

01-212-7968



The Vintage Glider Club of Great Britain

NEWSLETTER

No. 41

Autumn 1981

The Vintage Glider Club has great pleasure in announcing that, on the 10th July 1981, the following letter was received from the General Secretary of the Royal Aero Club of the United Kingdom.

To the President of the Vintage Gliding Club

"It gives me great pleasure to inform you that the F.A.I., acting upon a nomination from the Royal Aero Club and the British Gliding Association, have decided to award Honorary Group Diploma for the current year to the Vintage Glider Club of Great Britain.

The F.A.I. awards will be made at their annual conference in Tokyo, this October, but assuming that you would not be able to attend, Ann Welch, our British delegate, will be pleased to collect the Diploma and bring it back to this country. We would then hope to present it to you at our own awards ceremony later this year when the presentations will be made by our President, H.R.H. The Prince of Wales. I shall, of course, let you know as soon as the date and venue are finalized and I do hope that you will be able to attend and receive the award on behalf of the Vintage Gliding Club."

The General Secretary has now informed us that the annual awards are to be presented this year on Thursday, the 19th November, in the Mountbatten Suite at the Royal Aero Club, Pall Mall, London.

It is regretted that tickets will cost £10.00 each. They can be obtained from: The General Secretary, The Royal Aero Club, Kimberley House, Vaughan Way, Leicester LE1 4SE. Tel: 0533 531051.

The Ceremony will be from 6-8 p.m. Members will be admitted as from 5.30 p.m., but are urged not to delay their arrival beyond 5.45 p.m. Suits should be worn.

All our members are very welcome to attend. Should any come from abroad, would they please inform C. Wills as soon as possible so that he can arrange free accommodation for them.

Tickets will certainly have to be obtained as soon as possible.

C. Wills' address is: "Wings", The Street, Ewelme, Oxon OX9 9HQ, England.
Tel: 0491 39245

List of Entries taking part in the 9th International Vintage Glider Rally which took place from 25th July to 2nd August 1981 at Burg Feuerstein

France

- | | |
|--------------------------|--|
| 1. F-CRFU.Nord 1300 | Maurice Renard |
| 2. F-CRBJ. Castel 301S | Alain Mathieu |
| 3. F-CAIT. Castel C.311P | Philippe Comte, Alain Mathon, Patrick Borié,
Patrick Combet, Marc Bourdon, Nadine Perdrix |

Great Britain

- | | |
|-----------------------------|---|
| 1. BGA 378. Slingsby Gull 1 | Tony Smallwood |
| 2. BGA 1030. Slingsby T.21C | Colin Street, Ron Tarling, John Light,
Philip Thiley, Graham Moris |
| 3. BGA 2602. FW Weihe 50 | Francis Russell, Louise Coates, Kim Gouldstone |
| 4. BGA 1376. T.31 | Colin Anson, Michael Boxall, David Richardson,
David Seaton Bramwell |
| 5. BGA 337. Rhönbussard | Christopher Wills |
| 6. BGA 1711. Rheinland | David Jones, Thoby Fisher |

Norway

- | | |
|-----------------------------|----------------------------------|
| 1. LN-GLV. Slingsby Prefect | Ken Bates, Angus Munro, Ted Hull |
|-----------------------------|----------------------------------|

Holland

- | | |
|------------------------------|--|
| 1. PH-193. Slingsby Prefect | Martin Goosens |
| 2. PH-396. Ka 6CR | Neelco Osinga, Wiel Zillen |
| 3. PH-319. Sagitta 013 | Leon Mol, M. Pelznars |
| 4. PH-206. Goevier 4 | Jan van Beugen, Jan Förster |
| 5. PH-207. Goevier 3 | Martin Louwinger, Wim van Beek |
| 6. PH-192. Slingsby Prefect | Jan Vermeer, Sikko-Jan Vermeer, Evert-Jan
Vermeer |
| 7. D-5862. Yugoslavian Weihe | Pieter C. Jansen |

Switzerland

- | | |
|-------------------------------|---|
| 1. HB-411. Spalinger S.18 | Willi Schwarzenbach |
| 2. HB-309. Moswey 2 | Attila Zierman |
| 3. HB-282. Minimoa | Werner von Arx, Ruth von Arx, Rudolf Vögeli |
| 4. HB-384. DFS Meise | Fridolin Vogel, Josef Kuster, Bella Odermatt,
Franz Studer |
| 5. HB-530. FW Weihe 50 | Jost Frei, Peter Burwitz |
| 6. HB-686. Mucha | Roman Sommerhalder, Erhard Hunziker,
René Gutknecht |
| 7. HB-225. Spalinger S.19 | Hansueli Renz, Hugo Roth, Werner Roth |
| 8. HB-369. Spyr 5 | Hans Rothenbühler |
| 9. HB-458. Spalinger S.18 111 | Peter Egger |
| 10. HB-373. Moswey 3 | Jürg Derendinger |
| 11. HB-556. FW Weihe 50 | Bernhard Meyer-Michel, Elfriede Meyer-Michael |

Hungary

- | | |
|--------------------|---|
| 1. HA-2336. V8cs8k | Istvan Kilian, Imre Mitte |
| 2. HA-5373. Gobe | Istvan Toth, Arpad Palhegyi, Imre Horvath,
Gyula Artner, Erwin Horanyi, Istvan Duzs,
Istvan Eichinger |

Germany

- | | |
|--------------------------|--|
| 1. D-6293. Mu 13D | Ernst Walter |
| 2. D-1163. Go 3. Minimoa | Max Müller, Paul Serries, Rainer Willeke |
| 3. D-1620. Olympia Meise | Jörg Ziller, Hans Leipner |
| 4. D-8564. Libelle L.10 | Adolf Zöllner, Andreas Burmeister |
| 5. D-6224. Grunau Baby 3 | Karl-Heinz Kerkhoff, Dieter Kerkhoff |

Germany (cont)

- | | |
|---------------------------|---|
| 6. D-7168. Ka 1 | Ralf Gundlach, Martin Pleizier |
| 7. D-6059. Cumulus 3F | Christian Kroll |
| 8. D-7215. Grunau Baby 2B | Erich von H8vel, Heiner Morsch, Martin H8ussler |
| 9. D-1080. Goevier 2 | Ingo Tegen, Gisela Dreskornfeld |
| 10. D-7080. FW Weihe 50 | Werner Tschorn |
| 11. D-0067. B-Spatz | Jurgen Dreyer. Ronald Schlichting |
| 12. D-8239. FW Weihe 50 | Hans-Georg Mayer |
| 13. D-4732. Olympia Meise | Waldemar Schmitt |
| 14. D-7504. Olympia Meise | Günther Frey |

Non Flying Participants

Hermann Hartmann, Denise Dmitrovic, Jens Dmitrovic, Paul Radcliff, Margaret Radcliff, Klaus Heyn, Renate Heyn, Silke Heyn, Walter Sorg, Hilde Sorg, Hermann Lederer, Barbara Lederer, Malcolm Minjoodt, Tom Gornall, Alfred Hoch, Lothar Freynhagen, Mac Mol, Otto Bellinger, Karl Aha, Fam. Gottstein, Ken Crack, Edith Crack, Elsbeth Frey

Also present were: Heinz Huth and Frau Huth

Report on the 9th International Rally held from 25th July to 2nd August at Burg Feuerstein

We should start by paying a tribute to Günther Frey and his wife, Elzbeth, who, as Komitee 81, achieved the mammoth organization of the Rally, to Gerd Stolle, the Manager of the Fliegerschule Feuerstein, to Barbara and Hermann Lederer for, in the former's case, English translations and, in the latter's, technical and financial assistance, and to Colin Anson who organized an English/German secretariat in London.

The organization took in everything from a great tent for briefing etc., prizes, a lamb donated by Gerd Stolle for a German evening, down to even paper serviettes with the design for the 9th International on them.

