar a ridge and allow the crew to lean over the side and chat to people on the ground.

This was the glider I wanted, really, really wanted. An ad in Sailplane and Gliding took me to the works of Witter Towbars in Cheshire in February 1995 and a deal was struck with Rodney Witter. My side of the deal was to drive away with a severely battered ex Air Cadets T21b on a sturdy open trailer having parted with £800.00 – its only money! The damage appeared, at this stage, to be a completely demolished front end, one wing shorn off 5' from the tip and a broken stern-post. Sad to say that this demonstration of crumpleability was the result of an overshoot by a full category instructor – no names, no pack-drill OK?

CONSTRUCTION OF WORKSHOP/HANGAR.

I lived in a conventional semi in High Wycombe. Such houses have many useful features but a hangar large enough to take a microlight let alone a 54' wingspan glider is not one of them! On the other hand I now owned such a beast and an early decision was that the glider would be stored at home where it could be worked on at any time. This turned out to be a very important and entirely practical decision.

It took no more that one Saturday morning and the invaluable help of my good friend Tom Thompson, (builder of houses and evangelist – but that's another story!) to fix timber bearers to the side of the house and the adjacent detached garage so that a corrugated pvc roof could be constructed over the existing concrete hardstanding. Lighting, (plenty of it in the form of 4 double fluorescent fittings) and power followed the next day. The wings were stored on end against the walls of the Booker Gliding Club hanger (many thanks to Dave Richardson) and the fuselage on its trailer took its place in the newly constructed 'hangar' at 14 Fassetts Road. The final touch was to close in the ends of the hangar with chip-board sheets (off a skip outside a local building project) and fit a door at the front end. Total cost around £210.00 including all timber, lights and fixings etc.

ASSESSMENT OF WORK.

Now for the serious bit. This is where a bit of knowledgeable advice is essential. I had no previous experience of repairing wooden gliders beyond building models in my far-off youth and only the DIY woodworking skills that any householder soon acquires to retain at least some credibility with the lady of the house. Once again Dave Richardson from Booker Gliding Club rallied round and gave the benefit of his vast experience in glider repairs. It is worth stating at this point that although any wooden glider can be repaired by someone with at least some general practical skills the value of experienced advice in the first place is essential.

The front end of the glider had been almost completely destroyed back to the bulkhead behind the cockpit and Dave marked on the longerons the point at which the damaged material would need to be cut away and the repairs scarfed in. Closer examination of the interior of the fuselage below the pylon revealed further damage to bulkheads requiring stripping of the ply skin and replacement with new ply. The damaged stern-post was essentially intact but some of the glued joints had failed and one section of the lower lefthand longeron would have to be replaced.

One section of wingtip approximately 5' long had been completely severed including the aileron. The break was fairly clean and repairs would require scarfed joints extending over approximately 36" of the main spar, leading edge and trailing edge. Fortunately no ribs had been damaged.

The instruments had been removed at some stage by a person or persons unknown but this was not a high priority concern at this stage.

PURCHASE OF TOOLS AND MATERIALS.

I cannot speak too highly of the British Gliding Club publication ***The Standard Repairs to Gliders.*** It really does tell you all you need to know about how to take a battered wreck like my poor T21 and restore it to flying condition. Do not do **anything** until you have purchased this goldmine of information and instruction and read it from cover to cover. Always have it close to hand when work commences.

It is not possible to have too many tools and as work progresses it soon becomes clear that there are some that are essential. Among these I would include a good set of wood chisels ranging from 1/2" to 1 1/4", at least 15 g-clamps with a jaw capacity of from 2" to 6", a double-sided rasp, a hand-operated industrial stapling machine, a fine tooth tenon-saw, a fret-saw, a collection of rubber bungees (luggage, roof-rack for the fixing of), and at least one luxury – a Black & Decker power file, absolutely fantastic piece of kit. The chisels must be kept razor sharp and a bit of practice at using a good stone is a good investment.

Other useful tools should already be lying around e.g. electric drill, sander, light hammers, a mallet, screwdrivers and so on. Also a collection of scrap timber for wedges, props, supports etc.

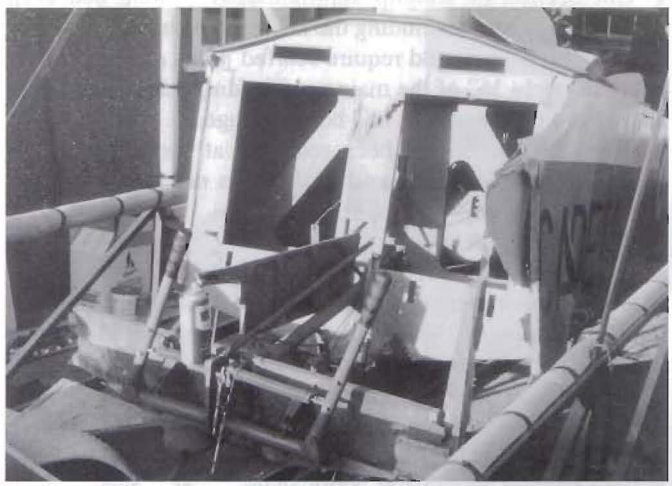
Not many home garages have a workbench large enough to take a T21 but a T21 open trailer with a few planks laid across it makes not only an excellent work bench but it also serves as a jig for aligning repairs to the fuselage. Planks laid across the lower members also provide useful stowage space for the inevitable increase in bits and pieces of all kinds and saves having to turn the kitchen into an adjunct of the 'hangar' and saves having the worker turned out of his home by an irate wife who may have much narrower views of what kitchens are for.

Materials, i.e. ply, timber, glue, fabric, nuts and bolts etc must be aircraft quality purchased from aircraft materials suppliers and accompanied by release notes which must be held by the purchaser. Whoever looks after the maintenance of the

gliders at your local club will tell you who to go to and if that fails then contact the BGA or VGC and ask for help. In this particular case London Sailplanes at Dunstable provided most of the materials needed and also a good deal of helpful advice. Total spend on materials came to around £240.00 but this does not include the purchase of tools, many of which I already had, although the chisels I had used for opening paint tins and raising floor-boards needed a lot of attention before they were fit to use.

Slingsby's are still in existence but producing fast military training aircraft now. Nonetheless they still had drawings of the T21 and were glad to supply copies. Another source is the VGC who have the most extensive archive of vintage gliders in the world.

Last, but not least, three 500w halogen lamps on tripod stands provided excellent lighting, heat in the winter (most of the work was carried out through the winter), and a means of curing the glue rapidly.



The fuselage of Mike Powell's T21, WB971, was badly broken right back to the wing pylon. Photo Michael Powell.

STRUCTURAL REPAIRS.

This is no more than on overview of the work carried out but at least gives some idea of what was involved. One thing that must be made clear is that your time on the project will be the largest single item. This is the value of having the glider literally outside the back door. It was possible, and good psychology, to be able to progress the work every day even if that involved no more than sharpening a chisel or marking a piece of ply to cut later.

Firstly the fuselage was wedged into the trailer so that it was held firmly and centrally. The next task was to strip back all the damaged material to sound wood, making sure that all damaged bulkheads and formers were saved to be used as patterns. The whole top of the coaming in front of the cockpit was almost intact and this was carefully cut away and put to one side. This now gave good access to the internal area below the wing pylon where the work consisted of removing the damaged ply skin from internal bulkheads and replacing this with new ply scarfed in as per the ***Standard Repair to Gliders*** manual.

The rear face of the bulkhead behind the cockpit was repaired with relatively small ply sections but the front face ply skin had to be completely removed. This required careful and painstaking work with a very sharp chisel followed up by equally careful use of the power-file, the aim being to remove the ply skin with the chisel, leaving a thin layer of glue on the sound wood which could then be removed to leave bare wood ready for re-gluing.

All of the bulkheads forward of the rear cockpit bulkhead had been so extensively damaged that each one had to be replaced entirely. The drawings plus the damaged remains made construction of new bulkheads relatively easy and this work could be carried out in the comfort of the kitchen using the kitchen table as a level workbench.

The next stage was to splice new longerons onto the existing fuselage longerons and locate the new bulkheads in position. Not as easy as it sounds because the two lower longerons have a double curve and persuading 1" x 1" spruce to cooperate takes a certain amount of patience and a fair amount of cunning. In this case the answer was a five foot length of plastic drain-pipe wrapped in fiberglass and with a plastic tub jammed up the end as a plug. This 'device' was then filled with boiling water and the length of spruce longeron dropped in to soak – about half an hour did the job I think. Clamped at the sides of the fuselage the longeron was carefully pulled round to the required double curve using the sides of the trailer and short lengths of scrap timber to keep it in position aided by clamps at close intervals near the front where the curve was greatest. Nerve-wracking stuff I can tell you – I still have the one that broke half-way round.

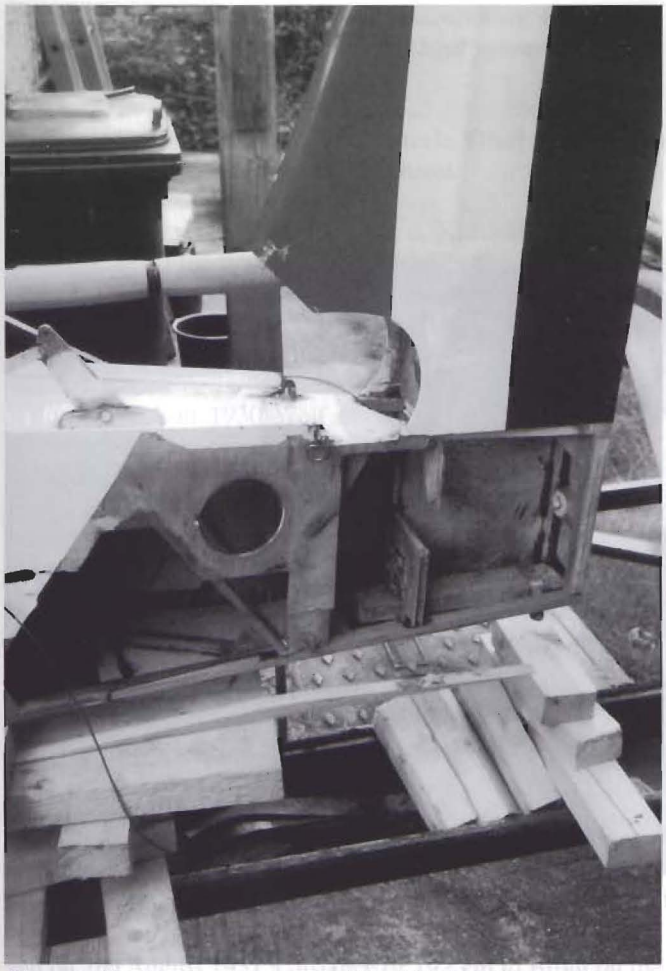
Once the bulkheads and longerons were fixed and glued the application of the ply skin was pretty straightforward. This is where the stapling gun came into its own – small strips of thin scrap ply preventing the staples from marking the skin. In all gluing activities the halogen lamps reduced the curing time from several hours (this was winter remember) to around half an hour. The Aerodux glue used comes with tables showing curing times at various temperatures.

With the exception of the cross-bar linking the two joysticks, all the controls were undamaged and the crossbar was soon repaired with some expert welding by Paul at the Booker workshops. Re-fitting the controls was straightforward and Dave Richardson had confirmed that all the control cables and terminations were sound and re-useable. A little work on the torque-tube main bearing removed some unwanted slack but that was about all that was needed.

Repair of the stern-post was swiftly completed since all that was required was careful removal of the parts that had come adrift followed by cleaning up and re-gluing in position.

To repair the wings the fuselage was taken out of the trailer and 'parked' in the garden under a tarpaulin and planks were laid across the top of the trailer to form a level base for the wing to rest on. The two damaged sides of the break were cleaned up and sufficient ply skin and fabric removed to allow access to the leading edge, main-spar and drag-spar. Careful measurement of the 'good' wing provided measurements for accurately marking reference points on the wing to be repaired so that both would end up the same span.

More scarfing as per the ***Standard Repair*** and the outboard section of wing was re-united with the main wing after careful trial runs to ensure alignment accuracy. The leading edge has quite a sharp radius at this point and the ply skin was preformed around a broom handle with plenty of hot water prior to stapling and gluing to the wing. By this time I was getting pretty good at making chamfered edges to ply skins and deriving great satisfaction at using the power-file to reveal evenly spread layers of ply and glue.



The rear fuselage and fin post of the T21 being opened up for repair. Photo Michael Powell.

The aileron had, like the wing, been broken into two pieces but I was saved the work of repairing this by purchasing a sound replacement from Colin Street (after a great deal of persistence on my part I have to say). On the positive side the new aileron was already fabric'd and painted the correct shade of red.

FABRIC AND PAINTING.

The last lap! Covering with the modern fabrics is simple compared with the earlier stitched cotton fabric and was by far the easiest part of the whole project. London Sailplanes advised the use of Seconite fabric which has the one irritating habit of rolling itself up into a tight bundle the moment it is released after cutting.

The first step was to coat the areas to be covered with three or four coats of fabric adhesive following which the fabric was simply stretched over the area with a 2" overlap and held in place with round-headed pins (sharp little devils!). The edges could then be fixed with more adhesive rubbed in to penetrate right through the fabric and, when a couple of coats had been applied, the pins were removed and the edges trimmed as neatly as possible. More adhesive alternating with careful rubbing down made the join between old and new almost invisible.

It was sheer joy to see all the fabric wrinkles disappear as my trusty Morphy Richards iron was gently moved over the surface of the fabric and the fabric tightened to an almost drumlike state. Seven coats of clear medium-taughtening dope later the cellulose undercoat was applied followed by two coats of standard auto cellulose paint. The colour scheme was as per the original Air Cadets scheme since I had decided to keep the glider as original as possible and in any case this reduced very considerably the amount of work to be done.

Headquarters RAF Strike Command graciously agreed that I could retain the military markings and registration provided that "the commander of the aircraft shall not fly in such a manner as to cause criticism of the Royal Air Force" – What a challenge! Buzz the tower at VNE. Barrel rolls at 50'?

CERTIFICATION AND TEST FLYING.

The completed work was given a very thorough inspection and weighing by Dave Richardson who declared that the glider was now fit to fly with anyone as long as it was not him! Graham Saw, who has no fear, volunteered to fly the glider on its test flight and put it through its paces with, in his own words, the intention of "let's see if we can break it, Michael!").

The whole of the Booker Vintage Glider Club membership had turned out to help rig the machine (and every man had a job to do) and the local press were on hand to record the event for, at least, local posterity. I have to say that I was feeling immensely pleased with the result of all the time and effort that had gone into getting to this point and the congratulations of my VGC friends was icing on the cake.

With Dave Richardson driving the Super Cub, Graham and I were towed to 4000' and carried out a satisfactory release. After that it seemed to me that Graham really was trying to break something little knowing that his companion was experiencing vivid flash-backs featuring every glued joint and every scarfed repair – especially for some reason the main spar – and the 'use-by' dates of the Aerodux glue. In the event Graham declared himself satisfied and after demonstrating how to loop a T21 (nose down to VNE and pull up and over until you can hear and see again) we returned to the congratulations of the ground troops.

Since that time WB971 has provided endless pleasure at the many VGC rallies held each year throughout the country including a memorable flight in wave at Camphill. Countless youngsters have been introduced to gliding in this friendly old bus and whatever the attractions of the fast glass ships the longest queue is always for the T21. In the last three years at least four people have taken up gliding as a result of flying in 'a real aeroplane'.

