



VGC News

No. 105 Spring 2002



Hotspur 2 at Middle Wallop.

Slingsby Prefect TX1 WE992.

Elfe M, Dr Pfenninger's last sailplane design.

Kranich III back in the skies over Mainz.

Scott Viking 1, impressive performer.

Centenary Years 2002-2003.

VSB-37, Ing. Vaclav Ostradel's last design.

Horten—the truth at last.

Model forum.

International News.



<http://www.vintagegliderclub.org.uk>

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.

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Notice to all members

The Rally Secretary is Graham saw.
Please forward details of any vintage glider rallies you may be planning to: G.Saw.
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Front cover: Manfred Hoffman's Slingsby T21b BGA 3385 on 'approach' at Zbraslavice.

Photo: Vincenzo Pedrielli.

Back cover: "A gliding composition" by Vincenzo Pedrielli.

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Ian Dunkley - Member without portfolio.

e-mail: ian_dunkley@pgen.net

Diary Dates for 2002

1st - 10th May

First International Captain Rajiv Gandhi Soaring/Gliding Competition, Atratnagir, India
Contact DR HAMID ABDULAZIZ KAZI
Email: kazi_aviation@hotmail.com or Geoff Moore email: geoffmoore@madasafish.com

13th - 19th May

Wabash Valley Soaring Association Regatta, Lawrenceville, Illinois, USA
Contact: Lee Cowie, 31757 Honey Locust Road, Jonesburg, MO 63351-9600.
Tel: 636-488-3113; Fax: 636-488-3196

1st - 8th June

The Official UK VGC National Rally Norfolk Gliding Club, Tibbenham. Contact Martin Aldridge Tel: 01508 488084; Fax 01508 489515

22th - 28 June

Camp Hill 2002 The Vintage & Classic Rally
Tel: 01298 871270
Email: dlgc@gliding.u-net.com

6th - 13th July

Oldies But Goldies, Jami, Finland
Contact Risto Pykälä, Finnish Sportaviation Institute, Rayskalantie 311 Fin-12820 Rayskala.
email: risto.pykala@urheiluilmailuopisto.fi
Tel: +358 40 825 5255.

12th - 19th July

International VGC Rendezvous Flugplatz Nordhorn-Lingen
Email: (Christophe Talle) ausbildungsleiter@isvlingen.de

13th - 20th July

VGC Rendezvous - East Rana u Loun, Czech Republic
Contact Josef Mezera, (POTK secretary), Nalepký 2233, CZ 440 01, Louny
Email: Josek Potk potk.josef@post.cz

20th - 27th July

30th International VGC Rally Osnabrücker Verein für Luftfahrt e.V - Flugplatz Achmer
Harald Kamper, Bismarckstr 78, D-32049 Herford.
Email: vgc@ovfl.de

Oldtimerflugwoche 2002

Gundelfingen
Wolfgang.Schaeffler, RWE Net, Netzregion Südwest Service Team Hoheneck, Hygsetten 6, 89355 Gundremmingen
Tel: 08224/998-214 (RWE-intern: 747-214)
Fax: 08224/998-223 (RWE-intern: 747-223)
Email: Wolfgang.Schaeffler@rwenet.com

August Bank Holiday

Slingsby Rally
Sutton Bank

29th - 30th June

Whispering Wardrobes Booker GC
Contact Graham Saw 01628 776173
Graham@servotech.swinternet.co.uk

August 24th to September 1st

1st International Kranich Meeting
Contact: Manfred Penning, Oldtimer Segelflug Club Mainz e.V.

See also 'Future Rallies' page 29



VGC News

No. 105 Spring 2002

CLUB NEWS

Chairmans Report

Looking ahead, technically speaking

Judging from the response to the last Newsletter, we seem to be on the right track and members are responding to our request for information and pictures of current events. Thank you to those who have provided interesting news, much of which is reproduced in this edition of VGC News. Remember, all we need is your colour pictures and a few words describing your project.

Recently, I became aware of the need to agree a repair scheme to a wooden glider with a senior BGA inspector, one of our own members. The fact that there existed several opinions on how the work should be done confirmed my belief that whilst there is a lot of technical expertise available within the VGC, there is also scope for bringing this expertise together in some form in which it can be shared. If this is not done then much knowledge will ultimately be lost and those left will have a hard time re-discovering it.

At the local club where I fly, members are encouraged to help with repair work, not just because it is educational and good for team building but in the hope that it will encourage some to develop these skills. Fortunately VGC members can 'network' within the Club to gain information or help, others however are left to pay commercial organisations for this expertise and knowledge.

