

VGC News

No. 91 Summer 1997



Diary Dates in 1997

- ◆ **Aventoft Gliding Festival**
Aventoft, 4–13 July
- ◆ **Vintage Weekend**
Shrivenham, 5–6 July
- ◆ **Towing with Microlites**
Husbands Bosworth, 5–11 July
- ◆ **Oldies but Goldies**
Finland, 13–20 July
- ◆ **Rendez Vous Rally**
Pont St Vincent, 26 July–3 August
- ◆ **25th VGC International Rally**
Bar sur Seine, 2 August–10 August.

NOTICE TO ALL MEMBERS:

The Rally Secretary is Graham Saw.
Please forward details of any 1997 VGC Rallies you may be planning to: G. Saw, 16 Prince Andrew Close, Maidenhead, Berks SL6 8QH. Tel: +44 (0)1628 776173

We welcome contributions and photos but we cannot be held responsible for the loss of unsolicited material. To help ensure their return, material should be clearly identified and accompanied by a stamped, addressed envelope. We take great care to ensure that what we publish is accurate, but cannot accept liability for misprints or mistakes.

The views expressed in this Newsletter are those of the contributors and do not necessarily represent the views of the Editor or the Vintage Glider Club.

Objectives of the Vintage Glider Club

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

Officers of the Vintage Glider Club

President: Chris Wills, Wings, The Street, Ewelme, Nr Wallingford, Oxon OX10 6HQ, UK

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Vice President: Hans Dijkstra, Melis Blecklaan 61 4634 VX Woensdrecht, Netherlands

Vice President: Paul Serries, Agnes Miegl Strasse 1, Münster, St Maurits, Germany

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Joseph Ott, Panska dolina 2, Nitra, **Slovakia** (for **Slovakia & Czech Republic**)

Committee

David Shrimpton – Chairman

Austen Wood – Treasurer

Graham Saw – Rally Secretary

Colin Anson – Sales Officer

Mike Birch – Technical Officer

Graham Ferrier – News Editor

Brian Headon – Publicity

Ian Dunkley – Secretary c/o Derby & Lancs G.C.
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VGC News

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CHAIRMAN'S REPORT

The summer season is now well under way and I have received reports of many successful rallies. Despite the ongoing difficulties which beset sport aviation generally, the VGC is in demand, judging by the number of invitations we receive from gliding clubs all over Europe. However, we cannot be complacent and more members are needed if we are to maintain our momentum. So encourage your friends, colleagues and club members to join our prestigious group; only then can we continue to look for and offer benefits to all vintage glider enthusiasts.

Once more, in the name of European harmony, ordinary folk like you and I are caught up in bureaucracy. This time there appears to be a conflict between the French and British glider licensing requirements and, as a result, many British VGC members will not be attending this year's Rally at Bar-sur-Seine. I am in close contact with the BGA on this matter and we are all hoping that this matter resolves itself before long.

Graham Saw and his team of volunteers are busy cataloguing our drawings, so please be patient as we are unable to supply drawings until this task is completed, which may be some months yet.

The Annual Dinner and AGM will now be held in September at Lasham; please read the announcement in this issue of the magazine.

I look forward to seeing you all sometime throughout the year.

David Shrimpton

President's Corner

We are very honoured to have among our members Air Chief Marshal Sir John Allison who clearly loves vintage gliders as he owns three of them. One of them is the Slingsby Prefect that he flew his first solo on at the Coventry Gliding Club, Husbands Bosworth.

We are also very honoured to have with us Eugen Wagner who is the World's pre No. 1 Gold C pilot (as Robert Kronfeld was the pre No. 1 Silver C pilot). Eugen Wagner flew the Rhönbussard, D-Hesselberg, during the 1935 Rhön Contest over 300kms three times during the week of staggeringly good weather. He also gained the 3000 metre height climb at Grunau in wave, also in a Rhönbussard. A replica of his Rhönbussard, D-Hesselberg, can be seen in the German Gliding Museum on the Wasserkuppe. The Gold C was only created in 1938 and so officially Gold C No. 1 was flown by Heini Dittmar, No. 2 was flown by Hermann Zitter, No.3 by Philip Wills and No. 4 by Eric Nessler. It was as well that they gained the Gold C when they did for after the 1938 Rhön Contest, there were many more Gold C holders.

In 1931 Eugen tells us, he went to England and was gliding with the Imperial College Gliding Club at Gore Farm, near Shaftesbury.

(In VGC News No 89 we showed a picture of Peter Saunder's model of Eugen's Rhönbussard posed against a replica of the Wasserkuppe Monument and asked if anyone could send in a photo of a full size glider in a similar position. Eugen has done just that, but the quality of the picture is not good enough to reproduce. Ed)

With such men as Sir John Allison and Eugen Wagner among us, our VGC should be a very well respected club. We are glad to have them with us.

Club News

Membership Secretary's Report

I am looking into ways in which the VGC could use email and Internet to make our operations more efficient and to provide information to members and others about VGC activities. Robin Willgoss has designed the VGC Web pages for me and preliminary versions of these can be seen at <http://www.tally.co.uk/guests/vgc> and this URL has been given to "Yahoo". More information will be given in the next issue but in the meantime Robin, who can be contacted at RWillgoss@tally.co.uk would like to hear of other gliding sites, vintage or otherwise, we should link to. Robin can accept email information for possible inclusion in our pages as either text files, MS Word, Excell, PowerPoint, or .GIF/.JPG image files. Please copy your message to me, Ian Dunkley at vgc@datron.co.uk. I would like to compile a list of members who can be reached by email and also have your ideas on how we should use the Internet to best advantage. If any member has access to a large server that could be used by the VGC then please let Robin or I know as we do not have a large budget for this work. In fact, we have no budget!

I am looking for someone in the UK who could do some work identifying potential VGC members from data held by the VGC in non computer form, integrating this with VGC data files and other files obtainable elsewhere, to enable us to contact all owners of vintage aircraft who are not in the VGC

at this time. If anyone would like to take this job on, with someone else doing the recruiting from the list generated, would they please contact me. The VGC use Office 97, in the main, but all known files can be obtained in Dbase 3 form.

Similar work could be done overseas, in conjunction with the International Representative for the country concerned. Not all representatives have computers or access to email etc, but provided they agree to the work I could provide membership files for those countries.

Finally there are still members who have not paid for 1997. If you have not paid by the time the next issue of VGC News is ready you will not receive it. We will then have to spend money sending you a reminder, which costs quite a lot, last year the equivalent of nearly 10 annual membership fees. So please check that you have paid. The address sheet gives both your membership number and when you are paid up to as we consider this to be a much cheaper way of giving you the information, rather than a card which most people seemed to lose!

Ian Dunkley

VGC Accounts for 1995

All the paperwork associated with the accounts are now with the auditors and will be published in the next issue.

VGC Sales

Martin Simon's book "Slingsby Sailplanes" is now available through the Vintage Glider Club. Please see the VGC Sales Order List page in this issue for details.

Please note that any orders for Goods or Technical Articles received by VGC Sales after July 5th will not be sent out until the end of August, due to our absence abroad, and at the International Rendezvous and Rally.

VGC Annual Dinner and AGM 1997

To be held at
Lasham Gliding Society

20 September 1997

Please contact
Jill and Peter Harmer
on 01276 31971
as soon as possible

VGC Annual General Meeting

This will now take place during the weekend of the Annual Dinner and Prizegiving.

CORRECTIONS to the VGC News No. 90.

Chris Wills has the impression that the name for the LO 100 is "Zwergreihher" which means "Dwarf Heron". This was given as "Little Bittern" on Page 20 of VGC News No.90 by Cliff Charlesworth in his fine article on the LO 100. CW hopes that "Little Bittern" and "Dwarf Reihher" are not one and the same bird?

In the list of gliders at Wycombe Air Park on Page 24 in VGC News No. 90, Chris Wills was dreadfully inaccurate.

The List should be:

KRAJANEK BGA 655 & LUNAK OK-0927 belonging to Syd Davis and Graham Saw

Hütter H.17A BGA 490 which belongs to Nick Newton

Slingsby SKY which belongs to John Tournier and Syd Davis, TUTOR BGA 485, PREFECT BGA 701, 2 T.21bs, EoN

OLYMPIA BGA 603 Derek Staff,

Slingsby PETREL BGA 651 which belongs to Graham Saw, CONDOR 4 BGA 2292 - Mike Birch,

Ka-2 D-6173 owned by Nicky Mills, Robin Willgoss, Malcolm Wilton-Jones and Danny Lamb.

KITE 2, BGA? owned by group?

This is a total of 13 vintage gliders, of which 11 are airworthy. ie the SKY is still being restored and the KITE 2's restoration has not yet been begun.

From this, one can envisage that the entire Booker Group will be so busy rigging and derigging their own gliders during the "Whispering Wardrobes" Rally at Booker on the 21-22 June, that visiting vintage glider owners might be well advised to bring their own rigging and groundhandling crews.

In the list of vintage gliders at Lasham, we very much regret having missed out the Frank Irving, Bill Tonkyn and Ralph Hooper KITE 2 BGA? and this brings the total of vintage gliders at Lasham to:-

SKY BGA 685,

the 1950 built Swedish JS WEIHE BGA 1092,

CADET,

TUTOR,

T.21b s,

EoN OLYMPIAS.

Even worse, Geoff Moore, from Dunstable, has reminded Chris that as well as the gliders he listed, there are the following vintage gliders:

EoN SG 38 BGA 3214

Mu 13 2267

Oly 2b 795

Minimoa 1639

Sky ?

Kranich 3 2814

T21 3901

Tutor 442

Tutor ?

Grunau 2b 2433

T31 1376

T31 3487

Prefect 1152

Fauvel 36 2932

and also the following "classic" gliders:-

Skylark 2 BGA 724

Oly 463 BGA 1244

Grasshopper 3741

Capstan 1133

ASK 7 2 off

K6CR 4099

K6CR 3815

K6E 2 off

Fauvette 2679

There may be more lurking hidden in trailers.

We are very sorry about the above errors.

Please don't shoot the pianist, he is only trying to do his best!

Latest news on the problems of flying in France as of 3 June '97

1 *If you wish to fly in France at the Rally* you will need validation of your BGA Gliding Certificate. This can be done by sending or faxing to Maurice Renard, BP No24, 10152 Pont-Sainte-Marie Cedex, France. (Fax No 00 33 325 81 31 33):

a photocopy of your British Gliding Certificate

a photocopy of the last page of your Pilot's Logbook on which appears the total number of hours and the total number of hours flown as pilot in command.



a photocopy of your passport showing the civil status.

On Thursday 31st July, Maurice Renard will organise a medical check for all pilots who have sent him the details above in advance. The cost for this medical will be 150 Francs. Those pilots who possess a Private Pilots Licence are not required to have a medical check.

2 *If you wish to take a glider to France* then in addition to the above, you will need to apply for "Authorisation Exceptionnel" for your glider's C of A by attaching a photocopy of your C of A document to the application proforma. These documents should be sent to the address on the form, not to Maurice Renard.

If you have changed your mind and are no longer going to the rallies in France please inform Maurice Renard.

Meanwhile, we will continue to pursue organising an alternative venue, should members decide to go elsewhere this year.

 <p>SKYWAYS THE JOURNAL OF THE AIRPLANE 1920-1940 Leo Opdycke, Editor</p>	 <p>W.W.1 Aero THE JOURNAL OF THE EARLY AIRPLANE Kenn Rust, Editor</p>
<p>W.W.1 AERO (1900-1919), and SKYWAYS (1920-1940):</p> <p>our two Journals, which contain:</p> <ul style="list-style-type: none">• information on current projects• news of museums and airshows• technical drawings, data• photographs• scale modelling material• news of current publications of all kinds• historical research• workshop notes• information on paint and color• aeroplanes, engines, parts for sale• PLUS: your wants and disposals• PLUS more... <p>Sample copies \$4 each.</p>	
<p>Published by: WORLD WAR 1 Aeroplanes, INC. 15 Crescent Road, Poughkeepsie, NY 12601, USA (914) 473-3679</p>	

TECHNICAL NOTE Further to the problem confronting OLYMPIA 460, 463 and 465 owners, we report that a scheme to add additional bolts to the Redux Bonded (Aluminium/Wood) main wing spars, has been brought out by our technical members at Lasham. We are very sorry that owners of these aircraft have been given such worry and Keith Green at Lasham has already started rebuilding the wings of his almost unique EoN465 (the other one is in South Africa). Both were in the British team at the 1965 World Gliding Championships at RAF South Cerney.

As of the 6th MAY 1997, we have heard that the CAA has approved the above modification but has not yet (JUNE 3rd) lifted the grounding directive. *It should be noted that this modification is only applicable to those gliders exhibiting no corrosion.* Details of this modification scheme can be obtained from our technical members: Ian Smith, "Glenvale", 20 King's Mede, Hordean, Hants PO8 1TN. Tel: 01705 592839; or Keith Green, 25 Halfpenny Close, Chilworth, Guildford, Surrey, Tel: 01483 68008.

We congratulate Ian and Keith on their work in saving these aircraft for the future.

It must be mentioned that the EoN 463 that came to grief with its pilot, and Keith Green's EoN 465, had both been kept during many winters, in their trailers, in the open on Mountain top hill sites and had been exposed to severe changes of humidity and temperature, which their trailers had not been able to entirely protect them from. Therefore we urge all our owner members to think again about whether the winter storage of their precious sailplanes is entirely adequate.

Copy Date

The last date for articles & photographs to be sent to the editor for the next issue which will go out in mid November will be 18th September.

Rally Report

The 7th Kirby Kite Rally during the weekend of 3rd – 5th May 1997.

Traditionally, we have been holding our first British Rally of the year at Haddenham Airfield near Thame, the home of the Upward Bound Trust. This was founded by members of the Glider Pilots' Regiment which started its training there in 1941 using mainly Kite 1s, which was the only type of reasonable performance built by Slingsby Sailplanes in a small quantity before the war. The Trust has, as its aim, to give gliding training to young people at a reasonable cost. It is one of the cheapest, if not the cheapest, civilian gliding operation in Britain and has recently been able to reequip itself with two Ka-13s, to replace its aged T.21bs with the help of money from the National Lottery. As usual, our winch launches were free and the Trust hoped for financial donations which usually more than cover the cost of the winch launches during the three days.



Peter Chamberlain (left) with Bob Boyd and his Kite 1.

During the previous week, CW had the impression that the Trust had a direct line to the weather God as every day had been warm and sunny, which until now, we had taken to be our normal Haddenham weather. With also the very friendly atmosphere created by the Trust's members, this has always been a very popular rally for us with many of our gliders besides Kite 1s, taking part.

This year was no exception, except that the weather changed to a Westerly frontal flow for the weekend. The wind blew down the runway with varying strength during the whole weekend and this aided the winch launching, except that it was too strong for any flying during the Sunday.

Gliders entered were:

- Kite 1 BGA 251 owned by Bob Boyd.
- Kite 1 BGA 310 owned by Tony Maufe.
- Kite 1 BGA 400 owned by Peter Underwood.
- Scud 3 BGA 684 owned by Ted Hull.
- T.31 BGA 3272 owned by Neil Scully and David Ormerod.
- Slingsby SKY BGA 685 owned by Richard Moyse.
- Zlin 24 Krajaneek, BGA 655. owned by Mike Birch.
- Slingsby Petrel BGA 651 owned by Graham Saw.
- T.21b BGA 1360 owned by a Haddenham Flying Syndicate.
- T.21b BGA 2351 owned by Mike Powell.
- L-Spatz BGA 2276 owned by Vernon Jennings.
- Ka-2 BGA 4336 (formerly D-6173) owned by Danny Lamb, Malcolm Wilton-Jones, Nicky Mills and Robin Willgoss.
- Slingsby Cadet BGA 731 owned by Richard Moyse.

We were very glad to have had the T.21b BGA 2351, the Ka-2 and the Slingsby Cadet with us at one of our Rallies for the first time.

Mike Powell had restored (repaired) the T.21b, with the help of Slingsby drawings, in the covered driveway of his house. Among other things that he had to do was to renew the T.21b's nose which had gone in a crash. His restoration was so good that Chris Wills thought that he was looking at a T.21 which had come direct from the Air Cadets, it had been so perfectly blended in to the rest of the aircraft. Mike Powell then distinguished himself by flying an immaculate first winch solo in it. He related how he had a system to rig and derig the T.21 alone... but "it was easier with two other people helping."

The Ka-2 and its trailer are a new arrival at Wycombe Air Park from North Germany. Its new owners are delighted with it.

The Cadet's restoration by Richard Moysé has just been finished, at Lasham. It is immaculate and has no landing wheel, like the first "Cadets" that were built before the war. The Cadet was designed by our sadly missed late member John Sproule, who designed the Cadet on his own at Slingsby Sailplanes in 1936. Fred Slingsby had given him a free hand to design it as he himself was ill in bed with 'flu. John Sproule designed it taking much notice of the Lippisch designed Zögling, Prüfling and Hols der Teufel wings and tailplanes which he mounted on a simple-to-build fuselage which was also influenced by contemporary secondary German training sailplanes of the late 1920s.

Indeed, British Glider Pilots only had Prüflings and Hols der Teufels in which to fly their C Certificates and both were unsuitable. So the Cadet was designed in 1936 as a glider, for the first time in Britain, suitable for flying 'C' Certificates in. The type achieved large scale production during the war for the Air Training Corps, the name at that time for the Air Cadets.

One other airworthy Cadet is known to exist, syndicate owned, at the RAFGSA Bannerdown Club. No less than 431 of the Slingsby Type 7 Cadet had been built but many of these were later modified to Slingsby Type 8 Tutors which had improved wings for better performance. The Type 8 had been originally designed in 1937, also by John Sproule.

Neil Scully, who came to Haddenham with his T.31 BGA 3272, was able to give a progress report on his British built Grunau Baby 2. Apparently the German built Grunau Baby 2b's wings do now fit the British built fuselage. He means to repair the British wings also later. He has now discovered that his British built Grunau Baby is far older than he thought. It was one of two Grunau Baby 2s that were finished to fly at the Derbyshire & Lancashire Gliding Club at Camphill in 1936!! The other one was "Black Diamond" which Fred Coleman had built in his Leeds bedroom with each wing in two pieces because of lack of workspace. This machine, now much altered, renewed and restored by John Smoker, is still airworthy as BGA 270. Neil Scully's aircraft is BGA 370!! So soon, it looks as if there will be two prewar British built Grunau Baby 2s airworthy in Britain. (*See also the feature article in this issue Ed*)

SATURDAY 3rd May. There were signs of the front coming in during the previous evening. However, its approach was so slow that there were weak thermals on the Saturday over Haddenham village. C.Wills was greeted on arrival by the spectacle of a Kite 1 and the Cadet doing lazy turns in lift over the village.

Other soaring flights were had by Petrel, Scud 3, T.21bs, and other Kite 1s. Other gliders may have also had short duration flights but we believe that none of them lasted more than 15 minutes.

Because of the bad weather forecast, some of the vintage gliders were derigged and trailered home during the evening. A front passed over during the night.

SUNDAY 4th May. There were post frontal conditions with a wind in excess of 30 knots which stopped all flying.

MONDAY 5th May. On this day, there was less wind but little sun.

There were many good winch launches and weak thermal lift was found under clouds. This could not be stayed with for very long because the fresh wind drifted the gliders away from the site. The cloudbase was low and so it was never possible to remain with the lift for long.

The Ka-2 had many winch launches and gave its pilots experience of winch launches, soaring at low height, and of flying the aircraft. It should be mentioned that this aircraft is based at Wycombe Air Park (Booker), where winch launching is not allowed. So perhaps its pilots were having their first winch launches?

Another vintage glider which remained to the end, through rain and wind, was the Kite 1 BGA 400. This has parts of the famous Kite I that was used for the 1940 radar trials (in the Special Duties Flight) and had a minimum of metal parts so that it could be discovered whether the first British Radar could pick up wooden aircraft. The panic at the time was that the Germans had successfully out-flanked the Maginot Line by landing DFS 230 gliders on, and near, the Belgian Fort of Eben Emael, which was considered to be the strongest fort in the World. The British thought that the DFS 230s were entirely built of wood and fabric. Their fuselages were, in fact, very considerable steel tubular structures.

A distinguished visitor on this day was Brigadier (retired) Mike Dauncey DSO, DL, who is President of the Glider Pilots' Regimental Association. He enjoyed every minute of his flight in a T.21b which was soared for a short time in thermal lift.

During the afternoon, an ASH 25 was landed by Bob Bickers who had made the flight with a passenger upwind from Dunstable. This was a shattering comparison with the vintage gliders. The Brigadier was able to admire it and was able to realize that gliding is no longer a poor man's sport. Even its GPS computers cost £5,000. Bob Bickers and his passenger were given a warm reception by members of the trust and a Piper Cub towplane came to tow them back. And so it was that the 7th Haddenham Rally came to its end. There had been a good VGC entry but only two of the visiting gliders stayed for the last day. The weather before the Rally had been clear and very warm... as if summer had really arrived. The transition to a much colder airstream occurred during the three day weekend. On Tuesday the 6th May, the airstream from the arctic was cold and unstable with beautiful cumuli, in streets, discharging curtains of snow and hail.

Had the Rally taken place three days before, or three days after the weekend, we would really have had some weather to remember. However, for the past six Haddenham Rallies, we have experienced wonderful weather and so we could not have expected our luck to have held for ever. As it was, we enjoyed ourselves amid the warm comradeship of the Trust's members, who we hope to see more often and soon. 13 vintage gliders had taken part in the Rally and it was an excellent start for our 1997 flying season.

Mike Powell and Genny with Mike's T21 which he has expertly repaired.



Peter Underwood and Brigadier (Retired) Mike Dauncey reminiscing about the Kite 1



The newly imported Ka2b and Malcolm Wilton-Jones, Mike Birch, Danny Lamb and Robin Willgoss all standing

Richard Moyse's recently restored Slingsby Cadet.

Pictures from Haddenham, May 1997

A Classic among Vintage Gliders

by Jochen Ewald

The Minimoa '36

An ever growing number of people interested in aviation find it worthwhile to pay a visit to the new gliding museum on the Wasserkuppe. For most of them, it offers an excellent survey of the history of gliding and the wide variety and beauty of the designs. But for some of the visitors, seeing one or the other exhibits, selected with much love and expertise, recalls very personal memories of flights on a particular type, or even in the very machine on exhibit. This also happens to me: the Minimoa '36 with registration markings HB-282 hanging below the cupola of the roomy, but already too small, new museum building provides its focal point. At the end of July 1988, when I was allowed to fly it at the Vintage Glider Rally at Bourges, I had no idea that my one-hour-long delight in splendid French thermals was to be one of the last flights of this unique Swiss example of German gliding history.

The Minimoa – official designation “Göppingen Gö-3”, was first designed by Wolf Hirth and Wolfgang Hütter in 1935 as a shoulder-wing glider, of which three prototypes were built. It represented a smaller, cantilever wing variant of the famous “Moazagotl”, conceived for series production. For this series, commencing production in 1936, the wings were mounted lower on the fuselage, and the all-moving elevator was replaced with a tailplane-plus-elevator. The suspended control stick of the prototype, hanging from a control linkage connection in the fuselage top, also gave way to a conventional control column. After several of this production series of gliders had been built, the dihedral angle of the wings was increased in 1936 in order to increase roll stability for the cloud flying customary at the time. While the outboard section of the wings of the original version are angled downwards a little, for the main production series of Minimoa they are aligned parallel to the ground.

The initial production drawings with the small dihedral were obtained in 1937 by Flugzeugbau Saegesser in Switzerland. HB-282 was built there in accordance with these drawings, and had its maiden flight in 1939. In 1943 it was severely damaged after a bungee launch in the Swiss Alps, which ended with entering a cloud and contact with the ground. When it was restored after the war, it received the effective Schempp-Hirth brake paddles, and may have been the first glider to have a Mecaplex full-view canopy. During the seventies and early eighties its owner, Werner von Arx, from Basel, together with his team of “The Swiss Oldtimer Flyers”, demonstrated the beauty of the Minimoa, then still in silver paint, in formation flights with four Bucker biplanes in front of thousands of visitors at open flying days. In the middle eighties it was completely restored, and the colour scheme for its attractive livery was supplied by an artist's painting featured in an old Minimoa publicity brochure.

When I took my seat in the Minimoa I instantly felt comfortable with it. The large cockpit cutout saves the pilot from having to “threadle” himself laboriously into place. Comfort and safety – these were the first impressions this, probably the most famous, vintage glider made on me. Thanks to the large Mecaplex canopy the visibility is superb. Under the original canopy, head movement was somewhat restricted due to the wooden frame. The midwing arrangement gives the pilot the impression that the gull wings are sprouting from his own shoulders. The view to the side is a bit unusual, as the relatively marked aft position of the wingtips and the swept-back

outboard wing render them invisible. One should keep the 17-metre span in mind, if elbow room should ever get a bit tight!

During aerotow take-off the Minimoa's good first impression is confirmed: the controls immediately become effective, and after a few metres of ground run on the large main wheel the elegant bird is airborne. Control loads are high, but thanks to the large control stick they can be handled quite well even at higher tow speeds in gusty weather. After release I operate a small lever on the right-hand cockpit wall which operates a little shutter, closing the aerotow coupling opening in the nose. Now the vintage machine becomes almost as silent as a modern plastic glider! The rudder of this primal Minimoa seems rather ineffective; for the German production series its size was increased. If you do not fight the negative yaw caused by the large ailerons, but make it serve your purpose by an appropriate application of opposite aileron at the right moment, you will quickly succeed in centering in the thermal. While the Minimoa is trimmed to circle calmly in the centre of the thermal I can relax to enjoy the view, and keep a good look-out: it continues to circle smoothly due to its positive stability, and is not easily upset even by gusts. Small wonder that in its prime it was one of the most popular gliders for cloud flying.

Its performance can be roughly compared with that of the Ka 8, which of course does not make it one of the best performance gliders of all time. However, various records and flights of over 400 and 500 km demonstrate the fact, confirmed again and again even to-day, that it is not merely flight performance which makes a good glider. It also needs good handling characteristics and comfort to enable the pilot to get the best out of his machine in the course of a long flight. So also during my flights in HB-282 I enjoyed letting the Minimoa “fly me” while I could totally relax.

Before landing I have to fulfil a small duty: there is hardly ever a flight when the Minimoa pilot is not asked by spectators and fellow gliding enthusiasts to fly overhead before landing, in such a way as to allow them to take a few nice pictures of the famous silhouette against the sky. One is always glad to comply with such a request. The landing is as agreeable as the other aspects of the flight: thanks to the Schempp-Hirth brake paddles, which prove effective brakes while not spoiling the lift too much, the Swiss Minimoa can be flown slowly down a steep approach for a short landing. The large wheel has an effective wheelbrake, and damage under the front fuselage due to violent braking is prevented by the skid.

I am sure that anyone who was able to experience this Minimoa in flight finds that it hurts a little to see it now in its place of honour in the German Gliding Museum on the Wasserkuppe. There remains, however, a glimmer of hope that it may yet be possible again to experience a Minimoa '36 in flight: Werner von Arx has saved the complete set of production drawings which was sent to Switzerland at the time, throughout these years. Already there is a move in the Vintage Glider Club to start building replicas in accordance with these plans. So it may be possible that the total fleet of four airworthy Minimoa's with increased dihedral and enlarged rudder, built between 1937 and '39, still flying throughout the world, could again be augmented. The efforts of the Oldtimerclub Munster in preserving the Minimoa fleet have been especially meritorious – they not only restored their own Minimoa '38 which could often be seen at flying displays, but also the machine which Wolf Hirth used to fly on the Hornberg in past times, now belonging to the American Jan Scott, bringing them back to peak condition which will ensure that they may

continue to fly safely for many years to come. At Munster, however, there is meanwhile great sadness- – the Munster club's Minimoa (the only one still flying in Germany) was sold to Mr. Honda in Japan by a member of their group. Its presence there as a historic glider is justified, to be sure, since it was, after all, Wolf Hirth himself who introduced Minimoas to Japan to popularise the sport of gliding there. It's a pity, nonetheless. In Europe, Hans Disma's Minimoa '38 flying in Holland is at present the only remaining airworthy specimen, while the Mini at Dunstable is still waiting for its restoration to be completed.

