# The Vintage Glider Club of Great Britain

NEWS LETTER

September 1974

## FROM THE RALLY SECRETARY

Here I am, back from the permanent thermic Summer of Malaysia. Thanks to Frances and Chris for keeping everything going so nicely!

Our last meeting of the season will be the Rally at Dunstable, the oldest Club in the country, over the weekend 4th - 7th October 1974. I consulted all the best oracles and have been assured of the finest possible weather.

This is rather a special occasion, as it marks our first complete year of activities, or, to be precise, from our inaugural meeting at Husbands Bosworth - 16 months. To celebrate this - and we hope also our 'century' in membership - we are going to hold a dinner and 'get together' on the Saturday, 5th October, at a very appropriate setting for a 'Vintage' Club - amongst the 350 years old superb timbers of the very attractive 'Lodge Barn' at Knebworth House (about half an hour by road from Dunstable). This is for members, their wives, families, friends and any gliding types that are interested in our activities. We try to keep our affairs very informal in the club - but unfortunately the catering management want us to let them know how many to feed 10 days beforehand, and whilst we have made a basic block arrangement, do please let Frances know how many places you will need to ensure seats.

While you are having coffee I hope to tell you of our plans for the future, and then it's up to you: bring your slides and films (with your own projector if possible, or let us know your requirement) and tell us about your recollections of the year - we certainly have a good collection of slides, and a film of the Wasserkuppe meeting in June. If you would like to dance, the floor is very good, so bring your tapes and discs, and the place is ours until midnight. We have arranged for a rather late start, 8 for 8.30 p.m., so as to get all the daytime flying we can, but will try and set a task in that direction so that anybody not making it back can land in Knebworth Park grounds (mind the deer) and need not worry about missing the 'Roast Beef of Old England'. We would like to have a vintage machine on display - any offers?

The prestige of 'Vintage Gliders' and their flying continues to receive expanding recognitition and interest, and this has been helped along in no small way by the great efforts put in by many members in discovering, saving and bringing back into 'life' vintage machines. It is our duty as a Club to encourage this and to let it be seen that these efforts are very worthwhile, and we propose to present annual trophies for the best effort in the year in respect of Vintage Gliders, and for the Most Meritous Flight of a Vintage Glider. The judging will be by our President - but we need to know from you of your - and others - efforts and flights, not necessarily just the highest and furtherest, but how the most was got from the machine in the circumstances.

Sunday's proposed task is harder than you may think: a real challenge to get away from a bungey launch - and repeat it!

Good flying, and see you at the dinner. KEN CRACK

THE NEWS READ BY CHRIS WILLS

AT THE DONCASTER GLIDING CLUB a syndicate consisting of Bob Maclean, Bob Collins (one of the Doncaster Rhönbussard owners), D. Richardson and G. Wilburn has just purchased a broken 1947 KITE 2 and are rebuilding it. No B.G.A. number can be found on it and it has no log book. The machine has a square ended fin and rudder which resemble those of a Swallow but is made of lighter material. The damage, probably caused by a spin-in, has been partially repaired by Slingsby Sailplanes. The history of this Kite 2 is not known. Can anyone help us please? It is hoped that the machine will fly sometime during next year.

THE CHILTERN GLIDING CLUB (RAF) is reported by our member Flt. Lt. Bob Lyndon to be repairing a 1951 Doppelraab 2-seater. This is a training 2-seater which was designed and built in Germany for use after the ban on gliding was lifted in 1951. Its wings are based on the Grunau wings but I was told in 1955 that its wing profiles were drawn out from memory (of the Grunau Baby profiles). On the first Doppelraabs the instructor knelt behind the pupil and used the same cranked joy stick as the pupil. On later models the instructor sat rather higher up than the pupil and still used the same joystick. The glider was first built by Schempp Hirth's firm but may also have been built by other firms and gliding clubs.

THE KRANICH 1, B.G.A. No. 1092, FLIES AGAIN AT WYCOMBE AIRPARK. This 1943 Swedish built Mark 1 is believed to be the last airworthy Kranich 1 in the world and certainly the last airworthy Kranich in Britain. This machine came to Britain in 1962 with only 300 flying hours. For the last two years it has been at Speedwell Sailplanes being repaired after an accident in a Lasham Regional Contest, when it had beaten 16 much newer sailplanes. (It finished 10th). This Kranich is believed to be almost in the same form as those built in Germany during 1935-36.