At the last VGC committee meeting Jan Forster, Technical Officer put forward a proposal which sought financial assistance to print his 'Technical Handbook' on the repair and upkeep of wooden gliders, which he has been working on for some years. Peter Underwood, our BGA technical representative is "proof reading" Jan's handbook and will make a recommendation to the Committee on whether we should support it's publication. If we agree to assist financially, the handbook will be distributed through the VGC (and the Dutch Vintage Movement) and become a standard work of reference to assist both members and glider repairers alike. Proposals to produce the handbook on CD are also under consideration.

However this will never replace the interest created by printing pictures and articles from members about their projects in VGC News, particularly any technical details used in repairing them which may help others. I am sure those many members who write in asking for technical advice will support this.

David Shrimpton, Chairman

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Presidents corner

Chris Wills wishes to thank everyone who has sent him Christmas and New Year's Cards. He tried to reply to them all but there were so many. All of you were in his mind at that time. He wishes to thank everyone who has managed to struggle on with their restorations during the winter and fervently hopes that we shall all have a season of good flights and Happy Landings.

Membership secretary chatline

For reasons beyond my control this chatline column did not appear in the last issue, apologies. Thank you all members who have renewed subscriptions on time before this current No.105 issue reaches you. Always check the mailing address carrier page, which shows your subscription expiry date year ending. Current membership cards are

included with this magazine. This issue of the magazine will be the final sent unless you are currently paid up for 2002 or onwards. In order to receive the next magazine on time, please renew subscription now by sending a cheque or by credit card payment, details shown on the address carrier. Perhaps it maybe more convenient for some members to prefer payment by standing order each year without the need to be reminded. This method of payment does save the VGC money and time, if you consider this is your chosen way to pay contact the Treasurer, Austen Wood passing full bank details for him to set up your request.

E-mail addresses change sometimes often, VGC country secretaries and others should advise me of any changes made immediately which enables us to update our system to remain in contact with you and others in the scheme. News is passed around quicker throughout the world.

By now in UK the winter has passed, some of us were lucky to fly regularly during this time to keep current on the

better days by circuits, hill and wave soaring together with the odd thermal lift could be found. My fortune was boosted further when I was able to soar over the Welsh Black Mountains in Wales during a short visit in October where great fun was had soaring the slopes in westerly winds.

The VGC is planning to have a stand at the Popular Flying Association (PFA) Rally 21/22/23 June at Cranfield Airfield Bedfordshire where we hope many of you will come along to meet us again, as it was not held last year due to the animal foot and mouth disease outbreak. This big rally is the shop window for all aviation folk from modellers to airline pilots and glider enthusiasts. We hope you will further support our vintage rallies elsewhere and given the opportunity to take along a vintage glider where it should be seen to be flying

No doubt many of you will have already made plans for going to the 30th VGC International Rally at Achmer in northern Germany from 20/27th July, if not there is still time to plan and consid-

er. From the UK, special ferry crossing rates can be obtained through Alternatives Travel, contact Brian Ashton telephone 01934 824138, quoting your ferry carrier departure out and return times, together with car and trailer details for a cheaper saving. Good safe flying.

Geoff Moore.

Treasurers Report February/March 2002.

Since the VGC settled its tax liability in September, the major financial event has been the implementation of the Euro Currency by many countries in Europe. In the UK this currency is not legal tender so we have to still work in pounds sterling. For the purposes of uniformity I have set a figure of 33 Euros subscription per member this year where European members are paying their respective secretaries and this will be reviewed towards the end of the year with a view to maintaining a fair and equal payment.

May I also say thank you to all those members who have so generously made a donation along with their annual subscription. All are very much appreciated. Martin Simons too has kindly made a substantial donation of his excellent books for sale by Colin and Alice (VGC Sales) and whilst the Committee have shown their appreciation of this generous gesture I would like to add my personal thanks to him.

I hope you will all have an excellent forthcoming flying season in 2002 and that you will each be able to come and enjoy at least one of the major VGC Rallies to be held throughout the summer. My load is either increasing, or I am getting slower and so I would be interested to hear from anyone who would care to give me some assistance from time to time. Please give me a ring for further details. The VGC needs people who have special knowledge of particular aspects of the administration.

Austen Wood, Hon. Treasurer.

On October 17th, 2001, Chris Wills was awarded the 'Pirat Gehriger' Diploma at the FAI General Conference at Montreux. ■

Right: Chris Wills, Heidi Gehriger (widow of Pirat Gehriger) and Wolfgang Weinreich, President FAI. (It is worth noting that Wolfgang Weinreich was former President of the Deutsche Aero-Club and spent 2 days at our VGC Rally in Aventoft 1999)

Photo: W. Schwarzenbach

Meet some Vintage Glider Club members

Jozef Ott,

*Panska dolina 2, 949 01 Nitra,
Slovak Republic*



What do you like about the Vintage Glider Club?

I appreciate highly the work of the VGC representatives and their zeal at organising International Rallies. I am wishing them a lot of strength, financially

and all the best for their next activities.

What is your favourite Glider?