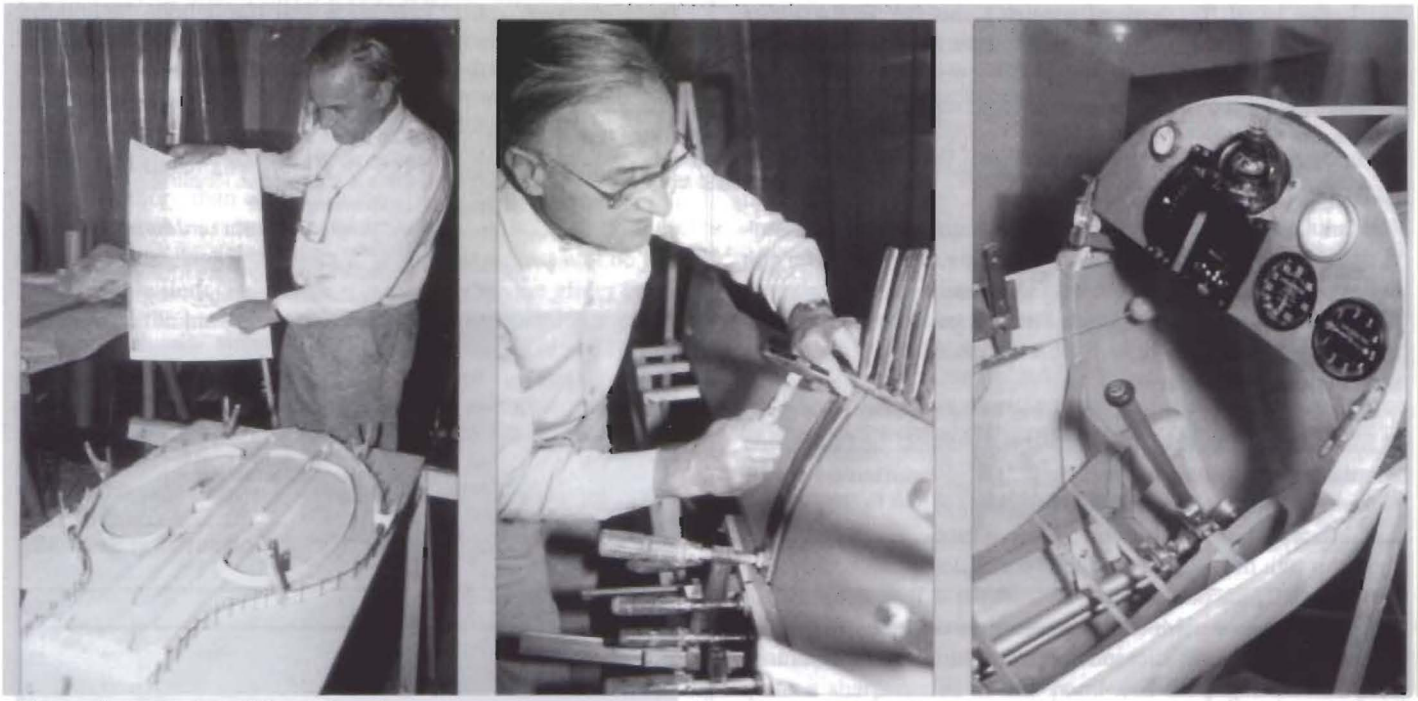
Michael Powell



All smiles from Graham Saw and Michael after a successful first flight completes the renovation. Photo via Michael Powell.



The beautiful Musterle built by Klaus Heyn which had its first flight in September 1999. Photo K. Heyn



Three pictures of the Musterle under construction, pictures by Peter Selinger from Der Adler (with permission).

From "Der Adler" The monthly publication of the Baden-Württemberg Aviation Association by kind permission of the Editor.

Fulfilment of a Dream – The Musterle Flies! by Peter F. Selinger and translated by Colin Anson.

After spending seven years building it, Klaus Heyn successfully completed the first short hop and then the first circuit in his Musterle, the exact replica of Wolf Hirth's famous glider of 1929, towed by a motor glider, on the airfield of Aalen-Elchingen Neresheim, in the afternoon of 24th September 1999.

In the USA in 1930 Wolf Hirth had fulfilled the newly established ISTUS requirements for the international Silver C badge in the Musterle, and received Silver badge No.1 on February 15th, 1931, together with Robert Kronfeld who had completed the required flights even before Wolf Hirth. During and after the American Gliding Championships at Elmira NY in 1930, Wolf Hirth had systematically explored and tested thermal soaring techniques with his Musterle, and he won that competition. It is also to Wolf Hirth's credit that he shattered the secrecy others had maintained about the use of the variometer, especially for thermal soaring, by publishing his experiences and so making this new aid to cross country flight accessible to all glider pilots.

He also flew his Musterle over the banks of the Hudson river in New York, from a bunjy launch, on March 10th, 1931. Not least, he achieved 2nd place in the Rhön competition on the Wasserkuppe through two spectacular distance flights, on 25th July of 175 km to Schloss Friedeburg near Halle/Saale, and on 2nd August 1931 a distance of 192 km to Brohi on the Moselle. Finally, in 1932, he succeeded in winning the Rhön competition ahead of Hermann Meyer and Robert Kronfeld. From 1933 on Wolf Hirth flew his Moazagotl and allowed the next generation of young pilots in Württemberg to use his Musterle in competitions. Unfortunately, the Musterle was destroyed even before WW II broke out, in a hangar fire at Stuttgart.



The original Musterle at the Hornberg in June 1934 with Eric Collins in the cockpit. He was attending a high performance course led by Wolf Hirth during which he set a new local height record of 6,825ft. Photo via C. Wills.

"Musterle" was his affectionate nickname for his wife Clara. He named his H2PL glider (a type called Lore) after her. So far as can still be determined, at least three machines of this design by Paul Laubenthahl (of Akaflieg Darmstadt and a leading member of the Darmstadt School named after it) were built, by the Württemberg Aviation Association, by the Flying and Construction Group Schwäbisch Gmund and by Gliderworks Kassel for Wolf Hirth, which indeed was the Musterle.

It cost him RM 8500 – a great deal of money in those days. Unfortunately, Paul Laubenthal did not live to see the internationally acclaimed perfomances by Wolf Hirth flying his design. He had lost his life as early as 8th June 1929 in an aerobatics accident with the Klemm L 25.

When he began building the Musterle, his fifth replica construction, Dipl.Ing. Klaus Heyn was able to draw on very extensive resources of experience in restoring and rebuilding old gliders. Though his professional background is in communications technology, he is deputy chairman of the German Gliding Museum on the Wasserkuppe, Class 3 glider inspector, and for many years technical consultant for our Association.

The Peltzner hang-glider, the Schultz F.S.3 "Besenstiel" (Broomstick), the Schneider ESG 29 "Schädelspalter" (Skull-splitter) and the Rhönadler 34 can all be admired in the German Gliding Museum on the Wasserkuppe, although he built these, too, in accordance with the airworthiness requirements then in force. However, in building the Musterle he made sure that it would qualify for an airworthiness certificate now, under present rules, with approved wood and plywood, aviation certified grades of metal used for the fittings, and Aerodux adhesive.

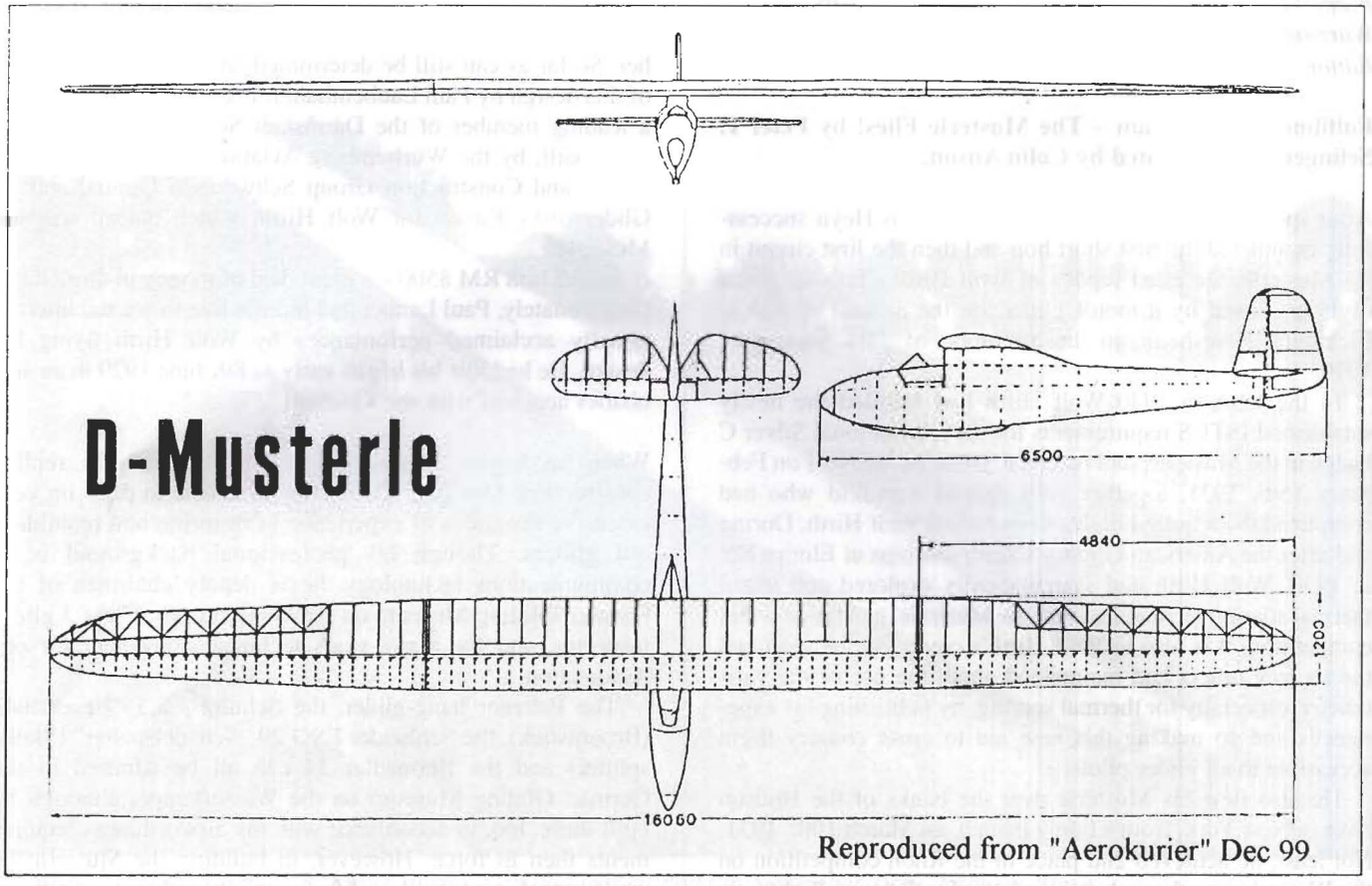
In achieving this aim, he received inestimable help from the Oskar Ursinus Vereinigung and their Dr.Ing. Bernard Hinz acting as examiner and providing the many stress calculations and certification data, and Dipl.Ing. Siegfried Lorenz who restored and augmented the designs in conformity with the aircraft type and contemporary practice, thereby completing the only partially surviving set of design drawings.

This replica construction proves Klaus Heyn's enthusiasm and admiration for Wolf Hirth as trail-blazer and promoter of gliding. He built it practically by himself. Frames and longerons, spars and ribs, plywood and fabric covering, pre-finished metal fittings and the whole of the controls and linkages were created in his cellar workshop not far from Kirchheim/Teck – an immense amount of work which no-one can fully appreciate who has not tried or completed a task of this magnitude themselves.

From time to time his wife Renate was permitted to lend him a badly needed 'third" or "fourth" arm. And in order to eliminate any risk he had all the fittings welded at the firm of Wolf Hirth, Nabern. Now he has perfected the Musterle, in the sense both of completion, and of the perfection of the finished object and of every smallest detail. With this glider Klaus Heyn needs to make no excuses, it is a beauty to behold and to see it fly.

In Spring Dr. Hinz will continue the flight tests in order, we hope, soon to obtain the final airworthiness certification from the LBA. Congratulations, dear Klaus, for this achievement and the successful maiden flight.

Article and photos:
Peter F. Selinger



Reproduced from "Aerokurier" Dec 99.

DICK STRATTON. This is NOT an obituary (God forbid) but we have heard the sad news that Dick is retiring from the post of the BGA's Chief Glider Inspector (Chief Technical Officer). We only wish to thank him for all the encouragement and kindness he has shown our members for the last 20 years or more. He has created the environment for our movement to flourish and he has made us the envy of the world. His simple criteria was/is "Is it airworthy or not" ? or "Has it been built to the BGA manual of Construction" ? and this is all our members needed as British airworthiness requirements are sound and none of us would want to try anything else. No longer have politics influenced a glider's fate, as it well could have in certain other administrations. It is unthinkable to imagine anyone following in Dick's footsteps but, to use one of Dick's sayings.."Our gliders have had a good track record" for 23 years. Before that, no-one thought that our old gliders would last very long. But they only needed looking after properly with loving attention. Dick has left us with our gliders and the movement in super condition. Long may this situation continue and we hope that we shall still see Dick often in his retirement. We are really glad to have had him with us. Thank you, Dick, for everything.

More Horten Flying Wing News

A Practical Proposition?

There are indeed several Horten flying wings in existence to restore and fly. The great problem is that they were mostly designed during a time of Government finance and, only during the time when Government finance was withdrawn were anything like practical Horten flying wings designed that could be built and flown.

Moreover, rather than restore an old one, it might be better to build a new one. On this theme, Dr Uden was approached. He was asked to suggest a small aircraft, easy to handle on the ground, but with a max.L/D of 1:30.

His reply was ... "A very attractive sailplane would be the Horten XIV. It would be simpler than a Horten IV to build, and with a seated pilot. Design information is very much to hand. Behind the pilot is room for an engine. In the Horten book "Nurflugel", there is a 3 view drawing of it on the last page."

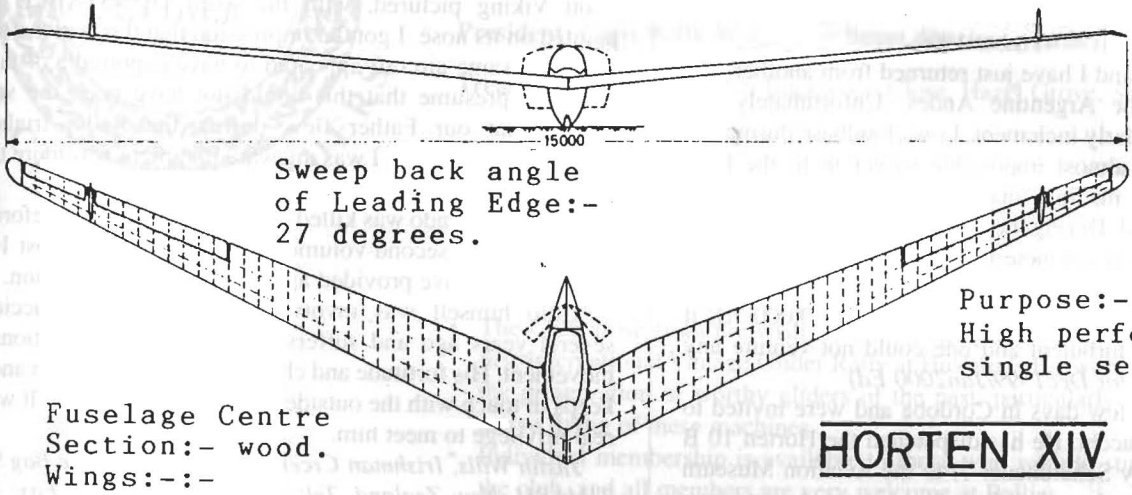
This seems to be a different H.XIV than that which was partly built in 1944. It has a 15 m wingspan and a calculated max. L/D of 1:34. Its building was started by the Akaflieg Köln (Cologne) in 1960, but it was never finished. The only drawback to building one is that a Ho XIV was never flown but this does not mean that it would not have been a success if its C of G had been right. In 1944, the original Ho XIV had the same wing profile as the Ho IV. In 1963, the new Ho XIV Colonia had a profile with a greater degree of laminar flow and it was calculated that its max. L/D might be further improved from 1:38 to 1:40 which would have been excellent for a 15m span sailplane of that time. Wind tunnel tests had given very favourable results especially around the cockpit area.

In 1965, the design was abandoned through lack of money. E. Cilsik, at the Flugwissenschaftlichen Vereinigung Köln was in charge of the project with much transatlantic communication with Reimar Horten in Argentina.

Dr Edward Uden's address is: D-25355 Barmstedt, Gebruderstrasse 38, Germany. Tel: 04123/3690, or 0049 4123 3690. He has very much in his Horten Archive and might be able to help or to sell copies of the Ho XIV plans.

Wing Loading:-
23.4 kgs/sq.m.
(4.8 lbs /sq.ft.)

Empty Weight:-
150 kgs (330 lbs).
Load:-
110 kgs (242 lbs).



