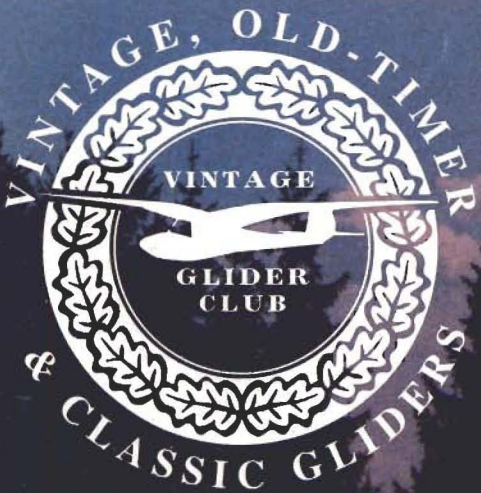


Price (UK) £2.95  
Free to members



# VGC News

No. 97 Summer 1999



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

## DIARY DATES IN 1999

LOCATION & DATE	CONTACT
11th Swiss O.S.V. Vintage Glider Meet Amlikon, Switzerland. 9-11 July	K.Stapfer, Tel 0041 55 246 28 27 Fax 246 52 20, email kstapfer.vgc@bluewin.ch
6th Czech National Old Timer Glider Rally 10th and 17th July on the Airfield of the Aeroclub Jesenik (NE Czech Rep).	Petr Hanacek, CZ790, 52 Velke Mikulovice Kunetice 146, Czech Republic
Slingsby Week, Sutton Bank August 29-September 5. (Free daily membership with Slingsby glider)	Yorkshire Gliding Club Tel 01845 597237
Woodworm Rodeo Dunstable July 17-19	Ted Hull 0181 4499024
27th Vintage Glider Club Rendezvous Achmer-Osnabruck July 22-29	Harald Kämper Bismarkstrasse 78, D-32049 Herford. Tel 05221 981835 Fax 05221 981836
27th Vintage Glider Club International Rally, Aventoft, Nordfriesland, Germany. July 30 - Aug 8	Frau Ingrid Zibell Wallstrasse 59-61, D-23560 Lübeck Tel/Fax 04 51-70 48 76
3rd Segelflug-Oldtimer-Treffen D-15344 Strausberg, Germany Aug 27-29	Frank-Dieter Lemke 030 2911077
End of Season Rally Sept 27 - Oct 3 and 100th anniversary of death of Percy Pilcher (Sept 30th) Husbands Bosworth	Ron Davidson 01455 553362

### NOTICE TO ALL MEMBERS:

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

We welcome contributions and photos but we cannot be held responsible for the loss of unsolicited material. To help ensure their return, material should be clearly identified and accompanied by a stamped, addressed envelope. The statements and opinions expressed in each and every issue of the Vintage Gliding Club News are not necessarily the considered views of the Officers of the Club. The views expressed by the Editor, contributors, letter writers and advertisers are their own and do not necessarily reflect the views of the Club. The VGC accepts no responsibility for the results of following contributors' advice, nor does it necessarily endorse the services or products offered by advertisers.

## Objectives of the Vintage Glider Club

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

## Officers of the Vintage Glider Club

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

## International Council

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

Firmin Henrard, Rue Porcheresse, B-5361 Mohiville Hamois, **Belgium**  
 Dr Jörg Ziller, 71065 Sindelfingen, Brucknerstrasse 20, **Germany**  
 Didier Fulchiron, 333 rue Louis Blanc, 38420 Le Versoud, **France**  
 Lazlo Meszaros, Erkel utca, H-1092 Budapest, **Hungary**  
 Jan Scott, 12582 Lutheran Church Road, Lovettsville, VA 20180, **USA**. E-mail flycow@aol.com  
 Antonio Carlo Zorzoli, via G. Marconi 118, 41026 Pavullo nel Frigano, **Modena, Italy**  
 Joseph Ott, Panska dolina 2, Nitra, **Slovakia** (for **Slovakia & Czech Republic**)

## Committee

David Shrimpton - Chairman  
 Austen Wood - Treasurer  
 Graham Saw - Rally Secretary  
 Colin Anson - Sales Officer  
 Graham Ferrier - News Editor  
 Jan Förster - Technical Officer  
 Ian Dunkley - Membership Secretary  
 c/o Derby & Lincs G.C. Great Hucklow, Tideswell,  
 Nr Buxton SK17 8RQ, UK  
 Mike Powell - Secretary  
 (for general queries telephone 01493 750625  
 email: ecc.con@which.net)

# VGC News

No. 97 Summer 1999

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### CHAIRMAN'S REPORT

So, once again the trailers are painted, the gliders are airworthy and we look forward to another season of flying, travelling and the renewing of friendships and acquaintances. By all accounts the season started well with a good attendance at Haddenham (Thame) over the May Bank Holiday.

Your executive committee has been busy following up on offers countrywide to host the year 2000 rally. As a result I am pleased to announce that the Norfolk Gliding Club at Tibenham has been selected and we are now in discussion with them regarding the details. Such is the prestige of this event that we will be looking to all members to lend their support to Tibenham and help to make this rally a huge success. A steering committee is to be set up to ensure all offers of help are coordinated or dealt with correctly and humanely!

As I write we are looking forward to the National rally at RAF Bicester. During the months leading up to this event it has been interesting to note the extensive interest in the vintage gliding movement shown by such authorities. So much so that the RAF themselves had expressed an interest in hosting the International Rally next year. However time was against us and Tibenham are our firm favourites.

The club accounts have now been audited and your Hon. Treasurer has reported to the committee that financially we are headed in the right direction, also that he would like to see more UK members paying by Banker's Order. The Membership Secretary reported an overall rise in members but felt that we may lose some overseas members as a result of the unfavorable exchange rates presently existing. New membership cards have now been sent out but unfortunately some members who received them have not yet paid, so can we have our money please! Sales however are booming thanks to the excellent efforts of the Anson's 'Road Show' and mail orders are contributing considerably to VGC funds. Our Sales Officer also suggests that we should hold a competition to design a logo for the year 2K rally for T-shirts, mugs and hats etc. Please send your ideas to any of the committee.

Members are still offering glider drawings to the VGC and this raises again the issue of archive and storage facilities. If members have any drawings on microfiche please let us have them as they can easily be accommodated within the present system created by the VGC. Thank you to Robin Wilgoss for providing us with material on the VGC website (see Newsletter) over the winter months, this facility will, we hope, continue to attract more members. In the meantime please don't forget to visit us during the Popular Flying Association rally at Cranfield 2-4 July.

## PRESIDENT'S CORNER

In our VGC NEWS No 96 Spring 1999 on Page 25, we published information in the German News concerning the Oldtimer Glider and Restoration Operation at Munich Greiling. This information came from *Aerokurier*, December 1998 edition. We have since heard from a German member that the information was untrue and that we should retract it. We had no idea that information in *Aerokurier* could be incorrect, and felt it our duty to publish all we could about the oldtimer glider restoration scene in Germany even if those persons are not VGC members. Nevertheless, we regret having caused unhappiness and hope that our German members will forgive us. We are sorry to have caused unhappiness and hope that we shall be forgiven. Our aim is to create and never to destroy.

The President wishes to take this opportunity to wish all VGC pilots good and safe flying in 1999. We hardly dare mention the subject of the weather, which was so bad over Britain last year but it gave us a glimmer of hope during the beginning of May at Haddenham Thame. It was bad before and after the Rally but gave us three good days for the 8th Kirby Kite Rally. I hope to see you at some other Rallies in 1999.

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# Club News

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## Welcome to the following New Members

1789	J.F. Doubleday		UK
1796	David Alty	Foka 5	UK
1798	Dr Beth Hutchinson	Ka6CR	UK
1799	Rosina Stefano		Monaco
1800	Eugene Luxemburger	Skylark 4	Canada
1801	Nigel Climpson		UK
1802	Isao Odagiri		Japan
1805	Bert Strijks	Ka 4	Netherlands
1806	Oivind Thomassen		Norway
1807	Klaus Kullmann	T21B	Germany
1808	Bernd Ewald	Club Libelle	Germany

We regret to announce the death of Ken George on 15 August 1998

## Interim report on the work being done to identify and classify the drawings which have been microfilmed.

### Database of Microfiche Status report 5/2/99

- Laurie Woodage, with the help of G. Saw, has developed a Microsoft Access software package to sort out the microfiches in order of usefulness.
- Guidance notes for technical advisors have been created and distributed.
- Specific ranges of unique VGC microfiche identity numbers have been allocated and assigned.
- A standard form for recording data has been developed by Laurie and issued.
- Mike Maufe, Peter Underwood and Laurie Woodage (our technical advisors) have these Data Forms, viewers and each has taken a large number of microfiches.
- So far, Peter and Mike have viewed large quantities of microfiches and stored the data on the Data Forms.

- Laurie has entered all of Peter's Data Forms in the database and then processed them to eliminate all duplicates and eliminate any superseded versions of drawings.
- Laurie has also processed all of the EON Baby drawings and half of the rest of the microfiches in his care.

The lists will then be re-compiled in order of Component, with duplicates and lower issues removed.

### How it will work

If someone wants specific drawings on, say, the EON Baby, then VGC Sales would issue the list of all drawings related to that type. The member could tick the drawings he requires and return it to VGC Sales for due processing. They would send a list of the relevant **VGC Ident numbers** to AMF, who would print out drawings from the Masters (we have yet to match the Masters with the relevant VGC Ident numbers. In the future, AMF will simply mark the Masters with unused Ident numbers, without viewing them and marking them with whatever they find on each drawing.)

G. Saw

### Erratum and further information

In VGC News No. 96, we regret that some errors occurred.

On Page 6, the photograph reveals a Kranich 2B-1, and not a Kranich 2B-2, as was built by Mraz during the war. While both were similar in form, the B-2 had a longer nose and enough improvements to make it a different glider, although visibility from the rear canopy continued to be bad. The B-2 always had painted and not clear doped flying surfaces. Page 17 reveals a photograph of the PIANIFERO 2 (Horten Xb) in Roberto Tachi's garage, which is certainly in Argentina.

Page 25 shows a photograph of the third EMOUCHET to have been restored IN FRANCE but only this ONE was restored by the GPPA Angers.

On Page 20, we do not understand the vertical line running up the centre of the drawing. It was not on one of the other prints of the Sedy Vlk. It also seems that this was the only print that did not have the English translation of Sedy Vlk under the title. This is "GREY WOLF". Likewise, on the preceding page 19, the translation of PRAHA is of course PRAGUE.

We are sorry for these mistakes which were due to lack of communication in very hectic conditions at the time of selecting the photographs, and lack of time to meet the deadline.

On Page 35 of VGC News No.96, we unfortunately gave the Hortens' sister the wrong name. Her name is GUNHILDE, not GUDRUN. We sincerely apologize to her for this There were 3 brothers: Wolfram, who was born in 1912 and was killed flying in 1940 as a marine pilot. Walter was born in 1913, Reimar was born in 1915 and their sister Gunhilde was born in 1921. Their family home was in Bonn. Gunhilde, who did most of the calculations for their flying wings, is married to the flying wing expert, Dr Karl Nickel.

On Page 17 of VGC News No.96, it was written in Argentine News that WALTER HORTEN'S GRAVE is at Villa General Belgrano in Argentina. This is NOT so. It is REIMAR'S grave which is at this location. WALTER is buried in Germany. We send apologies to all concerned. Chris is grateful to Jan Scott for pointing out these errors.

On Page 11, left hand column, there is a typographical error in the translation of Märchenwiese which should have been "stories' meadow" (or tales' meadow) not stone's meadow. No doubt, it was where pilots described how they had not be able to stay up and get away on cross countries etc!!!

In VGC NEWS No.93 Spring 1998 on Page 21, we reproduced a photograph of a CAMEL 2 fuselage seen at the London Gliding Club sometime after the war. It had a Vampire/Venom Canopy. We were a little worried that the three view drawing on Page 18 of the same VGC News showed that it had strutted wings whereas the photograph revealed no strut attachment points in the fuselage sides. Moreover, there was a rumour that no less than two Camel fuselages were once seen in the Private Owners' workshop at Dunstable and neither was that of the Camel 1. The plot thickens. At last the awful truth is revealed. Deep among some British drawings in Chris Wills's house (which have since been delivered to Lasham) was a three view of a SUPER CAMEL, which was designed and submitted to the BGA Technical Committee in 1958. Skylark influence is very noticeable in the design but, why were not the very good NACA 6 series wing profiles of the Skylarks and Olympia 4 of that epoch not used, instead of the 1937 Camel wing profiles? Chris Wills regrets that this did not come to light earlier and admits that he still has much to learn about old gliders. The 3-view of the SUPER CAMEL is revealed in this VGC News. (about four VGC News late!!)

### Penpals

It has been suggested that there may be some members who would like to correspond with other members with the aim of remembering the old days, to re-establish old friendships or just to have a chat. This would be similar to the members' pages on our Internet site for those without access to the Internet. One such person who would welcome letters is Harold Holdsworth, Flat 9, Drovewood House, Bowling Old Lane, Bradford, West Yorkshire, BD5 7BW. Although Harold is now in his nineties his mind is very sharp but his flying days are long past. If anyone is interested they could write to the Editor.

### Some ideas

A letter from Ray Ash in Australia has said how he would like to see more articles on practical subjects in VGC News, such as: how to draw up correct airfoil sections from a table of coordinates, build a rib jig, set up a fuselage jig and lots, lots more. He even suggested we choose a simple glider design like the Hütter HI7 or Polish Salamandra and get someone to build it, writing a progress report for each issue as he goes along, in order to encourage members who lack such experience or who are far away from any helping hand.

I had noticed this lack of "how to do it" articles and had approached the late Mike Birch, who had the experience to write on such subjects but he was taken from us before he had got very far with the project although he had agreed to do it and had suggested a number of headings of proposed chapters.

The Dutch vintage enthusiasts are writing a book on traditional wood and fabric practices but it is not yet complete, and then will have to be translated into English or other languages, so it may be several years off. Similarly, the English translation of Hans Jacob's book would be extremely useful.

Can we have a volunteer or volunteers, to carry out some of Ray's ideas? The knowledge is out there with our members but can anyone spare the time to sit down and write a definitive article on say, how to make reliable scarf joints, how to use the heat shrink fabrics including which adhesives and dopes are best, which adhesives are best for wood joints in a possibly draughty damp hangar, how to bend Perspex for canopies. The list is endless.

Letters to the Editor please.

### Copy Date

**The last date for material to reach the Editor for inclusion in the next issue, which will go out in early December is October 5. Please enclose a SAE for the return of any photographs, disks, etc.**

### A re-opened site

Vintage Glider Club members are assured of a warm welcome at the recently opened Denbigh Gliding Centre, Mold Road, Denbigh, North Wales (it was formerly called Lleweni Park) under the auspices of John O. Dean and Keith Lewis. This picturesque, superbly situated site, with easy access is close to the Clwyd Hills where, in a westerly wind there is an excellent ridge several miles long. Some VGC members will remember a successful vintage rally was held there in 1993 and they also may remember Edna's cream teas at the farm on the edge of the airfield as well as the Downing Arms and other excellent hostelrys in the vicinity. There is a spacious clubhouse overlooking the airfield as well as a good hangar and other facilities.

Vintage members paying the centre a visit will be pleasantly surprised to find that on production of their VGC membership card they will not be charged any temporary membership fees. This is in recognition of the high esteem in which the VGC is held. Flying takes place seven days a week, weather permitting, and as well as two seater gliders there is a Motor Falke for instructional and other purposes. For anyone wishing to visit Chester and many of the beauty spots and historic castles of North Wales all are within very easy reach.

### VGC on the Internet, from Robin Willgoss

Since the WEB site started in July 97 we have had more than 6000 visits. The majority of the visits have been to the membership details pages and the events calendar. In addition the password protected "Members Only" pages have attracted over 50 of the current members.

The site currently gives the new visitor a good introduction to the VGC, how to join and its objectives, but what does it offer the existing member?

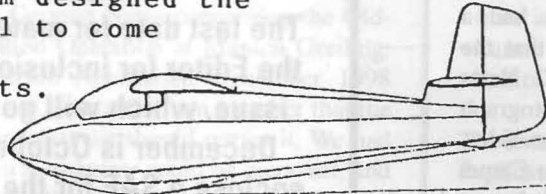
The "members only" section has been very slow in getting off the ground but finally we have published the first draft of the membership register. About 150 of you agreed to have your details published on the WEB when you renewed your membership this year. Publishing this list gives you the opportunity to contact members world-wide with a view to exchanging help and information.

If you have a glider or spare parts for sale or you are looking for help the "Members Only" pages are the place to find it.

The VGC is an international club and it is important that we cover the needs of all our members. Last year I was unable to post any pictures or rally reports from the international events. If you would like us to host pages for your Vintage group or event in your own language as well as English we can do it for you.

What else could we offer? The answer really is whatever you would like. If you have any ideas please contact me. email [rwillgoss@tally.co.uk](mailto:rwillgoss@tally.co.uk) <http://www.tally.co.uk/guests/vgc/>

Based on the Sproule-Ivanoff 1937 Camel,  
E.M.Woodham designed the  
Super Camel to come  
up to 1958  
requirements.

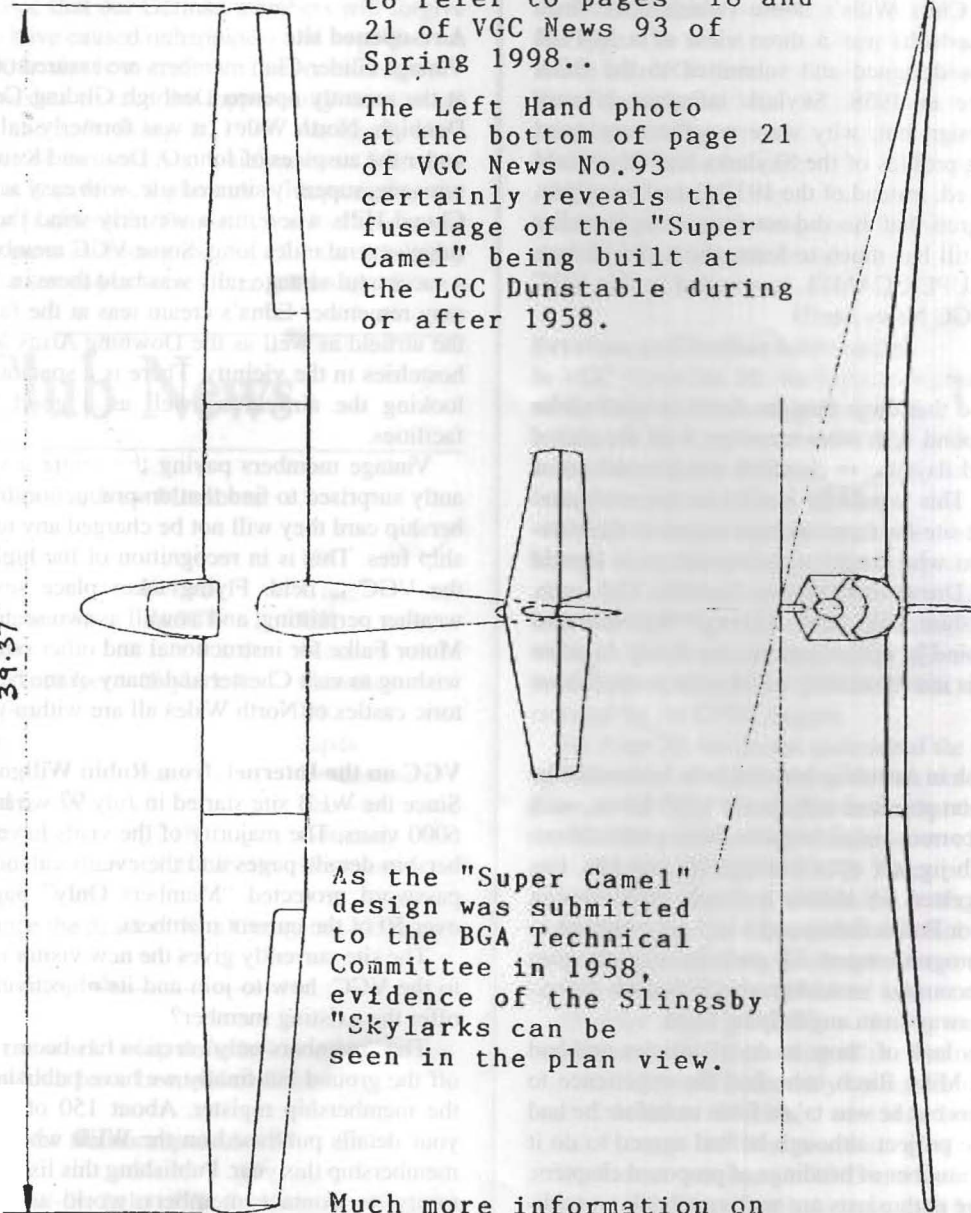


The "Super Camel"  
was not finished.

Tailplane incidence  
to fuselage datum =  
-2 degrees.

We request our readers  
to refer to pages 18 and  
21 of VGC News 93 of  
Spring 1998..

The Left Hand photo  
at the bottom of page 21  
of VGC News No.93  
certainly reveals the  
fuselage of the "Super  
Camel" being built at  
the LGC Dunstable during  
or after 1958.



As the "Super Camel"  
design was submitted  
to the BGA Technical  
Committee in 1958,  
evidence of the Slingsby  
"Skylarks" can be  
seen in the plan view.

Much more information on  
this design can be supplied  
by C.Wills.

Length:- 17 ft 9 inches.  
Width:-22.2 ins.  
Depth of fuselage  
including skid :- 48 ins.  
Wing profile :- Goettingen 535.  
Wing incidence:- 0 degrees.

Empty Weight:- 320 lbs.  
Flying weight:- 540 lbs.

THE SUPER CAMEL

Linear change of Goettingen 535 wing profile to Gaettingen 389  
at tip. Zero geometric washout. 31/2 degrees aerodynamic  
washout.

SCALE 1/12

L.G. WATTS

3-VIEW

## MEMBERSHIP SECRETARY'S NOTES

We still have a number of members who have not yet paid for 1999 and if you are one of them your copy of VGC News will have come with a yellow address sheet. As you will realise, there is a delay between sending the printers the address list and actual posting so if you have paid recently you may still get the yellow sheet for which we apologise. Be warned though, this will be the last issue you receive unless you pay, sorry about that, but that's life.

You will also see on the address sheet, yellow (or white if you have paid) your membership number and year of membership, thus you get a new "membership card" each issue automatically. In addition there is a request that you sign the "Internet" permission note and return it to me. If you did not do this last time please do so now as without it you will be unable to gain access to the members only page of our web site. You will find in this issue an article by Robin Willgoss, the VGC Web Master, on our Internet site and I hope that this will encourage you not only to visit the site but also return the form to me.

You will find on the centre pages a list of all overseas representatives with their address including e-mail where they have one. Similarly e-mail addresses are given for all Committee Members, where applicable, mine is [vgc@datron.co.uk](mailto:vgc@datron.co.uk) and this is the best means of contacting me.

We have recently carried out a mailshot of all owners of vintage or classic gliders in the UK who are not members of the VGC. Many of these will be in your club so take the chance of talking to them and help us recruit them. Thanks are due to Peter Chamberlain for all the work in preparing the database; he outlined this in the last issue.

Overseas members who would like to carry out a similar exercise in their country should contact their local representatives and Peter Chamberlain, who can be reached on [upward-bound@compuserve.com](mailto:upward-bound@compuserve.com)

Finally, my thanks to all members who correspond with me and the photographs that you send me. These are generally sent on to Graham Ferrier for VGC News and I hope you will keep them coming. They will appear in print faster if sent direct to Graham and you will find his address at the back of this issue.

*Ian Dunkley*

## Credit Cards in Germany

Members who attended the rally at Oberschleisheim will remember that the use of "plastic" cards in Germany was not as widespread as in the UK or France. I have checked with our German representative and the situation is still much the same. Visa cards are accepted for large purchases in large towns and in most service stations but not often in small towns or for buying food. Be warned and ask before trying to purchase things for which you do not have the D-Marks.

*Ed*

# Rally Reports

## ELLIOTS of NEWBURY RALLY. LASHAM: April 2 – April 5th 1999

This Rally is held annually to remember all the gliders that this firm produced. The building of the 150 Olympias from 1947-1959 immediately springs to mind. But there were other types such as the EoN Eton (SG.38), the Newbury EoN light aeroplane, the EoN 415-419s, the 460s, 463s and 465s. That many of these sailplanes still exist and are airworthy and are giving their pilots' pleasure, testifies to the skill and quality of the workforce. It has to be said that very few of the workers of that distant time are still alive, but their work still lives on and gives us occasion to remember them. This year's Rally at Lasham once again had bad weather and there was almost no flying. Maximum cloudbase was at 2,500 ft above Lasham and there were almost no breaks in the cloud cover. One wonders whether this bad weather at Easter is caused by Global Warming. The Atlantic airstream, being warm and damp, and the heat of the landmass, makes it rise as a fog over England. However, the good gliding weather of the previous weekend gave us hope for some good weather during the four day Easter Holiday. It seems that North Germany still had brilliant spring weather for the entire week. The reason for selecting the Easter weekend for the Rally was of course that it was the only four day holiday of the year which was still unbooked for a VGC Rally. We just had bad luck once again with the weather. The only non-Lasham based Vintage Glider, to be brought to the Rally was Chris Wills's Mg 19A, BGA 2903 but it was never rigged. On Good Friday, Robin Hood soared his EoN 463 BGA 1373 for 30 minutes during the morning. This was the only soaring flight during the weekend. Much work at the Lasham Vintage Glider Centre was being carried out by Robin Hood on the tail surfaces of the Grunau Baby BGA 578 built by Hawkridge (from German parts). He has also done a lot of work on its trailer to keep the aircraft dry. The EoN Olympia BGA 1029 was also having its tailplane worked on by John Orr, its owner. As well as this, Ray Whitaker was working on the steel tube fuselage of a Doppelraab. One had the impression that, although there was next to no flying, there was a good opportunity to work on old gliders and this was most impressive. The atmosphere was good and the morale was high.

(In the distance on the far side of the airfield, is the large black wartime-built military hangar that Lasham has recently bought with the airfield from the Ministry of Defence. As soon as this hangar is used, Rates will have to be paid on it. It is said to be in bad condition. As a large sum of money will be required to make it safe, its future is at the moment uncertain. Money would also be required to pull it down! We trust that this will not happen. There must be some way to let us keep it.)



Subscribe to this glossy magazine which appears six times a year and usually includes an article on vintage gliding and other topics particularly interesting to mountain fliers. Annual subscription 90,000 lire (46 Euros) Write to Centro Studi Volo a Velo Alpino, Aeroporto Paolo Contri, Calcinate del Pesce, 21100 Varese, Italia.

### The 8th Kirby Kite Rally at Haddenham 1-3 May

This weekend rally is traditionally held during the first weekend in May to celebrate the start of the Glider Pilot Regiment in 1941 on the airfield of Haddenham – Thame. This is the home of the Upward Bound Trust which was initially formed as a charity by the wartime troop carrying glider pilots to offer cheap gliding training to youngsters. It is thus the cheapest civilian gliding operation in the UK. (*The history of gliding at Haddenham was published in our News No 95 Ed*)

It is known as the KITE 1 RALLY as this was the main type used on the airfield in 1941. 25 Kite 1s were built by Slingsby Sailplanes Ltd from 1935 and this made it the greatest number of one type of sailplane built by the firm before 1939, and was therefore chosen to be the sailplane to be flown by the regiment. There are stories of them all arriving on a lorry with all their struts mixed up and their camouflaging etc.etc etc. The Upward Bound Trust always sends out invitations especially to Kite 1 owners. There were three of them present this year, BGA 400, owned by Peter Underwood, BGA 251-Bob Boyd and BGA 310 – Tony Maufe. 2 more are known to exist airworthy in Britain (at the Middle Wallop Army Flying Museum and at RAF Halton), Peter Underwood's BGA 400, in period colours, looked very much part of the 1941 scene. BGA 400 was used for the July 1940 Radar Trials off the Sussex Coast where it was part of the SDF (Special Duties Flight.)