(Since Jochen wrote this article we have heard that Hans Dykstra has sold his Gö 3, and AV36, to a buyer in Japan. Ed)

Minimoa – Specifications

Design	Wolf Hirth / Wolfgang Hütter
Design purpose	performance glider
Construction	cantilever midwing, wood
Span	17 m
Length	6.90 m
Wing area	19 m ²
Aspect ratio	15.21
Rigged weight	228.5 kg
Wing section mid span and	Gö 681 at the root, Gö 693 at symmetrical at the tips.
Max. all-up weight	353.5 kg
Max. wing loading	18.6 kg/m ²
Min. sink at 60 kph	0.65 m/s
Best glide ratio at 85kph	1:26



The Minimoa that Jochen describes in his article, when it was at Amlikon in 1985. Photo G. Ferrier

(1997 is the 50th Anniversary of the first flight of the Elliott's Olympia and we are glad that Harold Holdsworth has written a definitive history of the start of this enterprise Ed)

The origin of the Chilton Olympia Meise by Harold Holdsworth

Chilton Aircraft was owned by two partners, the Honourable Andrew Dalrymple and A.E.Ward both of whom had studied at the De Havilland Technical School, and employed two men and a boy, Fred Luscombe, Herbert Ross and Walter Hart when I joined them after Easter 1939. They had had some success designing and building several light planes, including the DW1 and DW2. The workplace was a tiny shed concealed by trees in the grounds of Chilton Lodge, one of four houses owned by the Ward family. It was a large mansion in extensive grounds near Hungerford, Berks, where royalty were entertained in secret during WW2. On the outbreak of war the Army took over the grounds and a part of the mansion, but left the shed alone, probably because we had started on war work making spares for the RAF. The shed and the workforce were steadily expanded during the war with me installing the shafting to drive the ancient lathes and other machines. In spite of the war time regulations I did not keep a helper for very long as they were either called up or found a better job. An early foreman was trusted with some money to buy tools which were in short supply. The tools arrived, 'cash on delivery', but the foreman joined a ship bound for South America; he was later arrested and given 9 months jail.

When the US joined the war, their Parachute Regiment used the grounds for part of their training, taking off from Membury and Rudd, and landing back onto a field near the mansion. At the same time, large numbers of Waco gliders were brought over in large packing cases made from very good soft wood with very few nails, and we made good use of this to extend our shed. The supply of this timber dried up in 1944 after D Day and the huge pile of useable timber disappeared. It was only long after the war that I found out that the wood had all been burned on orders of the Timber Control people-the ways of bureaucrats are really odd!

Somewhere was needed to build a mockup of a 4 seat light plane to be built after the war. We found a disused chicken shed in the grounds, dismantled it and re-erected it on a low brick base which gave sufficient height for working. It was there in 1944-45 the mockup was made and drawings produced but it never got any further. Amongst other things tried during this period were model helicopter blades, a number of primitive electrical heaters which were later made in quantity and the first stage in making the Tempest radiator bullet resistant. After I left I heard that the latter really did work, but by then the war was over. Last, but not least, a lot of work was done on the Olympia Meise ordered by Dudley Hiscox mixed up with the war work.

A draughtsman named Forester Lindsay turned out a vast amount of paper, most of which was never used so what became of it I don't know as Mr Ward is not known to have ever willingly thrown anything away. Lindsay was responsible for the mockup drawings, the proposed helicopter (abandoned), a glider named the Chilton Cavalier (not built) another tiny glider (useless) and a lot of the new drawings for the Olympia, assisted by a Mr Philips, an ex RAF Defiant pilot discharged with war wounds. Lindsay and Philips, together with an elderly lady tracer, worked in the mansion. Officially, I was supposed to be working on ditching models, ie large models which were going to be catapulted on to the

surface of a lake to be observed and to measure the reaction to provide data for new types. It is a fact that some types of aircraft could not be ditched successfully at all.

The Meise drawings were mainly not dimensioned and were full size, with a German instruction to use as templates. This was not good enough for Dalrymple who ordered Lindsay to redraw everything and dimension the new drawings in metric units and to draw the lines by means of the full size lofting system, which is where Philips came to help. (Later, after the death of Dalrymple and Philips in the Storch, Elliotts took over and redrew the lot, this time dimensioning them in Imperial units, so the two sets of drawings can be identified by their dimensioning.)

Before work actually started there was much discussion on how, where, what modifications, who did what and where were the materials to come from. Pre-war, Elliotts had been high class furniture makers and had evolved a method of glueing long lengths of wood to a former under pressure; when the glue had set, the shapes were cut out with a fine saw in a spindle moulder to an exact size and shape. This method was proposed for the frames and ribs of the Meise but we thought it was not practicable to do this as the frames are pierced by the longerons. Elliott's man was very persuasive and discussions went on for a long time but I finally caught Dalrymple's eye and suggested that Dudley Hiscox should decide, as he was going to be paying for the glider. And so it was that the original German method was retained. Hiscox also rejected the idea of a retracting wheel, a working model of which had been made. He did, however, allow us to use edging strips on one side only of the ply frames, instead of on both sides as the original drawings showed. These drawings required a great number of small parts which were carefully listed for the use of non German builders. At the time, it was reputed that a book had been produced in Germany on how to build the Meise in time for the 1940 Olympics, which, of course, never happened. I have never seen a copy, although I did have a glimpse of a book on Dalrymple's desk showing pictures of gliders under construction.

The only two Olympia fuselages that Chiltons made were made "right way up" which was a mistake, as fuses are much stiffer to turn over when made "keel up".

From the start, the heads of the two firms realised that they were contemplating something very difficult; not only the actual constructional work but the great shortage of materials made by legal impositions on what a firm could or could not make. All manner of strange timber was pressed into use,

some from Malaya and Nigeria, in exchange for pounds sterling, other countries not being willing to accept our money. But the worst was the use of wood substitute (for cladding the walls of the temporary buildings) which I am convinced was largely white asbestos, and which caused me a lot of ill health after the war.

The two Olympia fuselages and tail surfaces made by Chiltons were eventually finished by Elliotts of Newbury who built details for 100, from which 50 complete gliders were built initially, followed later by the rest.

(I had always thought that Elliotts only became involved in Olympia production after the tragic death of the Hon Andrew Dalrymple, but Harold's first-hand account reveals that there was collaboration from the start between these two firms, nevertheless, he started work on the fuselage frames long before Elliotts started on the wings. Ed)

In 1945, neither Dalrymple nor Ward, nor anyone else employed there, had seen a club sport sailplane or a winch launch. When I tried to describe such a launch to Dalrymple he accused me of being a liar and a show-off. He also could not or would not allow sufficient space in the workshop for safe working conditions and after three accidents, luckily not to me, the firm was prosecuted. To even contemplate building a sailplane in a chicken shed was foolish with just space for the fuselage and two ordinary benches alongside. Although we had a band saw and a planer, to work on a 15ft long plank we needed 30ft and this was only possible with the doors open, (and in daylight, because of the wartime blackout rules)

After much discussion it was agreed that Chiltons would make the fuselages, tail surfaces and all the metal fittings, with Elliotts making the wings, doing the final assembly and supplying the spruce in bulk for the aircraft, but no wood for jigs.

Two pieces of spruce, about 15ft by 5ins by 4ins arrived from Elliotts with some suitable ply and I was told to start on the fuselage bulkheads. The blade for the band saw was much too coarse and produced a very rough finish but I found that two small diameter milling cutters and a spacer used at a slow rate were ideal.

Aerolite 300 hardener came in three colours, Green, Red or Purple to indicate the rate of hardening. On a painted aircraft that would not matter, but Hiscox wanted an old fashioned varnished finish in natural colours, so someone, maybe Hiscox himself, persuaded Aero Research to make some clear hardener for "Research Purposes" but it was only to be used in the presence of an Inspector. Coloured hardener was used



Dudley Hiscox's Chilton Olympia at Dunstable in 1950-52, showing the varnished wood and clear doped fabric. Photo Les Moulster.



Another picture of the first British built Olympia built by Chiltons and Elliotts in 1945.

internally and clear for the skinning with Fred Luscombe watching to see I did not leave any gaps. In practice, it did stain a little, so one had to be very careful. Some years later, a clear hardener came on the market for furniture use which did not stain at all.

Some items such as the skid shock absorbers (tennis balls), the metal nose cone and the Perspex canopy just could not be obtained and with these parts missing and the tail surfaces and metal fittings was as far as Chiltons went with Hiscox's Olympia. But it was still a long way ahead of Elliott's wings. Then we started on the second fuselage which went together much quicker because of the jigs we had made for the first one.

Then, on Christmas Day 1945, tragedy struck when both Dalrymple and Phillips were killed when the Fieseler Storch they were flying failed in the air. The Storch was totally un-airworthy at the time. Luckily for me, I was on holiday then and so avoided the unpleasant "grilling" by the Special Branch investigating the crash. Fred Luscombe proved that he had done his best to stop them flying but had been ignored. I read about the crash when on a train returning from my holiday and realised that my life was probably at a turning point with Chiltons being in chaos after the crash. I was right and Ward would not continue with gliders or powered aircraft after that.

(After a brief spell at Martin Hearn's I moved back to Bradford and got a job at Sharp and Law where I stayed until I retired 28 years later.)

Expecting to build the Meise in quantity, the directors had surprisingly installed drawing office printing equipment to take the tracings and photograph them then develop and fix them as blue prints which they hoped to sell at £14 a set, a considerable sum in 1945. They did not sell one! And one

hopeful asked "did that include the wood?" What really happened to the Chilton master drawings? We know that a set of prints went to Australia and were used to make the Yellow Witch, and it is still flying.

Hiscox's Olympia went to Eire where it was damaged, brought over to Slingsby's for repair and found to be partially water-logged due to a damaged, canvas topped trailer and was dumped behind a hangar. After nearly three years exposed to the weather at Kirbymoorside it was finally burnt in January 1970, Slingsby never being willing to repair other people's gliders. Note, it has been previously stated that it was burned at Sutton Bank, this is incorrect.

(Now we have, for the first time, the full story of those eventful days in 1945 which started off, for Chiltons, full of hope and ended in disaster. But Elliotts finished the job and we still have many of these wonderful Olympias today. Ed)

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Eugen Wagner, our new member at the age of 87 years of age, pictured at the Wasserkuppe in 1935 in the Rhönbussard in which he qualified for the Gold C before it was official and below, in 1990 at the Wasserkuppe Museum with D-Hesselberg. Photos from Eugen Wagner.



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Introduction to the Article 'The Popular Glider in Brazil'

by Frederico Fioi

In the last years, we have read a lot about the 'new world class glider'. It is a good idea, to have a low cost, simple, safe and with reasonable performance, one design glider. Other designers have tried this, one time or another, with more or less success.

Here in Brazil, we had a very nice glider, with all of these propositions in mind, designed by VGC member, Mr Joseph Kovacs. It was designed and produced in small numbers in the fifties, and has several good ideas incorporated in its project.

The first one that I saw was flying at Nova Iguaca Aero-club, in Rio de Janeiro, a few decades ago. When the small glider landed, I went to see it. It was a wonderful sight.

In 1995, I was at Mr. Kovacs house, in São José dos Campos, when we had the chance to talk about the Periquito. He gave me the idea about his project, in simple words. A small glider that could be stored in any car garage. The wings fold backwards, so it occupies a very small space. This mechanism was so simple, that one person could do it in one minute, alone. With a small trailer, the pilot could tow the glider near any hill, and soar to the thermals easily. At the cost... minimal. The flight good enough, and cheap!

And, above all, it was easy to build. Anyone with modest know-how could build one cheaply.

Today, we still have some flying in Brazil, and I hope that you like to learn about the history about this glider, and its conception, in the words of the Designer.

(Although the Periquito is not strictly a vintage glider, it was thought useful to include this description because it is an interesting project which the majority of Europeans have not yet heard of; the aim was to produce a modern Grunau Baby, and, of course, it is made of wood and fabric. Ed)

The Popular Glider in Brazil

by Joseph Kovacs

All over the world, people interested in the problem of providing an inexpensive and practical glider are working on solutions peculiar to their own local conditions.

This was clearly evidenced during the OSTIV meetings in St Yan in 1956, where over twenty renowned designers were unable to come to an agreement in a debate over the "restricted Class" glider, despite the fact that everyone present accepted the main idea of cutting World Championship costs through the use of cheaper sailplanes.

In Brazil, soaring is still in its infancy, struggling with inadequate resources which compel us to look at the problem from a very practical angle.

The main purpose of the "popular glider", from our point of view, is to popularise soaring throughout the world, and in particular, in our own country. We feel that the World Championship should provide one of the means of encouragement towards the creation of a truly popular machine. In these tournaments the "open class" is still very important, allowing for competition among the expensive, high efficiency sailplanes that are valuable when a maximum of performance is desired, either for sport or research purposes. We advocate the desirability of having two classes – one for high performance machines, and one for the restricted performance ones. The last class may be able to meet during the Olympic Games as was originally proposed in 1936. This would bring better publicity and more local support for soaring because of the well known contrast between the financial resources available for the Olympics and for the Soaring championships.

The Periquito 1 developed at the Aeronautical Research and Development Institute, São José dos Campos, São Paulo, was designed to fulfil the following requirements as indicated in order of priority -

1- Low fabrication cost

1.1- Small size

1.2- Use of unskilled labour

1.3- Common and inexpensive construction materials

1.4- Design demanding a minimum number of parts and manufacturing operations

2- Reasonable performance (comparable to the Grunau Baby)

2.1- Low wing loading

2.2- Clean and favourable external configuration

2.3- Reduced profile thickness

3- Good flight qualities

3.1- Good general stability

3.2- Best possible visibility

3.3- Good quality in emergency landings

4- Practical operation

4.1- Easy and quick disassembling (for storage)

4.2- Easy launching aimed at the practice of 'individual flight'

4.3- Safety and resistance to handling over long periods of utilisation

4.4- Simplicity on retrieving and easy transportation (on top of automobile or in trailer towed by motorcycle)

Main characteristics of the Periquito I

Span	9.00m
Length	5.45m
Height	1.05m
Aspect ratio	8
Wing area	10m ²
Sweepback	-2°
Wing taper	0.48
Aileron area	1.90 m ²
Elevator area	1.20 m ²
Vertical tail area	0.70 m ²
Wing dihedral	3.5°

	design	actual
Empty weight	85.00 kg	76.00 kg
	(187lbs)	(167lbs)
Pilot + parachute	85.00 kg	79.00 kg
All up weight	170.00 kg	155.00kg
	(374lbs)	(341lbs)
Wing loading	17.00 kg/m ²	15.50 kg/m ²
	(3.48lbs/sqft)	(3.18lbs/sqft)
Rupture loading factor	8 g	

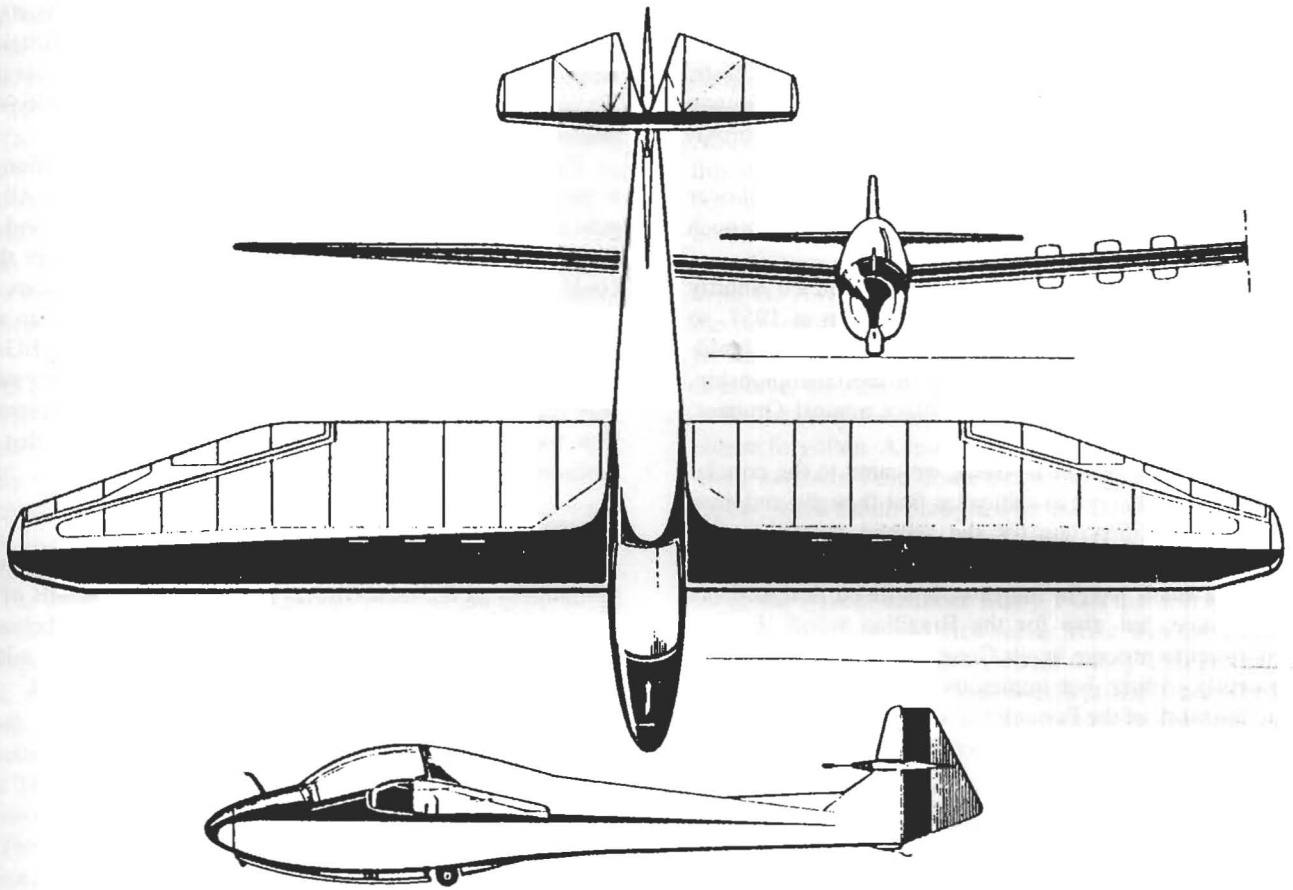
The Periquito 1 incorporates a number of non-conventional solutions.

The wings can be folded easily in a penknife fashion. The balanced type elevator (in one single piece) disconnects itself, requiring only one bolt to be loosened by hand. All this enables a single person to de-rig the glider in less than one minute.

The folded glider occupies an area of only 5.8m x 0.9 m (19' x 3').

The construction of the first prototype took a total of 1450 man hours, including the jigs.

The cost of the construction material is approximately one



Periquito 1



30 Grunau Babies were built in Brazil in the 1940s with a wheel, wooden struts, rounded nose and modified ailerons. Photo Frederico Fiori.

third of that of the Olympia Meise.

The performance data given here is calculated only, since we have yet not been able to make more precise flight tests. Comparative flights have been carried out with a Grunau Baby II, with closed cockpit, which served to check approximately these calculated curves.

In the low speed range, the two gliders are similar, but over 65 km/h, approximately 40 mph, the Periquito starts to push forward more markedly.

The construction of the glider was completed shortly before the 4th Brazilian Soaring Championship in 1957, so that the pilot had the chance to perform only two short familiarisation flights, before the beginning of the championship, having been classified in the second place against Grunau, flying in a restricted category.

Using the first prototype as basis, we came to the conclusion that the weight is not as critical as first thought, and thus, the proposed modifications for the second prototype will mainly be aimed at greater simplicity and greater safety, at the expense of a small weight increase. It will be designed not only for spruce, but also for the Brazilian wood 'Freijo', which is easier to procure in our Country.

Apparently trifling, but numerous modifications, will cut construction work of the Periquito II to 1000/1100 man-hours.

Our work schedule, which is being carried out by a very small group (three persons) calls for the preparation of the complete construction plans, construction of a new prototype and detailed tests of the same, preparation of the construction manual and finally, the type certification according to local and USA Regulations.

A local manufacturer has been awarded a contract for the manufacture of a few kits of this sailplane, that will be distributed among some clubs, as part of the evolution program.

The Restoration of Grunau Baby BGA 370 by Neil Scully Part 2

Progress has been rather limited due to more urgent work being required on the Piper Cub's engine, prior to its permit renewal and on the Pilatus rebuild which I am doing at the same time. However, I have now obtained sufficient timber to complete the work on the Grunau and have spent some time on the fuselage frames and rebuilding the elevator spar and ribs.

Quite a bit of progress has been made on researching the glider's history where I have to thank Tony Maufe and Bill Morecroft for access to their pre-war Sailplane and Gliding magazines.

The first mention of the Hobson Grunau is in April 1936 when it was entered for the £25 prize offered by the *Daily Dispatch* newspaper for the best performance by an owner-constructor at the 1936 National Soaring Comp. Also entered was Fred Coleman's Grunau, 'Black Diamond', both being based at Camphill. Fred was listed as having his first soaring flight in 'Black Diamond' on 16 April, while Basil Meads flew the Hobson Grunau for its first flight on 10 May. The June 1936 Sailplane reports that "The Hobson Brothers brought out a beautiful new varnished Grunau and this was successfully tested by Basil Meads. It is distinguishable by a slightly different shaped nose, which is rather pleasing in appearance" The Hobson Grunau seems to have flown far less than 'Black Diamond' with only 3 more flights by the brothers in 1936 and although it was entered in the 1936 Nationals it only flew on the last day when it was flown by two members of the London Club, Bergel and Godson.

Stanley Hobson obtained a German 'A' certificate at Rossitten in June 1930 but it was only recognised in Britain in April 1937 and he was the second British ab initio to obtain a gliding certificate. Dennis got his 'A' in July 1936 with Stanley getting his 'B' in September 1936.

The above information poses nearly as many questions as it answers and still leaves a gap from 1937 to 1953. All the post-war listings give the constructor as J Hobson and the issue of its BGA C of A as October 1938. I am sure there could not be two Grunaus built by two different Hobsons and the nose profile of mine is not to drawing so this ties up with the comments in S & G. I suspect that it only gained a BGA C of A when it passed to a new owner and the incorrect initial was recorded at that time. We know that 'Black Diamond' flew for some time without a C of A so it is likely that the Hobsons never registered it with the BGA.

HISTORY

In our VGC News No.73 Summer 1991, we published a list of the number of German Gliders that fell into the hands of the British Military in May 1945. The list is repeated below in abbreviated form with recently discovered information added. (See also the letter from Don Minterne in this issue Ed)

	Total.
These were:	
Grunau Baby 2B ...	110 etc.
Hannover AFH 10	1 ... never flown.
Olympia Meise	10
	108-43. 1 never flown

The 108-43 above should have been 108-53 Stummelhacht but one wing had been damaged beyond repair when a bees' nest was hacked out of its root.

Kranich 2	20
SG 38	99

Two of these were used in Britain by the RAE Farnborough Gliding Club.

Rhönspërber	1
Jacobs Schweyer	8
We think that this means "Weihes" and that a name plate showing only Jacobs Schweyer and probably the RLM's type number 108- 68 was found on them. Jacobs Schweyer was certainly the firm that built them. (270 of them)	

Minimoa	2
Rhönbussard	1
Schmidt Blaus	1

We think that this means the Sportflugzeugbau Weimar, Schmidt & Klaus that built the Condor 2 from 1935. BAFO certainly had a Condor 2. The firm Bley-Flugzeugbau G.M.B.H. built the Condor 1s before that, and Schleichers built the Condor 2a and Condor 3 and later after the war, in 1952, the two seater Condor 4s. We don't have the Condor production figures for the firms of Schmidt & Klaus and Bley.

Weihe	6
Rhönadler	2
Wolf Hirth	2
Perhaps this refers to Wolfs?	
Mü 13	3
Reiher	1

It was never flown due to glue failure.

Unidentified.

Perhaps this refers to a Berlin B.8, the two Horten 4a s LA-AC, LA-AD and the "Rheinland" among others.

A Berliner certainly took part in a BAFO contest after the

war. We believe that it was the B.8., which was the Akaflieg Berlin's Olympic sailplane candidate, but it did not go to the trials for the Olympic sailplane at Sezze near Rome, in February 1939.

The grand total was 291 gliders of which 269 were used by BAFO in Germany. 16 went to the RAE Farnborough and the military in Britain. 6 of the latter (2 Grunau Baby 2bs, 1 Kranich 2, 1 Meise and 2 Weihs) went to the BGA in mid 1946. These had been received after Farnborough had finished with them and they required 100s of hours of work to make them airworthy.)

AUSTRALIAN NEWS

A VINTAGE GLIDER REGATTA was held at RAYWOOD, home of the Bendigo Gliding Club, during January 1997. The Rally was at first beset with problems, due to lack of communication between the VGA and the Bendigo Club, but these were ironed out. We apologize to anyone who was aggrieved because of this.

The Regatta was not a National event but was to be an opportunity for members who could not go to the Rally at Gympie, to get together to enjoy some vintage flying. To this end, regular attendees came with and without gliders. As usual, Ralph (feathers) Crompton consistently flew some excellent flights in his Ka-6 GLH. His longest distance flown was 240 kms on the Saturday and he stayed up for four hours on two of his flights.

The Chilton Olympia "Yellow Witch" was shared by Keith Nolan, Paul Johnston and Ged Terry, who all enjoyed soaring flights. The "Witch" was also flown by other pilots who had varied successes. Bob McDicken had his first flight in her but could not comment on the quietness of it. Bob brought his GB-4 and was at the top of the pack on many occasions. John Viney, CFI of the Bendigo Club, renewed his acquaintance with the GB which he had flown many years ago when it was owned by the RAAF Club at Laverton. Other gliders which were enjoyed at Bendigo were a Ka-7, a long winged Kookaburra, Bocian 1D and Sparrow. As the site was close to Melbourne, other members came for one or two days to fly the club's gliders and to renew their winch ratings.

We thank the Bendigo members, some of whom were VGA members, who winch launched us. Chris Cullinen was one of these, but he was unable to fly his Olympia as it was out of form. He did however fly other gliders. John Viney looked after operations, helped by John Sergeant and their dedication to the task was much appreciated.

The social entertainment was not neglected. There were meals at the Raywood pub and, on most nights, video films were shown from all over the world. I am sure that one of the main attractions was the swapping of stories and ideas, and the many "hangar flying" chats were just as much fun. On Saturday night, a meeting was held to discuss locations for the next Rally and there were reports from the VGA President and Secretary. Possible sites for the next Rally include Mildura, Corowa, Bordertown, Temora, and an invitation had been received from Nagambie, Victoria. The Meeting resolved that the Secretary should approach the named clubs to find out whether they could accommodate us.

GAWLER. VGA Patron, Kevin Sedgman has suggested that Gawler be proposed for the site of the 1997/98 National Rally as 1998 was the 50th Anniversary of the site. The resident Adelaide Soaring Club is planning a programme of remembrance and a National Vintage Rally would be an exciting event to start the year. Kevin said that "Most of the glass

sailplanes are gone from Gawler and the site can offer winch and aerotow launches, accommodation, catering and hangarage for vintage gliders." Kevin would be prepared to coordinate the Rally in conjunction with members of the ASC/VGA. Members were asked about what they thought of this. It would be a long way for the NSW members to come but the regulars at the Rallies have traditionally come from Southern States (apart from Bob McDicken) and it is now over 6 years since a rally has been held in South Australia. With the ASC and its members' histories of building gliders, the homebuilt group may want to come to Gawler as well! Kevin could think of ES 49, Ka-7s, GB-2 and 4, BG 12a and, of course, the Altair.

In finishing the report, the Home Build Association was almost forgotten. A few of its members joined us at Raywood. Their numbers were down but some of them had some good flights. Mick Smith brought over his Citabria to provide aerotows for those who wanted them. The combining of the Rallies seems to be good way to look after the needs of our particular type of member. Many VGA members are involved in home building, and vice versa. Mike was interested in the Cherokee 2 and that aircraft would satisfy both groups' aims.

All in all, it had been an excellent Rally notwithstanding the few problems. There had been lots of flying, lots of hangar talk, lots of renewing of friendships and meeting new people. That is what it is all about.

THE PRESIDENT'S REPORT to the AGM for the period October 1995 to October 1996, as presented at Raywood, Victoria in January 1997. The last year has been a relatively quiet one for members of the association especially as the national VGA Rally did not take place as scheduled at Gympie. The organizers felt that the number of participants would be too few for a viable operation. No doubt our relaxed method of notifying our intentions did not help.

Despite this, there was continuous flying, restoration and repair of existing gliders, and what is noticeable is the strong move to keep them airworthy and to fly them at every opportunity.

In March 1996, Ted de Kuyper organized a gathering at Everidge for pilots who flew there pre-1939, together with some other senior pilots.