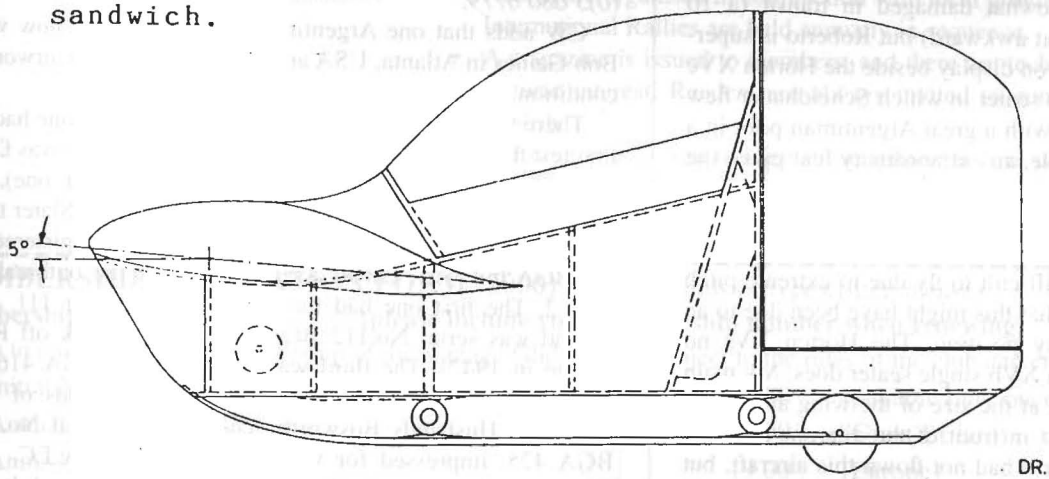
Sweep back angle
of Leading Edge:-
27 degrees.

Purpose:-
High performance
single seater.

Fuselage Centre
Section:- wood.
Wings:-:-
wood & Alluminium
sandwich.

HORTEN XIV

A PRACTICAL HORTEN ?



Min.Sink:-
0.60 m/sec at
64 kph.

Max.L/D:-
34 at 80 kph.

DR. R. HORTEN CORDOBA 1963

Datenblatt Typ Horten H XIV „Colonia"

Verwendung		Leistungseinsitzer	Leermasse	kg 150
Bauweise Rumpf (Mittelstück)		Holz	Ballast (z. B. Wasser)	kg —
Flügel		Holz, u.U. Alu/gemischtes Sandwich	Zuladung (Nutzlast)	kg 110
Besatzung		Pilot	Max. Flugmasse	kg 260
Spannweite	m	15,0	Flächenbelastung	kg/m² 23,4
Pfeilwinkel an der Nase	Grad	27	Überziehgeschwindigkeit	km/h ?
Trapezverhältnis		3,8	Landegeschwindigkeit	km/h ?
Wurzeldicke	%	20	geringstes Sinken	m/sec 0,60
Wurzeltiefe	m	1,15		bei km/h 65
Rippenabstand	m	0,20		und kg/m² 23,4
Flügelfläche	m²	11,09	bestes Gleiten	34
Streckung		20,3		bei km/h 82
				und kg/m² 23,4
Pilotenlage		sitzend		
Breite Mittelstück	m	(0,70)	Höchstgeschw. (horizontal)	km/h ?
Cockpitbreite	m	0,65	höchstzulässige Bahngeschw.	km/h ?
Cockpithöhe	m	1,0		

240 FROM THE BOOK "NURFLUGEL" BY REIMAR HORTEN AND PETER SELINGER.

International News

NEWS FROM ARGENTINA

From Justin Wills. 28th November 1999.
Dear Chris, Gillian and I have just returned from another fascinating visit to the Argentine Andes. Unfortunately the weather was particularly inclement. Low cloudbase during the first week made it almost impossible to get in to the high mountains and led me into making a nerve wracking out landing in a vineyard. During the second week, one other pilot and myself flew from a remote high valley near Aconcagua, but a persistant jet-stream remained overhead throughout so that as soon as we got level with the peaks (20,000 ft), it became impossibly turbulent and one could not venture any distance. *(See S&G for Dec1999/Jan2000 Ed)*

We then spent a few days in Cordoba and were invited to stay with RobertoTacchi. He has dispatched the Horten 10 B (Pianifero 2 built by Scheidhauer ?) to the Aviation Museum in Buenos Aires sited at the domestic Airport Aeroparque. Unfortunately, it was somewhat damaged in transit (a 10 metre one piece wing is a bit awkward) but Roberto is supervising repairs and it will go on display beside the Horten XVc "URUBU" side by side two seater in which Scheidhauer flew across the Andes (together with a great Argentinian pilot in a Sky) from Bariloche to Chile, an extraordinary feat given the height, remoteness and hostility of the terrain.

Roberto also had an excellent photograph of himself sitting in the front cockpit of the Horten XVa tandem two seater. He reported that it was quite difficult to fly due to extreme pitch sensitivity, but he thought that this might have been due to an incorrect Centre of Gravity position. The Horten XVa no longer exists but the Horten XVb single seater does. My main impression was one of awe at the size of the wing and I also noted spoilers mounted just in front of the ailerons near the tips to assist turning. Roberto had not flown this aircraft, but had heard that its pitch control was rather easier than that of the two seater.

From Roberto's photograph of the XVa, I noted that the front canopy hinged forward just like those of the latest sailplanes, whilst the rear canopy hinged to the side. I also noticed in the background a Kranich 2.

Towards the end of our stay, Roberto took us to meet Tulio Caradon, the former President of the Argentine Gliding Federation, and a man of immense charisma and human dignity. Having retired some years ago he now lives with his wife in great rustic simplicity in a remote cottage on a former estancia, which had been the home of the family's English Governess for over 50 years from the end of the First World War. Surrounded by fruit trees and a menagerie of animals, the house looks out across the valley that contains Carlos La Paz and its lovely lake towards the Sierras beyond.

Tulio had visited Spain soon after the Second World War, and recalled that up to ten kits of Kranich 2s were sent to Argentina around that time. At least two of the kits were completed. One Kranich 2 was destroyed when the hangar it was in collapsed under snow, and the whereabouts of the other in unknown.

Tulio also produced a remarkable book written by Cuadrado, one of the Argentinian pilots at Cuatro Vientos (Madrid) in 1952. (He may have flown one of the two Slingsby Skys which were subsequently shipped to Argentina. (One is thought to be still in existence). The book is entitled (I think) "The History of Gliding in Argentina 1810-1939". From a quick perusal I gathered that there was at least one Rhönbussard in Argentina, a batch of Meises was built from German plans in around 1939; there was also a Scott Viking pictured, with the word DUNSTABLE still painted on its nose. I got the impression that this was in 1941, when the same aircraft appeared to have captured a distance record. I presume that this could not have been the same Viking that our Father flew during the Radar trials at Swanage in 1940, but I was unaware that there was more than one built ?

Sadly, Cuadrado was killed in an aircraft accident before he could write his second volume covering the period post 1939 which would have provided another mine of information.

Tulio himself was involved in a motorglider accident several years ago and suffers both pain and restrictions in movement. His fortitude and charm were an inspiration and he keeps in touch with the outside world via the internet. It was a real privilege to meet him.

Justin Wills, Irishman Creek Station Ltd. Private Bag 910, TIMARU, New Zealand. Tel: +64 (0)3 680 6603. Fax: +64 (0)3 680 6779.

CW adds that one Argentinian Rhönbussard is now with Bob Gaines in Atlanta, USA and will be restored to airworthy condition.

There were four Scott Viking 1s built. The first one had its first test flight on 6.11.38 at Dunstable. Its price then was £265 ex works. Philip Wills flew this one (or another one), on 23.6.39 for 35 minutes from a winch launch. Doc Slater took photos of him doing this. The first one was never registered by the BGA but was sent to Argentina before the outbreak of WW-2. The first one had the Scott serial number 111. The second was serial No.112 BGA 415. SOC (struck off RAF charge in 1942). The third was serial No.114 BGA 416 G-ALRD. This is still airworthy in the tender hands of Lou Glover at Husbands Bosworth. The 4th was serial No.119, BGA 425, impressed for war service with the A.T.C. (Air Cadets), and was sent to the S.W. area Gliding School. It was withdrawn from use in 1942. The last three of them were probably in the Special Duties Flight (SDF) at Worth Matravers, Christchurch, testing the Radar from 23 June1940 – 8th July 1940.

Only BGA 416 survived the military during the war, excepting the prototype, which was in Argentina. It seems strange that all 4 Rhönbussards should have survived to fly again in civilian hands from Easter 1946, when only one of the 3 Viking 1s in Britain should have come through.

In Argentina, post WW-2, was a Condor 1. As the Hanna Reitsch Grunau Baby 2 which she flew during the 1934 German South American Expedition, is apparently still airworthy in Brazil, we wonder whether this Condor 1 could have been the first Condor that Heini Dittmar built, which was also in the 1934 expedition and gained the world's height record of over 14,000 ft in a thunderstorm over Brazil. In Argentina also was the 1936 MINIMOA D-Argentina which was delivered by the Zeppelin "Hindenburg". It is now in Santiago's Museo Nacional de Aeronautica de Chile registered CC-PIA. In Germany, it was first registered D-Chemnitz and Späte had flown it in the 1936 Rhön Contest. It had been bought by a Hans Ott in Argentina. When it left Argentina for Chile is not known.

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 (2000) (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:

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Annual subscription	☐	17.00	(Great Britain)
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Poland, Piotv Liqwinski, 93 038 Looz, ul Sannockd, 39m20. pikolo@krokus.com.pl
Slovakia & Czech Republic, Josepf Ott, Panska dolina 2, Nitra. potk.josef@post.cz
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. jgarci21@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, Geoff Moore, Arewa, Shootersway Lane, Berkhamsted, Herts, HP4 3NP, UK
USA, Jan Scott, 12582 Lutheran Church Rd, Lovettsville, VA 20180. Flycow@aol.com
Zimbabwe, Mike O'Donnel, 23 Montgomery Drive, Winston Park, Natal, Republic of South Africa. mikeodon@hotmail.com

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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.

Member name and number _____

Make and type of glider _____

Year built _____

Registration letters or 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 (a) my VGC membership record being held on a computer file and (b) being made available: to other members via the internet

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S £5.50 M £5.50.....
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103 cm chest L £15.50.....
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Sub-total b/f

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navy blue, embroidered with light blue VGC crest

No req £

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and from "Green Dragon Graphics"...

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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!

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AUSTRALIAN NEWS

Edwin Shackleton met Alan Patching while in Australia in September and Alan told him that Australia had lost one of its gliding pioneers with the death of Merv Waghorn at over 80 years of age. Merv had come to Australia from the UK in 1942 to set up the production line of DH Mosquitos and later he joined the Sydney Soaring Club and enjoyed cross-country soaring with the club, starting with a Slingsby Gull 1, then a Gull IV, followed by a Skylark 2. The club then built an HP-14. He had been to the UK and the USA in August and September but met with a car accident which started cancer from which he quickly died.

Martin Simons has told us that a Slingsby Kirby Kadet is being rescued at Gawler where it will be stored temporarily by the Adelaide Soaring Club after which it will probably go back to Victoria for the restoration. It was built in Victoria in 1939-40 from a Slingsby kit and flew in January 1941 before any of the later redesigned TX Mark 1 Cadets were produced by Slingsby for the ATC, so it is probably the only one correctly spelled Kadet. There are photographs on page 58 of Martin's book on Slingsby Sailplanes. It was originally listed as number 12 on the first register of gliders when the Gliding Federation of Australia was first formed in 1949.

It has been in private storage for many years in Victoria and has only recently been rediscovered. The structure is complete and seems in good condition and may be restored to flying condition. The fuselage fabric is still in good condition; the wings are stripped but only one or two ribs are damaged, with a brief inspection in poor light showing the glue apparently still good. Martin will keep us informed.

Australia's VGA is to hold its RALLY 2000 at the Lake Keepit Club from Saturday 9th Dec to Saturday 15th December 2000. More information can be received from:- TIGHE PATCHING, 11 Sunnyside Crescent, Wattle Glen, Victoria 3096, Australia. Tel/Fax: +61 (03) 9438 3510 OR KEVIN SEDGMAN (VGA'S PRESIDENT) 19 Saxon Street, Clifton Beach, QLD 4879, Australia. Tel:-(07)3913.

Soaring conditions are some of the best in Australia and the countryside is beautiful. It has the reputation of being one of the finest gliding clubs in Australia and so this could well be the most successful Vintage Glider rally ever held in Australia.

Ian Patching has finished rebuilding the Kookaburra GRN and it has had its first flights in 11 years.

Keith Nolan has finished restoring his famous Chilton Olympia, the "Yellow Witch". This Olympia was built from Chilton drawings which had been sent out from Hungerford, Berkshire in 1946, which was before Elliotts of Newbury took on the building of 150 EoN Olympias. Arthur Harding managed to build the Chilton Olympia amid great hardships and heat in Australia. He then took it for a tour in New Zealand to start the Gliding Movement there. Keith Nolan has since flown his "Yellow Witch" around a 500 kms triangle in Australia. So far as we know, this is the greatest flight ever recorded for an Olympia. Arthur Harding hopes that it will now last for a good few more years yet!

Arrangements have been made to start an Australian Gliding Museum and Alan Patching is chairing a steering committee and they have already been given a glider which is to be restored as a static exhibit. Also, they have started to catalogue the gliders that Bill Riley has stored in a huge hangar at Tocumwal. Some are in flying condition, others are wrecks. They range from an Olympia to a TG-3, many Polish machines, along with some from Schneiders. It is a tremendous collection and we wish the new museum well.

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The Australian Golden Eagle which will be at IVSM in Elmira, USA this summer. Photo Ray Ash



The official handover of the Rhönlerche by the now disbanded Far North Queensland Soaring Centre to the VGA with Alan Patching on the left and Kevin Sedgman on the right. Photo Ray Ash.



The Schneider Super Arrow with John Ingram. Photo Ray Ash.

NEWS FROM BELGIUM

The Fauchures de Marguerites (Daisy Cutters) now has a fine Zugvogel 3 and Firmin Henrard took it to our VGC International Rally at Aventoft, where he had some good flying over the North Sea etc, during the first weekend.

A fine T.31 is standing rigged in a hangar at Temploux waiting for more owners. A share would cost 5,000 BF and the cost of hangarage and insurance is more or less 3,000 BF annually. A helmet, goggles and a pair of gloves are all that is necessary to experience marvellous flights solo, or dual with the passenger of your choice! More details can be provided by Firmin. Tel:- 083.612194.

The Fauchures de Marguerites member Roland D' Huart has being trying to fly a 300 kms triangle in the club's NORD 2000 (Olympia). He says he "is determined to succeed in an old glider, rather than in a new fibre glass sailplane which would make it too easy. So remembering the heroes of yesteryear (M.Weiss who flew a Nord 2000 480 kms, Bill Bedford who achieved 30,000 ft in a thunderstorm and F.Noin who crossed the Alps in 1953... all in Olympias, 8 of these sailplanes have achieved 300 kms.) my first attempt was via turning points St Hubert & Auxerre. This was in 1992. I only managed to fly 12 kms! The following attempt in 1994 ended at Harze by the side of a superb cemetery for dogs after 55kms. The nearest house was lived in by the daughter of M.Brocart. Mr Brocart once flew a Nord 2000 to a goal 300 kms away. During the following year, I again left Temploux for Auxerre but ended the flight among hens at Presles. I needed a change of shirt after this because I had been 3 hrs 30 minutes at between 200 and 800 metres in thermals. This year, I again tried towards Auxerre but was stopped by a storm at Fouchere, 18 kms south of Troyes. The distance was a more honourable 265 kms in 7 hours 30 minutes.

Those of you who have had the gentility to read these lines, may think that they lack interest. I ask myself what words can describe the pleasure, the sensitivity, the proudness, that comes upon me to be able to fly a glider constructed entirely of carefully chosen wood and covered with a fabric of a smoothness that reminds one of the skin of a Venus. The artists who have created this have long since disappeared. They have been replaced by chemists who work with plastics. It is not bad for a machine that costs 70,000 Bfr, when you can buy for 3,000,000 Bfr. one of the latest state of the art in which you can easily fly 500 and 600 kms.

Finally, I wish to speak of the inevitable landings which are bound to occur in the wood and fabric gliders, when their pilots try to fly slightly too optimistic tasks. After achieving a successful landing, one goes to the nearest house to ask for help. The owners are quietly going about their work, such as getting in their cows. Madame is preparing dinner, or Monsieur is watching TV. They don't know about gliders. Gliding is what ? Perhaps they have sails or something else, or aeroplanes that fall down if there is no wind. Such meetings always start an appreciation of the charm of silent flight and many questions. I will never forget the reception that was reserved for me by the family Bricout at Assis sur Serre, and especially that which was accorded me by Caron family near Troyes. They offered me a delicious meal and a wine of great quality and, above all, they stayed with me until 3am in the morning to help derig the Meise and to put it in its trailer. These people are among the forgotten heroes of gliding and they don't know what an important part they have played at the end of flights to unachieved goals etc etc. When Nimbostratus replaces the Super Cumulus of the summer, we remember our flights, but I have supplementary memories of those who have so kindly received me." *Roland d'Huart.*

(Translated by C.Wills. It is indeed a precis and he hopes that Roland will forgive him for the many inadequacies.)