The Haddenham Rally is traditionally the first VGC Rally of the season and it is very popular with our members because of the excellent spirit, the almost consistently good gliding weather and maybe the free winch launches (although a contribution is asked for)

This year's weather was no exception. Incredible to relate, the long range forecasts seemed to indicate poor weather during the week before but probably the weather would become good as the weekend progressed. This was modified to bad weather should the High Pressure be squeezed to the East by many Low Pressure areas threatening to come in from the Atlantic from the NW. In the event, the original forecast was right, in that the High Pressure was actually squeezed back over the country to the West bringing us progressively better weather and light winds. These light winds gave winch launches which were not always high, but the very good winch and its drivers never failed to try to give us excellent 800-1,000 ft from which many of the gliders had a sporting chance of catching thermals on all three days, but the thermals on the last day were the best.

#### GLIDERS TAKING PART

KITE 1 BGA 251 – Bob Boyd.  
KITE 1 BGA 310 – Tony Maufe.  
KITE 1 BGA 400 – Peter Underwood.  
SG.38 (EoN ETON) BGA 3214 – Geoff Moore.  
Mü 13D-3. BGA 2267 – Geoff Moore.  
T.31 – BGA 3272 – Neil Scully.  
T.31 – BGA 1376 – Colin Anson. (This T.31 is sometimes known as the "Blue Brick" but its soaring capability is anything but brick like)  
T.31 BGA 3229. VGC Centre Lasham.  
T.21b WB 971 – Mike Powell.  
Ka 2b BGA 4336 – Booker syndicate.  
CADET BGA 731 – Richard Moyse.  
GULL 4 BGA 565 – Ray Whittaker.  
SWALLOW BGA 3823. Ray Whittaker  
PETREL BGA 651 – Graham Saw.  
T.21b BGA 3160.

Mg 19A "Steinadler". BGA 2903 – C.Wills.  
Hütter H.17A BGA 490 – Nick Newton.  
SCUD 3 BGA 684 – Ted Hull.  
There were also the Ka-8s, T.21b and Ka-13s of the Upward Bound Trust.

SG.38, Mü 13D-3, T.21bs, T.31s, Cadet, Gull 4, Petrel, H.17a, 3 Kites and Scud 3 were from the period before 1950. But the Kite 1 (from 1935), Scud 3 (from 1935), Cadet (from 1936), Petrel (1938), SG 38 (1938) were from the period before 1940.



Two Kite 1s at the Kirby Kite Rally at Haddenham, the camouflaged one is Peter Underwood's and the other one is Bob Boyd's.

#### SATURDAY 1st MAY.

There was a light cross wind which did not help winch launch heights. At first, launching was towards the SW but this was changed to NE. The longest duration flights were 20 minutes by Vernon Jennings in the T.31 "Blue Brick", and 45 minutes by O.Gurney in the Mü 13D-3. These two flights started at 14.24 hours and 14.29 respectively.

There were other extended circuits of up to 7 minutes duration. There were 72 winch launches during the day.

#### SUNDAY 2nd MAY.

Bob Boyd kept his Kite 1 up for 1 hour 4 minutes starting at 12.56.

Julian Ben-David flew the Swallow for 59 minutes. Robin Wilgoss and M.Wilton Jones flew the K-2b for 3 hours 30 minutes. M.Powell flew his T.21b for 29 minutes. Richard Moyse – Cadet – 43 minutes. Ted Hull-Scud 3 – 47 minutes. Ray Whittaker – Gull 4 – 56 minutes. These were the some of the longest duration flights of the day. There 90 winch launches during the day.

#### MONDAY 3rd MAY,

C. Raine – Ka-13 – 1 hour 40 mins.  
D.Perkins – Kite 1 – 43 mins.  
S.Bonser & Rasmussen K-13 – 30 minutes.  
N.Newton – H.17a – 35 minutes.  
Ian Smith & Jane Ballard – T.31 – 1 hour 18 minutes.  
C.Wills & Vella Grech – Mg 19a – 3 hours 14 minutes.  
G.Walloy – Ka-13 – 2 hours 12 mins.  
R.Whittaker – Gull 4 – 1 hour 36 mins.  
N.Newton – H.17a – 50 minutes from an aerotowed launch.  
Tony Maufe – Kite 1 – 50 minutes.  
Vernon Jennings – Petrel – 50 minutes.



D.Perkins - T.21 - 39 minutes.

M.Clarke-SG 38, from a 2,000 ft aerotow - 17 minutes.

A strong thermal took him to 3,000 ft.

Geoff Moore - SG.38 - aerotow - 14 minutes. This machine is equipped with a Hang-glider's ASI, variometer and Altimeter. The SG 38 is an EoN Type 7 Eton belonging to a syndicate at the LGC. First flight of the prototype was in February 1948. It is believed that up to 90 were built, but that not all of them were finished.

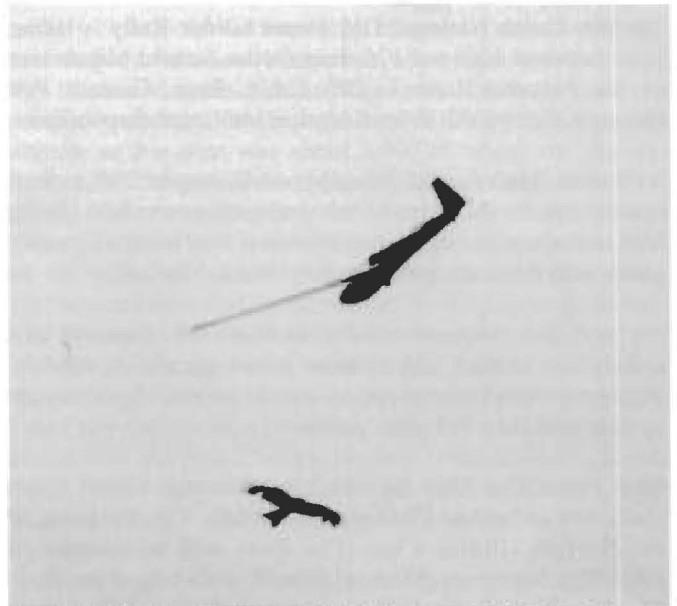
There had been 84 launches during the day of which 12 had been aerotows. We wish to thank David Richardson for flying the Piper Cub WMF over from Wycombe Air Park to give us some aerotows.

Members of the UPWARD BOUND TRUST are still not able to comprehend how they could possibly have had three days of good weather amid the grey skies of the weeks before and afterwards. The VGC's turn out was magnificent. No other gliding meetings could have such a variation of forms and colours among their sailplanes. The visibility on the last day was not good, especially at 4,500 ft (it could have been about 3 miles) and C.Wills felt that fast, dolphin flying, white, fibreglass sailplanes would have been of some danger to our gliders and their pilots, many of whom do not wear parachutes, not to speak of the pilots and their fibreglass sailplanes. A good look-out had to be maintained at all times. We thank the Members of the UPWARD BOUND TRUST, especially Peter Chamberlain and his father, for their heroic efforts which once again gave us a wonderful Rally.

We were very pleased to have been visited by Raymond van Loosbroek from Holland. He owns several old gliders in Holland, including the SKY which was owned by Philip Wills and in which he won the 1952 Spanish World Championship. This still needs to be repaired and restored. Raymond was able to fly during the Rally and we are very glad that he and Bert Strijks with a Ka-4 are to be with us during our National Rally at Bicester at the end of May. An added bonus for some of the pilots was to share a thermal with a real (avian) Kite. Bob Boyd not only saw it but managed to photograph it from the open cockpit of his Kite 1.



Richard Moyse and Ray Whittaker at Haddenham with the last of the Slingsby Gull 4s. The owner is Eric Arthur who has lent the Gull to the Lasham Vintage Group.



Several pilots saw this rare Red Kite over Haddenham but Bob Boyd managed to photograph it from the open cockpit of his Kite 1 while thermalling with one of the Upward Bound's K13s.

## Future Rallies

The following information arrived too late to put in the last VGC News and the event will be over by the time this one is out but it is included here to show what is available-and just look at those prices!

**Third Annual Midwest Vintage/Classic Sailplane Regatta**, sponsored by the Wabash Valley Soaring Association, Mid-America Air Center, Lawrenceville, Illinois, June 12-20. Fun tasks and spot landing contests. Hangar space available to those coming early. Bring your own glider and fly with us, 2000ft tows \$20.00 or buy one month membership for \$100.00 and check out and fly our Schleichers for club rates: (2000ft tows \$13.00 Glider rent \$10.00/hour.)

Workshops on fabric covering techniques and wood repair. Contact Bud Brown (618) 943-2076 or Dave Schuur (309) 246-3328

**Achmer Osabrück** This is the site of our Rendez Vous 99 Rally, which appears to be about 300 kms from the Dutch Coast. The dates for the Rally are July 22nd - July 29th. There will be free hangarage for our gliders rigged as the British RAF has left. There will also be free Camping for our members from former behind-the-Iron-Curtain Countries. ie Poland, Czechoslovakia, Slovakia, Hungary etc etc. There is the possibility of good thermal conditions. It is a large grass airfield which once had the relatively underpowered first jet fighters operating from it. Harald Kämper says that the Rally has a rather small entry and urges all of us to try to get there. If you can, please inform Harald Kämper, Bismarck Strasse 78, 32049 Herford, Germany. Tel: 05221-981835. Fax: 05221-981836. Achmer is ready to greet us with a big fleet of old gliders of its own: ie: Grunau Baby 2, Grunau Baby 3, Meise, Weihe, Kranich 3, Condor 4, Lo 100, Foka 4 and there is a Fw44 Stieglitz among other aeroplanes to tow us as well as good winches.

The 6th Czech National Old Timer Glider Rally is taking place between 10th and 17th July on the Airfield Mikulovice of the Aeroclub Jeseník (NE Czech Rep). Contact Petr Hanacek, CZ790, 52 Velke Kunetice 146 Czech Republic.

At Sutton Bank for the Slingsby week, August 29th to September 5th the Yorkshire Club are very generously giving VGC members free daily membership if they bring a Slingsby glider with them. (It is the Slingsby Week, after all!).

For modellers, September 4-5 at Lasham, UK, there will be a scale glider contest with aerotow launching also by models. Perhaps we will have the opportunity to see model gliders side by side with their full size "parents".

Stop Press The 28th International Vintage Glider Club Rally will be held at Tibbenham, Norfolk, UK, the home of the Norfolk Gliding Club. The dates will be announced later. Our Secretary, Michael Powell, with help from Tony Maufe, will co-ordinate the event with the Norfolk club.

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# Features

## THE FIRST 500 KMS FLIGHTS

by Ernst Steinhoff who was interviewed by Doc Slater in 1967.

*Ernst Steinhoff was one of four pilots who simultaneously broke the World's Distance record by flying 313 miles from the Wasserkuppe to Brno (German Brünn) over a third of a century ago, but no detailed account of the flights were available at the time. He is now active in the space field, and kindly dictated this article to Doc Slater between sessions of the recent International Astronautical Congress in Belgrade. (Taken from S&G December 1967 - January 1968 pages 497-499.)*

"It was during the Rhön Contest of 1935 when, on the morning of the 29th July, the contest site was partly obscured by low clouds. The Wasserkuppe summit was in the clouds and a fresh wind was blowing among the sailplanes lined up for take off. No-one had submitted his take-off card by 10.00'clock, although cloudbase could be seen to be gradually lifting and the sun was breaking through occasionally.

I decided that things would improve considerably within the next half hour, and so submitted my take-off card - the first contestant to do so - and asked my crew to get the sailplane ready for a launch quickly. My example started a run to get launched, and many planes began lining up for take-off. This was on the west slope, on account of the wind direction, and it was only a few seconds before I was swallowed up by the clouds, since the lift was very smooth with little turbulence. I started circling steadily within the cloud to gain altitude.

I must have been at 200-300 metres, when I noticed shadows crossing my flight path within the cloud. In order to avoid a collision, I turned westwards and continued climbing as long as there was any lift. When the lift continued, I turned south-east again to follow the wind and to obtain as much distance from the Wasserkuppe as I could to increase my altitude above the ground below. I came out of cloud about 10 kms south-east of the Wasserkuppe and saw Ludwig Hofmann (in Rhönsperber) near me searching for lift.

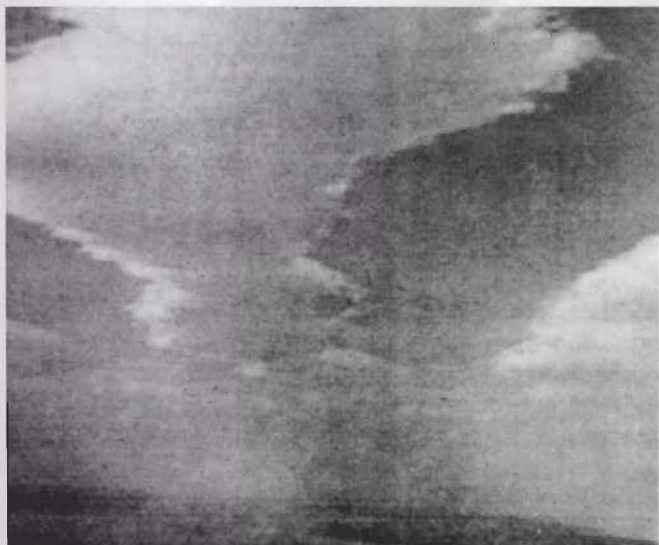
Soon I was circling again under the dark cloud and was regaining altitude. Only a small portion of the ground underneath was sunlit and could possibly produce thermals. I re-entered cloudbase to get above the mountain peaks which were still obscured as far as I could see. I again tried to climb as high as possible before turning south-east again. When I came out of the clouds once more, this time I noticed that I was near Coburg south of the Thuringian Forest.

The cloudbases were now high, but still did not show the promise of good soaring conditions, which should show up later. There was no real thermal development yet, and all lift was caused more or less by topographical convection. As I flew on south-east, I lost more and more altitude and was soon so low that it appeared uncertain whether I could cross the next low mountain ridge just ahead of me. I found no substantial lift on its windward side and crossed it towards the east, getting ready to land on a potato patch on its leeward side. Suddenly I found some weak turbulence and started to turn carefully with very slight bank in the hope that some lift would develop. Indeed, after one or two turns I gained more than I lost in a very irregular turn. Although the net gain was not more than 0.3 m/sec., I felt that it was worthwhile to con-

tinue and flew my circle as slowly and carefully as I could so as not to sacrifice any altitude, when I noticed that the lift became gradually stronger. I could still observe my height gain better by watching the nearby ridges than by my variometer, the climb rate being only a fraction of a foot per second.

Miraculously, the potato patch was still sunlit. However, there was a wheat field across the narrow valley on the west slope of the next ridge. After I gained some more height, I very carefully tried to reach the wheat field in the hope of finding stronger thermal activity there, being prepared to return to the potato patch should my hope be disappointed. Indeed, I found lift much stronger above the wheat field and soon reached a climb rate of 1 m./sec.

From the beginning of the potato patch, it took almost an hour before I reached cloudbase again, and a strong increase of wind velocity with height carried me quickly towards the south-east. Soon I was flying over Bayreuth, Wagner's city. The earlier almost complete overcast gave way to well-developed cumuli which promised good lift. One of these was right ahead and its shadow on the ground appeared quite black. I found the main lift on its south side right above the sunlit area underneath the cloud's rim. Reaching cloudbase again, I noticed that the cumuli further south had about the same width but were much longer, their main axis extending north-west to south-east, approximately parallel to the westward border of the Thuringian Forest. I also noticed that I was drifting towards Czechoslovakia. I decided to reach the clouds to the south of me, since they promised to carry me further than the ones I was flying below. I dashed towards it and found strong downdraughts on its north side, and lost considerable height before reaching the lift. The available strength of the up-current was 1-2 metres/ sec. – it was very steady and more resembled shear-line lift than that of a conventional thermal. On the other hand, it seemed to originate from the sunlit south side of the cloud shadows.



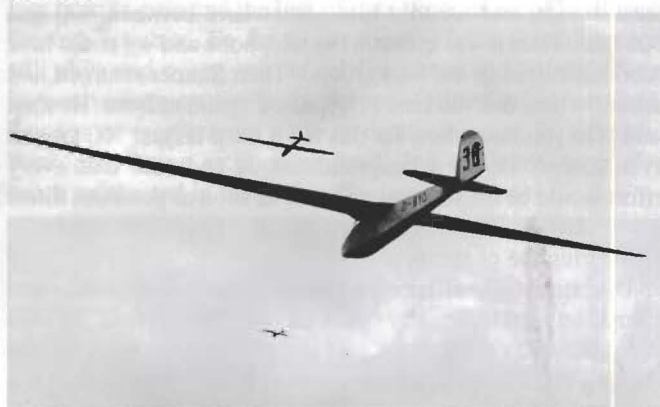
*The cloud streets which helped the 4 pilots achieve the first 500 km flights during the Rhön Contest in 1935.*

I reached the end of this cloud shortly, and noticed that further south the cumuli extended almost as far as I could see towards the horizon, and so I went one cloud further south and approached its southern rim. Again I had to fly through strong downdraughts before I reached its lifting side. After reaching cloudbase again I increased speed until my climb rate disappeared. My A.S.I. at that time was indicating 150 kph (over 90

mph!), close to the red line rough air speed. I must have flown at that speed for about 45 minutes when I reached the end of this lift and also noticed that there was absolutely blue sky south of me with a few isolated cumuli in the south-east. My altitude at that time was about 3,000 m. above the Wasserkuppe. So I decided to continue gliding south-east until I should find a thermal again. After about another hour of flying, I was quite low, but observed a very bright yellow wheat field on the west slope of a lee ridge. As expected, I found strong lift there and followed the thermal all the way up to cloudbase. The average climb rate was between 1 and 3 m./ sec.

After repeating this several times, I found that I was approaching a forested area with apparently no openings in it. I also saw that I was approaching a large city with an airport. Flying over the airport with still about 3,000 m above ground, I read the four letters BRNO. I decided to land in spite of my altitude, which would have given me another 50-70 minutes flying time.

There were several thunderstorms around, and I encountered all kinds of lift on the way down. In order to increase my sink rate, I performed quite a bit of aerobatics, finally lining up to land on the apron in front of the hangars on the north-west side of the airfield. In this attempt, I encountered an airliner pulling right in front of me to land, so I had to turn away so as not to enter its landing path. This spoiled my plan to land directly in front of the hangars, and forced me to return to land on the south-east of the field, approximately a mile away. After a few minutes, several military vehicles arrived and asked me whether I needed any help. The crews of these vehicles studied my plane and particularly wanted to know "what is the little hole in the front end of the fuselage for?" (the pitot intake.)



*The Dresden D-B 10 was the first of four gliders to arrive at BRNO, flown by Otto Bräutigam.*

With the help of the soldiers, I was soon towed to the apron and while leaving my cockpit I observed a well-known face among the spectators. It was Otto Bräutigam, one of our best soaring pilots, who must have landed a short while ahead of me. He congratulated me on my flight and then I noticed his sailplane (the DB-10 "Dresden") on the edge of the apron. He asked me whether I knew of the distance between Brno and the Wasserkuppe. I told him that I was not certain but felt that it must be somewhere between 400 and 500 kms, because I ran out of maps flying north of Prague. While we discussed how to make a telephone call to contest headquarters, we saw a Condor 2 coming in low over the field and, in a swift turn landing right next to our sailplanes. It was Oeltzschner, my competitor of the last Regional Contest. He was as surprised

to see us, as I had been to see Bräutigäm ahead of me. He also wanted to know how far was the distance covered, and we told him that we had just decided to telephone the Wasserkuppe. We then went on to visit the Flight Operations Office to arrange for it and, while waiting for it, we saw a Rhönsperber just clearing the area of trees west of the airport. Since there were quite a few of this type flying in the contest, we were not certain who would be in it and so we waited until the pilot had landed. It turned out to be one of the youngest contest pilots, Heinemann.



The four pilots at BRNO. From left to right:- Heinemann, Steinhoff, Bräutigäm and Oeltzschner

Now, we were four, but already the sun was quite low. The connection was established with Bräutigäm, Oeltzschner, and I, each on separate telephones listening to the following conversation. We reported to Fritz Stamer, the contest director, that four of us had landed at Brno. He asked whether we knew the distance, and we told him somewhere between 400 and 500 kms. Then it was quiet on the telephone and we could hear subdued voices in the background. Then Stamer returned and asked: "where did you land?" Repeated again, at Brno. He then said "Do you know how far this is? It must be just 500 kms or even more." He then congratulated us and said that every effort would be made to get us home as soon as possible. Since it was already late, he expected that the towplanes would be sent during the next morning.

Unfortunately border clearance was difficult and only one aeroplane arrived early enough for the return to the Wasserkuppe. Oeltzschner was given this tow. Later in the evening three more aeroplanes came, but too late to start the return trip. So we stayed another night at Brno and took off early during the next morning. Since the turbulence was quite rough, we decided to fly as high as possible at about cloud-base, circumventing the well developed cumulus. All three of us landed during the early afternoon at the Wasserkuppe and my crew placed a big wreath of flowers and branches around my cockpit.

#### Final Results of the 1935 Rhön Contest.

Placing	Name	Number of flights
1.	Oeltzschner.	4
2.	Späte	4
3.	Steinhoff	1
4.	Hofmann	4
5.	Bartaune	3
6.	Riedel	7
7.	Bräutigäm	2
9.	Heinemann	2
10.	Peters	3
11.	Hirth	2



Steinhoff and his Rhönadler in front of the wooden "Herman Göring Hülle", which was burnt down during a daylight attack in 1943 by B-25s. His crew had put a garland of flowers around the nose of the glider.

After the formal reception, we were told that Oeltzschner's Condor had folded its wing due to a strong gust over the German frontier and, baling out too late, he was killed. We told Stamer that although all three of us had broken the existing World Record, Oeltzschner should be the one in whose name it should be submitted.

After the Second World War, I flew as a test pilot and flight instructor, my previous work gave me very little opportunity to fly (gliders? CW) until 1965. I have participated in the last three US National Soaring Contests and flew 3,600 miles cross country in 1966, and 3,860 miles in 1967, which included two flights of over 500 kms in 1967, one in 1966 and two flights in 1967 exceeding 600 kms. With the first Diamond gained in 1935, I completed my (3) Diamond badge (US No.46) in November, 1965 - 30 years between the first - and last Diamond!"



Heinemann in flight in the Rhönsperber in 1935.

Doc Slater wrote the above from an interview. It is indeed a remarkable report so long after the event. The record lasted until 1937 when the Soviet Victor Rastorguev flew 650 kms. Had Steinhoff used up his last 3,000 metres, he might well have flown over 600 kms with the tailwind. The Rhönadler 35's max. L/D must have been over the much quoted 1/20. It was of course a new sailplane that year.

Total distance	Points	Type
1272.2 kms.	1937.4	Condor 1.
904.0 kms.	1487.5	Condor 1.
504.2 kms,	1408.0	Rhönadler 35.
1239.0 kms	1282.9	Rhönsperber.
824.2 kms	1214.7	Rhönadler.
1291.8 kms	1209.1	Condor 1.
764.2 kms	1159.4	DB-10.
586.8 kms	1048.1	Rhönsperber.
717.9 kms	1008.5	Rhönsperber.
618 kms	842	Minimoa V.1.

*The flights were the longest distances ever flown in a Rhön Contest and were 504.2 kms. We believe that Oeltzschner's Condor was a Condor 1, as Heini Dittmar was flying the prototype of his Condor 2 hors concours during the contest.*

The investigation into Oeltzschner's accident suggested a number of different reasons:

1/ The parachute was not manually operated.

2/ The tow pilot was not very experienced.

3/ The towplane's cable release was attached to its tail skid. This brought about an unfavourable situation should the glider get too high.

4/ The Condor 1 had no airbrakes or spoilers.

5/ At critical points, there were mistakes in the building of the fuselage.

This led to the end of the firm, Robert Bley Flugzeugbau in Naumburg, (Saale), which had delivered Oeltzschner's Condor.

C. Wills

### THE LIFE AND TIMES OF A MINIMOA

*Chris Wills has been studying his father's old Log Books and has compiled this record of Phillip's noteworthy flights in the Minimoa BGA 338 adding some further reminiscences of his own.*

First flight in Britain. Sunday 3rd April 1938.

Then on 18.4.38 from Ratcliffe to Mansfield (109 miles) in 3 hours from an aerotow (called an A-launch in the Log Book)

19.4.38 from Huish to Plympton (118 miles) in 5 hours. A-Launch.

30.4.38 from Heston to St Austell (209 miles). Gold C Distance. 6 hours 20mins and British Distance Record.

7. 6. 38. Dunstable from a winch launch – 10,080 ft. British Height Record and Gold C Height. This completed P.A.Wills's Gold C-The first in Britain and Number 3 in the World.! Duration of flight was 2 hours 15 mins. Both Height Records were flown in Cumulo Nimbus clouds.

12 other flights of lesser magnitude have been left out although almost certainly some of them were good flights.

British National Contest. 2.7.38.-15.7.38. Cross country flights of 33, 30 and 76 miles. BGA 338 came 4th behind Nicholson and Dewsbury sharing Rhönsperber BGA 260, P.M.Watt in King Kite and Fox and Davis sharing Rhönadler 32. It is possible that both P.A.Wills and his retrieving team (his wife) were ill during the contest. Points gained were 464, 459.5, 413 and 332.5 respectively.

*Extract from letter from Wolf Hirth to P.A.Wills in answer to a letter from P.A.Wills of 18.7.38. Wolf Hirth's address is: Vaihingen/F, Eidechsenweg 5. D. "I've not yet answered your letter from 18.7.38. I was on the Wasserkuppe for the whole Rhön Contest offering "Minimoa Service" for the 15 pilots who flew them. I am so sorry that you had such bad luck in the British National Contest. How is Mrs Wills now? I had my Appendix taken out one day before leaving in 1934 for South America. I was out of bed after six days. I think it better for your wife to have it eliminated before she feels it again. (The contest was held at the LGC, Dunstable and was the most successful British National Contest up to that time.CW).*

We have identical quick releases built into both aeroplanes and gliders with two identical rings either end of the ropes. I don't remember what you saw in South Africa. We always install the releases well on the tail skids of the aeroplanes. It does not cause problems during normal flight. Certainly every aeroplane has the same release attached in a specially designed way. But there is not much difference. They all look

very similar... and the release is always the same standard one! Our Meeting was very successful with 14 days out of 15 with splendid weather. Only there was no flying on account of bad weather on the last Sunday, but distance flights were stopped on this day as thermals were poor. No wonder, 62 pilots and gliders covered a total of 75,900 kms (47,000 miles) – But still more astounding was the altitude flying – 4,000, 5,000, 6,000 and at last 8,000 metres were reached above sea level. The two best flights were achieved in Minimoa. 1st Flugkapitän Drechsel (Lufthansa) reached 8,100 metres above sea level (26,550 ft a.s.l.) which represented 7,070 m above start (23,000 ft above start). 2nd was Werner Fick – 5,550 m above start. (18,200 ft above start.) I sent an exact report to Dr Slater Can you phone him? He still has the proofs for "The Art of Soaring Flight". We badly need them for printing. With best wishes for you and Mrs Wills. Wolf Hirth."