There is no favourite glider. I like flying. I get pleasure from it and every launch is a pleasant event for me. Starting my flying activity I used to like flying the LG-124 "Galanka" glider because of its beautiful outlook from the cockpit.

What other interest do you have?

My other hobbies are skiing, swimming, Hiking and mainly visiting other countries.

What has been your most memorable glider flight?

My most memorable glider flight took place in 1982 after my 20 years break in my flying activity. It is very difficult to describe my pleasure and exciting mood during this flight.

When was your first glider flight?

My first glider flight was with a SG 38 Primary at Nitra, a bungee launch at the slope of Zobor Hill, on 12th April, 1950.

Where do you usually fly?

My mother Aeroclub is at Nitra and my second home is the Aeroclub at Partizanske, about 50 kms NE from Nitra, where my son lives with his family. My flying experience is 1,300 hours, 3,850 landings, the Instructor's qualification, golden C plus one diamond. I have built a flying replica of Z-23 "Honza" Primary and took part in several International Rallies with it.



What do you like about International Rallies?

I like meeting with friendly people having the same interests, mutual exchange of experiences.

How do you see the future of the Club?

In my opinion, the VGC's activities are one of the ways for maintaining public interest in glider flying and soaring in the present difficult economic situation and saving the rich history of gliding in European countries.

Hans Disma



What do you like about the Vintage Glider Club?

The opportunity to make friends all over the world who are interested in vintage sailplanes as well.

What is your favourite Glider?

As a young boy I was so foolish to buy a Keil Kraft model kit of a Minimoa as my first project. After a hard time building it, I flew it and kept flying it to pieces until I gave up. I still have the remains of this kit. After joining the VGC I kept searching for the real thing and with the help of Chris I was finally able to buy one in the U.S.A. after it was sitting in an English hangar for years.

The Phönix struck me when I heard of it and I think it really started the beginning of modern sailplanes and unfortunately thereby destroying the wooden era. It is a lovely floater and when I fly it I feel like I fly in a piece of history.

What other interests do you have?

Aviation books, especially books dealing with sailplanes and gliding. Expanding my archive concerning the history of gliding. Racing karts and Italian sportcars.

What has been your most memorable glider flight?

NEW MEMBERS

Welcome to the following new members

| | | |
|------|----------------------------------|---------|
| 2116 | Dennis Clark, | UK |
| 2117 | Yvonne Watts family Zoe, Ben, | UK |
| 2119 | Giesbert Meyer, | Germany |
| 2120 | William Davis, | UK |
| 2121 | Christopher Lambert, | UK |
| 2122 | Guy Brook, | UK |
| 2123 | Terry Smith, | UK |
| 2124 | Dr Herb Robbins, | USA |
| 2125 | Robert Topoise, | USA |
| 2126 | Warole, | UK |
| 2127 | Steven Longford, | UK |
| 2128 | David Edwardes, | UK |

| | | |
|------|---|-------------|
| 2129 | Peter Redshaw, | UK |
| 2130 | John Rogers, | UK |
| 2131 | Peter Montgomery, | UK |
| 2132 | Neander Stalpers, | Netherlands |
| 2133 | Bruce de Visser, | USA |
| 2134 | Lt Col Bruno de Wouters de Brouhout, | Belgium |
| 2135 | Seth Coulter, | USA |
| 2136 | Norbeth Michel, | Germany |
| 2137 | Heiko Harms, | Germany |
| 2138 | Ireneuse Przywuski, | Poland |
| 2139 | Witold Kruczek, | Poland |
| 2140 | Erik Jensen, | Denmark |
| 2141 | Carl Kristiansen, | Denmark |
| 2142 | Lars Kristen, | Denmark |
| 2143 | Svend Aage Jensen, | Denmark |

My second 1.000 km flight. The first one was in a Discus via 3 turnpoints, but the second one was a real FAI triangle a year later in a record time in my Ventus bT while everybody else failed the task and motored home to Bitterwasser, Namibia.

When was your first glider flight?
07-07-1957 over the dunes of the North Sea.

Where do you usually fly?

My club flies at the military airbase Soesterberg, but I also fly at the National Gliding Centre Terlet which is only 5 miles from my home.

What do you like about International Rallies?

Seeing all this amazing good looking old sailplanes and their owners (not always as good looking as their sailplane) Sometimes I am even offered to fly a sailplane of another owner.

What I really like is that there is no competition but the main purpose is to have a good time.

In future publications of VGC News we would very much like you to give brief details of yourself together with a photo with perhaps your glider and return to VGC Editor as early as possible

If you do not wish to contribute, you are not obliged to. Thank you.