Unfortunately, this prodigious feat of organization was not matched by prodigious weather. Although there was high pressure over the area for the whole period, this was bedevilled by a high altitude jet stream that completely confused the meteorologists, who always told us that we were having good weather. In fact, the weather was foggy, damp and warm and only began to clear on the Wednesday, half way through the week. Slightly better weather did arrive for the last Saturday, but this was accompanied by a rather strong wind. The only task that was ever set was an approximate 40 kms triangle. Alone to achieve this was Werner Tschorn in his FW Weihe 50. This had turning points at Heiligenstadt and Borkenberg. The former was near the Friesener Warth gliding site. During his first attempt, Werner had to land at this gliding club, but was winch launched in to the air again to continue the struggle.

Among the 43 gliders entered, the following were attending an international vintage Rally for the first time: a replica V8cs8k; a 1934 Hungarian nacelled primary glider which was finished only 3 weeks before the beginning of the Rally; a Hungarian 1963 Gobé, which was the prototype of a training two-seater, 300 of which were built. Both were designed by Rubic. From France, came an immaculate Castel C 311P. Our information reveals that the prototype of this 14 metre sailplane flew in 1950, and that 45 were built during 1950/51 by the firm of Fouga at Aire-sur-Adour. Although the aircraft is strutted, it is believed that its performance and handling are similar to that of an Olympia Meise. More recent sailplanes entered for the first time were: from Germany - a B-Spatz and Ka 1 (1952); from Switzerland - a Mucha Standart (1958); and from Holland - a Sagitta, a Ka6 CR, and a Yugoslavian built Weihe.

Among the best restorations were a Cumulus and its beautiful closed trailer, belonging to Christian Kroll; a Grunau Baby 2b naturally finished with varnish and clear dope, and the Spalinger S.18 of Willi Schwarzenbach. Willi did all the woodwork but the covering and finishing was done by Mr. Sägger, one of the legendary oldtime craftsmen of Swiss gliding. The result is really beautiful. The MU 13D of Ernst Walter is also beginning to look beautiful as its whole structure is in the process of being re-covered with transparent white fabric, fuselage included. We can imagine that the final result will look light, and ethereal, as indeed the machine is. The Hungarian Vöcsök, designed by Erne Rubic, was built and finished exactly as it would have been before the war. It is also a magnificent sight. While an SG.38 Primary has its wings wire braced from above and below, the Vöcsök is fitted with rigid strut bracing below only and thus, bracing the wing from above is avoided. As would be expected, the avoidance of bracing above the wing means a reduction of drag and an improved performance over that of the SG.38. During the Rally, the Vöcsök was first bungee launched and it was possible to compare its performance from bungee launches against that of a Grunau Baby 2b and the T.31. While the Vöcsök climbed well, the drag from external wires bracing its fuselage and tailplane ultimately brought it down short of the Grunau Baby. However, the difference between its performance and that of the T.31 was not so marked. The Vöcsök then had its first aerotows (possibly the first that a Vöcsök has ever had?) and the Aachen student test pilot, Jochen 'Cassius' Ewald confirmed that it was better than an SG.38 and would surely go up in thermals. Full stick forward was needed on aerotow.

The Vöcsök is the first of 5 replicas, which are being built by VGC members, to have been finished. Our Hungarian comrades are to be congratulated on having produced a wonderful result. They now intend to build another replica but it is not yet decided which one.

Taking part for the first time, and very welcome, was the Hungarian team with two aircraft, and a Norwegian team with a Prefect. However, it is only fair to add that, while there were Norwegians present, the Prefect was actually flown mostly by UK residents at present domiciled in Norway. The Prefect had Norwegian registration.

The morale of all teams was extremely high throughout the Rally. The countryside was very beautiful and comparable with that of the Rhön, when we could see it. However, costs were far cheaper than those at the Rhön. It was possible for some teams to stay on after the Rally and to fly in better weather which arrived.

In spite of the poor weather during the Rally, much local soaring was done and Jan Vermeer did quite a long cross country down wind towards Czechoslovakia. The Vöcsök also made a field landing after not such a long cross country. We believe that both these cross countries were unintentional? Our greatest victory was that, apart from some very minor cracks to the keel of a Grunau Baby due to an undershoot into a corn field, none of our aircraft were damaged.

The Rally ended with a Prize Giving and a magnificent Swiss Party which included a Raclette with cheese especially flown in for the occasion from Switzerland, fireworks, a great bonfire and the singing of the Swiss National song, to celebrate the Swiss National Day.

We should also like to thank the Mayor of Ebermannstadt for 1. Opening the Rally, 2. Putting his town at our disposal and 3. For taking a kindly interest in us.

We especially enjoyed having Heinz Huth and his wife with us. He needs no introduction and we hope that he will be with us again.

We should like to add that the greatest impression was made by the T.31 which was hailed as "das blaue Wunder über dem Feuerstein". The Germans even wanted to buy it and its bungee rope. Passenger flights in it were most prized amid the struts, the wires and the fresh air. Indeed, there are no gliders like it in Germany. If a T.31 could be imported into Germany, it would be necessary for it to have a British C of A (i.e. to be passed by a BGA inspector ...) as to get it approved by the Luftfahrt Bundesamt (LBA) would be too expensive.

The Next International Rally

As reported in our last Newsletter, the French have very kindly offered to organize our 10th International Rally, in 1982. At the 9th International Rally at Burg Feuerstein, a Committee sat to discuss the event with C. Wills in the Chair. France was represented by Patrick Combet (President of Dédale) and his wife; and Marc Bourdon, the Treasurer of Dédale. Switzerland was represented by Willi Schwarzenbach; Germany by Paul Serries; Holland by Jan Van Beugen and Jan Vermeer; America by Jan Scott; Norway by Mette Lium; Hungary by Attila Ziermann and Great Britain by Colin Street.

The French finally proposed the now abandoned National Centre of La Montagne Noire as the only suitable venue for our Rally. While the Dutch and the Swiss both declared that they could get to this site, the British declared that it was too far for most of their members, as it is situated near the French Mediterranean coast not far from Spain. Some of the Germans also later said that it was too far. C. Wills said that if anyone was kind enough to take on the task of organizing one of our Rallies, it was our duty to thank them and to support them to our best ability. Finally, the French said that they would look further into the merits of the three sites: Nancy-Luneville, a military airfield in the East of France; Châteauroux, in the centre; and La Montagne Noire; especially from the points of view of weather, ground facilities, including hangarage for all our aircraft rigged, and for suitable out-landing fields. It was felt that during our last three International Rallies, the weather or unsuitable outlanding country had made task flying almost impossible and unsafe for those who wished to try it, and that it would be nice, next time, for some of us to fly tasks under safe conditions.

It was decided that the most suitable date for the next International Rally would be during the last week of July.

The 11th International Rally

During the Burg Feuerstein International Rally a representative of the Hungarian Aero Club, Janos Deutz, proposed that there should be an International Rally during 1983 at Farkashegy, the "cradle" of Hungarian gliding, near Budapest.

Too Large an Entry?

It has been suggested that our International Rallies are so large as to be now beyond the launching capacity of a given site. Except for one evening, when the old bungee launching was tried, launches at Burg Feuerstein were by Robin Remorqueurs, which had great difficulty in keeping their speeds slow enough, and by one Citabria, which was slow enough. In spite of the great efforts by these efficient tugs, there were often long queues of gliders waiting for launching.

We would like to suggest that this was entirely due to the poor soaring conditions which made staying up difficult and sometimes impossible. Because of these conditions, flying did not start until midday. This meant frenzied activity for the tugs, and a waiting period for launches. This will always happen in marginal soaring weather, and will cause the worst, most frustrating, situation that we can ever have. In good soaring weather, the whole situation will change, and launching facilities will be able to handle more gliders, some of which will be launched to stay up all day, and will not continue to burden the tugs.

After two years of bad weather, it is surely our turn to have good weather at our next International Rally.