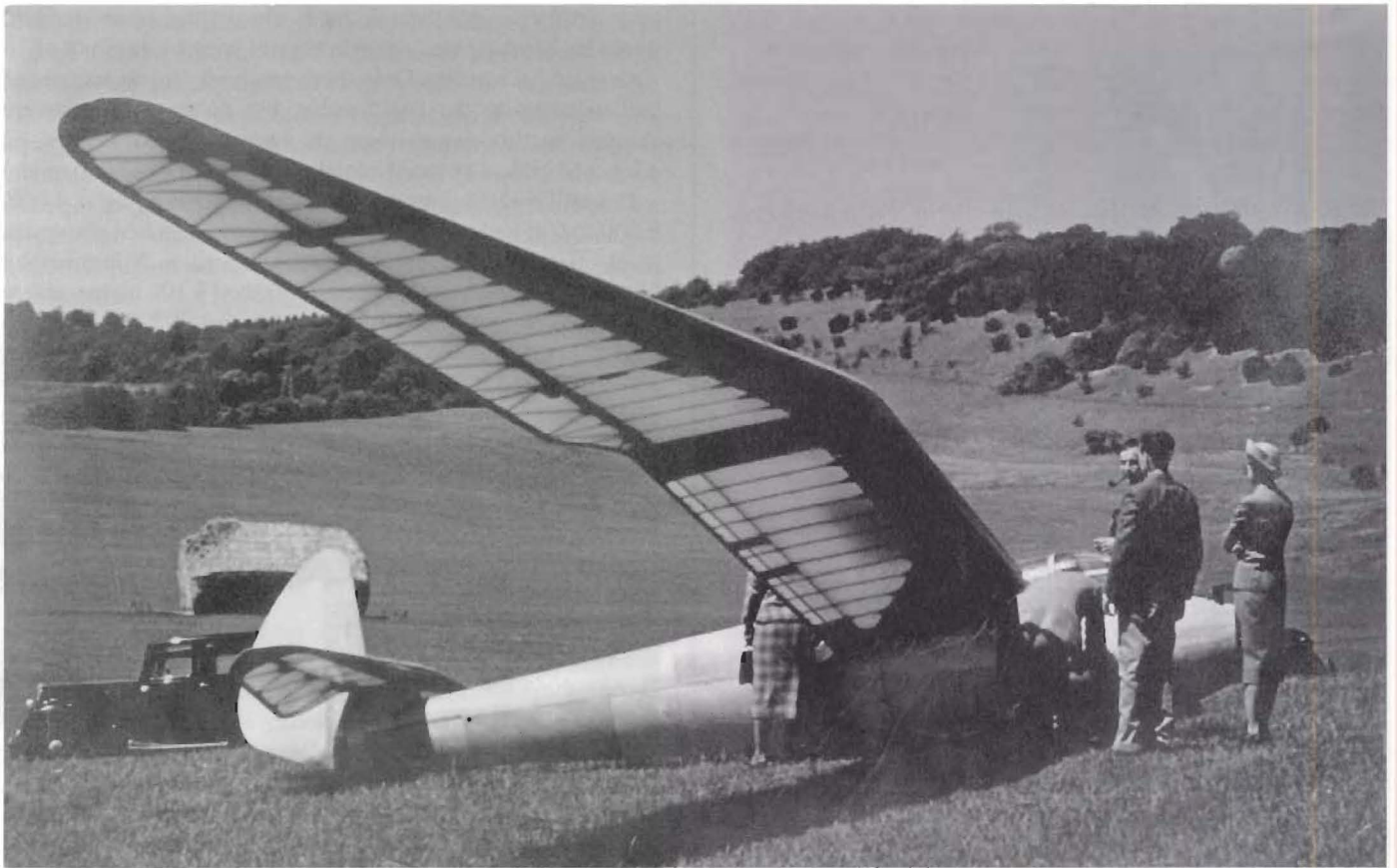
Wolf Hirth is describing above the sensational 1938 Rhön Contest which was never reported in English. After the furthest frontiers had been achieved, and crossed in the case of the Dutch one, terrific heights were arrived at in thunderstorms, without electric cloud flying instruments or oxygen. During the 3 last days, 7 gliders broke up and three of them were Minimoa!!! The others were: 2 Horten 3s, 1 Kranich 2b-1, and 1 AFH-4 Hannover. Werner Blech in a Horten 3, Lemm in a Minimoa and Schulz in the AFH-4, were killed. Scheidhauer parachuted from the 2nd Horten 3 at 5,000 m. and was carried up unconscious, through being beaten by hail, to great heights. On landing, he was frozen and had to be gradually thawed out over six hours... to be able to fly another Horten 3 (one of four flown by the Luftwaffe Team) during the 1939 Rhön Contest. His ordeal in the '38 Contest had caused him horrific pain and the loss of two, if not three, of his fingers through frostbite. So far as we know, Heinz Scheidhauer is still alive and every year he celebrates his 2nd "Birthday" on its anniversary on the Wasserkuppe. "Birthday" is terminology for an escape from a life or death situation, ie. a Second Birth after being as good as dead. 2nd Birthdays were also much celebrated in the Luftwaffe then and later.



*Philip Wills in the cockpit of his Minimoa, probably at Inkpen in 1938. A Doc Slater photo.*

*Letter to P.A.Wills on 2.9.38 from Wolf Hirth concerning a best speed to fly table. P.A. Wills had of course bought the Minimoa BGA 338. from Hirth's firm in April 1938.*

"Here is a very interesting thing. But please don't publish it before Wolfgang Späte does as he did the work on it. You certainly remember Späte, the 3rd in last year's International Rhön, and the winner of this year's National Rhön Contest.



The Minimoa at the pre-war site of the Oxford Gliding Club at Lambert Arms, Chinnor, Oxford; this site was founded by Robert Kronfeld.

We knew for a long time, that it had to be done, and he has at last done the work. It is a Speed Table for the MINIMOA.

Vst is your average climbing speed

Va is your flying speed between the circling periods.

Vr is the resulting "Cruising speed"

Vst	Va	Vr
0.0m/sec	70 kph.	Not quoted
0.5 m/sec.	77 kph.	28 kph.
1.0 m/sec.	83 kph.	43 kph.
1.5 m/sec.	88 kph.	51 kph.
2.0 m/sec.	93 kph.	57 kph.
2.5 m/sec.	99 kph.	63 kph.
3.0 m/sec.	105 kph.	67 kph.
4.0 m/sec.	115 kph.	74 kph.
5.0 m/sec.	127 kph.	81 kph.
8.0 m/sec.	135 kph.	93 kph.

The new knowledge is that we have to fly much faster than we usually did before. This means that when your "average climbing speed" is 2 m./sec, you have to fly between thermals at 93 kph. This will lead to greater distances covered in a shorter time. If you cloud fly, where usually the lift is stronger, you really will have to fly faster" etc. Yours sincerely, Wolf Hirth. Vaihingen/F, Eidechsenweg 5.

Späte flew the Minimoa D-11-94 in 1937 and the Reiher V.1 D-11-95 in 1938 and used best speed to fly tables in both of them.

Letter dated 8. 9. 38 from WOLF HIRTH to PHILIP WILLS. Vaihingen /F, "I hope that you have received the BEST SPEEDS TO FLY MINIMOA TABLE. I have just received a letter from Späte saying that it is forbidden to send this information abroad. You are the only person to receive it so far.

Therefore, I really beg you to keep it for yourself and not to tell anyone about it. I hope to visit England next month. We then can talk it over. I am quite certain to have grave difficulties, if people learn what I have done. Though I am convinced myself that it is nonsense to keep such information as a "secret". I cannot change it. We are just now testing a new kind of Dive Brake for Minimooas. Maybe they will be installed in all our performance gliders. You can have them fitted in your Minimooa too one day. We also have started building the Goevier 2 seater in series now. It has side by side controls like the Falcon 3, but a better performance, I hope.

My best regards to Mrs Wills too. Sincerely yours. Wolf Hirth.

P.S. We are just printing "The Art of Soaring Flight" now.

The Dive Brakes that Wolf Hirth refers to, are, of course, the Schempp-Hirth (Hütter) speed restricting Air Brakes. They were first fitted to the Goeviers, then to the Minimooas, Meises, Grunau Baby 2bs and Kranich 2b-2s, and to some other gliders, but not to the 1937 DFS 230, 9 man carrying military gliders. Two firms offered kits so that most gliders could be fitted with them, as necessary. It is interesting that this work was being carried out in September 1938. This could well also have been secret information, not for export at that time. C.W.

Letter from the Sportflugzeugbau Schempp Hirth OHG dated April 19th 1939.

"Dear Sir, The Sailplane MINIMOA is apt to flutter at extremely high speeds. (around 200 kph). Therefore the German Air Ministry is asking that all Minimooas are equipped with a balancing weight at the rudder. Therefore we enclose a drawing of that weight and how it is built into the rudder nose. Yours sincerely, Martin Schempp."



Another Doc Slater photograph of the Minimoa in which Philip Wills set up the British Distance record of 209 miles.

Chris Wills still has these drawings. From this date, all Minimoas in Germany, Austria, Switzerland etc had to have these large mass balances installed to the base of the leading edges of the rudders. It should have been possible to placard them to a far lower VNE.\*

BGA 338, and some others in Argentina, South Africa and the USA etc. NEVER had these mass balances installed. \*VNE=Velocity Never to be Exceeded.

After the 7 sailplanes breaking up in thunderstorms at the end of the 1938 Rhön Contest, strength requirements for German sailplanes were increased. It also should be remembered that German pilots sometimes did full aerobatics with Minimoas!!!

Thus, the poor Minimoas were required by the Reichsluftfahrt Ministerium (RLM) to carry lumps of lead above their tailplanes until the end of their days, in case any of their pilots should wish to fly them at 200 kph or more. Their new dive brakes would have restricted them to far less than that in cloud. We would respectfully suggest that no pilot today would wish to fly Minimoas at any more than 110kph, if that, and it should at last be possible to remove the mass balances from the rudder leading edges of the very few last surviving Minimoas.

FROM P.A.WILLS's LOG BOOK No.2. Minimoa BGA 338's flights in 1939. 28.5.39 – Aston Clinton. Winch Launch – 51 miles Goal Flight in 3 hrs – 45mins.

11.6.39 Aston Clinton. W-Launch. – 54 miles in blue thermals in 1 hr. 55 mins.

1.7.39 – Dunstable.W-launch. 14,170 ft. British National Height Record. – Duration of flight – 2 hrs 30 mins.

Many other flights of lesser magnitude have been omitted.

9.7.39 – 15.7.39. National Contests at Bradwell Edge, Camphill. Flights of 35, 103, 55, 83, 42 and 15 miles in poor weather. It was the first time that two Minimoas had been entered in a British National Contest. The other one was BGA 388 entered by Philip Brown. It is now stored by the airline pilot Joe Jackson in New York and is reported to be in bad condition. It was exported to the USA from Britain during the early part of the war.

During the National Contest BGA 338 came 2nd with 573.7 points, behind Kit Nicholson in the Rhönsperber, BGA 260 (still airworthy at Dunstable), who scored 595 points. Nicholson won the contest with a terrific 162 mile flight to Southend on Sea in Essex on the 10th July. The contest was completely overshadowed by there being 2 fatalities, Frank Charles in the first Petrel and Godson in the Kestrel and by the tense international situation due to the imminence of war. The weather sometimes reflected the atmosphere, nevertheless, it was a hard fought contest, as was that year's Rhön Contest.

From Phil Butler's "British Gliders" The Merseyside Aviation Society Publication, the details of the two Minimoas in Britain in 1939 are as follows:

BGA 338. Werk Nr.158, received its first BGA CofA in March 1938. To G-ALLZ postwar. From 1950, TF-SOM in Iceland. Owners in Britain: P.A.Wills, Ministry of Defence, John Stanley Sproule, Prince Bira of Thailand (1946), Syndicate at the LGC Dunstable.

BGA 388.Werk Nr.205. Received its first BGA CofA in February 1939. To USA as N18163. Exported from Britain during the war (1940? CW)

*WOLF HIRTH'S LAST POSTCARD (of the Goevier-2, (D-13-436) to P.A.WILLS dated 28.8.39. from Stuttgart-Vaihingen, before the outbreak of war.*

"Dear Philip Wills, I hope this card will reach you still. As it looks very much like war now, I may not be able to visit ENGLAND soon, or if, certainly not in a friendly way. So, at last, we can only hope that these times will not last long and that we shall be able, after having done our duties for our countries, to meet again as comrades in the beautiful and peaceful sport of soaring flight. As the issues of "Sailplane" may not reach me, I beg Dr Slater to collect them for me as I have a collection of all volumes bound into books. Best of luck to your family, You, and to all the comrades. Yours sincerely", Wolf Hirth. "via Belgium or Holland".

SPECIAL DUTY FLIGHT (SDF) Christchurch Airfield 23 June 1940. Radar tests to discover whether British Radar could indicate the approach of wooden aircraft. (i.e. the DFS 230s, which had outflanked the Maginot Line). It was then perhaps not known that DFS 230s had substantial metal tube fuselages, or whether perhaps that there were other wooden enemy aircraft, which might assail England. Thus, the sailplanes of the SDF were towed to ever greater heights of up to 10,000 ft over the Channel by Avro 504Ks, to make ever lower arrivals over the British Coast. During the period 23.6.40 until 8.7.40, the Minimoa was flown for a total of 3 hours by P.A.Wills. During this time, P.A.Wills also flew the Viking 1 and Viking 2 for 3 hours each. The flight times were only estimated and approximate and there is no mention of the number of flights flown in each aircraft. It should be mentioned that there was the strong possibility of meeting enemy aircraft based on airfields near the French coast, during these flights.

From the MINISTRY OF AIRCRAFT PRODUCTION. Acquisition of the MINIMOJA Sailplane BGA 338 dated 13th July 1941. "Sir, With reference to the acquisition of the above mentioned sailplane and accessories under the Defence (General) Regulations 1939, I am directed to inform you that having regard to the prices originally paid for the items, the extent of their use and condition when acquired, a fair and reasonable price has been assessed at £320. I have accordingly to state that the Department is prepared to pay the sum of £320 in full and final satisfaction of your claim for compensation in respect of the sailplane and the following equipment:

- 1 Sensitive Altimeter. No.W.779316/F122312,
- 1 Variometer No. 168680,
- 1 Vertical Reading Compass No. Z/10/2119/F123230,
- 1 Electrical Turn & Bank Indicator (Pullin),
- 1 Fore & Aft Level No.W.766865,
- 1 Slater Cobb Variometer,
- 1 Air Speed Indicator No. 350 reading 10-80 mph.,
- 1 Trailer complete with Wing Trestle, 1 Tool Roll comprising:

- 1 Wing Root Spanner,
- 2 Wing Root Bolt Extractors,
- 1 Tyre Valve Extension.
- 1 Tommy Bar.

They also had the Minimoa's TALBOT 105 tow car, which was quickly rendered unserviceable.

A new Minimoa would have cost (we think) £325 less trailer, tow car etc. in 1938. A Slingsby Gull 1 was offered at £188 ex works, without instruments, at that time.

Extract from P.A. Will's Log Book No.2 10.6.43. Minimoa, Bray-20 minutes.

During the war, from Easter 1940 until Easter 1946 gliding for civilians in Britain was illegal as we recorded in the last issue of VGC News

Most civilian gliders had been impressed by the military and used for various projects but by 1943 the novelty of sporting gliders for military operations had worn off and some of them had been passed on to Air Training Corps Cadet Units, for some of which, certainly, high performance gliders were a novelty. Low performance training gliders had been used by the A.T.C. since 1939. Thus, high performance gliders were at some risk on the strength of some of these units. Other ATC Units had prewar glider pilots as instructors, who knew what sailplanes were. It so happened that in June 1943, Philip Wills heard that the Minimoa was on the airfield of Bray, near Maidenhead, beside the Maidenhead to Windsor road, about 6 miles from where he lived, in Sheepcote Lane, Paley Street. He was serving with the Air Transport Auxiliary at White Waltham at that time, but he did have days off. He heard that if he went to Bray, he might unofficially be allowed to fly his old Minimoa. Thus, on this beautiful summer's day, the 10th of June 1943, with cumuli everywhere, we set off on our wartime utility bicycles, which were painted all black (for the Black-Out\*) and could be bought for the princely sum of £1-10-0p (ie £1-50 in the new money), which was really worth something in those days. Our father's was of great size and looked as if it had escaped from an antiques' Museum.

To have used a car and petrol then, for such an expedition, would have been a heinous crime. Thus, the procession left Sheepcote Lane with some dignity, as the bicycles were ponderous and gears were then almost unheard of. The battery driven lights had only the smallest slits to allow light through, but now, it was daylight. We arrived at Bray after the 6 mile cycle ride at about mid day. There was our dear Mini rigged in a canvas 1914-18 Bessano hangar but I can not remember whether she was now camouflaged in war paint, or whether she was still resplendent in her prewar varnish and clear dope. She had, of course, already done time in the SDF ("Special Duties Flight") at Christchurch in 1940. She had been at RAF Thame, to help found the Glider Pilot Regiment in 1941 and had been at Ringway, but now she had been handed on to the ATC. After an acceptable winch launch, it was, after a mighty struggle, only possible to keep the Minimoa up for 20 minutes. We felt that honour had hardly been satisfied, as our father should have remained airborne for at least an hour. However, perhaps feeling that enough was enough, it was decided to return home. After we had returned, we learnt to our horror that an ATC Instructor, trying to copy the rather low manoeuvres of the previous flight, had crashed the Minimoa. So, it would have been far better had we not visited Bray at all.

After the war, it was found that SOME of the ATC Instructors were so rough that they had to be sent to BAFO (British Air Force of Occupation) Centres in Germany to improve



*The Minimoa as it was at the London Gliding Club in the late 1940s when it had been bought from Prince Bira of Siam. Its colour was still "Bira" blue and white.*

their flying and instruction standards. However, among them were some who had been prewar glider pilots and these were fine. One of them was John Furlong.

\*In the first four years of the war, British casualties (including POWs and missing) were 387,966. The number killed and injured due to traffic accidents was 388,742! I don't know how many were due to these bicycles in the black-out?! from Page 45 of the book "Funeral in Berlin" by Len Deighton.

*Letter dated 16th November 1943. to Slingsby from PAW.* "Dear Sling, I had a word with Passold when I got back here and found that immediately after the Minimoa was crashed, they sent it to Enser to be repaired and arranged for this to be done on the cheap as they would pay. After Enser had done a great deal of work on the thing, a trailer suddenly arrived and scooped it up to take up to you. Naturally, Enser felt a bit sore about this, although I pointed out to Passold the sequence of events was nothing to do with you. Enser had not only done a good deal of the repair but had also got out some bulkheads and made drawings for the new nose. Passold has now prevailed on Enser to give up these, and I am, therefore, forwarding them to you at the earliest possible opportunity. Enser asks that in exchange, instead of payment you would let him have six sheets of 3mm ply. I do hope that you will be able to arrange this. Perhaps you would let me know and I could drop him a line. His address is: F.G. Enser, 1 Florence Villas, Langford, Nr Colnbrook, Middlesex. PS. Enser also had an instrument panel which I am looking after. PAW.

*Letter to Chief Equipment Officer, RAF Equipment Section, White Waltham from PAW on 26th November 1943.* "I should be obliged if you would forward the attached spares to: F. Slingsby. These are required for repair of the "MINIMOA" sailplane which has been sent to him by the R.A.F. I would mention that the machine is R.A.F. property hence I think that these spares can properly be sent on official account to the repair factory." PAW.

*Letter from PAW to F.G. Enser, dated 27th November 1943.* "Many thanks for letting me have, through Passold, the stuff on "MINIMOA". I am sorry that you did so much work on the thing, and then had it whisked away from you. You will realize, of course, that this had nothing to do with Slingsby, but it was simply the great organization of the RAF at work. Slingsby will now be saved an enormous amount of unnecessary duplicate work, and he was wondering where to get the drawings for the nose. PAW.



*Letter from F. Slingsby to PAW dated 16th December 1943, concerning "MINIMOA".*

"Dear Philip, Thanks for your letter of November 27th. The frames arrived shortly afterwards. I wrote to SCOTT and he has now replied to the effect that he remembers your drawings but states that they were not Working Drawings but gave General Arrangements only. He perhaps has other drawings and will search his stores when the opportunity occurs. In the meantime, we have stored the Minimoa out of the way for a month or two as there appears to be no urgency for completion. As regards the frames made by Enser, in normal circumstances we could have used them, and so saved quite a lot of labour. In the case of this particular job, the position is more complicated, because the work is being carried out under a C.R.O. Contact. The A.I.D. (Air Inspection Dept.) is therefore responsible for the work and can not accept Enser's frames without complete evidence of Approved Inspection. I will write to Enser about this.

If the drawings are not available, we must prepare a new set of fuselage Assembly Drawings to satisfy D.T.D, AID, and C.R.O. In short I am inclined to the opinion that the machine should be considered officially "written off". We can therefore offer to purchase the residue and hold for repair at a future date as a private venture for research purposes. It certainly must not be reduced to scrap. I am pleased to know that you have the instrument panel. I shall be in town (London CW) next Monday and I intend to make an effort to get Thoby (Fisher-CW) transferred to us. Kind Regards, Sling."

*Letter from PAW to Squadron Ldr. Reid-Jamieson, Headquarters 41 Group, R.A.F. Andover, Hants, on 7th March 1944.*

"Further to our few words in the passage the other day, I would really like to purchase back from the R.A.F. the remains of my "Minimoa". I think the bits are up at Slingsby Sailplanes, and Slingsby tells me that it is impossible to mend them to R.A.F. requirements, since there are no drawings available in the country. However, I might be able to get the machine rebuilt after the war. I imagine that it should be possible for me to get the bits back. Could you look in to it and let me know the position.?"

*Letter to PAW from John Sproule at the Ministry of Aircraft Production (MAP) of the 11th March 1944.*

"Dear Philip, As you might have heard by now, by the expenditure of much time and patience in the writing of minutes and chasing of files, I have managed to acquire the remains of the MINIMOA. Some time ago, I heard that the ATC (whom God preserve) had allowed an incompetent to crash it. As RAE at Farnborough had asked for a good sailplane to play with, we managed to get the Minimoa up to Sling, as I considered that he was in the best position to make a really good job of the repair. Up at Kirbymoorside unfortunately, things have changed since the days before the war. Sling, after seeing the job, and on account of the influx of drones in the form of AID etc – said that the work would cost about £500. The AID (Air Inspection Dept) will not work without drawings and so on. Well, the cost was much too high for an aircraft which was to have been something of a luxury for the boys to play with, so we abandoned the project of repair in the grand manner. The MINIMOA was then faced with "Category E", ie. droves of stern men with hammers. As I happen to work at the hub where such things can be managed, I stepped in at this point and made an offer for the pieces. To my surprise, the Powers smiled on the idea, and there we are.

I hope to be able to do something with the corpse, and eventually make it fly again. I felt very angry that the ignorant and unappreciative should be allowed to smash the thing, as we took good care of it when we had it at Thame. Well, I thought that you would be interested to hear what was happening to your old machine, so deserving of better things. If ever we can revive it again, you can rest assured that you will be able to use it as much as you wish.

As you will see, I am still at MAP. I cannot say that I am happy in my work, for I am not. Working with bumph (paper), as far as the eye can see, miles from real aviation is not my idea of things at all. I have not pursued the ATA though, since I spoke to you some time ago. I was asked to rest content for six months as the department is short handed (fooeey)... By the way – Pia von Roretz, the sister of the lamented Emi – (she was a famous Austrian glider pilot CW) – has had a crack at the ATA (Air Transport Auxiliary CW). From what I gather from her story, she recognised you on the Board. She tells me that she thinks she did pretty well but is so far in the dark, as to her fate. She is a nice girl, and I think she would be a reliable pilot. I have just bumped in to Thoby (Fisher CW) and Peter Shaw (designer of the 1936 King Kite at Slingsby sailplanes CW), One can work for months in this building with other people and not see them at all. Peter has done very well for himself, he is a tank? protection king.

John Saffery and Fred Gardiner had a week's leave a little while ago, and we went over to Ireland. We called on Bill Lidell in Belfast, and swapped yarns. We managed to get a trip to the South, where there is no war, and had a very amusing time over-eating, which is still possible there, and over-eat we did. We got a trip home in a Lockheed 10 in great style... etc. (There is talk of an old-time soaring gathering at Sutton (Bank ?CW) at Whitsun. So, we might see you there!" Stanley.

*Letter from Jack Keeling. Room 324. M.A.P. Millbank, SW.1. dated 20th March 1944.*

Dear Philip, I have been told that you wished to buy the remains of your Minimoa sailplane, but it has been sold elsewhere. Is there any truth in this?" J.K. LETTER FROM John Sproule to PAW on the 20th March 1944. RD Airbbb 2b, Thames House, Millbank. "Thanks for your letter and I am very relieved to learn that you bear me no ill-will about the snatching of the Minimoa. As I think I said, I work next door to the department where transactions can be transacted, so who am I to question the fortunes placed at my disposal by the Gods. Yes, I am afraid I have contracted to take disposal of the whole outfit... trailer, instruments and all. But, as I feel that I have done pretty well out of the business as it is, I do not feel disposed to let the instruments you have in your possession, stand in the way of our beautiful friendship.

However, as you might guess, I am not entirely constructed of money. So if you would like to make a contribution to the reconstruction fund, it would be very satisfactory indeed. If, as you say, money is not worrying you, wheel it in! Sling now says that he might be able to do something about the repair, and as I have no doubt that things have changed to the expensive at Kirbymoorside, all avenues will have to be explored to pay the bill.

I was up at Slings the other day to see the Cadets he is making for the A.T.C. He is making five a week, and they look very smart indeed. Do you remember the first one? I remember being shot over Sutton Bank in the prototype in 1936, feeling far from brave.

Well, that is all for now. You are very welcome to the Minimoa's instruments, but as I say, ... any help to get the machine back in to one piece again, will be very helpful. Yours ever Stanley."

*Letter from S.Leader A Reid-Jamieson, M.A.S.C. R.A.F., 81 Weyhill Rd, Andover, Hants. 14th March 1944.*

Concerning "MINIMOIA". "A decision was taken some time ago that if the R.A.F. were prepared to declare an aircraft surplus to requirements, the disposal of that aircraft would be a matter for M.A.P.

I think it right to put in that introductory sentence because I find on enquiry that M.A.P. have sold your Minimoa to Flt Lt. Sproule of M.A.P., and this application had not been referred either to the Air Ministry or the M.A.S.C., which in view of our special knowledge of these peculiar types, one would have expected.

I am very sorry indeed, as our records to advise you immediately if there was any question of disposal and I did not think it possible that another Department would take this action without reference to us. I have taken up this and other cases to Mr Keeling. Yours sincerely. Reid Jamieson. S/LDR.

*Letter from PAW to J Keeling dated 27th March 1944.*

"MINIMOIA". "Further to your letter to me regarding disposal of the above, I have today had a letter from Reid-Jamieson, and from what he says, it really does look as if something has come basically off the rails. I have not the slightest grudge against Stanley Sproule, whom I have known for many years, for accepting a gift from the gods. However, it is clearly imperative that there should be some system to see that after this war Government property is not disposed of to the first comer at any old price. If the Treasury is careful enough to regulate expenditure, surely it should be equally careful to see that it obtains reasonable prices for surplus goods. I am given to understand that Sproule paid £15 for my machine, with instruments and trailer. Who in M.A.P. assessed this value? Were any efforts made to see whether a better price could be obtained elsewhere? I am prepared to say that there are at least 25 people in this country, including myself, who would have gladly have paid £50 for it. It is certainly unfortunate if the machine was allowed to go at a knock-down price to someone employed within the Ministry. However, the thing is now done, and, as I say, I have no ill feelings at all, but it is obviously highly important that something should be tied up before large scale disposal of Government property commences at the end of the war". PAW.

JUNE 1945. Whether there was a clandestine Gliding meeting in England during Whitsun 1944 is not known. Perhaps it happened without gliders?