Margaret James VGC Editor
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BA3 5HU UK
Email: margarethjames@aol.com

OBITUARIES

Geoffrey Stevenson

We are more than sad to have to announce the death of GEOFFREY STEVENSON at the age of 91 during January 2002. One of our last links with the pre 1940 Era of British Gliding has gone. He was famous in British Gliding not only before 1940 but also until the new times. In 1936, he was co owner of the Grey Kite 1 with Donald Greig and John Dent, which he flew in the 1938 British National Contest at Dunstable. On April the 22nd 1939, he was the first glider pilot to cross the channel using thermals, as opposed to gliding across it from great heights, in his "Blue Gull". As a matter of fact, he only found severe sink for most of the way. The feat was even the more remarkable as he started at 14.55 hours from a 300 ft winch launch at Dunstable. He had the luck to find a tremendous thermal at hill top height which, mixed and assisted by hill lift, took him all the way to cloudbase at 4,000 ft. He flew East of London and his original plan was to visit a party being given by Ann Welch near Redhill. After being about to land, he found some very good lift in cloud over the coast and resolved to try for France. He found no lift over the channel but crossed the French coast at 2,600 ft to land in a small field by the village of Le West, 10 miles East of Boulogne, at 1735 hours. The first clouds over France seemed to start 20 miles in-land. Ann Welch, then Douglas, had to retrieve him by car and ferry.

He held the British Silver C No. 15 which he achieved in 1937 and the British Gold C No. 14. He won the British National Championships at Cam-

Phill in 1953 flying a SKY and the 1959 Nationals at Lasham flying a Skylark 3. He took part in the 1952 World Gliding Championships flying a SKY and came 11th. He took part in the Camphill 1954 World Gliding Championships flying the Olympia 4, which was the second British sailplane, after the Skylark 1, to use laminar flow wing profiles. He came 14th. He came 6th in the 1956 World Gliding Championships at St Jan Yan flying a Skylark 3. Altogether, he took part in 9 British National Contests. He had the good luck to have his wife as his retriever and also sometimes his two stepsons.

Apart from flying, he was also a clever inventor. Although others have since laid claim to them, he invented the first Diaphragm type compensated total energy variometer and the electric audio variometer. He received an MBE (Member of the British Empire) medal for inventing radar detection for mortar bombs and this was used in Bosnia and in the Gulf. He also, with John Furlong, produced the Task books with photos of turning points to help contestants identify turning points during contests. He also wrote a paper on cloud flying using basic instruments. He used to give aerobatic displays with his Grey Kite 1 before 1940 and with an EoN Olympia after the war. He was task setter for 9 British Contests. Geoffrey was born in 1911 and during his youth, he used to rush up to Scotland on a motorbike on a Friday night to rock climb during weekends. He started gliding in 1936. During his last years, he spent the time painting at home, and occasionally flying with Carr

in an ASH 25. The difference between this sailplane and his Gull 1 must have been tremendous. He had a quiet, unassuming and modest character and he was always approachable. Somebody has gone from British Gliding who will leave an abyss which will be impossible to fill. He died of cancer after a long and brave fight. We send our most sincere condolences to his wife Beryl, his two stepsons Carr and Peter and to all his relations and friends, and to his London Gliding Club, which he and his wife often visited even until quite lately. CW.

Luis Vicente JUEZ Gomez

Spain's most famous glider pilot died at his home on the 21st of November, 2001, aged 79.

Born on the 5th August 1922, Juez began his flying career in the newly-established Monflorite Glider School, as a member of one of its earliest promotions. Entering as a student pilot in 1942, he gained his A, B and C qualifications, before going on to become a qualified instructor at the end of 1943. That was the beginning of a long and illustrious career as a flying instructor, and particularly as a Gliding instructor, after receiving this higher qualification in 1948. He taught at the Monflorite School, which he also directed for over twenty years, until his retirement. It was not long

before Juez's skill as a competition pilot began to emerge and together with his team mates and professional colleagues he began to break various national records. His first international competition was in 1948 at Samedan (Switzerland) where he finished twelfth in the twin-seater class, with a Kranich II. His World Championship results were as follows:

- In 1952 at Cuatrovientos (Spain) he classified in first position in the twin-seater class, with a Kranich II.
- In 1954 at Camphill (England) he achieved eighth place in the twin-seater class, with a Kranich III.
- In 1956 at Saint Yan (France) he classified in second place in the single-seater class, with a Sky.
- In 1960 at Butzweilenhof (Germany) he achieved fifth place in the Standard class with a KA-6 BR.
- In 1963 at Junin (Argentina) he classified in seventh place in the Standard class with a KA-6 BR.
- In 1968 he took part in the championship at Leszno (Poland) in a Foka-4. However, by this time plastic was in wide use, and his results together with those of the rest of the Spanish team were so poor that he decided not to participate further in international competition.