Captions to Photographs

From Left to right. Top to Bottom

1. Two we shall never forget. Rudi Morgan and Stan Armstrong at the 8th International Vintage Glider Rally, Sutton Bank, 1980
2. Martin Louwinger and Wim van Beek, and the latter's son after a successful flight in their Goevier 3 at Malden
3. The six drum winch at Malden (below 2)
4. Kim Gouldstone, Louise Coates, Ted Hull, LGC members, at Malden
5. Sikko-Jan Vermeer who flew the 163 kms triangle in the Prefect PH-192 which his father has so immaculately restored. Sikko also came 2nd in the Standard Class Dutch Nationals flying an ASW 19.
6. The Rheinland. David Jones in cockpit, Thoby Fisher on the wing tip.
7. The unique pre-1943 airworthy MU 13D. 3rd from the left is Ernst Walter, its owner and restorer

The Rendez-Vous Vintage Gliding Rally

This Rally took place at Malden, near Nijmegen from 19th-23rd July, during the week preceding the International Rally at Burg Feuerstein. The idea was that British members taking part in the International Rally, having paid the high cost of ferrying a trailer over the Channel, might like to spend two weeks in Europe, Malden being almost on the way to Burg Feuerstein from which it was at least 500 kms distant.

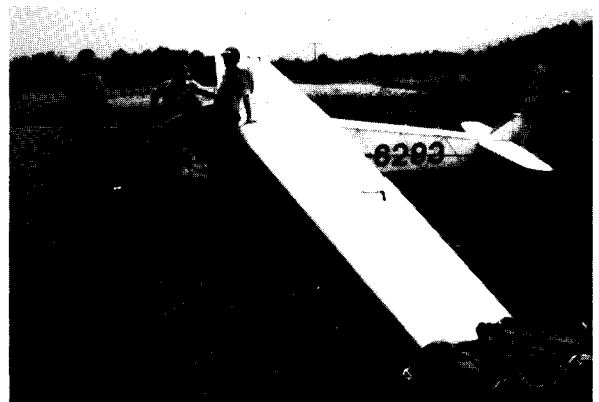
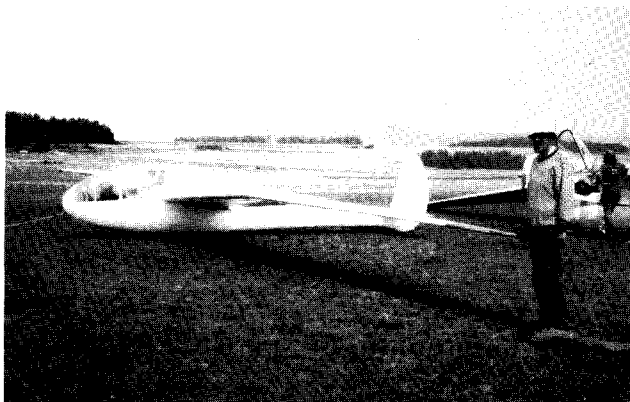
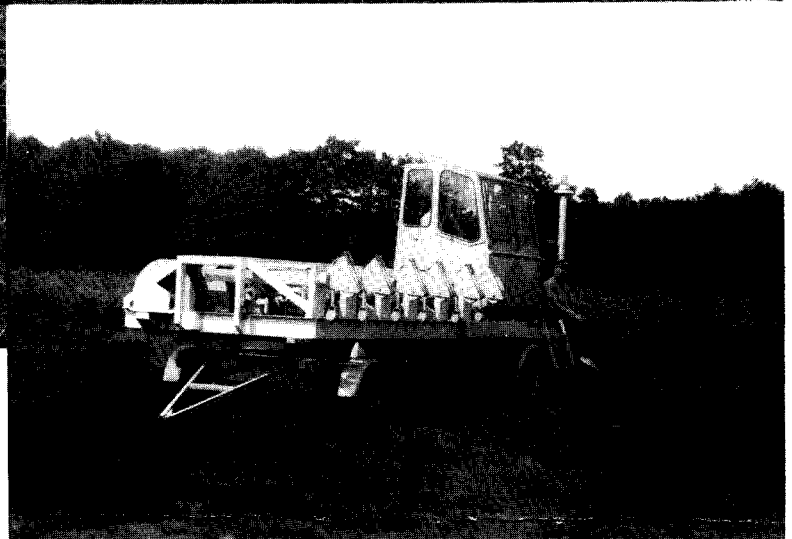
On our arrival day, Sunday the 19th, we were greeted with superb gliding weather. However, officially, this was a "rest" day for the club (a day when they could fly themselves) after just having run the Dutch Standard Class Nationals.

(Sikko-Jan Vermeer, the youngest of Jan Vermeer's two sons, came second in the Standard Class Dutch Nationals flying, alas not his Prefect, but an ASW 19.) On this day, club members did fly 300 km triangles and Evert-Jan Vermeer arrived in the family's Slingsby Prefect having flown downwind from Soesterberg, 55 kms in 50 minutes.

After this day, the weather seemed to go to sleep and the British Party made many expeditions to War Museums at Oosterbeek and Overloon and to a wild animal park. In fact, an older Dutch member was heard to observe that we seemed to be about "to become the lost old vintage gliding club at all points around Holland"! It was only on the last day, Thursday 23rd July, that the weather improved considerably. However, this was accompanied by a rather strong wind from a changed direction, necessitating a shorter winch run. It was on this day that Francis Russell, having been blown downwind, decided to land his Weihe near Nijmegen. It should be mentioned that during this week Nijmegen was the centre point for International Marches, some of which were military in nature, but peaceful in point. At all times, especially in evenings, the town was a hive of activity, music and celebration. The Weihe was flown whenever possible during the week, especially by Louise Coates, who seemed to be able to stay up when nobody else could.

The aircraft attending the Rendez-Vous Rally were: from Holland - 2 Slingsby Prefects owned by Jan Vermeer and Martin Goosens; 3 Goevier 3s, the one belonging to Martin Louwinger and Wim van Beek sporting a "new" "original" canopy; and 2 casein-glued 1947 Fokker-built Grunau Baby 2s, one of which was aerotowed past at low altitude but did not land.

From Germany came the Münster Oldtimer Group's Goevier 2 with Paul Serries and Rainer Willeke. (It will be noticed that Goeviers were by far the most numerous type entered)





Captions to Photographs

From left to right, top to bottom

1. An unpainted, except for registration letters, Grunau Baby 2B-2. The plywood was varnished but unstained. Thus, the scarf joints were rather obvious. The fabric is clear doped and varnished. This is a brave attempt at an early Grunau Baby finish
2. A 1945 French Grunau Baby 2B or Nord 1300. 165 were built. Its owner, Maurice Renard, can be seen pushing behind the wing. His daughter is in the cockpit to make his load lighter
3. Gerd Stolle, Operations Manager of the Fliegerschule Feuerstein and also our Operations' Manager. To the left of him can be seen Ernst Walter. On his right, is Christian Kroll
4. The Chief Tug Pilot (behind him is his Citabria) and Werner von Arx
5. The partially re-covered early MU 13D. The fuselage is covered with transparent white aerolene. The wings and tailplane are also to be covered with this material
6. Michael Boxall and Ken Crack, our Treasurer, standing before the nose of "das blaue Wunder" (T.31)
7. The V8cs8k before its first aerotow. On the left, facing camera, is the man who did most of its building. All three persons were members of the Hungarian team
8. The magnificent Swiss Spyr 5 two-seater on final approach
9. Attila Ziermann's 1937 Moswey 2, which has recently been restored in Hungary for a third of the cost that the same operation would have taken in Switzerland. It shared, with the Rhönbussard, the honour of being the oldest sailplane at the Rally
10. Willi Schwarzenbach's Spalinger S.18, which has been magnificently restored. In the photograph are Willi, Klaus Heyn and Herr Schlotterbeck

Rendez-Vous Rally (continued)