However, there was an unofficial, and illegal, Gliding Meeting with gliders on Sutton Bank during June 1945. There was almost no wind but it very hot with the sun out every day. There on Sutton Bank was the "Minimoa" in partial war paint. Gone were the varnished natural plywood and the clear doped fabric. Who paid for its repair is not known. Among the other gliders there were Cambridge 2, (Cambridge University GC), Gull 3 then belonging to Prince Bira of Siam (Thailand), Gull 1, Slingsby Types 20 and 21 etc. The T.21 was left derigged in the hangar as everyone said that it was no good. However, everyone liked the tandem seated Type 20, which stayed up well. (C.Wills had his first flight in a glider in the T.20 during that week.). A visit to Slingsby Sailplanes revealed two?

Weihs stored, still in German colours and markings but superficially damaged, stored in a shed. P.A.W.'s log book shows 6 flights in the Minimoa from Sutton Bank. The first three lasted 20 mins each. The 4th lasted 1 hour 15 mins, the 5th lasted 2 hours and got to 4,500 ft and the 6th lasted 30 mins. the week was characterized by very hot cloudless weather. He had two flights in the T.20 lasting 40 and 20 mins in hill lift on the 6th and 7th June.

EASTER MEETING. 1946. REARSBY Leicestershire. This was the official first British Gliding meeting after the war. Present were the MINIMOIA, now owned by Prince Bira of Thailand and the machine was in his Blue and White colours. There also were Rhönadler 32, JS Weihe belonging to PAW, Petrel, Mü 13d still in German registration and Meise, belonging to the Royal Navy. Four Rhönbussards were seen derigged in a hangar and there were other gliders.

A SECOND 300 KMS. On June 18th 1946, Prince Bira was taking part in a Gliding meeting at the Long Mynd. He had little experience flying the Minimoa, but he seems to have reached 6,500 ft in cloud near the Mynd. From this height, he proceeded East, which was down wind. His first intention was to land on Marshall's Airfield, Cambridge. However, while at 1,200 ft preparing to land, he hit a terrific thermal. Thus he proceeded further to the East towards Aldeburgh. He still had 3,200 ft but decided to land on the nearest airfield to the coast, rather than to land on the beach. He thought that this was a straight line distance of 184 miles, which would adequately give him his 50 km Silver C distance. However, this was, we believe an error, as the flight was 186 miles which was 300 kms. His white, West Highland Terrier dog "Titch" accompanied him as Official Observer. As he had flown the Gull 3 to over 12,000 ft in cloud, with, of course, his dog on board before this, he must have obtained his Gold C before his Silver C.

(Prince Bira changed the Minimoa for a JS Weihe, BGA 489, Constructor's no.000376, G-ALPL which received its first BGA CofA in March 1947, which was aerotowed across the Channel. It was taken abroad by its owner prior to September 1951. (we only assume that this was his Weihe.) Bira was having to divide his time between motor racing, gliding and many other pastimes.)

THE DEATH OF A MINIMOIA. We believe that the Minimoa now came into the hands of a syndicate at the London GC at Dunstable, among whom was Lawrence Wright. It was seen in the hangar still in Bira's blue/white colours. In 1950, it was sold to new owner(s) in Iceland at Reykjavik. There, it took on the registration TF-SOM. Shortly after this (we don't know exactly when) the Minimoa was destroyed by snow and fire, which, we imagine are so much part of that Northern land. We think that its hangar collapsed under the weight of snow and that there was a hangar fire also. Some parts of BGA 338 are thought to still exist. Such was the end of a brave and extremely beautiful sailplane.

My memories of BGA 338. During that hot summer of 1938, when the streets of cumuli seemed to go on for ever, we used to get the Mini out of its not large trailer to polish on the lawn of the little house called Martins in Potten End near Dunstable. In the trailer was that sweet smell of transparent varnish which covered every part of the machine (perhaps it was something else?). Ann Welch, at one of our Annual Dinners, said in her speech that "you may have brought back the old gliders, but I bet that you have not managed to bring back their pre-war smell!". I am sure that she was right.

C.Wills



Jack Dewsbury who was one of Britain's outstanding pre-war pilots, in front of the Minimoa at the first unofficial meeting after the war in June 1945. The glider is still in camouflage paint.

## THE FIRST TEN YEARS OF THE VGC

by Graham Ferrier

(after looking through the early News Letters.)

It is generally accepted that the VGC was started formally at the first rally at Husbands Bosworth in 1973 but that was preceded by two preliminary newsletters sent out on 11 October 1971 and in November 1972. The first of these described the static display of nine vintage gliders from before 1947 at Wycombe Air Park on September 26 1971, while the second gave the announcement of the first large rally for vintage gliders to take place at the Coventry GC between 28 May and 3 June 1973.

The rally was attended by six enthusiasts from Germany and Switzerland bringing with them a Minimoa, Spalinger 18 and a Moswey III. In all there were 42 entrants and two syndicates with 23 gliders comprised of 3 Minimoa's, 2 Kite Is, 2 Rhönbussards, 2 Skys, 4 Grunaus, Spalinger 18, Moswey III, Gull I, Skylark II, Goevier, Petrel, Olympia II Viking, T21, and a Weihe. Willi Scharzenbach flew his Spalinger from Hus Bos to Dunstable, back to Hus, then to Dunstable and back again to Hus Bos, in all 225 kms which compared well with the 200 kms triangle set for the competitors in the Nationals on that day.

The Vintage Glider Club was formerly launched, with Chris Wills as President, Mrs Francis Furlong as Secretary, and Ken Crack as Rally Secretary. The membership subscription was £1.00! The next two rallies would be at Doncaster and Booker.

By the third newsletter in December 1973 it was becoming obvious that you needed to be fairly hardy to withstand the rigours of standing around on British airfields so loans were requested from members to purchase a tent to provide some shelter and maybe refreshments to the members. This was in the heyday of the Green Shield Stamps and members were asked to donate them to the Tent Fund. The first items for sale appeared, club badge stickers at 12 pence each.

In Newsletter No 4 in February 1974 it was proposed that members should attend the first International rally at the

Wasserkuppe, the tent had been ordered and Chris was making copies of his large collection of 3-view drawings available. A bungee rope was being borrowed from a syndicate at Dunstable for use at the forthcoming rallies at the Mynd and North Hill, Devon.

The Wasserkuppe rally was a success despite some poor weather but twenty gliders were entered and enjoyed out & returns, duration and spot landing competitions.

In October the club held its first Annual Dinner and Chris Wills drew attention to the fact that there were now members in eight overseas countries as well as Britain and the total was now 117, a very impressive start to the new club.

In 1975 the first of our visits to Haddenham airfield was planned as well as trips to five other sites including flying at the Shuttleworth Collection at Old Warden. The Third International Rally was held at Gruyere in Switzerland with 29 gliders entered; the Swiss Veteran Glider Pilots Association gave the club £2000 for prizes. Because of the awkward elongated shape of Britain it is difficult to choose a rally site which does not penalise some people due to the distances involved especially if different sites were selected to give some variety.

By the end of the second year of existence there were 194 members but Francis Furlong was reminding members that rallies are only the fringe of the main task – that of restoring vintage gliders to flying condition.

In 1976 seven rallies were planned including the Fourth International, at Dunstable. One of the pioneers of Sailplane design, Alexander Lippisch died aged 81. Peter Allen flew his Grunau Baby from Cranfield to Enstone to complete his Silver badge with all three legs being done in the Grunau. Was this the first all vintage Silver gained post war?

28 gliders were booked in to the International at Dunstable including 4 Minimoa's; was this the last time so many were seen in the air at the same time?

The question of what is a vintage glider was raised at this rally with the suggestion that one designed and first flown before 1945 might suit the Germans and British but not the French or Poles who continued to build the prewar gliders for a time after the war. For them it might be better to limit vintage to those built and first flown before 1950. Or perhaps there could be two categories, vintage and veteran. (*This discussion has obviously been around for a long time Ed*)

By the end of 1976 there were 240 members after a summer of superb gliding weather in the UK allowed Martin Breen to fly his Mü 13 from Wycomb Air Park into Cornwall, 300 kms from release.

Mike Russell proposed that the VGC was now so large that it required a proper constitution, a committee and a larger and more frequent news-letter. The existing executive were unelected being VGC members who were willing to give generously of their time on behalf of the VGC.

The Minimoa in America was now back in the air, albeit at a high empty weight but joining the other four flying elsewhere.

By 1977 the older fabrics used to cover aircraft from the earliest days were becoming superseded by the new Aerolene material which is initially shrunk with a domestic electric iron. Full instructions were written by the Southdown Aero Services Ltd.

The fifth International took place at Münster's Telgte airfield with 34 gliders entered and the Australian Vintage Glider Association was inaugurated at a rally near Adelaide.

Werner Tschorn achieved his Diamond Goal by flying 305 Kms around a triangle in Germany.

In early 1978 it was announced that Philip Wills had died at the age of 70. His loss to gliding in general, and British gliding in particular, can never be estimated. His three sons had all achieved their Gold Badges by that time.

Martin Breen completed his Gold badge with a flight in his Mü 13 to over 14000ft when, even though the vario still showed 4 knots up, he had to come down because his feet were so cold.

In the USA Peter Riedel was asked by the Library of Congress to organise and identify the 5000 items of the Oskar Ursinus Collection which had recently been found there.

The sixth International held at Brienne-le-Chateau in France was a great success with 43 gliders entered to enjoy excellent weather allowing 530 aerotows and 50 winch launches.

Tragedy struck the VGC during the seventh International which was held at Thun in Switzerland. when a thunderstorm lifted an unattended Weihe into the air and dropped it on a Meise; a Scud 2 and Rheinland were also damaged but less severely. The next day Chris Wills's Kranich was crashed onto a mountain side by another pilot.

In 1980 the deaths were reported of Charles Fauvel, Mungo Buxton and Ludwig Hoffmann who had flown a Rhönsperber 474 kms which was the world record for only a few days until four pilots flew more than 500 kms.

With nearly 400 members, the Secretary, Francis Furlong, was asking for help addressing envelopes for the news letter.

In France Dédale was started with similar aims to the VGC and in the US the 50th anniversary of American gliding was celebrated with several events and Jan Scott first contacted Reimar Horton in Argentina.

At the Annual Dinner a prize was awarded to Derek Godfrey for a flight of 274 kms around a triangle in his J. S. Weihe, taking 7 hours.

An innovation in 1980 was the Rendez-vous rally, held at Lasham, to give visitors to the UK another gliding site to fly at on the way to the main rally at Sutton Bank; luckily, they were blessed with excellent weather unlike that during the main rally when the weather was described as "sullen". In Australia, Jennifer Goldsmith flew her Hütter 17 for 5hrs 27 mins for her Silver duration reaching a maximum height of 6400ft. Rodi Morgan won the restoration prize for his team's 12,000 hours of work on the Rhönsperber, the second prize went to the Roth brothers for the 2,700 hours of work put into the restoration of their Spyr 5.

Francis Furlong announced her resignation from the post of Secretary from the end of May 1980. She had been persuaded to become Secretary for a year at the start of the club and had lasted eight years.

At an open forum at Dunstable views were expressed on keeping accurate records of vintage gliders by establishing an inventory of all such material. A view was expressed that the News letter should be bigger, with member's letters quoted in full but with a more personal feel to the news letter. Against that was the cost of postage of a larger News. Mike Russell spoke about the Russavia Collection of aircraft which numbered 17, of which only three were airworthy at that time. Mike had proposed the setting up of a National Gliding Trust to operate a National Collection of gliders and drawings which required archival treatment.

The question of what is a vintage glider was again discussed in November 1980 in an article by Jan Scott ending with a request for readers to write in with their opinions.

Fund raising had started in Germany to create the new

museum on the Wasserkuppe.

By February 1981 there were at least 12 Grunau airworthy in the UK.

In June 1981 the deaths of Rodi Morgan and Mike Garnet were announced, while Robin Traves became the Secretary in succession to Francis Furlong.

In July 1981 the F.A.I. awarded the Honorary Group Diploma to the VGC. The awards were presented in Tokyo, but Ann Welch, the British delegate, brought the Diploma back and it was presented to Chris Wills by the Prince of Wales.

Again it was suggested that our rallies were getting too big for almost all except a very few gliding sites and once again the weather had not been very good with only the first of seven rallies having good gliding weather, but no vintage glider had been damaged. To try to get around the problem of poor weather it was proposed to have "jump" rallies which would be notified to members at very short notice if a good weather window appeared to be opening.

The new museum on the Wasserkuppe had not yet been started but at Le Bourget a new hall had been opened for light aircraft and gliders. Replicas of the King Kite, Falcon 1, Rhönadler and Cimbro were underway in Britain, Germany and Hungary. In Australia Jennifer Goldsmith flew her 65kms for her Silver distance in a Hütter 17 arriving at her goal with 4000ft in hand in 1hr 38 mins total time.

In the summer of 1982 it was reported from Germany that Werner Tschorn and his son continued to win competitions against more modern gliders and Christian Kroll organised another Grunau Baby meeting.

In Australia Keith Nolan flew 500kms in the Yellow Witch, Olympia; he actually called his account the "Confession of a Masochist" but he finished over the line at 80 mph.

So after ten years the Vintage Glider Club was in a strong position, well respected officially, and with over 400 members world wide. The accident rate was pretty good with just four major insurance claims in nine years. Possibly due to the encouragement of the VGC there were now vintage organisations in France and Australia with members organising rallies in other countries as well as our big International Rallies and Rendez-vous meetings. More and more gliders were being restored and replicas being made, so that there were many more vintage gliders flying than were ever thought possible in 1973. Luckily, this is a trend that is still continuing today.

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*(Ian Dunkley met the author of this story at last year's 'Oldies but Goldies' Meeting in Jämi, Finland. We have included it, with very little alteration or correction of his English, to show the very real enthusiasm shown by Piotr. Ed)*

## **"OLDIES BUT GOLDIES" – SUOMI, FINLAND!!!**

*by Piotr Ligwinski.*

It isn't true that little Piotr is an owner of a very distinguished glider FOKA 4, which participated in the world championship in Argentina 1963? Well, I consider, why not?

Foka will meet her colleague from Argentina, a glider VASAMA. I feel a small emotions' thrill and I catch a map of Finland, whose topography appears to me in blue and green. I phone to Witold Mrozowski, to Finland. Some days after he send me an application form and a direction of Risto Pykala, a man who has animated all this idea. We start a contact by e-mail. The Finnish seems to be glad that Foka will be present in the competition. I reserve a ticket for the ferry to Helsinki for the 14 of July.

The 14 of July. I leave Lodz, my car is pulling Foka on his back. I have with me a technical support, my daughter Agnieszka. We reach the ferry harbour in Gdansk on the afternoon. No problems with passports and duty. I can see people interested in the glider. We enter the ferry. Before the machine were left, I put in my memory the place where was situated the most solid life-boat. Only a precaution!!

*After a difficult journey including catching two ferries, Piotr eventually reached Jämi, settled in, and had a few days of local flying.*

The first day of competition brings us a bad weather. There are clouds everywhere. At 9.00 a.m. we go to a roll-call. Besides numbers of flags: EU, Finland, Sweden, Norway and England, I can also see a Polish one. I am surprised and emotioned. "It is possible only abroad", I consider. Taisto Saarienen, director of the Club, officially opens the competition.

Risto is an interpreter between guests and hosts. Unfortunately, the weather forecats for today isn't good for fly. So, at 13.00 we only start a competition of correct landing. It is cold and windy. Organizators prepares white crosses on the ground, one should land as close as possible to its centre. And who doesn't even touch the white surface, will receive 200 penalty points. A taking off-belt is hidden between a hill and a forest. It seems a quiet place, but one can observe that gliders have difficulties with taking off. The wind makes them bow down from side to side. Pilots open and close brakes. "It seems like a pretty good trouble up there", I think. Later, many gliders don't resist perturbations and land far from the white cross, penalty points in the pocket. The tactic in such situation: one must land close to the cross, but above the "0" point. When I take my seat inside the glider, I can observe Risto, landing with great mastery on his Ka2b. He has passed the forest line, going down with full speed. "He is cooked", I reasoned. Before I finished the idea, Risto glider's brakes close in order to jump over the "0" point and then open again. My friend lands two metres from the cross. What a reflex!

The haul-plane starts to move. A man with gloves put the line on the right place. All is professional here. He turn up his hand, the line is on. I confirm by the radio that I am ready to take off and in a second Foka leaves ground. I control the stick. I am bowing left and right. The plane violently goes up. I try to follow it after. Turn a right and I loose a plane from the

view. It return in a second and then, with the wind, I become free. The height: 250 m. I am going fast, turning right once and again. I can see the white cross. I make a glider bowing down, preparing the best angle and speed to land. Mass of air from the dale throw me down. I control breaks, resisting before perturbations. Foka goes directly towards the cross. Then I see on the cristal first drops of rain. The view becomes dimmed. "Damn", I swear softly. But for now all is fine. I control the situation. The white cross seems to be easily accessible. For a second, I feel relaxed and it made me pay a lot. The glider passes the cross, resigned before the wind's power. I pull the brake stick, but it's late. I land 6 metres from the cross. Risto comes to me running. "Well, well, you have finish fine, but I had even better landing". All my anger is gone, I start to laugh with him. Anyway, this is not a world championship.

The restaurant is full of people in the evening. Pilots laugh and tell today's events. For me, the eight position. I am a little deceptioned. "You must work harder tomorrow", I say myself when going to sleep.

Tuesday, second day of the competition. The weather doesn't take care of us. Heavy clouds run above fastly. Strims of rain. Risto explains meteorologic conditions for today. We are conscient of our hopeless situation. No flying. We will spend the afternoon participating in a quiz about flying world. Each team consists of three persons. We have a company of another sympathic Finnish, Marco Winblad. Thanks to him, we finish as vice-champions. Englishmen win a bottle of wine, it is a local tradition. All team were also supported by cheerful and spontaneous spectators. Their behaviour makes this afternoon a great fun. The bad weather makes the organizators announce the next day free. Agnieszka was glad to know it, because this way we have a time to visit towns which are in our neighbourhood. In the evening, as usually, conversation in the restaurant, with beer. I meet Ian Dunkley, a very sympathic man of his sixties, who employed all his energy in the V.G.C. (Vintage Glider Club). He has come to Jämi in his four-cylinders Honda, which confirms that he has still a young heart. He asks me about old gliders in Poland. I tell him about communism period, when many gliders which had already flown their limit, like ABC, Czapl, Sep, Jaskolka, Lis, Mucha and others, had been destroyed, in spite of that they still were ready to fly. They were burnt. I note a sadness on the old man's face. "You all should try to not to let all these things be forget. Fight for save your history", he says. Then he asks me to contact him, as the V.G.C. representant, with Polish old gliders' fans. "I suppose there are some people, aren't there?" I note a hope with his voice. I answer confirming their existence. I like this idea. Maybe if we can make some pression to the Polish Airclub authorities, they would agree to sell old gliders to private users. Now machines are only getting old in forgotten hangars. If someone buys them, they would be "safe from forgery". Ian and I dream with an organization of some jambouree, maybe in 2000...

Next day of the competition, Thursday. Sun and a cloudless sky, but also a strong wind. As usually, roll-call, flags, breakfast and briefing. The dish of the day is to pass the Jämi triangle: Kuniinkaanlahde, Sydanmaa, Jämi, twice 38 km. The gliders SPECHT and PIK-5c, with their coefficient of perfection under "20", are obliged to pass the distance only once. Risto explains the meteo. We are rather optimists now, but the warm front from the West doesn't seem very fine. Anyway, we all hope to run a competition, finally. At noon we are on the

start line. There are first clouds on the sky. Their highness makes us wait with the start until 13.00. Far away, we can see a dark line of the warm front. The gliders were led up fastly by two haul-planes, inserting them in chimneys rather incorrecly. Fifteen minutes after the last participant had taken off, we can start to fly. I go up to 900 m with some trouble. The horizon colour on my left is pink, so I am not able to recognize well the termic. I have about 10 km to the first turning-point. I decide will try to reach it, before the termic will be off. The distance isn't very large, but a strong wind blows in my face. The air conditions are getting worse and worse. Carries about 1.5 m/c. Today, if I want to be between the best, I must go as far as possible. I should then reach the first turning-point soon and later find some good wind to be led. I can feel that the competition heat is stronger than survival instinct. I can't see any ground to land, but I rush into a combat whirl. Some gliders are already back to the airport. Clouds disappear from the sky, carries about 0,5 m/s. I get close to a yellow Ka-2b. The pilot is Finnish from Jämi. I suppose he knows what to do. Me, I was going to go back, but the confidence of "yellow guy" infects me. The height is small now, but we are too far from the airport to go back. We go on pair until 500 m. We take a photo each other and run to the East, expecting a better winds. The air seems butter. The height is really small and I stop enjoying this "fun". And no place to land safely. I can feel an adrenaline heat in my face, sweat on my hands. The "yellow guy" is also getting nervous, he's searching for some place to land. Me, I decide to land on the road. "Well, I can lose my wings, but I will save my bum", I consider. And exactly in this moment from beyond the forest appears a small field. The "yellow guy" is close to me, he has also seen it. When I am above, my height is 250 m. On the field's border we catch a small wind, the hope is born. We are turning around, but on 300 m we loose the carry. So all starts again. I gain some 50 m of advantage towards the "yellow guy", but we both loose a wind again. I decide to take a risk. I turn left and preparing to go down. I must touch the ground on the field's border and then loose the speed passing a thin grass belt between trees, only a little bit wider than my wings bandwidth. Wait a second, the "yellow guy" is already on the ground, landed on the centre of the field. I am landing too, but the forest breakthrough leads me exactly towards the Ka-2b. I see two person getting out from the glider and running towards the road. I see I have no chance to avoid an accident with my colleague, who, apparently, did forgot that we are two. In the last moment I see with a eye's corner another field on the other side of the road. It is smaller but free. I close brakes, turn around, pass through the road, round again. I am going just above the trees' top. I can almost feel their touch. Now I lose the field from sight, which makes me nervous for a second. Finally, I can see it. Well, I was wrong when I considered it as small. It is very small!!!

I realize that if I try to land in an usual way I would finish shocking with trees on the opposite side of the border. This isn't very funny. I pass the forest line and I make a unique reasonable decision in this situation. I let a stick and put Foka vertically with its brakes opened fully. Now I go down some 18 metres refracting violently just above the ground. Strong overstocking dents me in my chair and I can already see how the ground is swallowing my cabin. "I refracted too late", I thought. And then a great thunder. The fuselage touched the ground. All aparats shank from the window, electric cables are destroyed, as well as jacks. They will be off for much time. My cabin door starts to open, so I must to keep it well. When

the shock is passed, I turn to the reality. Well, I note that I haven't invaded the ground. My glider is still going above. There were only a big hummock what broke me down, but later also threw me up. Now I can push the stick and the glider touches the ground. Foka stand without moving. I breath profoundly. I am alive and in one piece. Short look at left wing, then the right one. I get out and look at the fuselage. No fisures. It was indeed a problematic landing. My glider resisted all troubles well, it is really still ready to compete! The pilot of the "yellow" comes and asks me if all is OK. He nervously lights a cigarette. "Yes, I am fine", I answer. In the evening, the restaurant conversation main topic was my case. There were two excursions organized to the place. Many pilots make me a rouse, congratulating me a well-done landing. I can feel a respect for a Polish pilot. They only don't realize that my bravura was in reality only a desperating effort to save my bum!... But anyway the atmosphere is great. We know already the competition results. I landed on the 24th kilometre, which gives me sixth place. I note that two gliders passed all the route and they did it twice. Congratulations!!!

Next day we must fly twice a distance of 34 km. Turning points in Jämi, Kuninkalahade and Niinnisalo. The weather still not very good. Clouds' base about 900 m and slight carries. I turn around above the airport some time before I can get a sufficient height. Finally, I am on the route. Cummulus, struggling by the wind, let me only maintain the height, no more. Like yesterday, the first turning point is the pool in Kuninkaanlahde. I can observe other gliders, lowflying. They search for a good carries above the forest border. Me, I try to go forward. I am not very high, but the visibility is exceptional. I can see the first turning point from a big distance. I am going down slowly, but systematically. Struggled chimneys don't let me get again on clouds' base. My height is now 450 m and I can remember too well a lucky landing of yesterday. No, I am not a hero and I don't want to abuse the kindness of my lucky star. I decide to give up and return to the airport. I let the stick and turning back. There is unuseful to find today some good carry. When I am going back, I am not alone, many other pilots thought in the same way. I get back to Jämi with some difficulties. I must land, like all my colleagues, from the direct line. There are many gliders on the ground already. Their pilots, like me, opted for the security than for a "wine-bottle" rivalization.

Saturday. Last day of the competition. Beautiful weather in the morning. The sky is navy-blue, a wind blows slightly, a nice chilly air and strong sun let us hope the good weather all the day. At 9.00 first cummulus appear. We can see their grey barrels, places where the carries are the best.

Organizators announce the POST competition. Time limit: two hours. It's noon. I am sitting inside the glider waiting my turn. I watch first gliders on the sky. I am a little afraid of clouds which, in the West, start to get blurred and join. I am between the last who take off. I go towards healthy and erectile clouds which appear in the North-East. I waste a lot of time for searching good carries. Finally, I reach the road Kankapaa-Parkano. Air condition are getting better now and my speed grows. I take some photos. Clouds bases go up and carries are good. Before I get to the crossroad in Parkano, I catch a strong carry (4 m/s). I reach 2100 m high. The wind leads me to the point. I take a photo and run along the road to Ikaalinen, without forgetting to register important points on the route. Excellent air makes me decide to turn back to the

road Kankapaa-Parkano where I get a 5 m/s carry and I reach again 2100 m. Then pass over Jamijarvi. Speed about 160 km/h. It's still allowable to a glider. I announce my presence in the control point showily. Unfortunately, I have passed 140 km and I came to finish ten minutes before the time. I could have try to go to the next turning point, but I preferred not to take a risk of a field-landing, so I opted for the safer possibility. In spite of initial troubles, I am glad of myself. It wasn't a record time. Some Finnish pilots have achieved a medium speed of 80 km/h. Well, I could say again that hosts have taken advantage of their knowledge of own terrain.

This evening is dedicated to the banquet and awards for champions. I finish the competition at tenth position. The winners are K.Tihula and J.Viitasaari, Finnish team of a Ka6e glider. I wonder how they have done it, because this glider has only one seat inside. My greatest success was that I beat Vasama, which is clasified at 17th place. It's a little revenge for Argentina. But the result isn't the most important event of this meeting. The most important is that I have spent a whole week between a wonderful people, as gliders' - fans as myself. We have had a really good time with our beer and a bit of competition. My colleagues came to Jämi often with their families, which were for them the best support, participating in all events.

I wish I could live such moments also in Poland. The guitar sounds accompany us until a late night. I can't understand Finnish songs, but anyway I feel very well.

Sunday, 26 of July. Last day of our visit to the centre. I let Foka to Risto's disposition. He and some other pilots have an unique possibility to realize flights in a glider which hasn't been seen for years on the Finnish sky. I have a chance to fly in Vasama. I take a seat inside a big cabin. My view is dominated by instruments table. I can hardly see something more. I am not a liliput, but it is necessary a thick bolster. I note that both ailerons are buckled up some 3-4 degree. Risto says that such a position makes a speed flight more fluent. I should only pay an attention to turns with small speed, because the glider has a tendency to fall in corkscrew.

We take off. The glider is very honest. No incidental moves. Its reactions for a slight stick move are quiet. It is similar to Foka. When I fly for the first time in a glider, I am embarassed, ready to any reaction. This time I feel relaxed, I trust in this glider. I get free, as usually, in 500 m. The weather like five days ago. Strong carries, reaching 4-6 m/s aren't very frequent in Poland. When the height is 1200 m, I go to the North. The glider advances fluently. My speed is about 150-160 km/h. I search the darkest and highest clouds. I have left the airport 30 km behind me. I stop here. Comparing it with Foka, it's a little bit more difficult to maintain Vasama in turns. I come back to the airport. My list has already disappeared. However, I can land safely. I get out and stay in order to have a prolonged look at Vasama. Well, I came here in order to compete with this glider, but I didn't suspect that I will drive it. I am happy. My appointment "some years after" has been a full success. I leave Jämi on the same day, marching back to Poland. In my heart, great experience and faces of my new friends, always smiling and cordial. Adieu Finnland, your air is cold, but you turn very hot for the aviation fans.