Juez will also be remembered for two special achievements: one, on the 26th April 1956, when he established an unofficial world duration record of 56 hours and 36 minutes; the other, when in 1958 he flew across the Pyrenees from Monflorite to Tarbes in a Sky. As for his sporting distinctions, Juez was awarded a Gold C with three diamonds in 1965 and the Lilienthal Medal in 1957. He also received the Paul Tisandier Diploma, the Gold Medal of the Spanish Aeronautical Federation and various other officials decorations. In his 39 years in the gliding profession, both as instructor and competitor, Juez clocked up a total of 8,200 flying hours.

Juez leaves a wife, two daughters and two sons, both of whom have become pilots, one in the Air-Force and one in a civil airline. We would like to extend our heartfelt condolences to his family, at the same time as we acknowledge the passing of one of the great figures of Spanish gliding. ■



Left: Carr, Beryl, Peter and Geoffrey Stevenson with Slingsby Sky during the early 1950s at the London GC. Photo reproduced with permission of the RAF Museum, Hendon, via Chris Wills.

From David Underwood (Master Thatcher)

Dear Margaret,

Firstly may I congratulate you on the VGC magazine. The only trouble is that it came four days later than Dad's (Peter Underwood, VGC Technical representative to the BGA) – Ed), when I am more important and one membership number before him!

In VGC News 104 you talk about a Tutor possibly BGA 883, this by my records was a T31b. It also said BGA 833 was silver and this is also not so, it was red.

The Slingsby Tutor BGA 833 was bought by Dad (Peter Underwood) in 1984 from Ivor Stretch after he started the re-build of the Nacelled Dagling for Russavia. This was also owned by Ivor Stretch initially.

The Tutor used to hang in the Motive power Museum at Lytham St Annes along with a Grunau baby (this glider fell apart). Dad went and brought it home only to find one wing had been cut in half and bolted together with a metal strip.

The glider had possibly stopped flying when the Mod 80 rule came into being (after a Tutor fell apart in the air in the mid 1960's). It appeared that the wing had been opened up, but the modification had not been carried out. I bought a new wing at great expense (£30) from Cambridge aerodrome; we put it on top of my van and brought it home to Eaton Bray.

The glider was painted red with BGA 833 painted on the left hand side of the rear fuselage. Under the red paint was grey (very thin). Below that was RAF trainer yellow, with a 'C' type roundel, that is one with a thin white band. It's serial number was VW535. Repairs had been carried out on the fuselage at some time and below the yellow was dark green. I did not find any dark earth colour.

After having the tutor for sometime, Dad sold it to Richard Abraham and Susie Mooring who did most of the work to bring it back to airworthiness. Dad did the Mod 80 on the wings. Susie dropped out and in 2000 Richard sold it back to Dad. With so much work on (and Mum saying "no more gliders") he passed it on to Neil Scully who in turn passed it on to it's current owner who has at last made it fly.

So now it is nice to see the Tutor fly after all these years and prove that 'museum pieces' sometimes do fly again.

From John A "Tony" Dickson

I just noticed a mention of the Dickson Primary Glider on your site. Roger S. Dickson was my father, and I have some drawings and materials relating to Cloudcraft. Due to a recent move, the materials are all in storage at the moment, but if there is interest, I can go through them. Roger Savernake Dickson died in March of 1981 in the city of Hilo, Hawaii. He worked for Supermarine, and Cloudcraft was a sideline. After WWII, he worked for Lockheed in California until his retirement in 1971. It was nice to see a mention of my father on the Web, and I appreciate your publishing it. Thank you.

From Stephen Cook

Hi! I'm a member of Cotswold GC. At home I have a set of six trading cards that were published in 1957 and feature gliding. They are rather like the cards you get with PG Tips nowadays. You may have come across these before but if you haven't you can look at them on the Cotswold website at <http://www.cotswoldgliding.co.uk/cards.htm> (where I'm the webmaster). If you're interested I can give you decent (colour laser) prints of them that are as good as the originals. The text on the cards is in Dutch but a kind person from Holland has started to translate them for me and has identified some of the glider types. I wonder if any of your members are able to identify the glider types that he hasn't? This is what he has come up with so far: 1. Zögling, 2. Kranich II, 3. DFS Olympia, 4. unknown, 5. Weihe, 6. unknown. Thanks in anticipation.

VGC Rally at Monflorite?

Regarding the possibility of an International Vintage Glider Club Rally in Spain, Monflorite is the best idea. This site has a most historical ridge where SG-38, Baby, Kranich, Weihe and other sailplanes were launched by bungee cord. It is possible to see the remains of the launch ramp used. When the wind from the North West, Cierzo, blows, it is possible to stay flying in this ridge for hours. In this place, Luis Vicente Juez stayed up for 52 hours in a Weihe. Also, the buildings are historical. And there is a very typical holiday area for tourism and families very close to the Pyrenees. We think it is a very good choice to hold a Vintage Rally. In fact, we learnt to fly there and we passed our Instructor Examination there also. Kindest regards, Ecarrita Novillo & Carlos Bravo. (We look forward to seeing

