



VGC News

No. 94 Summer 1998



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

Diary Dates in 1998

LOCATION AND DATE	CONTACT
Oldies but goldies Jami Finland, July 18-26.	Risto Pykälä Tel + 358 5943000
VGC Rendez-Vous Zbraslavice, Czech Republic July 21-28	Milan Kamenik Tel/Fax +420 327 92286
26th VGC International Rally Nitra, Slovakia July 29 - August 7	Josef Ott Tel +421 87 411523 or aeroklub.ni@usa.net
6th International Glider Week Luftsportverein Gundelfingen August 8-16	Wolfgang Schäffler Tel + 09073 2503
Slingsby Rally, Sutton Bank August 22-31	Margaret Gomershall Tel 01845 597237
Annual Dinner, Prizegiving & End of Season Rally September 26	Contact Geoff Moore Tel 01442 873258

**The Annual General Meeting will
take place during the
End of Season Weekend
at Dunstable,
26-27 September**

NOTICE TO ALL MEMBERS:

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

We welcome contributions and photos but we cannot be held responsible for the loss of unsolicited material. To help ensure their return, material should be clearly identified and accompanied by a stamped, addressed envelope. 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 Mieg! 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

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**

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Jan Scott, Scott Airpark, Rt 3 Box 239, Lovettsville, VA 22080-9406, **USA**

Antonio Carlo Zorzoli, via 4 Gnombre 9, Inverigo, 22044 Como, **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

Mike Birch - Technical Officer

Graham Ferrier - News Editor

Jan Förster

Ian Dunkley - Membership Secretary

c/o Derby & Lincs G.C. Great Hucklow, Tideswell,

Nr Buxton SK17 8RQ, UK

Mike Powell - Secretary

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CHAIRMAN'S REPORT

The British National Rally may have been a 'wash-out' because of the weather but it was still a chance to meet with friends and to hold a very constructive committee meeting without the temptation of flying to interrupt the proceedings! During the meeting your ever forward thinking committee discussed the possibility of combining next year's national rally with the Royal Air Force. This is not, as some may think, due to Defence Cuts, but to assist the RAFGSA in celebrating 50 years of gliding.

Looking at the Diary, I notice that it's full of VGC events again this year and that it is possible to attend a VGC Rally somewhere every weekend this summer. The fact that clubs and associations are organising more Vintage events than ever before is extremely encouraging. So the message is clear – support the rallies, fly, and encourage everyone to join the VGC!

PRESIDENT'S CORNER

Chris Wills would like to thank on behalf of the VGC, all those who have organized National and International Rallies for us. All of them have tried their very best to give us good times and, have succeeded to a more, or less extent. We know that they have all really tried. In 1997, Maurice Renard's effort was beyond imagination as he had to import on to the site the entire infrastructure to enable the Rally to take place. In spite of the sometimes indifferent weather, he gave us a really good rally, and everyone enjoyed themselves. To have anyone, or teams, who are still prepared to give their time to organize our rallies, is a marvellous thing. It is clearly no good picking a good site if none of our members are there to organize our Rally. We thank Josef Ott and wish him good luck for every success in organizing our 27th International Rally at NITRA in SLOVAKIA, where we are going for the first time.

BRITISH GLIDING HERITAGE IN DANGER

We have come upon a time of great difficulty to find new owners for our priceless collection.

For Sale have been the SCUD 2, which is in danger of going to the USA, the BAC-7, which is in danger of having an engine put in it. (SHAME!), the HARBINGER, a WEIHE, and two Slingsby SKYS.

All these aircraft, except perhaps for the 2 SKYS, have been for sale for some time but no offers have been made for them.

Their present owners have become older and, in spite of achieving magnificent restoration and flying performances, they feel that their ancient sailplanes should be found new owners IN BRITAIN, who will look after their machines and take them safely in to the new century. We are all only caretakers of our sailplanes. We have done our job well. Our gliders have often long outlasted their original owners, who did great flights with them in the pioneering time. We need to make sure that their next owners look after the famous gliders as well as they did. We call upon our members to try to find suitable future owners for our gliders, in their clubs.

Our VGC members in Britain have done so well with their restorations, helped sometimes by the excellence of Slingsby's and Elliott's Aerolite glue construction that our gliders have gone out to Sweden, Denmark, Germany, Belgium, Holland, France, Switzerland and the USA. We seem to be on to a good thing, but this could result in us having little left of our Old Glider Heritage in Britain.

CLUB NEWS

FROM THE EDITOR

The Millenium

Our one hundredth issue will come out in summer of the year 2000 (or as I prefer to put it, the millenium coincides with our 100th issue) and we should mark it with a special issue. I propose asking someone in each country represented in the VGC to write a short history of their local gliding with descriptions of notable flights and personalities; but if anyone has any better ideas I would be happy to change my plan.

COPY DATE

The last date for articles and photos to be sent to the Editor for the next issue, which will go out in mid November is 15 September.

DO YOU KNOW THE ENGLISH TRANSLATION OF YOUR GLIDERS NAME?

Glider Names from A to Z, by Alan Self

Readers may have seen the list of about 200 glider names that was published in the December 97/January 98 issue of Sailplane and Gliding.

I began the project four years ago with the intention of finding English translations or explanations for a few familiar names of well-known types. Somewhere along the way, it became a quest for every name that I could discover from books and magazines, and from correspondents including VGC members in a number of countries. The full list, approaching 1000 type names and still growing, is now available on the Internet. As well as my home site in the UK, there is a mirror site with the Soaring Society of America, so if you have access to the Internet, you could try both URLs (addresses) to see which loads faster for you:

<http://www.netcentral.co.uk/~agsself/HOME.HTM>

<http://acro.harvard.edu/SSA/AS/HOME.HTM>

I believe there must be still more names to be discovered and would welcome correspondence via VGC News, especially about types produced in former Yugoslavia, Russia, South America and Japan. (See also the VGC Sales pages Ed)

The Edgley EA9 Optimist

The following is not about a vintage glider but we must all be interested in a brief reference to the first new British sailplane to be manufactured since the last Slingsby Vega left Kirbymoorside in 1981.

Two of our members, Derek Piggott who is too well known to need any introduction and Terence Henderson, who owns an Olympia and a Chipmunk but whose day job is captaining Concordes, are helping John Edgley with the test flying and marketing of his EA9 Optimist sailplane which is superficially like a Ka 18 but made from Fibrelam panels and may be supplied complete or as a kit. So far everything is going well, with Derek winning the Lasham Class B Regionals last year including being first home on one day; the full account is in S&G Dec/Jan 1998. (The prototype is fitted with a Cair Aviation vario and dedicated averager sold by our member Colin Street)

FROM THE MEMBERSHIP SECRETARY

VGC Membership List on the Internet

If you have looked at the VGC pages on the Internet (<http://www.tally.co.uk/guests/vgc>) you will have seen there is a conference section which can only be reached by current VGC members who have been given a password. We are intending to include our membership database in this section so that other members can locate each other, find out who has got what aircraft, who is in what club etc.

We will be adding e mail addresses, hyperlinked so messages can be passed easily, so let me have by e mail at vgc@datron.co.uk your own e mail addresses so that I can add them.

If you have any comment to make on the internet, the VGC pages, on the database or any other item relevant to this subject please let me know.

Ian Dunkley

WELCOME TO OUR NEW MEMBERS

- 1679 Paul Blankenzee Holland T21B & Ka7
- 1680 Werner Ruegg Switzerland
- 1681 John Tysoe Ontario, Canada
- 1682 Alan Meredith UK
- 1683 Dick Moore UK
- 1684 Graham Turner UK
- 1685 Mark Pedwell UK Aeromodeller
- 1686 Berend Schenk Holland Grunau Baby 11B
- 1687 Peter Kent UK Olympia 2b
- 1688 Stephen Thompson UK Oly 463
- 1689 Robert Martin UK T45 Swallow
- 1690 Henry Mikkelsen Norway Ka 8
- 1691 Not used.
- 1692 Anthony Gee UK Slingsby Grasshopper
- 1693 Reginald Woller UK Olympia 2b
- 1694 Keith George UK M-100S
- 1695 Bryan Delmer UK T45 Swallow
- 1696 Umberto Bertoli Italy Aeromodeller
- ? Terence Henderson UK Oly 2b and Chipmunk

We hope to see you all at our rallies and meetings and send you good wishes for the coming season. *There are a number of vintage gliders for sale including a couple of very interesting two seaters and we wonder if any of our new members would like to form a syndicate to operate one of these. Just a thought! Ed.*

The Annual General Meeting will take place during the End of Season Weekend at Dunstable, 26-27 September

Do you want to see them burnt?

Ken Blake's old workshop, Sailplane and Engineering Services, has been cleared out but there remains a number of Swallow bits and pieces, like tailplanes, rear fuselage, canopy etc, a Capstan tailplane, some Oly bits and pieces plus a Dart 17 with a metal spar requiring inspection. If anyone is interested in anything in this lot, please contact Colin on 01298 813861 before the lighter fuel is brought out.

Ian Dunkley

Annual Dinner & Prize Presentation

Saturday 26 September
London Gliding Club Restaurant
Dunstable, Beds.

7.30pm for 8.00pm
Full Bar facilities

4 course meal with coffee or Vegetarian
(Please state which with your reservation)
£15.00 each includes free bottle of wine
for every two tickets.

Contact Geoff Moore "Arewa", Shootersway Lane,
Berkhamsted, Herts HP4 3NP. Tel 01442-873 258

We will have a Guest Speaker and a Toastmaster
to celebrate 26 years of the VGC.

Please contact London Gliding Club for overnight
bunkhouse accomodation.

Bring your glider for the End of Season Rally
Please make cheques payable to G. Billington

The Edgley EA9 Optimist

The winning sailplane that combines
classic appearance with
thoroughbred handling.

Designed by
John Edgley.

Space-age materials.

"The Optimist gave me one of the best day's
flying I've ever had" - Derek Piggott (after winning
the class at Lasham in the 1997 regionals).

-Basic kit available for under £10,000

(also available as partly of fully assembled, with lease options)

- Quick to build, easy to maintain and repair.
- No gel-coat to crack. Spacious cockpit.
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www.EdgleySailplanes.com

FROM VGC SALES

VGC News Back Issues can now be obtained through VGC Sales from the first issue onwards. Serial Numbering did not start until No 27, November 1977. Previous issues, starting with the news-sheet of October 1971, were characterised by month or quarter of issue, and have been notionally numbered from 1 to 26. Originals, where available, at £1.50 each - where these are not available, photocopies can be made @ £4.00 each, plus postage.

VGC Sales Shop

Please note that Colin and Alice Anson, who work so tirelessly for the VGC, will be attending vintage glider rallies abroad from the 3rd week of June until mid-August. Normal mail order service will be resumed shortly after their return.

Rally Reports

8TH KIRBY KITE RALLY 2-4TH MAY

HADDENHAM BACK TO NORMAL (Brilliant Weather!)

This is traditionally the first Rally of the season for British VGC members and their gliders and is organized by members of the Upward Bound Trust which was formed by members of the wartime troop carrying Glider Pilot Regiment to give young people gliding training. In fact, it is the cheapest civilian gliding operation in the country. They depend on winch launching and they have recently replaced their venerable T.21b s with two Ka-13s after receiving a grant from the lottery. This is a very popular Rally for VGC members as, apart from the very good atmosphere and the possibility of meeting former members of the Airborne Glider Pilots Regiment, winch launches are free, although financial donations are gladly received.

This first VGC Rally for 1998 was attended by no less than 16 vintage gliders and their owners. These, together with five more gliders permanently based at Haddenham, made the site a very busy place during the weekend.

VGC GLIDERS ENTERED WERE:

Ka-2b BGA 4336 (D-6173.) Booker syndicate. Robin Wilgoss, Malcombe Wilton Jones, Nicky etc.
Ka-2b BGA 3147 Peter and Jill Harmer.
Hutter H.17a BGA 490. Nick Newton.
SG.38 (EoN ETON) BGA 3214 Geoff Moore.
Slingsby SWALLOW BGA 3823, Ray Whittaker.
Slingsby T.31 BGA 3229 Ian Smith.
Slingsby CADET . BGA731. Richard Moyses.
GRUNAU BABY 2b BGA 578. Robin Hood.
GRUNAU BABY 2B BGA 2433. Lawrence Woodage.
Slingsby PETREL BGA 651. Graham Saw.
KRAJANEK BGA 655. Mike Birch.
Slingsby KITE 1 BGA 400. Peter Underwood.
Slingsby KITE 1 BGA 251 Bob Boyd.
SCUD 3 BGA 684. Ted Hull.
Slingsby T.21b BGA 2351 Mike Powell.
Mu 13D-3 BGA 2267-Geoff Moore.

Based at Haddenham permanently and taking part were:
 Scheibe SPATZ BGA 2276. (D-1265) Vernon Jennings.
 Ka-13 BGA 2944. Upward bound Trust.
 Ka-13 BGA 4421. Upward Bound Trust.
 Ka-8 BGA 3863. Upward Bound Trust.
 T.21b BGA Syndicate owned at the Upward Bound Trust.

Every year, except for last year, we have had good weather for our Rally at Haddenham. Last year, whereas, we had had good weather before and after our rally, the weather was bad during the weekend. This year, it was the opposite as the preceding week had had awful weather but the weather during the weekend became good. On the Saturday, the weather cleared at mid day, to give good thermals but a strong wind across the runway. Winch launches were up to 1200 ft depending on the glider.

On Sunday, the wind was still strong and across the runway, but lift was good.

On Monday, the wind dropped, and fine soaring flights of up to 2 1/2 hours were had by some of our gliders. During the weekend, the Booker Ka-2b flew for between 6 and 7 hours. It was again evident how popular this little 2 seater is. The SG.38 was winch launched successfully on two, if not three, of the days.

This year, a special guest was Heinz Butschkau, who had flown DFS 230s and Gotha 242s everywhere on the Eastern Front. He had not only experienced double tows* but also, the short rigid bar tows, which gave him no trouble. Other pilots did have some trouble with them. It seems that the secret was to never use the rudder, especially during take off. It was clear that he loved his Gotha 242 and both it, and the DFS 230, were light to fly, which is more than can be said of the Horsa. He is building a 1/25th scale model of one at home down to the minutest detail. He has also built one of the DFS 230. It was the first time, as far as we know, that British military glider pilots had had the chance to meet a German military glider pilot. We gather that the meeting was a success.

* The double tows consisted of the towplane (an HE 111Z?) towing a Gotha 242 with a 2 cms diameter steel cable. From the Gotha's rear cable hook, which was normally used for the brake parachute, another 2 cms diameter steel cable was towing the second Gotha 242, so that the towed Gothas were exactly in line behind their tow plane. Everything went fine until the first cable broke, which could happen in the event of a snatch due to the cable becoming slack, and then both Gothas would have to outland, having avoided each other! We hope that Heinz enjoyed the occasion. His second launch in a KA-13 was followed by three loops, a beat up and a stall turn before the landing. Heinz is almost 78, but he said that, should he live to be 100, he will never forget that flight. We hope that he will come again.

We thank the Upward Bound Trust for laying on such a weekend and we hope that they will have us back next year. This was supposed to be the Kirby Kite 1 Rally, but only two Kite 1s, out of the 5 that are airworthy, were present. This was the type that was used to train the nucleus of the Glider Pilot Regiment at Haddenham in 1941. We discovered that Haddenham had later become one of the training schools for ATA (Air Transport Auxiliary) pilots as well. We thank Peter Chamberlain for once again organising an excellent event. C.W.

(In our next issue we will feature the history of Haddenham Airfield, written by Peter Chamberlain.)



Heinz Butschkau after his aerobatic flight with Brian Bushell, C.F.I. of the Upward Bound Trust at Haddenham.



Mike Birch and his daughter Nicky in the Booker Syndicate Ka 2 at Haddenham.



Vernon Jennings's A-Spatz at Haddenham



The VGC Editorial Team of Graham and Joyce Ferrier with VGC Secretary, Mike Powell and Brian Headon, suitably clad for flying in the T.21 at Haddenham.



Dave Richardson, Colin Searle, Jill and Peter Harmer helping to rig Graham Saw's Petrel at Lasham.

ELLIOTTS of NEWBURY RALLY.

Lasham. May 9th – 10th.

We had hoped that after the coldest and wettest April in living memory, we would be granted a beautiful May. This did not quite happen at Lasham. On the Saturday, the wind blew from the South West and, on the Sunday, it blew from the South East after rain in the very early morning, which perhaps signalled the passing of a front. Both these wind directions can bring really good thermals but this time, the "proper" Lasham thermals did not arrive.

Gliders participating were:-

CONDOR 4, BGA 2292 (formerly D-8538.) Mike Birch.
 EoN OLYMPIA BGA 2279 – Al and Chrissie Thompson.
 Slingsby PETREL BGA 651. Graham Saw.
 JS WEIHE BGA 1093. Mark Wills and Keith Green.
 EoN OLYMPIA 463 . BGA 1373. Ian Smith.
 Slingsby T.21b BGA 2351 (WB 971), Mike Powell.
 Mg 19a BGA 2903 Chris Wills.
 GRUNAU BABY 2B BGA 578. Robin Hood.
 Slingsby KITE 2 BGA 663, Bill Tonkyn and Ralph Hooper.
 Slingsby SKY BGA 685. Richard Moyses.
 Ka-2B BGA 3147. Peter and Jill Harmer.
 Ka-2b BGA 4336. Booker syndicate.

We were very glad to see the EoN Olympia 463 of Ian Smith and Robin Hood flying again. It has just come through the traumatic corroded main wing spar repair and associated modifications. At least this one will live... airworthy. There are other examples of this very good sailplane which have not been so lucky. The EoN 465 at Lasham will take much longer to repair.

Saturday started with launches in a 60 degree cross wind, but by mid-afternoon the wind had gone round to a more westerly direction and one or two people managed to contact the weak lift. Mark Wills, in the Weihe, stayed up for an hour and this was probably the longest flight of the weekend. There was a strong wind to carry struggling gliders downwind, but none of them landed out. A barbeque was enjoyed in the evening.

On SUNDAY, after the 180 degrees wind swing during the night, a strong breeze dried out those gliders which had been left out during the night. On this day, and perhaps because of the strong wind, thermals were even harder to locate. One of those to stay up (for an hour ?) was Ian Smith in his EoN 463. We think that the strong winds on both days broke up the thermals, making them almost impossible to stay in. It was a good day to try out other people's gliders and for some to experience new types.

The Lasham winch launches were among the highest and best that we have ever seen and the quiet, happy, efficient, operation of the launch point was very impressive.

In all, Lasham made us very welcome and we were happy to have been there. We thank Ray Whittaker for organizing the Rally and hope that we can come back again.

C.W.

Features

THE LOUDON SAILPLANE

by Johan Kiekans

My father was a founder member of our local gliding club and in the fifties he was Secretary. During that time he collected a lot of information about gliders and manufacturers and also sometimes about building projects of gliders and other aeroplanes.

In 1987 I found in his archives a general arrangement drawing of the UTG1 'Loudon'. I spoke to him about this glider and he showed me some articles in old 'Sailplane and Gliders'. For example:

Nov '49 *New Canadian Sailplane, the Loudon, by W Czerwinski*

Feb '50 *Loudon Sailplane*

Jan '51 *More flying hours for clubs- an advanced trainer, 'Loudon,' by W. Czerwinski.*

From this last article he learned that a set of prints was for sale for \$3.00 from the address of Mr Czerwinski. This set of prints took my interest and I wrote a letter to the University of Toronto, Institute of Aerospace Studies, in Ontario, Canada asking for more information and asking about the availability of the drawings. To my surprise I received a letter back from a retired Professor Emeritus, Mr Ben Etkin. The University had asked him to reply because, in fact, he had been the manager of this project. In his letter he told me that the nearly complete set of drawings consisted of 62 sheets making a total of 279 sq. ft! The copying might cost \$1300.00 because of the very poor state of the originals. Unfortunately, he could not offer any guarantee concerning the completeness and correctness of the drawings.

At the time the glider was built an experimental type certificate was obtained from the Canadian Department of Transport. In the articles I found the following information:-

"Thanks to Professor T.R.Loudon, Head of Civil and Aeronautical Engineering at Toronto University and Mr B.S. Shenstone, past President of the Soaring Association of Canada, a scheme was worked out and adopted by the University to design and build a glider by the Fourth Year Students under the supervision of responsible aircraft designers (including the well known Polish glider designer Waclaw Czerwinski) Thus the University of Toronto is offering its students an excellent training in practical aircraft design, giving simultaneously to the Canadian Gliding movement a new type of glider"

The Loudon is a high wing sailplane with cantilever wing, having a moderate aspect ratio and airfoil thickness. The main characteristics data:

Span 45.00 ft

Length 22.15 ft

Weight empty 362 lb

Total weight 562 lb

Wing area 175 sq ft

Wing loading 3.21 pounds/sq ft.

Aspect ratio 11.6

Best glide 22/1

Min sink 2.3 feet/second

he glider was built mainly of wood using birch, spruce, basswood and birch plywood as standard materials. It took to the air for the first time on November 5th 1949 at Oshawa Airport flown by Les Racey, the main builder of the plane. Jack Ames, Don Holman and Frank Brame also flew it that day.

The prototype was registered CF-ZBN-X and was painted 'varsity blue, with white fabric and nose cap, flaring to a narrow stream-line on the fuselage sides. It was hoped that the Loudon, as a popular type of training glider would serve clubs in Canada as did the well known Grunau Baby in Germany before the war.

It would be interesting to know if the glider still exists and if the drawings can be saved by putting on microfilm. I am not interested in building for myself any more but I find it interesting for the VGC.

Johan Kiekans

On receiving this article from Johan I remembered that my friend Mike Davy, who before his retirement had been Vice President Engineering at De Havilland Canada, had known Czerwinski, so I wrote asking him to find out some more. He remembered the Loudon project well as some of the students working on it also worked at A.V.Roe Canada with him at that time and they frequently involved Mike in their discussions. He passed my request on to Professor Ben Etkin who is now 80 years old and he informed me that the glider was destroyed in a windstorm only two years after its first flight. There was only the one example made.