From Great Britain came the T.21C (Colin Street and Partners), the FW Weihe 50 (Francis Russell, Louise Coates and Kim Gouldstone), Rhönbussard (C. Wills) and the Gull 1 (Tony Smallwood and crew). The latter attended only for the last day. Norway was represented by a Slingsby Prefect, but its pilots, with the exception of Ted Hull are Britons resident in Norway (Angus Munroe and Ken Bates)

The Winch: Launches were by courtesy of one 6-drum, 200 hp, diesel winch, which had taken the Nijmegen Aero Club's members (whose home is at Malden) 2-3 years to build. They were justifiably proud of this winch which had just launched by itself the entire Standard Class of the Dutch Nationals on each flying day. One vehicle was used to tow 6 winch cables out, and the operation was so economical, that the Nijmegen club is in the enviable position of being probably the only club in the world to be able to reduce its launch fees. Launches to 500 metres height cost £1.00, by the rate of exchange at that time. Launches to that height in Britain by aerotow cost sometimes almost £8.00. The winch was very easy to drive, one key being needed to turn it on. This key was then transferred to activate the drum that was required, to avoid the possibility of using the wrong drum. As gear-changing was automatic, the driver had only then to move the throttle lever. Launches could be at any speed. The finish of the interior of the driver's cab had to be seen to be believed. After each launch, the cable braking parachutes were removed and folded to be taken up the field in a special box on the cable retrieving vehicle.

As noise abatement laws prevent the club from using aerotows, its entire effort has been channelled into building what must be the finest winch in the world.

Captions to Photographs

Left to right, top to bottom

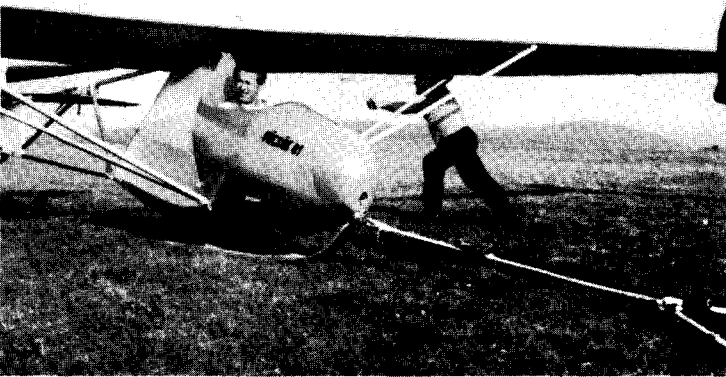
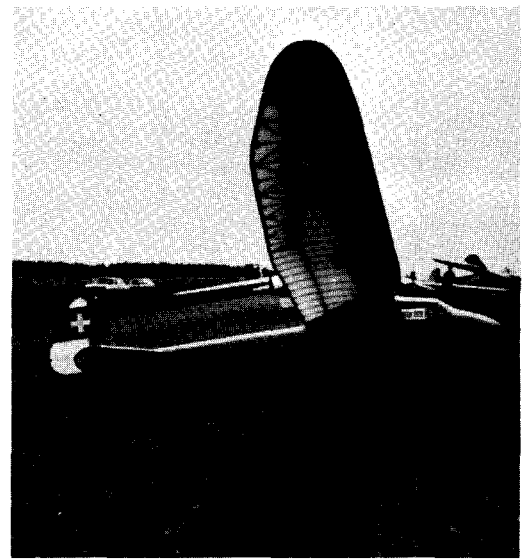
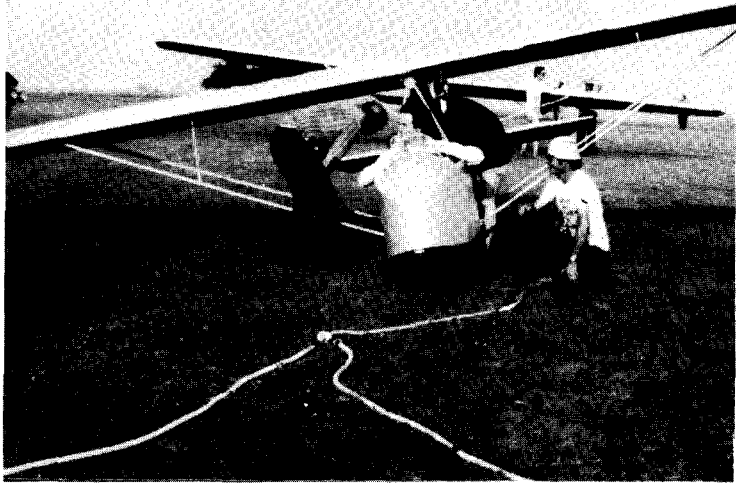
1. The T.31 is prepared for a bungee launch. On the right of the nose is Jochen 'Cassius' Ewald, the FVA (Aachen) Test Pilot
2. Willi Schwarzenbach's magnificent, recently restored, Spalinger S.18
3. He who took this photo deserves a medal for bravery - In full action can be seen the Bungee Crew with Francis Russell and Hugo Roth, nearest camera, and the Grunau Baby 2B lifting off
4. (below above) Istvan Kilian about to have the first Bungee Launch in the Hungarian V8cs8k
5. Taken at the Opening. C. Wills, Günther Frey, instigator of the Rally and Bürgermeister Theiler, the Mayor of Ebermannstadt
6. The complete Komitee 81 at the Opening Ceremony at Burg Feuerstein. From left to right are Elzbeth Frey, Hermann Lederer, Barbara Lederer, Colin Anson, Gunther Frey, Bürgermeister Theiler, and Gerd Stolle
7. Our Secretary for 8 years, Frances Furlong, before our tent (where she always was) at Brienne Le Château

Further Vintage Rallies in Britain

Competition Enterprise. Saturday 27th June to Sunday 5th July. This was held on Shobden Airfield, the home of the Herefordshire Gliding Club. There were 8 days of task flying during which 14,728 kms were flown. Unfortunately, this year the weather did not allow tasks to be set which would give vintage gliders as much chance to win as the fibreglass ones. The Gull 1, flown by Tony Smallwood, and the Moswey 3, BGA 2474, flown by Mike Russell, came 16th and 17th respectively out of 18 competitors. However, both pilots enjoyed their flying. Mike Russell climbed the Moswey to 7,800 ft in wave during the Monday's task and, on Friday, he won the day in the wood class with an exciting Out & Return to the Long Mynd. He hill soared to the Mynd - "dived over from the East (so low), did three beats, picked up a thermal over the south end to 4,200 ft and arrived home with just enough height for a competition finish." Mike has decided to sell his share in the Moswey because he felt that he was too heavy for it, and had not enough room in its cockpit.

Late Summer Bank Holiday Rally. Saturday 29th to Monday 31st August at Usk, home of the South Wales Gliding Club. This was attended by 4 vintage gliders - the FW Weihe 50, BGA 2602, owners Francis Russell, Louise Coates and Kim Gouldstone; the MU 13D-3, BGA 2267, Geoff Moore; the Moswey 4, BGA 2277, Ted Hull; and the Rhönbussard, BGA 337, C. Wills. Unfortunately the very hot, often good gliding weather, which characterized August and was our only summer, gave way to the hazy, damp and often wet weather which we had experienced in Holland and Germany. Nevertheless, on the Sunday, the sun did come out and there were thermals to over 4,000 ft from midday to about 1600 hrs, when over-clouding reduced them. Louise Coates, who, as usual, flew her Weihe a long time, reported conditions superior to those which we had encountered during our three weeks in Germany and Holland. As usual, we enjoyed ourselves in South Wales and the hospitality of the South Wales Club was as warm as ever. Also attending the Rally were Ken Crack, our hard-working treasurer, and his wife, and Thoby Fisher and his wife. We were very glad to have them with us.