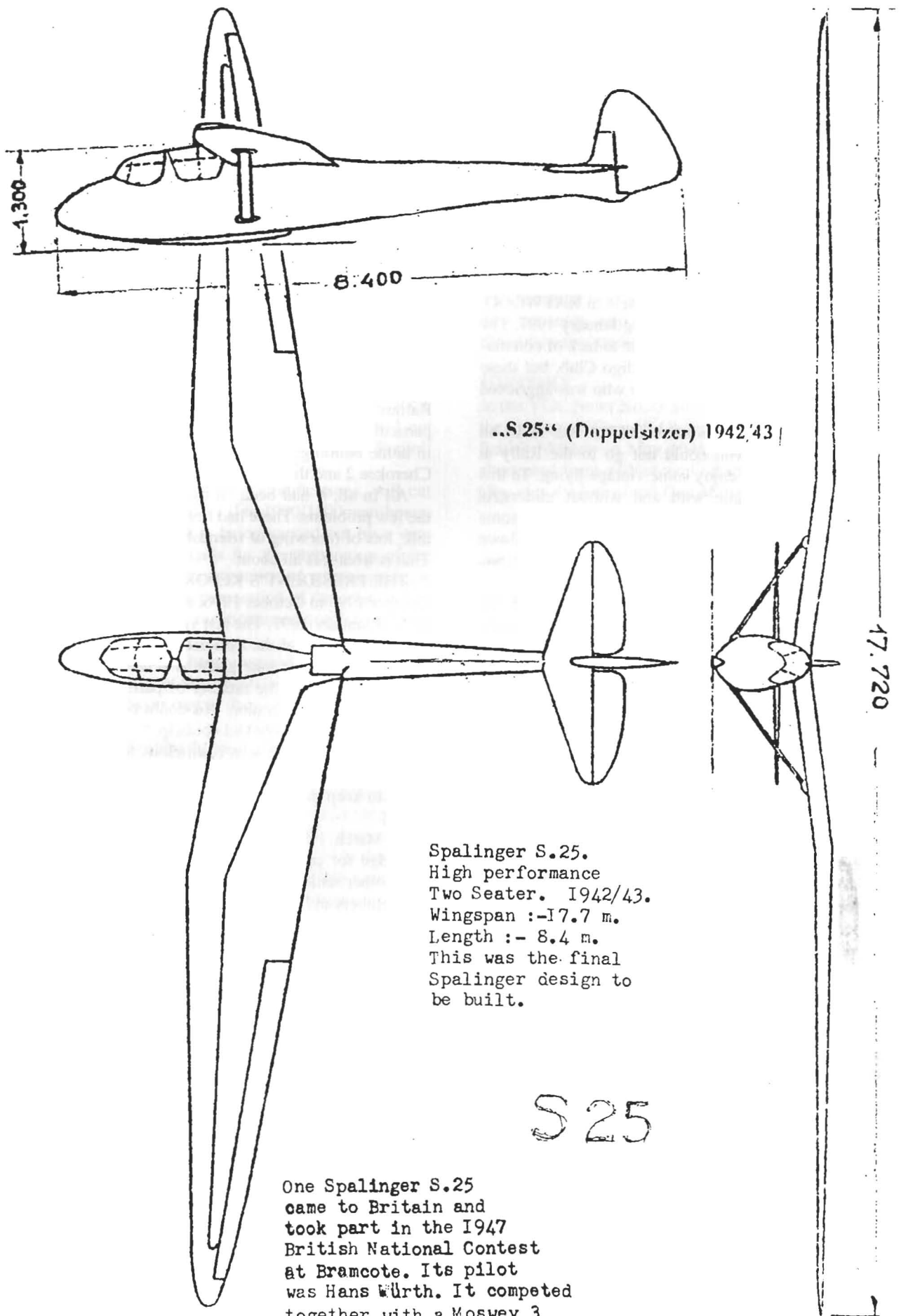
Members of VARMS brought and flew scale models of the gliders flown during those early years. To climb up the mountain brought back some early memories... A new development has been the inclusion of Gliding by NASMA in to their school programme on the Internet. Discussions are taking place for the Vintage Glider activities to be part of the project. Volunteers are required to provide ideas and material. NASMA are soon to be in a position to receive photos and archival material, and gliders, for inclusion in the National Aviation Museum at Point Cook.

"Once again, no pilot has claimed either of our Trophies, which are available for the best flights by members in vintage gliders, submitted to the Decentralized Competition and reported in "Australian Gliding".

Finally the President, Alan Patching, thanked all members for their support in not only preserving Australian Gliding's Heritage, but for making it possible for recent pilots to experience the thrill and challenge of flying these machines.

THE SECRETARY'S REPORT. "This year has been an interesting one with plenty of positives and some negatives. Interest in the preservation of older gliders is increasing with many clubs selling their older fleet to private owners.

On the flying side, our Rally at Ararat in January 1996 was



Spalinger S.25.
 High performance
 Two Seater. 1942/43.
 Wingspan :-17.7 m.
 Length :- 8.4 m.
 This was the final
 Spalinger design to
 be built.

S 25

One Spalinger S.25
 came to Britain and
 took part in the 1947
 British National Contest
 at Bramcote. Its pilot
 was Hans Würth. It competed
 together with a Moswey 3
 from Switzerland Hors Concours.
 An unsuccessful attempt was
 made to sell it in Britain
 notably at Camphill.

an enjoyable affair. With operations combined with the Homebuilt Association, the tarmac was full of gliders on the first flyable days and all took advantage of some pleasant flying. Many thanks to the members of the Grampians Club for their help and support. Let us not forget the ladies of the Grampians Club who kept us (very well) fed during the week,

At the AGM held during the rally at Ararat, Alan Patching was again re-elected President of the Association and, after many years, Allan Ash handed the role of Secretary/ Treasurer to Ian Patching. An appreciation of Alan's time in the above roll, and as editor of Vintage Times, was printed in the March edition of Vintage Times. The only problem was that soon after returning to Melbourne, the new secretary/Treasurer found himself back at work and with less time on his hands.

The first year of production of Vintage Times has been up and down. Only three editions were produced but the feedback from members has been good. Small changes to the layout took place and the material has been coming in at a steady rate. I have enough for the next two editions plus the summer's report as well. Costs were kept lower due to the availability of a photocopier, but with a change of job, a new source will have to be found. We have also built up good relationships with other supporting bodies and some exchanging of material is taking place.

A National Rally was scheduled for Gympie, Queensland in October 1996. The organisers put in a large amount of work in planning the event. However, I understand that they were unable to attract enough interest and cancelled the event. This was very disappointing as the main reason for holding the rally in Queensland was to get the Northern vintage movement happening. For some time yet, I think that the main activity of the VGA will be based in the Southern States.

Membership has again shown a slight increase with members returning their subs in the usual way. Two gliders have been put on to the reduced rate for airworthiness with the GFA. Pat Kedge, at the Secretariat, has been most helpful over the year and was always ready to assist at any time. If you think that your glider may be eligible, send me the information. Even if you think that it may not be, drop me a line and we can try.

In conclusion, the year has been one of learning, and with any luck, will auger well for the coming 12 months. Ian Patching.

RESTORATION NEWS from Wally Wolf. He had spun in his Grunau 4 trying to stretch a low circuit during one of our Rallies. Since then, he has been putting it together again.

"Could not help a smile about the Grunau sporting winglets and retractable wheel. I sure have enough to do without such worries, but I am progressing. Yes, it was trial rigged and the tolerances in airframe, symmetries and geometry were quite small... small enough to satisfy my T.O., Eugene Blunt who accepted it.

The fuselage is now virtually complete but no instruments have been fitted yet. Instead, I installed myself in the cockpit recently to see if I would still fit. I did, and it felt GOOD. It was quite a moment for me. The last contact I had had with the cockpit was to throw me out- literally. Except for straightening the trailing edges of both wings, (not the result of the crash), the airframe is actually complete but without fabric and paint. Eugene has taught me a bit about this, and I am most grateful to him. I don't want to mess it up during the final stage of the repair.

FOR SALE. ES-57 "Kingfisher" VH-GKN. Two piece wings, basic instruments, enclosed trailer without roll in-out

trailer. Very good condition. Price negotiable. Offers to Garry Dunne (071)253 608 a/h.

Ka-2B and "Olympia" POA Mike Valentine, (03) 9379 7411.

Ka-6 CR VH-XOP. Built in Germany during 1961. Basic instruments. Ground handling gear, open trailer with tarpaulin cover. Price negotiable. Offers to Walter Hermann (056)552 688 a/h.

ES 52B (long wing) Kookaburra VH-GRC. v.g.c. Enclosed trailer with roll in-out fittings. Glider is currently at Tucumwal NSW. Price Negotiable. Mike Burns (058) 742 914.

Cherokee 2. VH-GLV, Completely restored to as new condition. Enclosed trailer. Ready to fly. Price very negotiable. (02) 525 4352, 018 253 466.

LETTERS From Keith Nolan (of the 500 km triangle in his Chilton Olympia "Yellow Witch").

Dear Ian. Enjoyed the magazine... keep up the good work. The "Yellow Witch" is due for its 50 hour yearly inspection in 1998 and so we had better do some flying soon. In the old days, we did more than 100 hours every year... but not lately. A note to the maintenance people.

I have found a lot of corroded bolts in the wind (wing? CW) and control fittings recently. Cadmium plating bolts do not resist wood acid for very long and especially pine timbers seem to cause most corrosion. Epoxy lining inside the holes with a greased bolt (to prevent adhesion) seems to be the answer. Twenty years from now, we will know for sure. Some bolts had swollen so much that they had to be hammered out and the timber is oversized as a result. Ged Terry has sent me a lot of information on restoring European gliders and it is available to VGA members, regards K. Nolan.

NO MORE COPIES OF THE BOOK "GLIDING IN AUSTRALIA" Allan Ash writes that the publisher has no more copies of this book due to a break-in at the warehouse where a number of cartons of books were stolen. Unfortunately, it seems that the last few cartons of the book "Gliding in Australia" were among the books stolen. The publisher has said that he did not think that prospective sales volume warranted a reprint of the book.

The only small comfort in the situation is that the non-availability of the book may cause existing copies to go up slightly in value.

As C.J. Dennis put it "Cruel fortune's dirty left has smote my soul." A.Ash.

Should any of our members like to have "Vintage Times", they should write to: "Vintage times", Newsletter of the Vintage Glider Association of Australia. The editor is: Ian Patching, 11 Sunnyside Crescent, Wattle Glen, Victoria 3096, Australia.

BRAZILIAN NEWS

Our member Frederico Fiori suggested in VGC News No 89 that he would like to see a balance of articles between what is happening now and descriptions of rare gliders from the past. He has contributed a great amount of information on both these two topics for this issue which readers will find in the feature pages and here. We thank Frederico greatly for this hard work. Ed.

A curious thing is happening in Brazil at present and that is the renewed interest in old gliders. For a long time, only Bauru had this tradition, but now I am in touch with a number of other clubs and trying to dig out information on old gliders and I am very happy to find that we are almost ready to start our own Vintage Glider Club.

ONLY NOW CAN IT BE TOLD. THE BRAZILIAN WONDER SAILPLANE.

The HW-4 "Flamengo" was later named "Flamingo"

Span..18 m.
A/R..18.
Max.L/D.1-30.
Min.Sink. 0.56 m/sec.
Empty weight 205 Kgs (451 lbs)

The "Flamingo" was created by two Swiss emigrants to Brazil.

The used Brazilian timbers.

Hans Widmer designed it and Kurt Hendrich built it from 1944-1946. Both were much influenced by the Mosweys and Spalingers.

Colours -
Yellow - beneath.
Red - above..
Red/yellow dividing line - dark brown or black.

Normal speed. 56 kph.
Empty weight 205 kgs (450 lbs)
Penetration speed 110 kph.
VNE 220 kph.
Designed to strength coefficient 10.

Tail surfaces are similar to those on Mosweys and Spalingers.

It had a sensational climbing capability.

It was still being flown in contests during the 1960 s.

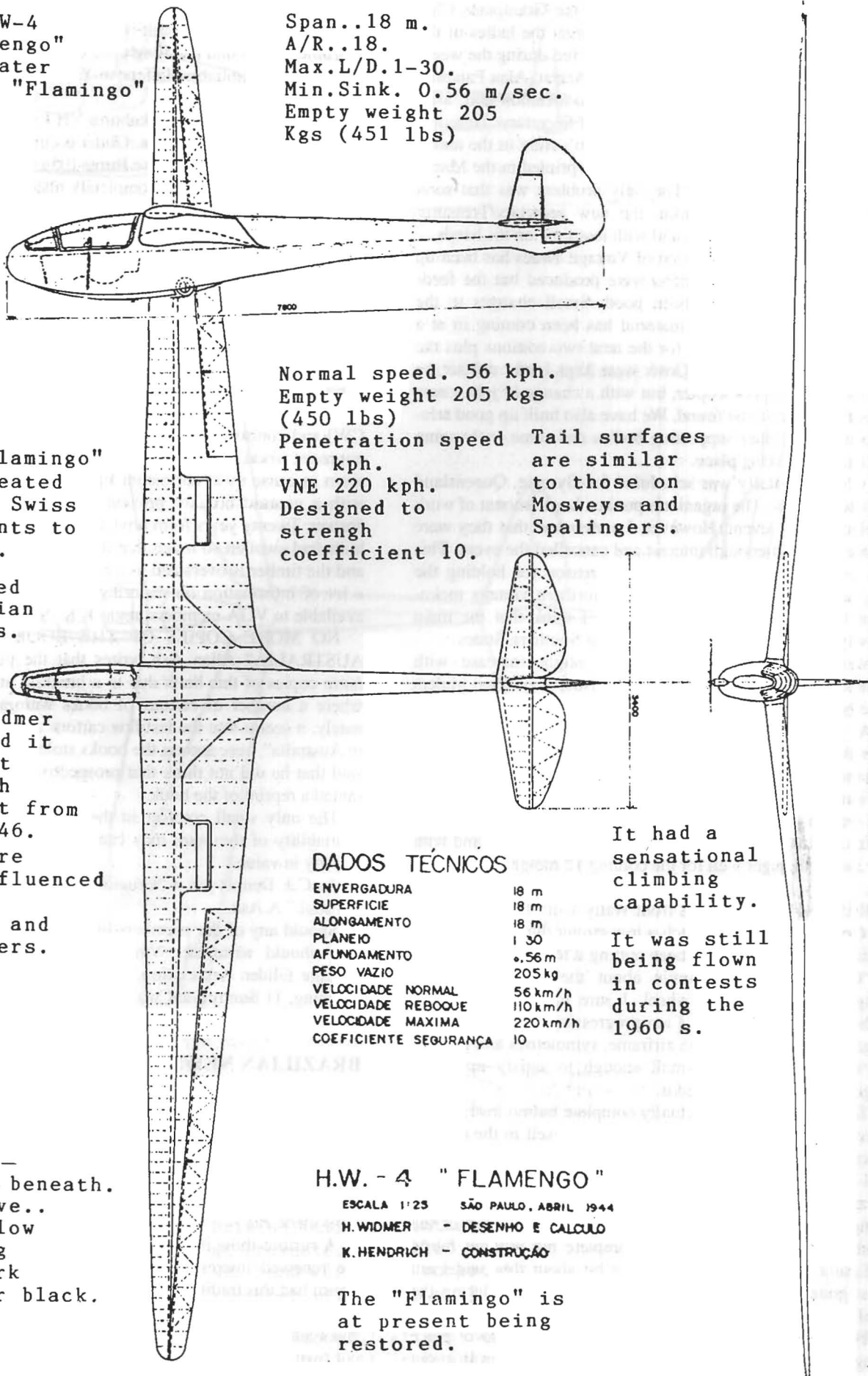
DADOS TÉCNICOS

ENVERGADURA	18 m
SUPERFICIE	18 m
ALONGAMENTO	18 m
PLANEIO	1 30
AFUNDAMENTO	0.56 m
PESO VAZIO	205 kg
VELOCIDADE NORMAL	56 km/h
VELOCIDADE REBOQUE	110 km/h
VELOCIDADE MAXIMA	220 km/h
COEFICIENTE SEGURANÇA	10

H.W. - 4 " FLAMENGO "

ESCALA 1:25 SÃO PAULO, ABRIL 1944
H. WIDMER - DESENHO E CALCULO
K. HENDRICH - CONSTRUÇÃO

The "Flamingo" is at present being restored.



The Laister-Kauffman LK-10a PT-PAZ, has been completely overhauled last year and is now flying again in a new paint scheme. Paulo Francisco da Silva, whose work on this glider was outstanding, sent a photo to Mr Jack Laister who was very pleased to see one of his creations flying again. His memory is fantastic and he could remember the name of the first owner of this craft in Brazil and even the name of his son, who was only 12 years old at the time, in 1946. (Owner Edwardo Hill and the son is Roberto)

The Spalinger S 25a PT-PBR. This beautiful glider, probably the last one of its type in the world, has been completely overhauled including changing the wing struts and many more things. At Oberschleissheim in 1995 Frederico promised a photo of this glider to Martin Simons whose first glider flight was in a S25. The photo will be on its way soon, Martin.

The Olympia Meise PP-ZQB. This was one of three Olympias built by Kurt Hendrich, at Bauru, the others being PP-ZQC and PP-ZQD. It was sold to the well-known glider pilot Andre Maffini, and Sergio Benediti who made a series of good flights in it, including a 300km flight, and after that, it was sold to Emerson Burnico, who was making a cross country flight and had to land out, near Bauru. Unfortunately there was a collision with a tree and one wing was severely damaged and also some parts of the tailplane. This was the ship that was painted yellow. Frederico has not been able to ascertain whether a repair is going to be carried out.

From João Alexandre Widmer note, Mr João Alexandre is not a VGC Member (yet!) but is one of the best Brazilian pilots having won several National Championships and also participated in the World Champs. He is the son of the late Hans Widmer, who designed the Flamingo HW 4, one of the most beautiful Brazilian gliders, and who constructed many others. Frederico has spoken to João Alexandre for some time on the phone and was given the following news from Bauru:

Olympia Meise, he could not remember which one, PP-ZQC or PP-ZQD, but one of them is going to fly again, being overhauled at present and with some modifications to the air-brakes.

The Horten Wing. Frederico Fiori starts the story: About three years ago he was making some photos to send to Peter Selinger in Germany and in the top of a hangar at Bauru, under ten inches of dust, he found two curious wings. He asked, but no-one seemed to know what they were, except that they had been there for a long time. He phoned Joseph Kovacs, and with Joseph's usual patience he was told that they were two parts of a Horten wing, probably the one built by Kurt Hendrich and Hans Widmer. He couldn't remember the type or why they were not finished.

The next day, Doris, the widow of Kurt Hendrich, lent Frederico about 70 photos from her husband's collection and he copied them all. Lo and behold, one of the pictures was of the Horten Wing almost complete, but not yet covered.

At the VGC rally at Oberschleissheim he asked many people about the photographs but no-one could identify the type of Horten.

Now back to João Alexandre who was quite sure it was a Horten 4 because his father had obtained the blue prints from Reimar Horten in Argentina and after building so far, they found some of the drawings were missing and were unable to get any further drawings from Argentina. Slowly, the project was abandoned, because they were building other gliders at the time, so what was left of the wing was what Frederico had found in the hangar. Sadly, he tried to buy the wings with the intention of renovating them to the state they were in when

the original work was stopped, and then to donate them to a museum, but he was unable to get any replies to his letters. The big question remaining is: where are the original blue prints used by Mr Widmer and Mr Kurt Hendrich?

The Colibri. Frederico sent some pictures of this little, old glider, which was built by Mr Widmer, to Peter Selinger, in Germany, who told him that it could be a design of Prof. Pfenninger, (ie an Elfe 1 CW).

Of course Mr Selinger was right, and João Alexandre told me some more about it: when Mr Hendrich and Mr Widmer emigrated to Brazil from Switzerland, they knew many glider pilots and builders. So in the 1940s they asked Prof Pfenninger to send drawings of the little glider which they quickly built and it is still in good condition now at Bauru. Another one was built, with modified wings, but suffered an accident later.

From Ms Claudia de Figueiredo Marques (Via F. Fiori)

The Habicht. When Claudia and Frederico visited the Wasserkuppe museum for the first time, Claudia was most impressed with the Habicht which had been built by the Oldtimers club. It was the first time she talked about any glider other than the Grunau Baby.

When we got back to Rio, we went to see Mr and Mrs Kovacs. Claudia talked a lot about the Habicht and Mr Kovacs laughed and went to his office and came back with a full set of drawings asking if we wished to build one. He and a friend had bought them from Wolf Hirth. The curious thing was that when they wanted to build the German Habicht, they couldn't get the blue prints from Germany, at least, not all of them. When Mr Kovacs visited the Wasserkuppe some years later and saw the German Habicht he told the Oldtimer club that he had had the drawings for a long time. They found this difficult to believe, as it was so hard to get the drawings in Germany, so where did they obtain the drawings eventually? Could some kind person in Germany find out about this for Frederico, please? (From Turkey? CW)

Also from Frederico Fiori:

The Olympia Meise PP-ZVK, ex PP-PCL, unfortunately, in 1996, because of work, I couldn't set my feet in São José dos Campos, at the Clube de Vôo à Vela do CTA, where my Olympia is. Seeing my problems (and certainly my grief) Claudia went to São José several times in the beginning of the year. With the help of Mr Kovacs (always Mr Kovacs!) she talked with João Alves, the very skilful carpenter from the club, and the work progressed. Later on, she had problems too, because of her work and could not go there again. In December I received a Christmas card from Mr Kovacs in which he wrote that the work on the Olympia is nearly finished.

The Olympia Meise PT-PBS; this is the Meise known as the "Black Witch" because of its colour. The people down under had the "Yellow Witch" and we have the black one here. One night, Mr João from the Club in São José, called to say he knew of an Olympia for sale; it was the "Black Witch". It is in Rio Grande do Sul state and according to the information, suffered some extensive damage on the nose. We don't know what caused it or the condition of the rest of the glider. The price required was something around US\$ 4000.00.

The Periquito PP-ZTB; my cousin Leslie gave me a call the other day, from São Paulo. His information is a little vague, but he knows I fly gliders although he knows nothing about the subject. He told me that "someone" was selling "some glider" that had been stored in "some car garage" for some time and was for sale "at some price". I tried to make

him speak some sense, but it was useless. I asked him to ask "someone" certain questions and to call me back. After a few days I got the whole story. This was the first Periquito that I ever saw, back in the '70s, at the Aeroclub de Nova Iguaçu in Rio de Janeiro. Later, the club was trying to buy a Jantar 11, and was in need of money so they raffled the Periquito and the winner took the glider away. Ms Claudia Figueiredo, at the time only a teenager leaning to fly at the club, was mad at this. Even today, more than 15 or so years later, she is still mad about it. (The 15 or so years is inexact in deference to Ms Claudia's age, because, after all, it is not polite or safe, to reveal the age of a beautiful woman) To mention this subject near her means serious trouble! So this is the glider for sale. It needs some work, but according to its owner, it is in reasonable shape, whatever that means. The price is US\$3500,00 but offers can be made.

The Baby Grunau 11b PP-ZQI; When the then teenager, Claudia, was learning to fly, the glider she liked the most was the Baby Grunau, PP-PAK, from the club. Some years ago, she sold her VW van and started to search for a Grunau. Finally, after many years of searching, she found one and bought it. I went to pick it up, because she was in Rothenburg, Germany, at the time. The glider is now at the CVV-CTA club hangar in Ipuá, São Paulo.

I tried to find the history of this glider and learned that it was rebuilt in the '60s at the Parana club and recertified as an experimental glider. It was later sold to someone who, later, sold it to the Rio Clara club, but I am still trying to find its full history.

Grunau Baby 11b PP-ZTJ. My friend Mr Andre Maffini, talking to me one day, told me about a Grunau for sale at the Birigui club, São Paulo. I went to see it and found it was in good condition so I bought it. Since there was no space at home to keep it I was saved by Mr and Mrs Kovacs, who let me garage it at their home.

This glider was built in 1941 at the Laminacão Nacional de Metais, in Utinga, São Paulo. *It was the first series of gliders produced in Brazil.* They changed the name from Grunau Baby to "Alcatraz" which is the name of a Brazilian bird. Thirty of these gliders were made in this year and this fact is not often known outside of our country.

I couldn't find much information on the history of this glider between the forties and the fifties, but in the sixties it appeared at the Parana club, was rebuilt and recertified as PP-ZTJ. Later, it was sold again and then sold to the Birigui club, where I found it.

The Grunau Baby PP-PCF. According to Mr Armando Pucci, from the Aeroclub Politécnico de Planadores (from 1975 the name was changed from Clube Paulista de Planadores (1934) then Clube Politécnico de Planadores (1941)) from the city of São Paulo, this is really the original Grunau Baby used by the German Expedition from 1934. Hanna Reitsch set the world altitude record in this Baby in February 1934, at the Campos dos Afonsos, Rio de Janeiro. At the same meeting Heini Dittmar also broke another world record with the Condor. The Baby was sold to the CPP club and is still well maintained. (For some time I was in doubt which was the Hanna Reitsch's Grunau, because Bauru have another original German Grunau Baby also.)

The Grunau Baby PT-BBP This is the other original German-made Grunau. It was donated by the German Government to a group of enthusiasts from Ponta Grossa, Parana, at the end of the thirties. After the beginning of the second world war, it was confiscated by the authorities (What a

menace, a dangerous Grunau Baby flying in the skies!!) In 1942 it was sent to the Bauru Aeroclub, where it remains. It is in good condition, painted blue and cream.

The Kookaburra PP-ZPC. This glider belongs to the São Miguel do Oeste club and is now for sale. It was built by Mr Ebehard Gabler, a German pilot who emigrated to Brazil. I made a mistake in the VGC News No 81 because I was informed that this glider was designed by Mr Gabler. Mr Peter Selinger corrected this and wrote to me that it was probably the Australian design. He was right, of course. The information that I have is that the glider is in good shape and is for sale.

The Cumulus PP-ZTK. This glider is at the club in Brazilia and is also for sale. It was constructed by Mr Gabler too and I made the same mistake again, which was also corrected by Peter Selinger. (Is this is not the German Cumulus? CW)

The SB-5 PP-ZPG Maybe not yet a vintage glider, but almost. This belongs to the APP club, from Jundiá, São Paulo. Mr Rogério Kahn, from Rio de Janeiro is negotiating to buy it at present.

Further note. Unfortunately, some good classics have been lost in recent years. One during the 36th Brazilian Nationals in October 1994, when one of the Brazilian classic designs of the sixties, the EMB-400, Urupema, was destroyed in an accident, fortunately without harming the pilot. The Urupema was designed at the CTA and about a dozen were built by EMBRAER, in the sixties. A few remain flying today. If my memory is right, this glider was entered in the two World Championships, in Marfa and Lezno.

The other was an SB-5, lost at a contest held at Palmeiras das Missões, also in 1994, this time with the loss of the pilot. This was one of the four SB-5 gliders built in Brazil following the original German blueprints.

FLAMINGO. This is a strong Brazilian entry for the most beautiful glider in the world contest. (CW) It was designed by Kurt Hendrich and built by Hans Widmer from 1944-1946, using Brazilian woods. These two Swiss emigrants really did a tremendous amount for Brazilian gliding. They also built a Spalinger S.25 h, which was the final Spalinger design that flew. Evidence of the S.25 h's influence can be seen in the "Flamingo's" tailplane, elevator, fin and rudder.

The "Flamingo" was originally called "Flamengo" for some reason. The 3-view drawing has Spanish written on it. and not Portuguese, which is the language spoken in Brazil. The "Flamingo" was painted red and yellow with a brown (or black? CW) cheat line between them. It flew well and had a fantastic slow speed performance and climbing ability. It was still taking part in contests in the late 1960s and had its cockpit canopy much modified from the original. It also had its skid removed and replaced by a landing wheel. We understand that it is now being restored to airworthy condition and we hope that its canopy can be brought back to something of its original form.

The "Flamingo's" original registration was PP-24. Later, gliders received only registration letters, like aeroplanes, so the "Flamingo's" registration was changed to PT-PAY. It had no serial number because only one "Flamingo" was built. To certificate the glider, it received an 'official' serial number from the authorities.

Every glider at that time had to have such a number. The number for the "Flamingo" is CTA-02A-123. The letters CTA, came from the branch that was supposed to certify everything that was flying at the time. ie. CTA means the



The beautiful Brazilian Flamingo showing its elegant lines Photo D. Hunsaker.



A close-up of the Flamingo with its designer Kurt Hendrich standing on the left with Sr Luiz Bevilliasquea, the Director of the Aero Club. Photo D. Hunsaker.

Aeronautical Technical Centre.

A book about the Grunau Baby I received a letter from Mr Ben B. Schenk, from the Netherlands, explaining that he is gathering material from all sources and countries, in order to write a book about the Grunau Baby. If anyone can help, his address is Mr Ben Schenk, Eise Eisingastr.50, 9035 BR Dronrijp, NL. Phone 0517-231662, Fax 0513-419672. Email bbschenk@pi.net.

The photos from the German Expedition to Brazil

About three years ago Martin Simons asked me to try to find some pictures of the German expedition of 1934. I tried several sources including the Museu Aeroespacial, and some newspapers but I could not find anything. Only Mr Kovacs gave me the first pages from a journal with some text and photos; a very fine piece of glider history, well preserved by Mr Kovacs. Finally, in 1995, a few days before my trip to the VGC Rally at Oberschleissheim, I found some interesting photos.