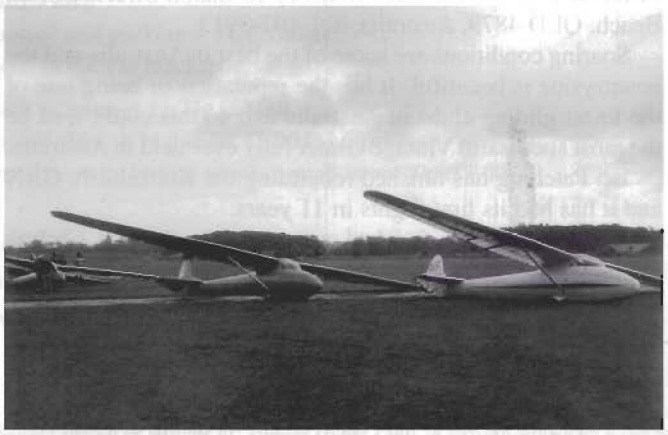
BRITISH NEWS

During the Slingsby Week at the end of August 1999, Peter Teagle reached 10,080 ft in wave flying his SKY BGA 686. Just a few feet below him was Chris Hughes in his Prefect BGA 2380.

Among the on-going restorations in Britain, are David Richardson's Kite 2 at Wycombe Air Park (the Booker Group), a Grunau Baby 2B by Terry Perkins for David Kahn and the Minimoa BGA 1639 by Peter Underwood for a London Gliding Club syndicate.



T49 BGA 1009, BJQ, of Lou Glover and Andy Parrish, Geoff Moore's Mü 13 BGA 2267 (DPG), Ka6 (DZW) and Duo Discus at the Pilcher fly-in, September 1999. Photo Bill Tonkyn.



Bill Tonkyn's Kite 2B, BGA663 (663) and Peter Warren's Kite 2, BGA 689 (AVF) at the Pilcher fly-in. Photo Bill Tonkyn.

Two Colditz "Cocks"

We have just received the news that not one, but two "Colditz Cock" gliders are being built. This was the glider that was built from packing case wood and covered with bed sheets etc etc in the attic of the Schloss Colditz, which was supposed to be a more secure prison for allied airmen who had previously escaped, during WW-2. It was therefore built in secret and this alone was a great achievement. Although ready, it was not flown as the castle was likely to be liberated by the Americans

in the near future. The question that many people have been asking is "Would it have flown ?"

Martin Francis has for a long time been interested in the Colditz Glider and this has resulted in contact with former P.O.W.s through "The Friends of the Association" and more latterly through the Colditz Society. In the early '80 s, he built a 1/4 scale radio controlled flying model of the glider which was very successful.

The idea of a flying replica of the Colditz Glider really attracted him from that time, but it was about 1986 before he mooted the idea with the BGA, and 1990 by the time he started the drawings (all of which are full size).

The question of tow hooks needed to be answered as the original did not have one, as he plans to fly his replica using winch or aerotows rather than be launched from the ramparts of a castle!. He felt that it might be advisable to fit two hooks. "Cair Aviation" very generously supplied him with three OTTFUR units of different types, on a sale or return basis, to enable him to finalize the hook installation and select the appropriate type. Furthermore, Peter Wells gave him design advice and has offered his on-going assistance and contact with the VGC. His friend Mike Higginbottom (who is a VGC member) had drawn his attention to the Colditz article in VGC News (Summer 1994.). He is familiar with the article which was originally published in "Flight" in 1968 and noticed that we also had used the 3-view drawing from Norman Ellison's book. The original 1968 "Flight" article did not use the correct drawing either!

There has been confusion over the drawings also but, it suffices to say that Bill Goldfinch did two original drawings in Colditz, both of which have survived: one has been in the Imperial War Museum since the 1970s, and the other* had been placed in his custody, by Bill in the early 1980s.

He suspects that, in view of the recent developments re Windfall/Southdown/Channel 4, his venture will hardly be newsworthy, but he leaves that for us to judge. Someone asked him whether he was still going on with his project, since a Colditz Cock was already being built at Lasham. He wrote to Bill Goldfinch in which he observed that the "Conquest of Everest by Hillary and Tensing 50 years ago has not deterred countless others trying again since!"

Late News

*This drawing has recently gone out to "Windfall Films", a Company which is engaged in producing the documentary "Escape from Colditz" for Channel 4 T.V. A replica of the Colditz glider has been under construction by Southdown Aero Services for six weeks at Lasham with John Lee building the wings in great harmony with Southdown. It was successfully flown twice on January 23 at Odiham by Derek Piggott from a winch launch, and Derek reports that it flew quite well. The the third and fourth flights were by John Lee who will fly it for the film. On Feb 2nd John Lee flew it four times at RAF Odiham and Bill Goldfinch was thrilled to see his design (one piece of paper only) fly so well. To meet present day requirements the replica had to be made from aircraft materials, not pieces cut from floor boards, but it is covered with German cotton with a gingham pattern just as the original was. So after all these years the speculation as to whether the Colditz Cock would fly has now been put to rest but we hope no-one is suggesting that it be launched from the roof of the castle as was originally intended!

John Lee said, in conversation with the Editor, "I have the greatest respect for Derek Piggott; he just seems to have the



John Lee flying the Colditz Cock replica at RAF Odiham. Photo from the Daily Telegraph of February 3rd.

ability to size up an aeroplane in the first few seconds of motion and then, as with the totally untested Cock, take it up to the top of a winch launch without doing any of the preliminary slides or low hops." John very much appreciated his presence. Also, he was very impressed with the ex-Colditz prisoners who, despite being well into their eighties, were jumping up and down with excitement at seeing the first flights of their clandestine glider which must remain completely inseperable from, and a memorial to, those who built the original under such difficult conditions. It seemed to show John the senselessness of locking up young men at the height of their physical and mental powers and perhaps the Colditz Cock will be a symbol of freedom to all those throughout the world who are imprisonned without trial.

(Otto Lilienthal (1848-1896) said:

"To design a Flying Machine is nothing
To build it is not very much
to test it is everything"

but is this true today? Ed)

The ELFE PM.3 has been test flown during the winter months at Bicester by David Bullock. It seems to be a fliable little glider, which is quite happy to be flown around the sky at an indicated 45 knots. So, it is not quite the "leadsled" that we were fearing. Its trim is reversed but this is not entirely unknown among our vintage gliders and it can be got used to.

The **Mucha Standard** advertised as for disposal in Ralph Jones's Hangar in our last VGC News No 97 is in fact a **Mucha 100** and is now owned by Terry Slater at Aboyne, Scotland. See the President's Corner for the reason why it could not be accepted by the VGC Centre at Lasham.

Don Knight has written to say that he and John Harber are enjoying flying the replica Falcon BGA 3166 which was built mainly by Ken Fripp at Southdown Aeroservices in 1985/6 with many of the fittings made by John Sproule. It is a joy to fly and fun to outclimb all the fast glass ships in the club. Most flights are terminated before pilot hypothermia sets in but best flights in 1999 have been 2 1/4 hours in April 5,200ft and 35km triangle in June. The hook position limits winch launch heights to about 850ft so a thermal has to be found pretty quickly. Don has also completed the restoration of Mike Beech's Mk 1 Cadet to 1943 colour scheme and moved the hook and repainted the Slingsby Gull 1 (The Blue Gull). Moving the hook now means that there is virtually no stick load during the winch launch.



The Elfe PM3, which has been wonderfully restored by Graham McLean, at Bicester where it was test flown during the winter of 1999/2000 by Dave Bullock. Photo Chris Wills.

A RARE VINTAGE

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DANISH NEWS

Type	Manufacturer	Year	C/N	Present registration	Former	State
		Registration				
Kranich 2B-1	A-B Flygplan	1943	63.00	OY-AXM	FV 8202, OY-AXM	Severely broken. Complete,
			Awaiting restoratio			
Grunau Baby IIB	Flyvertropper	1943	7/124	OY-AXX	OY-49, OY-AAX	Complete 70% finished
	-nes Vaerksteder			Being restored for C of A		
	Copenhagen					
Slingsby T21B	Martin Hearn	1950	653??	OY-XSI	WB 985, SE-SMA,	Mostly original Air Cadets
	License/ Slingsby		OY-XSI	Airworthy!!!		
Ka 6E	Schleicher	1969	4279	OY-VXU	D-0234, OY-VXU	Wing & Cockpit broken
			Awaiting restoration for C of A			

Niels-Ebbe Gyørup has sent us the table printed above which lists all the gliders he owns, either fully, the Kranich and Ka6E, or shared, half share in the Grunau and a quarter share in the Ka6E but as the table shows only the T21 is airworthy at present.



The Stanavo which is thought to be the fore-runner of the Grunau Baby and is now in the Swedish Gliding Museum at Alleberg. Photo Klaus Heyn.



Dr Gerd Hermjacob's Weihe, D-3654 at Aventoft last year. Photo Johann Schreiner.

The following vintage gliders were in Denmark in July 1999 and we thank Niels-Ebbe Gyørup for providing this list.

Reg	Type	Year	Manufacturer	S/N	Cat
OY-XSE	Stamer-Lippisch	1995	DaSK v/B Frikke	9201	1
OY-AVX	2G	1950	D A /Odense Sv.flk	DA7	1
OY-AXO	Grunau Baby IIB	1946	Esbjerg Svaeveflyvekl	3 1	
OY-DNX	Ka4 Rhönlerche II	1955	A.Schleicher	139	1
OY-XEF	EoN Olympia 2	1947	Elliotts of Newbury	059	1
OY-DXX	SZD-25A Lis	1963	SZD Krosnos	757	1
OY-CJX	Hütter H 17a	1938	Carl Johansen	CJ-1	3R
OY-MUX	Mü13d	1939	Schwarzwald Flz.bau	108	3R
OY-VEX	Specht	1954	Burglengenf./Havdrup	401	3R
OY-BJX	SF-26A Standard	1964	Scheibe/L Midtboll	5022	3R
OY-BFX	SG38	1944	Danck Sv.fi Industri	- 3	
Z-943	Grunau Baby IIB	1950	Polyteknisk Flyvegp.	PFG-07	3
OY-DSX	SZD-9 bis Bocian	1965	SZD Krosno	861	3
OY-BXV	Ka8B	1965	Hämeenlinna	8 3	
OY-AYX	Ka8B	1961	A. Schleicher	1104	3R
OY-XFG	Ka8B	1964	A.Schleicher	8344	4
OY-XAZ	Ka8B	1962	A.Schleicher	8063	4
OY-AXV	Spatz B	1953	Scheibe/Jysk Aero I	525	3
OY-MLX	Bergfalke II	1954	Scheibe	185	3
OY-XFC	Ka7 Rhönadler	1959	A.Schleicher (rohb)	476	3
----------	Ka4 Rhönlerche II	------	--------	-----	4

Key to Category
1=Valid C of A
2=Complete but no C of A
3=Major repair needed
4=Incomplete, parts for use.
R=Ongoing restoration
(rohb)=without fabric

To the list above must be added the two-seater Lehrmeister 1 of new member Jørgen Ø Jørgensen. This is an unusual glider for most of us and was bought by the Silkeborg Flying Club in 1961 from P.V. Frandsen for use as a training aircraft on the Søholt flying field in Silkeborg. At that time it was the highest performance glider in the club. In 1964 it made the first launch at the present day good flying field of Flyvervej 3, Christianshede, 7441 Bording, remaining in service until 1977. In 1978 the present syndicate of Jørgen, Otto E Jensen and Knud Harbo became the new owners. Up to 10.8.99 it had completed 16,924 flights in 2,628 hours.

Danish registration OT-XAR, Type Lehrmeister 1, Built in 1959 by VEB Apparabau Lommatzsch DDR, serial number 0222 but the right wing serial number is 0184.

Span 17m, empty weight 347kg, Max weight 500kg. Best glide 26 at 78kph, min sink 0.8m/s at 74kph. VNE 200kph.



The Lehrmeister described above. Photo Jørgen Jørgensen

NEWS FROM THE NETHERLANDS

We continually marvel at the high standard of old glider restoration in the Netherlands. There have been Grunau Babies, Slingsby gliders and the Spanish built 1955 Kranich 2B-2, and all are in excellent flying condition. Another long standing project is Bob Persyn's new Minimoa 36. He is not working entirely alone on this and does have help. Two years ago, its fuselage was complete and now its wings with their complex swept back, and gulled, main spars, must be getting on well. Drawing plans for this project were produced from enlarged prints from 35 mm microfilm (of blue prints) received from C.Wills, via P. Selinger and Werner von Arx. (It is impossible to enlarge up to full size successfully from 35 mm microfilm of blue prints.. and it was copied microfilm at that.) However, Bob Persyn has managed to obtain usable prints from it. The Minimoa population in Europe has been sadly decreasing but the outlook is good, as Bob Persyn's and the Minimoa at Dunstable, will bring the number up again to four airworthy Minimoas in Europe. (Two in Holland, one in Germany and one in England.) Two Minimoas are in the Germany, one in the Gliding Museum and one with Fritz Ulmer at Göppingen Betzgenriet.

Jan Roza read in VGC News of the Goevier 2 with a broken wing in Zimbabwe and contacted our man there, Mike O'Donnell, and as a result the Aviodrome Museum at Schipol Airport has made arrangements to ship the Goevier back to Holland. It was one of six built by Fokker at Schipol in 1948. In return the museum is trying to find an airworthy two seater to send to Zimbabwe to replace the Goevier.

FINNISH NEWS

Esko Hammaren who wrote that story of his 500km flight in a Ka8 in the last issue has written to say that although he spent a whole month in mid summer hoping to fly a 750 km triangle in a World Class sailplane the conditions were not as favourable as in May when Finland had the best weather. He sent Christmas greetings and best wishes for wild Millennium feasts!

FRENCH NEWS

Milans

On 24th December 1999, we were informed about the Weihe (Milan) situation in France by François Ragot. There are two of these airworthy. François has a Milan and this will be made airworthy. There also are two more Milans which could be made airworthy and so, there is the possibility that five Weihes or Milans may soon be flying in France. There are components such as fuselages and wings of others, which could be used to keep Weihes airworthy. The Weihe stored at Fayence has been kept in wet conditions and so probably it can not be restored. The 32, and perhaps two more, Milans were built from German Kaurite glued parts which were assembled with Certus glue. This is a very good glue. It is possible that the last two, or four, Milans were entirely glued with Certus.

The Breguet Historique Club at Fayence has as its object, the creation of a Museum of airworthy old gliders. Guy Uriot, who created the AVIA Histori Club in the S.E. of France, was announced in the last VGC News as being president also of the Breguet Historique Club. This is not true and he has asked us to correct it. He is Vice President of the Breguet Historique Club and Jean-Pierre Auboutin is its President. The Breguet Club has recently been enlarged by the aquisition of a Fauvel AV 361. The goal of the club is to become another Regional Museum and some money has been obtained to build a hangar which will house the collection. We are very glad that the next National Rally for French old gliders is to be held at Fayence, where the weather is said to be good for 380 days of the year!! The National Meeting will start on the 27th April 2000. The Address is Breguet Historique Club, Route de Frejus, 83440 Fayence, France. Tel 04 94 76 17 90. Fax 04 94 76 13 87.

The G.P.P.A. at Angers Marcé

The Regional Museum of the Musée de l'Air at Le Bourget has achieved its move from Angers Avrillé to beautiful new modern quarters at the new airfield at Marcé. In spite of the hard work associated with moving everything, the G.P.P.A. is still restoring 9 aeroplanes and 5 gliders. The gliders are:

1/ AVIA 152A. (G.P.P.A.) This is a nacelled primary developed from the AVIA 151 in 1942. The redesign was so excellent that it was possible for pilots to fly their height and duration Silver C legs in slope lift and thermals with it. As it has the Works No. 301, it must be an original and not a replica. Its ribs are finished and work has started on its fuselage. It will be a very beautiful machine. We are sure that the AVIA Histori Club and/or the Musée de l'Air Régional will be very proud of it.

2/ CASTEL 25A, F-CRBI, There is still a lot of work to do on it but it will be done. It is in the hands of the G.P.P.A. The C.25 was conceived in 1942 to fulfill the need for a side by side seated two seater for instruction. This it did and, being cantilever, it had also a relatively good performance. Two were built in 1942 but were taken to Germany when the war situation made it necessary to officially ban all gliding in the Free Zone of France. The two C.25 prototypes were, with other gliders, taken to Germany and were on Wehrmacht Luft strength in 1944. After the war, 150 were built and they entered service with French clubs and centres as official training two seaters, together with the Caudron C.800 (also first conceived in 1942) in 1947. Other C.25s still survive airworthy in the hands of Dédale members.