The Professor sent me a copy of an article by Czerwinski and Shenstone which appeared in the Engineering Journal for Jan 1955, which is too long to repeat here, but describes the task facing designers of aircraft who are required to work in groups rather than single-handed, the advantages of teaching by example and the difficulty of teaching design. ("*The untrained genius is more trouble than an untrained clod*")

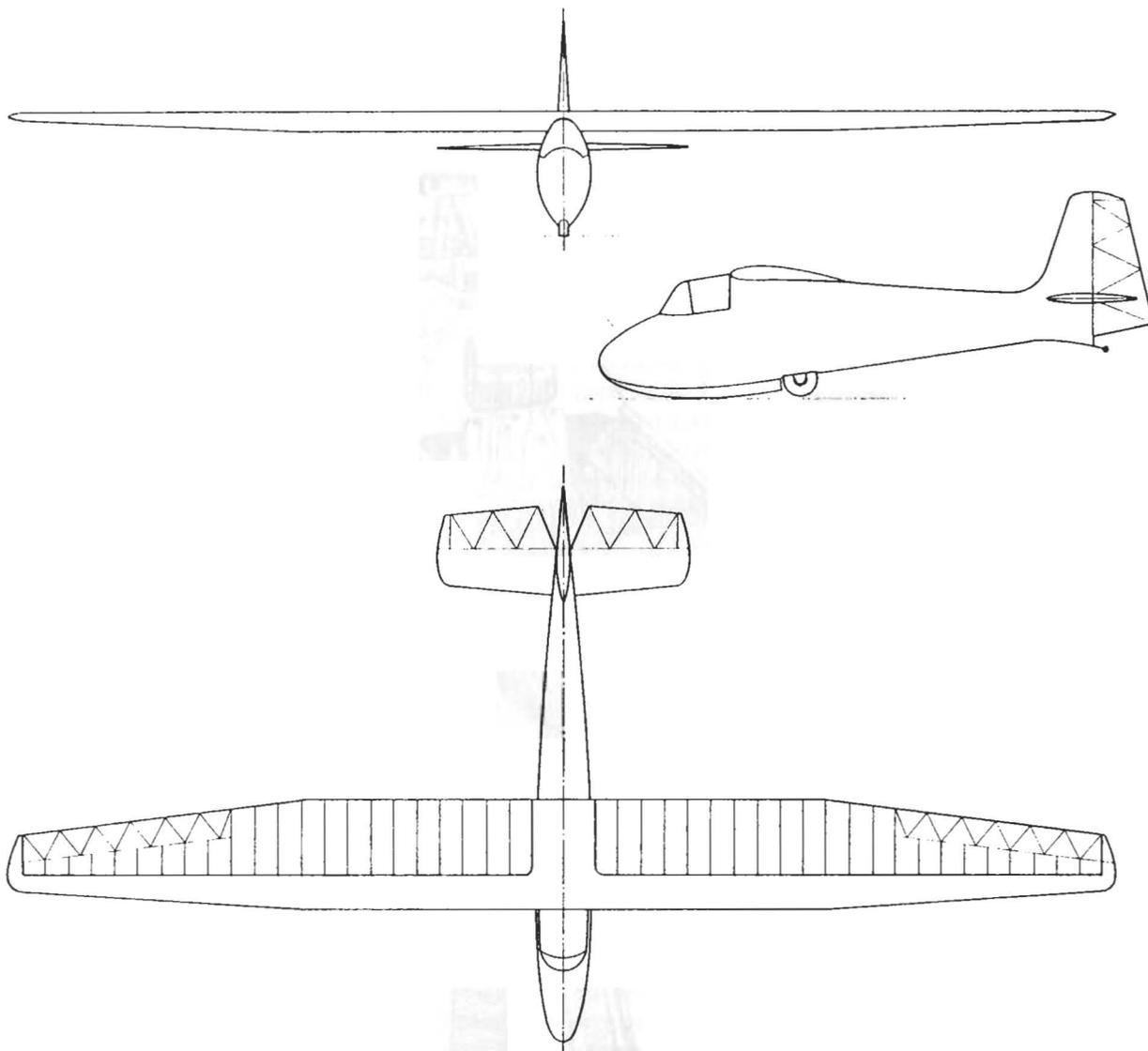
They went on to describe the essential flight testing and development work and said "After the initial shaking down flights the Loudon was carefully flight tested and improved as problems surfaced:

It was evident, for instance, that the control stick forces were too high at slow speeds. This was corrected by adding a trim tab on the elevator and on future models this could have been done by changing the tailplane incidence. The spoilers were not as effective as desired and a high frequency buzz started at 60 mph. It was found that the spring retaining mechanism was not stiff enough. This was cured, as well as the low effectiveness of the spoilers, by reducing the gap between the spoiler plate and the upper wing surface.

A mild tail shudder and rather poor slip characteristics were cured by adding a rounded fillet between the fuselage and the fin. Before the fillet was added, the airflow was breaking away over the fin and rudder with the rudder actually stalling, thus making it difficult to keep the machine in a sideslip. All these minor changes took place during the first few months of test flying.

The performance obtained in test flying shows improved minimum sinking speed and slightly higher sink in the region of higher speeds. The best glide angle proved to be almost exactly as calculated."

The page of illustrations are from this article. It appears to have been a promising glider, maybe the Ka8 of its day, so it is a pity that only one was built and that it came to such an early end. Ed.



**The LOUDON Sailplane designed by students of Toronto University in 1949
(The World's Sailplanes Vol 2 By Shenstone & Wilkinson. OSTIV)**

Instruments	8 kg
Other equipment (e.g. oxygen, radio)	7 kg
Equipped weight	165 kg
Flying weight	256 kg
Wing loading	15,8 kg/m ²

Design standards

Airworthiness requirements to which aircraft has been built	CAR-05
Date of issue of these requirements	1948
Certificate of airworthiness	November 1952

Design flight envelope

<i>Manoeuvre loads</i>	V km/h	Proof load factor
Point A	90	5,08
Point B	158	5,08
Point C	100	— 3,08
Point D	158	— 3,08
Factor of safety		1,5

Gust loads Incorporated in manoeuvre loads envelope for CAR-05

Limiting flight conditions

Placard airspeed smooth conditions	145 km/h
Placard airspeed gusty conditions	145 km/h

Aero-towing speed	145 km/h
Winch launching speed	105 km/h
Cloud flying permitted?	No
Spinning permitted?	Yes
Foremost and aftmost c.g. positions for which compliance with regulations has been shown or is intended in % m.a.c.	17,5% to 24,6%
Terminal velocity with brakes opened at max. all up weight from flight tests (if brakes are speed limiting)	Not applicable

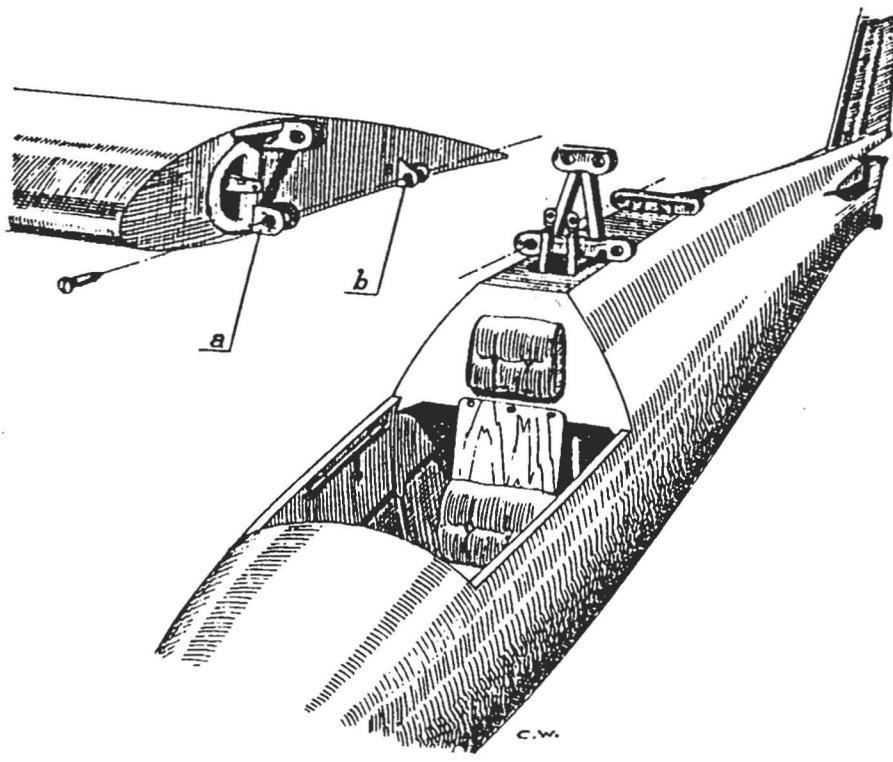
Straight flight performance

Calculated at flying weight of 256 kg

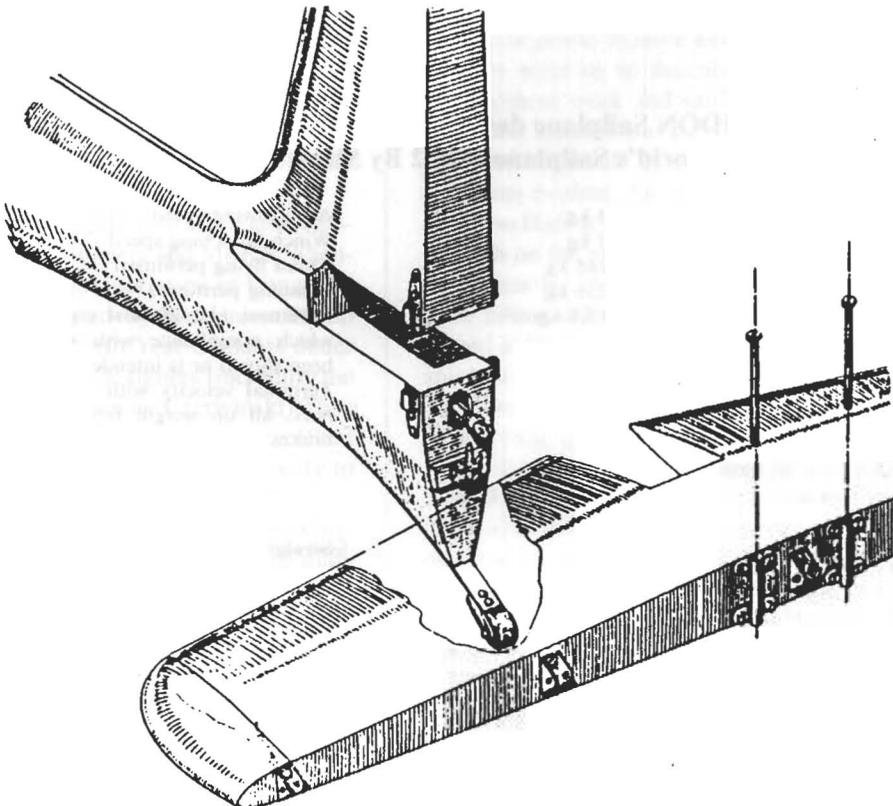
No flap or brake

	V km/h	v/m sec
Min. sink condition	46,7	0,74
Max. L/D condition	66,0	0,76
	70,0	0,91
	82,0	1,16
	93,4	1,43

Stalling speed	40,2 km/h
Max. L/D	22



Fuselage - Wing Joint



Tail Unit Attachment

Features

THERE USED TO BE LAUGHTER

There has recently been correspondence in S & G about the quality of instructors, incompetent and sexist according to one female complainant, and whether club members should be exposed to "rollockings" (sic) at their hands. These last are deeply humiliating, or so writes a gentleman from Dorset, and have no place in a gliding club. Not much in S & G attracts my interest these days because I am not one of the competition pilots by and for whom it seems largely to be written, but these two items set me thinking. Particularly after the hill soaring antics of a recent visitor to Sutton Bank which merited not so much rollocking as being frog-marched off the site in my opinion.

I learned to fly long before the age of political correctness, and so qualify as a Boring Old Fart. It was not always so. I came to gliding as a fresh faced, give or take the odd outbreak of acne, fifteen year old schoolboy at the old Southdown club at Friston. My first instructor was a small, bespectacled bird-like man who was invariably neatly attired in sports coat and flannels with collar and tie, surmounted, as a concession to the open air activity in which he was engaged, by a black beret basque. In muddy conditions he encased his tiny feet in galoshes. In very muddy conditions he did not come to the club at all.

I never knew his first name, for he was known to us all as Squeege. I see that I respectfully referred to him in my logbook as Mr Ashton. I probably called him Sir. Squeege had been an observer in Bristol Fighters towards the end of the First World War. He was reputed to have been one of the many British airmen shot down by Baron von Richthofen, though to be fair I never heard this from Squeege himself. I was always inclined to doubt it as it was my understanding that that Teutonic nobleman, the Schumacher of his day, rarely took prisoners.

Friston was a splendid site for soaring the Seven Sisters cliffs in south westerly winds but, given its proximity to the sea, rarely produced thermals. Came the day when Squeege, flying the T21b in distinctly non cliff soaring conditions, found himself kept aloft by an inexplicable current of rising air. After blundering about in it for several minutes his usual circuit planning was thrown into confusion. He landed in a gully invisible from those at the launchpoint and into which he disappeared at what seemed a high rate of descent. Club members arriving breathless at its lip, fully expecting to find the T21b sitting with both wingtips on the ground, were surprised to find a chirpy Squeege hopping round the undamaged glider like a sparrow. His explanation for the duration of his flight, twelve minutes instead of the usual four, was "Couldn't get her down, old boy". A gentle enquiry as to the nature of his landing produced the immortal reply "Light as a feather, old boy", which promptly went into club folklore.

Squeege had been an instructor for years, but this had merely involved briefing pupils for groundslides and hops in primaries. The concept of instructing whilst actually in the aircraft with the pupil was one for which he was ill prepared, and for that matter ill suited. Alas for Squeege, and for me, when I began my training the SG38s had been disposed of (ceremonially burned I'm sorry to say) and the factory fresh

T21b had taken over. Squeege's patter consisted of just five words. "I've got her, old boy". The only variable was the point in the flight at which these words were delivered. Sometimes they came before take off, always before the landing. When Squeege took over during the flight there followed a series of small jerky movements of the control column seemingly unrelated to the attitude of the aircraft, accompanied only by little grunts of concentration. Unsurprisingly I made little progress.

It was decided to transfer me to the CFI, Ray Brigden, who ran a garage in Brighton. A large man in every sense, ruddy of countenance and unruly of moustache, Ray proceeded everywhere at a sort of shambling lope. He had been a Corporal in the RAF during the war, the second that is, and had acquired a mastery of Anglo Saxon phrases which he used liberally. Where Ray really scored was in the use of expletives in juxtaposition one with the other. As he was short of fuse, opportunities for this form of creativity came frequently. C - t - g b - ll - ks was a favourite. I admired him very much.

There was, amongst the members, an elegant youth who was a cub reporter on the local newspaper. Already much given to hyperbole, he was clearly destined for greater things. In due course he became a Fleet Street journalist. I forget for which paper but, as his name changed from the John we had known to Jasper, it was probably the Daily Mail. One day, when John was on the winch, he was visited by a group of Girl Guides from their campsite in the Cuckmere Valley. Not one to miss such an opportunity John launched into an explanation of gliding, stressing the importance of an expertise in winch driving which he as it happened possessed in abundance, that left these virginal creatures breathless with admiration. An opportunity to demonstrate all he had described soon presented itself when the launchpoint began signalling. Much noise and smoke followed, after which John switched off with a flourish and pointed out to the girls that the T21b, previously earthbound, was now overhead due solely to his uncanny skill. As John described it later, at this point, when all were looking upwards, a florid face with moustache akimbo appeared over the side of the cockpit and down floated the words "Too f - g fast!".

After seventeen flights in the two seater, 22 days before my sixteenth birthday (things were less regulated in those days) I was sent solo. The fact that this feat was to be performed in a Kirby Cadet of totally different performance and feel from the T21b was remarked upon by no-one. Such was the residual allegiance to the old solo training methods that my first flights were one low and two medium hops straight ahead. Thereafter I was permitted to fly four circuits for my A and B certificates, launched with the cable attached to the nose, not the belly, hook. "So that you don't go too high at first". Since the greatest height one could hope to reach in this fashion was about 350 feet, the resultant "circuits" really consisted of continuous descending 360° turns back onto the field. I was too green to know that this was supposed to be difficult.

The Southdown club in the early fifties was typical of many. Small, enthusiastic with everything done by the members. I have never met a nicer bunch of people. There was a great deal of laughter. Selfishness was simply not tolerated. There were no private owners. Possibly these last two facts were in some way related.

Our two retrieve vehicles, one of which was usually unserviceable, were cut-down Bullnose Morrisies of indeterminate age, relics from Brigden's garage probably. They were for

retrieving the cable, not the gliders. *They* were always brought back from wherever they had landed by hand. Everybody at the launchpoint was expected to do this, preferably at the double! "C - t - g b-ll - ks! The Tutor's been down for ten minutes. Don't you lot want to fly today?" This when it had in fact just landed and we were already on our way out to it! A healthier, in all the senses, atmosphere for a young man to grow up in could hardly be imagined. The only person exempted from these strictures was Squeege, in deference to his extremely advanced years. He was, I think, about 52.

One of our members, an Eastbourne solicitor, had a very superior motor car, an apparently devoted girl friend, and the club's only Silver C. This last, which I envied more than the other two, he had acquired with the Surrey club at Redhill. The Surrey club visited us occasionally, for the cliff soaring. Their members seemed entirely to consist of leggy blondes, wealthy wine merchants, and chaps who had won DFCs in the war. They flew Olympias as ordinary club aircraft. We Sussex yokels thought them very sophisticated. I expect they, or their descendants, are now at Booker.

One of the disadvantages of taking up gliding in adolescence is that it is a period when the hormones are at their most obstreperous. The arrival of young women on the field, especially in summer when they wore shorts, had two results. The first was that Brigger moderated his language. The second was that I was rapidly reduced to that state in which signalling take up slack with our large, sharp edged tin bat became a hazardous undertaking, particularly in a gusty wind.

The daughter of the farm of which the airfield formed part was exactly my own age. I met her one day when I was sent to help with the haymaking. Whether this was a genuine exercise in landlord relations, or whether those in charge had finally run out of patience with my ineptitude on the field I never knew. At any rate there she was, decoratively if somewhat ineffectually, raking up hay. I had never seen so beautiful a human being. For the next few week-ends, greatly to the amusement of the middle aged members (most of them in their thirties or even older), I spent much more time helping with the haymaking than gliding.

In her turn this lovely person took to visiting the airfield "to watch the gliders", by which she charmingly meant those who did it rather than the things they did it in. One day her arrival on the field coincided with mine at the top of the flying list. Though lacking a pipe and tin legs I did my best to climb into the Tutor in the style of Douglas Bader in the film "Reach for the Sky" which I had recently seen. Carefully adjusting my goggles to hide the worst of the spots on my forehead, and assuming an expression which I hoped was one of steely determination, I gave the take off commands (which the pilot did in those days) in as manly a voice as I could manage. Imagining her eyes upon me throughout I flew a careful circuit though, impatient as I was to be on the ground again to receive the admiration that was my due, I took care not to make it a long one. A graceful final turn was followed by a daisycutter of a landing. Even Brigger grunted approval. Returning with the glider, at a steady trot as usual, I looked round anxiously for she who I had hoped to impress. She had retired to the farmhouse! Overcome, I imagined, by her concern for my safety. Not so. I learned later that she was furious, having expected me to forgo my flight in order to go for a walk with her on the cliffs instead. Our relationship, chaste and tentative as it had been, ended soon afterwards, but I had learned one of Life's Great Lessons. Sex and gliding rarely mix.

At just turned 17 I flew for five hours on the cliffs. Nothing remarkable about trundling up and down in steady lift, but I had a sense of achievement. I was pleased to have done it in a Tutor and pleased, Sussex born as I am, to have done it over Beachy Head. At ten shillings an hour, I faced a bill of £2.10s.0d. plus 2s.6d. for the launch, way beyond my means. I was allowed to pay it in instalments.

Alas, I was approaching the age at which all British males had to serve their country. An unimaginable concept in 1998 but accepted as part of the natural order of things at the time. During my brief and undistinguished military career I became accustomed to rollockings. We all did. It was part of the culture. Most consisted of the apoplectic rantings of NCOs with large voices and small brains beside themselves with fury at some such transgression as an unfastened button or an inadequately polished cap badge. One, memorably, took the form of a witheringly patronising comment on some aspect of my arms drill delivered by a mounted Major in the Grenadier Guards before an audience of 300 of my fellow officer cadets. None had anything like the same effect on me as had being told off by Ray Brigden. From which I drew the second Great Lesson. Neither criticism, nor praise for that matter, means very much unless it comes from someone you respect, and whose good opinion you seek. I offer that to the unknown gentleman in Dorset as some consolation for the indignities he has suffered.

One Saturday in the late autumn of 1953, girt about with martial impedimenta and wearing shoulder flashes proclaiming me a member of the county regiment, I crossed Sussex by train. My route, from the regimental depot at Chichester to that of the Brigade at Canterbury, took me for part of the way along the South Downs. After the steam train left Lewes I watched out for activity at Firle, the site on the Downs to which the Southdown club had moved from Friston. And there they were, as I had hoped or was it feared? What my new masters would have described, had they been on inventory, as Tutors. Slingsby. Pairs. One.

Two of my erstwhile chums were hill soaring, whilst I was pretending to be a soldier and fooling no-one. It was a low moment, but not so low as it would have been had I known then how long it would be before I sat in a glider again. I found that, by rubbing the condensation from the carriage window with my sleeve and craning my head, I was able to keep the two little Tutors in sight for quite a long time. And then they were lost to view.

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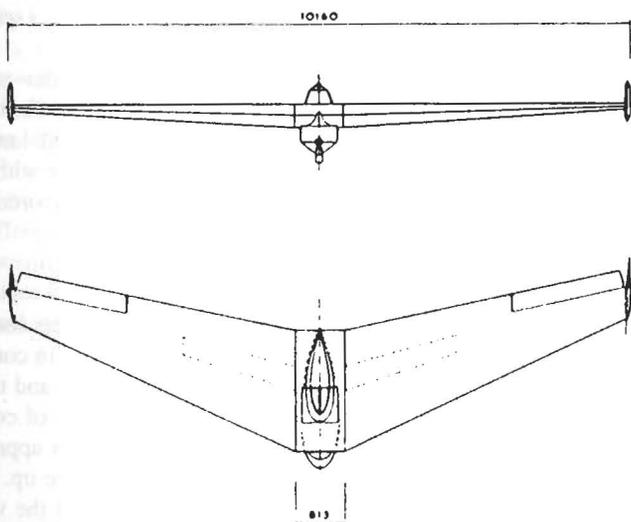
Features

The Baynes Carrier Wing Glider (or the Bat)

Mike Maufe has sent us the flight test report by Robert Kronfeld on this strange glider which is too long to repeat in full but part of it is given below, followed by an excerpt from "Testing for Combat" by Capt Eric Brown (published by Airlife Publishing Ltd who have given us permission to copy) (Chris Wills and I have added the rest Ed.)

But first we start with a small 3-view drawing from Norman Ellison's book, "British Gliders and Sailplanes 1922-1970" and a description of the glider from *Aeroplane Monthly*.

BAYNES BAT



"NOTHING VENTURED" by Philip Jarratt. (*Aeroplane Monthly* May 1990)

In 1941 the British Sailplane Designer L.E. Baynes made a proposal that armoured fighting vehicles, such as the 8 1/2 ton tank, could be provided with detachable glider wings to enable them to be flown to battlefields behind tugs. At the time, Baynes was the aviation adviser to the Alan Muntz Company at Heston, which specialized in weapons, and he had organized a separate aircraft division of the company.

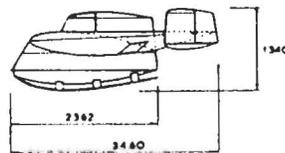
The military advantages of such mobility for airborne operations were self evident, and General Aircraft had considered the idea when developing the Hamilcar. In the Baynes proposal, however, the tank itself replaced the fuselage and undercarriage, and there was no tail, so that there was a great saving on weight. The glider would be cast off to make a free descent to the landing site, the tank's engine being started while it was still airborne. The wing would be detached on touch down using a quick release device and then would be carried away by its residual lift, allowing the tank to go straight into action. While Air Staff approved of the idea in principle, they decided that it would be wise to explore its aerodynamic and control characteristics by testing a 1/3 scale piloted flying model.