Encarnita and Carlos, and their new arrival – baby Carlos, at our VGC Rally in Achmer – Ed)

Letter from Klaus Joachim Kruse

As I am now 70 years old and my health is starting making problems, I am thinking about selling some of my gliders. First of all I would like to give my KRANICH II into some other good hands. This Kranich II B2 is an original, 1943 German built Kranich from WW II. It served for the Luftwaffe until the end of the war in 1945. Then it came back to Switzerland and flew as HB-482 until 1959, when it was returned to Germany. It flew until 1972 when it was taken out of duty and put in a museum. In 1996 I acquired this historic glider and restored it over a three year period. Both wings were given totally new D-boxes. In October 99 was the new first flight. Last year I took this Kranich II, registered D-0031 to the VGC meeting in Zbraslavice. I esteem the value of this true vintage glider not far from that of a Minimoa. I will go this year to the VGC meeting in Achmer with my Kranich II, where interested pilots can fly with me. In Autumn I can then give my Kranich up.

Aside of this I still have the remains of my broken CONDOR IV, D-8306 which was destroyed in 1988 due to a spin in upon turning to final. Both pilots survived, but the left wing is totally destroyed and so is most of the fuselage except the whole tail including rudder and both elevators. I started to repair it over the years, but I cannot complete the work. I have a left wing mainspar, all ribs and all the bulkheads and parts to build a wing and fuselage. Also the history is complete from the first day, when it was built by Schleicher as factory number 47 in 1954 as the last but one Condor IV from a total number of 7 ever built by Schleicher. The total flight time was only 478 hours with 1208 launches. This great Condor IV is definitely worth being built up again by one or a group of younger pilots.

Also I have two SG 38s flying. One of them could go to another enthusiast. It might also be of interest that I have contact with a firm which can make new bungee cords (Gummi-Startseil) of the same quality as the old German "Panzer-Startseil" i.e. double protected, 20mm diameter, heavy duty rubber cord with Airworthiness Inspection, about 200 feet long for around 600 Euros, plus shipping. It can be made on special order if

we have several people who are in need of a new bungee cord and delivery will take some weeks. Interested pilots should contact me soon on 0049 + 4122 41254 (telephone/fax). Kindest regards,
Joachim

Kayoko Gotoh Hi Geoff Thank you!

Today I received VGC-News No.104 certainly.

And some other Japanese members, Honda, Odagiri, Yama, Seo, informed me the arrival soon. Maybe another people also soon. I also sent all Japan members the membership application renewal form which you sent me. Japanese members hope to pay individually. I'm enjoying the magazine very much. The obituary of Kakuichiro Harada which I wrote as an agent has a very good layout. Thank you. Please my Best Regards to Margaret.

And, my Best Regards to Vincenzo Vince san, Arigato!) Good Wishes,
Kayoko.

Greetings!

Congratulations on the NEW VGC NEWS. It is really super and I would think that it should put quite a shot in the arm of the world VGC movement.

I am a member of the Wabash Valley Soaring Association which could be considered as the mid west USA home of the VGC and VSA. We host at least one, often two vintage regattas a year. The 2002 gathering will run from 13th through 19th May at the Lawrenceville, Illinois airport. Visitors always enjoy visiting the club shop hanger to see what progress has taken place on rebuilds. During 2001 Howard Petri finished the rebuild of his Sagita and is happily looping and spinning across the Illinois sky. Stan Hagstrom has finished a spectacular paint job on his Ka8 and will be flying early in the spring and Bud Brown has started the final painting of his 1-26. The club's Ka6 is in for a winter recover and refinish and Dave Schuur has just started rebuilding his ex Philip Wills Slingsby Skylark 3F from a wreck which was poorly stored for a very long time. This rebuild will be interesting to watch. (you know what I'm going to say next don't you? - please let us have news and photos of it's progress! -Ed).

My son and I have purchased a former Royal Navy Gliding & Soaring Association Grunau Baby IIB which was with the Navy and BGA 963. Would anyone have any photos of this ship when the RNGSA flew it or be able to tell us how

it was finished? We made 48 flights in it during 2001. Keep up the good work . Lee Cowie, 31757 Honey Locust Rd, Jonesburg MO 63351-9600. Tel: 636-488-3113; Fax: 636-488-3196.