3/ Duruble RD-02 "EDELWEISS No.1. F-PKVF (G.P.P.A.). After Eric Provost, it is Hervé and Gérard who have taken charge of the aircraft. The fuselage is in the process of having its interior protected.

4/ The FOKA No.177, F-AZKA (privately owned). Fabricing of the rudder is finished, There remains still a little woodwork to be done.

5/ Zugvogel 3B No.1054. F-CCPT. (G.P.P.A.) Wings and tailplane are in the process of being covered with fabric. This sailplane will fly on fine days.

Other gliders are airworthy but might not all be reactivated this year because of insurance costs and GSAC inspections. These are Breguet 901, No.13, F-CCCP, named "Jean Cayla" after its designer; Breguet 904, No.4, F-CCFN;. JS Weihe No.3, F-CRMX; AIR 102 No.26, F-CAGQ; Fauvel AV 22, No.1, F-CCGK. The G.P.P.A. hopes to be represented at our International Rallies in England this year.

GERMAN NEWS

The 3rd HORTEN WEEKEND. 10th October 1999.

The previous Horten Meeting took place 4 years ago after the HO 2, possibly D-10-125, HO 3f LA-AH, HO 3h LA-AI and HO 5 had just arrived from the Smithsonian Institute in Washington, to be restored as static exhibits for the Smithsonian. While three of them would go back to the Smithsonian after a period of time as exhibits in the new building of the DTM, (Deutsches Technikmuseum), one of them, the HO 2,

would stay in the DTM as a static exhibit. The new DTM Exhibition Building is to be ready in the year 2001 in the Tebbinerstrasse at the Alte Bahnhofstrasse Underground station (U-Bahn). The old museum still exists and has many aeroplane exhibits among many other exhibits of German Technology. Many more of these are stored in huge quantities in the former ARGUS Engine Works (which seems to have come through the war undamaged), in which is the present Horten sailplane restoration workshop.

When ready, the Horten sailplanes will be exhibited in the new exhibition space. It was thought that the sailplanes would be finished in two years' time. An important benefactor in the USA has made it probable that the new Smithsonian Aeronautical Exhibition space will open in the year 2003 on Dulles Airport. This will be 70,000 sq metres. It will be 100 ft (33.3 m.) high, 750 ft (250 m.) long, and 250 ft (83 m.) wide. (*We do realize that this adds up to only 62,250 sq. m. but we hope our readers will be tolerant. CW*).

The Horten 3f, HO 3h and Horten 6 will then be joined by the Horten 9 jet fighter, the restoration of which has already started. Also started are the restorations of the He 219 "Uhu" night fighter and the Junkers 388, and much else. We believe that this will add up to the most important collection of WW-2 German, Italian and Japanese aircraft in the world and that it would be worth going to the USA just to see it. *(We have the estimate that the new facility could exhibit 180 aircraft CW.)* Meanwhile at the Deutsche Technikmuseum (in its Argus Works facility) the restoration of the four Horten sailplanes during the past four years has been slow but sure and is of great quality. The Horten 2, which might have once been D-10-125 in 1937, is almost ready for its fabric covering. All details such as its wings, centre section and cockpit are primed and ready for fabric. D-10-125 might have been the No 2 which had its wing roots modified with fairings to represent the diameter of the Jumo 004 turbo jets which were to be installed in the HO 9 jet fighter, although there were no traces of these fairings at the HO 2's wing roots. The Schempp Hirth (Hütter) airbrakes at its wing tips suggest that it was a test aircraft for the HO 9. It was noticed how small and light were the wing fuselage fittings on centre section and wing roots. Scheidhauer has told how he and his dog Polten beat up some high ranking officers during a demonstration fly past in a HO 2 at 400 kph! After pulling up to turn for a landing approach with landing skid and flaps lowered, he discovered that he was in lift, so he continued turning and went away. Thus he never learned what the high ranking officers felt about it! He also won in 1937 a prize for the best goal flight during the year in Germany, also flying a Horten 2. The HO 2 in the Arguswerke is to stay in the DTM. The HO 3f and HO 3h arrived from the USA with their wings matchwood. With great patience Frau Finn has prepared new drawings for the wings, which, according to the CIOS report of July 1945, were identical for both of the 1944 built HO 3f and 3h. They were brought in to the American 9th Disarmament Division as new, on trailers, at



The centre section of LA-AD which was built from scratch by Peter Hanickel. The prone pilot's position and "handle bar" control stick can be clearly seen. Photo via Peter Hanickel.



The lovely Horten 4A, LA-AD, D10-1451 which has been restored at Oberschleisheim by Peter Hanickel and Christian Piepenburg. Photo via Peter Hanickel.

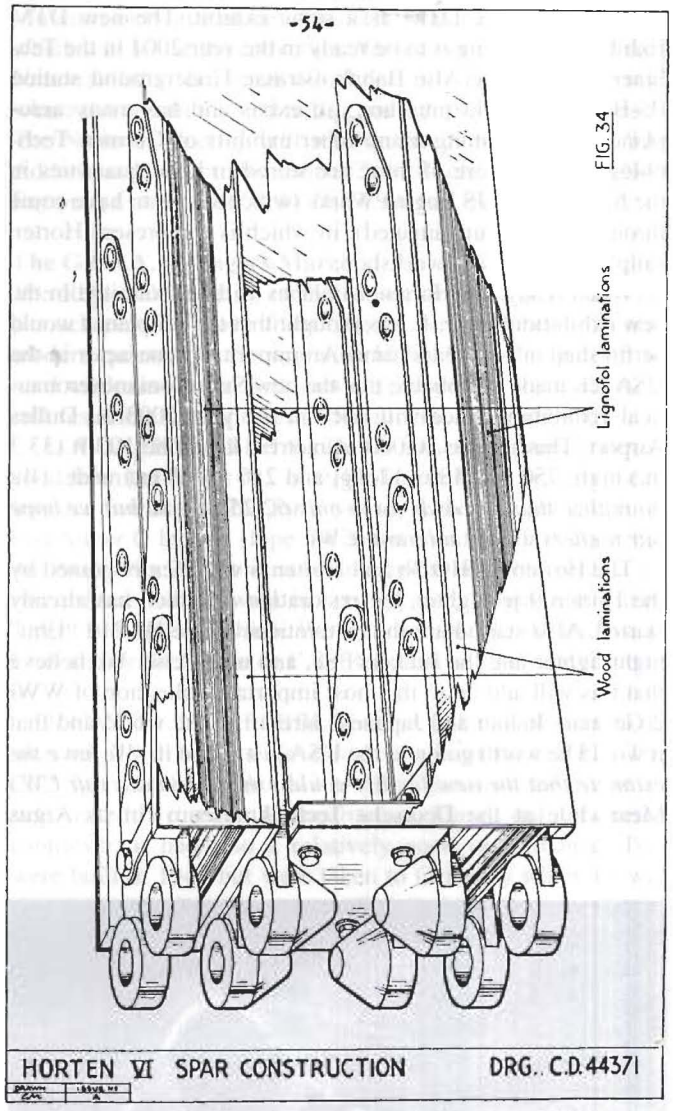
Nellingen near Stuttgart. (There was another semi built Horten with them but we have never discovered definitely which version of Horten this was.) The CIOS Team believed that they would be sent to the RAE Farnborough. Instead, it seems that they were sent to Northrop in America, which had its own flying wing programme. From the new drawings, a beautiful pair of new wings have been built for the HO 3f. These were finished except for fabric. These also have Schempp Hirth (Hütter) airbrakes in their tips and this suggests that they were also test vehicles for the jet fighter, which was to use one air-brake as a drag rudder for high speed and both for lower speeds. The very small and light wing/fuselage fittings on wing and centre section were also noticed. The centre section of the Ho 3f was also repaired and primed ready for covering. Its original 1944 canopy for the semi prone pilot is still in place and in excellent condition.

The HORTEN 3h tandem two seater's centre section with its original 1944 canopies, is also to be tidied up but will not have new wings built for it. It is possible that this was never used as a two seater, but as a research aircraft, with research equipment in its rear cockpit. The wooden bracket with vertical nails(?) through it, installed on the upper surfaces at the division of the two wings, before the front cockpit canopy, would suggest that airflow at the centre of the wings was being investigated with wool tufts. The AVA wind tunnels at Göttingen were booked up for years in advance and the Horten brothers had no chance to use them for their aircraft although some of them were kept and flown from Göttingen. Reimar Horten got his aircraft almost right without the use of specialized equipment such as wind tunnels and computors etc.

NOTES. The Hortens 3f, 3h and 6 still have their original 1944 moulded canopies which are in very good condition. The canopy for the HO 2 was not seen. The main spar of the Horten 6 was built from thin laminations of Lignafol and wood. Lignafol was a high density, and therefore heavy, material which could have been similar to the British Jabroc of the same era. It is essentially two box spars which are bolted, riveted and glued together at the wing root with a central plywood web shared by both box spars. This means a flexible, tough and heavy spar and one wonders what could have broken it 2/3rds of the way out from its root. However, it is of small enough cross section at the wing root and so, 2/3rds of the way out from the wing root, it must be tiny. It was the first time that Chris Wills had seen the Horten 6's wings. It seems that we have no immediate hope that a Horten sailplane will be built or restored to fly. However, a sailplane using Horten principles and mixed construction is being built in Lithuania but it has, to the horror of certain Horten purists, turned up wing tips, on the trailing edge of which, are the sailplane's rudders for yaw control. Some of the postwar Horten designs in Argentina did have boundary layer fences but they never had yaw rudders attached to them. Yaw control was looked after by wing tip spoilers or air brakes which produced a certain amount of turbulence over elevons, if it was necessary to use them. With the Hortens 4 and 6, some yaw effect was produced by Frise type tip elevons.

Rhönsperber Repaired

We have just heard that the Rhönsperber D-9025 that Otto Grau built, has been very well repaired by him. An accident, that was in no way the glider's fault, led to severe damage to its nose. This occurred at the end of 1998. We are very glad that it was no worse and we hope to see it flying with us again in the year 2000.



A diagram ot the Horten VI main spar showing the laminated construction. via Chris Wills.

Project Reiher 3

As there was not enough space in the Gersfeld workshop, the Oldtimer Club Wasserkuppe hired the Rigging Hall of the former Reichssegelflugschule Wasserkuppe from July, for its first rigging. By the 7th November (the editor's cut off date for OSC Aktuell No.20), the airbrakes and the control connections within the centre of the fuselage had been installed. After this, the plywood skin was glued on to the fuselage between the wings. Werner Schleicher had begun to build its cockpit canopy. By the end of August, the project had taken 3,747 hours of work. The OSC's Workshop Foreman, Josef Kurz, had laboured for 2,033 of these hours himself. These hours do not include the time spent travelling 22,000 kms by road. So long as weather conditions allow, work will continue on every Saturday. However, snow and ice on the Wasserkuppe Mountain for a large part of the winter make travelling up it and working there almost impossible. It is not known whether the large Rigging Hall of the former RSS Wasserkuppe, has any heating.

The famous SG 38 of the OSC Wasserkuppe makes it to the PYRAMIDS and back!

It is really true that the OSC's SG 38, on which many of us have had the honour to fly, went to Egypt and back. It was

invited there to assist in making another film about the Hungarian Count Laszlo Almasy. The film is being produced by Kurt Mayer of epo-film Wien (Vienna) and is to be called "Treacherous Sands". Let us hope that it will be more accurate about the Hungarian Explorer /Aviator's life, than the previous film "The English Patient", which won almost all the Oscars there were. Count Almasy was the first glider pilot in Egypt. The film script called for the use of a Zögling and it was hoped that no-one would know the difference between a Zögling and an SG.38. After conditions had been sorted out, detailed planning was started from the end of August 1999. How would the SG.38 get there? Who would inspect it and who would check out the Egyptian pilots? Much telephoning, Faxes and E-Mails followed until the passes, Customs' Insurances and ticket formalities were fulfilled. Our patient customer was the film's production manager in Vienna, Wolfgang Knöpfler and especially Angela Minauf, pulled all the wires together. Klaus Brand and Arnold Klapp, both instructors from our satellite field on the Dörnberg, declared themselves ready to go to Egypt from the 13th until the 31st October 1999. On the 30th September 1999, we had got as far as to bring the SG, its tool kit, 500 metres of cable for auto towing, undercarriage and a spare skid from Klaus Brand, to the firm at Hannover, which had been contracted to organize its crate and its air transport.

The "Egypt Adventure" is now described by Arnold Klapp by Fax received on the 28th October 1999 from Cairo. "Hallo Karl-Heinz (Kellermann), Firstly, heart-felt Greetings from Egypt and so far, nothing has gone as planned. That is *Malesch* (destiny). SG.38 and the ultralight towplane, first came through the customs on Monday. Therefore, the preceding Sunday and Monday afternoon was spent reconnoitering the Pyramid area and inspecting our "airfield". This consisted of an asphalt runway 1000 metres long built in the middle of the desert which had been put there for sporting aviation. Infrastructure was lacking apart from our tent which we put up on Monday evening. Otherwise, there was nothing but sand and sand. The truck with the crate arrived during the evening towards 6 o'clock. With the help of a front loader and the light from headlamps, we were able to unload it. As this also had to be filmed, it took a long time. On Tuesday morning, we opened the crate and rigged the aircraft with Arab help. Everything went well, and the SG had survived the journey. During the afternoon, I wanted to try out a car launch from a Steyer Puch. As the wind was strengthening to 12 m/sec, I gave up the idea. Towards evening, Samir, an Egyptian Instructor, after a briefing, had a ground slide and a hop and was happy. We then secured the SG for the night and used two Egyptian closed glider trailers as a wind break. A Bedouin, who lived somewhere in the vicinity, sat guarding our aircraft all night. During Wednesday morning, we helped the UL pilot rig his aircraft. Unfortunately, the customs had damaged it (again *Malesch*). At the earliest, it would not be possible to fly a spare part out to it until Friday morning. During Wednesday afternoon, Klaus and I had some autotowed launches with 300 metres of cable. Film was taken of this. There was no problem taking off from the sand. During the early morning of the 28th October, we started out at 4 am for the airfield to film the sunrise. Samir had 6 launches to about 50 metres height. 8 o'clock was FINISH as in Egypt there were to be "Grand Manoevres" and therefore there could be officially no more flying. Because of this, we could only fly to the Pyramids for the first time on the 2nd and 3rd November and that meant that we would return on the 5th November (*Malesch*). It was fine, adventurous but stressful. On the next day, we would try aerotows very early when the Egyptian Airforce was still asleep. An Egyptian said " it will come off, Inschallah" (God willing.) As we could not fly any more, we visited the Bazaar. Friday's planned aerotow test flight with the UL "Trike" did not come off as Lufthansa had not managed to bring the replacement tube. (*Malesch*). We spent the day after a morning inspection of the SG, visiting the Pyramids and the Sphinx at Gizeh. They belong to the wonders of the world. On Friday evening, the tubes arrived, so that we could make the UL airworthy and we could prepare for a test aerotow after the cable had been got into order. The UL pilot, Peter Schule, tensioned the cable and, after 8-10 metres, the SG was airborne and the UL was also airborne after 50-60 metres. At a steady 60-65 kph and a climb rate of up to 4 metres/sec, we ascended in the circuit to 250 metres. After release and two circles, it was necessary to be on final approach. The flight went without problems and we were all very glad. However, not so joyful was that we received the order that there could be no flying at all until Wednesday the 3rd November. We used the time in getting to know Cairo better. There was the famous Egyptian Museum, and the Zitadelle, from where there was a fine view over the city, in which 18 million people are living. By taxi, we experienced the most chaotic traffic system in the world. One must have no fear and realize that everything is possible. On Tuesday the 2nd November, we returned to the Pyramids once again to establish the camera's position and the landing point for the SG. On the 3rd November, we again left the hotel at 4.30 am with the object of taking off during the sunrise. At 6.30, Samir, the Chief Instructor of the Egyptian Gliding Institute, took off for a test flight and then he had an aerotow behind the "Trike" at 7.20 am. to fly to the Pyramids. Because it was into wind, he needed 1 hour to cover the 34 kms on tow. After the tow had reached the Pyramids, he was required by the camera team to fly past them several times, so that could also be on film. After 20 minutes flying, the UL pilot decided that he must land or he would not have enough fuel for the return flight. So he landed, at the foot of the Pyramids, with our SG.38, all under the eyes of the "Intelligent office". The arrival 30 minutes later of the public had to be speedily handled. Thanks to the undercarriage and the 4-wheel drive Puch, the SG was brought to some raised sand opposite the Pyramids, where the "Trike" was being refueled. After we had prepared the surface of the sand, both UL and SG took off without problems. After 35 minutes, both landed at our support base in the desert. Samir was, despite gloves, helmet and a thick jacket, quite frozen; in the morning in the desert, it is still very cold, especially when one is being towed on an open SG.38. Now the film people had everything they wanted in canister. In the afternoon, we had three more flights and then, our "operation" was over. On the next day, we derigged the SG 38 and packed it into its crate. Our return flight was on the 5th November at 7.40 am. Klaus Brand and I arrived home at towards 7 o'clock in the evening. Our SG having left Cairo by ship, arrived in Hamburg's harbour on the 23rd November to await Custom's Clearance. The Oldtimer Club Wasserkuppe wishes to thank not only our film stars Arnold Klapp and Klaus Brand, but also everyone else, who made this incredible adventure possible for us.