This machine, known as the "Bat", was designed by Baynes and built by Slingsby Sailplanes at Kirbymoorside, Yorkshire in 1943. Built of wood throughout, it was aerodynamically similar to the full size "Carrier Wing", but had a small nacelle, to accommodate its pilot. Its swept back wing had a single main spar. Although it had no airbrakes, it was fitted with Slingsby Patent bellows operated flaps, which extended outwards for about half the wing span on each side. These were located well in from the wing trailing edge to minimise change of trim and enable the full flap increment to be realized within the scope of the available elevon control. The elevons had tabs and mass balances, and the wingtip fins had **deep-chord, mass-balanced rudders**.

In the neutral position, the wingtip vertical surfaces were set at a small outwardly-inclined incidence. The nacelle tapered off to provide additional fin area. A simple underbelly skid formed the main undercarriage, a pair of small wheels being used for ground handling and take off. When at rest, the "Bat" settled on one of the wing tip skids built into the fins.

The glider spanned 33 ft.

Control was by wheel and shaft through the main spar, operating a small rocking control box unit. Pushrods linked this unit with the elevon controls. Fore and aft and rotational movement of the control wheel gave equal and differential movement, respectively, to the elevons. The rudders had normal pedal control which gave differential in favour of the outward positioned rudder. Allotted the mili-



tary serial RA809, the "Bat" was given green and dark earth upper surfaces with training yellow outer portions, and yellow undersides with black diagonal bands. As there was no fuselage to speak of, the serial number was applied to either side of the nose of the nacelle, and the roundel and the yellow encircled "P" which denoted a prototype were painted on the rear of the nacelle, behind the canopy. Flashes were applied to both sides of each fin, and roundels were painted on top of and beneath the wings.

A Famous Pilot.

The "Bat" made its first flight in July 1943, at the Airborne Forces' Experimental Establishment at Sherburn in Elmet, Yorkshire. Most of the test flights were made by Flt. Lt. Robert Kronfeld. Wind Tunnel tests at the Royal Aircraft Establishment (RAE) had indicated the possibility of wingtip stalling. So provision had been made for wingtip slots to be fitted. Because these were not ready in time, the aircraft was flown without them. Kronfeld found that there was no tendency for premature tip stalling. As the glider stalled normally the slots were never fitted.

Flight tests had shown the tailless glider to be practical, but the full-size carrier wing was not proceeded with because a suitable tank was not then available. Moreover, the decision had already been made to develop gliders which could carry tanks and other equipment within their capacious fuselages. However, as the "Bat" was the first modern tailless flapped monoplane to become available for full-scale research, it was fitted with a variety of recording instruments and flown extensively by the RAE to obtain data on the stability and control of tailless aircraft.

The "Bat" was last seen in 1958, dumped behind a hangar at Croydon.

Baynes "Bat" data.

Wingspan: 33ft 4 inches.

Length: 11 ft 4 inches.

Wing area: 160 sq.ft.

Aspect ratio: 7:1.

Empty weight: 763 lbs.

Gross weight: 963 lbs.

Wing Loading 6 lbs/sq.ft.

Max.Speed: 120 mph.

Cruising Speed: 80 mph.

Stalling Speed: 40 mph.

(The Vintage Centre at Lasham holds some of the "Bat's" drawing plans.

They indicate that the "Bat" was heavily built, not as a performance sailplane, but to try out the idea. We have every confidence in L.E.Baynes as the designer of our Scud sailplanes and feel that he did not go far wrong with the "Bat's" aerodynamics, except that both elevons appear to have been up for max. lift and this would cause more drag, which should not happen. The Horten motorgliders, which have recently been designed and built in Germany, also reveal this, and it is brought about by the large cockpit for the pilot in the centre of the span where the aerodynamic efficiency is supposed to be maximum according to Horten principles. However, we feel that the "Bat" would make a very good tailless sailplane, if it was more lightly built, with more span and with a profile to give it more lift, especially at the wing-span's centre around the cockpit. However, both elevons up at the stall would give more geometric washout and a guaranteed gentle stall and L.E. Baynes was not after maximum efficiency when he designed it. It is clear that Robert Kronfeld at that time was enthusiastic about flying wings and in 1945, he organized the importation of the Horten 4a LA-AC from Germany to the RAE at Farnborough. He was killed near Lasham flying the tailless GAL 56 flying wing, before he could own and fly the Ho 4a, which was sold to the American Hollis Button in 1950, after damage had been repaired, which it had sustained due to an unfortunate ground-loop at the RAE) C.W.

Preliminary tests on handling and stall characteristics of a one third scale Baynes Carrier Wing Glider. By F/Lt R. Kronfeld A.F.C.

The one third scale Baynes Carrier Wing Glider is a tail-less single seater with elevon control (combined ailerons and elevator) and end plate rudders on the wing tips.

In free flight and tow the controls are well balanced and very responsive although the rudder is less effective than the other controls. The control forces are very light. With due allowance for lightness and responsiveness the aircraft is easy to fly except in rough weather conditions in which it handles like other aircraft of equally light wing loading. Generally the glider handles similarly to light and responsive sports type gliders of orthodox design.

This glider is a one third scale flying model of the projected Baynes 100ft span Carrier Wing, the purpose of which is to carry an 8½ ton tank or armoured vehicle as a glider to be towed by a tug aircraft in the usual manner. The span is 33 ft, the wing area 160 sq ft and the gross weight fully loaded with ballast is 963 lbs. The wing loading is 6 lb/sq ft.

The part of the tank which projects down below the wing on the full sized aircraft is replaced by a small nacelle on the underside of the centre section which contains the pilot's seat.

A single skid undercarriage is fitted and there is a normal quick release for towing. Part of the pilot's body is in the wing and his head projects into a transparent fairing on the top surface of the wing.

Projecting through the main spar into the cockpit thus formed is a control shaft and wheel, which by fore and aft and rotational movement controls the elevons for longitudinal and lateral control. Independent rudder control from the rudder pedals in the nose of the nacelle is provided.

The glider is fitted with bellows type flaps which are operated by air through ducts from a point in the leading edge of the centre section and from a point in the upper surface. The flaps are so positioned in relation to the chord of the wing to produce the minimum change in trim and to enable the full flap increment of lift to be realised within the scope of the elevon control available.

The elevon control system consists of a direct incidence control of the elevons by fore and aft movement of the control wheel and differential angular movement about any mean incidence setting produced by rotational movement of the control wheel, thus giving lateral control for any mean setting without change of fore and aft trim.

The rudder control consists of a normal rudder pedal arrangement connected to the rudders to give a differential movement to the rudders in favour of the outward turning rudder. In their neutral position the rudders, together with the fins, are inclined slightly outwards to the rear in order to provide a directional dihedral.

Handling in free flight

The control in free flight is very satisfactory and the control loads are very light. There is no appreciable change in control forces with different flap positions. In straight glide and turns the glider handles similarly to an orthodox aircraft of corresponding light wing loading. The flaps go down in approximately 10 seconds and take slightly longer to move up. The flaps will not come up fully but stop slightly out of the wing with the flap about 7½ degrees from fully up position. Check tests have, however, been made with the flaps fully retracted by screwing them up into the up position and no noticeable difference was observed in either the handling characteristics or stalling speeds between these tests and with the flaps slightly down.

Approach and landing

Suitable approach speeds are 65 mph ASI flaps up and 55 mph ASI flaps down. The flaps are very effective when used to control the glide path. There is very little float with flaps down. At 72 mph ASI (Max permissible speed with flaps down) the glide path is very steep and height is lost rapidly. Side wind landings at more than 5 – 7 mph should be avoided because of the difficulty of balancing the wings on the central skid. All landings should be made nose well up with the wheel back, in which position the landing is easy and normal, flaps up or down. There is no tendency to nosing over. Touch-down with the nose down is likely to result in bouncing.

There is lots more but Robert Kronfeld finishes with his conclusions:

"In spite of its unorthodox design the aircraft handles similarly to other light gliders with very light and responsive controls and is safe to be flown by service pilots in all normal attitudes of flight". so it is strange that when Captain Eric Brown, who was an extremely experienced test pilot flew it, he

found such poor harmony of controls.

"I first flew RA809, towed by a Miles Master 11, on 22nd February 1945. For take off the flaps were locked up and the aircraft remained on the trolley with the control wheel held central until sufficient speed was attained for it to become unstuck by itself, avoiding any temptation to haul the glider off.

Once airborne, the glider was climbed quickly through the tug's slipstream to take up a position above the tug. Towing speed was 110mph, and at this speed the elevators were extremely sensitive; if elbow rests had not been provided it would have been rather tiring to handle. The ailerons and rudders were somewhat ineffective, with an appreciable lag between application and effect.

After casting off from the tug I set up a glide speed of 70 mph, and it was noticeable that in any bumpy air there was a tendency to Dutch Roll, but there was no impression of any instability. The flaps could be lowered at 70 mph and the speed reduced to 60 mph, and they were effective in controlling the glide path.

For landing I learned to set up an approach speed at 70 mph with a tendency to overshoot, and then lower the flaps on approaching the airfield boundary. Holding off required a gentle touch to bring about a stall touchdown on the tail end of the landing skid.

This scale model revealed poor harmony of control, with a particular sensitivity fore and aft which coupled with the indifferent view from the cockpit, made the glider a touchy proposition for landing in confined spaces. The thought of a medium tank appended to it makes the mind boggle. It seemed a good idea at the time but..."

*From "Testing for Combat" by Capt Eric Brown,
Published by Airlife Publishing Ltd.*



The Baynes Bat Flying Wing.

Features

Vintage Gliding, some Cautionary advice, from Chris Hughes.

As well as having vintage gliders, we are getting an increasing number of vintage pilots, most of whom are very experienced and perfectly safe in the right circumstances. As the years roll on, the difficulty is in the detection of the reduction in one's ability to cope. To my mind, there are four particular items to watch out for and hence to compensate for.

The first is the **Switch Off** syndrome. In later years this seems to be more complete than in younger days. It produces the "how did I get this far down wind?" or "where on earth did that glider come from?" situations, and hence requires a far greater determination to switch on at the beginning of a flight and to remain switched on.

The second is the **Blank Screen** syndrome. This is where a sudden and urgent change of plan is required, and no new plan comes to mind regardless of how much one tries. An experienced pilot can usually rely on some instinctive flying to get him out of trouble, but an inexperienced pilot is likely to do anything, the most likely course being to try to just arrive back on the airfield, backwards if necessary! This seems to apply more to the older brain, and so the need in later years to try to foresee emergency situations becomes more important.

The third is the **Look and Not See** syndrome. Quite often it is possible to glance round and just not register anything of importance, like a glider heading straight for you. Again, this is to a certain extent a function of age, and it means that much more careful scanning and re-scanning is required. This is particularly significant if one's eyes are not quite as good as they used to be.

The fourth is the **Head Down** syndrome. In the past, a quick glance at the old-style instruments plus the noise of an audio vario could provide almost all the information required in an instant. Now, what with digital readouts, flight director systems, GPS, vario averagers etc, the information cannot be picked up at a glance, and it is very easy to become engrossed in the wealth of information displayed, and to forget to keep a good lookout. In later years it certainly takes longer to lap up all this instrumentation. Don't get fascinated by the instruments.

All these syndromes are particularly important when trying to keep a good lookout, and for vintage gliders even more important because of the often poor range of vision and lower speeds. Hitting the ground hard is one thing. Taking somebody else with you is another!

Features

SCHONHAGEN AND THE LAST CALL-UP

Reprinted with kind permission of FLIEGERREVUE, the flying magazine from Germany's Capital, BERLIN. Schönhagen is now one of the most frequented Regional airfields in the Bundesrepublik. There is much interest in its history. The article was written by Hannes Höntsch and the drawings are by M.Meyer.

"The airfield almost touches the buildings of the village of the same name. Until Autumn 1989, this was the GST Flying School, which later was the GST Fliegerschule Schönhagen, which was known as the Airport Training Centre at home". (Until the above date, it was in East Germany CW).

A further building complex in the village accommodated the "Technical Workshop", and a section for aeromodelling. This, as "Object 2" with its installations, was the old "Trebbin Gliding School".

In 1936, the then new airfield started gliding operations. Soon, the area became known for its excellent thermal conditions which were favourable for performance achievements.

FROM 1942... It was "The REICHSSEGEL-FLUGSCHULE TREBBIN." (One of the German State's Gliding Schools CW).

At the beginning of the war, where the airfield's buildings now stand, there began the construction of a school building, which included the installation of the "Development and Test Centre" ("Entwicklungs und Erprobungs Stelle" ie.E-E Stelle). In 1942, the installations received the title of "Reichssegelflugschule of the NS Fliegerkorps".(Gruppe 4 Berlin-Brandenburg). In the late summer of 1939, the high performance flying had to give way to the training of air minded youth for the Luftwaffe. During these courses, the glider pilots were to receive their final training before being inducted into the military.

In 1943, the time of free airspace over the Reich was past. The British RAF's night bombing attacks, and those of the USAAF by day, gave fuel to the thought of a "Peoples Fighter", of the simplest construction, to be mass produced and flown by selected members of the Flying Hitler Youth. At the beginning of 1944, the NSFK Leadership at the Trebbin E-E Stelle received the order to modify sailplanes for kneeling prone pilotage, and to carry out appropriate tests. The expected high speed of the future jet and rocket propelled aircraft, ME 262, ME 163 and the manned glider bombs was being anticipated.

FLIGHT TESTS OF THE DEVELOPMENT AND EXPERIMENTAL CENTRE.

(E-E Stelle)

First tests had to be carried out concerning the improved resistance to G-forces of pilots lying prone. For this end, some Kranich 2s were modified. The pilot in front was lying kneeling prone, while the pilot behind sat normally, to observe the reactions to G-force of the pilot in front. Next, a DFS Habicht, a 13.6 m span aerobatic sailplane, had to be modified for prone pilotage. This was carried out and Edmund Schneider at Grunau (now Jesow) was to build a small number of them. E.G. Haase, the well known glider pilot, tested both to find out what was involved. The flying of both these aircraft was more

difficult than expected. The training on the aircraft had to be initiated in a short time. No one knew definitely what aircraft this training was for. Possibly the trainees were to fly the BV 40 "Battle glider". It was foreseen that this aircraft would be aerotowed by an ME 109G in rigid bar tow, to a height of 250 to 750 m. above the bombers. After release, the glider was to dive, firing, through the bomber formation. The attack could only be made once per flight. The height of the bomber formations and their long range escort fighters, and the relative practical maximum height of the towing aircraft made the project worthless. Of the four prototypes, only one was test flown. At the end of the war, there was a prototype of the dive bomber Hs 132, which had a prone pilot, but this was captured by the Russians before it was flown.

In 1944, the ME 163 (also known as the "Power Egg") was the great hope to fight the overwhelming bomber formations of the Allies. Its incredible climbing speed and its good flight handling were offset by the short running time of its rocket motor, its high landing speed and the possibility of the fuel exploding before take off or during a bad landing, if there was any fuel left. "Exact" landings were asked for. The training of the Luftwaffe pilots began on the ME 163A-O without powerplant. Ten examples of this type were built by Wolf Hirth GmbH, Nabern/Teck (?C.W.). Flying the ME 163 was similar in certain respects to a sailplane. In spite of its not simple control technique, the majority of the future pilots of the Flying Hitler Youth had to fly it. The main object of these special courses, was to learn how to spot land. High Speed landings were taught with the "Stummelhacht". For this, selected fighter pilot trainees came to Trebbin from other gliding fields. At the end of 1944, glider training at Trebbin was reduced to an absolute minimum. Flying took place on very different types. For power flying training, there was a Grunau Baby 2B with a fixed two wheel undercarriage. There were also Grunau Baby 2bs flown with Seat Back Main Bulkheads marked in red "Aerobatic Baby". Great value was put in learning to land without brakes by side slipping. With a view to landing the ME 163, there was the saying "Practise spot landings men, if you love life !!!" "After short aerobatic instruction, pilots were converted on to the "Stummelhachts" with 8 and 6 metre wingspans. After five or six take-offs with the 6 metre span "Stummelhacht", aerobatic training was finished, and pilots went into the Luftwaffe. At the end of December 1944, there was a fatal accident. The pupil Heinz Hanke did not succeed in getting an 8 m. span "Stummelhacht" out of a spin. The machine hit the ground at the foot of the Kienberg.

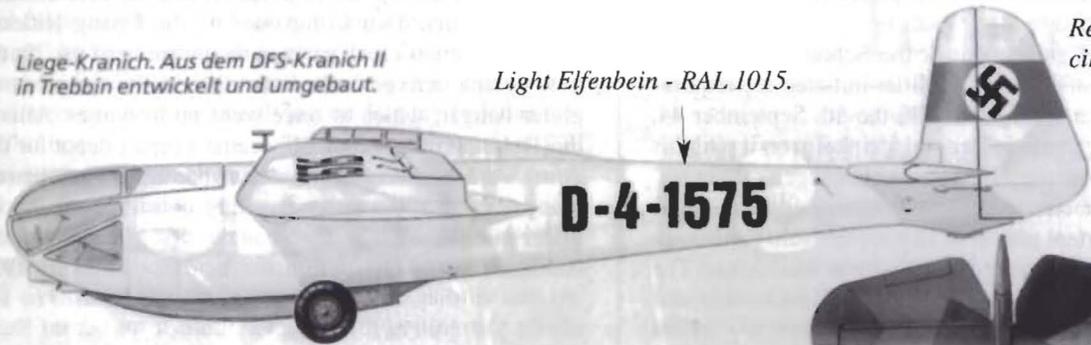


The Kranich 2 modified to have a prone pilot in the front only at Schönhagen.

Liege-Kranich. Aus dem DFS-Kranich II in Trebbin entwickelt und umgebaut.

Light Elfenbein - RAL 1015.

Red Band, white circle.



D-4-1575

Black registration and Swastika.



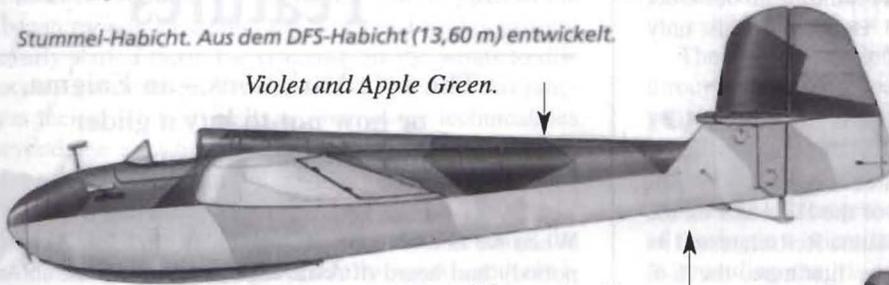
13,60 m

8,00 m

6,00 m

Stummel-Habicht. Aus dem DFS-Habicht (13,60 m) entwickelt.

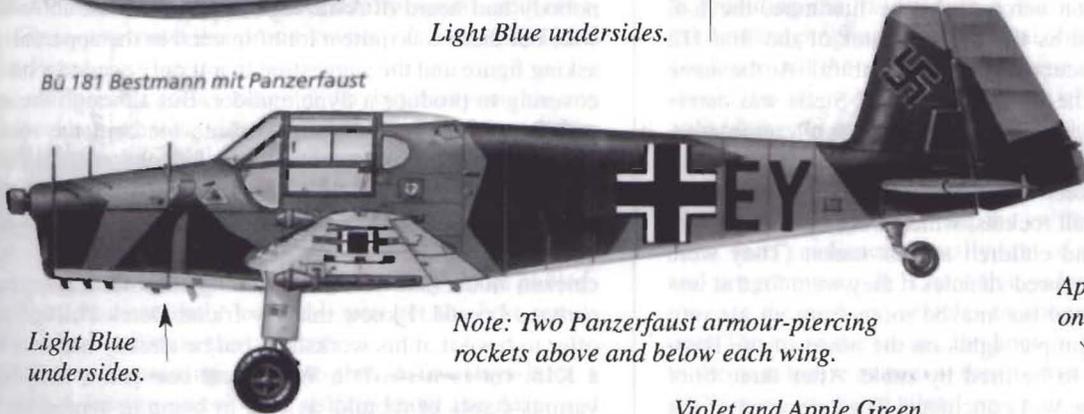
Violet and Apple Green.



Light Blue undersides.

Violet and Apple Green.

Bü 181 Bestmann mit Panzerfaust



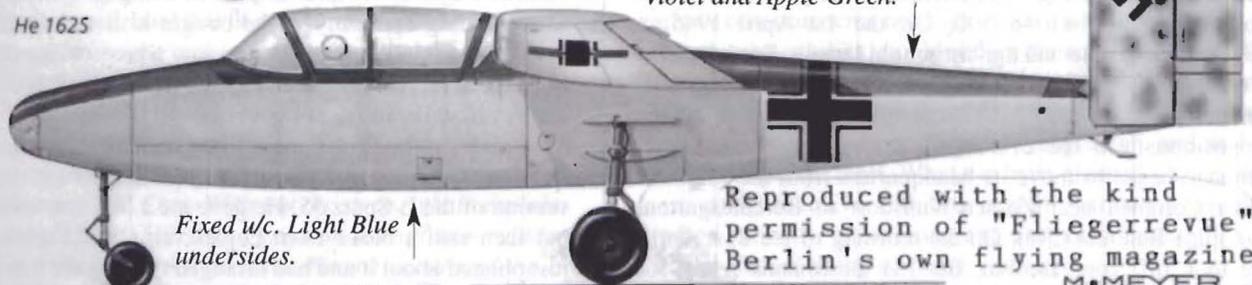
Light Blue undersides.

Note: Two Panzerfaust armour-piercing rockets above and below each wing.

Dark Green and Apple Green.

Apple Green on Light Blue.

He 162S



Violet and Apple Green.

Fixed u/c. Light Blue undersides.

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M. MEYER

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5m

"Fliegerrevue" 2/97.

A PLACE IN THE FIGHTER EMERGENCY PROGRAMME.

This was of special significance for the Schönhagen Gliding Centre. On the 25th of June 1944, Hitler initiated the requirement for an "Emergency Fighter". On the 8th September 44, the contest was for a small fighter and Heinkel won it with his Project 162. Work on the HE 162 "Volksjaeger" (Peoples' fighter) soon attained considerable momentum and the NSFK was to play an important part in it. In a report from the Equipment Staff of the 21st October 1944, this was made clear. The training HE 162S, without power units, would be built by the NSFK Groups themselves, after brief training courses. It was concluded that the glider HE 162S, would be replaced by ready for action powered versions, without intermediate further training on powered aircraft. The first glider version of the HE 162 had to be ready, at the latest, by the beginning of January 1945! The unpowered HE 162 was to be known as the HE 162S (S meaning Segelflug ie. Gliding CW). The wooden HE 162S was to be a tandem two seater fitted with a rigid tri-cycle undercarriage. The planned armour around the cockpit of the powered version, was to be replaced in the HE 162S by very thick layers of Beech Wood. (TVBU) The basic boards on which minor assemblies (such as ribs etc) were to be built, came with photographically reproduced contours for these assemblies, to the builders. The bulkheads were to be built from endless rolls of plywood strips. In November 1944, the building programme was taking place in various workshops around the country but was centred in Saxony. At the end of February, the whole production was moved to Vienna Schwechat. The move was dictated in reality by the Red Army arriving on the 3rd of February 1945 at Frankfurt an der Oder (70 kms (42 miles) East of Berlin CW). Because of this, only the prototypes of HE 162S were built.