I should now express a very special thanks to my daughter Agnieszka. She was all the time very forbearing and only thanks to her Foka was foregoing on account of its exceptional cleanness.

Piotr Ligwinski

## MODEL SAILPLANES

*Martin Simons has sent some photos of model sailplanes from Australia which prompted me to ask some other modellers to show us examples of their work. Ed*

Martin sent photos of two of his models including one of the rare Helios. He tells us that the full size glider was a small 14 metre span sailplane built in 1934 by a group of boys from the Berlin NSFK (then the DLV, Deutscher Luftsport Verband). Among them was the young Heinz Kensche, who later, in the fifties, was one of the Haase-Kensche-Schmetz team who produced the extraordinary HKS 1, 2 & 3 record breaking sailplanes.

They managed to build the Helios in only six weeks and it was unusual for the time because of its welded steel tube space-framed, fabric covered fuselage of quite complicated but very neat design. The wings were of orthodox wooden construction but the ailerons were framed in dural, which was a very advanced material in those days. The wing profiles were Göttingen 549 at the root changing to Göttingen 682 at the root end of the ailerons, then thinning progressively to the very thin NACA M1 symmetrical section at the extreme tips, with washout.

It was unusual at that time to have an enclosed cockpit but the view was extremely limited. The transparent canopy was set well back into the wing leading edge. to achieve a smooth airflow, so the pilot was virtually blinkered with hardly any view sideways. There were narrow transparent panels under the root leading edge but to look through them the pilot would have to crouch and twist! These transparent panels were sewn onto the frame with leather thongs.

Although it flew successfully and was entered in at least two Rhön contests it never seems to have done anything remarkable.

Martin had difficulty finding much information about the Helios and he and Mick Moore pooled their knowledge before making their models. Mick contacted Kensche's son but although he was sympathetic he did not have any more information. The only 3-view drawing was in an old copy of Flugsport which was self contradictory in places and didn't match the photos very well. Mick's model, to one fifth scale, flew before Martin's and was made in the orthodox way from balsa and spruce; it flies very well and plans are available from one of the usual magazine sources. Martin's model is to one quarter scale and the fuselage is built using aluminium arrow shafts and some carbon fibre tubing as a space frame, just like the original. The joints were made with an epoxy resin with a simple jig to hold all the parts in their correct place. Arrow shafts were also used for the aileron spars.

The model turned out to be very light and strong and flies well but is probably too light to fly in much of a wind. The other picture Martin sent is of his Condor 3 which can also be seen, before painting, in the photo of the sailplane group. Plans for this model may become available sometime. (*Martin is very well known for his books on full size gliders but it may be news to some that he wrote what is probably the standard text book on model aerodynamics, Ed*)

Mick Moore enjoys researching rare gliders and his latest model is a one sixth scale model of the Austrian Schwalbe II (Swallow) which was designed by Bruno Gumpert and flown in the 1937 Rhön contest. Vincenzo Pedrielli is also looking for more information on this sailplane.

This model has a yellow fuselage, wing and tailplane leading edge and fin with white wings and red and white stripes on the fin and rudder. The lettering is in black.

From John Watkins we have had the pictures of his quarter scale Oly 419 and his one sixth scale Skylark 1. The picture of the Harbinger is by Ian Tunstall and this model is to one quarter scale. John prefers now to fly off flat fields, launching either by winch or by (model) aerotow.

From Glyn Fonteneau we have had photos of his Short Nimbus which spans 4.75m and weighs 21.5 lbs. It was designed by Glyn using factory drawings and other information received from Shorts in Belfast. His Rhönsperber spans 3.75m and weighs 8.5lbs and was designed using Lofty Russell's plans of the full size original This is the Kit Nicholson sailplane which Rodi Morgan renovated in the early days of the VGC. The Sperber Junior also spans 3.75m but weighs 10.5lbs and was designed by Glyn from Martin Simons's book and further information given by Chris Wills. The twin boom glider may be new to most members and is a model of a Max Holste glider which is in the Musée de l'Air et de l'Espace. Glyn is grateful for the information supplied by the Museum and Martin Simons which allowed him to design it. The Goevier has a span of 3.75m and weighs 11.5lbs and was designed by Dave Camp as was the Gull 3 which is a replica of the one owned by Prince Bira of Siam (Thailand)

All of Glyn and Dave's models are to 1/4 scale and are made of balsa and plywood, the latter being 1/64 thick in some places and costs about £2.00 per square foot but is very strong and light. All have controls for rudder, elevator, ailerons, air brakes, and aerotow release. Dave and Glyn sometimes use an electric winch with 1000m of line which gives launches averaging 1000ft with the highest being with the Sperber Junior at about 1250ft.

Peter Saunders has made a model of Harald Penrose's Pegasus which has the same three piece wing as the original needed to be built in Penrose's small cottage.

The model of the Kite 1 was made by Eric Elliot who was a member, with Austen Wood, of the syndicate which owned the Kite at Derby & Lancs G.C. It was red and cream and had no spoilers.

*(We welcome pictures of model gliders, especially unusual ones, some of which no longer exist full size. Ed)*



*From top to bottom: A scale Soaring Association Meeting in Bordertown, S. Australia. (M. Simons), Helios (M. Simons), Condor 3 (M. Simons), Schwalbe (M. Moore)*

# Annual Dinner & Prize Presentation

**Saturday 2 October**  
**Venue to be announced**

Contact David Shrimpton

Tel 01749 841 084





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

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

- The Club arose from the wish of the vintage glider owners at the very successful first International Vintage Glider Rally at Husbands Bosworth in 1973 to encourage the preservation of worthy gliders of the past, particularly by the ownership and active flying of these machines.
- Individual membership is available to those who wish to support the activities of the club, and all members are very welcome at Rallies.
- Rallies are organised in conjunction with local groups several times each year, and International Rallies are held annually in sequence.
- A magazine is issued to members, and there are technical articles about gliders of historic interest. Readers are always invited to contribute articles of interest to publish.
- The club endeavours to keep subscriptions as low as possible. Donations towards the running costs of the club are always gratefully received.

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Registration \_\_\_\_\_

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Colour scheme \_\_\_\_\_

Where normally flown \_\_\_\_\_

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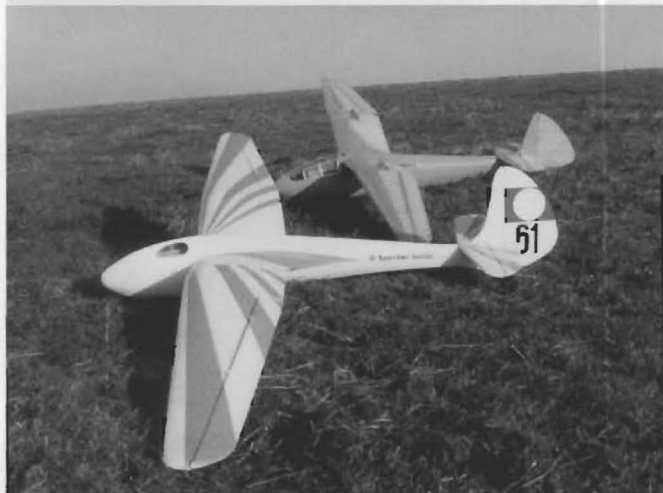
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From top right clockwise, Glyn Fonteneau's Rhönsperber, Sperber Junior & Max Holst, Dave Camp's Goevier and the Gull 3 behind the Sperber Junior, Eric Elliott's Kite 1, "Gracias", John Watkin's Harbinger photographed by Ian Tunstall, John Watkin's Skylark 1 and Olympia 419.



*Peter Saunder's model of Harald Penrose's Pegasus.*

## TEST REPORT ON THE NYBORG SAILPLANE

by JOHN SAFFERY on the 1st August 1938. (John Saffery was the RAF Officer briefing the Air Cadet in the Nacelled Dagling on page 23 of VGC News No 95)

### SOME FLIGHTS IN THE NYBORG

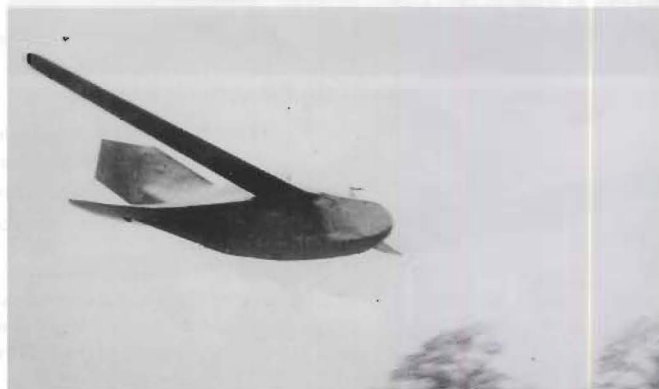
During the Bank Holiday weekend, Mr Nyborg was kind enough to let me fly his machine. The flying on the first day was from a field of about 600 yards (600 m.) by 400 yards (400 m.) belonging to a farm a few miles out of Worcester.

On my first hop, I determined to rise about 3 or 4 ft above the ground and then to keep the machine straight and level, while I learnt what it felt like. The machine was put with its tail near the hedge and pointing in a direction which gave me an uninterrupted stretch of about 500 yards (metres) before a fence of iron uprights and stout steel wire which divided me from another big field. This fence, however, was out of sight behind a slight crest about 300 yards away upon which I expected to land.

The launch by auto tow with a double rubber rope is powerful and gave me an initial speed of about 55 mph. The machine rose quite quickly and I levelled off as soon as it was well clear of the ground. After a rather undulatory 150 yards or so, we settled down to steady flight at about 3ft, and remained there until, to my amazement, I saw through the windscreen, which was very discoloured, that the fence was only about 40 yards away. We were travelling much too fast to land and pull up (stop ?CW), so I put the nose down a fraction to try to jump it, but touched the ground and, an instant later, we went through the fence in tremendous style just off the ground and stopped 30 yards the other side. Although the iron posts were bent over at 45 degrees, one by the nose, and one by each wing tip, the damage to the machine was negligible. But unfortunately, the Air Speed Indicator was wrecked.

Several more hops were made during the afternoon, but with a less powerful launch and up a slight rise. I found that trying to gain height quickly on the launch produced a semi stalled condition. Any attempt to cure this by lowering the nose, put one off the ground at once but, if held steady, the machine would fly under control at a coarse gliding angle. At no time during the day, were we ever over 10ft. (3 metres) high.

The following morning, the direction of the wind necessitated flying across the short way of the field. So we decided to try and get much more height on the launch and then to turn and fly over the fence and into the next field.

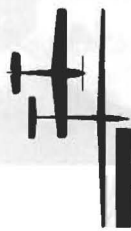


*The Nyborg Special in flight. This aircraft, or one like it, is in very bad condition, stored by the Northern Aviation Preservation Society. It last flew at RAF Andover in the late 1950s.*

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I asked for a good strong launch, as 30 or 40 feet at least would be needed to clear the fence, which was 300 yards (300 m.) away. Also I was anxious to have plenty of speed and height for the turn as the machine had not been turned before.

We went up well on the launch and probably got nearly 50 ft (a film was taken of the whole flight, so it should be possible to check up on the height of the launch). I flew fast and began to make a wide turn towards the fence. It was soon obvious that we would clear that particular menace with plenty to spare, so I just kept things steady, went over the fence at about 12 or 15 feet and landed on a slight rise about 130 yards into the next field. I did not try to hold off at all and the machine landed faster than necessary. The skid mark was over 90 yards long. The time of the flight was 20 seconds and the distance about 580 yards.(metres).

This was a very satisfactory flight for me. I got more height than I expected on the launch and the turn, which I had been a bit anxious about, was very steady. The ailerons are rather heavy but follow the stick at once. Also, we had cleared the fence easily. A second flight was made, and was almost exactly the same. I held off and so got about 50 yards further. Flight time was 22 seconds.

On the next flight, I did not get such a strong launch, but nevertheless gained a little more height than on either of the previous occasions. This time, I tried to keep my height a little longer, and so I did not fly so fast – a bad policy because we immediately began to sink so rapidly and it was obvious that we had not proper flying speed and also, that we would not clear the fence. I put the nose down well to get plenty of speed... but it was no good. I flattened out just above the ground but could not lift it. We touched the ground once, and wallop, we were through the fence again!!! And once more, the fence came off second best.

I find it very difficult to draw satisfactory conclusions from these flights. I was amazed at the distance covered in the first hop, even taking in to account the speed of the launch. But the rest of the hops that day were disappointing. Also, the first two flights on the next day were good, but the last one again was a fearful come-down in every sense.

A great misfortune was the demise of the Air Speed Indicator in the first encounter with the fence and so I do not know at what speed I was flying on any flight. Nor do I know at what speed the stall begins. Also the smallness of the field was a handicap because the longer flights had to be made on a curve which made it very difficult to estimate the distances covered.

The machine flies fast, I should think at 65 mph (100 kph) and is beautifully steady. Elevator and ailerons seem to be good. I did not use the rudder enough to know anything about it. The stall evidently begins at fairly high speed, but is quite gradual and there is still control well below it. If the wing begins to stall, a good bit of height is needed to get it properly flying again. I had no opportunity to try the flaps, or the wing tip drag rudders, which I would very much like to do.

It would be most interesting to fly the machine again with an Air Speed Indicator and on a field with fences a day's march apart!!!

J.S. 1.8.38.

**CALCULATION OF SINKING SPEED OF THE "NYBORG" GLIDER.** (Data given in Saffery's report of flights on 1st August 1938)

Distance travelled in free flight, about 3 feet above the ground, was 500 yards (500 m.) and the observed starting speed by Air-Speed-Indicator was about 55 mph. The ground



*Another shot of the Nyborg Special in flight.*

was nearly horizontal. As there was practically no wind and the flight took place in the shelter of a high hedge, it is assumed that there was no wind effect.

As the starting point was higher than the landing point, we know that the energy consumed during the flight must be due to the reduction in speed. (Now follows considerable data, which can be provided by C. Wills).

As only the starting speed and distance of flight are known, we can not find the actual sinking speed but we can find the sinking speed corresponding to any assumed landing speed. Mr Saffery states a starting speed of about 55 mph (about 90 kph), So, to be on the safe side, we shall take it to have been 60 mph. and calculate the sinking speed for a landing speed of 35, 40, 50, 55 and 60 mph. Taking  $V_1=60$  mph. or 88 ft/sec. and  $D=1,500$  ft.(a further table can be provided by CW).

From the marks on the ground, it was seen that the glider had touched the ground for about 20 yards and again lifted 20 yards in front of the fence. As the fence is 4ft high and the top wire struck the glider on the top side of the nose and ripped the 3-ply covering the fuselage, the machine must have been 2 ft clear of the ground, when it struck the fence. We can therefore conclude that the speed of the glider was well above the minimum landing speed as mentioned by Mr Saffery.

From the above examination of this flight, it appears that the sinking speed is well below that of an orthodox machine and that the flying speed is much higher, though the landing speed is not excessive. 5.10.1938 TGN/DR

#### JOHN SAFFERY'S REPORT.

"In writing this report, I should state that my experience is purely that of a pilot. I have no experience of sailplane design.

(1) CONTROLS. It is, of course, well known that the elevator is unusually sensitive. It is quite simple, however, to get used to this and I think that it is a good thing on an experimental machine where the movement of the C.P. (Centre of Pressure) is uncertain. The main characteristic is, I am afraid, a strong tendency to spin. This I think is due to the use of downward operating wing tip drag flaps and a very small rudder. Also I believe that the Centre of Pressure gets in front of the Centre of Gravity.

I consider that the argument for the use of those flaps is false. The theory is that in a turn, greater lift as well as greater drag is required on the inner wing, owing to the fact that it is moving more slowly, and that the lowering of a flap on the inner wing, while producing the necessary rudder effect, also produces this extra lift.

Against this, we have first of all the practical consideration that a well designed sailplane will fly steadily in a normal circle with the stick central. Secondly, the theoretical consideration is as follows:

Consider an imaginary sailplane with constant camber and no effective twist, along the whole span doing a normal circle. Each point on the machine is describing a helix about a vertical axis, relative to the air in which it is flying; all the helises are of the same pitch, but the diameter obviously increases from the inner wing tip towards the outer. It is obvious therefore, that the gliding angle on each point of the wing becomes flatter as one passes from the inner wing tip to the outer. Therefore, with the constant camber, the angles of incidence must be greater on the inner wing than the outer. This can quite easily counteract the fact that the outer wing is moving faster than the inner. These wing tip flaps are therefore unnecessary.

Furthermore, they are actually a disadvantage for the following reasons:

It is well known that the chief difficulty is actually going into, or coming out of, a turn, more particularly the latter. In doing either of these things, if the necessary yawing moment is applied by these flaps, the immediate effect is to raise the wing which it is required to bring down and vice versa.

In addition a little consideration will show that under stalled conditions a movement of either flap would tend to precipitate a spin, or to make an actual spin worse. That is to say, if the inner flap is lowered, the outer wing tends to lift even higher. A proper rudder is absolutely essential to get out of a spin. The only conceivable use for these flaps is to facilitate side slipping.

Aileron control is good, although the ailerons are not differential. I would suggest however that they are given differential movement, and I recommend a very large rudder.

With a regard to performance of the machine, the variometer showed a best sinking speed of about 8 ft / sec. at about 65 mph (105 kph).

Calculations from an aerotow to 2,000 ft. show a sinking speed of slightly more than this, but that would be accounted for by the fact that I tried a stall. This immediately developed into a spin, out of which I had to dive.

The chief difficulty in aerotowing was the tendency for the sailplane to catch up with the aeroplane (a 60 hp Cirrus Moth), then to approach dangerously near a stall, resulting in a violent jerk of the cable. I found the normal correction by side slipping particularly difficult to time correctly.

During the first aerotow, this resulted in the weak link breaking at 1000 ft. The operation of the wing tip flaps during the aerotow resulted in violent cramp in my fingers.

The take off was difficult owing to the sailplane tending to overshoot immediately it cleared the ground. I think that this was enhanced by the sensitivity of the elevator.

During the experimental stall, the machine started to spin at about 50 mph (80 kph). It was, however, possible to land at definitely less than 50 mph, presumably owing to the fact that it gets on to the ground before it can start a spin.

The poor performance I should say is due to the fact that the fuselage drag is an appreciable percentage of the total and, of course, the fuselage has a bad aerodynamic shape.

In general, I should say that too many revolutionary ideas have been tried out at once, with the result that it is impossible to isolate the effects of any one of them.

An interesting point is that it is possible to slew the machine round at right angles immediately on landing,

without breaking or straining anything. One can, therefore, stop in a very short space indeed. The centre section drag control should be on the Left, so that it can be operated while a normal right-handed pilot is operating the stick."

We think that the test pilots were very brave. The VGC has a video film of the above tests, which it can copy and sell. The aerotowing tests took place on Marshall's aerodrome (now Cambridge Airport).

On the film is also the result of a failed winch launch and subsequent spin. (Mr Slazenger was the pilot and he recovered afterwards in hospital. The good gliding angle after bungee launches may have been due to the inertia of the launch and ground effect CW)

We believe that these above reports will be of particular interest to our Danish members for Dr Nyborg was a Dane and is famous in that country.

The above reports can be copied, with the page of calculations, for any of our members who needs them.

Please apply to C.Wills.

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## International News

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### AUSTRALIAN NEWS

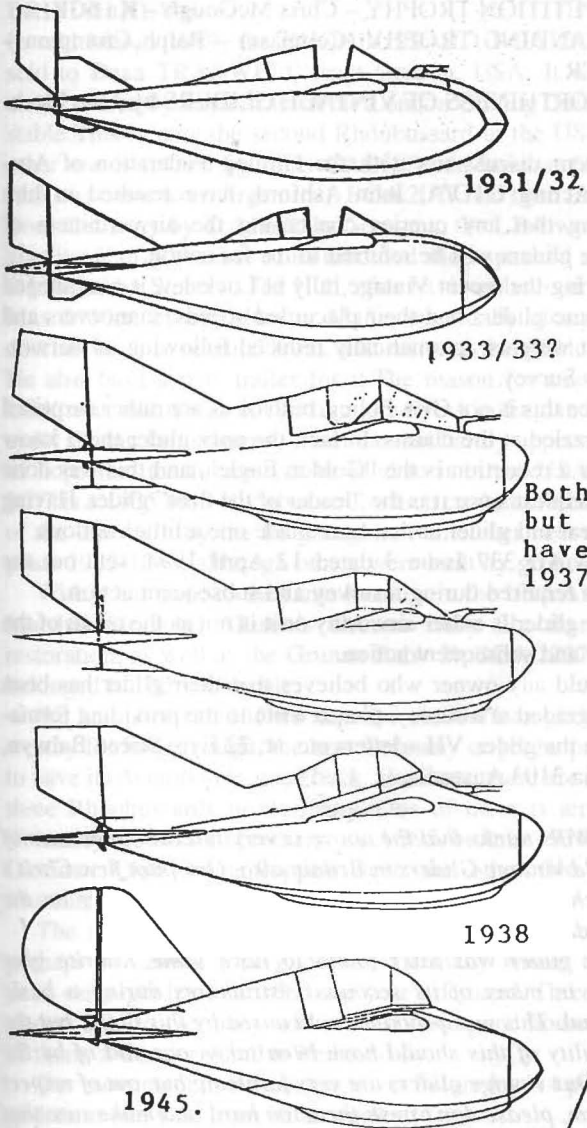
Tighe Patching, the son of Ian Patching (and Grandson of Alan Patching) has taken over as the editor of "VINTAGE TIMES", the Newsletter of the Vintage Glider Association of Australia. The Australian 1999 Vintage Glider Rally took place at the Mangalore Gliding Club at Locksley in early January. Early arrivals included Ged Terry, Doug Cameron, Bob McDicken and Keith Nolan, who had come to celebrate the 50th anniversary of "YELLOW WITCH" (the famous Chilton Olympia) which had been built in Australia in 1949 and finished on the 28th December in that year. The weather was very hot for most days with thermals starting in the mid-afternoon. Arrivals were greeted by club members and an excellent package of information which made us all feel very welcome. The following is a list of those who attended and their aircraft:

Kevin Sedgman - Patron.  
Alan Patching - Golden Eagle.  
Geoff Hearn and Ian Patching. Short winged Kookaburra.  
Bob and Marry Mc Dicken - Grunau 4.  
Keith Nolan+ Paul Johnston - "Yellow Witch".  
Wally and Sonya Wolf - Grunau 4.  
Ralph Crompton. ES (Edmund Schneider) Ka 6 CR.  
Chris and Susie McGough - Ka 6 CR.  
Bob and Ann Wyatt - Foka 5.  
Ged Terry - flew anything.

Some other guests attending during the week were: Bert Personns, Don Bowd (a founding member of the VMFG), Rupert Brown, (ex VMFG and founder of the current Canberra GC), Dick Duckworth, Leo Dowling, Ted de Kyper, Jim and Graham Barton from the GCV, George Buzuleac and Jim. We were also joined by many modellers who came with their beautiful scale models. The Homebuilders also attended on the last weekend after staying at Smithfield during the week.



# T.G. NYBORG



All up weight:-  
 204.12 kgs  
 450 lbs.  
 wing loading:-  
 39.06 kgs/sq.m.  
 8 lbs /sq.ft.

Drawings, except those in the bottom Left Hand corner, are by Paul Williams.

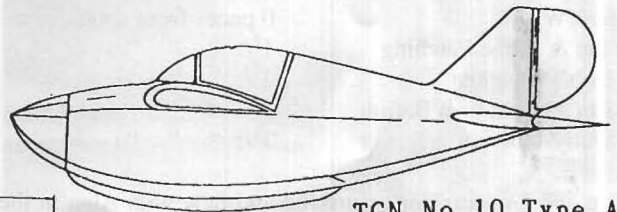
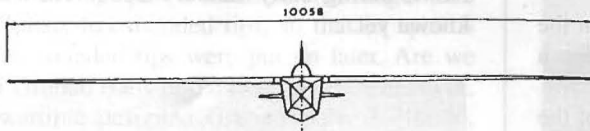
T.G. Nyborg was a Danish aircraft Designer who lived at Worcester, who designed.....

Both about 1934/35 but top version may have lasted until 1937/38.

.... his T.G. 1, after studying bird flight over 30 years, and after building many models, plus a monoplane aircraft built at Newcastle on Tyne in 1909.

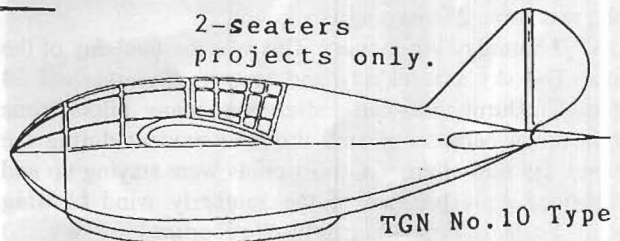
Wing Profile was a special Nyborg section.

NYBORG T.G.N. 1

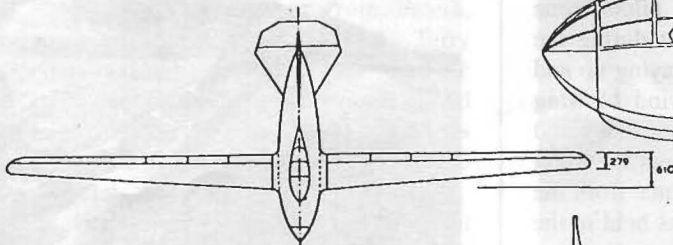
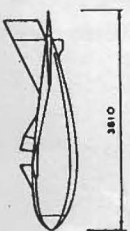


TGN No.10 Type A.

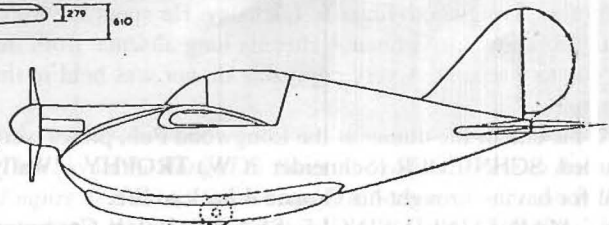
2-seaters projects only.



TGN No.10 Type B



Wing span: 10.06 m., 33' 0". Length: 3.81 m., 12' 6"  
 Wing area: 4.65 sq.m., 50 sq.ft. Aspect ratio: 21.8.



Projected Scott Squirrel engine motor glider.

DAY 1 JANUARY 3rd. There was competition between the two Ka 6s flown by Feathers Crompton and Chris McGough for the best duration. Chris won. There were interesting clouds around the airfield, but none over it. Every GC has its problems.

DAY 2 Monday 4th January. The day promised high temperatures. Ian Patching flew the recently purchased short wing Kookaburra. Conditions suddenly improved and many heights of over 10,000 ft were attained.

DAY 3 Tuesday 5th January. This was declared no contest because of threatening thunderstorms. The day's great achievement was the fitting of all the gliders rigged in the hangars. Some braved the weather and had some outstanding flying before returning. During the night, huge storms passed over us which produced thunder and lightning.

DAY 4 Wednesday 6th January. After the thunderstorms of the night before, some pilots chose to fly, while others sought refuge from the heat. This was the hottest day of the Rally with the temperature reaching 44 degrees C. Ged and Les flew to Violet town. Bob Wyatt was the first to land out when he landed at Smithfield. During the afternoon, huge Cu s formed around the field and a task was flown. Chris once again won by flying 184 kms. As soon as he got off the wire, he was in a thermal which took him to 8,000 ft. Feathers Crompton was cut off by storms which were surrounding the field. On two occasions, he was diverting to other airfields only to have to seek another alternative as the weather conditions deteriorated. He flew 148.2 kms before finally landing out. Keith Nolan in the Yellow Witch realized that he had left his camera behind during his first thermal but he decided not to return and fetch it as the weather was quickly over developing.