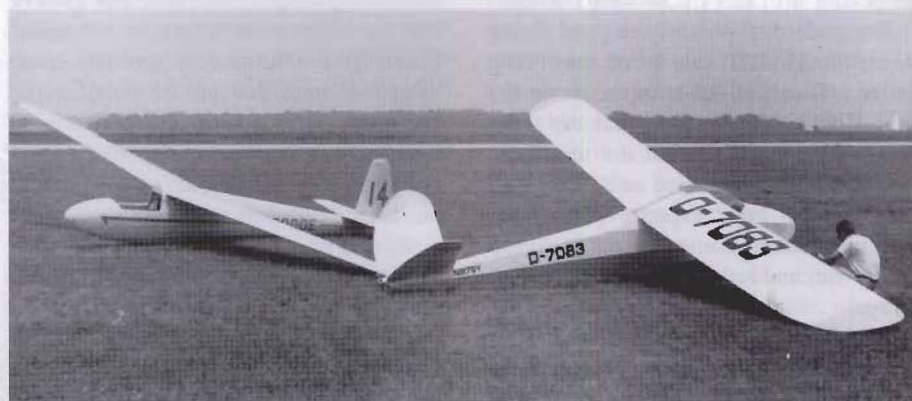
Heinrich Bauer writes of his concerns that the editor had failed to notice that the 'proposal' mentioned in his letter in VGC News 104 did not in fact get printed. For completeness, I now print Herr Bauer's recent correspondence followed by a reprint of his original letter to maintain the context, followed by the previously omitted proposal - Ed

The target of the "Museums"-Kennzeichnung for older gliders is, to halve the fixed costs by the proposal summarized in the appendix. In the moment it should be valid only for Germany, because the very different national legislation condemns an all-European task basically to fail. But not anybody should be prevented by that from triggering a similar action in the territorial

area of his own. The ideas are not protected by patents.

2. Contrary to Belgium, France or Switzerland, the German branch of the VGC has no National organisation. With regard to Europe I think, we don't need it really indeed. But in that situation, the VGC-News is the only way to secure of attaining all the German members also with such special national information. Therefore it is your job as the editor, to handle such national themes with the same importance and carefulness as the international ones (Noted but confused - Ed). On the other hand you put some more fuel on the argumentation for the German members, who want to have an extra national organisation

3. I know, that this theme creates difficulties and needs longtime discussions with the official authorities and the insurance companies and I am prepared to lose much time. But I do miss any understanding, if the organisations, which represent the interests of the favoured party, hinder or delay the job. Don't forget, the sooner we begin the



Above: the Bob Gaines KA3 and a Pfeiffer family Ka6 at the 2001 Wabash Valley Soaring Association regatta.

Below: trying to remove years of accumulated sediment from Dave Schuur's Slingsby Skylark 3F before it took it's place in the Wabash valley Soaring maintenance hangar for its rebuild to flying condition.

Right: the first flight of Howard Petri's cream and blue Sagitta.



sooner we earn the success and our German members save money.

From VGCNews104:

I beg your favour to publish a proposal of a "Museums"-Kennzeichnung (museum's immatriculation) for older Gliders in the next possible edition of VGC-News. I intend to secure in that way, that every German VGC member gets informed about this idea of improved and less expensive operating conditions for old gliders. The timetable should be: the rest of this year - to spread out the information; to collect further proposals for more improvement to model a final version of the proposal. Next year: To move it over to the President of DAeC and ask him to trigger the official way contacting the LBA and the other authorities.

Yours sincerely, H.Bauer

E-mail: Heinrich.Bauer@muc.mtu.de

Vorschlag zur Einführung einer "Museums" - Kennzeichnung für Segelflugzeuge.

Zweck: Erhalt des noch vorhandenen Traditionsmaterials in betriebs- und flugfähigem Zu-stand. Erhöhung der Akzeptanz der älteren Segelflugzeuge, insbesondere der Holz-konstruktionen bei den Vereinen.

Rahmenbedingungen

A. Flugzeug:

1. Konstruktionsalter des Typs oder Untertyps größer/gleich 40 Jahre (Gleitklausel).
2. Einwandfreier Erhaltungszustand des SF (Bestätigung bei JNP durch Prüfer).
3. Einwandfreier Wartungszustand des SF (Bestätigung bei JNP durch Prüfer).

B. Betrieb:

1. Betrieb nur durch erfahrene Flugzeugführer (Scheininhaber); kein

Schulbetrieb.

2. Kein Wettbewerbseinsatz

C. Laufzeit:

1. Betriebszeit beschränkt auf ein halbes Jahr (1. April bis 30. September).
2. Ausschließliche Anrechnung dieser Betriebszeit auf das JNP-Intervall.

D. Versicherung:

1. Einführung einer eigenen Versicherungsklasse (Haftpflicht, Sitzplatz, Kasko) unter Berücksichtigung des tatsächlichen und verminderten Risikos.
2. Laufzeit automatisch an die Betriebszeit gekoppelt.

E. Förderung:

1. DAeC: Aufbau und Pflege einer Datei aller Museumskennzeichen mit einer umfassenden und kostenfreien Auskunftspflicht an alle Interessenten (eingeschränkter Datenschutz) zwecks technischer Hilfestellung untereinander und PR-Aktivitäten.
2. Landesverbände: Nachlaß von 50% auf alle anfallenden Gebühren für das SF und die dazugehörigen Geräte.