THE LAST SPECIAL COURSE. (THE LAST CALL UP)

On the 21st of March, there began the last Course "for a special purpose" under the title S.3/45. The leader of the E-E Stelle, E.G.Haase, tested the prototype of the HE 162S on the 28th of March 1945. On the 8th April, Hanna Reitsch tested its flying characteristics on aerotow. In the literature, the E-E Stelle Trebbin is listed as the manufacturer of the first HE 162S. According to documents, this is doubtful. At the same time as the testing of the HE 162S, the E-E Stelle was carrying out tests with Bucker Bü 181 "Bestmann" aeroplanes. These were to be sent into action against ground targets with four Panzerfaust rockets mounted under and above their wings. These were small rockets, which were light enough to be used by women and children against tanks. (They were likely to destroy all armoured vehicles if they were fired at less than 50 ft on the ground but maybe more from an aircraft. CW) Aiming was by simple sights on the noses of the Bestmanns and they were to be fired by cable. After three brief practice flights, training was concluded. The personnel of the school had now risen to 500. On the 1st April 1945, a DFS Olympia Meise had the last school launch. Further training was with rifles and "Panzerfausts. The airfield was to be defended with one-man fox holes and anti-aircraft machine gun positions. On the 21st April, the Armed Forces High Command began to move its headquarters from the Maibach Bunker Complex near Zossen/Wunsdorf to Berchtesgarden. (the Alpine Redoubt CW). On the morning of the 21st April, there took off from Trebbin, Bü 181 Bestmanns ready for action to fight Soviet tanks. Every machine was shot down and only one pilot survived. During the evening, the anti-tank unit

south of the airfield at Ahrensdorf, had the first contact with the Red Army. Two Companies of the Flying Hitler Youth were lost. At 3 o'clock early in the morning of the 22nd April, a T.34 tank arrived before the airfield. Its first shot hit the glider hangar, which at once went up in flames. Afterwards, the Trebbin Gliding School became a repair depot for the Red Army's tracked vehicles. Later, it became living quarters for many families. After a painstaking construction, the veteran glider pilot Karl Liebeskind had the first glider flight after the war in an SG 38, at Trebbin, on the 31st of January 1952.

Translated by C.Wills.

The most important glider distance flights from Trebbin happened on the 24th of May 1939. A Minimoa was flown 523 kms to Tiefenried by Eric Vergens. This was the longest distance flight ever accomplished within the frontiers of Germany and it stood as the National Distance Record for at least 30 years. It is also probably the longest distance ever flown by a Minimoa. A Mü 13 was flown by Kurt Schmidt 482 kms to his adopted home at Holzkirchen in Bavaria. (He had originally come from East Prussia.) This was the German Goal flight record and was probably the longest distance flight ever accomplished in a Mü 13. An Olympia Meise was flown by Seff Kunz 348 kms to Nurnberg. This was also a Goal Flight by the person who originally pushed the Olympic sailplane idea.

C.W.

Features

The Avia Variations – an Enigma, or how not to buy a glider by Bob Gibson.

When we first saw the advertisement (in VGC News No 92), nobody had heard of Avia, let alone knew what an Avia 60P was, but there was quite a lot of interest in the apparently low asking figure and the suggestion that it only needed a bit of recovering to produce a flyable glider. But although the matter was dropped, it kept coming back to me over the next two days, because ever since that delightful rally at Camphill last year when I was conned into joining the VGC I have had a yen to own my own vintage glider, but I couldn't afford that and keep my share in the ASW20. But if I cleared out that long chicken house and found something that needed rebuilding perhaps I could. I knew that my friend Derek Phillips would offer to have it at his workshop, but he already has two K13s, a K18, (or is it two?) a Weihe and one and a half K8s in various stages of rebuild, as well as being in syndicates for a Slingsby Eagle, an Oly2b (he bought it as a 2a and did the mod) and an ASW20FL, and anyway a project like this needs to be on hand so that you can spend the odd half hour on it or stare at it while you drink your coffee.

And so on the Friday night I rang the number and spoke to Beverley George. He told me that the Avia 60P was the French version of the L-Spatz 55. He gave me a lot more information but then said a bloke from Eaglescott, Chris Kaminski, had just phoned about it and had arranged to go to see it at Lasham on Sunday morning. I admit I did think of doing the dirty and going down on Saturday to beat North Devon to it, but even I

could not do that and anyway, on Saturdays I have grandparental responsibilities. However, I rang Derek to give him the gen and he said "Tough luck, forget it". Then he promptly rang back and said "What the hell, it's only a few gallons of fuel and anyway we won't be flying on Sunday because it is forecast to rain."

The journey to Lasham was easier than I thought and so we arrived quite early and had a wander around, ending up in the Vintage area among the trees. There seemed to be a lot of people there and when we spoke to one of them he said that most of them were the day's duty crew, and as only one ab-initio had turned up it didn't seem worth getting out all the gear.

Getting back to the clubhouse, the first person I saw was a large bearded type that I recognised instantly from Camphill and guessed was Chris from North Devon. He was surprised when he found that I knew him and why he was at Lasham, and looked quite po-faced when I said that we had come to look at the Avia. But I soon assured him that we were not there to queer his pitch but just out of interest.

Just then a dapper little figure in bright orange overalls appeared who could only be Beverly George, and together with Chris's friend Dick Andrews, we all repaired to the clubhouse where Beverly gave us the gen on the Avia.

Then back to the Vintage area to decant the glider from its trailer. When I saw the forlorn collection of tubes that was, in fact, the fuselage my first thought was thank goodness I hadn't made any commitment, but the more we looked and listened to the encouraging comments of my peers so I began to feel quite envious. But when the rudder was lifted out, and a load of obvious mice (or squirrel?) habitation also dropped to the floor I began to wonder again, and when at Derek's instigation, Beverly started to rip the covering off the wings to disclose not one, but three, further nests, envy faded. At this juncture I was feeling a bit out of it, as some of the technicalities were beyond me so when another big bearded chap came asking for assistance in taking the wings off a Stemme S10 I readily gave a hand.

On my return there were smiles all round because the woodwork was thought to be structurally sound, and obviously Chris was now the proud owner of Avia 60P Hotel Charlie Papa.

So I still haven't got a vintage glider, but if anyone has any suggestions on what to do with a 19ft 6ins chicken house (apart from keeping chickens, that is) please get in touch, and watch these pages for pictures of the beautifully restored glider which I am sure will result from all this. Talking of pictures, you would reasonably expect that there would be photographs with this article, but there is one thing about photography that I have recently learned – you get the best results when you have a film in the camera!

There is an interesting sequel to this. A few days later, a chap with a foreign accent rang asking about the Avia, and Beverly had to tell him that it was sold, but where was he ringing from? When the reply was Toulouse and the name was Ragot, Beverly realized he was talking to the François Ragot who was the French glider pilot so successful in the World Open Championships in the 1970s.

You're in good company. Chris!

(In VGC News No 93 Chris Wills put the story right in explaining that the real Avia 60P was a pre-war, one-off motor glider, but this so-called Avia 60P was the French version of the L-Spatz produced by a firm called Avialsa. ie AVIAL Société Anonyme and is called the A60 Fauconnet Ed)

Features

MUSEUMS

AND WHAT THEY SHOULD AIM TO BE.

By James W. Swinnich, Executive Director of the National Soaring Museum, Elmira, NY, USA.

"A good Museum attracts, entertains, arouses curiosity, leads to questioning, and thus promotes learning. It is an educational institution that is set up and kept in motion..." So said John Cotton Dana (founder of the Newark Museum) in 1909, back when museums in this country were in their infancy. This standard remains. The National Soaring Museum is confronted in this regard by both international and nation-wide constituencies and local audiences. In addition, our programs must engage the Soaring Community and a culturally diverse general public with little or no understanding of motorless flight. The challenge presented by this myriad of audiences, each with their own knowledge base, expectations and needs, is most evident on the NSM exhibit floor.

A quick critique of the current exhibition area reveals two significant shortcomings. First, the displays are not connected. The subject matter is relevant enough, but there are no scientific or historical connections made for the visitor. If you are a member of the soaring community, you bring a framework of experience and intellect to your visit. Your previous learning allows you to place a particular display within an existing context, you probably are aware of vital issues left unaddressed. But if this is your first exposure to motorless flight, the exhibits might not answer critical questions about soaring.

The second problem is a lack of a traffic pattern or flow through the exhibit spaces. This contributes to any confusion people may have regarding what stories the museum is trying to tell or what lessons we are attempting to teach. People feel frustrated by "trying to make sense of it all".

A concise, comprehensive exhibition addressing the history of soaring in a scientific and technological continuum is critical to providing the visitor with a basis of understanding other exhibits and programs. Exactly what objects should be placed on display to tell the story, what is the story, what subject matter should be incorporated, what type of design principles are utilised, what communications technologies implemented and what type of traffic pattern will be conducive to learning and use space effectively? All these questions are up for debate.

What we do know is that the exhibition area is really the "first face" audiences usually see of museum interpretation and programming. It is here that judgement begins. Exhibits too, are the primary vehicles to showcase the object collection. These are the basics, the known. What the NSM will do in the near future is answer the questions above, do some self-assessment of the exhibits' program, and evaluate what our various constituencies need and want from the museum. For example, the exhibits should reflect the cultural diversity represented both in the origins of motorless flight and of our audiences. Of equal importance is modern soaring, including what is taking place at soaring clubs. in competition, and with the vintage sailplanes aloft. What we have planned for the future is a comprehensive exhibition that "attracts, entertains, arouses curiosity, questioning and promotes learning". as Mr Dana professed doing so many years ago.

(This article was sent us by Justin Wills in New Zealand. We are thankful to have received it. C.W.)

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Features

A little while ago your Editor wrote to a number of prominent gliding personalities in several different countries asking them to record their first flights or their earliest gliding memories. Jörg has been the first to respond and we hope this will encourage the others to follow suit.

My first launch by Jörg Ziller

beautifully translated by Colin Anson.

There's no doubt about it; little boys do not like to lose a war! And therefore it fell to me after Germany capitulated, to take upon myself the mammoth task of continuing the prosecution of the war at every opportunity, even against overwhelming odds, until victory was achieved or, as it turned out, until I simply forgot to fight as I had to concentrate on my school-work.

Maybe some of my recollections may not totally coincide with the facts in every detail, but I'll just go ahead with my story of the arduous path that led to my first glider flight, even if that word "flight" may be something of an exaggeration. And, of course, usually that path is long and the flight is short. And that also applies to this account.

They were very peculiar times, when living conditions in Germany were only just starting slowly to get back to normal.

To begin with, I directed my military operations against America. American soldiers had settled down with all their goods and chattels near our village and stayed there for two to three months. After a while, it seemed that I had won my struggle against America, as the "Amis" departed from the large meadow at the edge of our village, Brunkensen near Alfeld-on-the-Leine, where my mother, my sister and I had fetched up after we had been driven out of Silesia. A pity, actually, that they left, because they were good opponents. I can't begin to describe all the stuff we managed to pinch from them! And when we did not feel like carrying on the hostilities we simply went there and scrounged some chocolate. We pretended to be quite harmless in order to deceive them, and so undermine their fighting morale.

So- the Americans were gone and the English arrived. This

was no longer so much fun. We kids noticed at once that the English were not well off. They guarded their possessions closely, and the sentries were inexorable, even towards us kids. On the other hand, they did not constantly fire their machine guns all over the landscape, but that was no doubt because they were too poor. (The Americans had been quite different. They tended to fire off their machine guns towards evening, when they started on the whisky bottles, or later, when the bottles were empty. This tended not only to cause damage in the village, but also to impress us children enormously.) Once, however, the English had a trailer full of petrol pinched from them. You wouldn't believe the fuss they made. All the men of the village were put behind bars for three days. But I, their fiercest enemy, was sent home to my Mama.

This was to have fateful consequences when, after a time, our village too began to settle down to normality. The English soldiers had long gone. The petrol trailer re-emerged, converted into a mobile liquid manure barrel, and German industry started up again. There was a glass works between Solling and Ith which was supplied with various materials, but mainly coal, via an aerial ropeway. That's where mother Ziller plus children trekked along every week to collect coal briquettes which had fallen from the skips. We were not the only ones, so we often had to cover fair distances before the rucksack was full. That's how we found ourselves near the slopes of the Ith mountain and, when we happened to glance up towards the skies, were amazed to see a glider circling there. For the Zillers that was a most exciting matter. So mother Ziller had no alternative but to climb up to the summit, to watch the flying activities which the British had re-started, based on the Flying Training School. And there, working as an instructor, was Pit van Husen. Not only had he been my father's instructor and, for a long period, his boss, but he also became a family friend, which was to prove of great advantage to me later, when I went gliding at Aigen. Pit had previously taught pupils to glide on the Ith under the Germans, towards the end of the war. Now Germans were not allowed to fly, even if they worked for the Allies. But Pit was a Dutchman. All his life he had lived and worked in Germany, until after the war he moved to Austria, his wife's country, in order to establish the gliding school at Aigen. I remember him telling my mother one day, with a certain little smile, that he was allowed to act as an instructor for the English as he had told them that the nasty Nazis had forced him to teach the Germans how to glide. So now we were on the Ith more often, a number of Englishmen got to know us and we - that is, my sister and I - got to know the lie of the land on the Ith.

A little way from the actual gliding training school there was a large hangar. It was surrounded by a big barbed-wire fence and was constantly guarded. There was a German security detachment whose members, as we found out, regularly patrolled the area around that building. The men were unarmed.

I really cannot now recall who provoked my sister at that time. But one day she declared to me that there were more important tasks in life than to collect coal. We must go up the Ith and note down precisely, at what times the sentries were patrolling around the big aircraft hangar. Now that was a fitting operational task for me: to spy out the enemy's activities. From this moment onwards, to the profound astonishment of my mother, we kids were only too pleased to go looking for coal. But not only did we minutely register the patrol time intervals, one day my little sister took the bull by the horns. When a watchman whom she judged to be "a nice

man" was on sentry duty, we left the bush which served as our observation hide-out and approached him and in the nice and charming manner she can sometimes put on (when she wants to) she asked quite harmlessly "what is there inside that big house?" "Aircraft, any number of aircraft" was his proud reply. "Could we see them?" "Strictly no – but for such nice children I suppose I could make an exception". He unlocked many doors, and finally we stood in the large hangar, in which certainly up to a hundred gliders were stored. (It was just like Klaus Heyn's idea of cloud seven in Heaven).

Now, of course, I was under orders from my sister to spy out how one might be able to gain entry into the hall. And indeed! while my little sister was distracting the watchman with sweet, clever conversation, I espied a board in the wall which was already so loose that, by virtue of my enormous strength and with the help of a lath of wood, I was able to loosen it further until one could hope to push it open from the outside.

Well, and that was it, really. I was kicked out of the school where our good Klaus Heyn, whom I had not yet met, was sitting his matric, and was sent to a boarding school where they tried to convert children into human beings fit for the "New Age". And that was also the end of my heroic struggle.

Not until I came home during the next school holidays did I learn of the heinous crime, in that wicked revenge fanatics had stolen three gliders out of the big hangar on the Ith, no doubt in order to prepare for the Third World War. I never actually met them, nor do I know what happened to the three gliders (as far as I know, my clever little sister doesn't know, either). But I am still convinced to this day that the following sequence of events, which was to change the course of my life, had its roots in all the happenings described above.

In 1952, when gliding began again in Germany, my sister (it will by now be apparent that she is older and much cleverer than I, and always took the initiative in those days) took me along to the Ith where gliding training had re-started. This time in German clubs with their own instructors and on an SG 38. I was not a club member, but I was allowed, all day long, to help push the precious glider back up the slope to the launch point. Towards evening, when all the others had done their short hops or slides (this depended almost exclusively on the good will of the holding crew towards the pilot), the instructor turned with a marked lack of enthusiasm towards the Ziller children and mumbled something like "oh yes, I suppose they were here too." Briefly, the thought flashed through my mind: is this the moment the glider pilots have been waiting for, to express their profound gratitude to the brave souls who had helped to save three sailplanes for the German gliding movement?

Well the great moment had arrived. I was allowed on to the pilot's seat, strapped in and thoroughly briefed on how to cope with all the eventualities of my flight. (I'm sure I never intended to fly further than the 20 km back to Brunkensen). And then the commands rang out: "Ready! – Walk! – Run! – Let go!" The machine started to move... and after a few metres came to a standstill. The instructor said I had done quite well and all the others congratulated me on my first flight, not without a hint that it was customary to pay for a round of drinks on this occasion. I was quickly removed from the pilot's seat and the machine was pushed back the few metres to the launch point. So this was what I had dreamed of for so long. Had I had a log book at the time, this "big event" would have been entered as my first flight.

Now it was my sister's turn. The instructor took great per-

sonal care over strapping her in safely. Then again the commands: "Walk! – Run! – Let go!" For a moment, after the "Let go", nothing seemed to happen at first. Then, but with noticeable hesitation, the SG38 started to move and rose, or so it seemed to me, vertically into the sky. When the glider had reached a height of at least 20 metres, the instructor screamed "Push!!" and she pushed. "Pull! – Push!" and she descended the Ith in large oscillations, aiming precisely at the only bush on the sloping meadow. Bang! Crash! the glider was hanging in the bush... Everyone rushed down the slope, to save what could no longer be saved.

It turned out that everyone had been lucky. The girl was still in one piece, the glider nearly in one piece, and the instructor became very audible indeed. What he told the holding crew cannot be put into words from the literary heritage of Goethe and Schiller. He no doubt was a very good instructor, and his words were calculated to impress the young men.

That was the end of flying for that day. On our way home to Brunkensen I had time to reflect on the day's events, and I soon realised that the high points of an airman's life should not be like that. Perhaps this was the moment when I firmly determined to learn this flying business properly. And that only began when I was allowed my first gliding course under Jan Eilers on Juist. Jan Eilers – this was the instructor who, later on, never dared to enter a gliding museum. He was afraid they would capture and slaughter him, get him stuffed and exhibit him as a former flying relic from the beginning of aviation history. But these are matters for another story.

International News

AUSTRALIAN NEWS

RAY ASH has sent the following News from NSW (NEW SOUTH WALES) on the 19th February 1998.

He has been busy establishing a new home and everything that goes with it in the country at 46 Medley Street, Gulgong 2852, NSW.

"I am currently working on the restoration of a two seater Schneider ES 52 short wing Kookaburra built in 1956, but still in good condition. It will be completely overhauled and covered with Dacron and may be finished by the end of 1998.

We still fly the DICKSON PRIMARY as regularly as the weather and other obligations allow. It has now done nearly 200 launches and about 12 hours flying time. We auto tow it on our 2 kms long airfield and average around 1,200 ft on the launch with the highest being 1,500 ft. Most circuits are of around 5 minutes but we have managed to delay the descent using thermals to nearly 15 minutes on a couple of occasions.

I am thinking seriously of putting a partial nacelle behind the pilot to improve the L/D a little, but the others who fly it would rather leave it as it is. I have enclosed some photos that you may care to use. Also enclosed is an article that I found in an old Air International about the De Havilland gliders designed by Martin Warner during the war. I had heard about them before but I had never seen any details or photos of them, but you may find them to be of interest. Martin was, of course, a member of the Sydney Soaring Club who owned the prewar Slingsby Gull 1 and the later Gull 4. He also designed and built the Australian Kite 1 and Kite 2 sailplanes in 1936/7 in the Sydney area.



Waltzing Matilda? The last Dickinson Primary with Ray Ash, its restorer, flying it in N.S.W., Australia. Photo Ray Ash

We also have a HUTTER H.17a, built in 1949, that we fly occasionally.

The main problem is the owner's reluctance to get it out and fly it. When he does, he usually lets me have a flight in it also. It flies very nicely and is surprisingly quiet even although it has an open cockpit.

I am also over-seeing the restoration of another Schneider designed sailplane. This is the ES 57 KINGFISHER, a small 35 ft wingspan glider, with a performance somewhat better than the H.17a. It should be flying within a month or two. I have also located the whereabouts of the Hawkrige VENTURE two seater which was built by the Dubbo Gliding Club in about 1950. It is stored in a shearing shed on a farm about 200 kms from here. I have spoken on the telephone to the person who now has possession of it. I hope to go over to see it when the weather cools down a bit. I believe that it is still in reasonably good condition and probably restorable, but the owner is reluctant to do anything to get it airworthy in case it gets damaged. I have always believed that only two VENTURES were built. The Dubbo one... and the original prototype (in England CW). However, when talking to the present owner, who was a Dubbo Club member when they were build-

ing the VENTURE, he was quite sure that one was being built somewhere in South America at the same time as they were building theirs. Do you know anything about this?

Another thing that may be of interest, although you may already be aware of it, is that in 1949, the then President of the N.S.W. Gliding Assn., Mervyn Waghorn, an ex-patriate Englishman, and production manager of De Havilland Australia, at that time, obtained from the Ministry of Supply in Millbank, London, working drawings for the KRANICH 2, MEISE and also some drawings for the HORTEN 4. I found this information when going through all the N.S.W.G.A. correspondence that had been handed over to me for safe keeping by another person. I managed to contact Waghorn, who is now over 80 years of age, but he could not recall what became of them and, what exactly the Horten drawings consisted of. The correspondence does indicate that the Horten drawings were returned to the Ministry of Supply in January 1958. If it is of any help, the reference on that letter is: TPA3/T1B1b/736/R2820 of the 19th December 1949.

Regarding my other flying in our Ka-7, we had a very good week here immediately after Christmas, doing Out & Return flights of between 100 and 150 kms every day, with cloudbase averaging 6-7,000 ft and, on the last day, it went up to 11,000 ft. Our best day was the 2nd of January, when two Ka-7s did an Out & Return flight of 250 kms to the Warrumbungle Mountains. Bob Hare and Brian Hemmings in Charlie Quebec and John McCorquodale and myself got to a cloud street that went in our direction. We never made another turn for the next 50 kms averaging 60-65 Knots and 7,000 ft... went about another 15 kms in to the mountains turning over Siding Springs Observatory, and then we set off home again. We followed the same cloud street that we had come up along, not turning for another 50 kms, until nearly reaching Mendooran again. It was one of the best flights that I have had in the Ka-7, and the round trip took about three hours to complete. Not bad for a couple of nearly vintage gliders.

We have had a hotter than usual summer this year, with many days of over 40 degrees Celsius, with severe afternoon storms on many occasions. On one day recently, we had what can only be described as a mini-tornado sweep across the airfield, uprooting many trees and damaging some of the caravans, although not seriously, thank goodness.

Well, that's about all for this part of the country. I presume other people like Alan Patching, pass on news from down South? I never seem to get to the Vintage meetings there, as they always seem to be too far away. At the rate that we are going, we could almost hold one here, with the number of vintage gliders we seem to be accumulating."

Best Regards. Ray Ash.