My uncle who lives in São Paulo, was showing me some photos that a relative took in the '30s with a German camera. This camera had two lenses, and used two negatives that were shot at the same time. After the film is developed both negatives are bound together between plates of glass and viewed in a special device which gives a 3D image.

To my complete surprize, I found some photos of the Zepelin passing over my grandfather's house in São Paulo. Then some Junkers 52s from the Condor Sindikat parked at the Congonhas airport. Then I saw a familiar face; a little blond lady smiling to the camera, seated in a Grunau Baby. It was Hanna Reitsch. The next photo of a young man in another glider—Heini Dittmar. The next, two gliders over some grass airstrip with German markings, could it be a Condor? Yes it was a Condor. No mistake. Other photos passed before my eyes and I couldn't believe what I was seeing. My uncle told me the photos had been in the box since 1934 and I was the first to have the curiosity to see them. A lot of photos from the aviation world in Brazil in the '30s and '40s, with a few from the German expedition. Sixty one years inside that box, and still in good shape!

Since that date, I am trying to find some professional to transform the original negatives into positives without damaging the glass, or the negatives. (they are 120 size, I think) So far, no-one has accepted the challenge as it's difficult and they are afraid to do some damage. It is a pity, because these photos have never been seen for 60 years. But I am still trying.

I have just received 25 photos of the gliders from Bauru, from Mr Paulo da Silva. They are from the archives of the late Mr Kurt Hendrich, kindly lent by his widow, Doris. I am going to copy them, and then we reach the mark of 100 photos of the old times and gliders in the club.

In one of the last VGC News there were some details about Japan, sent by one of our members from here. I would like to ask if he knows anything about the National Glider Contests that were held before the Second World War. One of the contests was described in a book written by a fighter pilot who later fought in the war. I don't remember if the book was "Samurai" written by Mr Saburo Sakai, the second highest ace from Japan, or was from the book written by another pilot, Mr Y. Kuahara.

It would be interesting to see photos from that time and also to learn about the contests in this era. Any information or pictures about the subject, would be very interesting to me, and I hope, to everyone.

The Fauvel AV 36 built at the CTA.

Not many people know that during the 1950's a Fauvel 36 was built by a team at the CTA (at the time, The Aeronautical Technologic Centre)

In 1954, Col. Aldo Weber Vieira da Rosa, who was responsible for design and building gliders at the CTA, received a favourable report on the Fauvel, comparing its flying characteristics with the Olympia Meise. The report stated that the Fauvel had some interesting aspects and was simple and cheap to build. It was decided to construct one at the CTA in São Jose dos Campos, São Paulo, with the help of Mr George Munch and Mr Joseph Kovacs.

The first wood was cut at the end of 1955 and the glider was finished by the time of the 3rd Brazilian National Championship in 1956, in the city of Bauru, São Paulo. With Mr Kovacs flying, the Fauvel PT-PCM, came 8th.

Mr Kovacs who was the first pilot to fly the AV 36, remembers the different flying characteristics of this glider and being used to flying conventional gliders, it was easy to recognize the differences in handling the flying wing, in order to get the best performance out of it. The "Little Wing", as the Fauvel was known, had a low wing loading, so it was at its best flying in thermals of 3/4 meters per second. In these conditions, the Fauvel was excellent, but in weak thermals it wasn't so good, compared with other gliders of the time.

In the following years the Fauvel continued to fly with several pilots and with different results. It suffered small accidents and the damage was not bad and easily repaired. On one occasion, it made a flight of 215 km, from Bauru to the city of Americana, both in São Paulo state, receiving a letter of congratulation from the Fauvel factory on the occasion.

The colours changed from the original white and grey wing and yellow and green rudders to cream and red. Finally, in 1974, during a National Championship at Pirassununga, it suffered an accident and was severely damaged. It was sent to Curitiba in Paraná state, where it was supposed to be repaired. Up to 1991 it was still there, but not repaired, and its present fate is unknown.

It competed in a number of Brazilian Nationals and finished as below:

1956	Joseph Kovacs	8th place
1957	Hiroshi Karneyama	6th
1964	Francisco Leme Galvão	7th
1966	Celio Cardoso Guimarães	8th
1974	Vizaco	5th

Sources:

A construção aeronáutica no Brazil – R. P. de Andrade, ed Braziliense 1976.

Interview with Joseph Kovacs

Papers from the ABVV – Brazilian Gliding Association

Personal archives Frederico Fiori.

BRITISH NEWS

First a Little History... Just before the outbreak of war in 1939, British designers, Fred Slingsby and Roy Scott each managed to design and build high performance side by side two seaters at least comparable with any sailplanes of the same class abroad. These were the Slingsby Type 14 Gull 2 and the Scott Viking 2.

Whereas the former had its first test flight in April 1940, the latter first flew on 27.8.1939 at Dunstable.

We have already in a previous VGC News mentioned how,

after breaking a National record, the "Gull 2" came to grief at Lasham in 1957 due to severe Ground Loops in both directions at the beginning of a launch.

The cause was stalled aileron control due to the high angle attack of the wings with the tail skid on the ground (although it had a long, sprung tail skid to bring the tail up). CW thinks that the NACA 4418 wing profile might have had something to do with it as experience has shown CW that its stall is not so docile as that of Göttingen profiles.

However, not so much is known about the fate of the Scott "Viking 2".

The "Aeroplane Monthly" of March 1997 has shed light on it.

After the successful German glider-borne assaults to outflank the Maginot Line in 1940, Sir Winston Churchill demanded the formation of a British airborne army. As the military had no glider pilots or gliders, it was decided to initiate their training at Haddenham Thame and then at RAF Ringway. In order to obtain gliders, the military impressed almost all civilian gliders, many civilian glider pilots and equipment including winches, from the slender resources of the prewar British Gliding Movement. Thus the Glider Development Unit operated a mix of British and German civilian sailplanes until the products of the (military) specifications came on line. Training was started with a leaning towards military application. Sailplanes at Ringway included: Condor 2, Minimoa, Rhönbussard, Kite 1s, Viking 1s etc. The Unit was under the command of Grp.Cptn Mungo Buxton and, among its personnel were Michael Maufe and Robert Kronfeld who had been the best pilot in Germany in 1927/8.

The Unit was called the RAF's Central Landing School, and among its impressed gliders was the one and only Viking 2.

During an experimental towing sortie on October the 12th 1940, the Viking 2 BGA 426 c/n. 118, which had received its first BGA C of A in January 1940, was lost and the CLS experienced its first major accident. Fg.Off.A.B.Wilkinson, now with the Development Unit, together with Aircraftman J.A.B.Amnett, had been successfully towed to 4,000 ft by a Tiger Moth using an experimental tow system. On the return to Ringway, Wilkinson decided to complete some aerobatics. After a stall turn and a loop, the aircraft was dived until the needle was just off the dial of the Airspeed indicator, which was graduated up to 80 m.p.h. When he tried to pull out of the dive, the pilot found that the control column was ineffective in pitch until it had been moved back about five inches (12.7 cms), whereupon the aircraft's structure began to vibrate violently, the vibration increasing in intensity until the mainplanes started to break up. Although Wilkinson managed to regain level flight, the damage was seen to be so intensive that both occupants resorted to their parachutes. Successful descents were made and both landed near Moberley, Cheshire. Inspection of the wreckage revealed that aileron flutter had been induced by the lack of adequate mass-balancing of the control surfaces.

The article does get mixed up between Viking 1s and Viking 2s and their BGA Numbers. As the initials A.B. Wilkinson clearly do not refer to Ken Wilkinson, we imagine that the Wilkinson mentioned was the younger Wilkinson, who was killed during the Arnhem Airborne Operation.

Roy Scott, who came to our 22nd International Rally at Lasham in 1994, now writes that he has at his disposal a workshop, machinery and equipment, far better than he had at Dunstable before the war and wishes to start again, working

on gliders. He hopes to train his workforce on building a new Hütter H.17a and then he wishes to build a new Viking 2. Roy is over 80 years old and he is now the last of the prewar glider designers. We admire his spirit and wish to send him every encouragement for his worthy projects. Unfortunately, to date, we have not discovered the Viking 1s or the Viking 2s building plans. Can anybody help please? If so, please inform Chris Wills: Tel: 01491-839245. or at "Wings", The Street, Ewelme, Oxon OX10 6HQ.

The VGC was originally formed in 1973 to rescue PREWAR and PRE 1945 Sailplanes from their certain oblivion. Just how successful this operation has been in Britain is revealed by the list below.

BGA 162 Willow Wren. It should fly this year.

BAC 7. BGA 2876. This is recently built new with some 1935 wings by Mike Maufe. It was the first two seater glider designed and built in Britain and they were used by British clubs from 1931.

BGA 231 Scud 2. airworthy, restored and owned by Mike Beach.

BGA 251 Kite 1. Airworthy and owned by Bob Boyd.

BGA 260 Rhönsperber. Airworthy at Dunstable and owned by F.Russell.

BGA 277 Grunau Baby 2 restored airworthy and owned by John Smoker & syndicate.

BGA 283 Scud 3 owned by Martin Garnett.

BGA 285 Kite 1 It is owned and kept airworthy by the Army Flying Museum at Middle Wallop.

BGA 310 Kite 1 owned by Tony and Michael Maufe. It is airworthy.

BGA 337 Rhönbussard. This is owned by C.Wills. It has currently glue failure in wings but it will be saved to fly again. It is based at W.A.P. Booker.

BGA 370 Grunau Baby 2. This is being made airworthy by Neil Scully.

BGA 378 Gull 1. Airworthy and owned by A.Smallwood.

BGA 394 Kite 1 this is airworthy and owned by Air Chief Marshal Sir John Allison. It is based at RAF Halton.

BGA 416 Viking 1. This is airworthy and owned by Lou Glover at Husbands Bosworth.

BGA 418 Petrel. this is airworthy and owned by Ron Davidson at H-Bosworth.

BGA 442 Slingsby Tutor. It is believed to reside airworthy at the LGC Dunstable.

BGA 449 Olympia Meise. Wartime built by Schmetz. It is believed to be being restored by Pip Philips at Perrenporth, Cornwall.

BGA 490 Hütter H.17a. This aircraft's components were built by Roy Scott in 1938 but it was assembled by Don Campbell after the war.

BGA 651.Petrel. This is airworthy and was restored by Graham Saw at W.A.P. Booker.

BGA 684.Scud 3. This is airworthy and is owned by Ted Hull at the LGC at Dunstable.

Until January 1940, the BGA had issued 326 Certificates of Airworthiness in Britain to gliders in Britain. (BGA 426 went to the Viking 2). Therefore, all those gliders with C.of As of below that number (For some reason, the BGA's first C of A was No 100 but we don't know why) are all that remains of the once proud prewar fleet of 326 British gliders. It looks as if only 16 of them survive.

However, to this number have been added another Rhönbussard, a Hols der Teufel (new), a Falcon 1 (new), a BAC 7 (new but with some original parts), a Minimoa (not airwor-

thy), 3 Hütter H.17s, a Hütter H.28-3 and a Scud 1. So our almost indefatigable British members have done all they can to rectify the situation.

Gliders being worked on at present at Booker are:

Slingsby SKY RAF No.876. flown by Lorne Welch in the 1952 Spanish World Gliding Championships and then owned by the Empire Test Pilots' School at Farnborough. One wing, tailplane and fuselage are almost repaired. Just the second wing remains to be done but it has not much wrong with it.

Slingsby PREFECT BGA 2333. This was damaged on the ground in its trailer with many other gliders during the 1987 hurricane that swept across England. It was at the Peterborough and Spalding Gliding Club (Crowlands) and is owned by Bob Sharman. Its repair and painting has just been carried out by Mike Birch to his usual high standards.

The LUNAK OK-0927 has just received the latest state of the art Schofield trailer with a galvanized chassis and white painted aluminium covering. Trailer fittings are being made for it at the moment.

At LASHAM, Richard Moyses has just finished an immaculate Slingsby CADET which was designed as Slingsby's Type 7 in 1936 by the, then young, John Sproule for Slingsby sailplanes. It is one of only two that are still airworthy out of 431 that were built. Richard's Cadet has no built-in landing wheel, as was the fashion with the prewar built Cadets. (or Kadets). He has finished a trailer for it.

Keith Green is working on extensively rebuilding the wings of his EoN 465 which have some aluminium corrosion in their redux bonded main spars. It had for years been kept in its trailer on a northern mountain top (Carlton Moor).

Peter Underwood, at Eaton Bray near Dunstable, is working on Air Chief Marshal Sir John Allison's Prefect which is having new fabric. His on-going projects include the Willow Wren's wings. This is BGA 162 (ie the 62nd glider registered by the BGA since its foundation in 1930. It received its first C of A in September 1934 and, when it is airworthy, it will be Britain's oldest airworthy glider. It belongs to Mike Beach. Other projects for Peter are the last Dagling (Zögling) BGA 493 which was the standard *ab initio* training glider for all British clubs before the war. Its building plans came to Britain via America from Germany. BGA 493 was built by the Hawkridge Glider Co, and received its first BGA C of A in June 1947. Another on-going project is a German Grunau Baby 2b, BGA?, which he intends to finish in WL colours and markings to go with his Kite 1 BGA 400 which took part in the training of Britain's troop carrying glider pilots. The GB 2b is to represent a glider that took part in the training of Germany's troop carrying glider pilots.

Near SALTBY airfield, Neil Scully is working on a British built 1936 Grunau Baby 2 (A?) and is preparing to install some German Grunau Baby 2B dive braked wings on to the fuselage. Apparently the wings do fit. He is later to try to repair the British wings which are in a bad state. This Grunau Baby is BGA 370 which means that although it was built and flown at Camphill in 1936 it did not get its BGA Cof A until October 1938! It is one of only two British prewar built Grunau Babies that are left. The other one is Fred Coleman's BGA 270 which also flew first at Camphill in 1936. BGA 270, much rebuilt, is now flown by John Smoker and partners.

DONCASTER. Cliff Jefferies reports that the Slingsby SKY BGA 1053 c/n 821, has just been restored to airworthy condition by Bernard Wilson. It received its first BGA CofA in April 1962. As it was formerly PH-203, could this have been the SKY flown by the Dutch pilot Ordelman, who came

7th in the 1952 World Championships in Spain, after having been in 3rd place after three days?

A PILCHER HAWK REPLICA BUILT IN 1930. This aircraft has been donated by the National Science Museum at South Kensington to Mike Beach for restoration to airworthy condition. An original Pilcher Hawk was being flown from a slope in the South of England 100 years ago, in 1897 but its designer and builder, Percy Sinclair Pilcher, was killed near Husbands Bosworth, being launched by a horse on a wet day in 1899. He was the first Briton to fly his own glider. (The flight of Sir George Cayley's coachman in 1851 was clearly a hit or miss affair with the coachman being unable to influence the outcome of the proceedings.) Percy Pilcher, who carried out many flights, was the first to say that he was the second man to fly after Otto Lilienthal. An original Pilcher Hawk can be seen in the Royal Scottish Museum in Edinburgh but Percy himself is buried in the Brompton Cemetery, London, far from his native Scotland.

The VGC would like to congratulate MIKE POWELL for repairing and restoring his T.21b BGA 2351, in the covered-over driveway of his home. Its nose had been built on again, after a crash, and the repair and painting blended in so perfectly that one had the impression that one was looking at an original Air Cadets' T.21b which had come straight from the RAF. We saw the aircraft at the Haddenham Rally for the first time and Mike flew his first solo winch launch in it during the event. We welcome him and Genny in to the VGC.

JOHN BROOKES is working on his Grunau Baby 3, BGA 1463 and his T31, BGA 3239.

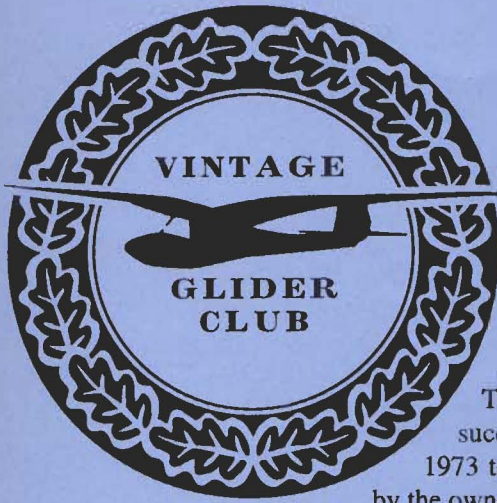
NEIL DYKES has started restoring a Slingsby T7 Cadet and he would welcome any help. He is at <n.dykes@cranfield.ac.uk> if you have email.

CHRIS KAMINSKI is in the middle of restoring his EoN Olympia, BGA 968, which was an ugly dayglow orange but underneath he has discovered traces of blue. Can anyone find old photos of it when it was blue or does anyone know the exact shade of blue that Elliotts used? He lives at 16 Southwood Meadows, Buckland Brewer, EX39 5LJ.

DUTCH HISTORY

The firm of Pander en Zonen, den Haag (The Hague) built more SG 38s than any other firm. (3,381) until 30.5.44. Its runners up were the Kärnten (Carinthia) Flugzeugbau with 2,684 which was followed by the Petera Flugzeugbau, Hohenelbe (Bohemia) with 1,380. The Pander en Zonen (Sons) firm mainly built furniture but had designed and built some noteworthy aeroplanes from 1926-1934. It was a large firm and was one of the largest industrial complexes in the Hague. A letter refers to a three-engine aeroplane that they had built and was to take part in the 1934 London to Melbourne air race. They are quoting a low price because of the hard economic conditions of the time. The aircraft caught fire and burnt taking off from Karachi. In 1945, Dutch people who had experienced the hardships of the war, burnt the firm down and Henk Pander was put in prison. The SG.38s were put on trains and taken to Germany. Not one of them stayed in Holland to be used by the Dutch. Many of them were put in to store in warehouses in Germany. Some of them were found by the Americans and others, who desecrated and broke them (their nacelles had been used for lavatories).

The Fokker firm built 708 Bücker Jungmann training aeroplanes, among other items, for the Germans but, as far as is known, the Dutch or the Allies did not take revenge on the firm.



President:

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

Secretary/Membership Secretary:

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

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

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

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

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

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

New Members

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

Existing Members

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

Membership No.

(please include your membership number when renewing)

MEMBERSHIP APPLICATION FORM (1997)

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

		£	
Initial Membership fee	<input type="checkbox"/>	3.00	(payable only once on joining)
Annual subscription	<input type="checkbox"/>	12.00	(Great Britain)
Annual subscription	<input type="checkbox"/>	14.00	(Europe)
Annual subscription	<input type="checkbox"/>	16.00	(Rest of the world to cover airmail postage)
Donation	<input type="checkbox"/>	_____	
Total		_____	

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

For all members (block capitals or typewritten please)

Surname _____ Christian Name _____ Title _____

Address _____

_____ Telephone _____

Gliding or soaring club (or other aero club) _____

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

Trade or profession _____

please turn over

OVERSEAS MEMBERSHIP SECRETARIES

- Australia** Ian Patching, 11 Sunnyside Crescent, Wattle Glen, Victoria 3096, Australia
- Belgium** Firmin Henrard, Rue de Porcheresse, 5361 Mohiville-Hamois, Belgium
- Brazil** Frederico Fiori, PCA Eugenio Jardim, 34 apto 102, Copacabana, Rio de Janiero CEP 22061, Brazil
- Eire** David Mongey, 15 Ormeau Street, South Lotts Road, Dublin 4, Eire
- Finland** Risto Pykälä, Riskarink, 4A13, 15170 Lahti, Finland
- France** Didier Fulchiron, 333 rue Louis Blanc, 38420 Le Versoud, France
- Germany** Jörg Ziller VGC, Kreissparkasse Böblingen, Kto.: 42856937, BLZ 603 501 30, Deutsches VGC Konto (Bitte zahlen Sie Ihren jährlichen Beitrag von 35 -- DM auf das VGC Konto)
- Hungary** Laszlo Meszaros, Erkel utca, H-1092 Budapest, Hungary
- Japan** Hiroshi Yoneda, 97-6 Tsuruta-machi, Utsunomiya, Tochigi 320, Japan
- Netherlands** Nell Dijkstra, Melis Blecklaan 61, 4634 XV Woensdrecht, Netherlands
- Norway** Petter Lindberg, Edvard Munchs GT 10, 1511 Moss, Norway
- Slovakia and the Czech Republic** Josef Ott, Panska dolina 2, Nitra, Slovakia
- Switzerland** Willi Schwarzenbach, Rte de Cossonay 52, CH-1008 Prilly, Norway
- USA** Mai Scott, 12582 Lutheran Church Rd, Lovettsville, VA 20180, USA
- Zimbabwe** Mike O'Donnell, 21 Quorn Avenue, Mount Pleasant, Harare, Zimbabwe

PLEASE NOTE:

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

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

For owner members (block capitals or typewritten please)

Type of glider _____

Maker and date _____

Registration _____

Other numbers _____

Colour scheme _____

Where normally flown _____

Other owner(s) _____

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

Note:

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

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

Signed _____

Please post with your remittance to:

Ian Dunkley, c/o Derby and Lancs Gliding Club, Camphill, Gt Hucklow, Tideswell, Derbyshire SK17 8RQ

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

No req £

No req £

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windscreen

1 'Vintage Glider Club' _____


2 'Vintage Glider Club Member' _____

Back glued for sticking on glider etc.

3 'Vintage Glider Club' _____

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230 mm dia. PVC sticker, blue motif on
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enamel. 16 mm dia..... _____

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@ £0.20 each, or £0.60 per set of 4..... _____

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Large: _____

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@ £1.30 _____**

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L £5.30..... _____
XL £5.30..... _____
XXL £6.30..... _____

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on chest "Birch" grey with navy blue motif or
"Bright Royal" blue with white motif.**
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118 cm chest XL £14.50..... _____
126 cm chest XXL £15.50..... _____

Sub-total _____

Sub-total b/f _____

**Blazer, black, single breasted, polyester
(washable) with VGC badge on request** _____
from £41.00

**NEW - Embroidered Sweatshirts with
70mm VGC Motif on left breast
grey, embroidered with navy blue VGC crest.....
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97/101 cm chest M £17.50..... _____

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SLINGSBY Emblem £2.50 each**

Quantity..... _____

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**Ties @ £5.00 each. VGC motif woven
in coloured tie. Green (vert, grün)..... _____**

Wine (marron, rotbraun)..... _____

Grey (gris, grau)..... _____

"Slingsby Sailplanes" by Martin Simons

inc p&p within UK £42.45 _____
for orders of more than one copy or for despatch overseas
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**Glider Models, small plastic self-assembly 'mobile-style'
kits, approx 180mm span: ASK 13, Phoebus, SG 38**

£3.00 _____

**Please add postage and packing
(foreign rates in brackets):**

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Each model kit 60p (£1.50) _____

Each T-shirt, mug, or beanie hat £1.00 (£1.50) _____

Small quantity badges or other small items 50p (£1.00) _____

TOTAL _____

**Cheques should be payable to 'Vintage Glider Club' in
sterling, drawn on a British bank, or Eurocheques payable in
sterling. (No cash)**

I enclose the sum of _____

Name _____

Address _____

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

The Vintage Glider Club – Technical Articles

£

£

“Schoolglider” SG-38 – 5 sides. £1.25	<input type="checkbox"/>	_____
Manuel “Wren” Series – 2 sides. £0.50.....	<input type="checkbox"/>	_____
Goevier – 8 sides £2.00	<input type="checkbox"/>	_____
Kranich – 8 sides. £2.00	<input type="checkbox"/>	_____
Bowlus Baby Albatross – 4 sides. £1.00.....	<input type="checkbox"/>	_____
Weihe – 7 sides. £1.75.....	<input type="checkbox"/>	_____
Mü-13 – 6 sides. £1.50	<input type="checkbox"/>	_____
Spalinger – 4 sides. £1.00.....	<input type="checkbox"/>	_____
Rhönbussard – 6 sides. £1.50	<input type="checkbox"/>	_____
Olympia – 6 sides. £1.50	<input type="checkbox"/>	_____
Grunau Baby – 5 sides. £1.25	<input type="checkbox"/>	_____
FVA Rheinland – 7 sides. £1.75	<input type="checkbox"/>	_____
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DFS Reiher – 5 sides. £1.25	<input type="checkbox"/>	_____
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Rhönsperber – 5 sides. £1.25	<input type="checkbox"/>	_____
Harbinger – 6 sides. £1.50	<input type="checkbox"/>	_____
Slingsby Gull I – 6 sides. £1.50	<input type="checkbox"/>	_____
Minimoa – 12 sides. £3.00.....	<input type="checkbox"/>	_____
King Kite – 8 sides. £2.00	<input type="checkbox"/>	_____
Schweizer TG-2 – 6 sides. £1.50.....	<input type="checkbox"/>	_____
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The Soviet A9 sailplane – 11 sides. £2.75.....	<input type="checkbox"/>	_____

Sub-total _____

Sub-total b/f _____

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Kadet/Cadet/Tandem Tutor (1986) – 6 sides. £1.50.....	<input type="checkbox"/>	_____
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Storing Vintage Gliders during the Winter. Free	<input type="checkbox"/>	_____
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Sub-Total _____

Please add postage and packing
(foreign rates in brackets):

First article	30p	(60p)	_____
each additional article	10p	(30p)	_____

TOTAL _____

Cheques should be payable to ‘Vintage Glider Club’ in sterling, drawn on a British bank, or Eurocheques payable in sterling. (No cash)

I enclose the sum of _____

Name _____

Address _____

Please send to:

VGC Sales, 22 Elm Avenue, Watford WD1 4BE
Tel 01923 24 19 24

FINNISH NEWS

The first report from the latest country to have its own membership secretary – Finland.

The “Oldies but Goldies” event started in 1991 with the same intentions as the VGC, ie to keep old gliders alive and flying. Since then it has been an annual event in July, always after the Finnish Championships and other gliding competitions. (This year from 4th to 13th July)

In Finland old gliders are rather young, most being only 30 to 40 years old. (Ka 2, Ka 6, Ka 7 Ka 8 etc) But we also have some rare Finnish planes such as the Harakka, PIK-5, Kajava all from 1940 to 1950. and the PIK 16c “Vasama” which came third in the 1963 World Championship in Argentina. Most of the old planes, such as the Kranich, Olympia Meise, Weihe, Salamandra, Grunau Baby etc have been destroyed but a few are in the museum at Helsinki-Vantaa airport.

Maybe our event is different to the VGC Rallies in that the main thing is to fly cross-country. The tasks are triangles and out and returns from 60 km to 150 km. The task area is always small to make coming back possible almost when ever you want to, and to avoid outlandings. When we set tasks our main concern is to make them fair to every glider so that glide ratio is not that important (of course, we do also have handicaps) Aerotow is the main method of launching, but we also have winches and auto towing.

Some of the pilots in “Oldies but Goldies” are very experienced in flying cross-country (top ten pilots in Finnish championships) but others only fly cross-country during this event. *Succeeding in the competitions hasn't ever been important for anyone (maybe always for some) Risto says this is a Finnish joke! Ed.* Most of the pilots have taken part in other competitions, then come to Jämi to relax and have fun.

The weather in July is warm and suitable for gliding with average temperature in July some 20 degrees C, cloud bases are from 1500 to 2300m with excellent visibility. Thermals are rather good, from 1.5 to 5 m/s. In Finland, Jämi airfield is famous for its thermals and there is no problem with other air traffic and with 11 hours of soaring per day and 1000 lakes to give differential heating, conditions are wonderful. (See the photo in this issue Ed)

Jämi airfield was founded in 1935 and is the cradle of Finnish gliding. It is located 75km north west from Tampere) 247km north west from Helsinki. Jämi ridge was the first place to do bungee launching and hill soaring in Finland but that is nowadays only done by the modellers. Maybe we should start hill soaring again when we have suitable gliders.

Chris says “We hope that our dear Finnish comrades will remember the two 1938/39 built DFS Weihe... the last two in the World, which were the ancient flagships of the Jämi Järvi Gliding School, not to speak of one having come 5th, flown by Seppo Relander, in the 1954 World Gliding Championships at Camphill. These are derigged, and not on display, at two Finnish Museums. These are the Suomen Ilmailumuseo at PL 42, Tietotie 3, SF-01531 Helsinki-Vantaa 53, telephone 90-821870 and the Keski-Suomen Ilmailumuseo at Kulkantie 1, SF 41160 Tikakoski, telephone 941-725125 or 941-753162.

These aircraft may have been Casein glued and at least one of them has been extensively modified with landing wheel and blown canopy. We wonder if, in return for putting them back into original condition and making them airworthy, Finnish vintage glider enthusiasts could fly them as reward, in the same way as the GPPA at Angers is entrusted to do by the Musee de l'Air et de l'Espace at le Bourget? At least, they should be rescued from their shameful confinement and the

Finnish Vintage glider movement would become the envy of the world.”