The Autumn Rally at Camphill and the Annual Dinner. 25th to 27th September. The weather was so bad during the weekend that none of our gliders could be even got out of their trailers! One, Ken Fripp's Hutter H.17, was small enough to be rigged in the hangar and was much admired. The Rally was well attended



by aircraft, but we could not inspect them. 150 members attended the Dinner and Prize Giving. In fact, there was no more room in the restaurant. Absolute enthusiasm was exemplified by the T.31 crew from Dunstable which arrived at midnight on Friday, armed with a bungee rope, in a raging wind and rain, and managed to pitch their tents under the nearest stone wall. If we could have seen them, present were two Weihe's, BGA 1093, belonging to Andrew Coates (JS 1950 Swedish built. 2nd in 1950 World Championships at Örebro, flown by Paul MacCready, USA), and BGA 2602 belonging to Francis Russell, Louise Coates and Kim Gouldstone (FW Weihe 50). A third Weihe belonging to Barry Briggs and Don Beach (JS 1943) would have been brought had the weather improved. The T.31 BGA 1376, LGC syndicate. Meise BGA 2273, Robin Traves. This had been towed all the way from Storrington on the South Coast (a round distance of about 600 miles). The Grunau Baby 2A BGA 270 belonging to Ken Harris and John Smoker. The Grunau Baby 2B-2 BGA 2609 belonging to Richard Cowderoy and partners. The Rhönrbussard BGA 337 belonging to C. Wills, and entered by him and Beverley George. The T.31 BGA 1376 owned by an LGC syndicate - Colin Anson, Michael Boxall, David Richardson, and David Seaton Bramwell. The Hutter H.17a BGA 491 entered by Ken Fripp and Peter Davis. Had the weather improved, a Fauvel AV 22 2-seater flying wing would have been brought from RAF Lindholm. Another Fauvel, an AV 36 single seater, was seen in the hangar at Camphill. The Mu 13D-3 BGA 2267 owned by Geoff Moore.

It was a worthy turn out for our final meeting of the season. On the Sunday, the wind was on a slope but it was so strong, with rain threatened at any minute, that our members showed great prudence in not rigging.

It was especially sad that, while returning through Chesterfield, C. Wills was astounded to see an entire vintage gliding club coming towards him in trailers, out of the dark weather. A Grunau Baby, T.21 and something that might have been a Weihe in a closed trailer. This was later established to have been the Cold Harbour Farm (Derek Godfrey) Gliding Club on its way to Camphill for a week's gliding. It is ironic that, starting from the next day, Monday, they had the best week of soaring ever. Such is the English weather!

The Dinner and Prize Giving

Once again the Derbyshire & Lancashire Gliding Club gave us a magnificent Dinner. Lt. Cdr. John Sproule, our Guest Speaker, gave us a sparkling speech. He recalled gliding before the war, especially at Sutton Bank. Harold Holdsworth, the Yorkshire Club's Ground Engineer, was remembered. He is now living in Bradford. John Sproule gave a report of his career, and how, in 1936, he went to work for Slingsby Sailplanes and worked on the King Kites' design. Four prototypes were built together in a hurry for the British team to fly in the 1937 Wasserkuppe International Contest. Normally, one prototype would be built and developed, followed by improved aircraft later. As it was, the four King Kites revealed that they had spinning problems, as witnessed when Willy Watt spun and crashed after the first bungee launch of the British team at the Rhön Meeting. The King Kite that our member David Jones is now building in Coventry has all the improvements that a second prototype should have had 45 years ago! John Sproule then told us of the Falcon 1 which Southdown Aero Services is building at Lasham, on his instigation. This had been the first type built by Slingsby Sailplanes in 1931. John Sproule is going to make sure that Fred Slingsby's name is written on the fuselage sides and that the aircraft will be flown at air displays all round the country, in his memory!

Doctor Slater, who we were very glad to have with us, then gave us his traditionally superb rendering of Mozart's "Eine Kleine Nachtmusik", which we were able to record.

Chris Wills, the President, then gave a short speech and awarded prizes for restorations, replica construction and achievements in the air. He said that he could not say that it had been the best year that we have ever had because we had lost so many of our best members, the last of whom we had shared with

Camphill. Also the weather had not been kind to us during our Rallies. During the 7 Rallies held, we had only had good weather during the first of them, at RAF Cranwell, at Easter. But the absolute enthusiasm of our members does not seem to have diminished since the year we started, 1973.

Some of our most active members were at the Dinner and everyone would be able to judge for themselves how magnificent their efforts had been, during the Prize Giving. However, first of all, he had a very pleasant duty to perform. A collection had been organized among club members and this had purchased for Frances Furlong a Georgian Silver Jug (1740). We had previously ascertained that Frances has been collecting silver. The donation was made to reward her for 8 years of hard work as our Hon. Secretary. This task may have been sometimes interesting but was often frustrating. She was instrumental in obtaining our tent and the selling of cups of tea, and our wares, at all our International Rallies and often at our National Rallies. A huge share of our success was due to her unselfish labour. We are glad that she intends to visit us again at our Rallies.

1st Restoration Prize (indeed this year's only restoration prize) was awarded to Ken Harris and John Smoker for having rebuilt their Grunau Baby 2A, BGA 270, literally around the fittings of an earlier Grunau Baby which had originally been built in a bedroom in 1936 by Fred Coleman, well-known at Camphill before and after the war. He had also built the Shenstone/Czerwinski Harbinger two-seater, at his home during the 1950s. The Prize was an engraved silver cup and a bottle of wine.

A Prize was then awarded to Imre Mitte and his team in Hungary for having finished their V8cs8k 1934 Hungarian Intermediate Primary. This was also an engraved silver tankard. The V8cs8k is the first of 5 replicas to be completed by VGC members.

Performance (achievement) Prizes - two silver goblets were awarded to Werner Tschorn and his son, Wolfgang, for winning the Sport Class of the Aachener Vergleichsfliegen Contest with their FW Weihe 50. The Contest went on for four consecutive weekends and there were often problems with the weather .. i.e. snow showers and strong winds especially in the evenings, which hindered returns to the airfield. Other sailplanes competing included Ka 6s, Ka 8s, Ka 13s, Ka 7s and a club Astir. By playing a waiting game, while other less patient pilots had to land, the Weihe always managed to come home. The two engraved goblets were given to Robin Traves who will take them to the Tschorns.

A Prize, a silver engraved mug, has been sent to Sikko-Jan Vermeer for having completed a 163 km triangle in a Slingsby Prefect over Holland.

A silver tankard was awarded to Beverley George for an out and return flight of 140 kms in a Bergfalke 2-seater. This was followed by a 103 km out and return. These flights earned him 4th place overall in the Wycombe Regional Contest.

A silver engraved goblet was awarded to Barry Briggs for having flown 140 kms in his 1943 JS Weihe from Cranwell, during the vintage Rally there last Easter. His actual distance flown was more like 250 kms but he came back to shorten the retrieve.

A crate of six bottles of wine was then presented to David Salmon, the Derby & Lancs Club's Chairman, to be shared among the club's committee for their kindness in allowing us to come.

Lastly, a silver tankard engraved with the words: "For Service to the Vintage Gliding Club" in gothic script was presented by one of our two Rally Secretaries, Rex Moorey, to C. Wills.

On display was a silver Plate which will be presented to the best competitor at a Rodi Morgan Commemorative Rally which will be held annually, starting from next year.

C. Wills finally ended his speech by saying that the finest achievement of all was that, in spite of the poor weather, none of our gliders had been broken during the year and thus the basic aim of the Vintage Gliding Club - i.e. to perpetuate old gliders, had remained sacred.

Then followed a dance that went on until after 1 a.m.

Among our guests, we were very glad to have with us the following pre-war pilots: Pat Armstrong, Basil Meads, Jack Dewsbury, Ken Fripp, John Sproule, Michael Maufe, Doc Slater, Bernard Thomas and others.

The future still seems glorious for us. So many gliders are being restored while others are being built again. Many should fly within the next year. For those lucky enough to be able to cross the Channel, there is the beautiful prospect of next year's International Rally in France, where the weather is usually fine and the hangars are large enough to contain all our rigged gliders at night.