The machine was rigged and carefully checked on Tuesday, 20th August by Kurt Kümmel of the Münster Oldtimer Gliding Club who was over here on holiday with his wife Hilde. We thank him for giving us his time. During the next two days Ian Gordon flew the machine solo for almost 15 hours from only 2 launches! During the very good weather of these 2 days it was found that the machine had lost none of its wonderful flying characteristics. Flown as a single seater, it can be circled at 40 Kms/hr (25 m.p.h.), and at less than 55 Kms/hr (35 m.p.h.) with a 14 stone passenger in the rear seat. The machine still has its original Swedish fabric and instruments (hence the Kms). During Saturday, 24th August, it was flown as a 2-seater giving joy rides around the Chiltern Hills, often at over 4,000 ft. above ground. It will go up in the slightest lift and the ailerons are so light that the machine can be flown with finger tips. I have never flown a more pleasant 2-seater sailplane, and I hope that it will be present at the October Vintage Rally at Dunstable.

THE GOEVIER AT HUSBANDS BOSWORTH. New has recently come to us that this 1943 German-built machine is being painted. Work was delayed on this machine last year while a good dry trailer was built for it. This seems essential for a valuable vintage sailplane.

ACTIVITY AT THE MÜNSTER OLDTIMER GLIDING CLUB. News was brought by Kurt Kümmel and Paul Serries, who is also in England on holiday with his wife and three daughters, that (Uncle)Max Müller is currently building a wonderful enclosed trailer for the Minimoa. This is becuase of the small amount of space for old gliders in the Münster Telgte hangar and because the two International Vintage Glider Meetings we have had so far were very wet.

The MÜNSTER RHÖNBUSSARD is again ready to fly but the first flight is delayed because of the lack of paperwork relevant to the machine's past history.

Kurt Kümmel told us that the Olympia Meise is coming on well and the inspector has found it to be in excellent condition. It now needs a canopy in the original style. This machine is one of 650 which were produced by the firm of Schmetz during the war (Information from the book 'die Beruhmtesten Segelflugzeuge' by Georg F Brütting). This is a Needle firm which was converted to sailplane production during 1941 and also, besides the Olympias, built 20 prototypes for the Akaflieg Aachen (which included several Rheinlands). Later the firm built the famous HKS series of sailplanes from 1955.

KLAUS HEYN OF THE GÖPPINGEN COLLECTION has started to build a full size replica of the F.S.1. He has been getting some small Christmas trees for this, as only they have the right diameter circular wood for the structure. He has also been trying to get a drawing of a Petrel rudder, which is identical to a Rhönadler's rudder. He hopes to build a fantastic mobile of rudders from all the famous sailplanes. We have written to Norman Ellison hoping that he can help. Norman has not found any Petrel drawings in the Aladin's cave of old glider drawings at Slingsbys. However, he HAS found a great number of Rhönadler drawings including one of a rudder. A copy of this will be made and sent to Klaus. The shattering question has now arisen as to whether the Petrel ever had any drawings or whether it could have been built from Rhönadler drawings. I find this latter possibility rather unlikely. However, it would now seen that if anyone wishes to restore or build a replica of a Hans Jacobs-designed 1933 Rhönadler, there are some drawings.

LESLIE HUNT'S BOOK 'VETERAN AND VINTAGE AIRCRAFT' 4th EDITION. This latest edition contains all the information we sent them about old gliders in Britain two years ago. Unfortunately I did not then include B.G.A. numbers for the sailplanes. I will try to do better for the 5th edition. The photographs of sailplanes I sent were not printed. The information is still correct to-day, except that the Rhönbussard mentioned as being at Aston Down is now at Wycombe Airpark. Of course in the last two years we have found that there are more vintage gliders in Britain and in the world.

The book also includes some very exciting information about a number of VINTAGE GLIDERS IN SWITZERLAND which we did not know about. The information, which may be two years' old, is reproduced here in the hope that our Swiss members can help us with further information as to what sort of condition the aircraft are in. As the aircraft are not included in the current Swiss Register, it is more than likely that the machines are not airworthy.