(This information concerning the location of the Weihe has come from “Aircraft Museums and Collections of the World, No 3, Benelux, Germany and the Nordic Countries” by Bob Ogden.)

I fly with the Flyingclub of Padasjoki, which is a member of the Finnish Aeronautical Association, and I am also a member of the FAA Central Board of Gliding. Our club also organises the annual Vesivehmaa Open in May, which is a comp for modern gliders at our home field at Vesivehmaa, 120km north of Helsinki. There is plenty of hotel accomodation nearby.

Maybe someone from the VGC could join us at “Oldies but Goldies” soon?

Risto Pykälä.



Risto did not exaggerate about the thermals in Finland. Ka6 ready for take-off. Photo Taisto Saarinen



An unfamiliar glider from Finland. A Pik-5 which is now 50 years old. The wing was originally designed by Wacław Czerwiński for the Polish Salamandra. Photo Taisto Saarinen

FRENCH NEWS

ONLY NOW CAN IT BE TOLD... OR CAN IT? THE SECOND BIRTH OF FRENCH GLIDING IN 1941 and 1942 and the FRENCH GLIDERS OF THAT TIME.

As this has so much bearing on French vintage gliders today (most of them were conceived then), we thought that at least the gliders of that time should be described. A Technical Brochure on them, which includes 3-view drawings, which are sometimes not of best quality, can soon be obtained from VGC Sales (Colin Anson) as VGC News has not enough space to publish so many 3-views.

Other G.P.P.A. News. The Durable RD 02 "Edelweiss" No.01 F-PKVF. Work is proceeding on its fuselage.

Fauvel AV 22 No.1 F-CCGK. The fuselage is finished. Fabric covering of the wings and elevons etc is in progress.

A.60 "Fauconet" No.78K F-CDBF, is awaiting restoration.

SA 103 "Emouchet" No.94 F-CROF. Structure is finished. It is awaiting fabricing which has been delayed awaiting the finishing of the painting of the AV.22. No less than 9 aeroplanes are being worked on.

Because of insurance costs, the Breguet 904 "Ville d'Avrillé" F-CCFN, the Weihe No.3 F-CRMX, the Breguet 901 No.13 F-CCCP, the "Foka" No.177 F-AZKA, the Air 102 No.26 F-CAGQ, will not be reactivated this year.

GERMAN NEWS

CROSS COUNTRY WITH THE RHOENBUSSARD, FROM ZIEGENHEIM to the WASSERKUPPE (75 kms). by MARKUS LEMMER.

The following goal flight counted as points for the German Cross Country Championships (DMST) 1996 and ended in the Hesse Championship – not in the last place. Therefore Markus Lemmer and the ROSC were in the points list for 1996. We heartily congratulate Markus Lemmer and hope that his cross country flight will make other pilots in the ROSC enthusiastic to try cross countries themselves with our old-timer sailplanes. This Rhönbussard came from England where it was BGA 395. It was owned by the Passold brothers who flew it in the 1938 British National Contest at Dunstable. The Passold brothers came from the Sudetenland, so one of them

(Ingo), could take part in, and win the Junior Class of the 1939 Rhön Contest, flying a Mü 13d. Their Rhönbussard stayed in England until comparatively recently. It was part of the Rodi Morgan collection but it had been severely damaged before he acquired it and was never repaired before his death. (BGA 395 was repaired by the ROSC Wasserkuppe. CW)

Anyone who has rigged and derigged a Rhönbussard will understand my feelings towards the matter on the 14th July 1996. We had to get it from Ziegenheim to the Wasserkuppe. In a direct line, the distance was about 75 kms and an aerotow for the distance would have cost about 300 DM, so I decided at 1300 hours to telephone the Flying Control on the Wasserkuppe to discover the weather conditions there.

I heard that up to that time, there had been no useable thermals and it was recommended that a retracting engine would be an advantage after they had learnt about the glider type in which I had planned to make the flight! Also in Ziegenheim, they said that the flight was not possible with the cloudbase at 1,000 metres above ground and a Max.L/D of 1:20. However, by 1500 hours, I had got as far as getting the glider to the winch launch point with the barograph ticking, the DMST Form filled out and the winch launch cable attached. At 300 m height above site, the cable snapped out of the release and I found myself turning in 1½ metres lift. At 900 metres height, the lift faded and I decided to depart at once. Naturally, I could not maintain my course of 135 degrees. My first course line led to the Autobahn No. 5 exactly half way between Alsfeld East and the Hattenbacher Triangle. It seemed that the Bussard and I were clearly going towards Alsfeld. The first 20kms took half an hour. In the meantime, I had left the Herzberg Mountain behind me and flew now, somewhat left of my course, to the Schlitzer Forest. Yet, no sooner had I arrived at the edge of the wood than my altimeter made it clear to me that, with only 500 metres above ground, I had no chance of crossing this huge wood. Above me were a few very promising looking clouds but it was only after I had chosen a landing field that I found weak lift... it was hardly ½ metre per second and it took me a long time until the vario showed a better climb rate. It seemed like an eternity before I had enough height to cross the wood. Now, things went quicker. The distances between the clouds were less than they were at the start of the flight, so that I fairly quickly flew the distance between Hünfeld to Dipperz. Over Dipperz, I "tanked up" with height and informed my retriever by radio that he should start for the Wasserkuppe. During the last few kilometres, I was extremely happy that I had had the luck to reach the Wasserkuppe. After arrival, it took 10 minutes to lose height and I landed after 2 hours 12 minutes above the "Weltensegler Slope". At take-off, I myself had not believed that I could do the flight, and now, there was the Bussard, without having to be derigged, back on the Wasserkuppe".

Me 163B. A Special Flying Wing Glider built by Josef Kurz. The Me 163b is a type from the list of aircraft designed by Alexander Lippisch. On the 2nd of January 1939, Lippisch came with his co-workers to Messerschmitt at Augsburg-Haunstetten. Here would the experimental aircraft, of which the aerodynamics had already been worked out by DFS at Darmstadt, be built and tested. Developed from the Delta IVd and DFS 39d, the project received the number Me 163 B. Previously, in 1927, Lippisch had started designing flying wing aircraft on the Wasserkuppe. Tested as a glider, then powered with a Walter Rocket, the Me 163b went forward in to flying history. As a young man, I was trained to fly this type and flew the 6 metre span STUMMELHABICHT.

In 1974, after a discussion with Alexander Lippisch on the Wasserkuppe, I decided to build this aircraft out of wood. 20 years passed before I could begin to realize the project. From 1982, I started to build, with the support of the Oldtimer Gliding Club Wasserkuppe's members, a replica of the first fully aerobatic sailplane, the HABICHT. Further old sailplanes, a Klemm 25d and an Udet FLAMINGO U2 were restored or built new. In 1994, I had got as far as to have all building information, drawings and plans, with the help of Willi Radinger from Augsburg, available for the project. The wing rib PROFILE PLAN was drawn by Dip.Ing Siegfried Lorenz and stressing and testing was done by Dr.Ing, Bernhard Hinz thankfully at no cost. Herr Hinz made the first dossier of his work available to the Oskar Ursinus Vereinigung. (This is an organization, apart from the LBA, which was formed to look after experimental aircraft. CW). The LBA sanctioned this replica. The workshop of the OSC, and that of Claus Buchold in Assenheim, offered help, as did some club comrades, for the new Me 163 B. The best part of the aircraft, the control column, was built for me by a member of the OUV (Oskar Ursinus Vereinigung) Dipl. Ing Rudolf Siegfried, from original drawings.

In early 1996, after the second inspection, C of A (Verkehrszulassung i.e. VVZ) was allocated.

In 1997, I will carry out its Test Flying to discover its flying characteristics as a glider.

TECHNICAL DATA FOR THE NEW Me 163 B.

Werk Nr, 1 (replica)

LBA Equipment Nr.1788.

Construction Year: 1996.

Type: Me 163 B.r

Designer: Alexander Lippisch.

Builder: Josef Kurz.

Airworthiness group: Useful Aircraft.

BUILDING DETAILS. DESCRIPTION OF AIRCRAFT.

Cantilever, Tailless, single seater, midwing with a fixed landing wheel and fixed landing skid and tailwheel. Rudder is built into the rear fuselage. AILERONS act simultaneously as Elevators. The wings are equipped with built in leading edge, wing-tip slots and trim flaps.

FUSELAGE consists of ribs and bulkheads made from laminated pine and is covered with 1.5 mm 5 ply birch plywood.

WING. Two Box Spars, each wing is attached to the centre section at four points with fittings. Fixed Leading edge wing tip slots. At the trailing edges are ailerons and trimflaps. Drive for the Trim Flaps is by hand through a crank.

TAIL SURFACE is a Fin fixed to the rear fuselage with glue and bolts.

CONTROLS Hand controls are worked through a control column, the yaw control through foot pedals. Drive for the flaps is through a hand wheel. Further drive is through a torsion shaft, ball bearings and a spindle. Installation of a power unit is foreseen.

DATA: Span ... 9.30 metres. Length: .5.92 metres . Height.. 2.80 metres. Wing Area .. 19,60 square metres.

Joseph Kurz

The above has all been translated and abridged (sometimes) by C.Wills.

A MRAZ built 1943 KRANICH 2 A-2 has been discovered in good condition by Jochen Kruse, in a small, almost unknown collection in a hangar on the Cologne/ Butzweilerhof airfield (where the World Gliding Championships were held in 1960). Jochen has bought the aircraft which was registered 1680 and he is now restoring it up to LBA C of A standard. Photographs reveal that this 1943 Mraz (Bohemia) built Kranich is in good condition and should not have much wrong with it, but it might take 2½ years to restore. Jochen has decided to overhaul it at Uetersen together with Otto-Ernst Hatje who led the team which built the non flying replica of the DFS 230 troop-carrier which is now a static exhibit in the Flugwerft Oberschleissheim... ie the main aeronautical collection of the German Museum in Munich. Jochen has bought the Mg 19a OE-5539 from Innsbrück, but he has sold this on to the American William Lumley, who has entered it in the US Southwest Antique and Vintage Soaring Rally from 15-21. June 1997 at Moriarty, New Mexico where the thermals are 15-20 knots and cloudbase is at 14-20,000 ft!!! 35 gliders have been entered in the event.

PAUL SERRIES, our VGC Vice President and a Founder member, is reported to be flying a Fw WEIHE 50 from Münster/Telgte Airfield. For many years Paul was our German VGC representative.

NEWS OF HORTEN SAILPLANES IN GERMANY.

Since the last VGC News we have it confirmed by Dr Uden that the HORTEN 2 D-10-125, is almost finished, the HORTEN 3h two-seater does have new wings built for it but that they are not yet covered. The prone piloted HORTEN 3f does not have new wings for it yet and the HORTEN 6 has not yet been started.

Because the HORTEN 3h now has new wings, it is clearly possible that the HORTEN 3f could have some built for it as well.

Two completely wrecked wings (one for each Horten 3) were received from the USA. We wonder if these, and new drawings, have enabled new plans to be drawn for the new Ho 3 wings to be built? The Hortens are to be restored for static exhibition only, two of the them in the Smithsonian and two of them in the Museum for Traffic (Verkehr) and Technik in Berlin. PETER HANICKEL has been making excellent progress restoring the HORTEN 4A LA-AD at Oberschleissheim. The new Centre Section is almost complete, with the control system. The wings are not yet fabric covered but its elevons are. LA-AD is also being restored for static exhibition at the Oberschleissheim Flugwerft. We have no news from UWE SCHMIDT who with others, was to build a new HORTEN 4 a to fly.

GERMAN HISTORY. Wolfgang Fröhlich of 1 Berlin 49, reports how he took part in a course at Trebbin (a Reichsegelflugschule, North of Berlin) in August 1943. "We flew the Kranich and then were confronted with the Habicht. One of the Kranichs was different to the others. The well known two seater had no front seat. The pilot lay on a breast parachute so that he could move his arms. The instructor sat behind. One speaks of a special course. One had from three to six instructional flights and then a new Habicht came into the picture. The pilot lay alone in the machine in similar fashion to the above mentioned prone front piloted Kranich, and there was the installation of a machine pistol (MP) for target practice during approaches. This Habicht had a 10 metre wingspan but its gull wings were normal for a Habicht. For the first time, the name Stummelhabicht came to my attention. Altogether there were three of these. They had neither registra-

tions or numbers. Their colour was "Elfenbein" (Cream) and the upper surfaces of the wings and tailplanes had red sunburst (aerobatic) stripes like a normal Habicht. A Stummelkranich was unknown to me. Concerning the Gövier 2s with long fuselages, which had one metre longer fuselages than the Gövier 3s. They were mass produced like this during the war and their C of Gs are 1 metre aft of where they should be for normal use today. It is incomprehensible that Wolfgang Hütter would have done this by mistake. He was Wolf Hirth's designer at that time. The Gövier 2s were mass produced like this for a military purpose, such as carrying a machine gun during the famous Operation "Seelöwe" (Sealion), the projected invasion of England for 1941. All Gövier 2s flying now have to carry considerable nose ballast to maintain their correct Cof Gs when flown by either one, or two, pilots. The above information was difficult to discover, but we think that it is correct. As far as we know, only three Gövier 2s are still flying. One in Britain at Husbands Bosworth, one at Münster Telgt and one in Zimbabwe.

HORTEN UPDATE. from "Bungee Cord" No.23 No.1 Spring 1997.

"According to the Aeroplane Monthly of January 1997, the nearly completed Horten 3L D-10-125 (s/n 6) was unveiled at the Deutsches Technik Museum (is this the new name for the Museum für Technik und Verkehr? CW) in Berlin, on the 9th of September 1996. Maintaining about 70% of the original structure, when the restoration is completed, the glider will be displayed in the new DTM exhibition hall which is set to open in the year 2000 or 2001.



This is believed to be the 1937 Horten 2 that has recently been restored by the Berlin Museum für Technik und Verkehr. It is one of the two Horten sailplanes brought back from the USA for exhibition. Official Photo. Note the more reflexed profile on the centre of the span and the less reflexed section at the tips. This is to achieve Horten's principle of a "Bell" shaped lift distribution over the span.

Built in 1937 and flown in that year's German National Rhön Contest, D-10-125 was later used for aerobatic training (What does that say about those rumours that Hortens were unstable?) and was painted rather distinctively with a red and white paint job. Evidence of this paint scheme was discovered during the restoration. Still later, the glider was modified to simulate a jet engine installation in order to determine how the flying characteristics were affected.

By the time it was taken as the spoils of war by the Allies, it had been returned to its original glider configuration.

Hortens yet to be restored by the DTM are a -111F, a -111h and a -6. While it is still uncertain as to how much of the original structure will remain of the -3F, only the centre section of the -111H will be restored as the outer wing panels no longer exist. (ie. its wooden wings no longer exist CW). It is expected that about 70% of the Horten -6 will be retained.

Taken as the spoils of war, these gliders, which belong to the Air & Space Smithsonian, were returned to Germany in 1994 to be restored by the DTM. In return for doing the work, the DTM gets to keep the -11L and the Germans also hope to retain one of the -111s on loan when the restorations are finished. The Horten-6 will be returned to the US and displayed in the new NASM Exhibition Hall at Dulles International Airport, outside of Washington, DC.

The only pre-WW2 Horten flying wing in captivity which was not returned to Germany for restoration is the Horten-4, which is owned by and currently hangs at the Planes of Fame Museum in Chino, CA, USA. As it currently sports a pilot's nacelle, which little resembles the original, when shown a picture of it, as it appears today, former Horten test pilot Rudi Opitz could not recognise it."

ILA (Internationale Luftfahrt Aufstellung... International Air Travel Exhibition i.e. AERO 97) took place from 23rd-27th April at Friedrichshafen on Lake Constance. The Pièce de Résistance of this huge exhibition was the new Zeppelin NT (the NT standing for new technology). It was filled for the first time with uninflamable Helium gas during the week before the exhibition and was to have had its first flights during May. First reports suggest that the new Zeppelin is heavier than air. ie. not large enough to carry its own weight unless it is driven forward and upwards by its three engines to create lift under its envelope. Another exhibit was the bright red new ME 163B "Komet" replica which was built by Sef Kurz and others of the Oldtimer Gliding Club Wasserkuppe. This is so far without a projected installation of a piston engine. It has a wooden fuselage replacing the original version's metal one and thus it is lighter than the old ones. There was also a pavilion in which there was displayed a beautiful collection of old gliders. These included: Rheinland, Rhönbussard, Rhönsperber from the German Gliding Museum on the Wasserkuppe, Minimoa and Weihe 50 from Aventoft, Kranich 2 A-2 (Spanish built) from Willi Bergmann, Meise from Jörg Ziller? Hütter H.28, Spyr 5 and Spalinger S.19.

The H.28-2 is owned by Herr Dätwyler in Switzerland, the Spyr 5 is owned by Werner and Hugo Roth. and the S.19 is owned by Fipps Rothenbüler, the last two being from Amlikon in Switzerland. It was only a question of putting them on the ferry at Romanshorn which would take them direct to Friedrichshafen. Also among the historic gliders were Slingsby T.21b, a Geier and a Lilienthal glider.

AERO 97 was a tremendous exhibition and was the best yet but, as far as we know, nothing flew. There were about 400 exhibitors from 23 countries and among them were about 50 from the USA.

Such is the interest in Germany for recreating their historic aircraft, that it has been resolved to recreate a full size Dornier X.

This was a 1929 flying boat with 12 engines which was also built on Lake Constance at the Dornier works. However, it will only be approved for taxiing in the water. More than one was originally built and two were sold to Italy. The origi-

nal German Do X was destroyed by bombing in the Berlin Museum in 1941. Some parts of the original Do X may still be seen there. Almost certainly, the Fafnir 1 was destroyed in the same Museum at that time, although why it was not evacuated to Krakow with some of the other aeronautical exhibits before the bombing, is still unclear to us. It would have been easier to move the Fafnir than the other aircraft.

BUILDING PLANS for the Moazagotl and Reiher are now complete and so, as far as we know, one each of both types are now being built new.

Completion of the building plans was certainly due to the efforts of the brilliant Siegfried Lorenz of Frechen, near Cologne. The original Moazagotl was built at Grunau (now Jesow in Poland). It had been designed in 1931/32 by Dr Wenk, who had also designed the flying wing Weltensegler of 1921. The aircraft was built by Edmund Schneider's works and it made its sensational debut during the 1933 Rhön Contest. Moazagotl was the name of the lenticular cloud which forms in the lee of the "Giant Mountains" (Riesengebirge) which are up-wind of Grunau. The cloud had been named after the farmer Moaz. As he sat on his plough, he always looked upwards at the cloud and it was said that he was looking for God, which in Silesian dialect means "Moazagotl". The sailplane was the first to be fitted with a ballast tank, for 50 kgs of water, for jettisoning should the thermals become weak. It had a 20 metre wingspan and struts which could be turned through 12 degrees to assist its performance. It made its debut in the 1933 Rhön Contest, in which Wolf Hirth flew it the longest distance... 176 kms on the 11th August. In 1934, the Moazagotl was among the gliders that the German expedition took to South America. In the 1934 Rhön Contest, Hirth flew the Moazagotl on the 26th of July, 352 kms to Görlitz and this was the first flight of more than 300 kms carried out in a glider. In the first World Gliding Championships in 1937, Ludwig Hofmann came second in the Moazagotl. In February 1945, the Hornberg had been attacked twice by fighter bombers and some splinters had damaged slightly the hangar roof. This had let rain through on to the Moazagotl's wingtips causing slight glue failure which could have been easily repaired. However, the Hornberg's NSFK Führer ordered the Moazagotl to be taken outside, stacked up, and burnt. It was certainly a sacred machine and its short fuselage, compared with its great wingspan, gives the impression that it could have been developed from a flying wing. The Minimoa (Mini Moazagotl), which was the child of the Moazagotl, had the same parentage. The Moazagotl was the Grunau 7. Its 20 m.span wings had a modified Göttingen 535 profile, which was that of the Grunau Baby, Rhönbussard, Rhönsperber and Kranich etc.

The Reiher had its origin in 1937. It had been designed by Hans Jacobs at DFS to have a contest winning performance using Göttingen 549 profiled wings with a perfect wing surface. Its pilots were perplexed by its wing tips sometimes flexing through 3 metres. Therefore, the next of the total of 8 Reihers built, had very much redesigned wings to try to stop them flexing, and we imagine that it is one of these later Reihers which were built during 1938/9, that is now being recreated.

We have heard that PETER RIEDEL, who lives with his wife Helen in the USA, is full of life and wants to get back in to the air. He is 92 years old. The book "German Air Attaché" is due to be published this summer. It was compiled and written by Peter Riedel and Martin Simons in English and should be very interesting. Peter Riedel was in Washington, DC, and then in Stockholm, Sweden during the war. Peter

Riedel has also written the wonderful trilogy of self-experienced Rhön soaring history, which is of such magnitude that regrettably it has not yet been translated in to English.

NEWS FROM ACHMER. Parts of the Kranich 2 wings, that once belonged to BGA 1258, have now arrived at Achmer from Bielefeld. No sign of its red fuselage with white fin and rudder, has ever been found in Britain or Germany. Sascha Häuser has built new spars for it and has completed the jigs for new wing ribs, which Hermann Hackmann is going to build at Achmer. The almost completed fuselage, which once belonged to the Swedish-built Kranich 2 BGA 1092, will soon arrive at Achmer from near the Wasserkuppe, where Markus Lemmer has almost finished it. It is foreseen that one almost new Kranich 2 will stand complete, except for covering, in the Achmer workshop by the end of 1997, restored with the components of BGA 1258 and BGA 1092. The GRUNAU BABY 3, which was very kindly donated to the Achmer Club by Peter Underwood, has been taken in to the workshop in preparation for restoration. This aircraft had been built by Hermann Hackmann during the early 1950s. Hermann Hackmann had also built the Meise which is now ready to fly. On 23-5-97 the first flight of the now overhauled Meise, D-6046, was carried out by Hermann Hackman, who built it in 1962. The pilot, who is 72 years of age, last flew this Meise in 1973! It had formerly been BGA 2080, which was owned by Thoby Fisher, in England, having obtained its first BGA CofA in Sept. 1975 and had prior to this been registered D-6220.



Hermann Hackmann in the cockpit of the Meise that he built in 1962. It came to England in 1973 where it was owned by Thoby Fisher. Standing on the left is Uwe Penterman and on the right is Harald Kämper.

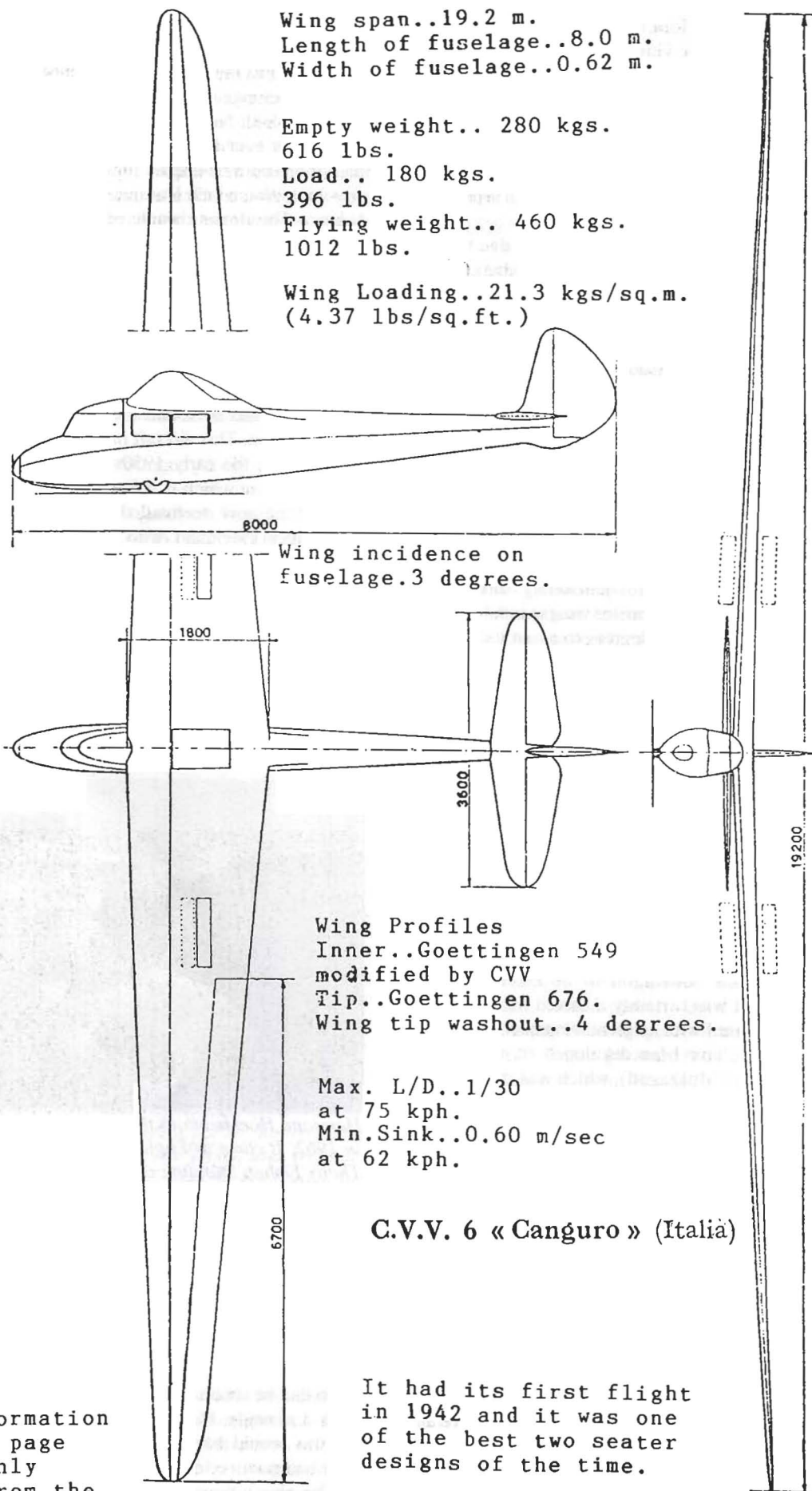
Günther BRODERSEN (Hamburg) has bought an L-Spatz 55 so that he should have something to fly until his home built H.28-2 is ready. He first tried to obtain a still older A-Spatz, but this would have required so much work that he would have had no time to work on his H.28-2.

The above news is from Frits Ruth, who we thank very much for sending us so much information and so many photos.

Wing span..19.2 m.
Length of fuselage..8.0 m.
Width of fuselage..0.62 m.

Empty weight.. 280 kgs.
616 lbs.
Load.. 180 kgs.
396 lbs.
Flying weight.. 460 kgs.
1012 lbs.

Wing Loading..21.3 kgs/sq.m.
(4.37 lbs/sq.ft.)



Wing incidence on
fuselage.3 degrees.

Wing Profiles
Inner..Goettingen 549
modified by CVV
Tip..Goettingen 676.
Wing tip washout..4 degrees.

Max. L/D..1/30
at 75 kph.
Min.Sink..0.60 m/sec
at 62 kph.

C.V.V. 6 « Canguro » (Italia)

It had its first flight
in 1942 and it was one
of the best two seater
designs of the time.

The information
on this page
was mainly
taken from the
book "L'Alianti"
by S.Frati.

ITALIAN NEWS

One of our reasons for holding Rallies in different countries is to encourage the restoration of vintage gliders in them. We hope that our Italian members will not mind us publishing a list of "CANGURO" two seaters and where they could be found some years ago. (See the 3-view drawing in this issue Ed)

Regn.	Type	c/n.	Probable Base.
1/. I-ADGG.	SAI "CANGURO"	104.	Rieti.
2/. I-AECC.	SAI "CANGURO"	(ex.MM100003)	Lucca.
3/. I-AEGG.	SAI "CANGURO"	(ex.MM100007)	Parma.
4/. I-AEGZ.	SAI "CANGURO"	(ex.MM100022)	125. Bolzano.
5/. I-AEIB.	SAI "CANGURO"	(ex.MM100024)	127 Guidonia.
6/. I-AEIC.	SAI "CANGURO"	(ex.MM100026)	129 Gorizia.
7/. I-AEID.	SAI "CANGURO"	(ex.MM100027)	130 Rieti.
8/. I-AEIF.	SAI "CANGURO"	(ex.MM100030)	133 Guidonia.
9/. I-AVFA.	SAI "CANGURO"	(ex.MM100009)	113 Rieti.
10/. I-AVMD.	CVV.6 "CANGURO"	002	Bresso.
11/. I-AVMO.	ACVM "CANGURO"	rebuilt. 010	Bresso.
12/. I-IULI.	SAI "CANGURO"	(ex.MM100002)	1953 Rieti.
13/. I-NANI	"CANGURO" rebuilt.	0010	Vicenza.