Chris Wills comments that not only do the Australians have two Chilton Olympias, when the only one in Britain was burned at Slingsby Sailplanes, but they also are flying a Dickson Primary, a type that introduced the British to gliding in 1930/31 and became extinct in Britain during the mid 1930s. (We do have drawings for the Dickson) That the Australians have been having delayed descents of up to 25 minutes in the Dickson due to thermals, could not have been imagined in Britain during the early 1930s. Let us hope that the Australian Dickson will have even longer duration flights in future. More than 100 Dickson Primaries built in Britain were in use by July 1931, according to reports in "The Sailplane & Glider" at that time. Many of these were built from plans that were published in books and aviation maga-

zines. The Dickson Primary was sold (in kits?) to Britain, America, Australia, New Zealand, South Africa and India. The only recorded examples with Works Construction Numbers (Cloudcraft Glider Co.) were C/n. 19-25, BGA130, 127, 128, 129, 131, 132 and 133. There were also BGA Nos. 233 and 401, but their C/n s were not recorded. The Cloudcraft Dickson Primary was of wooden construction, designed by Roger Dickson and built by the Cloudcraft Glider Co. Southampton, in 1930. Many were built by gliding club members. Span was 10.45 metres, Length was 5.28 metres, Wing Area was: 15.79 sq.m. (170 sq. ft). Wing Section was Clark Y. Empty Weight was: 81.65 kgs (180 lbs)" All the above was quoted from Norman Ellison's "British Gliders and Sailplanes 1922-1970"

BELGIAN NEWS

Their National Rally is to be held on the airfield of SOVET (CINEY) from the 7th to the 10th of August 1998. Any persons wishing to attend with or without gliders should contact: Firmin Henrard, Rue de Porcheresse 11, 5361 Mohiville. La Belgique . Tel: 068 200246019. This Rally is being held under the auspices of the "Faucheurs de Marguerites" (Daisy Cutters)

BRITISH NEWS

The WILLOW WREN, BGA 162, appeared at Halton (RAF Chilterns GC) on the weekend of the 26th-27th April after its restoration to flying condition by Mike Beach and Peter Underwood. It has been restored to the highest standard, as it was in 1934, and before. It is believed to have been built by Bill Manuel, its designer, in 1931 but it only gained its first BGAC of A in September 1934. It was restored to fly again by Bill Manuel in 1964 but it has never flown since. It is equipped only for bungee launching at the moment. This should be Britain's oldest airworthy glider.

Both RHONBUSSARD, BGA 337, and KRANICH 2, BGA 964, have had to have major work done to them, after some glue failure was found in their wings in 1997. Both should reappear again, airworthy, during 1998. The Slingsby SKY which used to belong to the Empire Test Pilots School is being continuously worked on at the Booker Gliding Club at High Wycombe. This sailplane is soon to have new fabric and a new canopy. (no civilian BGA C of A was ever given it, as it has been in military service)

We were very sorry to learn of Bernard Wilson's death, two weeks before he could fly his SKY BGA 1053. It just needed its final painting, otherwise the restored aircraft and its new trailer were ready for action. We are glad that we were able to give him a VGC Restoration Prize during 1997, in recognition of his achievement. In 1998, it would have been too late.

GINN-LESNIAK KESTREL BGA 1571. This is a two seat tandem, semi aerobatic, sailplane which was designed by two members of the London Gliding Club in 1956. They were Messrs Ginn and Lesniak. Vic Ginn built the wings, tailplane and front fuselage, at his home in Luton, and the rest of the glider was built at the London GC. After a gap of several years, it was completed by Ron Dodd and Jeff Butt at Dunstable. Its very much swept forward wings had Göttingen 549 profile at their roots and and M 12 at their tips. Its max.L/D was 1:28, its empty weight was 307.54 kgs (678 lbs) and its wing span was (is) 18 metres. We had wondered what had become of this aircraft. We have now been informed that it has been re-covered and is flying at the Lakes Club. Its first flight was at Dunstable on 19.7.69.



The 1931 Willow Wren which has been restored to airworthy condition by Mike Beech. Photo: Chris Wills.



Bob Sharman anticipating his first flight in his Prefect which has been immaculately restored by Mike Birch. Photo: Austen Wood.

NEWS FROM THE CZECH REPUBLIC.

Josef Mezera has sent news dated 6. 5. 98. that they have had a very mild winter without frosts and snow. It was even possible to fly in thermals over Rana airfield in January!

Two recently restored "ORLIKS" have flown...a VT-16 and a 116. One is based at Hronov and the other at Zabrach in Northern Moravia.

A syndicate at Rana is building a new SG.38. The team is led by Jiri Lenik. It is hoped that it will fly this year but it is questionable as to whether it will be ready for the 27th International Vintage Glider Rally at Nitra.

Josef Mezera has been trying to discover the destiny of the H.28-2 in Czechoslovakia. Fritz Taschner of the VDF (Verband Deutscher Flieger) Group, began its construction in 1936. During August 1936, two young Czechs, Buriánek and Kantor, of the Prague Group Rackari (Sea Gullers), who had built the, Racek Mrkov sailplane, which is now also in the

National Technical Museum, Prague, were searching for the H.28-2 on bicycles. The builders of the H.28-2 wanted to enter it with two pilots in the 3rd Czech Gliding Contest. The pilots were its builder Fritz Taschner of the VDF and Alois Pospisil of the MLL Group.

The building of the H.28-2 was difficult and so, it had its first flight in the Autumn of 1936. The H.28-2, named "Kuryr" ("Kurier" – Messenger) was flying at Zatec and Rana also. The Sudetenland was connected to Germany on 30th September 1938. The gliders from Rana were moved further away, into Czechoslovakia. In addition, Rana was divided by a new frontier. The gliders were taken to Kbely Airfield near Prague. This is now a military airbase. A short time before World War 2 started, the gliders from Kbely were hidden in the workshop at Skodovaku, by the men at the Skoda factory and a section of the ARCS (Aeroclub of Czechoslovakia). This was a shipyard at Prague Smichov, and they were hidden there on the assumption that the war would be of short duration. Among them, were the Sedy Vlk (Grey Wolf), a Tulak (Tramp) built by Letov, and the H.28-2.

There was flood of unknown date, which filled the workshop to a depth of 1 metre and the gliders were badly damaged (if not destroyed.) The joiner, Ivan Chodan, who built parts for gliders, took the gliders out and salvaged parts of them.

Most of the gliders in the Czech Republic, and especially those in Prague, were destroyed at the beginning of the war. However, it is said that a German Officer of Austrian origin, kept the parts of the H.28-2 for the whole war. During the final days of the war, when he was captured by the Americans, all his possessions were taken, and the destiny of the H.28 at that time, is unknown.



Two Czech two-seaters, the LG-130 Kmotr in front of the LF-109 Pionyr at the Czech Republic Vintage Glider Rally in 1997 at Sumperk. Photo: Jiri Svoboda.

NEWS FROM THE NETHERLANDS.

We have heard recently that no less than 4 (if not 5) old craftsmen are now working on Bob Persyn's MINIMO A 36. The fuselage is taking shape and can be recognised for what it is. We understand that the most difficult parts, the wing Main Spars, still need building. These are not only gulled, but also swept back. Such main spars have already been built by Willi Bergmann at Michelstadt/Odenwald, who is also building a Minimo A 36.

We have also heard that a second Dutch GRUNAU BABY 2 is being worked on, which is even older than the 1938 Dutch Grunau Baby 2 which was with us at the July 1997 International VGC Rendez Vous Rally at Pont Saint Vincent.

FRENCH NEWS

After its move from Angers-Avrillé, the Musée de l'Air Régional will for the first time open the doors of its new ultra modern building at Angers-Marcé, next September.

One of the masterpieces on exhibition will, without doubt, be the unique AVIA 41P. The restoration of this 1930s high performance sailplane was led by Paul Genest, a retired carpenter, who will be 80 years old this spring. Helping him was Yves Edmery. As much as possible of the original fabric was saved. This G.P.P.A. team, presided over by Christian Ravel, was awarded an FFVV Medal for the quality of its work. To officially commemorate this, a small ceremony was held at Angers on the 22nd January 1998.

The AVIA 41P was exhibited at the Musée de l'Air et de l'Espace at Le Bourget, during the last Gliding Historical Congress on the 22nd November 1997.

From DEDALE's Information letter No.64, Jan, Feb, March 1998, we note that a VMA 200 MILAN (Weihe) is being worked on by Jacques Boulanger, Gérard Saint-Denis and Jean Marat. This is one of the 32 Milans assembled by Victor Minie Aviation from German parts in 1952.

Despite the move to Angers Marcé scheduled for June, work at the GPPA is continuing on the following types which have recently arrived. These are the C 25S No 141 F-CRBI, the WA 22 No.117.F-CDCS, and the Emouchet No.94 F-CROF. This latter has been entirely re-fabric covered and is now awaiting painting.

The following 31 sailplanes owned by DEDALE members have flown 1258 hours 31 minutes during 1997 against 834 hours with 24 gliders in 1996. Well done!

M.200 No.26 F-CDDU owned by Carrera, Marat etc – 177 hours.

Schleicher Ka-7 HB-768 owned by P-A Ruffieux- 154 hrs 10 mins.

Schleicher Ka-6 HB-871 Owned by P-A Ruffieux. -124 hours 5 mins.

M.200 No.30 F-CDHC D.Pataille – 80 hrs 29 minutes.

Avialsa A.60 FAUCONNET No 12. F-CDGN Boulanger/Saint-Denis. 75 hours.

SA 104 EMOUCHET No.282 F-CRFB – Martel/Mignot/Véron. 63 hours 50 minutes.

WASSMER WA-21 JAVELOT No 45 F-CCFE. C.Bourdelet. 61 hours.

FAUVEL AV.22 No.2. F-CAGL, Bocciarelli/Néglais. 54 hrs. 42 mins during 41 flights.

BREGUET 904S No.11.F-CAGU. Ph. Prinot. 49 hours 46 mins during 36 flights.

Siren C-30S EDELWEISS No.22 .3A-MTO. Franchi/Jouhaut. 48 hours 25 mins.

Scheibe Mü 13E BERGFALKE 1 No.131 OO-ZPH. J-P.Bénard 41 hrs 37 mins.

BREGUET 904S No.6. F-CCFP M.Roussel 37 hours.

Siren C-30S EDELWEISS No.44.F-CCGC J.Heymes. 30 hours.

Avialsa A-60 FAUCONNET No.125. F-CDLC P.Urscheler. 25 hours 26 mins during 14 flights.

Avialsa A-60 FAUCONNET No.13.F-CCLI, Y.Soudit. 24 hours 50 mins.in 8 flights.

Wassmer Wa-21 JAVELOT No.53 F-CCKQ.J-P. Robin. 24 hours 30 mins.

NORD 2000 (Meise) No.13 F-CBFR J-M.Ginestet 23 hours 24 mins. during 18 flights.

Schleicher Ka-6E No 4298 F-CDRH M.Roudy 16 Hours 53 mins in 5 flights.



Ted Hull sent us these pictures of the Hunt Sailplane's only outing which show what an advanced design it was for its day. (see Harold Holdsworth's history of this glider in the last issue) The pictures came originally from Geoffrey Stephenson of cross channel soaring fame.



At some stage members of the Derby & Lancs GC could fix these badges to their cars; Austen Wood still has his but it was only placed briefly on his car for the photo.



Peter Warren and his Kite 2 "Percy" waiting for the thermals to start at the 1998 Camphill Vintage Rally. Photo Alan Self.



The recently restored Avia 41P which is to be on static display at the new Régional Musée de l'Air at Angers/Marcé.

FAUVEL AV 36, No. 131 F-CRBL, Ph. Prinnet. 16 hours 28 mins in 9 flights.
 FAUVEL AV.36. No. 123. F-CBRX.A.S.P.A.C. 16 hours 25 mins during 10 flights.
 NORD 1300 (Grunau Baby 2b) HB-348 P-A. Ruffieux 14 hrs 10 mins.
 CARMAM M.100S MESANGE No.27 F-CCSP J-F Dupey 13 hours 50 mins.
 Wassmer Wa-22 Super Javelot F-CDEE CPS 13 Hours 44 mins.
 CAUDRON C.800 No.181 F-F-CAPF ASPAC. 10 hrs 15 mins in 12 flights
 PIK 16 VASAMA F-CCPS D. Auger 9 hrs.
 FAUVEL AV.22 No.1. F-CCGK. GPPA 8 hours 7 mins.
 BREGUET 900S No.1, F-CABY C. Visse. 5 hrs 40 mins.
 Breguet 901S No 14 F-CCCQ Auchère/Robin 10 Hours 15 mins
 Breguet 901S F-CCCP P.Plane 9 Hours 22 mins
 Breguet 904S No5 F-CCFN GPPA 11 hours 43 mins.
 Scheibe Bergfalke 11/55 No 207 F-CCCCDK Molveau/Potard 4 hours 15 mins.

Not all the gliders and their statistics have been listed and others may not have had their statistics sent in. However, in 1996, from the statistics sent in 24 DEDALE gliders flew 834 hrs 21 mins. One notices from the above, that the FAUVEL flying wings are having their fair share of flying.

We are sad to hear that Jean-Francois Dupey, who has attended many of our international Rallies with his fine M.100, is unwell. He is being treated but he will not be flying for a bit. We send him all our best wishes for a speedy recovery. He is President of the Club at Le Bourg at Paray le Sec.

We have received notification that over the period 5-6-7 June at Lognes-Emerainville aerodrome, the second SAGEL, (Salon de l'Aviation Général de Lognes-Emerainville) will take place. This is mainly of interest to power pilots and will be over by the time this is printed but it might be remembered in time for next year's event.

GERMAN NEWS

ACHMER / OSNABRUCK OLDTIMERGRUPPE.

OLYMPIA MEISE D-6046. (This had formerly been BGA 2080 belonging to Thoby Fisher). Hermann Hackmann had built this Meise in the 1960s and had last flown it in 1973. After a very considerable major overhaul, he flew it again on 23.05.97. Many club members had helped to return the Meise to a first class structural condition ready for a "super finish" by Eric Ocker. By so doing, Harald Kaemper had fulfilled his promise of five years ago to Hermann Hackmann that he would try to get his Meise back for him, so that it would become part of the Oldtimer Segelflugguppe Achmer.

THE KRANICH 2 D-6041. On the 23rd May 1997, they fetched from Sascher Hauser in Bielefeld both wings, the rib templates (jigs?), and the plans, and brought them to our workshop at Atter. Sascher had achieved beautiful work but unfortunately he could not finish it. Erwin Hehe brought over both wings before the leading edge plywood had been removed from them. These wings had once been from the Mraz built Kranich 2 in England BGA 1258, which somehow had lost its fuselage.

Between June and September, Hermann Hackmann built all the ribs, the airbrakes, the airbrake box, and both diagonal auxiliary spars.

In a two day operation on 24th/25th October 1997, the fuselage, which was once that of the Swedish 1943 Kranich 2, BGA 1092 in England, was brought over from Markus Lemmer in South Germany. For this expedition, the Condor 4 trailer was used and by Saturday midday, it was back before our workshop at Atter. Those taking part in this "action" were Stefan Krahn, Harald Kaemper, Stefan Neubauer and Ralph Hasselmann. Unfortunately, Markus Lemmer had not been able to finish the fuselage and there was still very, very much work to do. Since October, Stefan Krahn has been working every Thursday and Friday without pause on the Kranich 2. He has been supported by club members during evenings. Hermann Hackmann has been rebuilding the ailerons in his workshop. On the 14th of November 1997, the Kranich 2 was rigged for the first time, in its un-fabric-covered state, so that fittings could be rivetted and screwed in place in the wings. There were bad problems with the plans that had been enlarged from microfilm and lacked definition.

Luckily, Jochen Kruse, from Uetersen, gave us original views and exploded drawings, which he had obtained in the former East Germany. He also gave us a complete set of drawings, albeit in Polish, that have been of great help. We thank Jochen for this. He and Otto Ernst Hatje (who built the replica DFS 230 which is now in the Luftwaffen Museum Berlin/Gatow) are working regularly on the Hannover VAMPYR, which is to be for static exhibition in the Wasserkuppe German Gliding museum. Our late, very-much-missed, Norwegian Member Bjarne Reier, had already started building this Vampyr when he was struck down by a heart attack. As the original very historic Hannover Vampyr is displayed in the German Museum Munich, it was felt that the German Gliding Museum on the Wasserkuppe should also have an example of this very historic 1921 glider. A search was being made for leather footballs, which were the Vampyr's undercarriage. There are just three? sheets of Vampyr drawing plans. C.Wills has them also. No information is yet available as to when the Achmer Kranich 2 will be finished.

LO-100. A second one.

In the "Aerokurier" of June 1997, was seen in the For Sale section: "Individual parts finished for Lo-100, will sell for 10,000 DM."

A group consisting of Harald Kämper, Robert Kuhn, Ulf Ewert and lastly, Hermann Hackmann, decided to answer the advertisement. They visited Herr Kumor at home and found that the parts were beautifully made. The reason for selling them was that Herr Kumor and his comrades were unable to build the wing spar. It was decided to buy the parts and Hermann Hackmann has said that he could build the spar. It should now be said that Hermann Hackmann has already built a new Lo-100, which is being flown by club members. The new set of parts are now in Hermann's workshop. There is now the idea to form an aerobatic team with the two Lo-100s. There have been three aerobatic teams in Germany flying Lo-100s. The Bavarian team, the Franken team and the "Zwergreihler" team. ("Zwergreihler" ie "Dwarf Heron" is the name of the Lo-100). The Bavarian and "Zwergreihler" Teams are no longer in existence, and so the Franken Team is now the only Lo-100 aerobatic team in Germany.

The GRUNAU BABY 2B formerly D-8536. Harald Kaemper and Birk Meier still own this Baby which has the Werk Nr.02. Members of the LSV Wittlage Club, would very much like to own, restore and eventually fly this Grunau Baby. However, Harald and Birk have prepared a written agreement

which must be signed by the Chairman of the LSV Wittlage that the Baby should remain within the VGC. Should this agreement not be signed, the Grunau Baby will continue to remain stored on the ground.

The GRUNAU BABY 3. It is perhaps not known to every club member but this Grunau Baby was also built by Hermann Hackmann and it became known as the "Bramscher Baby". This "Baby" was brought back to Achmer from England as part of the "Aktion Olympia Meise". Peter Underwood, its owner, kindly donated it to us. Under the leadership of Oswald Dickau, very good progress is being made with its restoration. Many male and female club members are working together. The jig from the HVFL has been of great help to them. If the work continues to be of such high quality, there is every intention of finishing the Baby in transparent dope and varnish. This Baby 3 was built under the leadership of Hermann Hackmann in 1952/3 for the Bramscher Gliding Groupe. It was brought back from England in 1994. All the above restoration projects are being carried out by young Germans who are being capably led. As most of the other glider restoration work that we have heard of in Germany is being done by the "older brigade", this is a very healthy sign.

We hope that it is not being done to the detriment of their flying and that they will be rewarded when the time comes to fly their projects.

At the foot of this page are the 1997 statistics for the Achmer Oldtimer Gruppe.

ROLAND PÖHLMANN has sent us the news of two vintage gliders in his home area. At the Flugsport Vereinigung Erlangen is the Mü 13E Bergfalke D-1048, which was built by Scheibe in 1952. It was used for many years by the above club, which was based on the US Army airfield of Erlangen at first, and later at the Hatzleser Berg flying site. It carries the name "Werner von Siemens". Siemens is the biggest employer in Erlangen and the Bergfalke was sponsored by that firm.

Being withdrawn from use in 1982, after more than 7,000 launches and 1,400 hours flying time, it was kept by the Erlangen Glider Club in a trailer. Finally, it was given to the Bamberg Aero Club, which also has a Grunau Baby 2B, D-1141. This was overhauled by the Eichelsberger firm and it is now used for displays.

(CW finds the photo of D-1048 interesting, as it reveals that it was one of the first Mü 13Es built which had Main Wing Spar Bridges built in to their fuselages. As these failed in the fuselage, the LBA required the spar bridges to be covered with clear varnish so that they could be inspected before each flight. As this still did not prevent accidents, the LBA required all Mü 13Es with spar bridges to have their wings clipped to reduce their spans. Only with clipped wingtips would this type of Mü 13E be still allowed to fly. In Britain, the BGA required these aircraft to have the VNE lowered on the placards adhered in their cockpits.)

TABLE

Type	Winch Launches.	Aerotows.	No. Starts.	Time	Average time
GB 2B D-5221	29	3	32	9 hrs 31m	17.8 mins
Condor 1V.D-6043	48	9	57	11 hrs 29m	12.1 mins.
Kranich 3, D-6044	37	2	39	8 hrs 56 m.	13.7 mins.
Olympia Meise D-6046.	18	1	19	3 hrs 21 m.	0.6 mins.

The above information has been translated and abbreviated by C.Wills from the 1997 Osnabrucker Verein für Luftfahrt E.V. annual magazine. This organization was founded in 1907.

D-1048 is clearly a clipped winged Mü 13E and it is sad that it is no longer flown.

Late news from the OSC WASSERKUPPE is that Sepp Kurz, and others, are making "phenominal" progress on the new REIHER 3. From Roland Pöhlmann, Hutweide 3, 91054 Buckenhof, Germany. Tel:- 091 31/5 94 29.)

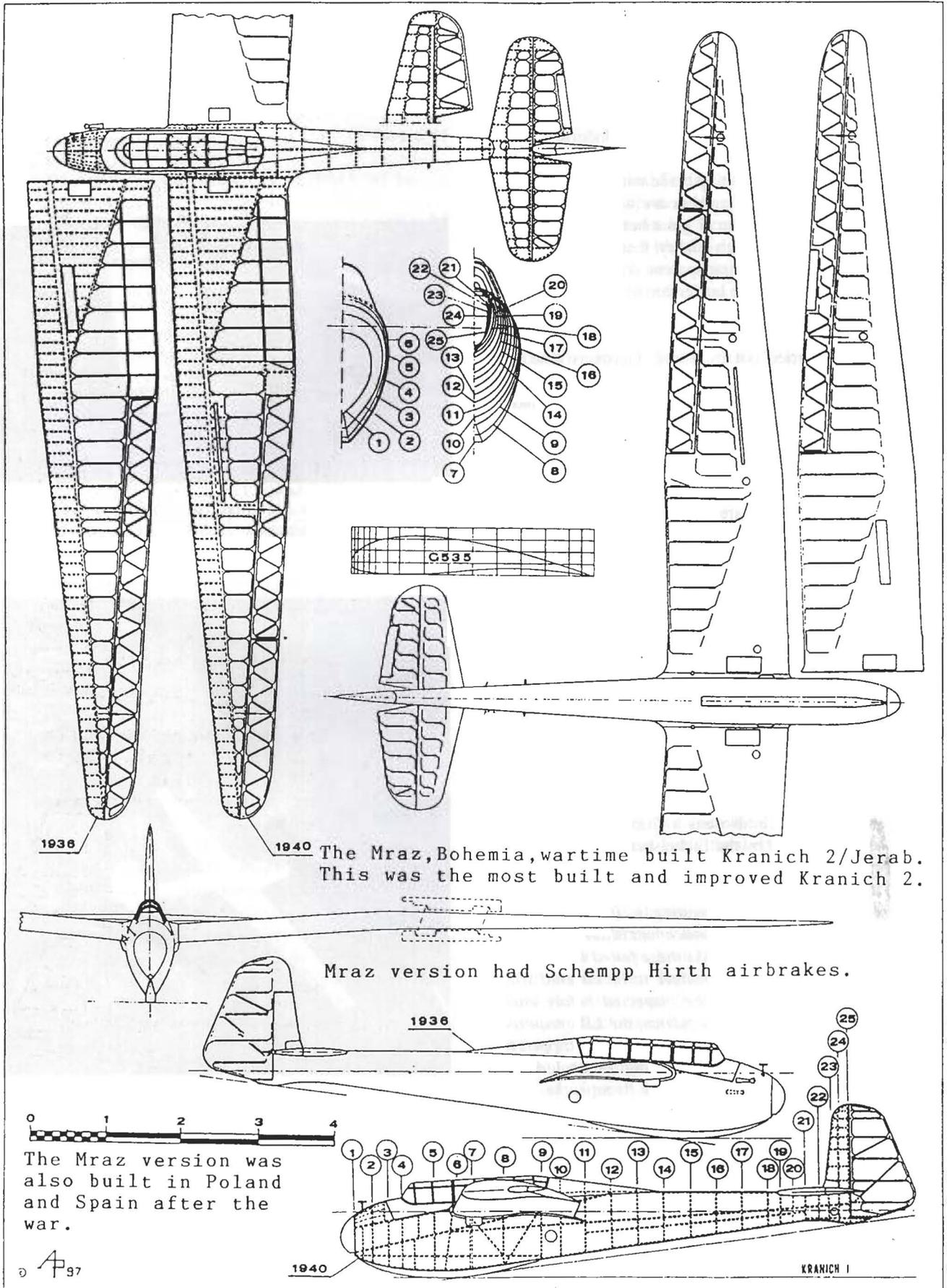


*A clipped-wing Mü 13e Bergfalke at Bamberg
Photo Roland Pöhlmann*



The Super Futar which was restored at Farkashegy for Attila Zierman and his partner. Attila has now returned to live in Hungary from Switzerland. Photo Attila Zierman

Mraz version had an elevator trim tab.