The types, their registrations, and locations are as follows:-

MOSWEY 2A - HB 257 - LOMMIS GRUNAU BABY - HB 234 - COLLOMBIER

Glider type, identification needed: -

HB 309 - BEROMUNSTER DFS MEISE - HB 384 - BEROMUNSTER

SPYR 3B - HB 112 - SCHÄNIS S.15K - HB 327 - SCHÄNIS

Unknown type (information needed) HB 362 SCHÄNIS. RHÖNADLER - HB 312 - and GRUNAU BABY 2 - HB 87 - SCHUPFART. This latter is on the current Swiss register and our member Willi Schwarzenbach has told us that it is the oldest glider flying in Switzerland. The Rhönadler almost certainly is a post-1933 Hans Jacobs-designed Schleicher built machine of great historical importance. If this is so, it is the fourth Rhönadler we have located.

Unknown type - HB 230 - SPECK. The book mentions that Willi Bischof's Moswey 3 is also at SPECK although it was not sure what the machine was.

Details of the above machines are (to the best of our knowledge, but with apologies to our Swiss members in case of inaccuracy): - Spalinger S.15K designed before 1936. Similar to S.18 in appearance but with struts. Moswey 2A Very similar to the Moswey 3. A very advanced design for 1937 when the type took part in the First International Meeting on the Wasserkuppe. The latest Swiss register indicates that another, HB 309, belongs to Ernst Meili at Meggen, and is airworthy. Spyr 3 This is the legendary sailplane of Swiss gliding history. It was first designed in about 1932 and was immediately found to have excellent flying characteristics. It took part in the First International Meeting in 1937 and caused a considerable stir by coming fourth. Its pilot, Hans Sandmeier, is still alive in Switzerland. Another Spyr 3 is in the Swiss Transport Museum at Lucerne.

THE 10th MINIMOA HAS BEEN LOCATED. Leslie Hunt's book mentions that a Minimoa, together with a Grunau S.G.9, is in the Museo Aeronautico in Santiago, Chile. Four other Minimoas are in the Museums of Krakow, Salzburg, Harris Hill and the Göppingen Collection. Five others are, or will be, flying in the U.S.A., Germany, Switzerland and Great Britain (2).

STOP PRESS. The Slingsby Petrel, which has lately returned from EIRE has had more restoration work done on its fuselage by its co-owner, Mike Russell. The machine was on view at the Shuttleworth Open Day on Monday, 26th August. Also present at the Open Day were the pioneer German glider pilot, Heinz Schubert, Paul Serries and his family from the Munster Oldtimer Gliding Club, Martin Simons, Ted Hull and others.

During the evening of Saturday, 24th August, Ted Hull showed films of our Meetings at the Long Mynd and the Wasserkuppe to our German guests and London Gliding Club members. In the Long Mynd film, 2 PETRELS were need flying together in formation. This was a sight that was very nostalgic as one felt that one was once again seeing the Fafnirs of 1930. In a recent article on the Fafnir in Aerokurier, Peter Riedel writes that the true children of the Fafnir were the Rhönadler and Condor. These two machines were produced in quantity whereas the Fafnir was not. As the Petrel was a development of the Rhönadler (in fact with its gull wings one could almost say that it was more similar to the Fafnir than the Rhönadler), one can truly state that the spirit of the Fafnir lives on in the Petrel.

I sincerely hope that one, if not two, Petrels will come with us to Switzerland.

NEWS ITEMS FROM THE OFFICE

Self-adhesive stickers and the new car badges will be on sale at the October Rally at Dunstable. At any time they can be bought from the office: stickers 12p, car badges 50p.

Our first year's accounts have been audited by a friendly former Borough Treasurer of Greenwich, Frank Hewlett, to whom my eternal thanks for so patiently and so accurately unfudging my more obtuse items. We finish up with some stocks, a mostly-paid-for Marquee, and £100 surplus. And more importantly, very nearly 100 members. Copies of the Accounts will be available at the October Meeting and will be sent to any member not at the Meeting with the circular next after the Meeting.

Details of the October meeting have been sent to the Secretaries of some 30 gliding clubs centred on Dunstable. If you are a member of one of these Clubs, would you look out for the appearance of the Rally Programme on your Club Notice Board - if it doesn't appear next week-end, PLEASE STAND YOUR SECRETARY A PINT, EXTRACT THE RALLY PROGRAMME FROM HIM AND PIN IT UP YOURSELF. If he can't produ[illegible] it, please ring me and I'll send you one for the Notice Board.

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