The locations are where the aircraft were in 1972. It would be interesting to learn if they are still there. Otherwise someone there might know of their fates or where they went. We would expect that some of them are still at the above locations. The "CANGURO" is a high performance tandem seated 2-seater in form like a "WEIHE". It was designed by Engineer E.Preti of CVV at the Milan Polytechnical School. It first flew in 1942 and equipped some of the Italian Gliding Schools. Its wingspan was 19.2 metres, and its wing profiles were Göttingen 549 (modified) at the root and Göttingen 675 at the tip.

Its max. L:D was (is) 1:30 which made it the highest performance two seater in production in the World at that time. Its empty weight was 280 kgs (616 lbs), its load was 180 kgs (396 lbs) which gives a loaded weight of 460 kgs (1012 lbs) and its wing loading 21.3 kgs /sq.m. (4.32 lbs /sq.ft). It was light for so large a two seater. The second pilot is seated below the wings and could only see out sideways through two large windows either side of the fuselage and upwards through a large window above the wings. It would be a large sailplane to handle on the ground and for hangarage. Under the fuselage, built-in, is a small landing wheel which greatly assists groundhandling.

We hope that at least one "CANGURO" can be saved to fly with us at our rallies and then ITALY would be well represented by a truly vintage sailplane.

Details and locations of further Italian vintage gliders can be provided by C.Wills, if wished for. However, he would like finally to mention that the Italian Hütter H.17a ie C.A.T.20 I-ZAGO (rebuilt) c/n 01 DC was at Bolzano in 1972. This aircraft does still exist.

POLISH NEWS

JOCHEN KRUSE has been to Poland quite often to try to start a Vintage Glider Movement in that country and has made great efforts to introduce young Poles to young Germans, and also to get old German gliders restored in the hopefully, relatively cheaper, labour costs of the Polish wood and fabric glider workshops which have been often engaged in working on fibre glass sailplanes. He is especially familiar with the workshop at Leszno and Jesow Sudeyski, (formerly Grunau). Last Summer, he took a group of young Germans, together

with his Grunau Baby 2b, Mg 19, and Weihe 50, to Jesow, to introduce Poles to Bungee, winch and auto towed launches. The Poles enjoyed the bungee launches from Jesow, but the airfield below (Jelenia Gora – Hirschberg/ Hartau?) was rather short and launches to 500 ft only were possible. However, a Polish Instructor made aerotows available to them with a Jak 12 (Gavron?). The launch and hangarage rates were expensive for foreigners who are all supposed to be rich, but the Poles are allowed much cheaper rates; however, the Germans were able to negotiate for cheaper prices.

Whereas formerly, it had been possible for the Swedes, Germans and the Americans to have their old gliders restored relatively cheaper than in the West, because of cheaper labour costs in Poland, this year, these workshops have been ordered by PZL to overhaul wooden Polish gliders of 20 or 25 years of age, to airworthy condition. These are Bocians, Fokas and Muchas. Many are from the former German Democratic Republic. Some of these workshops have been silent for years but they are now hives of industry. The former Edmund Schneider workshop at Jesow (Grunau) is now full of Bocians. Alone, during the war, this workshop had no less than 2,134 Grunau Baby 2bs built there!!!).

Although they still had the Polish Kranich 2 (Zurav) building plans, they were not interested in overhauling a Kranich 2.

Jochen thought that he saw a Mucha and a Jaskolka in bad condition stored in a shed near the Jesow workshop. We wonder whether PZL might suddenly decide that these should be restored also... and then we shall have suddenly, in situ, a Polish Vintage Glider Movement like the one that we have experienced in the Czech Republic which has been going since 1971!! Perhaps such a hope is wishful thinking.



A 1/5 scale model of a Japanese sailplane Kyuti-7 which spans 2.7m. The original was built in 1935. Photo by Seiji Limura.

JAPANESE NEWS

The highlight of the opening ceremony of the Japan Students' Aviation League, at Menuma in Saitama Prefecture on March 1st, was to have been a flight of the Minimoa but unfortunately, because of the bad weather with rain in the morning and strong wind in the afternoon, the Minimoa had to stay in its trailer. They are hoping for better weather next March.

From Seiji Imura

USA NEWS

We have heard that the Schweizer 1-26, formerly known as "Blackbird" because it was painted black when it was owned by Lynn Buel, is now owned by a syndicate and is painted in the original factory livery. It is coming over here to be stored somewhere in England, so that it can be flown by American entrants in our National and International Rallies.

For those who can understand technical German print, the Hans Jacob's book WERKSTATTPRAXIS has been an excellent source for learning construction techniques of older German gliders. Last year the Jacobs family and the publisher in Germany granted permission for the Vintage Sailplane Association to translate and make available this wonderful handbook. It will take a while, but it will be coming.

Bob Gaines, Atlanta. USA.

INTERNATIONAL RALLIES

International Gliding Festival at Aventoft from 4th – 13th July 1997. Contact: Luftsportverein Südtondern, Adalbert Schulz, Vikingerstrasse 7, 25971 Leck, Germany. Tel. and Fax: (0)4662-2524. Jochen Ewald writes that "Aventoft is the most northerly of all German Gliding Clubs but despite it being between the Baltic and the North seas there are thermals, and many pilots have started their Silver C distance flights from there. and have achieved rather more than 50kms. The Mayor-ess of Aventoft has offered a prize for any pilot of a glider built before 1955 which can be kept up for more than 5 hours."

During the 5th – 11th July 97, the Vintage Group at Husbands Bosworth (Coventry GC) is organizing a Vintage Rally at Husbands Bosworth. Initially it was to be a vintage event with competitive tasks between vintage gliders from Husbosworth and Dunstable. Now it seems it is to be a vintage event thrown open to vintage gliders from all clubs to evaluate the use of microlight towplanes. Contact for information concerning the event is Keith Nurcombe, Middle Moor House, Kites Hardwick, Rugby, Warcs. Tel: 01788 810401.

FINLAND. 13th–20th July 1997. "Oldies but Goldies" Meeting and Competition for Old Gliders at Jämi-Järvi Finland, the cradle of Finnish Soaring. Gliders should be over 30 years old but the pilots need not be. Gasthaus type hotel accommodations are available in the middle of two runways and offer comfortable accommodation for whole families. Other hotels and campgrounds for tents and trailers (caravans) are located nearby.

For information, contact Risto Pykälä, Ristkarynk.4, 4 A 13, 15170 Lahti, Finland. fax. 358-03-8144221 or the Finnish Aeronautical Association, Kai Mönkkönen, SIL Maimin Lentoasema, 00700 Helsinki, Finland. Tel: 358-(0)9-3509-340, fax 358(0)9-3509-3440.

JULY 26th – 3rd August 97. International VGC Rendez Vous Rally at Pont Saint Vincent, near Nancy, France. Contact Christian Mathieu, Aéro-Club Albert Mangeot, BP. No.7, 54550 Pont Saint Vincent, France. Tel: 03.83.47.33.54.

AUGUST 2nd – 10th 1997. 25eme RASSEMBLEMENT INTERNATIONAL DE PLANEURS ANCIENS (The 25th VGC International Vintage Glider Rally) at: Bar-sur-Seine, Celles-sur-Ource, France. Contact is Maurice Renard, B.P. No. 24, 10150 CRENEY, FRANCE. Tel: 03. 25. 81,17,18. Fax:03.25.81.31.33.

The 3rd INTERNATIONAL RALLY dedicated to LUIGI TEICHFUSS, is scheduled to run from June 26th to July 5th 1998 on the airfield of PAVULLO in Italy. Details can be obtained from Vincenzo Pedrielli, 7 Via Tintoretto, 20033 DESIO (M), Italy. Tel: (0362) 630293.

SUMMER 1998. Suggested VGC International Rally in Southern Slovakia (Nitra). Contact: Josef Fecko, Okružna 796/69, Poprad 05801, Slovakia.

This has yet to be confirmed by the International Rally Committee, which should meet during the 25th International VGC Rally at Bar-sur-Seine, France, during August 1997.

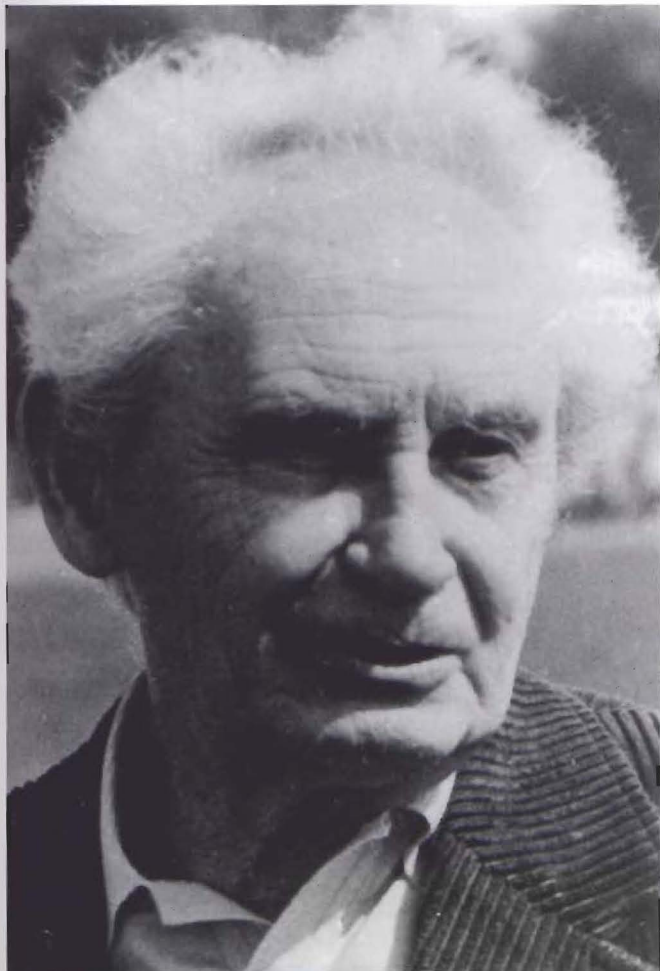
SUMMER 1999 International Rendez Vous or International Rally at Aventoft, Schleswig- Holstein, Germany. For information, please contact: Aldalbert Schultz, Wikingerstrasse 7, 25917 Leck, Germany. This, also, has to be confirmed by the International Committee.

The Year 2000 International Vintage Sailplane Meet (IVSM 2000) to be held at Harris Hill. This will be the second IVSM to be held in the USA. The first took place in 1995. For information, please contact: The National Soaring Museum, Harris Hill, 51 Soaring Hill Drive, Elmira, New York, 14903 USA. or via email at nsm@soaringmuseum.org.

OBITUARIES

Wolfgang Späte

Very regrettably, we have to report the death of Wolfgang Späte on Monday the 5th of May. He started his flying career at the age of 10 when he tried to stay aloft on the end of a huge umbrella. He came to grief after stepping forth over the edge of a slope. Unfortunately, it was the down wind side of the slope. However, his bruises were soon forgotten. When he was 15 years old, he was getting up at 3 am and going to a hangar with 6 to 8 others to work on a Pelzner Hang glider with a spar of ash. With this, they could hardly stay up. For two to three years they were occupied with this, flying near Dessau, where there were some sand dunes. They also had a steel framed Zögling. After these years of ground slides Späte took up aeromodelling, as Heini Dittmar had done. In 1929, the economic situation in Germany was so miserable and with his business doing so badly, his father could not keep his four children at school. So Späte found employment in a publishing company and he wrote many articles on sport, a few lines on the first growing of chestnuts in the Schlosse's park, and on an indoor political battle which he himself experienced. He had not forgotten flying. He spent his 6 day first holiday at a primary gliding course at the DLV (Deutscher Luftsport Verband) flying school at Schwarzenberg in the Erz mountains where there was a nice little slope. During the next year, 1931, he took part in a course at Grunau run by the instructor Pit van Husen and gained his C certificate. He watched Hanna Reitsch fly, in spite of the cold, in an open cockpit for over five hours, which was a feminine World record. They celebrated it with her but Wolfgang was also happy because he had just received his official Gliding Licence. In 1932, he went to the Wasserkuppe and also to Griesheim. At the latter, he met Heini Dittmar and bought from him, for 50 RM, a set of building plans for a Condor 1 and he decided to build it, after his publisher, Hugo Issenburg had given him 500 RM. At this time of depression, to spend the money on such a project was unbelievable. However, he created a workshop in



Enno Rubik at 80 years of age. Photo: Aero Archiv, Budapest

a long-dead furniture factory and started work. Schorsch Jahn came to join him. He was an unemployed cabinet maker who understood something of aircraft building. In 1932, there were 5 million unemployed in Germany. Alone in Chemnitz, there were 200,000 people lying in the streets. He promised Jahn money should he win any contest prizes on the Wasserkuppe, and that he should come with him to the contests. Schorsch came and started work every morning at 8 o'clock and went home at 1700 hours. Späte came to the workshop after his work at the publishing house, and brought sausage, milk and fruit for Schorsch and worked himself often to midnight or later. Then a second man came to help, Walter Böhme, an unemployed cabinet maker. Then came five more men. All were enthusiastic about the beautiful sailplane and they admired its drawings. It gave the unemployed a goal to work for, but feeding them was a problem and money was running out. He managed to earn more money by giving lectures on gliding at various gliding clubs. At last, in June 1934, the Condor I stood finished in the workshop and with it, Späte managed to win fine prizes for gliding at the Rhön and in Middle Germany during 1934 and 1935. In 1937, Späte flew a Minimoa in the first World Gliding Championships at the Wasserkuppe in to 3rd place. At that time, he was using the first Optimum Speed to fly between thermals calculator. In the 1938 Rhön Contest, he hoped to be able to fly one of the later-built Reihers, but he had to settle for the very heavy Reiher 1. It had been made heavier in an attempt to make the wings flex less and it later revealed what a highly loaded Göttingen 549 wing profile was capable of in good weather conditions.

During the first days of the contest, he could not keep the Reiher up in the weak thermals. However, the weather became better and better and the Reiher went faster and faster. His longest flights were 415 kms to Rotterdam airport, over which he arrived still with 800 metres height, and to Stettin on the Baltic, 445 kms away. The German frontiers, except the Dutch frontier, were closed because of the political situation. Otherwise, he might have gone further. He won the contest, but as Kurt Schmidt came second in a Mu 13d, the slowest glider in the contest, speed was not everything.

In 1939, Späte accompanied the DFS expedition to Libya to explore sea breeze fronts and desert thermal conditions.

During the war, he became a distinguished fighter pilot and later became the Commodore of the first, and the last, rocket fighter squadron, the legendary Jg 400. We believe that OSC Wasserkuppe member Sef Kurz has created a flying replica of his red ME 163B "Komet". After 1951, Späte test flew the Rhein Flugzeugbau Company's Aerofoil boat X 113A. This aircraft was to take full advantage of ground effect by skimming over water and land, but Späte took it up to 800 metres altitude.

We were very honoured to make his acquaintance when he and his wife visited our 11th International VGC Rally at Farkashegy in 1983. He and his wife had come to say farewell to Lajos Rotter senior, the Father of Hungarian Gliding, who was lying very ill in a Budapest hospital.

We send our deep sympathy to Wolfgang Späte's wife, family and friends and to the German Gliding Movement.



Wolfgang Späte on the left with Imre Mitter, at Farkashegy.



Wolfgang Späte's Condor named after his employer who gave him the money to start building it. Picture on a postcard.

Ernö Rubik 1910–1997

Lászlo Révy has sent us the sad news that Ernő Rubik, the most important Hungarian glider designer, has died in February this year, aged 87 years. His funeral, which took place in Budapest, was attended by virtually the entire Hungarian flying community. He survived the change from the old regime to Communism after 1945 and designed seven gliders in this post-war period. In May, a marble memorial was unveiled in memory of him in the House of Technology in the city of Esztergom, where Rubik's Aero-Ever aeroplane factory was located. The ceremony was held in conjunction with a memorial exhibition.



Josef Ott from Slovakia sitting in his replica of Rubik's 1938 Vöcsök at Jöngös recently. Josef also built the Honza replica.



The Rubik R-03 Szittya of 1937. Photo from Peter Startup.

Ernö Rubik has designed nearly all the gliders necessary to keep the Hungarian soaring movement alive. Perhaps his most successful design was the 1963 tandem all metal two-seater, the Gobé. In 1997, this two-seater is still in use in Hungarian gliding clubs for dual instruction, and from first solo, to Silver C legs. It has a cantilever wing and is cheap to build, strong, easy to fly, with superb aileron response and effective airbrakes. The max L/D is as good as that of the Kranich 2. His son was also brilliant, and probably better known in the West, for he was the inventor of the Rubik cube.

Our sincere sympathy goes out to his family, friends and to the entire Hungarian flying movement.

We are grateful to Lászlo Révy for notifying us of this tragic death.



The Rubik R-22 Futár at Farkashegy in 1996. Photo Peter Chamberlain.

Book Review

Tiger in the Sky by Pat Jackson. published by the Truleigh Press at £6.99 plus £1.50 postage (EU) and £3.00 (Rest of the world) (ISBN 1 873475 25 X)

Truleigh Press, The Gables, Upper Station Rd, Henfield, West Sussex, BN5 9PL

Normally, the books we review here are biographies of famous designers or histories of the well known glider manufacturers, in other words, ones which would be likely to become reference books for the future. This book is quite different but is no worse for that. It is the story of an Indian boy who saw a Tiger Moth giving an aerobatic display near his home when he was about five years old and it so impressed him that from then on his whole life was devoted to finding a way to learn to fly. His parents were totally opposed to him taking any part in such activities, especially as some tragedy appeared to be written in his horoscope, which he was never allowed to see. Eventually he escaped from the confines of his family on the pretext of playing in a table tennis tournament in Wembley in 1954 and started off with a fellow player on a 125cc Vespa scooter to ride all the way to England, selling their story to newspapers and broadcasters on the way. After many setbacks and even injuries, Toon arrived in a cold and dirty London and took a number of low grade jobs, just to earn enough to eat and sleep. However, the interest for us is in the title, for after being a winch driver at Lasham, he flew in wave at St Auban and was terrified by the rotor which to him was like "a tiger in the sky suddenly gone mad with fury". Still, he managed to reach 25002ft, do his five hours and 89 kms, so he returned to Lasham with a Silver C, and the unofficial Indian height record!

Eventually he became an instructor at Shoreham flying his beloved Tigers again and having the opportunity to show other people the beauty of flying and "opening up the sky for people" which had become his ambition. When instructing, his Indian origins were all too obvious when he asked his pupils "to round out at the height of an elephant!"

The style of writing is interesting, changing from the third person singular initially, then to the first person, and this change seemed to coincide with his description of the granting of independence to India in 1948. There are occasional Indian expressions used whose meaning is evident from the context and the last page gives a hint that Toon goes on to own many planes and to carry out humanitarian work in the foothills of Nepal, always sustained by his dreams of inspiring others.

This man was obsessed with flying, no matter how difficult it was to achieve his goal and surely all of us are obsessed, to a lesser degree, some would say mad, to be involved in gliding. Many members would have met Toon at Lasham or Sutton Bank, St Auban, Hornberg, the Long Mynd on his honeymoon, or even in three weeks of rain at the Wasserkuppe, I have not had that privilege but the book makes me wish that I had met him; it is that sort of book, even the hint about how the book was conceived in the air is intriguing – a thoroughly good read and well recommended.

Graham Ferrier

Letters

From Jim Robson, 6 Ashbrook Mount, Sunderland, SR2 7SD
Reference Mike O'Donnell's letter in VGC 90; the photograph is obviously of a Nacelled Dagling. (*and see also the letter from Harold Holdsworth below Ed*) I got my A & B certificates in one, operating from a flat field at the Lizard's Farm in July 1938, when 12 of us formed the Sunderland Branch of the Yorkshire Gliding Club, and Billy Sharp of the YGC sent us a Dagling, and later, a Nacelled Dagling. (Subs were 3 Guineas per year, (£3.15p), and training fees were 2/6d per day, (12 1/2p), irrespective of the number of launches.) I liked the 3-view of the SG 38; I got one up to 1500ft after a 900ft launch at Salzgitter in 1949 when I had a busman's holiday at the RAF Gliding School. There I met Wolf Hirth as the gliding instructor and the Ground Engineer was Adolf Niemuller, who had been Production Test Pilot for the ME163 Rocket powered fighter – interesting to me as I had been a Photo Reconnaissance Spitfire pilot in 1944–45.

(Harold Holdsworth, who was the Ground Engineer at the Yorkshire Gliding Club from 1934 to 1939 has also written to Mike and sent your Editor a copy of his letter in which he gives detailed reasons for his identification. Ed) He says...
The glider in the picture is definitely a Nacelled Primary, built by Slingsby (Works No 310A BGA C of A A362, delivered to the Salisbury Aero Club on 6 August 1938)" and he sent a picture of himself seated on one, ready for take off, in 1936 to prove it. He goes on, "there is a Slingsby logo on the pylon, and the bungee hook has been modified to be forward, clear of the nacelle nose ply, which in turn, is forward of the A frame in order to clear the rudder bar and the pilot's feet. For the latter reason the nacelle is wider than normal. The 5 nacelled Daglins built by Hawkridge were similar externally but different internally; but as this firm was only started in 1945 and the Salisbury GC was wound up in 1942 after a crash, it could not be one of these. Around 1938 Slingsby built some much improved nacelled primaries which were intended to soar, and did, whereas the earlier models mostly only hopped. The modifications included a strengthened up A frame, rounded wing tips, ply covered cockpit, control surface gaps covered, the wing leading edge ply extended on the upper surface to between the spars and the rudder bar was replaced by pedals. In his book "British Gliders 1922-1970, Norman Ellison gets these machines and the prototype Slingsby Kadett completely muddled up! I have flown both types and was the only person to soar the prototype Kadett which was an honour, and was quite different to the rest." Harold adds a brief history of the Dagling Primary Gliders; "the absolute origin is not known but the Zöglings were modified to have a different rear fuselage (steel tubes) and completely new tail surfaces with the tailplane held by the tips and were not interchangeable with any other type. In early 1930 a glider of this description arrived from the USA and an agreement was made between the newly formed BGA and the firm of R.F.D. of Guildford, Surrey, named after the owner, Reg Dagnall, a maker of flotation gear. The outcome of this agreement was that the London GC had a gift of Dagling, R.F.D. got the workshop drawings and the BGA could sell the drawings for a modest fee.

In 1932 R.F.D. stopped making gliders because of the great depression and returned to their flotation gear and in 1934 Fred Slingsby stopped making furniture and started making gliders. Meanwhile Daglings continued to be made in small numbers by individuals and very small enterprises leading to the Dagling becoming the most common British type of Primary.

Although the first example of this type came from the USA, recently some drawings of a primary with Dagling type tail have turned up in Germany, signed by Lippisch, so it may not have been American after all!"

From Mark Wakem, 35, The Boulevard, Broughton, Chester, CH4 0SN.

We all know that with one or two exceptions, our surviving pre-war gliders have endured military service. But what about their involvement in clandestine operations *since* then?

I was at home recovering from a cold and was enticed into watching daytime television, and watched an episode of "Man in a Suitcase" called "Night flight to Andorra". What was the secret weapon to get past the electric fence and guards etc? The title may have given it away; not a Lockheed Q-Star but the latest in stealth technology, the Slingsby Gull 1, believed to be the one owned by Tony Smallwood at present. If it is not covered by the Official Secrets Act perhaps the pilot could step forward and write it up for VGC News or if anyone else saw it and videoed it I would like a copy. *(Tony Smallwood did not take part in this scene-stealer Ed)*

*Extract from a letter from ROY SCOTT of 29th April 1997.
Heading: ... AUTOMATION RESEARCH (POOL). HOPING TO BE SCOTT LIGHT AIRCRAFT ONCE AGAIN VERY SOON.*

I am very interested to learn that there are, in fact, quite a number of sailplanes for which drawings are still available.

YES, I SHALL BE ABLE TO REPRODUCE BOTH THE VIKING 1 AND THE VIKING 2 DRAWINGS, AS I HAVE QUITE A NUMBER OF ORIGINAL TEMPLATES AND OTHER DATA.

Despite the 60 years since designing the Viking 1 and the Viking 2, I could, in fact, produce drawings for both machines with very little variation, just from memory. It only seems yesterday that I was at Scott Light Aircraft, in Albion Street, Dunstable, doing the original designs. I am hoping to build a Viking 2 in order to get some soaring in with an instructor or other qualified pilot".

Since you mentioned it on the 'phone (prior to receiving your letter of the 28th) I have been giving a lot of thought to the question of flutter. On scrutinizing the wing in general and, at the same time knowing that it was designed to a very high safety factor... nearly twice the requirement of those of the BGA at that time. (The Viking 2 had very large ailerons... both in length and width.)

The reason for this was not for the necessity of having such a large control surface, but, as you will recall, they could be lowered and raised, to the best of my recollection, and set in three positions UP, and in three positions DOWN while still operating as normal ailerons.

Whilst your father had very little time on the Sunday he test flew the Viking 2 with me, soaring it along the Downs at Dunstable, and tested the ailerons for up and down movement. He commented on the fact that they did have considerable effect. In studying the ailerons in particular and with, of course, much more experience, I consider that they should

have been built in two pieces to take into account the out-of-lineness of the hinge line with the flexing of the spar.

Yes, of course, some counter balance would be most advisable in the light of many years' experience.

When they brought to me the fuselage of the Viking 1 (Viking 2. CW?) in North London at GPA Ltd, Wood Green, where I was converting a sizeable Piano Action factory over to producing parts for the Albemarle towing aircraft, the Viking 2's fuselage, to the best of my recollection, was very little damaged, and they informed me that one wing was also very little damaged. This could have been the effect of a rather peculiar spin-in without pilot and passenger.

At the time, I understood that the wing had ruptured during a bunt, after which it set up a considerable flutter, having a ruptured spar approximately where the aileron began. What a pity it is that a proper examination report is not available.

In the case of a future Viking 2, I would reduce the chord and span of the ailerons and also fit them with counter balances.

In any other respect, there is no necessity to strengthen the aircraft's structure. With regard to the Cambridge which was ordered from Zander and Company by the Duke of Grafton. He placed the order in consideration of Zander giving me a job. It was not overpaid at the time... £2.00 a week, and I had some 9 miles to do to go to work.

When I first started work there, Keeble, Burt Pane, and Himmelreich were about half way through building a Grunau Baby for Mr and Mrs Baker and, at the same time, Yhaul was designing the Cambridge.

The only difference between the Cambridge and the Grunau Baby 2 was two feet added to the span, and a mono-coque fuselage. I note that there would be interest in this machine... BUT IS THERE ANYONE OUT THERE WHO WOULD COME UP FRONT WITH SOME CASH? *

If so, I could organize a unit to produce several machines.

I have a very comprehensive, modern, high precision machine shop at hand and also enough space to at least get started on one or two machines.

However, I am not in a position to finance the operation. I would give time to training one or two staff.

I would particularly like to give one or more youngsters, say a twelve month apprenticeship, on the structure of wooden sailplanes.

Do you happen to know of, or do you think a group could be formed, who would put up the necessary working capital?

With me giving my time free and, at least during the early stage, supplying the workshop space for only a small consideration (as I have other programmes for which it would be used). But I would be very happy to give preference to the glider venture if it could be got going quickly.

In all probability, if you made a visit, together with any others interested, you could assess the potential I have at hand."...

Anybody interested in the above venture should write to: Roy Scott, c/o 10 Highfield Road, Corfe Mullen, Wimborne, Dorset BH 21 3PE. Tel: Broadstone 693883.

*C. Wills, Wings, The Street, Ewelme, Oxon OX10 6HQ: Tel: 01491-839245, would be very happy to co-ordinate the above operation but can not get otherwise involved owing to having so much other VGC work to do. Roy Scott would provide the workshop and his own services for very little cost.

CW has heard older Cambridge University Gliding Club members talking very enthusiastically about their beloved

Cambridge sailplane which they knew as "Pons" (Latin for Bridge? CW Cambridge "Pons" G-ALTJ was flown by your Ed for 15 mins on 25 March 1950 at the Long Mynd) Mr Scott says that it would be much cheaper to build, than a contemporary fibre glass sailplane. CW asks Cambridge University GC members, who should read this, to make known to their club members, and particularly to their older club members, the possibility of them owning one, if not two, new Cambridge sailplanes, which were so much part of their club's history. CW thinks that the VGC was founded six years too late to save the last Cambridge sailplane, which was burnt at RAF Dishforth in 1967, on the recommendation of a BGA inspector, because it was built with Casein glue which had failed. Roy Scott continues... "With these three major programmes, I am at present very heavily committed, and therefore a major glider production programme will require some finance. The success of the Cap Company will put me in a position to get on with the Viking 2 but the loss of a year to 18 months is a long while in my case. If a glider company to build two or three types is to be established it must virtually be at once. I understand that vintage types should fetch a high price in the vintage market with all the different countries involved which may bid against one another. The wooden sailplanes would be comparatively cheap compared with the fibre-glass ones today. I was offered a second hand two seater, with engine, for a mere £100,000!!". Roy Scott. *Abbreviated and Precied by CW.*



Roy Scott at Lasham for the 22nd International Rally. Photo C.Wills.