Karl-Heinz Kellermann.

German Aeroclub Gliding Day

On the 6th November 1999, there took place in Hannover the 58th Gliding Day of the German Aeroclub. The OSC's Rhön-



Herman Beiker in Hamburg has acquired this Weihe which requires a lot of work: it came from Spain and is probably one of 8 Weihes which were built there during the early 1950s. Photo Herman Beiker.



Another picture of the Weihe awaiting rebuild after all the bad bits have been cut out.

bussard D-7059 (formerly BGA 395) was rigged, together with a fibreglass sailplane in the Entrance Hall of the University. During the occasion, Josef Kurz of the OSC was awarded a Golden Daedelus Medal for his service to gliding and especially for his "bringing back" of old gliders. The medal was received from Wolfgang Weinreich, the President of the German Aero Club.

Kranich airworthy

We are able with joy to report that Jochen Kruse's 1943 Mraz built Kranich 2B-2 is now in airworthy condition in Germany. This is the second Kranich 2B-2 to be made airworthy in Germany. It has spent some of its life in Switzerland, being registered HB- 482 from 1946-1949. In Switzerland, it flew from Birrfeld and Samedan. It now has the registration D-0031, which must have been on the 31st glider registered by the new Luftfahrt Bundesampt when it was formed in the Spring of 1951. There is a another Spanish built Kranich 2B-2 in Germany which has been airworthy for years having been restored to airworthy condition by Willi Bergmann at Michelstadt/Odenwald. Unfortunately, after finishing the Kranich 2 and starting to build a Minimoa 36 he suffered a stroke, and can no longer work or fly. The Kranich 2B-2 is still airworthy but it does not often get flown. It is registered D-8504. A third Kranich 2B-2 is being prepared by the club at Achmer/Osnabruck, using major components of the wrecked Kranich 2s which were formerly registered BGA 1092 and BGA 1258 in Britain. Club members confidentally expect it to be airworthy by the summer of the year 2000. If this happens, there will at last be three airworthy Kranich 2s in Germany. Thus, Switzerland, Holland, Brazil and Britain will each have one airworthy Kranich 2 and Germany will have three of them! (this means that there will be 6 Kranich 2s airworthy in Europe and one more in Brazil, bringing the grand total to 7 Kranich 2s airworthy in the World, from the over 1,500 Kranich 2s built.

Habicht

We have heard that the OSC Wasserkuppe has sold its Habicht to the German Gliding Museum on the Wasserkuppe, and that it will probably never fly again. The Museum has now more exhibition space in the former Reichssegelflugschule on the Wasserkuppe. Luckily, another Habicht is being built somewhere in Germany to fly. There is now a new inspection system for old gliders. The old glider must be made available to the Oskar Ursinus Vereinigung (OUV) which test it with a view to it obtaining a Zulassung (C of A) from the LBA. The OUV will know how it has to be done.

NEWS FROM JAPAN

We are very glad to hear that for the first time Japanese teams are to bring two old Japanese gliders to our International Rallies during the year 2000. These are the only old gliders in Japan and they are coming from a Museum. All other Japanese old gliders were destroyed in 1945 by American forces. The Japanese have often visited our International and National Rallies but never with gliders. We admire their spirit and are looking forward to welcoming them next summer in England.



Although this Minimoa left Germany in sad circumstances it is good to know it is still in lovely condition and is being flown. Photo Siji Limura

NEWS FROM NEW ZEALAND

It seems that there is some better news at last concerning the famous JS WEIHE, ex BGA 433, G-ALKG, ZK-GAE. After its owner Harry Smith of New Plymouth died, it seems that he left it to his daughter, and not his son, who is an aircraft engineer. Now his son-in-law has given verbal permission for someone to get it restored at least as a static exhibit. Dick Georgeson, who once owned it, has now formed a trust consisting of several people to get it restored. One of them is the late Warren Denton's wife. Warren once owned it during the 1950s and flew it before a cold front from Christchurch to Nelson for his Gold C 300 kms. ZK-GAE was one of three Weihes brought into Britain from the Wasserkuppe by Philip Wills in a rather desperate operation which could easily have failed. He had seen them on the Wasserkuppe and placarded them as being needed for testing by RAE Farnborough, but he had no means of getting them out of Germany. After having sawn the fittings out of one of them to go into an Avro Anson, he persuaded an RAF officer friend at the transport base at Courtrai near Lille in Belgium to send into the American Zone of Germany a Queen Mary trailer to fetch them. Philip Wills then collected them from Courtrai to England in two journeys in a DC-3 Dakota. Only one Weihe was finally needed at RAE and so the other had a lengthy repair at Slingsbys and was airworthy by Easter 1946, which was when civilian gliding was allowed to start again in Britain after the war. The second Weihe went from Farnborough to the Surrey Gliding Club, and from there to Dunstable, where it was broken, repaired and then broken again when it turned over beneath a thunderstorm at Thun. It is now awaiting repair by Derek Phillips near Birmingham.

The third Weihe was repaired and built again by Hawkridge Aviation and was quickly sold to the USA. It is now in the hands of Bob Gaines in Atlanta Georgia and it is not in such a bad condition as to preclude it from flying again. Meanwhile, BGA 433 broke British records for absolute height, gain of height, distance and for a goal flight, being flown by P.A.Wills. It and BGA 448 represented Britain in the 1950 World Championships at Orebro, Sweden. It also won the first postwar British National Championships up until 1951, when it began to be outclassed by pilots flying Slingsby Skys.

It was sold to New Zealand in 1952 where Dick Georgeson owned it and set up NZ National Records in it. P.A. Wills took it to 30,400 ft in a NZ Wave behind Mount Cook for the British altitude record on 29.12.54. It was later owned by Warren Denton, Trevor Husband and C.Wills. It was then sold to someone on the North Island where, after restoration, it was severely broken by an NZ Instructor. It was never repaired after this, staying in the hands of Harry Smith, who was certain that the remains would be worth a lot of money. Its condition got worse and worse year after year. At last, this famous sailplane has a chance of survival.

SOUTH AFRICAN NEWS

Dear fellow enthusiast, greetings from sunny South Africa,
For the observant reader of VGC news, the addition of a South African contact person some time ago will not have gone unnoticed and if you were thinking that it would be good to hear what is happening in this part of the world, read on!! Since assuming my role as the membership secretary I am sad to report that there has been little tangible progress with respect to establishing an active SA VGC chapter. My attempts at obtaining a copy of the SA sailplane register from which I had hoped to identify qualifying gliders and owners has so far been unsuccessful (now more than a year since I first made enquiries...). I have however managed to get an article published in the October 1999 edition of South African Soaring (Official magazine of the Soaring Society of South Africa) in which I have explained the aims of the VGC and encouraged all interested parties to make contact with me in order to establish an active vintage/old-timer interest group with membership of the VGC being highly recommended! Thanks to the support of Ian Dunkley, I have been able to distribute promotional copies of the VGC magazine to potential SA members but I do believe something other than the magazine is required in order to 'get the show on the road'! I would welcome any suggestions or advice from those who have already accomplished in their country what I am trying to do here. Any offers? (preferred method of contact is via email to nigel.r@netline.co.za or otherwise as per postal details as shown under 'Membership Secretaries') In addition to my article other efforts have included discussions with other South African aviation interest groups such as the Air Force Museum and South African Airways Historic flight (uncertain if will continue to exist due to lack of finance and restructuring etc.) as twice a year I am involved with their 'Museum Flying Day' and have been told that gliders could possibly be included in the FLYING DISPLAY as part of their next show in April 2000. Imagine the potential NEW VGC membership from that exposure!! I have also located a local group of model flyers who will hopefully be interested in also being part of the VGC movement.

OK, that was the boring stuff! Now for some REAL news... Feedback regarding a couple of old-timer gliders I know of in SA...

Whale watching from a T21!!

A pair of T21's imported may years ago have lived in various parts of the country (I flew one of them at Prays in the early 90's) but are now 'earning their keep' by providing a unique tourist attraction in the Cape. The 'operation' is run from a private airstrip (winch launching) on a small Island and affords those who undertake the flight a unique opportunity to go whale watching! Apparently flights of up to 12 Km over the ocean are routinely undertaken (reliable ridge soaring along

the coast!). I am still waiting for an article promised by the owners giving specific information which I will include with an update from SA just as soon as I have received anything of relevance.

Another glider that qualifies is the Kranich 2 that operates at Magalies gliding club. (Chris Wills wonders whether this is the Kranich 3 known to be in South Africa) This glider used to be based (along with many others including the authors SZD-8) at Donaldson Dam (WGT) but was moved when WGT merged with Orient. One of the syndicate members of the Kranich is Bob Allison (who also happens to be very involved in the publication of the SSSA magazine and who helped get the VGC article published). I am also hoping for an article from Bob (as well as an application for membership!) that I can also include in a future submission from SA. Watch this space!

Next we have the oldest (known) registered glider in SA, a 1947 Schweizer SGU 2-22 based at the Middleburg Gliding Club. This glider is affectionately known by club members as the 'Goony Bird' and from direct experience I can confirm that the 2-22 does NOT fly like a bird unless in air that is going up! It is one of my favourite gliders to fly with whoever is in the rear seat being able to experience true 'wind in your face' as only the front cockpit has a canopy! Unfortunately its not the most popular glider at the club owing to its low performance, a situation that seems to prevail throughout SA where 500 or 1000Km triangles in 'performance' ships seem to be the norm given the superb soaring conditions to be experienced all year round.

Lastly there is my SZD Jaskolka. Works number 214 (production series number 14) and originally registered in the UK as BGA 941. Although fully restored, she is living in her trailer on my drive as circumstances currently do not allow me to fly my aviation 'pride and joy' (or any other gliders...). I am working on a plan to once again soar the skies in 2000 with a goal of completing 'Gold' + a Diamond or two in this beautiful wooden ship. Back in 1986 I had a couple of articles published in the now defunct 'SA Aero News' with one (albeit with a few translation typo's and only one photograph) being made available thanks to the efforts of Guy Byars via the SSA Vintage Sailplane Association (A Division of the Soaring Society of America). If you have access to the web and are interested in reading the article go to: http://www.iac.net/~feguy/VSA/members/nigel.html

That's all for now, hopefully in my next report I will be able to indicate positive progress and the announcement of an ACTIVE SA chapter, or at least plans for a VGC rally or some other 'get together' during 2000 as well as an update on old-timers still registered in SA. Till the next time, fly safe and remember, KEEP SMILING:-) *Nigel Rotherham*

The following was published in SSSA in October 1999.

Dear gliding enthusiasts

Our sport/ hobby is enjoyed by many all over the world and as with other recreational interests, there are various facets of the sport that appeal to some and not others. There are those who live for breaking speed records whilst others are absorbed with the challenge of long distance flights. There are those who's joy is in teaching others (long may you have everlasting thermals!) and many who remain virtually unknown 'working' behind the scenes making it all happen for the benefit of everyone.

Through the medium of SSSA, I would like to publicise to those of you who have an interest (indeed a passion in many cases!) for the old timers (gliders not pilots!) on which our exciting sport has been established, namely the Vintage Gliding Club (VGC).

In 1973 after the very successful first international glider rally held at Husbands Bosworth (my old club in the UK) a group of enthusiasts decided that the rich heritage of gliding needed an organisation to foster interest and preservation of gliding history and hence the VGC came into existence. The declared objectives of the VGC are:

"To promote the international preservation, restoration and flying of historical and vintage gliders; to collect, preserve and publish information about the same; to locate and preserve documents and artefacts 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 my be conducive to the objectives of the Vintage Glider Club being met."

Since the formation of the VGC, many have joined its ranks from all corners of the world, adding their knowledge, enthusiasm and energy in preserving the sailplanes of yesteryear AND having a great deal of fun! For several reasons, it is the view of the author that the VGC should have formal representation in South Africa and subsequent to numerous discussions with Ian Dunkley (Membership secretary up to 1999) my offer to promote the VGA in SA has been accepted. As a first step in establishing a local VGC presence, I have made enquiries with the 'SA keeper of records who at the time was VERY busy with Nationals (name deliberately withheld to protect the innocent!) in the hope that it would be possible to establish how many old timers (gliders) are registered / exist together with contact details of owners / pilots. The second step in my plan of action is the publication of this article in SSSA (many thanks to Bob and everyone else for making it happen)!

So, now that you, dear interested reader have reached this far (and not turned the page), what is on offer? There are many aspects to being a member of a 'club' or 'association' and ultimately it will be the 'members' who determine what actually happens. Based on the experiences of members overseas (my earliest contact with the VGC was whilst living in the UK in 1980 just after the 8th International Vintage Glider Rally held at Sutton Bank in Yorkshire) it would seem that the most fun can be had by attending organised flying events where old friends meet to exchange news, new friends are made and most importantly, old gliders are flown!

The weather patterns and available facilities in South Africa are such that should an Old Timer gliding camp be held, it would probably be the envy of VGC enthusiast the world over!

Who knows, maybe we could even attract overseas visitors! In addition to flying, there is the research, restoration and 'general interest' in all other aspects of 'old timers'. To support this, the VGC publish a high quality A4 magazine three times a year full of relevant stories, information and photographs. In some countries this is the 'main' method of disseminating club information and in others it is supportive to the local efforts.

As a minimum, it would be great if all interested were to become members of the VGC (joining fee is 5 UK Pounds plus 21 UK pounds per annum but this may be revised if sufficient members join to warrant bulk postage or local production / distribution etc.). The primary benefit would be the magazine and access to a wide range of material including

articles dealing with specific gliders, books and lots of other 'memorabilia'.

First aim would be to develop an active SA branch of the VGC with one or more annual get-togethers during which we too could enjoy the camaraderie that is so apparent at similar events held in the rest of the world. A regular VGC column in SSSA could also help develop interest in this area of our sport.

Anyone wishing to join (membership of the VGC is on an individual basis and not syndicate) or who would like to discuss further the issues of establishing an SA chapter of the VGC is invited to contact me directly via e-mail using the address nigel.r@netline.co.za or call on (011) 969 2277 (voice mail if not available). Alternatively, you can also visit the VGC on the Internet at: http://tally.co.uk/guests/vgc That's it for now, I hope that all who share my love of vintage gliding will make contact soon! Fly safe and remember, KEEP SMILING :)

Nigel Rotherham



Believed to be the oldest glider in South Africa the Schweizer 2-22 is flown at the Middleberg Gliding Club. Photo Nigel Rotherham

SWISS NEWS

The Roth brothers' Kranich 2B-1 was ready for its first flight after restoration during late November. However the day before, snow fell at Amlikon and the first flight had to be post-poned. This Kranich 2B-1 was built by Kittelberger in 1943 and had the post June 1943 NSFK registration LX-WJ. It was one of those German gliders that were quickly smuggled in to



The Kranich 2B-1 HB-475 being rigged in the workshop for the first time after restoration. It was made by Kittelberger, Rheinau Höbert, near Breganz in 1943. Photo Werner Roth.



A pause in the labours of restoring the Kranich for Fips Rothenburger with the Lambrusco and Hugo Roth cutting the cake with brother Werner's tenon saw. Photo Werner Roth.



Fip's daughter Christine sewing the fabric on the elevator of the Kranich.

Switzerland in 1945, before the occupation force arrived. On finishing the Kranich 2 restoration, Werner Roth without a pause, started to restore his Ka-4 Rhönlerche! He can't stop!

USA NEWS

Lee Cowie has written to say that like Raul Blacksten he also enjoys flying his T31, with the longest flight to date 1 hour 45 min with Bud Brown who helps keep her flying. Lee, his son and Bud fly at the Wabash Valley Soaring Association at Lawrenceville, Illinois which is hosting the VSA Regattas from 17 to 25 June and 9 to 17 September. Lee comments that whenever they get the T31 out there is a queue of people



A T31 owned in the USA by Lee Cowie (left), with his friend Bud Brown. Photo via Lee Cowie.