1936 1940 The Mraz, Bohemia, wartime built Kranich 2/Jerab. This was the most built and improved Kranich 2.

Mraz version had Schempp Hirth airbrakes.

The Mraz version was also built in Poland and Spain after the war.

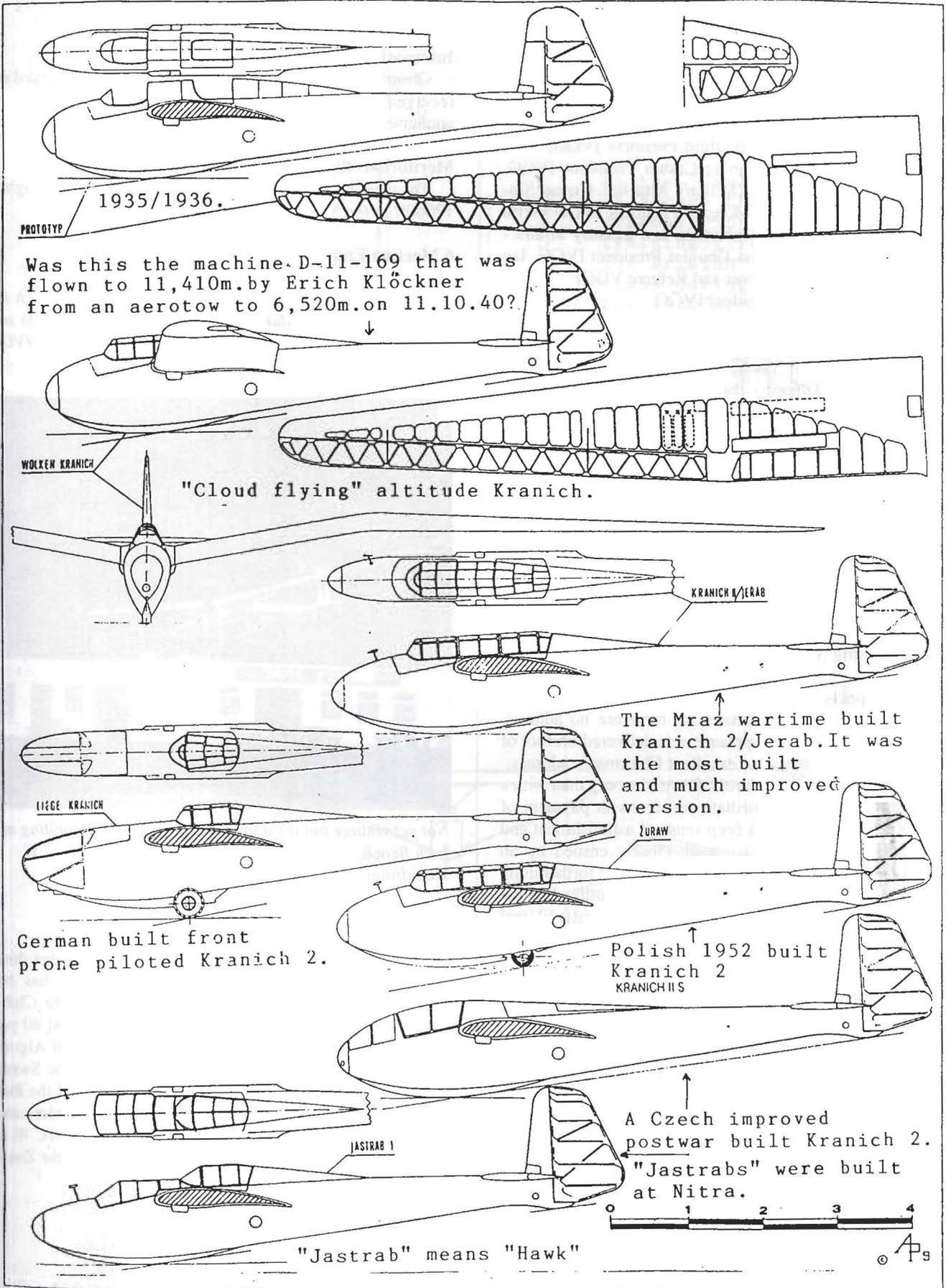
0 A 97

1940

KRANICH I

The Mraz version had a longer nose to improve pilot's comfort, and 4 rear fuselage lifting handles.

L+K 25-26/97



1935/1936.

PROTOTYP

Was this the machine D-11-169 that was flown to 11,410m. by Erich Klöckner from an aerotow to 6,520m. on 11.10.40?

WOLKEN KRANICH

"Cloud flying" altitude Kranich.

KRANICH 2/JERAB

The Mraz wartime built Kranich 2/Jerab. It was the most built and much improved version.

LIEGE KRANICH

ŽURAW

German built front prone piloted Kranich 2.

Polish 1952 built Kranich 2 KRANICH II S

JASTRAB 1

A Czech improved postwar built Kranich 2. "Jastrabs" were built at Nitra.

"Jastrab" means "Hawk"

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© P₉

IRISH

Minutes of the Annual General Meeting of the Irish Vintage Gliding Group

Date 20-3-98

Location The Manor Public Bar and Select Lounge, Main St, Naas, Co Kildare, Eire.

Present Michael O'Reilly, President IVGG with special responsibility for International Affairs and the Arts. John Finnan President IVGG, J J Sullivan President IVGG, Tom Daly President IVGG, Philip Bedford President IVGG, Peter Denman President IVGG Seamus Cashin President IVGG, John Beirne President IVGG (Military Attache), Ciaran Sinclair President IVGG, Dave Mongey President IVGG (With special responsibility for membership and treasury affairs - the only man with a job! Brian Douglas President IVGG, Ian Dunkley (International Observer and Referee VGC)

Apologies Nick Short President IVGG.

Preamble

The AGM of the Irish Vintage Gliding Group took place during the Annual Dinner - between the main course and desert, to be precise. The meeting ran for 12 minutes (including a 10 minute over-run).

The AGM was called to order at 21.40 exactly by Michael O'Reilly (President IVGG)

1 Minutes None available as none were taken by the (then, as now) non-existent Secretary; however, the hypothetical minutes of the previous AGM were proposed, seconded and accepted as a true and accurate record of what might have happened.

2 Matters arising None

3 Officers' reports

a) Chairman's address. No Chairman, therefore no address. However, a polite round of applause was delivered on foot of the non-existent but otherwise excellent Chairman's address.

b) Membership Secretary' address. Dave (the only man with a job) Mongey requested immediate and forthwith payment of all due VGC subscriptions. A deep sense of astonishment and dismay followed this announcement, closely ensued by an immediate and widespread deep reflection on the forthcoming EU silage effluent management proposals as outlined in the well known agricultural specification (proposed) EU/ag/sil_man/000z98. Unable to come to a definitive conclusion on this weighty matter, Dave finally got his money.

c) No more officers.

4 Election of Officers

As the post of member with special responsibility for membership and treasury affairs has been filled with such efficiency, grace, and fervour by the previous incumbent, Dave (the only man with a job) Mongey was unanimously re-elected (in spite of his well known and normally well-oiled lightning reflexes) to the post to a prolonged, general and grateful applause.

5 Any other Business

The Split

In line with long standing tradition, the split was the first order of business. The subject of the long standing rivalry between the two organisations (Irish Vintage Gliding Group and the Vintage Gliding Group of Ireland) reared its unseemly head.

Only the dignified presence of our esteemed International Observer and Referee defused a potentially nasty situation. The matter was deferred pending a psychological evaluation of all parties involved.

International Observer's Observations.

Observations were generously and graciously observed and received with general heart-warming and tumultuous applause.

Meritorious flights

The meeting congratulated John Finnan on his epic flight to 12000ft in the Mucha EI-100 at Inch, Co Kerry.

6 Meeting Ends

We thank John Finnan for sending us this report, which is a model of AGM procedures and is the perfect antidote to such meetings. It was written by A.N. Anonymous (President IVGG) Ed.



Not yet vintage but it's a lovely glider. A Ka6CR landing at Inch Beach, Kerry, Ireland, during the 1997 Dublin GC Expedition. Photo Ian Dunkley

SWEDISH NEWS

Concerning the Zogling 35. This was built in Sweden during the period 1935-1937. For the last 50 years it has been "asleep" in the hangar roof of the Jönköping Aero Club in South Sweden. Seven gentlemen of between 60 and 80 years of age have restored it to an as new condition. Rolf Algotson obtained the glider on behalf of the Chairman of the Swedish Gliding Museum at Alleberg. (Rolf is a member of the Board of the Museum.) The whole life history of this glider can be provided. This, as new, glider is being flown again. (C.W. was unaware that there were at least three versions of the Zogling with many differences between them.)

SWISS

OSV Oltimer Segelflug Vereinigung Switzerland

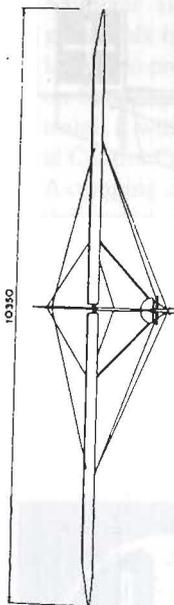
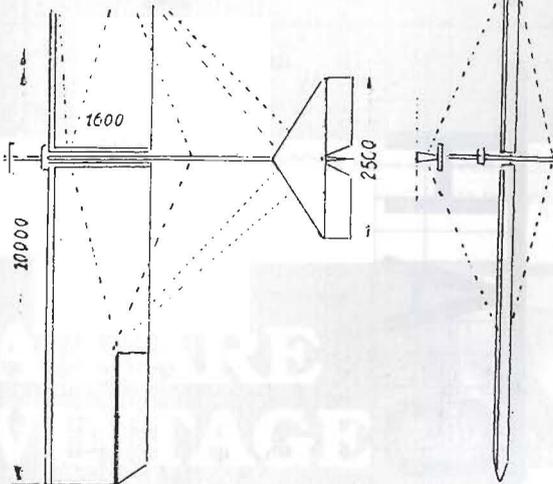
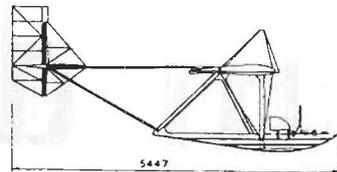
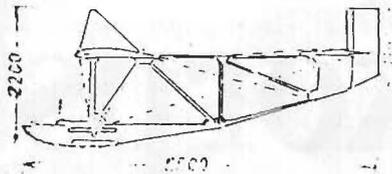
• E-Mail address is 'kstapfer.vgc@bluewin.ch'

• the ninth Swiss meeting is at Langenthal Airfield 5 to 7 June 98 sorry if my English is not correct.

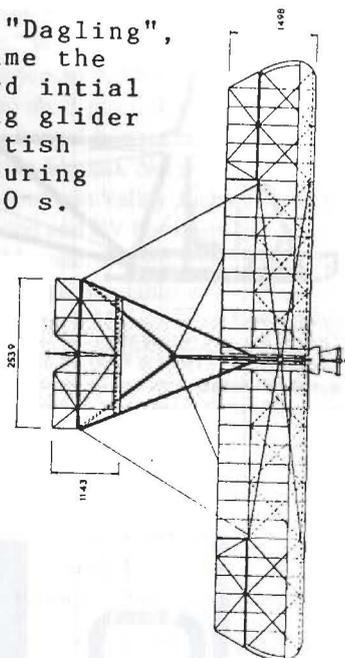
Greetings from Kurt Stapfer Vice President OSV

A MYRIAD OF „ZÖGLINGS“.
 Are there any more „Zögling“ types?
 Zögling means pupil.

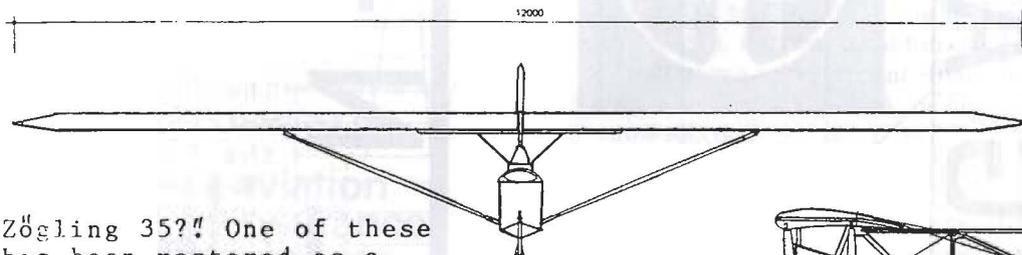
„Zögling“, as built in Germany and
 Britain during the 1930 s, and
 in Switzerland, as the Karpf Zöglin;



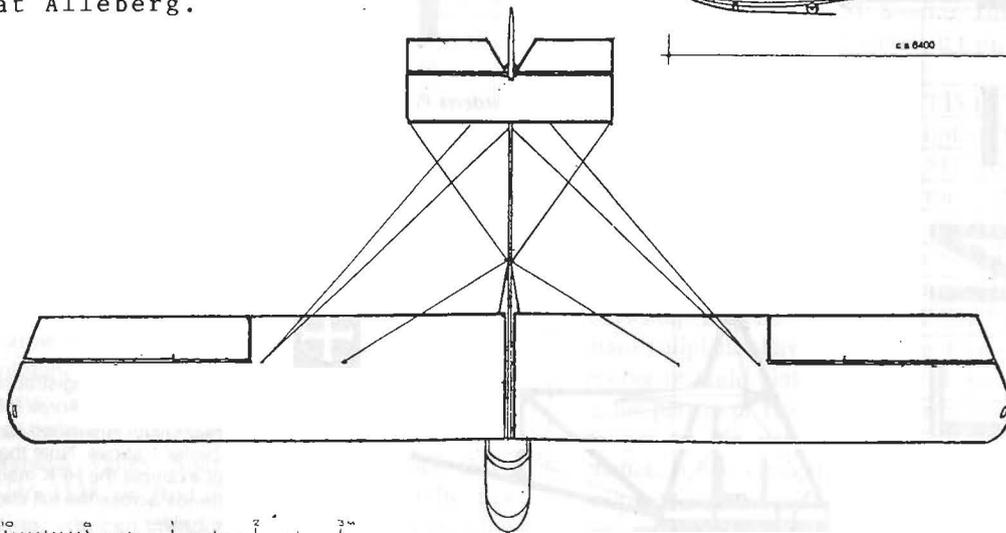
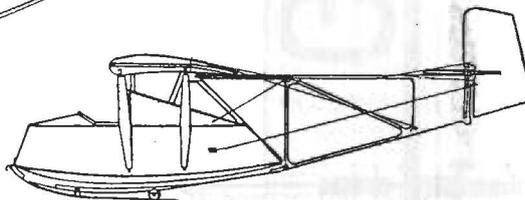
As the "Dagling",
 it became the
 standard initial
 training glider
 for British
 clubs during
 the 1930 s.



Standard 1926 Lippisch designed
 „Zögling“, as basic training glider
 for the Rhön Rossitten Gesellschaft
 Gliding schools on the Wasserkuppe
 and at Rossitten.



„Zögling 35?!“ One of these
 has been restored as a
 flying exhibit for the
 Swedish Gliding Museum
 at Alleberg.



ZÖGLING Z12

© Ritad av Knut Uller 1996

Hirdens Flykorps

Glidern of the HFK

Type	Quantity
Hütter H.17	3
Grunau 8	1
Grunau 9	11
Grunau Baby II	4
Anfänger	1
Jacht 71	1
SG 38	2
Grüne Post	1
Hols der Teufel	2

1. Grunau 9
 Carries the civil registration LN-GAH, Hirdens Flykorps (HFK), Alfaset, 1942. Glider is finished in Cream (RLM 05) on flying surfaces. Framework and wing leading edge are wood finished in Brown (RLM 61). The HFK roundel is formed of a Red circle with Yellow cross, circle edging and swords. Detailing is Black. The rectangular background to the roundel is Blue. Civil registrations are on both wing surfaces and appear in Black.

The Danes are currently restoring the Norwegian H.17a LN-GBD. We suppose that it was one of the three listed above.

Grunau 9 specification
 Wingspan 10.75 metres
 Length 5.70 metres
 Height 2.32 metres

The Hirdens Flykorps (HFK) was formed under the auspices of the Norwegian collaborationist leader Vidkun Quisling in 1942 as a carbon copy of Germany's NS Fliegerkorps (NSFK). The NSFK served as the first stage of pilot training in Germany, and the HFK hoped to replicate this in Norway. Almost 30 gliders were used by the HFK up to 1945, 11 of these being Grunau 9's.

2. Grunau 9
 Carries the civil registration LN-GAO, Hirdens Flykorps (HFK), 1942. Glider is finished as scheme 1 above. Note that on this example the HFK marking extends across the full chord of the rudder.



The Zögling 35 which was built in Sweden between 1935 & 37 but then waited 50 years to be renovated to its present excellent state. Photo Rolf Algotson.

A RARE VINTAGE



If you have put a lot of time, effort and money into a vintage glider, you will want to safeguard your investment. We can help you by providing a reliable and competitive insurance policy together with a friendly and efficient service.



Phone, fax or write to:
Stephen Hill

hill aviation insurance services ltd

Phone: 01765-690777 Fax: 01765-690544

Unit 1A, Sycamore Grange Estate, Copt Hewick, Ripon, North Yorkshire HG4 5DF

USA NEWS

Raul Blacksten has sent us a calendar of events for 1998 in the USA. Some of them will have taken place by the time this issue is printed but those from June onwards are listed below:

USA 25 to 28 June 1998.

Vintage Sailplane Association Midwest Regatta. This 2nd Annual Regatta in the Midwest will be held at Lawrenceville/Vincennes Airport, Lawrenceville, Illinois. Hosted by Wabash Valley Soaring Assoc. Contact Dave Schuur (309)246-3328 or Bud Brown (618)943-2076. For more information, you can contact David Schuur via email at dschuur@mail.isbe.accessus.net.

USA 16 to 18 July 1998

Motorglider and Self-launch Sailplane Symposium will be held in conjunction with the SHA Eastern Workshop at the National Soaring Museum on Harris Hill, in Elmira, New York. For information, contact the NSM at: 51 Soaring Hill Drive, Elmira, New York 14903 USA, or via email at: nsm@soaringmuseum.org. Another contact is Jeff Snyder at 3612 Hamilton St., Hyattsville, MD 20782, or by phone at: 301-779-7984.

USA Labor Day Weekend, 5 to 7 September 1998

Sailplane Homebuilders' Western Workshop. Many vintage glider folk bring their gliders to this event and have even been known to provide rides in the 2-place ships. An auction is held on Saturday night and a formal banquet on Sunday night. As usual, it will be held at the Skylark North Gliderport, located at Central California's Mountain Valley Airport, in Tehachapi. A camping area is provided and RV hook-ups are available on the airport at a reasonable rate. Motels are located within 2 miles. Three meals a day are available at the Raven's Nest Sandwich Shop, located in the FBO, while restaurants and fast food joints are located in town. For information, contact Bruce Carmichael, 34795 Camino Capistrano, Capistrano Beach, CA 92624 USA. By email, contact: Dan Armstrong at: dan-armstro@aol.com.

USA 3 October 1998

The El Mirage Soaring Reunion is set for Saturday, the 3rd of October 1998. Contact Patrick Panzera at panzera@cnetech.com. For more info see: <http://www.angelfire.com/ca/ElMirage/index.html>.

USA April 2000

60th Anniversary Arvin-Sierra Glider Meet. This commemorative meet is planned to be held at the historic Arvin-Sierra Glider Port, in Central California's San Joaquin Valley. For information, contact Raul Blacksten at PO Box 307, Maywood, CA 90270 USA, or Janice Armstrong at danarmstro@aol.com.

USA July 2000

International Vintage Sailplane Meet (IVSM 2000) at Harris Hill, Elmira, New York, USA. This will be the 2nd International vintage glider gathering in the USA (the 1st being in 1995). For information, contact the National Soaring Museum, Harris Hill, 51 Soaring Hill Drive, Elmira, New York 14903 USA, or via email at: nsm@soaringmuseum.org.

1998 VINTAGE GLIDER ACTIVITY.

The Vintage/Classic Vintage Sailplane Regatta is to take place at the WABASH VALLEY SOARING ASSOCIATION, LAWRENCEVILLE, IL, from the 25th - 28th June as listed above.

When they built their hangar 80 ft by 120 ft, they thought that they would have enough room for their sailplanes and workshop projects. However, during the last two years, so many sailplanes have arrived that there is no room left at all to restore or build vintage gliders. However, luck came upon us in the person of Howard Petri, who retired early and rented a hangar on the airfield for his cream-puff Cessna 170. By chance, it had enough room for work to be done on vintage sailplanes. About that time, he located a Dutch "SAGITTA" languishing in Tennessee. We went to Tennessee and bought it, together with a Schweizer 1-26, which was standing beside

it, and which had not been flown for eight years. Both are now well on with their restorations. To make things still better, Dave Schuur was able to acquire Philip Wills's SKYLARK 3 that was made famous in his books. It was not in good shape, but it is definitely restorable. There were many adventures concerning the rescue of these gliders.

At our 1997 VSA Meeting here, Les Tyrell of Champagne IL, told us that he had the prototype Mü 13E BERGFALKE that he would like to restore. However, he had nowhere to work on it, and lacked experience to carry out the work. At about that time, WWSA decided to build a workshop in order to facilitate the work needed to be done on club equipment. We now have four vintage sailplanes in the process of being restored and we are thinking of building a new MOSWEY 3 from plans which Howard Petri has.

Come visit us in June, we're going to have a seminar or two, one on fabric-work and possibly one on wood-work. Bring modern and old ships as we have pilots with assorted glass ships on the airfield, who would like to try tasks with you. We have two tow-planes, a 150 hp Super Cub and a 235 Pawnee. The Cub will fly slow enough for the slowest of the old ships. Lee Cowie keeps his Slingsby T.31 here and gives rides every day that he flies. Aerotows to 2,000 ft cost \$20. Evening Cookouts or meals in restaurants for groups or individuals.

See you in June. Bud Brown. In case you have questions, please telephone: (618)-943-2076 or Dave Schuur: (309) 246-3328.



Dave Schuur has acquired Philip Wills's Skylark 3 to do a rebuild. It was damaged in a brakes out under-shoot at Jan Scott's Air Park but was never repaired.