Extracts from a letter to C.W. which arrived on October 7th 1996 from Frits Ruth, who worked for the Segelflugzeugbau Schempp-Hirth at Göppingen and Kircheim from 1941, for the Segelflugzeugbau Wolf Hirth at Nabern from 1942 -1943, and for the Hütter GmbH from 1944-1945. It will be remembered that the Hütter brothers worked as designers for Wolf Hirth from 1938-1944 but then left to start up a firm of their own to try to build the all-molded, fast and high altitude Hü 211 twin engined reconaissance aircraft or nightfighter, while Ludwig Karch was brought back from Prague to take over their positions as designer for Wolf Hirth. Ludwig Karch had been working for Benes Mraz in Czechoslovakia and also getting his 1939 designed and built Mü 17 into production by the Flugtechnische Fertigungs Gemeinschaft Prag. (FFG Prague). Ludwig Karch started working for the Segelflugzeugbau Wolf Hirth Nabern-Teck from May - June 1944.

LETTER FROM FRITS RUTH. 7th October 96.

Extracts. "First, the paint scheme (of gliders on the Teck. CW.) An old Teck glider pioneer told me that during the period (1936 to Spring 1937.CW.) the Württemberg gliders were coloured black and red. "These colours made the temperatures of the gliders (and in the gliders) become so high that people could not stand them. "After switching to "Elfenbein", (Elf's leg cream ie. RAL 1015) which became the official NSFK colour from 22nd October 1937 until May 1945 the only change was the registration system on the 25th of June 1943. As American soldiers found a Minimoa at Stuttgart Echterdingen (now, Stuttgart Airport) in May 1945, which was still in the two colour DLV (Deutscher Luftsport Verband) 1936 colour scheme, one gets the impression that German Gliding did not always adhere to the colour and markings regulations of the time. The Americans flew, and quickly broke, the red and white Minimoa which still had the black,white, red (Prussian) National colours on its rudder which were standard in 1936. (Standard national rudder markings in 1935/36 were usually Prussian black, white, red on left hand surface of rudder and red (until rudder's tip) with white circle and black Swastika on the rudder's right hand side. CW)

Those gliders at the Hornberg in 1939 with light blue and Elfenbein colours were:the RHOENBUSSARD D-15-818, The KRANICH 2 D-15-878, the MIMIMOA D-15-695, the RHEINLAND D-15-1084, the Mü 13d D-15-876 and RHOENADLER 35 D-15-1015. The RHEINLAND had only its wings decorated light blue and cream, GRUNAU BABIES were painted in regulation Elfelbein cream as also was another RHOENBUSSARD D-15-1027 and another Mü 13d, D-15-1054.

"After switching to Elfenbein, a mid air collision at the Hornberg School was the reason to add the grey-blue sections. Thank you for the address of Rudi Opitz. I have sent him the photographs of us together in 1942 and 1995 because he could not remember visiting Wolf Hirth during the war. After seeing the photo, he did agree that he had visited Hirth then. At that time, he was still commanding a cargo carrying glider training unit at Koenigsberg-Neumark in East Prussia (perhaps this should be Koenigsberg-Neuhausen? Both airfields had Troop carrying gliders on them. CW?).

"Your interview with him was very interesting for me and I was glad to see it. Concerning the Horten brothers, I was surprised to read that one could win a contest with a Horten flying wing. One never managed to do this in Germany. Con-



A Rhönbussard showing the markings described by Frits Ruth. Photo Peter Startup.

cerning his battle with the crazy T.28 pilots, the Americans must have been very impressionable to the UFO craze! I sent him a copy of your article from VGC News, in case he was not a member". (again we much apologize for getting the photo of him wrongly captioned CW.) "You asked me in your letter whether I would like to have photocopies of your drawing work on the K-1's wing? Of course, I would. Also, I would be interested to see the "frightful NACA 66 series profiles". (I had a similar experience, when I was 15 years old and I was starting to build a "Flying Flea" with a dreadful Mignet aerofoil. After WW-2, I had, once again, to work on a "disaster", the "Ring Wing" of the still inexperienced students of the Aachen Technical University. After seeing a model of it flying, one of the professors said "Oh yes, build the thing". As they had no workshop technician, they started to build it without much skill but with the help of a boat builder, who knew nothing about aircraft gluing techniques. But they received a lot of money which was mainly concerned with flying it. When I arrived there, I received a shock and started to push off wing rib gussets. After negative results in a wind tunnel, the students decided not to fly it but to finish it "optically presentable" as a static exhibit for some celebrations, so that Government officials could see it and believe that something had been done with their money. During two winters I helped them to cover its wings and worked very hard readying its centre section (with much plexiglass) but I had a good time there. Your article which included my name, was OK. I only wanted to wait for some more technical information on the H.21... but it still has not arrived. Hubert Clompe's wife (Hubert Clompe was a works test pilot for Wolf Hirth during the war CW.) visited us last month and I asked her not to throw away any of her husband's papers. He passed away last year. Until that time, she could not bring herself to do that. So I hope to find some some technical information for Peter Selinger's Hütter book.

Now, some answers to your questions.

None of the sailplanes which were credited as Wolf Hirth

designs were designed by him. (except perhaps some of the very early ones.)

The D-MUSTERLE was a Darmstadt design.

The MOAZAGOTL was designed by Dr Wenk (who had also designed the 1922 WELTENSEGLER flying wing.CW)

The Göppingen 3 MINIMOA. This was also mainly designed by Dr Wenk.

The Göppingen 1 WOLF. This was a slightly converted GRUNAU BABY 2, which was designed by Edmund Schneider.

The Göppingen 4 GOEVIER was designed by Wolfgang Hütter.

The Hi 20 MOSE motorized sailplane was designed by Ulrich Hütter.

The wings of the Goevier were used for the Hi 20.

The Hi 21 swing wing two-seater was designed by Wolfgang Hütter.

I have only some experience with the GOEVIER 2 and I never saw the mass of ballast in its nose to obtain correct C of G position. 25 kgs ballast had to be fixed in position when the GOEVIER 2 was flown solo. A C of G one metre too far aft seems to me to be nearly incredible. I will try to do some calculations this winter using a GOEVIER 3. Though the handling in flight was good, there was, until the end of production (from 1938 – 1942), insufficient rudder response and experiments resulted in a much larger, and therefore heavier, rudder.

With one of the last production Goeviers, Hütter experimented with a rudder that was slightly thicker than its fin. It had a number of test flights concerning this, but I never flew it and I don't know if the postwar Goever 3s had similar rudders?

There is a fairy-tale concerning the "shooting Habicht" and the nose ballast of the Goevier, which I heard in Holland. The GOEVIER had to be machine gun armed and used for Hitler's invasion plans! Indeed, at some time, all GOEVIERS and KRANICH 2s were concentrated on an airfield near Braunschweig (Brunswick), as were fishing boats in our Dutch harbours. It was eventually decided that Klemms should tow the gliders. I can hardly believe this and the idea was quickly dropped. The idea of installing a machine pistol in the nose of a STUMMELHABICHT was born in Clompe's brain to obtain some more petrol for our test flying. He told me this in 1947. After some test runs, he discovered that it was not practical for young inexperienced pilots to try this and that it would be the best way of getting rid of all the beautiful gliders in a short time!!

I think that I did not tell you that my wife (the oldest lady glider pilot in Germany and a former worker during the war at the Schempp Hirth firm CW) blew up the club house of her gliding club at Aventoft by turning on the hot water tap for a shower. (being the first up in the mornings.) Turning the hot water on activated a propane gas heater! She was unhurt, but the building was a total loss. It is now rebuilt and electric water heating is to be installed!!"

Frits has visited his old friend "Dolphi" Janssen who lives on the island of SYLT. Here there was a gliding site which mainly offered soaring over sand dunes. The gliders were bungee launched from a raised portion of land above the sand dunes, so that the bungee crews did not have to descend the sand dunes down to the beach and the sea.

After landing on the beach, the gliders, including a KRANICH 2, were hauled up to the launch point by boy and girl power and/or a capstan which was "manned" as if on a ship. The site was known as the Rote Kliff (Red Cliff). It

seems to have been good fresh air exercise and the operation, apart from the hauling up to the launch point of the gliders, was not unlike that which our Irish members carry out at Kerry. Whereas, at Kerry, there is wave soaring to be had (air waves!), the Rote Kliff seems to have offered, apart from hill soaring, some thermal soaring and it was formerly a famous German North Sea Coast gliding site. We don't know if the site is still used, as salt and sand are not good for gliders.

EXTRACTS FROM A 2nd LETTER from FRITS RUTH, dated Dec 17th 1996.

CONCERNING WINTER STORAGE FOR GLIDERS. "NEVER park a wooden aircraft near to some heating device. At Aachen they lost a sailplane, which was parked for a long time in a heated basement.

CONCERNING COMFORTABLE COCKPITS FOR PILOTS. "I think the gliders of the late 1930s and those used for instruction" (the 1939 Kranich 2) "had improved pilots' comfort as the Air Ministry (das Technische Amt)" (The Technical Office CW) created regulations relating to pilots' comfort". You can notice this improvement in all the aircraft of the time. (RHEINLAND, OLYMPIA MEISE, JS WEIHE, MU 17 MERLE, 1939 KRANICH 2 etc. CW)."Thank you for the photograph of the GOEVIER 2 and GOEVIER 3 at Rana, with their different length fuselages. Next month, I will ask my Dutch friends about the weight and balance of the Fokker built examples. These, and also the Fokker built OLYMPIAS, became so heavy, that recalculations and reinforcements were necessary, and these made them still heavier. As I started work with WOLF HIRTH during the summer of 1941, the last eight or ten GOEVIERS had to be test flown before delivery to the different NSFK Groups, flying schools and Luftwaffe (Wehrmacht Luft? CW). I think that it was a little too late for "Operation Seelion (Seelöwe)". The concentration of about 100 two-seater sailplanes near Braunschweig (Brunswick) was nearly one year earlier. I think that the Germans gave up their plans after having lost nearly half their transport aeroplanes during the invasion of Holland in May 1940. Even the blindest "Militär" must have seen there how much transport capacity would be needed to support a real invasion!" (In the event, in 1941 many of their Kranich 2 B-1s, 80 of which had had their rear cockpits quickly converted to carry fuel or munitions, were sent, together with the ME 321 Gigants, which were also built to support Operation Seelion (the 1941 invasion of England), to relieve cut-off German forces in Russia. None of them ever came back. The Kranich 2s were aerotowed by Ju 87B Stukas at 150 kph and were demolished by explosives after accomplishing their missions CW) (As Hanna Reitsch also landed a Kranich 2 b-1 on cables as a military experiment, one wonders whether the earlier, prewar designed Kranich 2s were considered surplus to requirements, as the newer, improved, Kranich 2s were then being built by Mraz and Nitra in Czechoslovakia CW). "Did you recognize the two Polish gliders which visited us (at a Scout Camp) in Holland in 1937? One of them had the same colours as the ORLIK in America but it is not an ORLIK.

(The Polish sailplanes visiting Holland in 1937 were a SOKOL bis, SP-857 and a red and white (Polish National Colours CW) SG-7. The SOKOL (Falcon) was developed at the same time as the as the CW-7 contest sailplane to meet a requirement for an aerobatic glider. The SOKOL was designed by Antoni Kocjan and manufactured by the Warsztaty Lotnicze. The prototype was completed in the spring of 1934 and encouraging flight tests resulted in small repeat

orders from L.O.P.P. Two or three batches of five examples each were eventually built. The improved version was known as the SOKOL bis. The type was used by gliding centres and schools until the outbreak of war. The SOKOL initially had some structural problems but possessed responsive and well balanced controls. Its wing span was 11.6 metres. It was equipped with either an open or closed canopy. The SG-7 was designed by Szczeban Grzeszczyk during 1936 and 1937. Its wingspan was 15.8 metres and its max.L/D was 1:22. SP-860 was aerotowed in stages to the International Scout Jamboree in Holland (Warsaw-Breslau-Berlin, Hannover-Amsterdam-the Hague) from the 29th July until the 9th August 1937. As it was in competition with the very good ORLIK, only two prototypes of the SG-7 were built*.CW.) (Information was gathered by CW. from "Polskie Konstrukcje Lotnicze 1893-1939" by Andrzej Glass, and "Polish Aircraft 1893-1939" by Jerzy B. Cynk. CW). While the earlier SG-3 sailplanes had won the Polish National Contests of 1936 and 1937, they did not come up to new Polish airworthiness requirements introduced in 1938 ...* "all the SG sailplanes required strengthening. They were grounded until this work had been completed. By the time they were flying again, newer and faster sailplanes were in service and the SG types had lost their place at the top of the lists." (from Martin Simons "The World's Vintage Sailplanes 1908-1945")

Registrations for the two SG-7 s were: SP-860 and SP-863. Grzeszczyk finished the first prototype in the late spring of 1937. The second was ready in July 1937. The gliders were built at the Szybowca Wykolnaly Warsztaty Szybowcowe in Warsaw. Test flying was finished by July 1937 at the ITL in Warsaw. (CW regrets if his translation from Polish is not adequate but he thinks that he has the facts right) From the above information, it seems that the SG-7 in Holland in 1937 was a very seldom seen and rare Polish sailplane. Chris Wills wishes to warmly thank Frits for sending him the two photographs of the SOKOL and SG-7. He thinks that Szczeban Grzeszczyk designed some of the most beautiful wooden sailplanes that the World has ever seen, and he supposes that most of them were taken to a Soviet glider factory near Moscow for evaluation in 1939, by train.

Sic transit gloria mundi. It was Antoni Kocjan who designed the ORLIK and Szczeban Grzeszczyk who designed the SG sailplanes. The Poles were very lucky to have had three very good designers designing gliders for them in the 1930s. The third was Wacław Czerwinski of the great CW and PWS sailplanes. (and with Beverley Shenstone, of the HAR-BINGER.)

We thank Frits Ruth for his two very interesting letters.



The Polish 17m span SG-3/35 designed by Grzeszczyk originally in 1932 and refined in 1935. Photo from Peter Startup.



The CW-5 which Waclaw Czerwinski designed and which first flew in 1931. Note the all-moving tail mounted on high hinges to keep the tips of the tailplane off the ground. Photo Peter Startup.



The Hungarian M-22 of the mid 1930s. Photo Peter Startup.

Chris Wills put an advertisement in the "Flypast" magazine to try to obtain information substantiated concerning the German gliders which were brought to the RAE Farnborough "for testing" in May/June 1945. He was lucky enough to receive a most valuable letter from Don Minterne who was there. It was dated 16th October 1996. We are publishing extracts from this letter.

Dear C, "I spotted your request for help in the current "FLYPAST" and I thought that I would drop you a line.

I started an engineering Apprenticeship at the RAE in September 1943, and one of the apprentices who was two years ahead of me was Harry Midwood. He was trying to start up a gliding club, and shortly after VE Day we got going., equipped with a balloon Winch and a jeep, plus two SG 38s (which they named "Rook" and "Raven" CW.), a Grunau Baby and a Kranich 2, all, of course, loot from Germany. The first instructor was a Flight Lieutenant in the flights at RAE, by name of Ron Walton, assisted by K.G.Wilkinson. Ron went out of the RAF early on, and was replaced by Lorne Welch who had come back from being a PoW in Colditz.

There was of course a vast amount of stuff coming back from Germany and there were a couple of gliders dumped over at the far end of the aerodrome, and I remember examin-

ing them with Lorne, who told me that one of them was a HABICHT. Sadly, at some time after its dismantling, a swarm of bees had built a nest in the root of one of the wings, which was open to the air, and some moron had taken it out together with the first foot or so of the main spar, which had been crudely hacked away. I never saw the HABICHT again, and I imagine that it was scrapped along with all the (German? CW) powered stuff after Groupie Hard's prang in the Do 335. It would have been virtually impossible to assemble the HABICHT without a new wing.

The other crated glider was, as far as I can recall, a WEIHE and again I don't think that it was ever assembled. There was a flying WEIHE at the RAE, and Lorne and "Wilky", among others, used to fly it with aerotows behind the STORCH, while we were being dragged over the ground in the SG 38s. I remember Lorne eulogising to me about the REIHER, and how it was an improved WEIHE, and I feel sure that he would have mentioned it if there had been one on the aerodrome in any condition.

And that is all I can do to help your query! I don't know if Lorne is still out there, but he would be your man. I will remember your father dropping into Farnborough, in (I think) an early SKY, from (I think) Dunstable. We all stood around in awe at the great man, while he chatted to the instructors.

Good Luck with your quest- if you get any replies different from mine, I can only plead that it was a week or two ago! Cheers - Don Minterne".

Chris Wills then wrote him a reply in which he asked whether he noticed that the HABICHT'S Crate was very small, hoping to substantiate Terry Beasley's claim at Elmira in 1995, that there was a STUMMELHABICHT at Farnborough, and whether John Sproule's naval gliders, that he rescued from North Germany (two KRANICH 2 s, the MEISE and the MU 13,) were seen, and included among those sailplanes which had been brought in from Germany, at Farnborough? From Philip Wills's Log Book No.3, CW has discovered that his Father carried out a flight in his WEIHE from an aerotow at Redhill to Farnborough on 2.6.51. The flight lasted 1 hour 30 minutes and was 20 miles distance.

However, on the 2.6.52., (incredible - on the same date a year later!!!) he flew his SKY from a winch launch at Lasham to Farnborough ... 4 miles in 25 minutes.

Chris then asked in his letter whether Don Minterne had heard of the AFH 10 HANNOVER at Farnborough?

Back came Don Minterne's letter dated 26th Oct. 1996.

Extracts are published here. "And dear old Terry Beasley! I was surprised to learn that he had migrated - presumably after he had retired" (he is now living with his wife in Canada. CW). "What he said was almost certainly correct - the HABICHT WAS in a very small crate, and I was told that it had been cut down to train the ME 163 pilots. I don't recollect ever hearing the name STUMMEL. And yes, the other crated glider was a HANNOVER, a name which I had quite forgotten. To the best of my recall, it was in a closed crate unlike the HABICHT (you see that. while I am more than happy that you should wish to quote from my letter, it should not be taken as gospel) I am fairly sure that "Winkle" Brown had an aerotow in the Farnborough ME 163 behind a Spit (Spitfire), although it might have been the Horten - we stood and watched him take off ("Winkle" Brown was aerotowed in the ME 163B by a Spitfire. The Horten 4A LA-AC would never have stood being aerotowed by a Spitfire CW). Now "Winkle" is still with it, and would be happy to assist your enquiries, although he was never a gliding man per se." "On

the subject of your father's lobbying in to Farnborough, it was certainly not later than 1950, as we were still using the SG.38s for ab-initio work, and the T.21 arrived in the December of that year.

"You say that you have some small photos of the RAE club machines" and a Ju 352 sometimes appears in them? You mention the Ju 352 – the loot from Germany stood on the North end of the airfield for many months, and it appears in most of the early photos of the club. I don't recall any RN stuff (John Sproule's 2 KRANICH 2s, the MEISE and the MU 13 CW): we just had the two SG.38s, the GRUNAU BABY and the KRANICH 2. The WEIHE that "Wilkie" and Co were playing with 'upped and went', quite early on. One Sunday evening after the flying (I used to scrounge trips in the back of the STORCH), "Wilkie" said "I take it that we'll all be assembling next week?", and there were enthusiastic responses. By the next week it had all finished, but whether by the authorities at RAE, or because the WEIHE went elsewhere, I can not remember".

"On a sudden whim, I have dug out my Observer Log from the RAE and I find the following: 12.5.46 ... 45 minutes in the STORCH VP 546- Pilot ... Lorne Welch, aerotowing a/. GRUNAU BABY 2b and b/. an OLYMPIA.

19.5.46... 35 minutes in the STORCH, piloted by K.V.Wilkinson aerotowing a/. GRUNAU BABY 2b b/. WEIHE.

And finally: 6.10.46 – 20 minutes with Flt.Lt. Walton (possible Walden) aerotowing the KRANICH 2. Where the OLYMPIA came from, or went, God only knows!"

"And there's more! Our first day of operations, with ground slides, was 10.2.46. The two SG.38s were given the serials VP 582 and VP 559. We repaired the KRANICH 2 VP 591 (it had some nasty holes in its wings) and Lorne tested it behind the STORCH on 3.7.46. I'll swear that he rolled it, and I remember him saying that it would go round one way, but not the other. It seems barely credible that he should do that. I had the second trip behind him... 30 minutes up to 3,000 ft, and thankfully no rolls. I also had another 3,000 ft tow with Lorne on 6. 10. 46, when we did stalls and spins. The GRUNAU BABY was given the serial number VP 587, and my first trip in that glider was on 1.6.47". (this machine was formerly post 1943 Wehrmacht Luft registered LH+FT CW.).

"We still had both the KRANICH 2 and GRUNAU BABY 2b on the strength of our last camp at Detling in July 1952, after which the Apprentice's gliding was stopped, so it seems unlikely that it was the same GRUNAU BABY 2B (WL registered LN+ST ... now in the hands of Chris Tonks being restored in North Wales... CW). I did a week's instructing at Lasham in the summer of 1954, after which the demands of family, housing and what I apologetically call my career, took over. Then, some three or four years ago, my family gave me some tickets for Lasham, and I went there to have two aerotows in a GROB(?). What's a gap of 40 years or so? It's probably a very good thing that we are all these miles removed!, although next year (1997 CW) I intend to look in on the new club which operates between Bere Regis and Wool."

"Enough, as you say, these letters tend to run away with things. Best regards, Don."

The Fi 156 STORCH VP546's fate is easier for us to discover. This aircraft was often seen at Lasham during the early 1950s towing the ETPS's SKY and EoN OLYMPIA. About 25 years ago, an attempt was made to restore it to airworthy condition by an RAF Flt.Lt and helpers at RAF St Athans in South Wales. The wooden wings were being worked on by the

woodwork section which normally worked on the AIR CADETS'S CADETS and SEDBERGHs. They were in good condition and were a masterpiece of light construction, more intricate than the wings of vintage gliders. They can not have been cheap to build. The RAF's engine department at St Athans was overhauling its ARGUS engine. Some components of this got lost and just before it was made airworthy, the Flt.Lt. was posted to London. Chris Wills, then working for Personal Plane Services, supplied copies of technical documents in French to help with the restoration. (Many Storches were built in France by Morane Saulnier). VP546, the RAE's towplane, has for years been on exhibition in the RAF Cosford Aerospace Museum together with many other German aircraft and rockets.

Concerning the DFS REIHER, ANN WELCH says that she never saw it in a crate. It was falling to pieces through glue failure (Presumably it was built with 1938/9 casein glue CW), on an open "Queen Mary" trailer in Britain. We have as yet received no confirmation that the REIHER was ever at Farnborough. It had come from an RAF Typhoon Airfield in North Germany and had been left in the open.

Chris Wills thanks Don for these two letters which he found intensely interesting.

From Phil Butler's book "WAR PRIZES" comes the following information concerning the KRANICH 2 VP591. Werk Nr.1007.

"Code unknown. This aircraft arrived at Farnborough in July 1945. It (or werk Nr. 828 above) may have been ex D-12-411, although conceivably this identity may have applied to an otherwise untraced Kranich 2 which was at Farnborough at the same time. The serial number VP151 was allocated to this aircraft on 14th April 1946. This Kranich was flown at RAE for some years and possibly later by the Empire Test Pilots' School which had in the meantime moved to Farnborough from Cranfield. On 15th June 1954, it left Farnborough on delivery to the RAFGSA and was officially sold to that organization on 7th July 1954. Its final fate has not been traced with certainty, but it may have been the Kranich identified as RAFGSA No.158. This was operated by the RAFGSA Moonrakers Gliding Club at Waterbeach and was severely damaged at Lasham on 10th of May 1959 (during the British National Contest? CW). The wreck of RAFGSA 158 was scrapped at Bicester in 1962". From conversations which CW heard at Lasham in 1953, he believes that the HANNOVER and KRANICH 2s were still at Farnborough at that time. He believes that as many as 3 KRANICH 2s went through Farnborough in 1945 and that none of them were the two RN KRANICH 2s. Certainly, one went to the Cambridge University Gliding Club after repair in 1947. This was BGA 494 (G-ALKH and IAC.104) This aircraft ended its days, together with a Swedish built Kranich 2, making a film, when they went in to the sea. Until then, IAC.104 had been on the strength of the Dublin Gliding Club which had a German CFI. Another KRANICH 2 ended its days after being broken at RAF Cranwell after, we believe being at RAF Halton. C.Wills believes that all these KRANICH 2s were Mraz built with Airbrakes and elevator trim etc. Another KRANICH 2 at Farnborough was fitted out for blind flying and record attempts by Bill Bedford and the Empire Test Pilots in as late as 1953. The JS WEIHE was of course BGA 448 (post June 1944 NSFK registered LO-WQ). As pilots who flew it at Farnborough have it in their log books as LO-WQ, one wonders whether it was still in original colours and markings when it was flown at Farnborough?

When it was taken away from Farnborough, it was perhaps for a major overhaul by Slingsbys? It certainly became the Surrey Gliding Club's flagship at Redhill and Lasham until it went to a London Gliding Club syndicate. After being blown over at the VGC's Thun International Rally in 1979, we hope that it is being repaired by our member Derek Philips of Solihull, West Midlands. Concerning two of the MEISES, one of them BGA 449 (from June 1943 Wehrmacht Luft registered LF+VO) went from Farnborough's hands to the Newcastle GC in 1947, when it was flown by Coulson and others. From there, it went via Frank Foster and syndicate at the London GC, to Perrenporth where it is still owned but is believed to be unairworthy, by Pip Phillips of Boswens, Wheel Kitty, St Agnes TR5 ORH, UK. Tel: 01872 55 2430. He and his wife are thought to be restoring it. A second RAE Farnborough MEISE was at Elliotts of Newbury in 1953 stored together with a 1938 WEIHE tailplane. It was still German camouflaged and it perhaps being used as a model while Elliotts were building the 100 British OLYMPIA'S from 1947. Perhaps this was the MEISE at Farnborough which was considered to have glue failure, and therefore it was not to be released to the BGA clubs in 1947? At Elliotts in 1953, it was covered with dust and without fabric. Its canopy frame had been squashed flat.

The above illustrates the difficulty of tracing the fates of some state-owned vintage gliders in Britain. CW.) Concerning information from Farnborough. Those people working there, were sworn in under the wartime security Official Secrets Act. This forbade them to give any information. They were not even allowed to ask for information. They were given all the information that they had to know. This Official Secrets Act stopped them giving needed information for 30 years (ie. until 1975) and sometimes for longer. Now that they can do so, 1945 was a very long time ago, and much is forgotten. Also, at Farnborough, there were only two pilots who had ever seen and flown gliders before. These were Ken Wilkinson and Lorne Welch. The others, mostly RAE Apprentices, might have been unlikely to have asked then what certain gliders were, which were rotting in crates or otherwise?

A LETTER FROM JOCHEN EWALD dated 7th NOV. 1996.

Extracts ... "I flew an OLY 463 during the Lasham meeting – a very nice competitor for the Ka-6 and very handy! I hope that the BGA will find out that the other gliders of the series are in good condition, so that they will fly again soon! As the reason for the accident seems to be clearly "bad storage", there should be no reason to stop them all flying as was needed to do with the AV 36's which were built from the Frebel Kits in Germany. – There they found mushrooms in all the Main Spars that were investigated. Just one or two are flying again after having been rebuilt with completely new Main Spars. (which means nearly building a new AV!)... Even if VGC Projects seem to be not so many at the moment, things are going on and we had good success last year with projects like Neelco's KRANICH 2, Attila's SUPER FUTAR and Al Uster's WLM.2 etc.

JAN SCOTT'S trailer is too narrow for the "RHEINLAND" with its broad Centre Section and there is a lack of money for a new one. The German Gliding Museum on the Wasserkuppe has a lack of money due to a falling number of visitors and also the Military is leaving the Wasserkuppe and so there might be a possibility of buying more land for the museum before other people buy it first. Thus, no money can be spared for other projects. But THEO RACK intends to

bring the RHEINLAND and four other gliders to the big exposition at Friedrichshafen in the Spring of 1997. Maybe he can collect more money and sponsors for the Museum's projects there?