DAY 5 Thursday January 7th. The day was overcast. It was the coolest day since the Rally started (26 degrees C). There were only three flights. Rupert Brown flew Alan Patching in the short winged Kookaburra and the Ka-13 was taken out. Rain fell gently but steadily all day. The AGM was held after briefing.

DAY 6. Friday 8th January. Today was overcast again. A spot landing contest was held.

1st Bob Wyatt	0 paces from spot.
2nd Ian & Tighe Patching	1 1/2 " " "
3rd Bob McDicken	2 1/2 " " "
4th Jim and Graham Barton	3 " " "
5th Wally Wolf	3 1/2 " " "

Jim and Graham Barton arrived and flew with Alan in the Kooka before flying with each other. The last time they flew a Kooka was some 25 years ago.

DAY 7 Saturday 9th January. This was the final day of the regatta. The sky was cloudy and temperatures reached 34 degrees C. During the early afternoon, many pilots came straight down because of sink that was evident during the launches. By mid-afternoon, most pilots were staying up and we changed ends because of the southerly wind blowing through. Feathers flew Wangaretta-Shepparton-Locksley and Wally flew Longwood-Tenerife-Locksley. He spent the flight getting to know his Grunau 4 after its long absence from the air (due to a repair). A very enjoyable dinner was held in the evening.

At the end of the dinner at the Longwood Pub, prizes were awarded. SCHNIEDER (Schneider ?CW) TROPHY – Wally Wolf for having brought his Grunau 4 back to life. BEST MAINTAINED SINGLE SEATER Ralph Crompton Ka-6 CR.

COMPETITION TROPHY – Chris McGough – Ka 6CR. OUTLANDING TROPHY (Compass) – Ralph Crompton – Ka 6 CR.

AIRWORTHINESS OF VINTAGE GLIDERS by Alan Patching.

Recent discussions with the Gliding Federation of Australia Acting CTO/A, John Ashford, have resulted in him advising that any queries concerning the airworthiness of vintage gliders will be referred to me for action.

During the recent Vintage rally at Locksley, it was alleged that some gliders had their placarded speeds, manoeuvres and cockpit weights automatically reduced following an Airworthiness Survey.

Since this is not GFA Policy, both of us are rather surprised and puzzled at the claims. In fact, the only glider that I know to have a reduction is the "Golden Eagle", and this was done at my request since it is the "leader of the fleet" glider. Having a 50 year old glider at that time made one a little cautious.

GFA AD 337 Issue 3 dated 12 April 1994, sets out the actions required during a survey and subsequent action.

The glider is either airworthy or it is not as the result of the survey and subsequent action.

Would any owner who believes that their glider has been down-graded at a survey, please write to me providing formation on the glider. VH – letters etc. at: 22 Eyre Street, Balwyn, Victoria 3103.Australia.

*C. Wills thinks that the above is very relevant to owners of very old Vintage Gliders in Britain also. One pilot flew Chris's Kranich 2 at 80 knots as this was VNE in calm air on the placard.*

*The glider was later found to have some Kaurite glue failure in many of its secondary structures during a basic overhaul. This was probably not caused by this flight, but the possibility of this should have been taken account of by the pilot. Our vintage gliders are very forgiving but, out of respect for them, please don't push them too hard and make sure that other pilots flying them do the same. Remember that one inflight failure could finish our movement. That we have not had one for 26 years is a good track record. Do not spoil it now.*

The Year 2000 Australian Vintage Glider Rally is to take place at the LAKE KEEPIT gliding site, near Tamworth, NSW, during early January 2000. The exact dates are not known yet.



Josef Mezeros sent this picture by email from the Czech Republic of this uncovered Primary.

## BRITISH NEWS

In mid-March 1999, the RHONBUSSARD BGA 2077 was sold to Dean TRADWELL from Oregon, USA. It was formerly owned by a syndicate at the London Gliding Club, Dunstable. This is now the second Rhönbussard in the USA. The other one is owned by BOB GAINES of Marietta, Georgia, (this one came from Argentina). BGA 2077 had been imported from Germany by Ted Hull. In Germany, the LBA would not give it a C of A because of its modified short spanned ailerons (Modified by Siebert). Ted Hull, after having obtained it from Max Müller, of the Münster Mafia, eventually changed the ailerons back to original form, and restored the whole glider. He also built a new trailer for it. The reason for sale to the USA, was that it was not getting any flying in England, especially during last summer, when the sun hardly appeared. Let us hope that the future will be kind to it in the USA. BGA 2077 is a 1935 built Rhönbussard, which could have been one of the 220 built by the Flugzeugbau Schleicher between the years 1933-1940, although others were built by groups etc.

With it has gone to the same location in the USA Air Chief Marshal Sir John Allison's Grunau Baby 2b, that needs restoration, as well as the Grunau Baby 2b BGA 2237 which belonged to Harry Chapple.

We had hoped that if we kept the old German gliders airworthy for long enough, the new Germany might be prepared to have its Aviation Heritage back. However, there are already three Rhönbussards in Germany. One of them is airworthy (formerly the Passold brothers' BGA 395, built in 1939) in the Oldtimer Club Wasserkuppe's fleet, the other two are in Museums.

The market is not good for old gliders at present and perhaps by selling four gliders to Germany within the last year, we might have satisfied one year's demand. Three of the gliders sold to Germany will at least have gone home... two of them, a Condor 4 and a Weihe, to fly.

Our movement in Britain has never before lost 14 pre-1945 gliders in one year from its airworthy list.

The GRUNAU BABY 2b, BGA 1910, belonging to David Kahn. As the London Gliding Club's workshop (London Sailplanes) is now fully engaged in doing Cs of A, both the Minimoa BGA 1639, and this Grunau Baby 2b have had to be removed from it (temporarily we hope?). The Grunau Baby 2b BGA 1910, was originally built by the Flugzeugbau Petera in 1941. However it is unlike other Grunau Babies that we have ever seen, because its wing span is some 30 cms longer than other GBs. Its tailplane has rounded tips, so that its span is increased also. The rounded tips were put on later. Are we looking at a Super Grunau Baby or the famous, often heard of, but never seen, wartime designed Grunau Baby 3 108-66, which was quite different from the post-war designed and built Grunau Baby 3? This 1941 product from Petera, Höhenelbe, is now being restored near Dunstable by Terry Perkins and Peter Underwood, when the latter can spare the time from working on his own Grunau Baby 2b, Dagling and Minimoa wings. We hope that BGA 1910 will prove that it has a rather superior performance (with its higher Aspect Ratio wing) than other Grunau Babies.

We are very sad to have to report a disaster. During the last week of April, a fire in a Spalding garage has destroyed the Ka-2 from Dublin, a T.21b and an EoN Olympia. The workshop belonged to David Moson. In the workshop also were vintage cars. Someone was welding the underside of a vintage car when a fuel line was cut, which resulted in the fire. By a miracle no-one was hurt. Wood and fabric gliders are very

inflammable. The Ka-2 was an original short spanned Ka-2. It had been badly damaged at Bellarena in Northern Ireland and then it was taken to Scotland, where some further damage was sustained and metal fitting were removed. The T.21b was in very good condition and was not insured. The Ka-2's registration was: EI - 131. We send our sincere sympathies to everyone concerned. The entire reserve collection of the Musée de l'Air et de l'Espace at Le Bourget was destroyed several years ago in a similar manner. Clearly, welding should not be allowed near gliders. The VGC in Britain has now lost 14 gliders in a very short time, three of them should already be flying again in Germany and another three should soon be flying again in Oregon USA. VGC members in Britain are working on 6 more gliders to try to make up for the losses. These are 5 Grunau Babies and 1 Dagling; the SKY and a Cadet is already airworthy. Maybe there are Olympias being restored as well.

We are glad to report that on Saturday the 8th May, the Slingsby SKY at Booker had its first flight after many years of being grounded through damage. It has had a lengthy repair and restoration by the Booker Group which had sadly lost three of its most important members, George Izera, Mike Birch and Syd Davis through heart attacks. The SKY is now resplendent in red paint and transparent fabric. This was the ex-Lorne Welch 1952 World Championships, Empire Test Pilots and RAF SKY, which had the military number XA 876. It now has for the first time in its long life a BGA No. 4670. Its owner is John Tournier and its other owner would have been the late Syd Davis. Its test flights on both the 8th and 9th of May were a success in not the best weather conditions. It is a shame that Syd could not have been there to have seen them.



*This Sky in the hangar at Bicester used to belong to the Empire Test Pilots School and has been restored to wonderful condition by the group at Booker and is now owned by John Tournier. It had a temporary canopy at Bicester.*

Dick Stratton has reported seeing the MANUEL HAWK in store at the Sackfield Farm gliding operation in May. This is a group which had formerly been flying with the RAE at Bedford. The Hawk was designed by Bill Manuel in 1969. This has 13.8m. span wings which are in three components. Wortmann laminar flow profiles were used for the wing. The aircraft is built of wood and was very popular with club members.

We were sad to hear that Earle Duffin is seriously ill with Leukemia and doesn't think he will be able to fly his Hütter 28 again. Those of us who were at the Wasserkuppe in 1995 will remember the evident enjoyment he found in flying this glider which he built himself from scratch. He has passed the Hütter on to Doug Jones who was the BGA Inspector during the build; we hope to see the Hütter at our rallies again and we send our best wishes to Earle.



Three T21s, a Prefect and a Gull 3 in part of the vast hangar at Bicester.



I would like to express gratitude and a deep thank you to everybody who made a donation to the "Streaker" in the Primary glider during the week of the National Rally at Bicester, when a sum of £114.65 was raised in support of Street Children Aid. I can assure you that this money will be well and wisely spent. Geoff Moore.

#### Canadian News

Our Treasurer Austen Wood has received a picture of a Slingsby Skylark 4 owned by the family of new member Eugene Luxemburger who is the CFI of the Central Ontario Soaring Association. This club is based between Peterborough and Lindsay on Highway 7. Give them a call if you are in the neighbourhood.



Skylark 4 belonging to new member Eugene Luxemburger who is the C.F.I. of the Central Ontario Soaring Association.

#### NEWS FROM THE NETHERLANDS

Extracts from the book: "FOKKER, Aircraft Builders to the World" by Thijs Postma.

"In September (1945?) the Dutch Government made it known that, in principle, they wanted a Dutch Aircraft Industry combining Fokker, Avirolanda and the aircraft manufacturing side of De Schelde".

"The Royal Netherlands Aeronautical Society (KNVvL) gave Fokker an order for 36 ESGs, 24 Grunau Babies, 6 Olympias and 6 Goeviers.

"In December 1945 Fokker received its first post-war order, for a total of 72 Gliders for the Royal Netherlands Aeronautical Society (KNVvL). This was a most important order because it provided work for welders and carpenters, and also for the drawing office, as most of the drawings had to be redrawn to comply with factory standards. These gliders were destined for club use, each club being allocated 6ESGs, 4 Grunau Babies, 1 Olympia and one Goevier 2.

The following registrations were allocated to these aircraft: FOKKER ESGs PH-112 to PH-141, Schelde ESGs: PH-142 to PH-147.

Grunau Baby 2bs PH-148-to PH - 171, DFS Olympia. PH-172 to PH-183.

After May 1945, "there were, with the exception of personnel from England and Australia, neither pilots nor aircraft available to revive KLM and Dutch military aviation. Gliding was the ideal means of recruiting and selecting personnel".

It is not known by us whether ESG stands for Erster Schulgleiter, or Einheits (universal) Schulgleiter, which of course is in German and refers to Grunau 9 Schedelsplatters (skull splitters) with nacelles, which were important German training gliders from the early 1930s. Such aircraft have taken part in our rallies, especially the one built and flown by our late (sadly missed) Norwegian member Bjarne Reier, who made a tremendous impression, when he soared it for over an hour on the Dunstable ridge without instruments!!

Where are the remains of this Fokker fleet?

The ESG PH-118 is still airworthy in the hands of Toon Frishert.

The ESG PH-129 hangs in the EAC Club House It is by no means complete.

PH-131. Only the front portion of the A-frame is hanging up in the GOZC (?).

Of the Grunau Babies, PH-152 is owned by Raymond van Loosbroek but it is not airworthy.

He also has PH-153 but this aircraft is also not airworthy.

PH-155 is probably somewhere in Nistelrood according to the book "1975 jaar Nederlandse Luchtvaartuig Register" by Herman Dekker.

PH-163. It is still in question whether this aircraft is to be restored by ACVZ.

## DANISH NEWS

Restorations.

### DANISH OLDTIMER CLUB

Registration	Type	Location	Condition
OY-MUX	Mü 13D	Silkeborg	40% complete.
OY-CJX	Hütter H.17A.	Nyborg	80% complete.
OY-VEY	Specht	Billund	60% complete.
OY-BJX	S 26A	Kobenhavn	30% complete.
OY-AYX	Ka-8B	Holstebro	60% complete.

### DANISH VETERANS' COLLECTION ASSOCIATION.

OY-ASX KZ-Glider. 80% complete.

### PRIVATE PROJECTS.

OY-AAX	Grunau Baby	Gjorup,Knudsen,Viborg	70% complete.
OY-ACX	Grunau Baby	Carlsen,Jensen. Maribo	50% complete.
OY-AXB	Grunau Baby	Lars Laursen,Orum,Djursland	10% complete.
OY-BUX	Grunau Baby	Willi Joergensen,Aalberg	50% complete.
OY-VAX	Grunau Baby	Jens Christoffersen,Roenede	40% complete.
945	Grunau Baby.	Ove Hillersborg,Holstebro	80% complete.
OY-XAB	M.200	Finn O Jensen. Hjoering	70% complete.
OY-XAC	D-Raab.	Orla Lundung mfl, Karlundborg	80% complete.
OY-XAE	Lom-57	Joergen Holst, Tender	60% complete.
OY-XEC	Mucha	Esben Soerensen. Frederikshavn	30% complete.
OY-AXR	Spatz-B	Bruno Krogsby Jacobsen, Nordjy	??.

### POSSIBLE COMPLETION OF PROJECTS DATES

Hütter H.17a in the middle of 1999.

Specht. Late 1999.

Mü 13D. Sometime in the year 2000.

K-8.OY-AYX. Late 1999.

### Dutch News Continued

PH-167. This is owned by Rob Frishert and it is still airworthy.

PH-169. This one is in W. Janssen Groesbeek's Private Museum.

PH-170. This one is not airworthy but it is in the AVIODOME.

The OLYMPIAS.

PH-176. This belonged to the late, sadly missed, Simon Maas. It is not airworthy, but perhaps it will be inspected soon to discover what has to be done to make it airworthy.

The GOEVIER 2s.

PH-178 is being restored by F.Otten in Deurne. This was "Moby Dick" BGA 1783, which was our late Founder Member Ken Crack's first Goevier.

It got its first BGA C of A in May 1973. Its Works No. was 404. Its BGA C of A expired in June 1976.

PH-179. It might be somewhere in Suriname.

PH-181. This was being flown until last year in Zimbabwe, when it was damaged landing out. One wing main spar is broken. It probably will not be repaired. A rescue package should be worked out urgently, as the fate of the aircraft is in doubt. It clearly would cost almost nothing to buy now. Almost all costs would be transport SEE THE CLASSIFIED ADVERTS.

### NEWS FROM FRANCE

A MUSEUM AT FAYENCE? For a long time there has been a wish to create even more tourist attractions in the area of

Provence and the Côte d'Azur. The Aerodrome Fayence-Tourrettes has seen gliding for a long time and there is a move to create a Regional Air Museum there. J.P. Auburtin, President of the recently created BREGUET HISTORIQUE CLUB, Christophe Valantin, the Chief Aeronautical Engineer of the site, Guy Uriot, President of the AVIA HISTORI CLUB and Vice President of the Fédération Française de Vol à Voile, without forgetting the aimable collaboration of Madame Delhoume, are much behind the idea.

Some vintage sailplanes (those designed before 1970) are already there and are being worked on by professional craftsmen. All that is needed is space to exhibit them.

Guy Uriot had a flight of 434 kms in an ASH 25 "to see Mont Blanc". He said that Fayence is a tremendous centre with 800 pilots and many foreigners. He thinks that it would be ideal for an International Vintage Rally. Apart from those old gliders listed above, a BREGUET 905 FAUVETTE has been rescued and an AIR 100 is going to be bought. DEDALE is going to hold its National Rally there in the year 2000.

Not far from Fayence can be found the historic gliding site (National Centre) of Saint Auban. This is the kingdom of VGC member François Ragôt, who has there his beautifully restored SPALINGER S 18-3, MU 13D, and AVIA 40P. He also has the RHOENBUSSARD from La Ferté Alais and also somewhere a MILAN (a French built Weihe). What the status of these is, is not known, but we understand that at least the RHOENBUSSARD is to be restored. François Louis Henry, who later became World Champion, flew this Rhoenbussard

These are the gliders already at Fayence:

Type	Year built	Observations.
NORD 1300	1946	French Grunau Baby 2b. Airworthy. 8 exist in France.
CASTEL C 30 S.	1946	To be restored. - 4 exist in France.
CAUDRON C 800.	1947	2-seater to be restored. 8 exist in France.
WEIHE	1950	Static. To be restored. 3 exist in France.
SA 104 Emouchet.	1951	Airworthy. 2 are in France.
BREGUET 901S	1956	Airworthy. 10 exist in the World.
BREGUET 902	1957	Being restored. Unique.
WASSMER 21.	1962	Being restored. It came from the Armée de l'Air.
FAUVEL AV 361.	1965	Airworthy. Unique.
SIREN C 30 S.	1966	Edelweiss. Airworthy. It became World Champion.
SHK 1.	1966	Airworthy. Unique in France.

on a 200 km triangle and, without landing, he then proceeded to do a 160 km out & return. Total distance was therefore a flight of 360 kms!!

DEDALE LETTRE D'INFORMATION No.67. October, November, December 1998 gives the following news of vintage gliders and vintage gliding in FRANCE.

The CASTEL MAUBOUSSIN MUSEUM has been established on the aerodrome of Cuers-Pierrefeu. This is much supported by Christian Castello and by Alain and Patrick Mauboussin, clock makers in Paris. The exhibition room contains a reconstruction of Robert Castello's Design Office and a collection of items displaying two themes: 1, A history of Castel Mauboussin aircraft and 2, those at the Cuers site. In the first category, there are two Fouga CM 175 Zephyrs on static display (one of them has been lent by the Parisian Air Scouts), a Peyret Mauboussin Type X1 of Max Armanet (a little record breaking aircraft of the early 1930s but, unfortunately it lacks wings.) a Castel 301S designed during 1941 which is on static exhibition, and two C.25Ss (also designed during 1941) one of which should fly during 1999. In the 2nd CATEGORY, one discovers a Nord 2000 (Meise) (ex-Christoph Bruneliere in Cat.V (?), 2 Caudron C 800s, one of which has been acquired recently from Franck Descatoire, which also should fly during 1999, a Nord 1300 (Grunau Baby 2b), which is destined for static exhibition. There is also the Stampe SV-4B towplane of Lionel Dupays and also 2 Bijaves of the Aero Club of Scout Wings, which require C of As.

In effect, the Museum wishes to associate itself with the Air Scout Movement which was founded during the 1930s. "We believe that our work in safe-guarding the National Aeronautical Heritage has very great value for instructing youth" says Luc Adrien. Towards this idea, an aeromodelling and gliding course is to be organized on the private airfield of Luberon during the summer of 1999. Two C800s and C.25S two seaters will be available and a single seater (Nord 2000?). The course will be open to young scouts between the ages of 13 to 20 years.

AMCM, Luc Adrien, L'Aigue-Marine, 117 Chemin de San Peyre, 83220 Le Pradet, France. Tel/Fax: 04 94 21 44 35.

#### WORK IN HAND.

AT ROMORANTIN. The Breguet FAUVETTE of Pierre Charodie has been flown for the first time since its restoration, on the 6th of August 1998. Those who were at le Bourget (Musée de l'Air ?CW) on the 28th November for the 1998 Congrès Historique de Vol à Voile will have appreciated the magnificence of its restoration. "It is more beautiful than when it was new." With the machine is another little marvel...a trailer designed and built for it more than 30 years ago by

Dédale member Francis Fleury. It is a masterpiece of lightness and efficiency (less than 100 kgs, 220 lbs) and there is the possibility of storing it vertically in a space of 2 square metres!!! To crown all, the machine's components are covered by light removable film, with the result that it will arrive at its destination dry, in its full brilliance, "like a new sou" (ie. penny CW). It is more efficient than the lamentable absence of a closed trailer, as it is possible to obtain hangar accommodation for the aircraft with the excuse that its canopy does not fit!!!

#### AT PALAISEAU.

The team "Barboule" has finished restoring and painting its VMA 200 "MILAN". (a French Weihe built in 1951). It was only needed to weigh the machine and to acquire the vital services of an inspector of the GSAC who, it was hoped, would pass it as airworthy.

While waiting for this, an enormous trailer for it was obtained from Roanne. Our members may have noticed it at the last Balade. The "new" first flight of the MILAN F-CBGP, No 28 of the production run, was scheduled for the 1st April 1999, at Chauvigny! As Weihe's had won the first two post-war World Championships in 1948 in Switzerland (Samaden) and in 1950 in Sweden (Orebro), against the new French Sailplanes, it was resolved to build as many Weihe's as possible in France. So, in 1950, the Etablissements VMA (Victor Minie Aéronautiques) in 1950 built 30 of them (some say it was 32), partially using "liberated" components from Germany (from Kittelberger near Bregenz, where the parts for 100 Weihe's were targeted by the 1945 CIOS Team CW?). In 1965, they were forbidden to fly in France, as were all the other German sailplanes, which were glued during the war with "Kaurite". Then, in 1969, 10 out of the 30 Milans, were allowed to fly again (because they were assembled with Certus glue in France CW.). At this moment none of them are operational, and F-CBGP will be the first one to fly again. CW thinks that F-CBGP is in original form, complete with its original canopy and that it would be impossible to differentiate between this Milan and a wartime built German JS Weihe.

By the time this is in print, one Milan and one Weihe (at Angers-Marcé) should be airworthy in France. More may follow them.

#### AT PARAY LE MONIAL. (ASPAC)

This group has obtained a military Wassmer WA 22A No.134 together with its Wassmer trailer. Both are in good condition and the SUPER JAVELOT should fly during the summer of 1999. The machine was stored on the base of Amberieu and was serving with the pupils of the Air School of Grenoble. It is still in its military markings and ASPAC has asked officially if the roundels can be kept on. It has flown 935

# Vintage Gliders to be seen in Angers Musée de l'Air Régional

Gliders noted (\*) belong to GPPA or members. The others are on loan from RSA or French National Air Museum

Glider	N°	Registration	Color	Year	Status
A-60 Fauconnet*	10	F-CCLF	White and blue	1963	Stored
A-60 Fauconnet*	78K	F-CBDF	yellow and red	1963	Stored
Arsenal Air 102*	26	F-CAGQ	Red	1949	Flying
Avia 41p	M-3	//////////	Natural wood	1932	Static
Bréguet 901 Mouette*	13	F-CCCP	White and grey	1954	Flying
Breguet 904 Nymphale	10	F-CCFT	Beige and red	1958	Static
Bréguet 904 Nymphale*	4	F-CCFN	Beige and red	1958	Flying
Castel 25s Biarritz*	141	F-CRBI	//	1947	Restoration
Castel 3010	1026	F-CRMG	Red and white	1947	Stored
Castel 301s	1054	F-CBYM	Beige	1945	Stored
Castel 301s*	1063	F-CBVG	Natural wood	1945	Static
Castel 310p Aiglette	124	F-CRJF	Red and white	1947	Stored
Castel 311p*	16	F-CJHD	Beige	1947	Stored
Castel CM-8/13	01	F-AZHF	Beige and red	1949	Static
Castel CM-8/15*	01	F-CABN	Red and grey	1949	Stored
Caudron C-800 Epervier	106	F-CABN	Yellow and green	1946	Stored
Caudron C-800 Epervier*	169	F-CAUP	Yellow	1946	Stored
Caudron C-800 Epervier*	230	F-CAHD	Red and white	1946	Stored
Caudron C-800 Epervier*	338	F-CAHE	Yellow and green	1946	Stored
Chapeau EC-19	11	//////////	Grey	1926	Stored
Fauvel AV-22*	1	F-CCGK	Red and white	1958	Flying
Fauvel AV-36 Monobloc*	111	F-CBRK	White	1951	Flying
Fauvel AV-36 Monobloc	117	F-CBRQ	White	1951	Stored
Flying-Fly glider*	01	//////////	Grey	?	Stored
Max William 35 Chanute	////////	//////////	Beige	1936	Static
Nord 1300	159	F-CRQU	Yellow	1946	Stored
Nord 1300*	209	F-CRJI	Red and white	1946	Stored
Nord 1300	239	F-CAXL	White	1946	Stored
SA-103 Emouchet*	94	F-CROF	Blue and Yellow	1947	Flying
SA-104 Emouchet	176	F-CRDQ	Red and white	1947	Stored
SA-104 Emouchet	251	F-CRGE	Red and white	1947	Stored
SG-38*	157	//////////	Beige	1937	Stored
Siren C-30 Edelweiss	03	F-CCCZ	White	1965	Static
Siren C-34 Super-Edelweiss	01	F-CCAK	White	1968	Static
Stark AS-07 Stabiplan *		//////////	White	?	Stored
SZD 24 Foka*	177	F-AZKA	White and red	1962	Flying
Trucavaysse	01	F-CRPX	Red and white	1968	Stored

## Vintage Gliders to be seen in Angers Musée de l'Air Régional

Gliders noted (\*) belong to GPPA or members. The others are on loan from RSA or French National Air Museum

Glider	N°	Registration	Color	Year	Status
Wassmer Wa-22 Super-Javelot	114	F-SDXB	White and blue	1962	Stored
Wassmer Wa-22 Super-Javelot*	117	F-CDCS	White and blue	1962	Restoration
Weihe*	3	F-CRMX	Red and beige	1943	Flying
Zugvogel IIIb*	1054	F-CCPT	Blue and white		Restoration

### Musée Régional de l'Air

Groupement Préservation Patrimoine Aéronautique

Aérodrome d'Angers - 49140 MARCE

Tél. 02.41.33.04.10 - Fax. 02.41.77.59.50

#### French News continued

hours since it was new in 1967. ASPAC has asked for the registration F-CHRE. Its military number was: 749 roundel RE. The fuselage of a CASTEL C.25S No 166 (the type was first built in 1942) was offered to ASPAC by Paul Chabard. It is in good condition but a pair of wings will have to be found for it, before it can fly.

THE NEXT RNPA (Rassemblement National de Planeurs Anciens ?CW) is scheduled to take place at ANGERS-MARCE (Angers-Avrilés does not exist any more). Christian Ravel of the GPPA is very occupied with his new, magnificent Musée de l'Air Régional. Contact was made with the President of the local club, M. Verité. We only received a list of costs but it is evident that the Dédale gliders can be housed in magnificent ultra modern hangars during the period of the event. No news is good news and details will be sent out when they are available. We should note that the weekend starting 1st May is a weekend for Standard Class gliders and the welcome for the participants will take place on Friday 28th April.

A new ARETE (a stop to flying) relative to the C of As for all Collection aircraft came forth from the Director of Civil Aviation on the 21st September 1998. These have happened several times in the past and somehow they were overcome. We hope that our comrades in France will be able to meet the new regulations for their gliders.