ZIMBABWE

Neville Wilson from the Derby & Lancs Club paid another visit to the Midland G.C. at Gweru last year after a ten year break and reports that the club celebrated their 40th Anniversary on January 31st 1998. They operate from part of what was formerly the Moffat RAF Station, a navigational training school during the 1939-45 war. Little remains of the RAF's occupation of the site apart from some areas of concrete paving that once were the hangar floors, a brick structure that was the target end of the rifle range and the old control tower which is now put to good use with the clubroom and bar



Lyn Erickson of Fountain Valley, California sitting in the Grunau Baby 2B that he is building.

upstairs and a workshop at ground level. Their President and former CFI, Harvey Quail, also acts as secretary, treasurer, glider repairer, bar manager etc, and as a former Met officer, he is well qualified to forecast the good soaring days.

The club is still very active, flying mainly at weekends and their fleet comprises a Blanik, Ka7, Goevier 2, Dart and Swallow. Restoration of a long neglected Grunau Baby which they acquired a couple of years ago is nearing completion and is expected to fly at Easter. All launching is by two-drum winch using wire which is more suitable than stranded cable for the somewhat abrasive ground condition. With the weakness of the Zimbabwe dollar the sterling equivalents of the launch and flying rates are at a level not enjoyed in the UK for many years-and at the end of the day the same factor applies to the price of beer in the lively clubhouse.

Although it was only a short stay Neville was able to have three launches in the Blanik and seven in the Swallow in not very good conditions, for all of which the sterling equivalent was under £10.00! In the summer they enjoy great soaring weather with thermals off the launch building up to 5m/s, Silver distance out and return at 7000ft and no airspace restrictions except when the Zimbabwean Air Force is flying from their airfield at the other side of the town – and that does not happen often at weekends.

There are moves to reactivate the club at Bulawayo which has been dormant for twelve years or more. Further North, there is a flying club starting up at Jinja in Uganda where there are plans to include a couple of gliders as well as the power planes. Perhaps we may look forward to an African safari from Cairo to Capetown by glider!

Mike O'Donnell also wrote from Zimbabwe saying "I am sure there are quite a few vintage gliders "down south". Apart from the Goevier, I know of a Swallow, a T31, a Kranich and a Fauvel (not airworthy) in Jo'burg and Tony Morris has told me of a Jaskolka somewhere in Natal. There must be many others scattered around.

As for the T21s, the story is that there are three of them, all owned by Peter Graves, who has recently returned to Zimbabwe after flying for QANTAS for some years. Peter's intention is to start a commercial gliding business based at the Hwange National park.

Hwange, situated in the west of the country and south of the Victoria Falls, is one of the largest game parks in Africa and very popular. Peter has obtained permission to make use of the air strip there and he intends to offer joy rides to the tourists. "Enjoy the thrill of flying open cockpit with possibly the extra thrill of looking down on herds of elephants or buffalo" sort of thing.

So far, Peter has refurbished one of his T21s and it is quite immaculate. He is quite a meticulous craftsman and I could not imagine a T21 looking any better than this one does. I have taken a couple of photos of it and will send you copies some time.

Peter had wanted to set up his business at Vic Falls but the air traffic over that part of the world is getting rather crowded. There are always several light aircraft loaded with tourists buzzing around and you can also pay to look down on the Falls from a microlite. They are even doing bungee jumping from the Vic Falls bridge that links Zimbabwe with Zambia.

This time last year everyone was making dark predictions about El Nino and promising us severe droughts in Southern Africa. In fact, this last rainy season has been better than most and certainly has gone on longer. El Nonsense! Great for farmers, of course, but not good for glider pilots. I can't remember when I last had a good flight. Not good for fabricing and doping either in an open carport like mine, so work on the Tutor has slowed a little of late. I am still looking to have her flying by about July/August though.

I was interested to see in the latest issue of the VGC news the comments by the Chairman about using hang glider type audio variometers. I had also been thinking about these things and had not realised that they were already being used in vintage gliders. I thought I might look around for one when I come over to the UK later in the year. Can you tell me what they cost, is there quite a variety on the market to choose from, is one better than another? Perhaps an article on hang glider variometers in the News would be appreciated by the members? (An article on modern, miniature instrumentation would certainly be of interest, if there is anyone able to write one, but the variometers I have seen are usually worn or kept in the pocket rather than being mounted on the instrument panel Ed)

(C.W. asks "Does he know of the Hütter H.28 -2 that was in Zimbabwe? Is the Kranich-2 at Jo'berg the one that was broken up at an air display, or is it a Kranich- 3? This Kranich-2 once broke the world's two-seater out & return record in Namibia. There should also be a Spalinger, a Kite 1 and a Göppingen 1 Wolf somewhere in Southern Africa.")



A Goevier 2 and a Swallow in Zimbabwe. Photo Neville Wilson



We sometimes overlook the amount of unsung work that our President does. Here he is recording registrations for VGC News at Haddenham. Photo G. Ferrier

Obituary



Charles Wingfield in 1948 when he was selected for the British Team to compete in the World Championship.

CHARLES WINGFIELD who died at the end of 1997.

Charles Wingfield, who has died at the age of 80, was an engaging and intrepid eccentric.

In July 1946, he achieved what was the longest distance flight ever in a Kite 1. He was bungeed off the Long Mynd by a horse as his bungee crew. Soon Wingfield was within a line of storm clouds which wafted him upwards at 500 ft/minute in heavy rain. "an eerie business" he recalled. Some three hours into the flight, however, the air had become lifeless and he had already picked his landing field near Stourport. But suddenly "the air was like champagne" and "Gracias" (the name of his Kite 1) shot up to 4,000 ft.

Over Oxford, he rose further, but began to lose height again over Eton. Remembering a flat meadow next to Ann Welch's house at Redhill, he coaxed the glider on for a few miles and made a perfect landing.

Tired, cold and aching, he had been in the air for almost six hours and had covered 147 miles. "Hark the Herald Angels sing, 'Gracias' is coming in..." was the cry of those tremendous times. "Staplehurst farm looked deserted, so I shouted down to ask if I could come in, as I was not in a position to ring the doorbell yet. Ann was indoors, and heard her name being called from the heavens, ran to the window and saw me fly past at 400 ft which explained it!! I never believed that it was possible to feel so tired, to have so many aches, or to be given such a welcome!!"

As a direct result of this feat, Wingfield was chosen to fly an EoN Olympia in the US National Gliding Contest at Wichita Falls, Texas, in 1947. He broke the British Distance Record by flying 215 miles, and the British Out & Return Record by flying out and back 147 miles on the 16th July. He later glided in South America and then in Australia.

He arrived at Waikerie by taxi from Adelaide (about 140 miles). This made a great impression among the Australians. Then, during the week he flew his 500 kms Diamond distance around a triangle. While returning along the Murrumbidgee river, he was following the Australian, Max Riley. In Australia, eagles are sometimes aggressive when they see gliders. Suddenly, Max was heard to cry over the radio "here comes my b...y eagle". With a great thump, the eagle hit the glider some-

where aft of the cockpit. This was followed by Charles's very English voice very loudly over the radio... "Bad Luck... but he's alright" referring, of course to the eagle,

This has become an Australian gliding legend. Max Riley was so shattered that he landed at once... and Charles went on to finish the triangle and his 500 !!! The Australians had among them an Englishman such as they had been taught to believe was typical. Charles was 68 at that time. Later, he flew gliders in New Zealand. Charles was heard to say that he had to get a move on as he did not think he had much time left.

Charles John Wingfield was born in North Wales on May 9th 1917 and grew up at Onslow, near Shrewsbury, a large Grecian style house on an estate, which had been in his family since 1753. Earlier, several Wingfields had held offices of state during the reign of King Henry VIII and were named in the King's Suite at the Field of the Cloth of Gold. In Victorian times, the family owned a fishing lodge in Norway and helped to teach the Swiss to ski. Charles's great uncle, Walter Copton Wingfield, was the "father of lawn tennis". Young Charles, whose father died when he was five, was not a ball-games player, but became a good skier after being sent to the Alps to recover from tuberculosis. He went to Eton and Trinity College Cambridge, where he read Natural Sciences, though concentrating more on flying. In July 1938, Wingfield was commissioned in the King's Shropshire Light Infantry supplementary reserve. Fourteen months later, he was sent with the 1st Battalion KSLI to France, as part of the British Expeditionary Force. Despite a strict ban on non-operational shooting, Wingfield and a fellow officer borrowed a shotgun and three cartridges from a French farmer shortly after landing and bagged a hare, a pigeon and a pheasant. His commanding officer proceeded to choke on the pheasant's wishbone, almost becoming the first casualty of the war. Later, Wingfield was on the ill-fated Maginot Line where Corporal Friday, 1st KSLI, became what was thought to be the first British soldier of the war to be killed. Wingfield was also present at Cysoing where the regimental bugles were hastily buried on the night of May 10th 1940 following news of the major German offensive against the Low Countries. The bugles were never recovered.

In the course of the evacuation from Dunkirk, he was blown off his feet by artillery fire, but later modestly recalled that his only serious injury was sunburn to the soles of his feet due to sleeping barefoot aboard the fishing boat which took him across the Channel.

Back in England, Wingfield applied to become a glider pilot in the Airborne Landing Division, but discovered that he had already been assigned to the Colonial Forces. In view of the heavy casualties later suffered by glider pilots, he described himself as having been "saved by bureaucracy". He spent six months in 1941 as ADC to General Sir Alan Cunningham, GOC East Africa Force, and later saw action in the Abyssinian Campaign while soldiering with the Somaliland Scouts. After a further six months with the King's African Rifles, he returned to Shropshire to rejoin the KSLI in 1945. Demobilized in 1946, Wingfield farmed for a time at Onslow, while dedicating much of his energy to gliding and skiing. In 1948, he was chosen for the British Team at the World Gliding Championships at Samaden, Switzerland, but had to pull out due to sinusitis. As two of the British competitors were killed, he felt that he was well out of it. His sinuses caused him to give up gliding in 1952, but he took it up again in his sixties. Casting around for another pursuit, he learned to ride again, and almost immediately became Joint Master of the South Shropshire Hunt, but he gave this up too in 1957, after a bad

fall. Onslow, meanwhile, which was used as a Swiss finishing school during the war, had been attacked by dry rot. It was demolished in 1955 and replaced some years later by a modern house.

Wingfield was, in any case, more passionate about Onslow's garden, which, with the help of his dedicated game-keeper, he greatly improved. He was a member of the International Dendrology Society and his interest in trees and shrubs lay behind many of his expeditions to the Himalayas, China, Russia and South America.

In 1984, while trekking in Nepal, he collected seeds of the deciduous holly *Ilex fragilis*, which he germinated and planted at Onslow, the first time the species had been cultivated in Europe.

He felt deeply about country sports and, aged 65, he resumed mastership of the South Shropshire, continuing to hunt into his seventies. Last year, he marched for two days to the Hyde Park Countryman's rally. He was looking forward to attending the next Rally on March the 1st 1998.

Wingfield was also passionate about music, and his fine baritone voice was heard in several local choirs and amateur operatics. He might attend concerts in Birmingham several times a week. A bold motorist, he did the Brighton run several times in an open Argyll, which his father had driven down from Glasgow in 1903.

He became increasingly addicted to fishing as he grew older. His tall, lean figure, slightly stooping in concentration, seen through the early morning mist, appeared not unlike a heron. The remoteness of the location was as important to him as the fishing. He favoured such places as the Kola peninsular and Kamchatka in Russia. He died in Tierra del Fuego, two days after catching a 20 lb sea trout.

Wingfield was High Sheriff of Shropshire in 1953 and served for many years as a JP, becoming Chairman of the mid Shropshire Bench. A perfect gentleman, his language often appeared to come from another century.

Chris Wills last met him on the Long Mynd in 1990 when he owned a fibreglass sailplane. He had just attended, during one week, the 50th anniversary of Dunkirk and the 800th anniversary of his old school, Eton. He mentioned how he had been part of the BGA's delegation to Czechoslovakia during September 1946, and how he had flown the "Rheinland", which he thought was a very fine sailplane.

In every way, British Gliding has lost a fantastic character, in Charles Wingfield.

Charles married in 1956, Maxine Meighar-Lovett. We send all our sympathies to her, their son and two daughters, to his family and to all his friends. *C. Wills*

As we go to print we have just heard that Lorne Welch has died after a long illness. A full obituary will appear in the next issue

Book Review

The Horten Brothers and Their All-wing Aircraft By David Myhra A Book Review by Raul Blacksten

If you love to just sit and look at pictures, then you are gonna love this book. If you want to know about the Horten brothers, you will learn something from this book. If you love to read a

well written and engrossing book, well, maybe you should look somewhere else.

All loyalty to Jan Scott and Peter Selinger aside, my alarm bells started going off before I even got past page six, that is, as I read the Forword. Here, Dr. Rolf Schroedter claims to have known the Hortens brothers since 1926 when they joined the Lower Rhine Union flying club. Yet Schroedter states he is "pleased that for the first time, the whole story of the Horten brothers is being told in this book and of their lifelong effort to minimize aerodynamic drag and to increase wing lift."

What confused me as I read this statement was the existence of a book in the bookcase an arm's reach behind me. *Nurflügel, Die Geschichte der Horten-Flugzeuge 1930-1960*, by Reimar Horten and Peter F. Selinger (with Jan Scott), was published in 1987. Even more interesting is that *Nurflügel* was published just a year after Myhra claims to have concluded his "four year (1982-86) investigation of Reimar and Walter's forty years of all-wing airplane design work."

One important thing which Myhra did not have when he wrote this book, was a good editor. Poor grammar jumps off the page. In the Introduction, for example, Myhra says, "it is my hope that this book brings them [*the Hortens??*] closer to all persons and produces the justice of truth, which I believe their accomplishments and memories deserve" (italics are mine).

Poor paragraph construction often made me wonder what Myhra was trying to say – and there are a lot of awfully long and rambling paragraphs. Yet the book itself seems to ramble, so rambling paragraphs are not really so out of place, are they?

Then there are the things which really bothered me. Chief among them are Myhra's use of German words and titles. To pick just one thing, as I was taught, when you use a foreign word which is not in common usage in English, you italicize. For instance, "Luftwaffe" would not be italicized but "Jagdfluginspektion" (Fighter Inspection Command) should be. A minor point to be sure.

Myhra does seem to have done his research, no matter what I think of his style. Even here, I must say I have been told that when he was doing his research, Myhra went looking for all the dirt he could find. I will not comment about his research, but there is a lot of information here – and not all of it relevant.

One thing which does shine in this book (besides the slick paper) is that there are a lot of marvellous pictures. Probably if you put them all together, something like 200 pages of this 320 page book would be pictures. Still, even here were things to bother me. Why so many pictures of Herman Göring? Why are there three pictures of a B-17 factory? Why does Myhra sometimes use the same picture more than once? Why are so many aircraft mis-identified?

Thirty-three of the last 42 pages are the Appendices. Here Myhra has provided us with the "Complete Horten Aircraft Line." This is a chronological listing of 61 designs. There is also a list of 44 work numbers for gliders built during 1933-44. If you like 3-views, there are 59 of them. Finally, there is a handy German-British-American military rank conversion chart (why is this here?).

On the whole, if you are looking for a great – or even good book, this ain't it. Nevertheless, if you are interested in a book with a lot of Horten information and a lot of pictures, then this one just might fit your bill. At least it is in English.

Myhra, David. The Horten Brothers and Their All-wing Aircraft, Schiffer Military/Aviation History, Atglen, PA, 1998. List price: US\$59.95. ISBN: 0-7643-0441-0

Raul Blacksten

Letters

From Anthony Edwards (*The Arm-chair Pilot*) Nickersons, High Street, Barton, Cambridge, CB3 7BG

The obituary of Wolfgang Späte (Summer 1997 News) says that in the 1937 World Gliding Championships Späte used the first "Optimum Speed to fly between thermals calculator" What is the source of this information?

In my Sailplane & Gliding article (June-July 1980) *Why does the Best-Speed-to-Fly construction work (with a little history thrown in)* I was unable to give any information about the pre-war history, but subsequent correspondence with the late Helmuth Reichmann led me to articles in the German and Polish languages which I do not read. However, my notes from friends' readings of them tell me that in Späte's 1938 article he "Finds best speed to Fly graphically, plotting average speed v glide speed for various rates of climb. No sink between thermals" from which I conclude that his calculator did not allow for sink between thermals.

Reichmann told me that Späte told him in 1975 that Professor Scheubel of the DFS (Darmstadt) possessed the tangent-construction in 1937. The researches I reported in my S&G article revealed that the earliest solutions to the best-speed-to-fly problem which included the sink between thermals were published in S&G in 1947. I should be very interested to hear from our German and Polish readers of any evidence for a pre-war solution, which was certainly not available in Great Britain until 1947. I can supply references to the articles known to me, and in some cases xerox copies.

Chris Wills replies with details translated by himself from an article written by Wolfgang Späte in *Aerokurier* April 1970. Page 253 "it is right that I was the first, already in 1937, to give some thought to optimum speeds to fly between thermals for sailplanes doing cross countries. During my first Semester at the Darmstadt Technical Highschool, encouraged by Professor Scheubel, I gave some scientific thought to the problem. The 1938 Rhön Contest finally gave me occasion to try out my theory in practice. Swiss glider pilots later gave me the honour of being the first foreigner to use the theory, but Paul McCready refined it, predicting the improved sailplane performances of the postwar era. It is vital for the cross country flying of today's fibreglass sailplanes and McCready has received much credit for this. Perhaps it is of interest for me to describe to you my first experiences using the theory and how my situation was at that time.

I had officially entered the 1938 Rhön Contest with a REIHER 2, but I had to settle for the previous year's REIHER 1. This had had 90 kgs (198 lbs) added to its weight to strengthen its main spars. Thus, due to its increased weight, its polar curve had slipped considerably to the right. In other words, its minimum speed was somewhere between 75-80 kph. When lift was discovered of over 2 metres/sec, the bird would really move when getting to the next lift. All other gliders in the contest fell behind. I was able to win the 19th Rhön Contest, although on the first two days, I was unable to stay up due to feeble lift.

From the 3rd Contest day, the temperature gradient, especially at altitude, became more and more stable and regularly during the afternoons, fine cumulo nimbi started to build. Under these, I was able to turn my heavy ship in large diameter circles, centred in lift of between 3 to 4 metres per sec. As

there was no controlled airspace at that time, one was able to climb blind in cloud. I decided to take my machine in to cloud in 5-6 m/sec lift and stayed with it until I felt I had begun to lose its centre I then straightened out on course and, as soon as I had left the cloud, I would steer towards the next cumulus at 150 kph. Reaching the highest cumulus, I would enter it at its side. By doing this, I could more simply discover the best area of lift. I have to say that I had been practising this earlier in the year while research flying for DFS. Two of the other competitors, (Bräutigam and Kraft) by chance observed me carrying on like this and asked, shaking their heads, if I had gone crazy to throw away my height like this... 150 kph at that time was usual for glider pilots who wished to start loops... not for pilots doing cross countries. How things have changed since then! Of course, during the contest, I did not let my secret out. Only when I was in the air after a bungee launch, did I take out the small table from a pocket in my flying suit, to stick it firmly somewhere on the instrument panel. After a landing, I would hide the card again. Only when I was securely in first place in the contest's points, did I let my secret be known. But no one wished to believe me. Seff Kunz, I remember him still now...smiled sympathetically and said finally, when I had some quiet..."You can write out a report on it". That, I did, and I put it together with an application for the Günther Grönhoff Memorial Prize, which was awarded each year for a cross country flight which had special scientific meaning. (I had, during the contest, made a goal flight of over 320 kms from the Wasserkuppe to Freiburg im Breisgau and I thought that this would give me a chance of winning it). In 1934, Peter Riedel had won it. In 1935, I won it for the first time (for distance flying and a thesis on cloud streets) In 1936 and 1937, it was not awarded. Should I win it for the second time, I would have to advertise it loudly. The Cup was of heavy silver and contained two bottles of Sekt, This would have allowed the occasion to be adequately celebrated with my team. My submission did not succeed. The cup was not awarded and it remained in the Grossruckerswald Gliding School. At last, after 34 years, I have been recognised for having been the first to have produced a Best-Speed-to fly table given the strength of the lift. One must only manage to live long enough to receive proper recognition. Many thanks, dear Max Haubenhofer! So long as he is around, something serious will come out of the joy of gliding."

C.Wills hopes that his translation is adequate and apologizes to Anthony Edwards that we are no nearer to deciding whether Wolfgang Späte's theory takes sinking air between thermals in to account. CW thinks that it was the first time that the Göttingen 549 wing profile would be efficient at far higher speeds than was previously thought. The Russians had discovered this also when their GN-7 sailplane flew 539 kms, 602 kms and 652 kms between the 5th and 27th of May 1937. The pilot was Rastorguev and the GN-7's wing profiles were Göttingen 549 and its wing loading was 23.8 kgs/sq. metre. (4.879 lbs /sq.ft). After 1951, the Germans were cautious about using the new laminar flow profiles, due to doubtful stall characteristics. The Mustang fighter, if stalled, would lose at least 8,000 ft. It had a laminar flow wing profile. There were also the "adventures" they had had with the Horten 4b in 1944. Therefore in 1951, the Germans used their well tried Göttingen profiles with higher wing loadings than were common before the war, for their Condor and Kranich 3 and the Austrians used them for their Mg 19s. It would be interesting to compare performances of these aircraft with those of the Slingsby Skylark, Eagle, and the German Ka-6.

From Arthur Cleaver, Dyffryn Ardudwy, Gwynedd, LL44 2EP Wales.

How on earth did you get that photo of the Camel 2? We started on the Camel 2 in, I think, 1952. Originally there was Mike Eacock, Peter Parker and myself. We made most of the wing ribs and the fuselage frames. Mike made most of the metal fittings and he obtained the scrap Venom hood and cut out the inner shell. Frank Allen joined us for a while and the fuselage was erected to the state shown in the photo. Then Frank got married, as did Mike. Then Mike emigrated to the States and the Camel went into hibernation.

In 1957 I went to work at Armstrong Whitworth Aircraft and took the Camel with me and found myself living next door to Laurie Watts of the Coventry Club. Laurie, the late Bill Woodhams and I formed a new syndicate. Laurie made a super job of moulding the Venom canopy to fit using fibreglass. Bill built the tailplane and we virtually finished the fuselage complete with retracting skid and motor cycle rear suspension as shock absorbers.

However, family ties got in the way and work ground to a halt. For years the fuselage was suspended in the roof of my garage.

In 1965, AWA closed and I had to move north. I had dropped out of gliding in 1959 so wasn't interested in taking it with me. I gave all the bits to the local ATC Squadron, for them to make what they would of it. I expect that it finished up on a November 5th Bonfire.

I look forward to receiving my copy of VGC News, I think you all do a very good job of it.

From Raul Blacksten by email, raulb@earthlink.net

I have just received the VGC News No 93 today and have been reading the article "Classifying vintage gliders" by Jan Förster. I find it one of the most brilliantly convoluted systems I have ever seen. Very complicated. I would like to suggest something like the current VSA system of classification and based on the nameplate, (date of manufacture) rather than date of design or first flights.

1901-45 = Antique

1946-58 = Vintage (the end date changes but I do not recall the formula)

1959-73 = Classic (ie at least 25 years old)

For example, a Schweizer 1-26B, built in 1956 would be vintage, but a 1-26B built in 1960 would be a Classic. Yet a 1-26E built in 1982 would not be admissible.