Letters from Members

From Frances Furlong

Dear VGC Members,

At the Annual Dinner I was given a superb silver jug as a gift from you. I can hardly express my delight and gratitude. The jug itself is dated 1740, pitcher shape, in excellent condition (at 240 years old it is growing old very gracefully).

It will be in regular use here for dinners and will remind me of the debt I owe the club for eight fascinating years, for which I am very thankful.

Yours sincerely,
FRANCES

From Billie Caldwell

TO RODI'S FRIENDS

Words cannot express my thanks to you all for your many messages of support and love since Rodi's accident and tragic result. I know that there are many of you with whom I haven't been in personal contact. Please accept this message of thanks.

I know that at all your future rallies, Rodi will be flying 'with you in spirit'.

BILLIE CALDWELL

A MEETING was called by our 2 Rally Secretaries, during early August, at the London Gliding Club at Dunstable. Present were Rex Moorey, Geoff Moore (Rally Secretaries), Ted Hull, Ken Crack, Geoff Butt, Francis Russell, Colin and Alice Anson and Chris Wills. It was proposed by Rex Moorey that, as so few members and their aircraft had been able to attend the 7 Rallies which had been held this year, ONLY ONE NATIONAL RALLY should be announced for next year and that this should be in memory of RODI MORGAN. It was proposed that the Rally should go on for one week plus the two weekends, and that weather allowing some non-obligatory taks should be set and that the winner should receive the Rodi Morgan plate, which would be passed on to the following year's winner. The winners would have their names engraved on it.

It was proposed that a handicapping system should be evolved, so that a Tutor could compete with a Weihe etc. Geoff Butt suggested that BGA contest handicapping from many years ago should be used. It was proposed that the first Rodi Morgan Rally should be held next June at Dunstable.

It was also proposed that the only way to defeat the capricious weather was to

hold "Jump Rallies" with one or two days' notice, at various clubs, having first telephoned them for permission.

The idea was born because this year the unreliable weather had made it impossible to plan Rallies in good weather, from a long time beforehand. Clearly the Newsletter will not be able to announce these "Jump Rallies". Also, it was found that, at this year's Rallies, always the same few members, mostly from Dunstable, and C. Wills, attended. The "Jump Rallies" would be for these regular attenders, and any others who wish to come.

The Late Mike Garnett's Aircraft

Paul Williams has received the partially repaired Goevier 3, but this has been exchanged for the recently built Hütter H.17a fuselage and tailplane from Chivenor. He intends to build wings for it. Paul Williams has already restored the 1943 Swedish built Kranich 2 BGA 960. This, although airworthy, has been stored for the year at Moreton in the Marsh (Eric Rolfe). This is a large aircraft and so the Hütter is the opposite extreme. Mike's newly constructed (2nd prototype after 41 years!) Gull 3 parts will be going next spring to a team led by Tom Gornall at the Blackpool and Fyld Club. They hope to finish it after completion of their present project, a T.21b. Mike's Scud 3, BGA 283, has gone to Cambridge, where it is owned and flown by Mike's two sons, to whom it was left.

Russavia

Mike Russell has given up the idea of a National Collection, through lack of support, but he has by no means lost his enthusiasm for vintage gliders. Some of his collection has had to be dispersed. His Kirby Cadet is now being restored by Barbara Reade, the parachutist, at Presteign in Wales. Peterborough Sailplanes (Dave Almey) is at present working on the Fauvel AV 36, flying wing, which will be flying next year. Peterborough Sailplanes have bought, and are working on, Mike's Eon Eton (SG.38). The Kranich 2, BGA 1147, has been removed from Duxford and is to be stored for a year. The 1931 Wren, BGA 162, is still stored in excellent condition, and its restoration will start next year. Mike will be keeping the Petrel, Kranich, Short Nimbus, Wren, AV.36 and hopes one day to have an Eon Olympia for which he has all the parts. Mike Russell is still storing the last Dagling nacelled Primary. Should anyone wish to restore it, this will be possible with the permission of its owner, Ivor Stretch.

Mike also has a BAC Drone (1935 Motor glider) and this has been having its first engine runs at Duxford. He has had to spend much time on vintage aeroplanes at Duxford in order to keep a foot in there.

Owing to moving house, and other problems, David Braham has not yet been able to start restoring his Spalinger S.21 and Kranich (ext Bengt Micrander) two-seaters at Henlow. Meanwhile the Kranich 2, BGA 1092, ex C. Wills, which was damaged at Thun, and the parts of two German Grunau Babies, have gone to Ron Lake who has set up house, and is now working, at Carlisle. We believe that Ron has not yet had time to start on them.

Peterborough Sailplanes is now full of wooden aircraft. As previously reported, Dave Almey owns the wings, front fuselage and tailplane, of a Hütter H.17a. These parts, and those owned by Paul Williams, would add up to a complete aircraft. However, as both wish to own H.17s, an attempt was made to buy another complete aircraft from Belgium to resolve the situation. This was unsuccessful.

We are glad to report that Rick Myhill has started repairing the historic JS Weihe, BGA 448, which was damaged at Thun in 1979, in Luton. He has started to build a new tailplane, as the previous one was very badly damaged when the trailer turned over.

The London Gliding Club is a hive of vintage glider activity. Ted Hull and Rex Moorey are working to bring their Kite 1, BGA 394, up to the highest standard of finish complete with transparent fabric. This should be ready for the next season. If its finish should be comparable with that of his Moswey 4, it will be beyond belief! Geoff Moore and partner are putting finishing touches to their 1944 Flugzeugbau Petera-built Grunau Baby 2B-2, BGA 1289. This also has transparent fabric and painted ribs! Les Collins' Scud 3 must also be very nearly ready, but has not flown yet so far as we know.

Francis Russell and partners are slowly restoring the Minimoa, BGA 1639, which now has a large, wide, for the gull wings, aluminium trailer.

Michael Maufe reports that his Kite 1, BGA 310, which he has in a workshop on the edge of Ilkley Moor, is now ready for covering. It is to be finished in natural varnish, without paint, and clear fabric, as it was when new in 1936. Completion of the work was delayed while he moved to a smaller house next door, designed by his son, Tony.

Frank Reeks, working in Chester, reports that he is now "over the worst" while repairing and restoring his Germano-British Grunau Baby 2B, BGA 963 (Navy dockyard wings, German fuselage). He has had to repair the wing main spar, which now needs its plywood web.

Robin Traves and partners, having built an aluminium trailer for their Cumulus 3F expect to have the glider flying next year.

From the replica front, we can report that David Jones is now working on his King Kite wings, having completed its fuselage and tailplane. Fittings have been made by Thoby Fisher. Southdown Aero Services have made good progress with John Sproule's Falcon 1, putting their entire labour force (which enjoys working with wood) on it when there is no other work. There has been a recent period between the season's fibreglass repairs and the winter's C of A inspections when the wing was almost completed. John Sproule has made the metal fittings.

Thus, before long we can expect to see 2 more Kite 1s, 2 more Grunau Babies, another Cumulus, at least 1 H.17, another Scud 3, a third Rhönbussard (still being finished - of the late Rodi Morgan collection), a King Kite and a Falcon 1, gracing the British skies.

OBITUARY

Stan Armstrong

Very sadly, we have to report the accidental death of Stan Armstrong. Our members will remember Stan as being the chief organiser of our International Rally at Sutton Bank last year. It seems that Stan was killed while approaching to land at Camphill when the Motorfalke that he was flying was in collision with a Capstan two-seater, also on final approach. Stan's passenger, a 14 year old Scout, was killed with him. The Capstan, though badly damaged, was able to land with its occupants unhurt. It is hard to explain the accident, except that a low sun in the west, towards which they were landing, might have had something to do with it.

Stan was a king pin of the Derby & Lancs Club, which he had joined in 1936, almost at its beginning. The Chief Instructor of that time remembers that he was a remarkably apt pupil and very determined to succeed. His wife, Pat, also joined the club at that time and went solo during the following year.