Wolf Gö 1, D-9026, of Otto Grau landing at Aventoft over the L-Spatz, D-5355, of Horst Ringamer. Photo Johann Schreiner.



This Schweizer 1-26A of Bob Gaines and Tim Cislo was at Aventoft. It now resides in Europe. It is hoped that it will be at Tibenham this year. Photo via Bob Gaines.

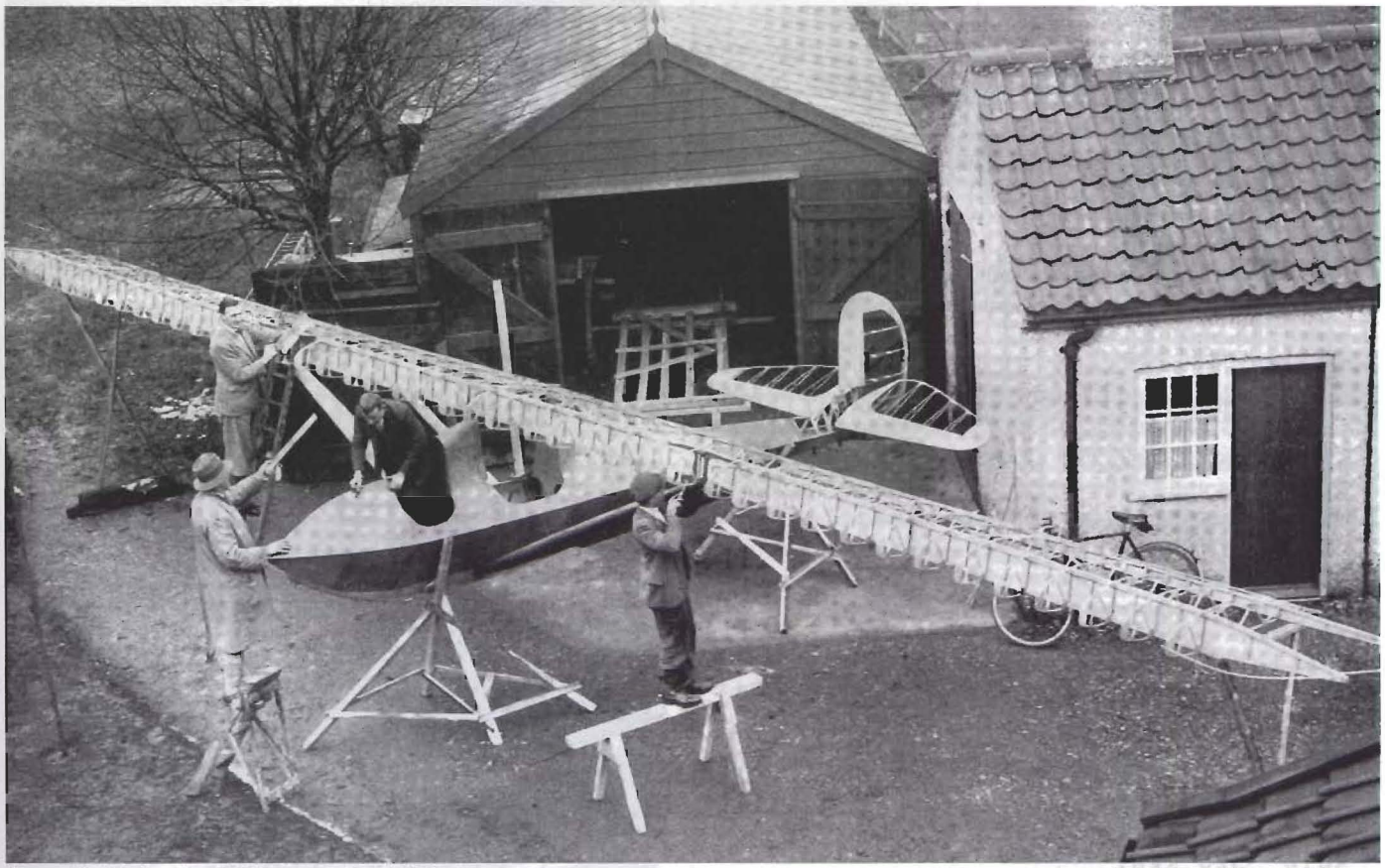
waiting for rides, many of them owners of modern composite sailplanes. These people don't seem to know what the T31 is and even fewer know of its ill deserved reputation as a "brick".

There is much activity arising for the IVSM. Two Baby Bowlus and a Cinema 2 are being prepared in California, a Rhönbussard in Oregon, a Schweizer 1-7 in Washington, a Mü 13D-3 in Georgia, a Ka-4 in Maryland, a Bergfalke in New York, a 1943 Swedish built JS Weihe in Delaware, a replica Bowlus Super Albatross and Australia's oldest airworthy glider, the Golden Eagle built in 1936. Many more historic sailplanes will be there.



The Cumulus IIIF, D-6059, of Christian Kroll at Aventoft. Photo Johann Schreiner.

Information please



Barry Smith has had this copy of a 1938 National Geographic Magazine since 1950 and has not been able to identify the glider which, according to the original caption, was being built in a club member's garden in North Walsham, Norfolk, England. The excruciating title of the article was "Men-birds soar on boiling air" so Barry says "Come my fellow Men-birds, someone must know what it is". Help please.

Bob Gaines has discovered a complete set of Mü 13D-3 drawing plans, which he will later hand on to the Vintage Soaring Association of America, which will copy them and sell them to anyone who wants a set.

WB959 Jim Robson, who is now 86, remembers flying the T21 WB959 at No 31 G.S. until 6 Oct 1951 when he was C.O. and C.F.I. Their original two-seater was a Falcon III (VD 202) which was replaced by several T21s of which WB959 was the third.



Michael Powell imbibes wisdom on glider repairs from Dave Richardson (R). Photo via M. Powell.

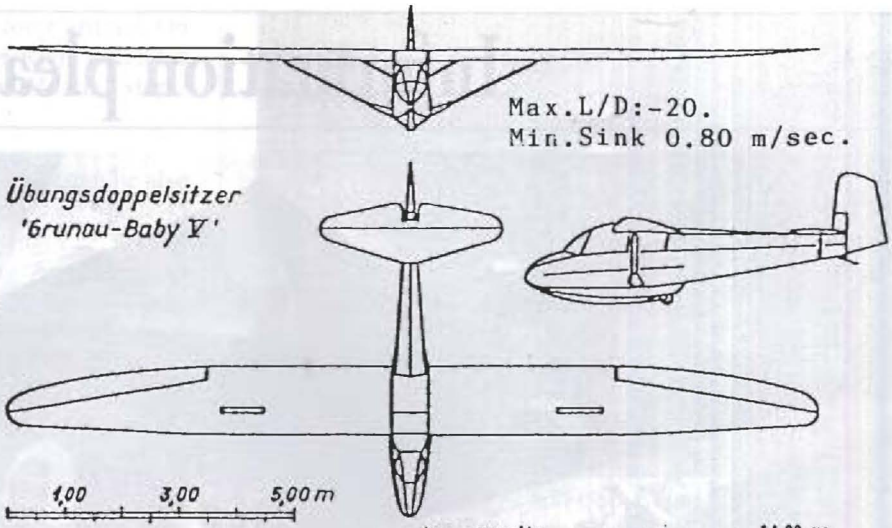
Oly 463 One of our many modeller members, Mac (sorry, I have lost the name and telephone number) has almost finished a 1/3scale model of the EoN Oly 463, radio controlled of course, and would like to be able to copy the paint scheme, markings and cockpit details of an actual aircraft. If any owner of a 463 would allow Mac to have a look at his glider please contact the Editor. (And Mac also!)

Justin Wills, who as well as being a competitor in the World Championships, also has a great interest in vintage



A later stage of the repair to the fuselage of the T21. Photo M. Powell.

In 1953, this aircraft was a product of the design buro led by Hermann Golmolzig of Wuppertal-Barmen. It is essentually a tandem two seated fuselage of fabric covered, welded steel tubes mated to the wings and tailplane of a Grunau Baby.



Übungsdoppelsitzer 'Grunau-Baby V'

Max.L/D:-20.
Min.Sink 0.80 m/sec.

Spannweite	14,00	m
Länge	6,40	m
Höhe	1,50	m
Flügelfläche	15,00	m²
Flügelstreckung	13	
Rüstgewicht, max.	220	kg
Fluggewicht		
einsitzig, max.	320	kg
doppelsitzig, max.	420	kg
Flächenbelastung		
einsitzig	21,3	kg/m²
doppelsitzig	28	kg/m²
Beste Gleitzahl	20	
Ger. Sinkgeschwindigkeit	0,80	m/s
Höchstzul. Geschwindigkeiten		
im Windenschlepp	110	km/h
im Flugzeugschlepp	120	km/h
im Gleitflug	175	km/h

Grunau Baby 5.

Wing Span:- 14.00 m.
Length 6.4 m.
Wing Area:- 15 sq.m.

Aspect Ratio:-13

VNE for aerotows:-120 kph.
VNE for winch launches:-110 kph.
VNE. 175 kph.

Empty Weight:- 220 kgs(max)
(484 lbs)

Flying Weight:- (max.)
solo 320 kgs.
704 lbs.
Two seated:- max. 420 kgs.
924 lbs.

Wing Loading solo:- 21.3 kgs/sq.m.
4.13 lbs/sq.ft.
Wing Loading Max.dual
28 kgs/sq.m. 5.74 lbs/sq.ft.

Grunau Baby 2.

13.5 m.

14.20 sq m.

. Die Flügelstreben haben die gleiche Länge wie beim ‚Grunau-Baby III'. Durch den breiteren Rumpfhals sind Spannweite und Flügelstreckung entsprechend größer.

Übungsdoppelsitzer ‚GRUNAU-BABY-V'

As a two seater, it was stressed to a factor of 9, and, as a single seater, to a factor of 12, so that simple aerobatics could be achieved.

Its wing struts are of the same length as those of the Grunau Baby 3.

Because of an improved aerodynamically wing/ fuselage area, it was hoped that its performance would be better than that of the Grunau Baby 2.

A small number of Grunau Baby 5 s were built. One may be some somewhere in Britain ,while another is at Achmer Osnabruck awaiting restoration to flying condition.

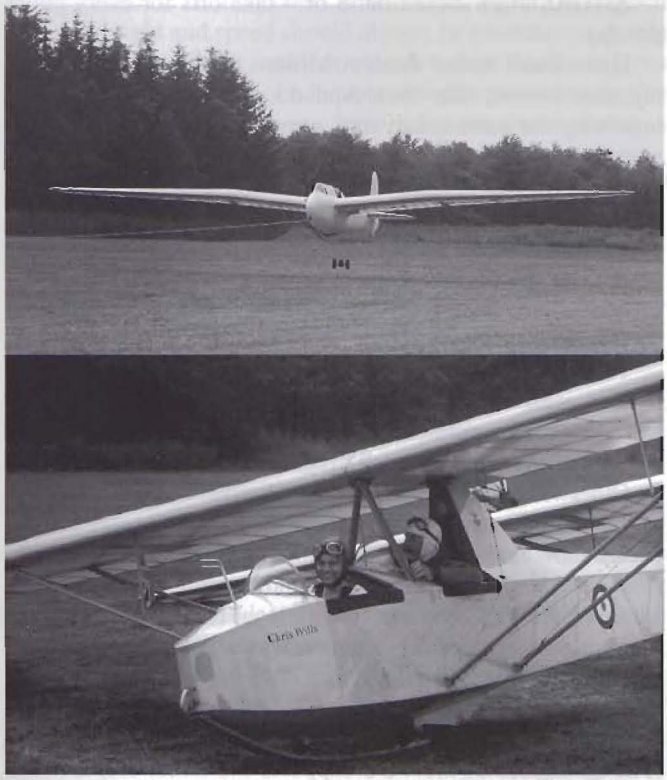
It was yet another attempt to produce a small, easy to build training 2- seater glider.

THERMIK / Mai 1954

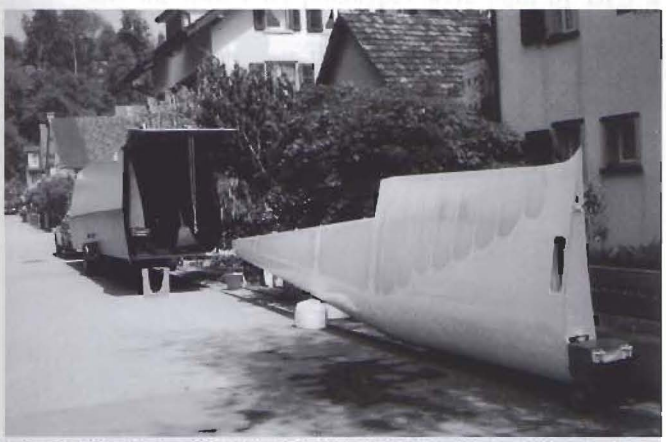
Reproduced from the German magazine "Thermik" of May 1954.



The on-going repair to the fuselage of the Grunau Baby V at Achmer. Photo Manfred Hermeling.



Two more pictures from Aventoft by Johann Schreiner, above, Chris Wills' Kranich just dropping the take-off dolley and below, Jan Forster's T31B with Silvia Schäfer.



The wings of the Kranich being loaded into the trailer which has been built by Hugo Roth. At the time of writing (Feb 2000) HB-475 is ready to fly when the snow has been cleared from the gliding club's runway. Photo Werner Roth.

gliders and would like to hear from anyone who has test reports on any of the old gliders particularly describing their handling. His address is Irishman Creek Station Ltd, Private Bag 910, TIMARU, NZ.

Letters

From Dr. Michael G.Woollard, Chairman BGA Technical Committee, Jan11 2000

Dear Graham,

I am greatly concerned that the article 'The First of the Few' by Bob Gibson which appeared in the last issue of Vintage Gliding News may raise false hopes for the many owners of grounded Oly 460/463 series gliders, since the repair scheme described in the article for this CAA type approved glider has not been properly approved. It appears that this repair has been pioneered by some senior BGA inspectors without the necessary feedback to the Technical Committee as required in this case. Fortunately the glider had not been granted a C of A and neither will this happen unless both the Technical Committee and the CAA can be satisfied that the work undertaken is adequate to address the underlying problem – and this is by no means certain.

The article made no mention of the prime point of concern, namely the intergranular corrosion of the aluminium main spar which is the root cause for the delamination of the spar and its subsequent buckling collapse. It is currently the view of the Technical Committee (who have already considered this at great length) that the only way to be sure that no such corrosion exists, is to replace the inner aluminium spar laminate which passes along the entire length of the wing. We would however, welcome an alternate viewpoint which is technically credible.

Since the glider is CAA type approved, the Technical Committee and the Chief Technical Officer do not have the usual authority to approve repairs to such airframes without recourse to CAA. To progress the issue of the C of A for Bob Gibson's glider, a detailed repair scheme has now to be submitted to the Technical Committee for consideration and this needs to adequately address the corrosion issue as well as the suitability of the alternative Araldite adhesive which has been used to replace the original Redux hot bonding process.

It is most regrettable that an owner has undertaken so much painstaking work without the certainty of a satisfactory outcome, simply because of poor communication between BGA technocrats. Be assured that we will do all we can to look positively on the repair scheme which we now expect to receive but it is the CAA as well as ourselves who have to be convinced that the repair is adequate for purpose. Unfortunately, the fact that the glider now appears to be beautifully restored cannot and must not influence the technical decision.

From Heinz Bauer, Wendelsteinstr 3, D-82223 Eichenau, Germany.

On the first evening of the International VGC Rally I had a serious conversation with our Chairman, David Shrimpton, concerning with the rising unpleasant symptoms of air service and gliding activity at Aventoft. In an humorous sight of the problem: I may remember, the Aventoft Pokal was founded as a trophy for a 5-hour gliding in the air and not for a 5-hour queuing up on the grid. He invited me to summarise these

problems in a letter addressed directly to you to trigger a new discussion within the board and the membership (*with a view to*) improving these items.

At any case and at any moment that doesn't curtail the superb performance in the other branches of organisation e.g. the combination with the touristic PR-activities of the area and the cooperation with the official and economical agencies of the Nordfriesland county and – don't forget – the matters concerned with the accommodations and the alternative programs. They were brought to the summit and an optimum can't be improved. My great appreciation and extraordinary compliment to all the people, who did the job.