Concerning the AEROKURIER magazine: Mr Marzinzik, who edits the glider section of Fliegermagazin, told me that he did not want me to write for other magazines. (other people, like Cornelius Braun who writes about American Vintage powered aircraft for other magazines, were not stopped). As Fliegermagazin is the bigger one (about 50,000 sold while Aerokurier sells from 35 to 40,000 copies), pays better (I need some money for living) and allows me to write most of the (only four pages) Glider Section including a page for vintage gliders in nearly every issue, I decided to continue to write for this magazine. Maybe some people have stopped buying Aerokuriers and have started receiving the Fliegermagazin instead?"

All the best... also from Sandra. Yours ever, "Cassius".

I think that another extract of writing from Jochen mentions that, while Aventoft is the most Northerly of German Glubs, being on the Danish frontier, and is not very far from the North Sea on one side, and the Baltic on the other, thermals do exist. A very large, they hope, Rally for old and newer gliders is to held there. The Schleswig-Holstein countryside is picturesque with hundreds of windmills.

Those wishing to take part should write to, or telephone: Luftsport verein Südtondern, Adelbert Schulz, Wikingerstrasse 7, D-25971 Leck. tel and Fax: 04662-2524. Dates for the International Glider festival at Aventoft are 4th–13th July 1997, CW.

LETTER From HEINZ BAUER dated 30.11.96.

After the conversation that we had at Farkashegy concerning the Czech Technical Reports, I am indebted to you for further information. There are some other items, several of which were started in the last VGC News. I would like to discuss them further with you.

Topic 1: The Czech Technical Reports. After the war, the VZLU tested aeroplanes and gliders. Among the latter were several German types, which had been taken over after the end of the war and they would now be vintage gliders. The VZLU is the National Institute for Aeronautical Affairs of Czechoslovakia, which was similar to the DVL in Germany before 1945.

The reason for the tests was to collect performance data and information of their flying characteristics in order to form a basis for national regulations concerning design and construction of new gliders and light aeroplanes.

My source is a refugee from the "Praga Fruehling" (Prague Spring) who is living now retired in Germany We met while he was visiting the 1995 International Rally at Oberschleissheim. He was very familiar with the Mü 13 d-3. This took my interest" (as Heinz now owns a Mü13d-3 CW). "The full story is quite rare and full of curiosity but I think that it would overflow this letter, and could fill another future letter. His name is Mojmil Stratil. When he was young, he was attached to the VZLU as an engineer and voluntary test pilot for some of the gliders. He was the author of the Technical Reports mentioned above. His heart-felt kindness, and an unbroken contact with his former colleagues of the VZLU, led to me receiving copies of these reports. They are:

VZLU 173: Zprava o zkouskach vetrone Mü 13. Dated February 1960, concerning the performance and flying characteristics of the Mü 13d-3, OK-8078.



In 1946 the Derby & Lancs had a vintage group! Some clubs removed the fabric from the centre of the wings to stop the primary leaving the ground. Standing around are, from left to right, Jim Lawless, Phil Leach, Kathleen ?, ? Levers. Photo from Gordon Porteus who now lives in South Africa, but called in at Camphill recently.



Hugo and Werner Roth's Spyr 5 landing at Oberschleissheim in 1995. Photo G. Ferrier.

VZLU 176: Zprava o skouskach vetrone RHEINLAND dated May/July 1960, concerning the flying characteristics of the FVA (Akaflieg Aachen) 10b RHEINLAND OK-8232.

This glider was brought from Poland (Grunau? CW) after the war. After the tests in Czechoslovakia, it was delivered back to the Institut Lotnicdwr, (Lotnictwa? CW) at the airport Okencia, Mr Sauer. The aerotow, which lasted five hours, was Mr Stratil's last flight in this glider. I think that it is the same glider that is in the Krakow Polish Air Museum.

VZLU 172: Zprava o skouskach vetrone OLYMPIA dated September 1959/January 1960. Concerning the flying characteristics of the DFS MEISE OK-8362.

During this winter, I will try to translate the report of the Mü 13d-3, which I am mostly interested in, into German. An English version depends on whether I can find a cooperater with better English knowledge than I have. I think that you, or other interested VGC members, could shorten the procedure by contacting the Czech International VGC Committee member. Otherwise, you can contact me at my address: Wendelsteinstrasse 3, 82223 Eichenau, Germany. Tel: 08141/71340, or Mr Mojmir Stratil, Frohmundstrasse 34, 81547 Muenchen 90, Germany. Tel: 089/6926249.

Topic 2: A Proposal for Minimum Conditions which should be fulfilled when hosting an International VGC Rally:

I must stress that is only a proposal, which could give ideas to the International Rally Committee. The idea is to work out and to define minimum criteria on the ground and in the air, which should lead to the probability of running a successful VGC RALLY. My experience comes from attending two International VGC Rallies (one bad... one good), more than half a dozen Spatzentreffen (Rallies for SPATZS, "Sparrows" in English) with mixed success, and camps of my gliding Club at home, which offered the same, but relatively smaller, problems.

This should not be only a theoretical proposal and I will illustrate it with real life facts.

The initial point is the following scenario.: Participants... 30 gliders with max.L/D s from 1:10 (SG.38) to 1:29 (WEIHES).

Assuming that only local flying is possible, the airspace must be free within a cone with its apex on the airfield with the SG.38s flying at the bottom and the WEIHES at its top.

Minimum Criteria for Launching: a possible average flight duration of about half an hour from winch launches and aerotows and that no pilot should have to wait longer than one hour for a launch.

For winch operation, only one two drum winch is necessary with max. length of cables ... 1000 metres which should be capable of launching to a minimum of 300 metre heights and of achieving 20 winch launches in an hour. This means that the winch cable retrieving vehicle must be able to make 10 out and back sorties to the winch (bringing back two cables) during the period of an hour. In the air, it would be nice to have completely free airspace over and around the airfield. A "closed" sector of about 90 degrees around the airfield does not matter but pilots would become very angry if the one and only thermal source or ridge lift, is in that area. A "closed" sector of more than 90 degrees is not acceptable. A height limitation of below 1000 metres prevents any real chance of the lower performance gliders managing to reach lift, should there be none over, or near, the airfield. Landing facilities on the airfield should be adapted to the number of launches and whether the gliders are staying up in lift. This means two independent landing areas with the possibility of

vacating them very quickly either by hand, or by car.

Other criteria concerning Parking Areas for gliders, trailers and cars, accommodation, camping sites, hotels, traffic affairs etc. could be handled more liberally and with flexibility.

The VGC should consider defining and publishing these minimum criteria for a successful rally in future. They would give double security, a real chance of success for possible hosts and their great endeavours and a guarantee for the participants that they will have sufficient and pleasant gliding activities without vexations.

A Call for more Sportive Behaviour:

Don't fear, this is not a call for more law and order!! But I wish and intend to avoid critical situations. Really they are unnecessary and superfluous. Some pilots extend their landing patterns by circling on Downwind or even Base Legs and utilize their gliders' performances for extremely long Final Approaches to capture extra seconds of flight duration. They don't have any respect for gliders coming in behind them which have inferior performances to their glider. And they end their flights with a mid field landing, their motto being "Here I am"!!!

The next point of improvement is to vacate the landing areas more quickly. I really think that this is the job of other VGC members who are not flying at the time. We should not use the youth of our hosts as servants. May be, this could be repeated at our Briefings.

Topic 4: How to Help our Friends in Eastern European Counties.

I will not dwell on small kindnesses that VGC members can offer them.

Referring to those country's glider pilots who have offered to host International VGC Rallies, it is not only a part of sportive thinking, it is an effective way, free of costs, for supporting the enthusiasts there, who wish to keep old or vintage gliders alive. Don't forget, formerly they used to destroy them when the gliders were older than ten years. The impressive effect on public relations in this new field for the VGC and for the National Vintage Glider Movements in those gliders more than offsets the disadvantages of the sometimes long distance journeys that have to be made to get there. The more extended airfields, the not so crowded Air Space, the less restrictions, the cheaper food, fuel and accomodation are so advantageous and I am sure that new strange languages are no barrier.

Topic 5. SPARE PARTS FOR VINTAGE GLIDERS.

My Gliding Club could possibly offer: models, forms (Molds or jigs CW) devices etc, to build Ashen Skids for the following glider types designed by Egon Scheibe.

BERGFALKE 2-55 standard and modified for a brakable wheel of Fa.Tost, e. 10 mm broader in this area.

BERGFALKE 111.

BERGFALKE IV.

SPECHT,

L-SPATZ 55. standard (without wheel) and Aenderung 12 (modification with fixed wheel).

At the moment, there are some skids for BERGFALKE 11/55 and for L-SPATZ 55 with fixed wheel, in stock. Maybe the VGC Technical Officer is interested to have this information? So, that is all I want to write.

I'll wish you, your family and friends in the VGC a Merry Christmas and a Happy and Successful New Year.

Until next time, Heinz Bauer.

ADDRESSES: H.Bauer, Wendelsteinstrasse 3, 82223 Eichenau, Germany. Tel: 08141/71340.
Michael Birch, VGC Technical Officer, 110 Hounslow Road, Middlesex, London TW14 OAX. Tel:081-890-3409.

From Geoff Kitching, Echo Lake, PO Box 47, Harrison Mills, BC, VOM 1LO, Canada, who has recently rejoined the VGC thanks to Susy Mooring, to Mike Beach. (the subject of his letter is not really vintage but other members may want to write to him.)

Dear Mike,

I thought my flying days ended as I departed the UK in December 1995. I left in something of a hurry, not because the Collector of Taxes nor my sundry creditors were breathing down my neck but because a deadline imposed by the Canadian Government was approaching and selling up took me longer than expected.

Upon arrival here my plans were to travel extensively as I was a stranger both to the US and Canada, so I bought a tough 4x4 truck with a huge V8 diesel engine and mounted a camper body, a self contained unit, which as you probably know, are commonplace over here and much more luxurious than my old Renault.

So equipped with fridge, cooker, heater and toilet and shower with h & c, I set off to explore. I found the most beautiful and varied scenery, covered lots of mountains, followed famous rivers and met some extraordinarily friendly people.

Which led to my downfall and caused me to stray from the paths of righteousness of unpowered flight. Having become lost in the Blue Ridge Mountains of North Carolina, the lane I was travelling ran out into a grass airstrip surrounded by hangars.

The only person in sight was a chap building biplanes with wooden wings. He directed me back onto Highway 90 but was quite happy to let me wander around his work shop admiring his handiwork. In fact it was the world's smallest aircraft factory turning out Skybolt aerobatic aircraft and repairing sundry others. Just Hale Wallace, for that was his name, his son and one other employee.

After chatting for a while he offered me a job. I thought it over for 5 seconds and accepted, moved my truck next to the hangar and started work there and then. After my period of probation – half an hour – I became an aircraft worker. It was absolutely fascinating, from making metal fittings to assisting with assembly. I then graduated to building wooden wing ribs, both for Skybolts and Stits, for which Hale had many orders.

There, it seems I made my mark, for not only was I perfectly happy but also the quality of my work brought forth an offer which I could not refuse. I'm not allowed to work over here, so a sub-contracting arrangement was entered into and, whilst Hale wished to make it permanent, I, with the travel virus still active, moved on four months later, with an offer to return to work any time I wished. Well, that wasn't the end of the matter, for having flown one of our planes with Hale (he is one of the top stunt pilots in US.) I then met an ultralite pilot who let me have a go in his two seater. I sat in the back seat without instruments and Doug sat in front. As we were about to take off, the batteries in our intercom died. No problem, we were only going local for an hour or so.

At some point, Doug turned and gave me a thumbs up. I

was enjoying myself so I returned the thumbs up and continued to enjoy the scenery of the Blue Ridge. Just then the plane went into a screaming left handed dive just like a tug after dropping its tow. We got pretty low until I could see the trout in a small lake looking up at us open mouthed. Just before the moment of impact the aircraft was jerked back into the sky and I assumed that Doug was showing off the ultralite's manoeuvrability.

Upon landing the pilot said that he had to correct my spin as we were getting too low 'My spin' I said, "I wasn't flying it" 'Well' he said I gave you the thumbs up to take over and I thought you were flying it" I had to tell him that I thought he was just asking if I had enjoyed the flight up till then and wanted to continue. I now know that these machines require at least one pair of hands and feet on the controls! Next day we flew again and after takeoff and a few touch and goes (circuits and bumps) he passed me fit to solo – no licence required for these machines in US and only a self declaration in Canada – but then Oshkosh loomed. This must be the greatest and most varied display of aircraft ever!

Well it was there I saw these powered parachutes for the first time – and it was there that I fell from grace. Pausing only for three months to motor down to Panama, I returned to B.C. in the depths of winter and bought my own Skye Ryder. It came in kit form and took about a week to assemble and then out with my instructor, Brian, and his machine – both single seaters – to Albert Comfort's ranch in the Rockies.

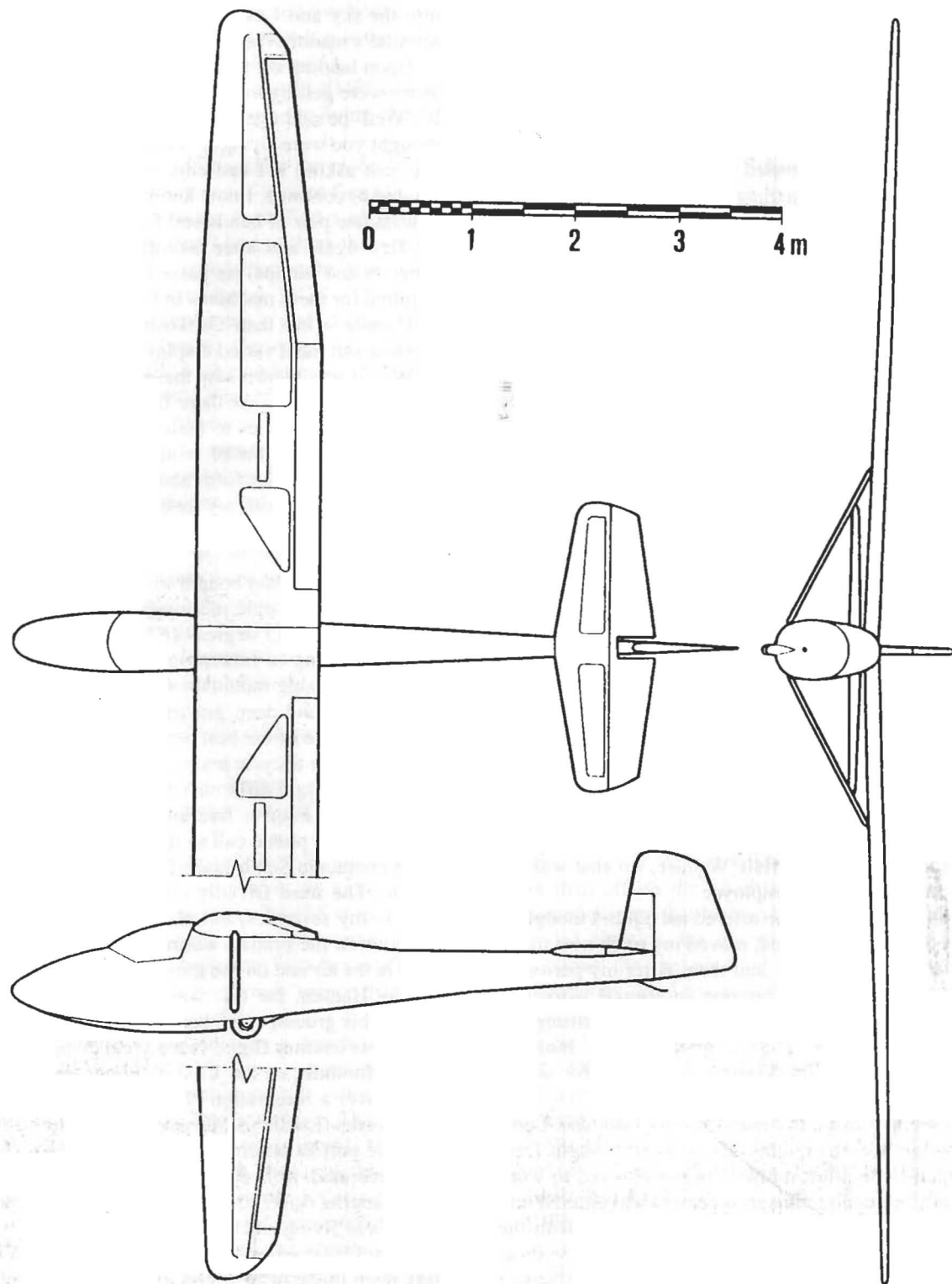
Fortuitously I had bought myself an insulated skidoo suit and John Wayne style red longjohns, for the temperature at 2700ft asl was -13 degrees (F?) and it colder as I climbed. We were flying in formation (again no intercom) amongst the most amazing mountain scenery, the air like crystal and wildlife, elk and deer, grazing unconcernedly in the brush. That was some of the best aerial experience I have ever had. Of course, the tricycle undercart had to have skis fitted, and that made a slight difference to the landing run, but gave me no problems. Four or five hours of flying later the weather changed, so a phone call to the makers in Washington and I had a contact in South Idaho to visit. There it was differently idyllic. The most friendly couple – a bit younger than me (I'm in my seventies) but also retired, living in a log cabin way out on the prairie, warm sunshine and companionship, both in the air and on the ground.

Ray Hansen, for that was his name and his sweet wife Lucille his ground crew, had many outings and both did our first cross country flight. Not a great distance, but in and out of the foothills of the Central Range dodging turbulence, flying over a reservation of the Shoshone nation answering their waves (Lucille is Shoshone so we were among friends) to make perfect landings on a friendly farmer's field. Later we celebrated with elk steaks shot by Lucille who enjoys wide ranging rights to hunt for food and is a crack shot. Oh! the joys of flying and travelling!

Now I have set up home in a cabin beside a tiny, tranquil lake deep in the heart of the Rockies, my camper sits beside me with my aircraft on its trailer hooked up and ready to go. There are plenty of small air-fields hereabouts and currently I am flying from an ultralight field near Vancouver, some 70 miles down the main highway – 10 bucks a day for all the flying you want.

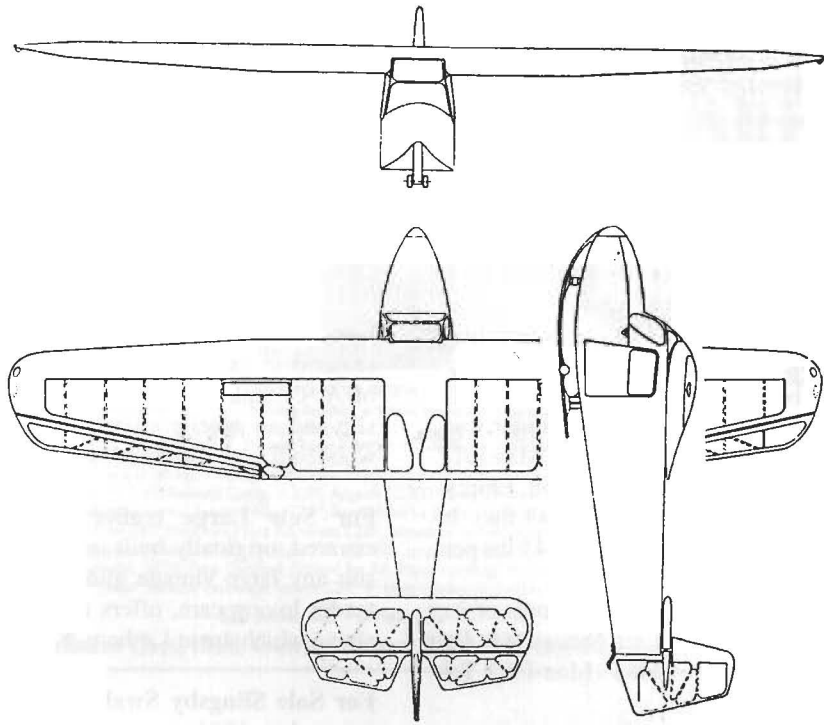
So what more can I say? Happy and healthy, enjoying the life of an airborne backwoodsman and at peace with the world – as I hope you are too.

"ARAPONGA"



*Planador, monoplacé, monoplano.
Estrutura de madeira, externamente coberta com
chapas de madeira contraplacada tela.
Trem de pouso convencional para esse tipo de
aeronave. Rolete semi embutido e patim sob a fuse-*

*lagem, patim metálico auxiliar fixo, sob a cauda.
Envergadura: 12,30 m
Comprimento: 6,80 m
Peso vazio: 150 kg
Peso total: 240 kg*



Dittmar H. D. - 53 „Möve“

Zweisitziger Übungssegler für späteren Motoreinbau.

Konstrukteur: Heini Dittmar.

Tragwerk: gerader Einholmflügel in I-Querschnitt-Holzkonstruktion aus einem Stück. Umriß im Mittelteil Rechteck, außen Trapezform. Eigenes Profil. Torsionsnase beplankt. Rest Stoffbezug. Bremsklappe Holz. Flügel für Straßentransport abnehmbar und um 90° schwenkbar.

Rumpf: Holzkonstruktion von viereckigem Querschnitt, zwei Sitze nebeneinander unter der Flügel Nase, seitliche Einstiegtüre. 10 Spant, mit durchgehender Beplankung; Fahrwerk 2 Räder 260 × 80 mm an gefederter Kufe.

Leitwerk: freitrag. Holzkonstruktion, Höhenruder gedämpft, Seitenruder ungedämpft.

Technische Daten:

Spannweite	10,50 m	Zuladung	295 kg
Länge	6,20 m	Fluggewicht max.	520 kg
Höhe	1,50 m	Flächenbelastung	21,5 kg/m ²
größte Rumpfbreite	1,00 m	Gleitzahl bei 58 km/h	17
Flügelfläche	16,8 m ²	Sinkgeschw. bei 45 km/h	1,10 m/sec
Flügeltiefe an der Wurzel	1,80 m	Mindestfluggeschwindigkeit	38 km/h
Leergewicht	225 kg	Bruchlastvielfaches	8

Hersteller: Flugzeugbau Heini Dittmar, Augsburg.



Heini Dittmar's Möve HD-53 of 1953. Photo from the archives of Jochen Ewald.

For Sale & Wanted

Small advertisements are free to members and are charged at £15 (or the appropriate overseas rate) for non-members, which includes one year's membership and the joining fee. Send your advertisements to: Graham Ferrier, 41 Oakdale Rd, Downend, Bristol, BS16 6DS. Tel 0117 9490509.

Jochen Ewald wishes to discover the whereabouts of the building plans for the 1953 Heini Dittmar designed and built HD-53 Möwe (Seagull). This aircraft was referred to as the "Volksflugzeug" (peoples' aeroplane). It was completed first as a glider and Heini was able to accomplish at least one long duration thermal flight in it before its engine was installed. It also could be towed along roads derigged. Heini Dittmar was killed in a Möwe in 1960. Span was 10.5 metres. Max.L/D was 17 at 58 kph. Minimum Flying speed was 38 kph. Empty weight was 225 kgs (495 lbs). Loaded: 295 kgs (649 lbs). It was a 2-seater. Wing Loading was 21.5 kgs/sq.m. (4.41 lbs per sq.ft.). Min.Sink: 1.10 m/sec at 45 kph.

Please send information concerning the whereabouts of its building plans to Jochen Ewald, Neuhauser Strasse 41, D-52146 Würselen, Germany. Tel: 2405-92484 (Mon-Fri.) Tel and fax: 2841-62617.

Wanted Parts for repair of badly damaged front fuselage of a Ka2 ie another damaged fuselage, fittings, parts or plans. This is the short winged version but plans of the long winged one would be of interest. Contact Cliff Jeffery, Tel 01302 361 381

For Sale Schleicher Ka7 Two seater, built in 1961. Swiss registered with current C of A with full double control instruments and Dittel ATR 720 Radio. Price SFr 6,500 including open trailer. Contact Hansklaus Rummler, Rte du Châtelet 9, CH-1723 Marly / Switzerland. Tel & Fax +41 26 436 35 39.

For Sale Olympia 1, 2 series main wing pin extractor tools £24.00 inc P&P. Only 2 available. 1/4" EN8 Plough ground plate and 5/16" x 2.5" 4130N Bar. Price negotiable, as unwanted stock. Contact Pete Wells Tel 01903 521065 or 01293 54832.

Information Wanted. Chris Kaminski is restoring his Olympia, BGA 968, and would like to spray it in its original colour. Does anyone remember it or have any photos of it when it was probably in a blue colour, or can identify the exact blue used by EoN? Contact Chris on 01237 428521 (work) or 01237 451043 (home)

Wanted Port Wing for EoN 460 Must be "clean" i.e. no disbonding and suitable for Lasham reinforcing mod. (BGA TNS 3/4/97 Para 1.16) Contact G. Terry Tel 01642 592460.

Exchange or sale Grunau Baby 3 Refurbished and recovered in 1990, C of A until October '91. On its fourth flight it suffered a launch accident with worst damage at right tip and drag spar end. The machine has been modified with BGA approval to have full canopy and faired fuselage mid section. I would like to exchange it for a good sound T31 Wing and struts. The Grunau has been in dry storage and detailed photographs of the damage can be provided to anyone interested. Contact John Brookes Tel 01507 450555.

For Sale Slingsby Swallow This docile, all wood, single seater is in excellent condition and will be sold with a new C of A. Complete with standard instruments, plus a turn-and-slip and an accelerometer, a Dart canopy, and a waterproof, wooden trailer. Offers around £2000.

For Sale Large trailer Metal framed, sheet glassfibre covered, originally built in Germany for a Blanik, but would suit any large vintage glider. Roadworthy, but needs a little tender loving care, offers around £700. Contact for both the above which are at Lasham, Ken Summers Tel 01784 458484.

For Sale Slingsby Swallow BGA 990 Refurbished and recovered in 1994, new cables throughout, basic instruments. £1200. Good steel framed aluminium clad trailer to suit, £900. Contact Neil Scully, Tel 01522 810302.

For Sale Two Seat Vintage Sailplane, The Harbinger, complete with original instruments, log book, good steel chassis trailer, records and plans. Cross-country performance in a gentleman's motorless carriage. Contact either Geoff 01709 369678 or Austen 0161 407 4522

For Sale Zugvogel 3A. This aircraft has a special history as Egon Scheibe's factory at Dachau had prepared it for Hanna Reitsch to fly in the 1958 World Gliding Championships at Leszno in Poland. Because of political reasons, she was unable to take part. It would be nice if this aircraft could be sold to a VGC member. It was built in 1957. It has a 17 metre wingspan. Its min. sink is 0.61 metres/sec at 72 kph and its max L/D is 1:35 at 86 kph. Its price can be negotiated. For further information please contact Stefan Scherer Tel: Germany: 0-7703-661. OR... Heinz or Gisela (who speaks English) Nierholz. Telephone and fax Germany 0-7703-681.

Wanted Wings for the Gövier 3 which is at present at Glen Rothes. Offers to Chris Wills, Tel 01491 839245.

For Sale EoN Baby Prototype, BGA 608, in immaculate condition. C of A until August '97. £1500. Also large aluminium trailer, can take a Slingsby Petrel. £400. Both these are in Eire but delivery can be arranged. Contact Brian Douglas Tel 00353 128 20 651.

Front Cover: T21b & Kranich waiting to fly in the wave at the Camphill Rally: Photo Alan Self.

Rear Cover: The Rubik R-11 Cimbor in the foreground with a Spalinger S-18 landing above it. Farkashegy 1996. Photo Peter Chamberlain.

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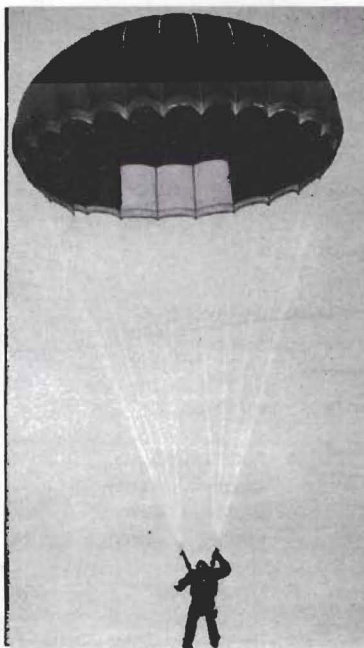
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£89 plus carriage and vat

SK94 EMERGENCY PARACHUTE

The SK94 emergency back parachute has been specifically designed for the needs of pilots of gliders, balloons and light aircraft. It provides rapid safe opening combined with a low descent rate coupled with an effective steering system. This latest state of the art soft backpack parachute designed by W. Budzinski, features a rapid opening two pin release 24 gore canopy. The principal parts of this low descent rate canopy are constructed in zero porosity American fabric. The steering system (patent applied for) provides easy and rapid response and is controlled by two hand ring grips. The pack has been designed for comfort on long flights, and has a hook free slim profile to allow a rapid and clean evacuation. An adjustable lumbar support is provided as standard.

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- Price including carrying bag

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