Stan was the youngest of six children and spent his formative years in Stockport where he was articled as an accountant. At the outbreak of war, he tried to volunteer for the RAF but his eyesight prevented this. He was busy trying to join the Air Sea Rescue Service when he was called up and chose the RAF. He

served extensively overseas in airfield administration. He and Pat were married in 1942. After the war, he returned to gliding and became Office Manager of Otter Controls. He quickly became Works Manager and later their first Export Sales Manager. His determination to succeed at gliding was matched by his determination to succeed at work. He was a very well-organized person. He set high standards and worked long hours to finish jobs. His attention to detail was meticulous. Under his care, the export business increased from a negligible amount to almost 45% of Otter's turnover. In this connection, he travelled abroad especially to South Africa and Singapore. His contribution to the gliding club was instructing, Club Treasurer (for 17 years) and then the club's Chairman. We also remember him for having organized the first Post-war British National Gliding Contests at Camphill, from 1949, each year until the 1954 World Championships, which had bad weather. Those National Contests were unforgettably magnificent in every way. When I heard that Stan was to organize our 8th International Rally at Sutton Bank (almost certainly on the instigation of his great friend, and our Secretary, Frances Furlong), I knew that we had someone there who would be absolutely 100% suitable.

He was devoted to his 5 sisters, his wife Pat, and was intensely proud of the achievements of his son, Michael, especially in gliding. Stan will be irreplaceable. Our most sincere sympathies go out to them all.

The VGC was represented at Stan's funeral by C. Wills and floral tributes.

OBITUARY

Pirat (Adolf) Gehriger - Switzerland

One of the great figures of the International Gliding world has died, at the age of 65, on the 10th of June.

He was "father" of World Gliding Championships, having organized the first post-war world Gliding Championships in 1948, at Samaden.

At the time of his death, he was Honorary President of the FAI. At his initiative, the C.I.V.V., the gliding parliament, was founded in 1946. As the Swiss top pilot, he flew in the World Gliding Championships of 1950 (Sweden), 1952 (Spain), and in 1954 (England). In 1955, he joined Swissair and became a Director of the airline in 1976.

For his very considerable service to gliding, he was awarded the Lilienthal Medal by the F.A.I., which is the highest international award for the sport. His name "Pirat", was due to a pursuit of his youth, when he sailed the Swiss lakes in a yacht, which he had built himself.

Our sympathies go out to his friends and relatives, who will sadly miss him.

German News

Every year, a Grunau Baby Contest is held. The only other glider acceptable for entry is a Rheinhard Cumulus, which is a steel tube fuselage development of a Grunau Baby. It has been suggested that some of our British, Swiss, French and Dutch Grunau Baby owners might like to take part in this event.

Whether taking part in this contest or not, we are not sure, but we have heard that a German boy called Helmuth (we do not even know his surname) declared a 300 kms goal flight in a Grunau Baby, but had to land after what was for a Grunau Baby a sensational 290 kms. We would be glad to hear more of this flight. It was clearly the flight of the year in a vintage glider, but we could not award a prize for it, as Helmuth is not yet a member of the VGC.

At the FVA's Old Members' Course at Dierdorf/Neuwied, we met Armin Späth (address: Birkenweg 17, D 5307 Wachtberg), who said that he had seen a strutted single seater Condor in the hangar roof at Hirzenhain 15 years ago. If this aircraft should still exist, it will be the last pre-war Heini Dittmar Condor in the world.

Progress is still being made on the Rhönadler at Göttingen. Klaus Heyn has finished the fuselage to the last detail having installed instruments and name-plate. The canopy is complete as also is the tailplane. Klaus is at present initiating construction of the wings.

The German Gliding Museum. A visit to the Wasserkuppe in August revealed that the building of the new museum on the Bus Parking Area has not yet started. Its construction seems to hang upon the result of a court case. Perhaps something has been resolved by now.

Dutch News

The airworthy Vintage Glider Fleet now consists of no less than 5 Goevier 3s, 2 Fokker-built 1947 Grunau Baby 2Bs (PH-152 and PH-153), 2 more Grunau Baby 2Bs (PH-212 and 213) built in 1955 and three Slingsby Prefects (PH-192, 193 and 196). Apart from these there are no less than 13 Rhönlerches, 3 Skylark 2s, a Doppelraab and a Yugoslavian-built Weihe, which flies under German registration. Holland had previously the strictest airworthiness requirements in Europe, and it is wonderful to think that the wind of change (brought about perhaps by the VGC?) has now made it possible at last for casein-glued gliders to fly again. The Fokker-built Grunau Babies are both casein-glued, have G8 1 "Wolf" type rudders and weigh empty about 410 lbs. This high empty weight (the German Muster-Flugzeuge of the Grunau Baby 2B-2 weighed 360 lbs) is perhaps due to increased structural wood dimensions to satisfy the Dutch Airworthiness requirements. In spite of this, the two aircraft, one blue, the other orange, fly magnificently, as was demonstrated by the young Dutch pilot Raymond van Loosbroek who flew PH-153 195 kms from Nistelrode to Dour (in Belgium). The weather on this day (29.4.81) was a Northerly wind and a cloudbase of 1,800 metres. The flight took about 4 hours.

For the above and other information, we are indebted to Sikko-Jan Vermeer, who now describes his flight - the 163 km triangle in a Prefect:

(Soesterberg-Teuge-Malden-Soesterberg)

"The weather on that day, the 30th of May, was a South wind with a strength of 3-4 metres/second, 4/8 cu., with a base of 1100 metres. Thermal strength was about 1-2 metres. Thermals started very early at 10.30 hrs, but as we had summer time, it was only 9.30 hrs. I started at 11.36 hrs. The flight to the first turning point went very slowly because of the weak thermals in that area. However, the distance from Teuge to Malden went very quickly, taking one hour against the wind. This was an average speed of 55 kph. The return to Soesterberg took a long time because of the weak thermals over the rivers. Twice I was very low and this took up much time. I finished with a low pass after a flight time of 4 hours 20 minutes. On this day, the thermals lasted until 7.30 hrs and so I think that an out and return flight of 300 kms would have been possible in the Prefect. I hope to try this one day."

He has also sent particulars of a pre-war Dutch-built Grunau Baby, which some members of the Amsterdam Gliding Club are hoping to rebuild to airworthy condition. Apparently, it can receive a C of A for limited flying by certain pilots. This aircraft, registered PH-101 was built by NV Vliegtuigbau at Deventer. This so-called Bauling Baby had the rounded "Wolf" type rudder, as all Dutch-built Grunau Babies had. (We have recently heard that some Grunau Babies in Austria have these rounded rudders.) After the war, PH-101 was owned by the Amsterdam Club. At that time, some famous Dutch glider pilots, Alsema (designer of the Sagitta), Koek and Blankenzee (designer of the Sagitta's wings) started to build a Grunau Baby. However, PH-101 was crashed so badly that the parts of this GB were needed to repair it. A man who worked at Fokker was willing to put the Baby together. The result was bad. PH-101 crashed again and the wings had to be put on a new fuselage. At this time, the Baby received the registration PH-190 and remained at the Amsterdam Club until 1968, when it was given to the Dutch Airforce Museum. However, it was returned

to the Amsterdam Club in 1979, and as tests have now found the casein glue to be still holding, the aircraft is to be made airworthy. Thus the wings of PH-190 are pre-war (Bauling) and the fuselage is post-war. (Amsterdam GC)

Van Loosbroek told us that the 36 ESGs built by Fokker in 1946 were in fact SG.38s, ESG meaning Erster Schulgleiter (first school glider). In our last Newsletter, we stated that these were Grunau 9 Schaedelspalter (Skull splitters). Klaus Heyn assures us that we were correct.

As can be seen from the above report, the Dutch Vintage Gliding Movement is full of promise with young pilots flying sparkling performances in their vintage gliders.