But back to the problems now:

Looking at the map attached to the invitation you see a long, but relatively narrow airstrip with a notch in the middle of the northern side. From the first glance I supposed that a parallel activity of winch towing and aerotowing would be impossible. Reality was, that neither that nor a departure and a touch down at the same time was possible.

Some simple calculations, which you don't need a computer for, about the airfield blocking time due to air activity shows:- on the promise of 80 gliders attending the Rally the solo winchtowing and 10 activity units, defined as the time which the airfield is blocked by one glider's departure and touch down including the cable retracting by car, are possible per hour, so you need 8 hours to fullfill one round (every glider once in the air). If you improve it to 16 activity units per hour, and this value is nearly out of reality with 1 two drum winch, you need 5 hours per round. The same reflections with solo aerotowing: here 1 activity unit contains 1 combined departure of tug and glider, 1 cable dropping, 1 solo touch down of the tug and 1 solo touch down of the glider and needs a minimum 4 minutes. That means 15 activity units per hour are possible and 1 round needs more than 5 hours.

Combining both the methods you can't improve it. In contrary due to interference losses it chances to be worse.

Looking back to the rally invitation: The problem of the small airfield was recognized and recognition is the half of the solution, but only the one half of it. The announced gliding activity in Tondern would be the fully correct alternative. But that was not fully achieved and organised. The obvious lack of man power I tried to compensate by myself proposing to do the job as boss" in Tondern and inviting other members to cooperate there actively. But I wasn't able to take along a tug, which would be necessary indeed to get an attractive air activity there. And I wasn't able to compensate the lack of a spare winch by sorcery!

That doesn't knock the achievements and the results of our Danish friends, who did a very hard job repairing their winch, which was out of service from the beginning.

But the nucleus of the problem was lack of space on the grid at Aventoft, lack of take off devices, no spare tugs and no spare working winch. And that means not breaking new ground.

Personally I was able to compensate the vexation by my 3-days attending the Rendezvous at Achmer/Osnabrück and remembering that event. There was gliding without any problems and restrictions. On this position a lot of thanks to Harald Kämper and his crew members, who made it so convenient.

I am very sorry, that both the International Rallies in Germany at Oberschleissheim and at Aventoft suffered from the same symptoms of space and air service.

Enough with the past, let's have a look into the future. Due to growing up of the number of the VGC members an International Rally with 20 to 25 gliders attending is belonging to the past. It will never return, except you limit the number of participants artificially or official affairs force it as it was done with the members of Great Britain in France last year. Both the methods are creating only vexation and displeasure, nothing else, and had to be avoided under any circumstances.

Equally in whatever country, the next International Rallies will concentrate 50 gliders or more and they need enough space in the air and on the grid. Inevitable consequences are:-

A big airfield and a nearly unlimited heaven over it.

Separated winch- and aerotowing equipments including extra landing strips for each, in order to secure an operation independent of each other.

1 tug for every 10 to 15 gliders.

Spares: 1 winch ready for service and 1 tug for every 25 gliders.

Aspired target should be: 3 or 4 take offs for every glider per day.

If you can't realise these conditions on one airfield including man power, take two. And do not get any restrictions involving the participants into some jobs of air service. The guests should not use their hosts as servants.

May be the next Rally will be opened with the motto:

Separated gliding, joint celebration.

I can't see any disadvantage in such a system, but I don't like to drive more than 1000 km with the trailer for a common staying and a joint waiting.

Therefore my great and hearty request to our British friends, who organise the next International Rally: Keep an eye on these modified presuppositions due to the larger number of members and don't repeat these failures of the past.

Otherwise the members will be divided: People, who like gliding and soaring attend at the Rendezvous, others, who prefer show and social events gather at the Rally. In my eyes *(this would be)* a very unpleasant and horrible prospect for the future of the VGC and our International Rally.

That was my critical commentary as promised and some proposals to overcome the situation.

Heinz Bauer.

(The committee of the VGC supports the issues Heinz raises and has passed the letter on to the Norfolk Gliding Club as a reminder. At present there are plans to have 4 tugs including a Pegasus microlight and 3 two-drum winches. Ed)



Peter Urscheller in his workshop with his A60 Fauconnet. Photo Jörg Ziller.

Jörg Ziller writes to tell us that he has spent a little time with Peter Urscheller who lives near the wonderful airfield of Challes les Eaux, near Chambery in Southern France. Although Peter was born in Switzerland he has lived since childhood in France. He is working hard to restore his A60 Fauconnet which is the French version of the L Spatz 55. Jörg found that, although some of the French gliding fields and clubs are large the fees for non-members are also large and so it is difficult for outsiders to afford to fly there. While he was at Challes the thermals were weak but he had an interesting flight with Peter along the "Home Mountain".

WINCH LAUNCHING by Chris Wills

Whereas most of our members are well aware of cable break proceedures, we feel it necessary to emphasize that winch launches should be treated as Cable Breaks Waiting to Happen and that height and speed should always be available to enable good landings to be carried out. A cable break requires INSTANT acquirement of adequate speed before releasing the cable. A pilot should always have adequate speed during a launch, enough to allow a safe recovery. With old gliders, **Speed means Security.** *(Remember the E for Eventualities of CBSIFTCBE with all launches. Ed)*

From Prof.Dipl.Ing Bernd Ewald, 64372 Ober-Ramstedt, Ot Rohrbach, Brunnenstrasse 20. Germany. Tel; 06154/51535. To Chris Wills

Concerning a flight with Ian Dunkley in the Kranich 2B-1, BGA 964. Yes, the flight in your Kranich was a very fine flight. We were happy enough to fly straight into an oncoming cold front with lift everywhere. So, finally we had to use some brute force to come down before the bad weather. The passenger was an old German pilot, who had some of his early glider flights in Kranichs, but he had not flown a light aircraft or glider since, in the last days of the war, he finally left the cockpit of his ME 109! He was really excited.

With regard to the Reiher search, I met Hans Jacobs (its designer) at the occasion of a DFS Veterans' meeting and, of course, I asked him about the Reiher plans. Hans Jacobs left DFS early in the war to work at the Schweyer Flugzeugbau in Mannheim. The company built large numbers of different sailplanes under licences. *The Company also built a small production run of Reiher 3s. About six Reiher 3s were built there. Only the (*two CW*) prototypes were built by DFS at Darmstadt.

So, at the end of the war, there were three locations, where the Reiher plans might have been stored.

1/ The DFS Archive at Darmstadt-Griesheim.

2/ The DFS Archive at the Ainring Location in Austria.

3/ The Schweyer Flugzeugbau in Mannheim.

The Schweyer-Flugzeugbau in Mannheim was completely burnt down in early 1945 by an air raid; so aircraft and plans there would have been lost.

Both DFS locations were occupied by American troops and, since the Americans were well aware of the advanced technological achievements of the DFS, all that material was shipped to the Wright Patterson Air Force Base at Dayton, Ohio, where it was evaluated. All material of military relevance was carefully evaluated and, in the sixties, it was partly returned to its former owners in Germany. (I observed this part of the process, in my first job in German Industry. The small company "Prof. Blume, Leichtbau und Flugzeugbau" was a repository of former ARADO engineers. Prof. Blume was the former Technical Director of ARADO. Early in 1962, we received large boxes with a lot of paperwork from the USA and found a lot of former ARADO documents.) Material not classified as revelant to the military was annihilated and that might have been the final fate of the Reiher plans. I received this information from the Scientific Curator of the National Air & Space Museum in Washington.

One Reiher was captured by the British in flying condition and was brought to the UK and flown there. It exists no more and I know nothing about its final fate.

**(This Reiher did indeed come to Britain but, being on an open Queen Mary Trailer exposed to damp, it was falling apart. It may also have been left outside in Germany. It had been adopted by a Typhoon Wing on an airfield in North Germany. They would not give it up as they hoped to fly it, although it was required by RAE Farnborough for testing. When it eventually arrived in Britain, it was reported to be beyond hope of repair to flying condition. CW)*

The rare Reiher documents still existing have probably survived by pure chance. The 3-view drawing that I have sent you, was kept by a lady at DFS as a souvenir. This drawing obviously was produced for publication purposes and, so you can find reprints of this drawing in literature. Other documents or partial plans used by the Wasserkuppe Group may have survived due to similar "accidents".

Since only a very few original documents were found, the Reiher which is presently being built by the Wasserkuppe group, will look like a Reiher but it has been redesigned and restressed and more than 200 new drawings have been made, by the genius Siegfried Lorenz. Thus, it might be called a Reiher replica, according to vintage car practice.

"Cassius" Jochen Ewald is the son of my older brother Bruno Ewald, who was also a keen glider pilot and indefatigable gliding instructor. Unfortunately Bruno died years ago from heart disease. In the vintage glider world, it will be hard for me to gain my own reputation and not be just be the uncle of the famous Cassius.

I have played with the idea of building my own Hütter 28-2, but somebody warned me that I would not fit in to this tiny glider. Have you sat in one ? If you can fit in it, I can.

B. Ewald

(Chris has answered that although he did fit in one, he needed more shoulder room)

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

Bergfalke 3 1965. Believed to be the only one in the country, good condition, standard instruments as original, 2 axle trailer, and hangar trolley. K13 performance, British distance and duration record holder, rigged and hangared all time. With present owner for 18 years. £3000 or nearest offer, with new C of A. Norman Neil Tel 01280 702269

Kirby Kite 2A "Percy" BGA 689. 650 hours, 1400 launches since first sold by Slingsby Sailplanes in 1951. Artificial Horizon, Turn/Slip, ASI, Cook Electric and Cosim varios. Good vintage wooden trailer. Named after Percy Pilcher whose nephew RH

(Dick) Pilcher owned Kite 2 BGA 510 which he named Percy in 1947-50. Documentation includes a history of the Kite 2 with correspondence from several notable glider pilots (some no longer with us) of the pre- and post- war eras who recall their knowledge of the type. This is the only Kite 2A flying representing the original version of the type which was one of Slingsby's failures in the glider market. As such it is worthy of preservation. To be sold in good flying condition at the International Rally at Tibenham. Present owner retiring from gliding due to becoming increasingly vintage himself. Peter Warren, Tel/Fax 01785 602186.

Carmam M-100S Mésange. No 27, F-CCSP. Superb condition (it was flying in 1998, and just needs an annual inspection to be airworthy) Standard instruments with a spare pair of wings. but no trailer. For sale because of death of previous owner Jean-François Dupey. £3000 or 30,000FF, real price. Jean Molveau, Tel/Fax (+33) 1 30 25 43 75 or molveau@airpress.fr

Olympia 463, 1964 in good original condition, dry and sorted metal trailer. Basic panel plus XK10 and GPS 55. All mods up to date. C of A to October 2000. £3500 ONO. Stephen Thompson Tel 01403 891752 (Horsham)

Grunau Baby 2b built in 1942 by Schneider/Scharzwald. Works No 0123, full overhaul and re-cover in1988. In best possible condition, complete with trailer. For your best offer contact Christian Stachulla Tel Germany 0821-8152725 or Christian.Stachulla@t-online.de

Harbinger Mk 2, sole example of this 18m two-seater sailplane. Unique 1947 design with slotted ailerons and by famous designers. Low airframe hours, full overhaul and re-cover by Peter Underwood in 1994/5. Little used since. Original instruments as fitted, plans, history and documentation. 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 to sell £7950 or close offer considered. Austen Wood tel 0161 487 4522 or Geoffrey Harrison 01709 369678.

Bungee as described in the account of the Swiss trials on a flat airfield in VGC News No 95 is now for sale as they have bought another one. Offers to Fritz Fahrni, Tel Switzerland (+01) 954 0645.

Scheibe SpatzB 1954 complete minus instruments, needing restoration, structure in good condition. Belgian registration OO-SZB 40000 BF or 7000FF Firmin Henrard, see below

Nord 2000 1946, complete with original instruments and new vario. Good state in varnished wood and translucent fabric. Good flying qualities, comfortable, spacious, etc Factory documentation, Belgian registration. 100000BF or 16500FF. Trailer for Nord 2000 15000FB or 2500FF Firmin Henrard, see below

Zlin 125 Czech built, requiring complete restoration, canopy broken, wings in poor state. 20000BF or 3500FF. Firmin Henrard, see below,

Scheibe Zugvogel 3B 1964 Imaculate, new fabric, well equipped with LX1000. Sold with trailer in Aluminium. Belgian C of A and registered. 240000BF or 40000FF. Firmin Henrard, see below,

Schleicher Ka8 1961 Very good condition with new fuselage fabric and new paint on wings. Good instruments with 5 channel radio, large canopy. Belgian registered. 150000BF or 25000FF Firmin Henrard, see below.

Also two hang gliders. All prices are already lowest so no discussions. Firmin Henrard, rue de Porcheresse 11, 5361 Mohiville/Hamois, Belgium.

Planeur de collection, Scheibe Spatz B 1954, envergure 13m20. complet mais pas d'instruments; A restaurer. Fuselage tubes soudés, ailes en bois, bonne structure. Immatriculation Belge.OO-SZB, finesse 24 40000BF or 7000FF Firmin Henrard.

Planneur de collection Nord 2000 construction Française 1946. Envergure 15m; complet avec instruments d'origine et un nouveau vario 10m/s. Bon éta; aspect bois vernis, entoilage translucide. Bonnes qualitiés de vol, confortable, spacieux, palonniers ajustables, trim. Finesse 24, documentation de l'usine, immatriculation Belge.100000BF or 16500FF

Remorque du Nord 2000 15000BF or 2500FF. Firmin Henrard.

Planeur Zlin 125 construction Tchèque, A été immatriculé en Belgique, finesse27, verrière cassée, ailes en mauvais état, restauration complète à envisager.20000 BF or 3500FF. Firmin Henrard.

Planeur Scheibe Zugvogel 3B Année1964. Finesse 36, envergure17m. Etat impeccable, nouvel entoilage, bien équipé+ LX1000. Fourni avec remorque en Alu bien adaptée et bâches pour ailes, fuselage et profondeur + housses intérieur. Immatriculation Belge et CN Belge240000FB ou 40000FF. Firmin Henrard.

Planeur Schleicher Ka8 Année 1961. Trés bon état général. Grande verrière. Nouvel entoilage du fuselage. nouvelle peinture des ailes. Bonne instrumentation. Radio 5 cannaux. Immatriculation Belge radiée. 150000FB or 25000FF. Firmin Henrard.

Plus deux ULMs. Tous les pris donnés sont au plus bas donc sans discussions. Firmin Henrard, rue de Porcheresse 11, 5361 Mohiville/ Hamois, Belgique.

Astir-CS 1977, instruments with radio and acoustic vario. Closed trailer. Contact Bert Strijks, Vlokhovenseweg 39, 5625 WT Eindhoven. NL. Tel/Fax (0)40-2423747, or estrijks@freeler.nl

Oly 460 series 1, BGA 1283, reg B96 and first test flight by Derek Piggott in March 1965. Flying surfaces have been recovered with Ceconite and it is in excellent flying order with the spar mod done and has nose and belly hooks. Instrumentation includes PZL and electric/audio varios, turn and slip, radio, Winter barograph and new Thomas parachute, the outfit being housed in a sound wooden trailer. Lives at Tibenham so free entry to VGC International Rally 2000 included in asking price of £4500 o.n.o. Tel John on 01986 788272 or Steve on 01362 699797.

WANTED

Drawings of the Scheibe Bergfalke 11/55 urgently needed. Factory drawings are available but prohibitively expensive. Can anyone help Jean Molveau, Dédale President, Tel/Fax (+33) 1 30 25 43 75 or email molveau@airpress.fr

A good look at an **EoN Oly 463**. See Info please.

Front Cover. Schweizer 1-26A with flags of some of the nations participating. Photo Johann Schreiner

Rear Cover. NORD 2000 for year 2000. Barry Smith's NORD 2000 photographed by Norman Pealing Ltd.

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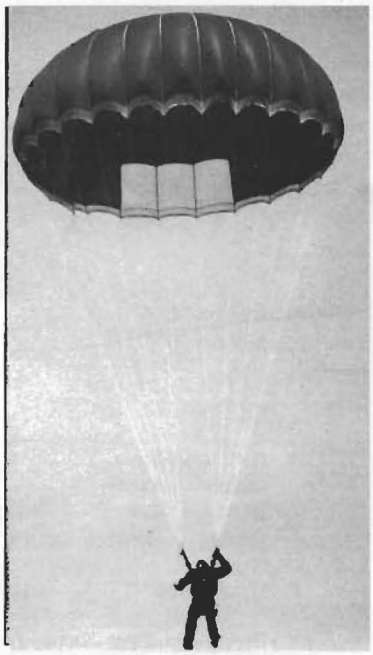
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