To me this system, which is based on the old VGC system, is a much simpler classification system and not dependent upon so much calculation and rarity. Not only that, but (and I do not know that this would happen) a glider will not be reclassified just because several people suddenly decided to make several of the same glider airworthy, or because several airworthy examples are parked and let go out of annual (*C of A Ed*)

To me, a vintage glider would be a vintage glider if there is one airworthy example or a thousand (ie the Blanik) Just because a glider is not rare should not make a difference in its classification, in my opinion. If you do not want a particular glider type (ie Phoenix) to be considered Vintage along with, say, the Prefect, make another category, ie Vintage Glass.

I believe in the old adage, **KISS, or Keep It Simple Stupid**. The more complicated you make something, the more trouble you will have with it. Well, that is my 2 cents worth.

Wishing you Green Air, Raul.

From: Glyn Fonteneau <glyn.f@psionworld.net>

Date: 29 March 1998 12:36

Subject: Scale Model Gliders

I was most interested to be shown a copy of The VGC News No 93 Spring 1998.

You appear to want modellers to join the VGC. I was a member of the VGC for some years and apart from Chris Wills and Francis Russell was made far from welcome at VGC rallies and events. I have long felt that modellers, as you say, may give the only opportunity to see some gliders in the air. We are also quite resourceful in gaining drawings, plans and photographic evidence with which to have our creations judged. It does seem to me that because of some past prejudice the VGC has lost a vast resource of data. However I welcome your new initiative and will consider rejoining.

It is interesting to note the front cover with the Rhönsperber almost complete and then comparing this with the 3 view on page 36. The newly constructed version appears to have considerably more dihedral than the 3 view shows and certainly much more than on Francis Russell's Rhönsperber.

Just for information I have designed and built the following Vintage gliders, all to 1/4 scale: Rhönsperber, Sperberjunior, Short Nimbus, Max Holste 20p

These are all scratch built and I carried out the research for them, they typically took 12 months each to build (the Nimbus took 24 months). It might be of interest to the VGC that I have factory drawings of the Nimbus fuselage.

I hope the above is of interest to the VGC and hope that you can persuade modellers to rejoin the VGC and make them more welcome.

Regards, Glyn Fonteneau

PS I am currently drawing up the SZD 20 "Wampir 2" flying wing.

Ian Dunkley's reply:-

I will forward a copy of your email to VGC News as I think it is important. You would be most welcome at Rallies, Why not try Camphill at the end of May. I am organizing it.

The only problem I can see in general is that you could not fly your gliders at the same time as us, that means early mornings, evenings or in bad weather. Was that the problem before?

Models have been flown in the evenings at a number of International rallies, plus a number in the UK, inc Camphill.

Yes please join

Ian

From Massimiliano Sacchi email lams@regolo.cbi.polimi.it

Please, have you any documentation about the Sant Ambrogio Italian glider? I know that it was built near 1930 by a young engineer, I have a 3 view design and some technical data, but nothing else.

Have you something different about this plane? Some photos? Information about materials, colors or other?

Thanks for your attention, Max Sacchi

From GABOR CZEINER from Szombathely on 25-3-98, concerning Laszlo Almasy who was portrayed in the film The English Patient, in answer to C.Wills's request for information on page 44 of VGC News No. 93.

It was Laszlo Almasy who imported into Egypt the sailplane M.22 Turul, in which Group Captain Edward Mole flew 147 consecutive loops in 1938.

Gabor has much information concerning this great Hungarian explorer and pilot, who spent much time in Szombathely.

Unfortunately it is all in Hungarian. Above all, Laszlo Almasz did not die in 1944 in Italy, but in 1951 in Salzburg, Austria, where his grave is."

CW thanks Gabor for this information and wonders from where our film industry gets its stories for the entertainment of the masses. Of course, there may have been something true in the film.

A further letter came from Czeiner Gabor dated:- 11th April 1998.

"I am sending you more data on Almasz Laszlo. I hope that you can use it.

- 1/. Almasz was born in 1895 in Borostyanko (Today: Bernstein, Austria.)
 - 2/. In August 1938, the Hungarian Aero Association sold an M.22 to the Egyptian Aero Club. via Almasz. (*The Egyptian Aero Club already had a Göppingen 1 Wolf. CW.*)
 - 3/. In September 1938, Fred Hefty (Junior), was winch launched by Almasz Laszlo for his "A" Certificate. (32 seconds).
 - 4/. On the 8th of June 1940, two M.24s (Hungarian 2 seater aeroplanes) registered HA-BAA and HA-BAB, were sold to the Egyptian King Farouk. One of the pilots was Laszlo Tasnadi (*who later gained the first Gold C 300 kms over Hungarian territory flying an M.22 in 1941. (315.kms Budapest- Banffahunyad) . On 17th May 1942, he gained his Gold C 3,000 metre height (3770 metres) also in an M.22 CW.*)
- Other pilots were Laszlo Vadas, Count Imre Andrassy, and Lajos Roczko.
- 5/. In 1940, a Committee was set up to search for suitable areas for gliding in Transylvania (Erdely). Members of the Committee were Kamill Bogyay, the gliding scoutmaster of the town of Szentes, Laszlo Almasz, Supervisor of the Hungarian Aero Association. His deputy directors were Laszlo Kertesz, Fred Hefty (senior) and Laszlo Tasnadi, President of ERMES (Aero Club of the Technical University of Budapest.)
 - 6/. In 1927, Almasz applied for permission to build a garage in Szombately. (*all information is from the archives and has been diligently researched for us by Gabor Czeiner; Pazmany Krt 9, Szombately.H-9700. We thank him very much for his efforts CW.*)

Almasz was discharged from the German Army after El Alamein in the Autumn of 1942, where upon, he returned to Hungary. It is likely that he participated, as an expert on Africa, in the DORA operation in 1942-44, which involved the transport of secret material by the Germans to Fort Lamy, in Chad, using captured B-17 "Flying Fortresses." From 1944 through March 28th, 1945, he stayed at Szeleszte Castle in the transdanubian region of Hungary. The Russians occupied this region at that time, but he was protected by British documents.

Next, he went to Budapest, where he was arrested by the Russians, but released. In 1946, the Hungarian authorities arrested him, but he was not deemed to be a war criminal and so he was released again. He proceeded to Austria next, but not to his birth place, Bernstein (Borostyankö in Hungarian), because that was under Russian occupation, but to Salzburg instead.

From Salzburg, he went to Cairo, where he was a representative of the Porsche factory when they experimented with a new amphibious vehicle in the desert.

In 1949, he participated in a long distance glider aerotow on the Paris-Rome-Tripoli-Cairo route. We know little about

this in Hungary. It would merit further research.

In June 1950, he was treated for dysentery in Salzburg, but he returned to Cairo. He was named Director of the Egyptian Desert Institute effective as from March 1st 1951. He was unable to take up this post however, because he was hospitalized again in the February of that year. He was operated on for liver cancer at the Salzburg Wehrle Sanatorium and he died on March 22nd, 1951.

He is buried at Salzburg. Hungarian Glider pilots dedicated his new tombstone in November 1994 .

That is all I can tell you on this subject. Good flying, until we meet in Slovakia" Revi Laszlo.

C.W. explains that the Sonderkommando DORA was involved in dramatic operations far within Africa during the period 1942-44. The last of these operations was undertaken by the top secret and legendary KG200. This started with the aerotowing of an Me 108 Taifun by an He 111 from Greece into Africa, at low level over the Mediterranean to avoid the enemy radar etc. They would have liked to have used a Storch but it did not have enough range. Over the African coast, the combination gained height. At a certain point, well inside Africa, the ME 108 released its cable and its engine was successfully started. The two Luftwaffe airmen then flew on into Africa, where there were thought to be sandy flats, suitable for B-17 to take off and land. The pans were found, and a successful, very careful landing was accomplished. An airstrip was marked out and B-17s started to arrive with supplies etc. Then another airstrip was established, followed by a 3rd one, not far from the West African Coast. It was intended to plant German agents in Sierra Leone, Monrovia and Durban to report on Allied shipping movements. Two German agents finally gave themselves away in Monrovia by having German cigarettes. They were first observed, then followed and arrested and "persuaded " to reveal everything they knew. The British "staked out" the airstrips and waited for the next B-17 arrival. This happened, but the B-17 pilot was suspicious when he saw that a stores' hut had been burnt out. After landing, the B-17 was greeted with a hail of machine gun fire. The pilot was able to take off and to fly his badly damaged B.17 back to Greece for a successful emergency landing. Oberst (Colonel) WERNER BAUMBACH, the Kommodore of KG 200, was killed flying an Avro Lancaster in the Argentine on the 20th October 1953. He had emigrated there with his family, with full Allied permission, after 1945.

From Grp Cptn Mole's book "Happy Landings", page 95: While stationed at Aboukir from late 1936, I frequently flew up to Cairo for weekends, and there I discovered a Gliding School newly formed as an offshoot of the Royal Aero Club of Egypt. I made contact with their chief instructor, Count L.E. d'Almasz, a most charming Hungarian, who welcomed me as an enthusiastic glider pilot, and invited me to take an active part in the School's operation. D'Almasz was a very keen pilot, who had flown in the German Airforce during the First World War, during which he was reputed to have shot down the British Ace, Alan Gerrard VC. The School operated in the flat desert just outside Almaza Airport, and was equipped with several primary gliders used for training the Egyptian students who were intensely keen and quick to learn.

There will be more about Gp Capt Mole and Count D'Almasz in Egypt in the next issue.

From Peter Selinger, Stuttgart-Sillenbuch, Germany. 28th March 1998.

Concerning VGC News No.93, on Page 43, "Wanted". You published a Note from the OSC President, Mr Karl-Heinz Kellermann, Frankfurt, Germany.

The content of these 5 lines has prompted me to reply, because I know that the OSC has a really complete set of drawings for the Reiher, with all details and views drawn to up to 1/1 size.

Also, it is well known to the oldtimer community that previously, as there was no complete set of drawings available, it would have been impossible to build a new Reihe within the requirements of the contemporary C of A, and thus to be able to fly it. Now, it is all available, completely redesigned and redrawn, thanks to the tremendous efforts of Siegfried Lorenz, in many hundreds of hours of very hard work, apart from his official profession. In my eyes, this note is an insult to Siegfried Lorenz, because they don't need anything more to build the Reiher, especially if you know that this wonderful (and difficult to build) sailplane will be mainly built by Josef Kurz of the OSC, with his very great experience in rebuilding Oldtimers. I hope that you will publish this letter in the next issue of VGC News Yours sincerely",

Peter Selinger

CW replies. He believes that at one time, the OSC did ask for photographs. We were not wishing to cause offence and we believe that every little bit of information will help in the building of this magnificent machine, and that photographs, if they were of little other help, might inspire the re-creators of this beautiful sailplane.

From Peter Selinger dated 2nd April 1998.

Re: the VGC NEWS No.93 concerning production of KRANICH 2 sailplanes in the Czech Republic.

Dear Editor, "Sorry I have to correct the production numbers of the Kranich 2 two-seater. In my documents, I have found some exact delivery numbers for the Kranich 2, which I list below.

January 1941 -	13 machines.
February 1941 -	10 machines.
March 1941 -	23 machines.
April 1941 -	20 machines.
May 1941 -	22 machines.
June 1941 -	30 machines.
July 1941 -	27 machines.
August 1941 -	31 machines.
September 1941 -	34 machines.
October 1941 -	35 machines.
November 1941 -	34 machines.

Over all:

Up to June 30th 1942 -	546 machines.
Up to March 31st 1943 -	898 machines.
Up to August 31st 1943 -	1049 machines.
Up to November 30th 1943 -	1139 machines.
Up to April 30th 1944 -	1206 machines.
Up to June 30th 1944 -	1231 machines.
Up to November 30th 1944 -	1312 machines.

With this, my list ends. This really has happened. After November 1944, I have no production lists for German aircraft. However, I can not believe that up to 1946, so many gliders were built.

Yours sincerely, Peter Selinger

FROM Ary Ceelen, Pieter Stockmanslaan 53, 5652 Eindhoven, NL dated 15th April 1998.

The article in VGC News Spring 1998 by Jan Förster, classifying old gliders, looks like a proposal for a "handicap list".

In the Dutch magazine *Thermiek* of March 1991, I wrote an article re-the Vintage Glider Rallies, suggesting 4 classes:- "Veteran-Vintage-Classic-Oldtimer". Keep it simple! In the Oldtimer group you can place the younger "oldies". The rest may be classified by their years of construction. As an example, I enclose an official list of gliders from the Netherlands from 1939-1968. The year of construction is perhaps a good guide ?

With kind regards, Ary Ceelen.

CW replies. The above system would work until entries to a VGC Rally have to be limited due to lack of space in the air and on the ground.

If the above system is rigidly adhered to, we might find ourselves unable to accept in a VGC Rally the OSC Wasserkuppe's Habicht and Reiher, Klaus Heyn's Musterle, Otto Grau's Rhönsperber, not to speak of Peter Philpot's Gull 3, Mike Beach's Hols der Teufel and Scud 1 and David Jones's King Kite as well as the H.28s, H.17as and Falcon 1. Presumably these classification systems have been thought up with the view of limiting entries in our rallies due to us having too many old gliders. Why cannot we proceed with flexibility as we have done in the past? If we have too many gliders in the air, we should stop take-offs until the sky is clearer. Do not stop vintage gliders from being brought to our Rallies. To do that would lead to bad feeling which we cannot afford to have. Also, in my opinion, a rigid system adhered to in every country would be wrong, as each country has a different set of circumstances for their vintage gliders. For instance, in Britain, we still have many gliders airworthy from before 1940, and more from before 1945. In Holland, there are only two pre 1940 gliders flying...a Minimoa and a Grunau Baby 2. All the rest were built after 1945.

INFORMATION REQUIRED

In our last issue we asked if anyone knew the history of a T31 which had been in the service of the Air Training Corps, and as might be expected we have members who record these things. Brian Headon has dug out his records and tells us that WT898 started her flying career at Christchurch in 1954 with No 89 Gliding School. This school, with WT898, moved to RAF Old Sarum in 1963 and in 1978 the School moved again, this time to RAF Upavon.

But between 1974 and 1976 WT898 was at Weston-super-Mare in Somerset which is where Brian had a considerable number of launches in it teaching ATC cadets to fly.

In the late 70s WT898 was transferred to No 662 Gliding School at Arbroath, in Scotland. It was sold for civilian use in 1987 to a Mr R. Andrews of Humberside. We hope this information is of interest to Manfred Steiner who now owns the T31.

Classifieds

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

FOR SALE:

Ka6CR BGA 2287 Competition No 572, Built 1965, Excellent condition, Tab trimmer, Ceconite fabric, Nose and Belly Hooks, Parachute and Barograph, AMF aluminium trailer, rigging aids, tow out gear, new C of A. Based Lasham. Ian Smith. Tel 01705 592839 Evenings or 01705 475254 ext 226 at work.

Skylark 4 (The Prototype Machine) with 5 years old metal trailer. 2 man rigging aids. Towing out gear, C of G Hook, Basic panel, Electric Vario, Parachute. £6000 ONO. Warwick Horne, Tel Daytime 0385 993292, Evenings/Weekend 0161 439 4009

Wassmer W22 Super Javelot, 1963, in good condition. Only example in the UK. Flown regularly at Camphill. Best glide ratio 30/1. Wooden trailer, Barograph, Radio, Parachute, C of A to Sept '98 £3750 ONO Eric Hill Tel 01623 514671 (Thanks for the donation)

Slingsby T34 SKY, BGA No. 1053. It has just been restored and will be sold to the best owner for it. Its wings just need painting. Its new metal, aluminium covered trailer was built specially for it by Arthur Berkinshaw. Tel:- 01226-765173. He can show the glider and its trailer to anyone interested in their purchase. The glider was built in 1951 with aerolite glue. It must be sold with its trailer, Offers should be made to:- C.Wills, "Wings", The Street, Ewelme, Oxon OX10 6HQ. Tel:- (0)1491- 839245.

1943 Swedish built JS WEIHE, BGA 1297, and its trailer. It was recently restored and rebuilt and it is now in Swedish Airforce colours. It was originally glued with Kaurite. Offers should be made to:- Peter Molloy, "Hideaway Cottage", Bodenham, Salisbury, Wilts, SP5 4EU. Tel (0)1722-329081.

KITE 2, BGA 751, uniquely fitted with Skylark 2 fin and rudder. Open and closed canopies are available. There is also a "dry" trailer but it can be sold without it. Offers should be made to David Richardson, c/o Booker Gliding Club, Wycombe Air Centre, Nr.Marlow, Bucks. SL7 3DL.

Mg 19 STEINADLER. Airworthy and in very good condition. Offers of around £9,500 to:- Jochen Kruse, Ortbrook

23B, 25436 UETERSEN, Germany. Tel:- 0049-4122 - 41254.

Stand out from the crowd, fly an M-100S this summer! Performance and cockpit visibility better than a Ka6, airbrakes more powerful than a Ka13. Hotelier connections make rigging easy. This glider is in good condition and has no vices in the air, Glass covered wooden trailer. Keith George Tel 01787 379439

BAC 7 The only example of the first British two-seater, designed in 1931. Fully restored/reconstructed to flying condition in 1991, with 38 hours flying to date. For further information contact either Mike Maufe Tel 01943 608910 or Tony Maufe Tel 01603 872737

SCUD 2 BGA 231 with wooden closed trailer. Mike Beach, 24 Cole Park Road, Twickenham, Middlesex. Tel:- 0181-892 9975.

The History of the London Gliding Club, by Dudley Hiscox and revised by Ted Hull. A 34 page booklet of historical interest with many photos in black and white. This little book is a true record of the early years of the LGC and was reviewed in VGC News No 93. Price £2.50 plus 50 pence postage for UK and Europe or £1.00 for the rest of the world. Make cheques payable in Sterling to:- London Gliding Club, Tring Road, Dunstable, Beds, LU6 2JP UK.

Packs of 30 Black & White Photographs. Historic German, Polish, Roumanian, Hungarian, Austrian and Russian sailplanes, all 9cms x 13cms. 100 DM or equivalent in other currencies. The price includes post and packing. Cheques should be made out to Imre Mitter's account. Money must accompany the orders and clients will receive their photos within 30 days of ordering them. The photos are numbered and lists are available from Imre Mitter, Budapest X11, Ráth György, utca 171B, Hungary-1122, or from Chris Wills, Wings, The Street, Ewelme, Oxon, OX10 6HQ, UK. Tel 01491 839245. Chris has samples of some of the photos.

WANTED:

Any book, magazine, photo, poster, manual, brochure in any language, about sailplanes and soaring. Hans Disma, Vincent van Goghlaan 6. 3735 LR Bosch en Duin, The Netherlands. Tel +31-30-6916145 Fax +31-30-6915222.

Book "Kronfeld on Gliding and Soaring" Peter Warren Tel/Fax 01785 602186

Copy of Sailplane & Gliding, December 1974 /January 1975 Peter Warren Tel/Fax 01785 602186.

Weihe elevator control rod fitted with retained spring-loaded pin to connect to the elevator. This part is fitted at the aft end of the elevator circuit. Keith Green Tel: 01483 568008 (home), 01932 834504 (work)

Front Cover: Jeff Byard's Schweizer TG-2 above Tehachapi, California in 1997. This former WW2 US Army Air Corps training glider was the first recipient of the Vintage Sailplane Association's Frank Gross Restoration Award. Slide by Raul Blacksten

Back Cover: The light shining through the surfaces of the EoN Eton (SG38) being launched at Haddenham in 1998. This glider is owned by Geoff Moore and a large syndicate at Dunstable. Photo Chris Wills.

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- Loom Included
- Metric Version 0-5m/sec
- No Mods Required

£89

Prices shown exclude VAT and carriage

"You can bank on us"

♦ New Instruments: PZL Expanded Scale ASI 1.5 Turns 0-140kts, 1.75 Turns 0-200kts £105, PZL Vario with zero reset, Flask and Ring, 80mm £189, 57mm £219, PZL T.E. Unit £24, PZL 12V Mini T/S £259, IFR Altimeter £162, IFR Mini Accelerometer £167, IFR Pedestal Compass £59, Airpath C2300 Panel Compass £59, T/S 28V Converter £22.90, New Traditional Clockwork Barographs £179 ♦ Surplus Tested Instruments: Horizons with new Solid State Inverter, Ferranti Mk6 £249, Ferranti Mk1.4 (Coloured Display) £299, 80mm Glider Rate Turn/Slip £89, Mini American 12v Turn and Slip £259, Single Turn ASI 0-150kts £79, 80mm Altimeters from £89, Miniature Elliott Altimeters £289, Miniature Accelerometers £110 ♦ Radios: ICOM IC-A3E £330, IC-A22E £350, Delcom 960 £214.90, Delcom 960 80mm Panel Mounted Version with Speaker/Mike £247.90, Serviced PYE MX290 Compact Mobile/Base TX/RX, 12.5kc spaced, All gliding channels £130, Mobile Magnetic Mount Aerials £26 ♦ Glider Battery Chargers £25.50 ♦ Parachutes: SK94, Type Certified, State of the Art, Rapid opening, low descent rate, Steerable, Comfortable, Lumbar Support, Bag, £465 ♦ Manufacturers "Ottufur" Release Exchange Service £89 ♦ New Gliders (In conjunction with Angla Polish Sailplanes)

SZD Junior, SZD Puchacz, SZD "55", SZD "Accro" POA

COLIN D. STREET, 7 Sharpthorne Close, Ifield, Crawley, Sussex, RH11 0LU, England Tel 01293 543832 • Fax 01293 513819

"Ottufur" Releases

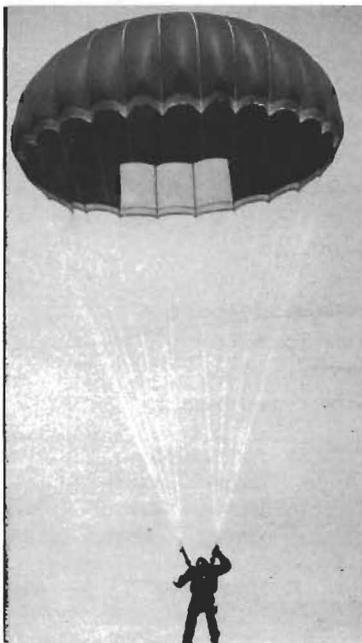
Manufacturers Reconditioned Exchange Service
£89 plus carriage and vat

SK94 EMERGENCY PARACHUTE

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

Specifications

- Two Pin Release
- 24 Gore Canopy
- External Pilot Chute
- Three Point Harness
- American Zero Porosity Canopy Fabric
- 20 Year Life
- Jump Life subject to 'On Condition' Inspection by an approved packer
- Rate of Descent (ISA Conditions)
@ 100 kgs = 4.4m/s @ 70kgs = 3.6m/s
- Parachute Horizontal Forward Speed = 4 kts



Specifications

- 360 degree steering turn rate = 12 seconds
- Minimum Safety Height with immediate opening:
(a) with zero horizontal speed (ie Balloon) = 80 metres
(b) with a horizontal flying speed of 70 kts = 70 metres
- Recommended maximum deployment speed = 150kts
- Pack Dimensions: Length 600mm, Width 400mm, Depth 85mm, Normal Tapering
- Weight 7.5kg Nominal
- Designed and Manufactured in Poland by Air Pol Ltd to comply with US Standard TSO 23c
- Type certified
- UK Design Registered
- Price including carrying bag

£485

Agents-Europe

Anglo Polish Sailplanes Ltd
Wycombe Air Park
Booker, Marlow,
England SL7 3DR
Tel: (01628) 39690
Fax: (01628) 39690

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