Belgian News

We have received some astonishing news from 23 year old Henrard Firmin (address: rue de Huy 3, 5361 Mohiville, Hamois, Belgique). He has founded a vintage gliding club with a friend and he believes that it is the only one in Belgium. He has recently bought a Castel C.801 Series No 3; a Fauvel flying wing, 2 Grunau Baby 2s, 1 little Spatz, 1 Ka 2b, and his friend possesses a Rhönlerche, a Spatz 55, 1 Scheibe Specht, a Grunau Baby and another little Spatz. They are flying with home-made winches (a car suffices!) but they also try auto launches. They can envisage constructing an airfield in their region. He also flies at an airfield Ka 8s, Ka 6 and Grunau Baby, and recently flew a K.2 for 5 hours 44 minutes. He hopes to obtain a 1937 Rhönbussard soon and any other vintage gliders if his financial situation allows. He says that Belgian glider pilots are not interested in vintage gliders, only in performance, beauty of line, etc., and therefore he has good possibilities of increasing the size of his collection. His flying museum is known as Les Faucheurs de Marguerites (Daisy Cutters) and its telephone number is 083/688310. The museum also has stickers to advertise itself. We take this opportunity to congratulate Henrard and his friend for their initiative and courage in starting their venture. The fact that they are flying these aircraft from a field means that they have done something which is only possible in Belgium or America, although it is theoretically just possible in Britain.

We have heard that Paul Verplancke, of St Pieters Nieuwstraat 170, B-9000 Gent, has recently had a Hütter H.17a and Flying Flea for sale. The Hütter has already been sold to a friend, Maurice van Assche, in Ghent, who flies himself at the club on the airfield. The Flying Flea is still for sale.

Henrard Firmin is our first Belgian member. We are very glad to have him with us in our club. Such an achievement from one so young is hard to find.

Swiss News

Each year, our Swiss members have managed to complete some most impressive restorations. Last year, it was the Spyr 5. Without doubt the restoration of this year has been the diminutive Elfe 1 by Bernhard Meyer-Michael, owner of the Weihe HB-556 which was flying with us at Burg Feuerstein.

The Elfe 1 was the first design of W. Pfenninger who emigrated to the USA after the war. This 9 metre span sailplane was one of three prototypes which were built by the legendary Swiss oldtime sailplane builder Saegesser, during 1938. Its statistics reveal it to be one of the most remarkable aircraft of all time. Because of the most refined wooden construction, its calculated empty weight was only 43 kgs, and its cockpit load was 80 kgs. Thus, the glider weighed half the weight of its pilot!! And that with a max L/D of 1:23 and a min. sink of .8 metres/sec. The Elfe 1 now has a redesigned cockpit cover and fin and rudder to improve flying characteristics. Alas, this Elfe is only to be an exhibit in an institute. However, we have heard that another Elfe 1 exists in, or near, Switzerland. It would be gratifying to see this one flying. We believe that a third Elfe 1 may exist somewhere in South America. We hope that we can obtain a

photograph (preferably, please, black/white) for reproduction in our Newsletter of the restored Elfe 1.

Other restorations in Switzerland this year are the Willi Schwarzenbach Spalinger S.18 (Willi did all the woodwork and Saegesser covered it), which is now so beautiful with its clear fabric and yellow and red decor, as to defy adequate description, and Attila Zierman's unique 1937 Moswey 2. This has been restored in Hungary at 1/3rd the cost of the same operation in Switzerland, complete with Hungarian decoration. It is now also very beautiful.

We have heard that the parts of a second Moswey 6 2-seater have been discovered and its restoration or building is being considered. This was the last of the Moswey designs before the firm discontinued production in 1950, for economic reasons. The first prototype flew in the 1950 World Championships but later broke up during aerobatics, being flown by Sigi Maurer. He parachuted to safety at the last minute, but his passenger, in spite of the most strenuous efforts to get him out, could not be saved.

French News

Recently a new hall has been opened at the Musée de L'Aire at Le Bourget Airport for light aircraft and for some beautifully restored vintage gliders and some that are not yet vintage, but will be one day. We wonder how many vintage gliders there are on exhibition there and whether there will still be room for all the others that must remain stored on the airfield of Villacoublay?

News from America/Argentina - Hortens

Jan Scott was unsuccessful in organizing transport for his Pratt & Read two-seater to Europe for this year's International Rally and future International Rallies.

Nevertheless, we were very glad to have him and his family with us at Burg Feuerstein. He told us that Reimar Horten has now informed him that the Horten 15c, side by side two-seater, is now his, in the Argentine and that he can also have the Horten 15 m single seater, which is in not such good condition. He is now trying to arrange transport for them from the Argentine to Virginia, where he has his Air Park and Collection. It seems that the Argentinian Government is to restore the Horten 1b, no doubt in blue and white Argentinian colours, to take part in the display on the first day of the next World Gliding Championships, to be held in Argentina during the winter (in Europe) (Summer in Argentina) of 1982/3. So it looks as if the Horten 1b may be the first Horten restored and flying again. Meanwhile, it seems that the Smithsonian Institute has now discovered that it has two badly damaged Horten 3s complete in its Storage Facility at the Silver Hill, Maryland Farm. These are the last two of at least 17 Horten 3s built, the Horten 3h two-seater and the prone-piloted Ho 3f, which Walter Horten described as the nearest thing to an air balloon that he and his brother ever managed to produce. Both were finished in 1944, and took part in C. of G. launch tests on the Klippeneck. They fell into the hands of the American 9th Disarmament Division near Stuttgart in May 1945. Arrangements to send them to Farnborough just failed. The wings of these two aircraft are in such bad condition that it is not known whether they can be saved. It seems that the Smithsonian Institute is prepared to release the Horten 3f to anyone who is prepared to save it.

In a recent letter Jan writes: if he is successful in acquiring two Argentinian Horten 15s, he would consider disposing of one of them. According to Dr. Horten the I.A.34M is now his, but he must remove it this year since the glider field at Cordoba is scheduled for closing in December. He has read the manuscript of Reimar Horten's book. It is interesting stuff! It says that 6 two-place Horten 15s were built in Cordoba, three side by side and three tandem-seated. Little or no aircraft material was available when they built the first I.A.34s. They even had to make their own plywood, making the aircraft very crude and heavy.

News from Australia

As this is published, the Annual Vintage Regatta may be happening, or may have just happened, during the weekend of 31st October/1st November, at Blanchtown, South Australia. At least 10 vintage sailplanes were expected from South Australia with several more coming from Victoria and NSW. Many vintage aircraft owners were also invited, the idea being that their aircraft should increase the aerotowing capacity of the Regatta with their tow hooks. Meanwhile a Winter Rally was held in Victoria at the Midlands Soaring Club during 13th/14th June. Although to hold a Regatta in winter is taking a risk with the weather even in Australia, Sunday was a fine day and the longest flight was 50 minutes in a Grunau 3. During the previous day under an overcast sky 20 minutes had been the record, in Keith Nolan's famous "Yellow Witch" Olympia. The other 2 aircraft present were the Hutter H.17a and a M.200 (Italian 2 seater). More vintage gliders would have been present had there been a better weather forecast. During Saturday evening colour slides of early Victorian gliding and those of previous Vintage Rallies were well received. Everyone enjoyed the weekend. Keith Nolan, who was reported as having made a 514 km triangle flight in the "Yellow Witch", has fitted it out for high flying (oxygen ?) and will have by now taken part in the Victorian Wave Camp held at Dadswell Bridge between Horsham and Ararat, during the last week of August. A 5000 metre gain of height would complete a Gold C with all 3 diamonds in an Olympia for Keith Nolan. We have heard of no other comparable good flights in Olympias.

F O R S A L E

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The above information has been received by C. Wills from the firm and may well be of interest to our members. Flettner Ventilators Ltd. were recommended to contact us by our member Bim Molineux in Kenya.

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