The Vintage Gliders to be seen in the Angers Musée de l'Air are listed above:

#### GERMAN NEWS

In January 99, Jochen Kruse bought the CONDOR 4, BGA 2292, D-8538, which formerly belonged to the late Mike Birch. He will restore it as nearly as possible to its original form and colour. This was a special Condor 4 which was built by Heini Dittmar as a single seater for Hassan Kamil of Egypt to fly in the 1952 World Gliding Championships. As it was to be flown solo, Heini put weight back on by covering the wings with more plywood to give better profile accuracy, to ensure a super performance. As none of the 24 cantilever Condors survived the war, this Condor 4 is all we have to remind us of them, although it is larger. It will now be based at Utersen near Hamburg. Its fuselage has the form of the original Condors

and the type was built like this by Schmetz. Schleichers, which built 12 Condor 2as in 1938/39 and 10 Condor 3s from 1938-41 built the Condor 4 later. One more Condor 4 built by Schmetz is known to still exist. This is D-5000. The Condor 4 D-6043 at Achmer has a fuselage similar to that of a Ka-2. Another Condor 4 ((D-1092) is on static exhibition in the German Gliding Museum on the Wasserkuppe. 10 Condor 4s exist still in Germany and one in Austria, and several more are in Argentina, according to the book "Deutsche Flugzeuge bis 1945" by Peter Cohausz but one of the Argentinian ones is now with Bob Gaines in the USA.

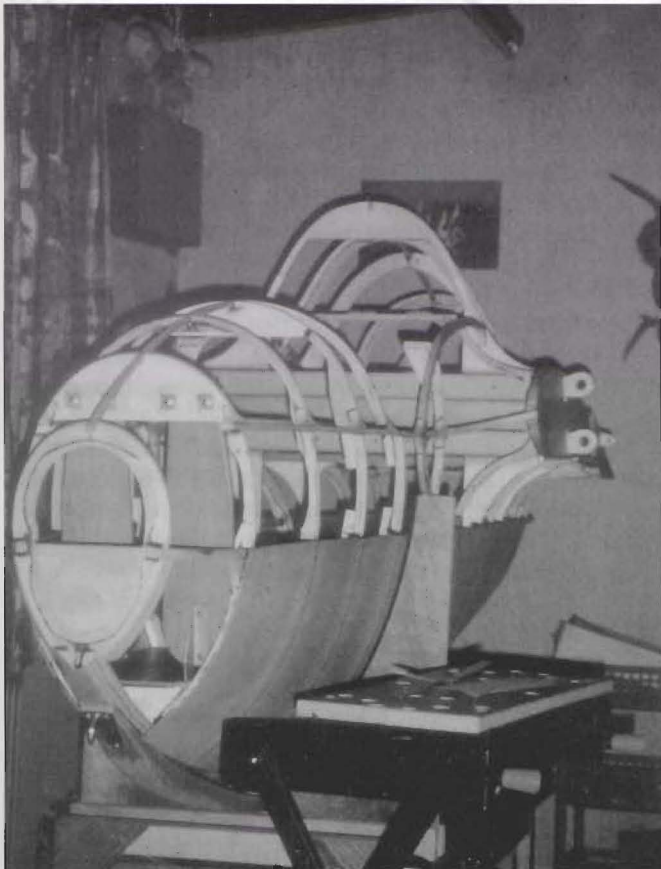
In the 1952 World Championships, the Condor 4s would have been almost the highest performance sailplanes there. Their performance would have only been surpassed by that of the American RJ-5. The Germans had built and test-flown their new sailplanes in one year, as Gliding was forbidden to Germans until the Spring of 1951. The price of a Condor 4 was more than twice that of the contemporary Mü 13E two seaters, as it was built to pre 1940 techniques and was similar to the prewar Condors.

Two young German aero-engineers from Braunschweig (Brunswick) and Stuttgart recently visited Herr Eden in North Germany, with a view to building a HORTEN. They are certainly capable of achieving the project but it is not known which Horten flying wing they intend to build. The AKHS (Arbeitskreis Historische Segelflugzeuge) (lit. Work circle for Historic sailplanes) at Oberschleissheim, is restoring a Ka-4 Rhönlerche, which should fly this year.

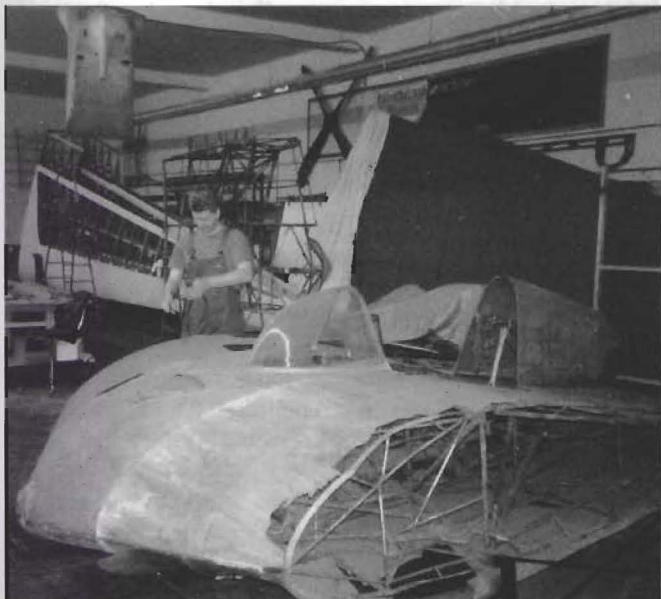
We heard on the 10th May that the KRANICH 2 B-2 at Achmer/Osnabrück is standing complete, except for fabric and finish, in Harald Kämpers workshop. This aircraft consists of the wings and tailplane of the Kranich 2B-2 BGA 1258 built by Mraz in 1943, which have been mated with the fuselage of the Kranich 2B-1 BGA 1092, which was built by Flygplan, Sweden, in 1943. So far as we know, such a rebuild and modification of the two very different versions has never before been achieved. The result is a Kranich 2 B-2, which has been built with the help of Polish drawings for the Zuraw 2 (Kranich 2 B-2) built in 1952, provided by Jochen Kruse. It represents a tremendous feat of staying power by club members and Markus Lemmer and Sascha Häuser. BGA 1258



was condemned for glue failure in England in 1965 and BGA 1092 was wrecked during the International VGC Rally at Thun in 1979. Its original Swedish registrations were Fv8204 and SP-SPN. Its Works No. was 065. We are proud of what has been achieved by our members at Achmer. Soon, three Kranich 2B-2s will be airworthy in Germany for the first time in many years.



Progress on Günter Brödersen's Hütter H28 II



The Ho 3h, two-seater Horton, at DTM Berlin. The Ho3f, Ho3H, Ho2 and Ho VI have been loaned by the Smithsonian Institute for restoration to static exhibition standard only. The museum will be allowed to keep two of them, but not the Ho VI.



Holger Steinle in the DTM Berlin in 1999 with Ho3h. Herr Steinle is the Chief Curator of the Museum's aeronautical department.

#### Hungarian News

HUNGARIAN KRANICH 2B-2s. From 1943-1944, 7 Kranich 2s were bought, probably from among those built at NITRA. Their Registrations were as follows:

- HA-5064 1943 – 1954. Taken out of service in 1954.
- HA-5066 1943-1954, rebuilt in 1949. Taken out of service in 1954.
- HA-5067 Taken out of service in 1945.
- HA-5068 100% broken by Robert Meray-Horvath at Gyönyös in 1945.
- HA-5069 1943-1952. Rebuilt in 1949. Taken out of service in 1952.
- HA-5070. Taken out of service in 1945.
- HA-5071. 100% broken in Ocsa because of war events. Taken out of service.

BEST FLIGHTS so far as they are known.  
 ROBERT MERAY-HORVATH and Jenö Luxemburger. 24th April 1943. 110 kms distance. Farkashegy – Fülekk.  
 ROBERT MERAY-HORVATH and Jenö Luxemburger. Two seat Height Record, 2378 m. and 315 kms National Goal flight record. Farkashegy to Belgrade.  
 ROBERT MERAY-HORVATH and passenger Istvan Bajza 13th June 1943  
 Farkashegy-Harmashatarhegy 17 hours 15 minutes.  
 ROBERT MERAY-HORVATH 8th August 1943 flying solo 365 kms to the goal Kolozsvár. Hungarian National Goal flight record for single seaters.

Kolozsvár is now Kluj in Roumania and has/had a gliding site.

ROBERT MERAY-HORVATH and Ferenc Csucsy 23rd August 1943, Farkashegy

6 hours 19 mins.

ROBERT MERAY-HORVATH & passenger/pupil-at Gjönjös, on 2nd August 1944. 3882 m, National height record for 2-seaters.

ROBERT MERAY-HORVATH July 1944 at Gjönjös-15 hours.

GYÖRGY MEZŐ. & Passenger Janos Mayer, 11th June 1950, Harmashatarhegy – Orsova (Roumania) 411 kms. Hungarian 2 seater distance record.

ANTAL HEPPER and passenger Zoltan Dehenes, August 1950, Hajdoszoboszlo.

5397 m Hungarian 2 seat national height record.

ROBERT MERAY-HORVATH also set a new Hungarian and maybe International Height record in a Meise on 1st August 1944 of 5778 m. He was shot dead by Russian soldiers on the 7th January 1945 during the siege of Budapest.

### ITALIAN NEWS

I-DURI, The last of its kind. Extracted from VOLA A VELA NOVEMBER/DECEMBER 1998.

The following is a short account of the experience of a syndicate of glider pilots with I-DURI, and of the CVV8 Project. It freely reflects an article published by Thermiek No.3, 1998.

Eleven years ago, there was a group of three glider pilots, who had just got their gliding licence and had quickly realized that not being early risers, they had little chance of beating the crowd in the competition for the too few club gliders during weekends. An investment in a second hand glider was therefore in order. However, given the scanty hours logged by each of them (and a few budget limitations), the candidate had to be unsophisticated, easy to handle, forgiving and cheap. As flying together, or with more experienced pilots as instructors was considered an advantage, a two-seater made a lot of sense. At the same time however, finding a ship meeting all the requirements proved all but easy.

During the long, painstaking search, the group acquired its fourth member, a happy retiree and long time glider pilot. He was delighted to eventually become an "owner" and was also the man who had the solution. He said "why don't we overhaul I-DURI. It is such a nice, old wood and fabric. It used to fly beautifully. I have flown it often in the past." Wood and fabric was not exactly what those pilots dreamt of. The original three were puzzled but decided to go and have a look at it.



CVV8 – Bonaventura, the first prototype I-RAIE, at Bresso Airport in 1959. (U. Bertoli)

The glider was lying disassembled and covered with cobwebs, at the far end of one of the club's hangars, where it had been stored and forgotten after it had reached the 1,000 flying hour mark, four years before. Frankly, the sight of the number of pieces that were going to become the new syndicate glider was dismal, but the stories the "senior associate" was telling about the fabulous CVV8 were very convincing. The glider then belonged to the Centro Studi Volo a Vela Alpino (CSVVA), a non-profit organization that promotes soaring flight and publishes VOLO A VELA, the magazine of the Italian soaring community. (See the advert in this issue Ed)

When the CSVVA board was told about the idea of "reviving" I-DURI, they were more than happy, gave us an immediate green light, and requested only a token price (it has to be said that the people of the CSVVA are sort of romantics, they view soaring more from a poetic perspective than from a down-to-the-earth one. Common wisdom at the club suggested in fact that buying a Twin Astir made much more sense.

The CVV8 A is a two seater, features tandem seats, mid wing with a wooden, box-type spar, a 'semi-monocoque' plywood fuselage and fabric covering for the rudder and the wing and horizontal tailplane trailing surfaces.

Airfoils are of the NACA six digits family, 653-618 at the root and 632-612 at the tip, such that the CVV8 was probably one of the first gliders equipped with a laminar airfoil, and definitely the first designed and manufactured in Italy. The main wing characteristics are as follows:

wing span	19m
wing area	20msq
aspect ratio	18
dihedral	2 20'.

The tailplanes are hinged to the fuselage and can be folded up to make retrieve easier

The airbrakes extend from both the wing upper and lower surfaces, and are extremely powerful and effective. A noteworthy feature is the landing gear. It is a sort of two-wheel "bogey" attached to the fixed landing skid by means of two hooks, and can be released in flight through a lever in the cockpit. In the old days the landing gear was actually released at the beginning of long performance flights, to improve L/D. However it was repeatedly noted that if release timing is not absolutely right, with the glider just a few feet off the ground the manoeuvre may result in the gear ricocheting and hitting the tailplane. Thus, everyone concurred upon the fact that the landing gear had not to be released (except when landing out) and that the resulting small performance penalty (perhaps 2 L/D points) had to be accepted. The cockpit is roomy, sitting position is pretty upright, the tandem seats are separated by a large transverse console that can accommodate two big O<sub>2</sub> bottles.

The original instrument panel was very basic, as it included an airspeed indicator pneumatic vario, altimeter, a ball and needle turn indicator and an old radio set. An electrical vario and a modern 72 channel transceiver were therefore added. The tow hook is on the nose.

The glider designated CVV8 'Bona ventura', was designed by the Polytechnic of Milan Aeronautical Engineering section in 1957. The section was very active in those days: it designed advanced gliders and manufactured prototypes under the guidance of Ing. Ermenegildo Preti.

The prototype first flight took place on December 29, 1957. The pilot was Adriano Mantelli, an Italian aviation pioneer, Air Force test pilot and prominent member of the gliding community

After the completion of the flight test campaign, and the embodiment of a few modifications, a limited production run was planned. At the time, the company best suited for mass production was deemed to be Rio of Sarnico, Italy, a well known power boat manufacturer with expertise in large wooden structures.

This choice had an unexpected byproduct in that all production gliders (including I-DURI) were made of marine plywood. All CVV8s were, therefore, beautifully protected against the elements, although somewhat heavy.

But this type of construction proved to be quite appropriate for I-DURI's sister ship, I-PURI, which ditched in Lake Como and required only some vacuum cleaning and drying of the instruments to be restored to serviceability.

The production run was rather short, 20 according to some sources, 24 according to some others, probably due to the very limited domestic market and to the lack of export orders. As far as it could be determined, no CVV8 was ever exported. I-DURI is a somewhat special glider. Fifteen years ago it was already the only flying CVV8 (another non-airworthy machine is on display at the Aeronautical Museum of Vigna di Valle near Rome), and was still holding (if this can be said of the glider) the Italian goal distance record for two-seaters (217km, 30/04/1966, crew Giusti-Barazzetti).

The civil registration, translated into English, means "Tough Ones" although none of the syndicate felt qualified to keep it, it remained on the tail section on purely historical grounds.

At some early stage, when the sailplane was finally airworthy again, somebody even considered trying to better that record in the same ship, but the project was soon dropped as someone broke the record by an enormous margin flying one of those "horrendous" and unfairly sleek modern two-seaters.

The overhaul proved a difficult project as it became soon apparent that treating wood-and-canvas required very special skills. That was particularly true because the Italian Airworthiness Authority imposes that the fabric covering be removed for inspection and reapplied as new. The work was thus entrusted to a maintenance shop located on Calcinate airfield. After a few months (and many expenses-the syndicate learned that "museum pieces" do not come cheap as they seem to), I-DURI flew again in May 1986, amidst the incredulity of most Calcinate Club members.

I-DURI flies very well. It is very stable on tow and in general, in all phases of flight. Stall and spin behaviour is satisfactory. As it is a large ship, it requires substantial inputs of rudder for a coordinated turn, although not more than a Twin Astir.

It thermals easily at 80 km/h and climbs beautifully in every condition. Thanks to the low wing loading and low stall speed (65 km/h), I-DURI can easily outclimb most of today's gliders. The bad part is penetration in headwind which is rather poor and mandates cautious cross-country flying on windy days.

But if one miscalculates the day and has to land out, just relax: due to the extremely effective airbrakes and the jettisonable "landing gear" I-DURI is easy and safe to land on the shortest field.

Flying the CVV8 is very pleasant, but it also comes with some additional fun when it is lined up on the runway amongst such super ships as ASH25 Nimbus 4s, DG500 and the likes: Visiting pilots most often pass by the new machines, get close to the "Old Lady" and say.

"This is really beautiful. What is she? It is not Bergfalke, a Rhoenadler a Condor a Breguet, a Ka7, what is she?"

## Spanish News

In VGC News No96 we were a little premature in reporting that Christian Haro was building a Rhönbussard. Our representative in Spain, Ignacio Colomo, has investigated this and now tells us that it is a model that is being built, not a full size glider. He has also sent us a list of classic or oldtimer gliders in Spain,

Type	Number	State
Swallow	15	5A
HP-14	1	S
K 4 Rhönlerche II	4	S
Ka6	3	1A
Ka7	2	1A
Ka8	1	A
Spatz	10	?
AVIALSA Fauconnet (Spatz)	2	1A
Bergfalke III	7	4A 3S
Bergfalke II-55	3	A
NORD 1300 Baby IIb	1	R
Goevier	1	E
LO-100	1	E
Fauvel AV-36	2	S
Fauvel AV-361	1	S
AISA Weihe	2	1S, 1E
AISA Kranich II	1	E
AISA Kranich III	1	E
AISA SG-38	9	4E, 5S
Slingsby Sky	1	E
SZD-24 Foka-4	3	1E, 2S
SZD-30 Pirat	34	10A
Blanik L-13	52	15A?

A= Airworthy, R= Repair, E= on Exhibition, S= Stored.

Ignacio is continuing to research the list particularly the ones with a question mark.

He has also listed the registrations etc where known, of every glider on this list. What a stupendous piece of research!

## SWEDISH NEWS

AKE ANDERSSON in Sweden has sent us the following news at the end of April 1999. His Club at Eskilstuna has the following old gliders airworthy: Anhänger, SG.38, Grunau Baby 2B and T.21b. To tow them are the vintage Bückers, Polikarpov PO 2 and later the Volvo engined Cessna, which should be a really interesting towplane. It was developed by the Eskilstuna club, which was a great achievement. We wonder whether for the first time, vintage Swedish gliders or aeroplanes (or both) will be attending our International Rally at Avenotft.



Peter Svensson and Rolf Algotson are part owners in this EON Olympia which was built in 1960. It is usually flown at Kronobergshed in southern Sweden.



Peter Svensson and Rolf Algotson are also part owners in this T21B which has just been restored. This glider also flies at Kronobergshed.

### Swiss News

From Hans Peter-Detmer we have had the following list of gliders owned or operated by his club, The Oldtimer Club Schänis (OCS)

- 1) Moswey III, built 1947, HB 374, bright yellow, owned/operated by the club
- 2) Karpf-Baby, HB 494, bright yellow, airworthy, owned by the club and flown by all club members who are interested.
- 3) Ka6 HB 703, beige, airworthy, owned by the club and open for operation by club members.
- 4) Rhönlerche, HB???, just started to be rebuilt completely, owned by the club.
- 5) Spalinger S-18, probably never to be brought back to flyable condition, heavily painted over with Dispersion-colour, but still an exhibition item in a local museum for the next few months.

Hans adds that to bring the Rhönlerche back into the air again his group will either have to find more fans of our hobby who can spare their time and skills to the project, or invest large amounts for a professional rebuild. Both are far from being found yet!

## Book Review

“FALKEN-HORST” (Falcons’ Nest), The Story of the Scheibe aircraft. by Gerd Zipper. Herbert Weishaupt Verlag. A-8342 Gnas, Austria. Tel: 03151-8487. Fax: 03151-2024, E-Mail weishaupt@styria.co.at. Printed in Austria.

This is a well produced book with countless photographs and 3-view drawings on every type of sailplane, motorglider, aeroplane and UL aircraft that the firm of Scheibe produced.

Although it is in German, enough is there to interest every Scheibe enthusiast with its comprehensive technical data sheets etc etc. Egon Scheibe was one of the three great builders in Germany after the war (the others being Schempp – Hirth and Schleicher) and, as his aircraft were the cheapest, they outsold all competition. There are great numbers of them about all over the world, where they are known for quality combined with safety and good performances. The East Prussian Kurt Schmidt, having built the 2nd Mü 13 “ATALANTE”, became the greatest single seater Mü 13 ace before the war and made his adopted home Holzkirchen in Bavaria so that he could build the “MERLIN”, with help from Egon Scheibe, and of course he was there to develop and test subsequent Mü

13ds. Kurt Schmidt built the slightly modified version “ATALANTE” afterwards and won the 1936 Rhön Contest with it.

Egon Scheibe worked originally, and sometimes in conjunction, with the Munich Akaflieg and the first aircraft he was involved with building was the Mü 8 low winged aeroplane in 1933. There was also the Obs Urubu of 1932. This was a 3-seater “Observatory” sailplane.

The first 26 pages of the book deal with the pre-war Mü 10 and Mü 13 single seaters. For the first time, there are photos and 3-view drawings of the “MERLIN”, the first single seater Mü 13, although the 3-view drawing does not reveal that the “MERLIN” had flaps which are indicated in a photograph of the “MERLIN” derigged. On page 78, there are two photographs of the Mü 13M with engine. This was the “MERLIN” modified to have an engine in its nose in 1936. Thus the “MERLIN”, apart from being the first Mü 13 built, was also the 3rd Mü 13 single seater built, but now it had an engine. It should be remembered that original Mü 13 single seaters had square cross sectioned fuselages to accommodate either a passenger, or an engine beneath the wings. It was not until 1943 that Ludwig Karch designed triangular cross sectioned fuselages for Mü 13s. Although there is no 3-view drawing of the Mü 13 “ATALANTE” (the 2nd Mü 13), there are excellent photos of it, and also of its forerunner, the Mü 10 “MILAN”. It seems that the British Scud 3 Auxiliary (i.e. powered) was one year before this.

Again, the photos of the Mü 13m reveal wing flaps. Perhaps, it was modified later not to have flaps? The Mü 13m also had a retractable undercarriage consisting of two small wheels together. This was Scheibe’s entry into the motorglider field!

For its well reproduced, good photographs, its 3-view drawings and data alone, this book is well worth having for every Scheibe aircraft owner and every aircraft historian, even if they can understand no German at all. *C.Wills*

### “GLIDING 1930-1945”

This is the first Japanese gliding book that we have seen. (No publisher or price could be discerned because C.W. does not read or speak Japanese)

It is of great interest primarily because it is a Japanese book that starts at the back and is opened in reverse. Reading is also from vertical sets of characters from top to bottom, from right to left. These characters can in some cases be read horizontally, from right to left. There are very interesting photographs of Japanese gliding and gliders from 1930, Towards its end are many good 3-view drawings and photographs of Japanese gliders and sailplanes and of course the WOLF and prototype MINIMOA which were brought in by Wolf Hirth’s party in 1936 and the OLYMPIA MEISE, which was scheduled to be built in every country from 1939, so that each country’s pilots could fly identical machines in the 1940 Olympic Games in Helsinki, which were not held due to outbreak of war. We believe that the Japanese built at least 6 MEISES. Of particular interest are the wing sections chosen for the Japanese gliders, ie. Göttingen 535, and NACA 4418 and NACA 64018. (the latter profile was that used during the 1950s for the World’s best sailplanes). If it was used by the Japanese, they were using it 15 years before anyone else! Clearly good performances were obtained from small span sailplanes. The 3-views indicate that the Japanese did have some beautiful and impressive sailplanes. As numerical figures are the same as ours, there is no problem in understanding what they refer to. This book should be of special interest to aeromodellers who wish to try something new.

## Segelflugzeug B 6.

This was a further development of the successful 1937 B 5 of the Flugtechnische Fachgruppe of the Berlin Technical Highschool. Whereas the B 5 used the wing profiles Goettingen 549-497, The B 6's wing profile was NACA 23012. This, with its double wing (Junker's flap) became more similar to the NACA 43012.

The fuselage's nose was of welded steel tubes. The rear fuselage was a wooden tube from the rear wing/fuselage pick-up point. For the first time, hardened paper was successfully kaurite glued to the plywood covering to form bearings for the control push rods.

Special care was taken to keep the wing and its tips, and the tailplane well above ground, so that they should not suffer damage.

Its claimed max.L/D of 1:33 from a wingpan of 16 m. was good for that time. It was similar to that of the 19m wingspan Reiher.

As with the B 5, rigging and derigging the B 6 was quick and easy.

The fate of this sailplane is unknown to us. We have no record of it having taken part in the 1941 Akaflieg Meeting in Bavaria, or of it having survived the war. Perhaps it was destroyed during the war in Berlin ?

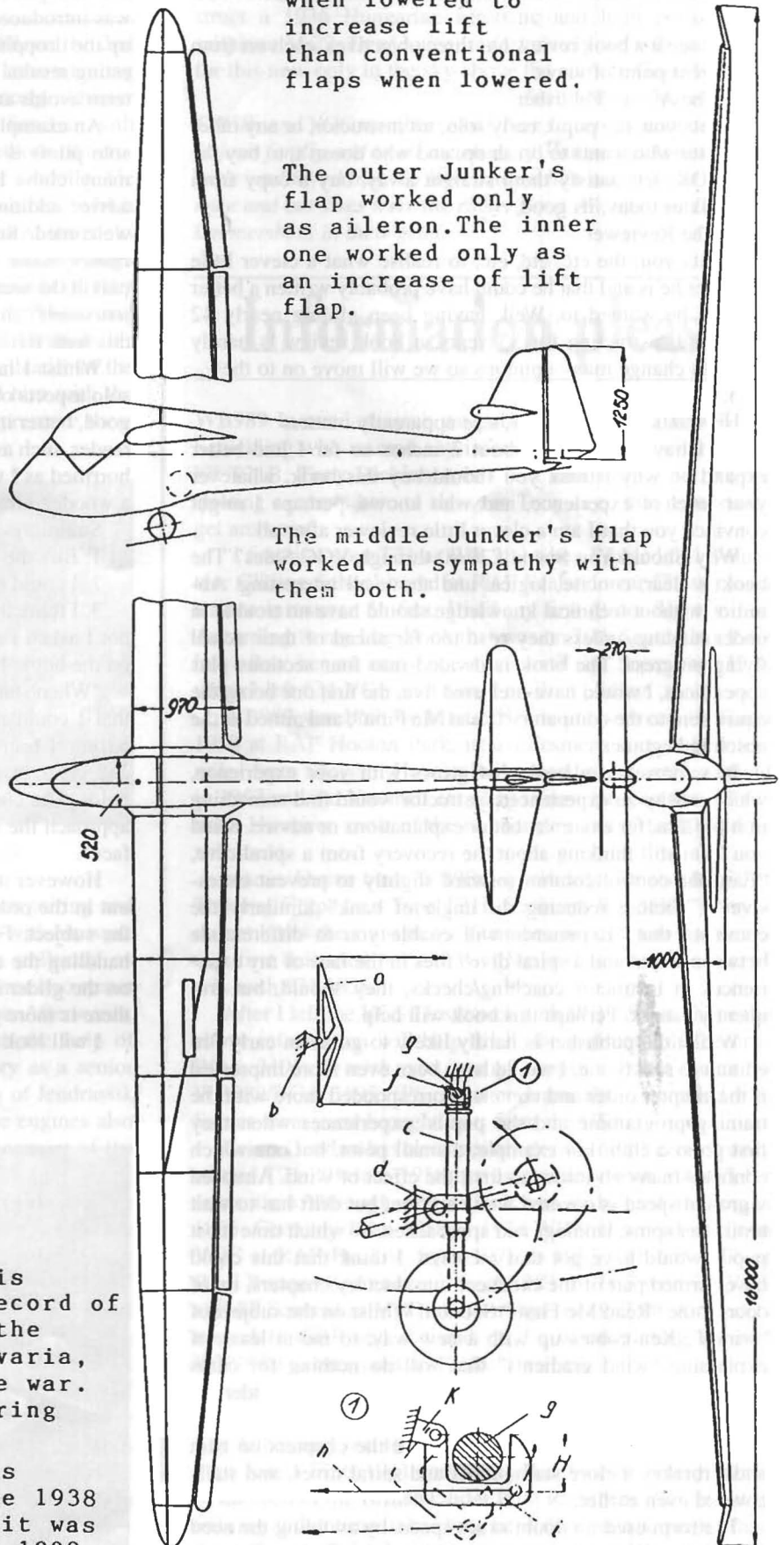
It will be remembered for its brilliant performances in the 1938 and 1939 Rhön Contests, when it was flown by the pilots Peter in 1938 and Schuchardt in 1939.

The 3-view drawing has been reproduced from the "Flugsport" of 3. August 1938.

The double wing (Junker's Flap) gave less drag when lowered to increase lift than conventional flaps when lowered.

The outer Junker's flap worked only as aileron. The inner one worked only as an increase of lift flap.

The middle Junker's flap worked in sympathy with them both.



Altering the flap settings automatically trimmed the elevator, which also could be trimmed by the pilot.

**"THE GLIDER PILOT'S MANUAL" 2nd Edition by Ken Stewart**

Published by Airlife Publishing Ltd. Available from VGC Sales.

As I see it a book review has three objectives, each set from a different point of view:

1. The Author/Publisher

Wants you, the pupil, early solo, u/t instructor, or any other instructor who wants to brush up, and who doesn't, to buy the book. OK, lets satisfy them straight away, buy a copy from VGC Sales today, its good.

2. The Reviewer

Wants you, the etc, etc, etc, to realise what a clever little reviewer he is and that he could have probably written a better book if he wanted to. Well, having been gliding nearly 42 years and instructing for 33 years, a book review is hardly likely to change many opinions so we will move on to the

3. The Editor

He wants column inches, size apparently matters

As I have only filled about 2 inches so far I had better expand on why I think you should buy this book, whatever your level of experience, and who knows, perhaps I might convince you that I am a clever little reviewer after all.

Why Should You Spend £20.00 through VGC Sales? The book is clear, concise, logical and above all interesting. Ab-initios without technical knowledge should have no trouble in understanding, unless they read too far ahead of their actual flying progress. The book is divided into four sections plus appendices, I would have preferred five, the first one being the equivalent to the computers "Read Me First", and aimed at the absolute beginner.

It is, however, a book that grows with your experience, which is why an experienced instructor would find something in it for him, for example, better explanations or advice. Mind you I am still thinking about the recovery from a spiral dive, "Ease the control column forward slightly to prevent excessive "g" before reducing the angle of bank" Similarly the comment that "Experience will enable you to differentiate between a spin and a spiral dive" flies in the face of my experiences in instructor coaching/checks, they should, but frequently cannot. Perhaps this book will help.

Whilst the publisher is hardly likely to go to an early 3rd edition to satisfy me, I would have been even more impressed if the chapter order and contents corresponded more with the training programme and the pupils' experiences when they first go to a club. For example, a small point, but one which confuses many ab-initios at first, the effect of wind. Airspeed v ground speed is covered well early on, but drift has to wait until after spins, landings and approaches, by which time most pupils would have got that message. I think that this could have formed part of the excellent introductory chapters, in, of course, the "Read Me First" Section. Whilst on the subject of "winds", Ken comes up with a new way, to me at least, of explaining "wind gradients" that will do nothing for clubs crockery bills, involving pulling the table cloth from under the china.

Thus I would have also liked to see the chapters on trim and airbrakes, before stalls, spins and spiral dives, and stalls covered even earlier.

The form used no doubt saves space, by avoiding the need to repeat earlier items but in more detail, but it does indicate the difficulties of writing a book for a wide range of experiences.

Having spent years trying to remember that "aiming point"

is now "reference point" and that "incipient spins" were in fact "stalls with wing drops" I was disappointed to find that Ken has brought back the "incipient spin". I believe the change was introduced to avoid pilots doing what I was taught, "pick up the dropping wing with a boot of rudder", often with interesting results. I much prefer the "stall with wing drop", as the term avoids any possibility of confusion with spin recovery.

An example of how the book would help even experienced solo pilots is the advice given on flying flapped gliders, not many clubs have flapped two seaters so any explanation/advice additional to briefings or the aircraft manual is to be welcomed. Similarly the Appendix on the use of tail parachutes make interesting reading, VGC Members who took part in the search at the Wachtensberg Rally for my accidentally jettisoned "chute", and finding only a cannabis plot, will read this with fond memories.

Whilst I have concentrated my review on the pre / early solo aspects of the book its more advanced chapters are equally good, better in fact as they are geared to the more experienced reader, such as the VGC member, who, incidentally, will be as horrified as I was to see that not one illustration was based on a wooden aircraft.

Summary

1. Buy the book, despite the nit picking

2. I could not write a better one

3. I think the column inches are just about right, but in case not I asked Pat Goodlad, as an ab initio to add her comments on the book, here they are: *Ian Dunkley*

"When starting the book I believed it would confirm to me that I could not understand the rudiments of gliding, I was wrong. I found it not only easy to grasp but also interesting and clear in its description of gliders, instruments and airfields. The clarity of "Dos and Donts" gave me confidence to approach the subject, without the fear of getting "egg on my face".

However it would have helped if the chapters had been set out in the order that a novice would have been introduced to the subject. For example, the chapter on the gliding site and handling the aircraft on the ground, coming earlier than that on the glider its self. The sooner a would-be pilot learns that there is more ground handling than flying the better.

I will look forward to understanding the rest of the book."

*Pat Goodlad*



*Mike Beach's latest superb restoration, a Slingsby Cadet as it would have been in 1943, when Slingsbys were building five Cadets a week. Here it is at R.A.F. Halton.*

# Obituary

LAJOS SCHMIDT passed away at the age of 88, on the 2nd of February 1999 in Budapest. His name is well known among sporting aviation pilots and especially also among oldtimer glider pilots in many countries. He became familiar with gliding and with the repair and construction methods of aeroplanes as a young apprentice joiner in 1934 at Gödöllő. He was soon captivated by the construction of aircraft, which were at that time mainly built of wood. He mastered the tricks of building and repairing them. He made use of his knowledge obtained in the workshops of the 40s, on the airfield of Harmashatarhegy, repairing such gliders as Goevier, Meise and Minimoa without documentation. They came through his hands as if they were works of art. In 1944, the leader of the National Aviation fund, Laszlo Hary, entrusted him with the care of the Harmashatarhegy premises and to preserve them for the future.



Lajos Schmidt "at home" in his workshop

He did not fly much but he took pleasure in repairing and building aeroplanes. After the war, he carried on with his work at the Budaörs central workshop. Aeroplanes collected as wrecks were rebuilt and the first high performance two seater sailplane "Fergeteg" was built under his direction. Afterwards, having to leave this facility, he managed with the help of friends to take employment at the Ganz factory as a senior mechanic, and there he worked on the assembly of Jendrassik engines. He took part in the development of the engines also and, by doing this, he contributed to the enhancement of the reputation of the Ganz factory.

In 1970, he retired but he did not rest. He worked in the water department of the Budapest Sports Association. At the first "trumpet call" he returned from his exile to the magic environment of flying. Particularly important for VGC members, was his construction of the replicas "Vöcsök" (of 1938 vintage) and "Cimbora" (of 1941 vintage), which achieved great acknowledgement for Hungarian aviation at several International Oldtimer meetings. The reconstruction of the aeroplane "Fecske" from the heroic age of flying, was also his work. This aeroplane is now in the Hyatt Regency Hotel in Budapest, as decoration. He participated in the restoration of aircraft for the Museum of Transport, and the construction again of many historical aircraft. One of his best was the "Farmadar" light aeroplane.

Our friend Lajos was deservedly regarded as an artist in his profession.

His name and work will be acknowledged by aviation

history and by his friends. Life was devout for him, because in his active years, he could work on aircraft.

During the last decade, we had a cherished plan to reconstruct a 1936 Hungarian aerobatic and high performance sailplane M.22. Dear Lajos, unfortunately we will have time for this now only in the sky above the cumuli. Good-bye."

*Imre Mitter, György Mezö.*

*C. Wills and VGC members send their sincere sympathies to all Lajos's family and to all members of Hungarian Aviation who knew and loved him. To have known him was a great experience and our lives were the richer for it. We join our Hungarian members in their grief.*

## Information please

**WB989** In our last issue we published a request from Klaus Schickling who wanted any information on the earlier life of his T21B. **Tony Dickinson** has sent him a reply but we are quoting excerpts here to show, as Tony says, that requests do get answered:

"I first met your T21 as WB 989 when I joined 631 Volunteer Gliding School based at RAF Sealand near Chester, as a trainee instructor. In fact, I had my first glider flight in her. According to my Log Book that was on 20th September 1969 but I flew her on many occasions until 3rd September 1978 when I left 631 VGS and started civilian gliding.

WB989 was built by Martin Hearn Ltd between 1946 and 1950 at RAF Hooton Park, near Ellesmere Port, only a few miles from Sealand. Hooton Park closed as an active airfield in 1957 and the Vauxhall car plant is now built on the old airfield. However, most of the old hangars and airfield building still stand.

Martin Hearn built WB989 specifically for the RAF/Air Training Corps as a Type T21B Sedburgh TX MK1. Sorry, I do not know the constructor's number nor do I know where it was first delivered but it was at Sealand for the nine years I was with 631 VGS.

After I left the VGS I lost touch with WB989 but I hope the above information will help fill in the gap until she became BGA 3195. I wish you many happy airborne hours in WB989/BGA 3195. (PS, Martin Hearn also assembled F86 Sabres from parts brought over from the USA.)

**Brian Headon** has also unearthed some of the early history of this T21: "Before 1958 it was probably with 106 GS for some time although this school was disbanded in August 1955. Certainly from 1958 to 1978 WB 989 served with 616 VGC at RAF Henlow, from 1978 to 1983 with 635 VGS at RAF Burtonwood and then from 1983 to 1987 with 631VGS at RAF Sealand as Mr Dickinson says. In 1987 the Air Cadets moved to GRP and the end of the wood gliding era and WB989 was taken out and sold.

### Grunau Baby

The father and son team of Peter and David Underwood fly their Kite 1 in its 1941 camouflaged colours in remembrance of the men of the British Glider Pilot Regiment who flew it in training at that time. It has long been their wish to prepare and fly a Grunau Baby in Luftwaffe, or perhaps Wehrmacht Luft markings, in order to remember the German military pilots of that time.

The GB is nearly ready for finishing in the standard cream

colour and fuselage crosses. The problem is that they don't know what markings to apply. They would like to use the appropriate numbers/letters of a GB associated with an assault/transport unit of WWII Can anyone, particularly German members advise them of some appropriate markings?

#### Inspection of a Ka 4 Rhönlerche.

Sydney Emmerson, of Ringwood in Hampshire, is asking any qualified person who can get to a farm near the M62 at Howden, North Yorkshire, to go and have a look at the Ka 4 which is still in its trailer where it has been since its last flight in 1991. The glider is owned by Mr R. Andrew, Tel 01430 431752 who will be contacted by Mr Emmerson prior to the inspection. The latter's phone number is 01202 873317 and any reasonable expenses will be reimbursed.

If a purchase is achieved Mr Emmerson will want to borrow plans and documents for the restoration. Are there any available?

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## Letters

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*From Barry Smith,*

How civilised to be engaged in a correspondence on semantics in the pages of VGC News!

If, as I believe, "oldtimer" is an English word used by the Dutch that sounds silly to the English and if, as Tony Maufe suggests, "vintage" is a French word used by the English that sounds silly to the French, we are left with "classic" as a description of our gliders

Perhaps Tony would tell us that that word can only properly be used in reference to the best works to be found in Greek and Latin literature, and he would be right.

Why don't we just call them old gliders? Or, if that is felt to be too perjorative, we could follow the model of political correctness and call them senior sailplanes.

Ary Ceelen makes, if I understand him right, a plea for some humour on the subject. My original letter did contain a modest effort in that direction. To understand it, however, it is necessary to know that "athletes' foot" is a colloquial expression used by the British to describe a form of mycosis, an irritating and highly contagious fungoid disease of the foot.

Doubtless the Dutch have another word for it. Or, more probably, the duckboards at Dutch swimming pools are kept so spotlessly clean that they never catch it.

I wonder when the editor will get fed up with all this and tell us all to go away! (*Perhaps now would be the best time to cease this correspondence; my thanks to all the readers who have brought some humour to bear on this subject. The club has taken note of the various comments made and the new Logo now reflects the club's interest in Vintage, Oldtimer and Classic gliders whatever these names mean to you.* Ed)

*From Jim Robson, Princess House, 19 Cliffe Park, Seaburn, Sunderland, SR2 9NS*

*His comments on the last couple of issues of VGC News:*

When I had 31 G.S. at Usworth we were responsible for the 16 year old age limit. We had a big ATC boy who was at the "Hop" stage in our Kadets. When pulled up to about 50ft, still on the wire, it was obvious he was about to stall so the winch driver gave him a bit more "pull". Unfortunately, he still held the stick too far back so more "help" from the winch.

However, when he was vertically above the winch (which stopped, of course) he stalled and landed nose first onto the barbed wire fence at the perimeter of the airfield. When we got there he was "out" with head and shoulders in a bloody mess. After rushing him to hospital, where he came round, they cleaned him up, - result one gashed left ear lobe, and no other injury, but we found out he was only 14 years old. This resulted in the age limit orders which still prevail in Britain today.

Speaking of stalled approaches, in the Spring 1998 issue there was a photo of Stuart Morrison in the Short Nimbus. You may like to see a picture of the aftermath of Stuart's stalled approach at Usworth. Dashing across to the write-off we found him, still strapped to the seat, holding the stick in his right hand and not a scratch on him! It speaks well for the old spruce, ply and doped fabric construction. No sharp bits of plastic skin etc. He was at the negative circuit level, thought he was a little low at 100ft and tried to stretch his glide!

One does learn the tricks of the trade, the advert for the "Wash-in wash-out" leaflet stirred my memory to my first King Kite take off. George Heaney, who was winching hadn't realised how heavy she was, I got a tentative mushy pull, got up to about 15ft when I felt the starboard wing drop. "Don't try to raise a stalled wing by applying aileron" I remembered. I slammed on full left rudder and the increased "yaw" speed brought the wing up in time for me to level her and for George to realise he needed more "umph".

Similarly, the photo of the rubber shock absorbers recalls that when I had that "illegal" Moth Minor, with no tailwheel, a Kadet solid rubber just fitted the tail fork nicely.

As far as oldtimer's memories go, I flew a Křanich at Saltzmitter when at the RAF Recreational Gliding School. I met Wolf Hirth who autographed my 1938 Gliding Certificate. I never met Kronfeld but his wife was staying with Mrs Walker who had the "Castle" Inn at Benson where the Photo Recce (Reconnaissance) pilots used to go. (She closed the bar at the legal time but invited us into her own room at the Inn.

Oh! the photo of the Falcon 1, in 1947 the AOC No 64 Group wanted to see some gliding. So I had to take three instructors down to Sutton Bank for the weekend. We lived in the officers' mess at Dishforth and motored up to the Bank every day. There was a Falcon 1 there and the weather was good with a tendency for morning mists over the top. But the Falcon was gorgeous - on one demonstration I did some ridge work and then ventured into the low cloud-the Falcon was so stable that in steady air it was possible to take one's hands and feet off and she just flew! It has remained one of my most pleasant flights. Another, when I was at Saltzmitter, Adolf, the German Instructor/ ground engineer, hauled out an SG38 to the top of the ridge - we were actually operating at the bottom of the ridge with Grunau Babies. He asked for a volunteer to fly her down to the bottom. I don't think many of the ATC bods of the Gliding Schools had experience of a Primary so I was lucky. The ridge was a few hundred feet above the valley: I got a good launch hauling her up to about 900ft above the floor and started to circle around to land. However, over the cornfield I felt a thermal, circled and got her up to 1500ft, or more before I lost it. When I landed, Adolf said to me "I thought you were going to do a cross-country" But it was marvellous, nothing in front of me but the stick, rudder pedals and the skid.

By the way, if you are ever stuck in the club owing to bad weather you might like a few anecdotes to read of "Dad's Air



Force" I sent a copy to the RAF Museum at Hendon and they found it sufficiently interesting to write to me and ask for my log books which they microfilmed and returned. I sent an account of the founding of No 111 Squadron Air Defence Cadet Corps (1938) to the Air League and this resulted in me being made an Honorary Member of the Air League.

After a long life I can recall:

Zeppelin going down in flames near Hartlepool

1st flight in an Avro 504K (in Cornwall with an anonymous barnstormer)

Grebes, Gamecocks, Siskins, Fairy Flycatchers dive bombing at Hendon Air Display

Nick Comper and his Swift at Heston

Clem John and the first Autogyro at Hanworth

General Balbo's formation of flying boats going to America

Amy Johnson at Sutton Bank

Escaping from an Me 262 jet, 20,000ft over Berlin (when Jim was in an unarmed PR Spitfire)

Ferrying to Aboukir and to Cappodicino

Churchill arriving at Bordeaux for a holiday at Biarritz

Running the Government dispatches to the Potsdam Conference and "upstaging" our American allies on occasion

Altogether, an interesting life

Numerous stories, line shoots, occasionally sad, but definitely "learning about flying from that".

## Classified Adverts

Small advertisements are free to members and are charged at the joining rate for non members (see centre pages). Send your adverts to Graham Ferrier, address below.

### FOR SALE

**SZD 12A Mucha 100.** Good condition. C of A to July 1999. 360 Channel radio, Audio/ Electric Vario, Two trailers one open and one covered £3000 ONO Tel John Finnan 010 353 507 31848

**Elliott Olympia 463 'BTN'.** Built 1965, Serial No 22, in good original condition with original log book, basic panel including XK10 electronic audio variometer. All inspections and mods up to date, fresh Ceconite fabric on wings and tailplane/elevator, aerotow and winch hooks, tow out equip, dry and serviceable steel/alloy trailer, regularly used. C of A valid until August 1999. Oxygen equipment included. Wired for Garmin GPS 55, Icom radio and EW barograph, which are available if required. Quick, easy and light to rig, and a spacious cockpit with a great view! £3250 or offer. Based at Parham. Steve Thompson, 01403 891752 (Horsham)

**The sole example of the Mk2 Harbinger.** 18m span, 2 seat high performance sailplane. This is the last remaining example of Waclav Czerwinski's aerodynamic design. He was the best pre-war Polish designer and was responsible for the great CW and PWS sailplanes which were all taken to the USSR in 1939 and never seen again but we can see the ghosts of those sailplanes in the Harbinger today. A Mk1 version was built in Canada after this one but only flew 25 hours and is now stored in the museum in Rockcliff, Ontario. The Mk2 was built by Fred Coleman and it first flew in 1958. Beverley Shenstone worked for Lippisch on the Wasserkuppe, Junkers, Supermarine and BEA. The design came 5th in the 1947 BGA two-seater design contest, solely because at that time the BGA wanted side by side seating for instruction. (Only one of the

other entrants was built but its flying was soon ended due to bad spinning characteristics) In the Harbinger are many masterpieces of Shenstone's design and engineering. It is also an excellent solo machine Offers in the region of £9500 to Austen Wood Tel 0161 4874522 or Geoff Harrison Tel 01709 369678  
**Wassmer W22 Super Javelot** 1963, in good flying condition. The only example in the UK. Best glide ratio 30/1, wooden trailer, barograph, electric vario, radio and parachute. £2500 ONO Eric Hill Tel 01623 514071.

### Ka7 or Ka13 Wings

Any K7 or K13 gliders lying around useless because of a broken wing or two? There is a solution to the problem. Jan Coetzee of Bloemfontein, South Africa is building high quality wings from original German specifications for the export market. For more information contact:

**Wassmer 28 Espadon** date of birth 1974, state "go for flight" until 06.06.99, 1610 flight hours. Standard instruments, Good looking, Trailer, Possibility to visit in Falaise Aerodrome 30 Km South of CAEN Calvados, France. The price is 30.000 FRF Hubert PLOYET. Hubert.Ployet@wanadoo.fr

### T21.& T31 Parts

The Camphill Vintage Group have nearly finished their T21 project and have some spares, including a wrecked fuselage, a good rudder and tailplane/elevator and a rather sad wing or two.

We also have a T31 with good open trailer ready for restoration in quite good condition which we will not be restoring as we want a single seater next. Sensible offers around £400 welcome, bearing in mind we want the space and need some money to finish the T21. Ian Dunkley, c/o Derby & Lancs Gliding Club, Tideswell, Buxton, SK17 8RQ

**Weihe** with modified nose and canopy. In good condition but must sell because owner has another Weihe. Contact Gerd Hermjacob, Kahlertstrasse 34, 33330 Gütersloh 1, Germany.

**Mucha Standard** presently in Ralph Jones' hangar at Lasham. May require some work but will be burnt if not taken away. Contact Ralph Jones, Tel 01488 71774

**Ka4**, C of A expired, some damage, no trailer, Offers to R. Andrew Tel 01430 431752.

*In the last issue we reprinted many of the adverts we had received for earlier editions but where the gliders concerned had not been sold. This was done to try to help the owners and to keep the gliders flying. One person objected to us doing this without permission but we still believe it is a worthwhile exercise so we have no reservations about reprinting some old adverts again in the hope that this time buyers will come forward. Ed*

**GOEVIER 3 BGA 1783** (damaged, but it was partially repaired by the late Mike Garnett.).

It was Ken Crack's second Goevier, which he obtained from Freiburg im Breisgau (Aerodynamic Institute) The components remaining are the Fuselage, Tailplane and some parts of the wings together with a frame for the original canopy. The fuselage may be worth having as a spare. It is located at the Caingorms GC (Fechie Bridge, Scotland in its trailer which may need some attention.

Owner is: Stewart Baxter, 430 Julian Court, Cadham, Glen Rothes, Fife KY7 6SR, Scotland. Tel: 01592-620282. Not much of the wings are left. Stewart Baxter would sell it for a nominal sum. Some wing drawings exist at Chris Will's home but more would have to be found. 21 Goevier 3s were built by Schempp Hirth from 1951-1954. BGA 1783's Werk Nr. is 404. Its first German registration was (believe it or not)

D-0001. This later became D-8761. It was the fourth Goevier 3 built.

**FOKKER BUILT (1948) GOEVIER 2** ex PH-181, with a broken wing. It was airworthy until last year in Zimbabwe. Rescue needed. Contacts: Harvey Quail, 8 Clay Bank Road, Windsor Park, Gwery, Zimbabwe or Mike O'Donnel, 21 Quorne Avenue, Mount Pleasant, Horare, Zimbabwe.

**BAC-7**, designed in 1931 as Britain's first two seater glider and it was flown solo Cross Country on flights of 13 kms etc, by Eric Collins in 1933. This is a recently built replica of a famous type. Its wings are from a 1935 Drone but its fuselage and tailplane were built by Michael Maufe in 1991. It has only flown 38 hours since then. It has a custom built closed trailer. The glider thermal soars well and is in Concours d'Elegance condition. Offers to: Michael Maufe, (its builder) on 01943-608910, or to Tony Maufe on: 01603-872737.

**SCUD 2**, BGA 231. This is an original aircraft from 1932 and must be the oldest airworthy glider in Britain. The type held many British national records, including a Height Record in 1934 of over 8,000 ft, flown in cloud from Sutton Bank by Mungo Buxton. It has been immaculately restored to 1934 condition by Michael Beach, 24 Coal Park Road, Twickenham, Middlesex. Tel: 0181-8929975.

**ZLIN 24 KRAJANEK**, BGA 655. This is a 1947 Czech built intermediate sailplane of Grunau Baby 2b class. It was immaculately restored by Mike Birch and won the VGC Best Restoration Prize for 1993. Ladislav Marmol imported it from the Brussels Show in 1947 and he flew the British Duration Record of over 33 hours in it on the slope at the London Gliding Club. Offers to: Graham Saw, 16 Prince Andrew Close, Maidenhead, Berks. SL6 8QH. Tel: 01628-776173.

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

**EoN OLYMPIA & Trailer**. Stored at Portmoak, Scotland. Information from Cliff Jeffery. Woodborough Hotel, 2 Belle View Avenue, Doncaster, South Yorkshire DN4 5DX. Tel: 01302-361381.

**EoN OLYMPIA Works No. 081**. Just restored. Full panel includes electric vario, Audible, Averager 12 volt Turn & Slip and Horizon, Barograph, Radio and a very easily towed aluminium covered trailer. Aerolite glued £3.650. Colin Street, 7. Sharpthorne Close, Ifield, Crawley, Surrey RH11 0LU, England. Tel: 44 (0)1293-543832. Fax: 44(0)1293.513819.

**EoN OLYMPIA 2B** BGA 1692, Works No.120, which was assembled in 1959. It weighs empty 454 lbs and can fly with cockpit loads between 135 lbs and 216 lbs It is Aerolite glued.

It will have a C of A but it has no trailer. Offers should be made to: Martin Breen, The Old Post Office, Amersham Road, Hazlemere, Bucks HP15 7PY. Tel: 01494 535005.

**NORD 2000** (1947 French built Meise) in Armée de l'Air colours. Beautiful condition with C of A. Winner of VGC Performance Prize in 1998. Available only reluctantly because owner has too many gliders. Sensible offers to: Barry Smith Tel: 08145-597169.

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

**BERGFALKE 2/55** with open trailer. FSG 40 Radio. Electric Vario. £1,500 o.n.o. Offers to Jochen Kruse, Ortbrook 23B, 25436 UTERSEN, Germany. Tel: 0049-4122-41254,

**SCHLEICHER Ka-2B**, Werk Nr.894, built in 1960. Its complete restoration ended in 1997. Open trailer or original trailer. Contact: Henri (Henrard Firmin?) Tel: 0032-2-270 90 84.

**SLINGSBY PREFECT** Prototype, G-ALLF / BGA 599. Built 1946 prior to military and club production. 34 hours since full restoration, good open cockpit performance. Excellent aluminium trailer. £4500 Tel 01823 68157.

#### WANTED

Complete aircraft or parts for **BREGUET 905 FAUVETTES** for a BREGUET HISTORI CLUB that has been formed at FAYENCE.

Offers should be sent to: Guy Uriot, Aérodrome de Fayence 83440. France.

**Bob Gaines from Georgia USA**, who is the President of the Vintage Sailplane Assn wonders if anyone returning from Aventoft to the UK with an empty towing hitch would be willing to tow a trailer containing a Schweizer 1-26A. Naturally, all expenses will be covered. Bob can be contacted on email at nolaminar@aol.com or via the Editor if you don't have email.

**German Grunau Baby 2B-2 Drawings**. (for Bulkheads and Dive Brake Drive in fuselage and wings.) These may be marked with the official RLM (Reichsluftfahrt Ministerium) Code for Grunau Baby 2bs 108-49, not with the name of the type. Chris Wills has an enormous collection of GB 2B drawings which he has copied for an American and for the German Gliding Museum (Wasserkuppe). Both have informed him that the above drawing plans are missing. The whole set will be needed for microfilming soon. Should anyone have the missing prints, would they kindly allow C.Wills to copy them. His address is "Wings", The Street, Ewelme, Oxon OX10 6HQ. Tel: 01491-839245. Fax: 01491-825121.

*Front cover:* Mark Wills took this picture of Richard Moyses's Sky (BGA 685) coming in to land at Wachtesberg in August 1997.

*Back cover:* Glyn Fonteneau's wonderful 1/4 scale model of the Short Nimbus

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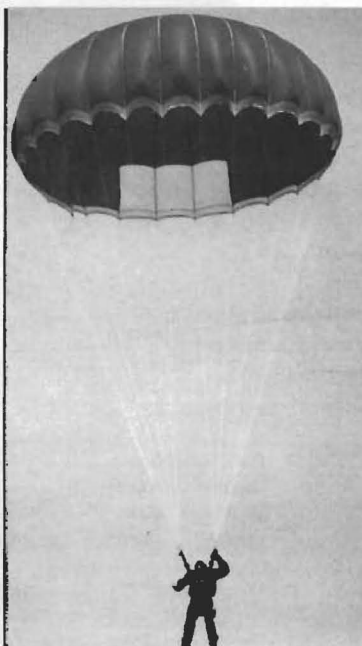
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