F. Kennzeichnung:

Zur eindeutigen Kennzeichnung ein großes M, das in verkleinerter Schrift im Innenraum des Nationalitätsbuchstabens D untergebracht ist.

Durchführung: Erteilung des Museumskennzeichens auf Antrag unter Beibehaltung der jetzigen Immatrikulationsnummer.

Dieses Papier soll ein erster Gedanken- und Überlegungsanstoß sein. Vorschläge und Kritik dazu bitte an obige Adresse. H. Bauer, Jahnstr.1, 82223 Eichenau, Tel:08141/71340 abends, 089/1489-3445 tags, Fax: 089/1489-97574

A brief note from Martin Simons

I have picked up occasional references in VGC News and elsewhere to the Hawkridge Venture two seat sailplane, one of which was produced in England in the late 'forties. Apart from the prototype, one other Venture was built and flown in Australia. Building was by the Dubbo Gliding Club in New South Wales. (Dubbo is a small town not far from the well known gliding site at Narromine.)

The Venture was completed for test flying in October 1953 and remained in use for years before being allowed to languish in storage. It has recently been rescued and there are plans for it to be restored. All the parts are preserved and as far as I know the structure is undamaged. There might have been more Ventures in this country but it was also in 1953 that the Schneiders produced the two seat 'Kangaroo', an 18 metre sailplane which flew impressively, and the following year they came on the market with the ES 52 'Kookaburra' which became very popular with the clubs. There was no further demand for two seaters in the 'Venture' class although a few of the Slingsby T31 and the so-called 'Austral' T35 were imported.

I will report progress on the Venture as I hear more. Our travel plans are now firm. Jean and I will be arriving at Heathrow in May. I expect to go almost at once to Koenigswinter to see the new book (Vol 2 of 'Sailplanes') through the final page proof stage. I also hope to be at Achmer for the Rally in July, by which time the volume should be published. It deals with the period 1945-65. *Martin.*

Martin's drawings of the Horten 4 & 6 on pages 20-21 of VGC News 104 were from his book *Sailplanes 1920-1945* published by EQIP Verlag. ■



BELGIUM

There is another airworthy Specht with Firmin Henrard in Belgium and so we can soon expect to see a few of them at our rallies. The Specht is a typical example of the post war German trend to design and build simpler and cheaper small two-seaters which required fewer people to operate them and allowed quicker training. Other types are Dopplerab (Schempp Hirth), Ka-4 Rhonelerche (Egon Scheibe) and Grunau Baby 5 etc. Which was best we wonder?

BRITAIN

After a sad year of restricted flying, or of no flying at all, due to the Foot & Mouth disease outbreak, and bad weather, it is a relief to be able to report some good news.

Flying again after 38 years

by Dick Short.

Andy Griffiths bought the Tutor BGA 833 from Richard Kilham and formed a syndicate with Alan Bushell, Peter Pearson and myself to own it. The aircraft arrived at Lyvedon in February 2001. It had been almost completely restored with new fabric, paint and new control cables throughout. It only required the fitting of two release hooks which had to be fitted to the cable release knob. Also a new skid and rubber shock absorber were fitted. Strut bracing cables had to be made up and all control cables had to be cut to length. The glider was built by Slingsby's in 1947 and it was delivered as VW 535 to RASF Desford on the 12th January 1948. The RAF

knew the glider as a Kirby Cadet Mk.2, but Civilians know it as a Slingsby Type 8 TUTOR. It was sold to the Lakes Gliding Club on the 15th of January 1957, and the last C of A renewal was on the 18th of April 1963. It then went to the Motive power Museum St Annes, which had the Starboard wing sawn in half to get it in. Peter Underwood bought the glider from the museum in 1983, obtained a new wing for it and, since then, it has been undergoing a comprehensive overhaul. A.S.I., altimeter and Cosim Variometre were fitted, upholstery was recovered and the aircraft rigged. The first flight after overhaul, took place on the 8th July 2001 with myself as pilot. The first lesson learned was that it is necessary to have the tail held down on take off. The skid is a very effective brake, and the glider surged twice before becoming airborne. The A.S.I. was not working as the static tube was missing. I had assumed that the tube was plugged internally, as squeezing the pitot tube had shown an indication on the A.S.I. (Air Speed Indicator). The towplane, a Rallye, was flying in a nose up attitude to keep the speed at an acceptable level, and I did not get slow enough in the low tow position. This meant that I was flying in the prop wash most of the time. It was quite turbulent, and I was having increasing difficulty in maintaining position. Eventually, I pulled off at 950 ft, settled down and returned to the airfield to make a side slip approach and landing. Quite exhilarating! By this time, Richard Kilham had arrived and proceeded to check the aileron cables. They had stretched somewhat during the flight, so that there was some 2 inches of slack between the ailerons. He reset them to give zero slack and took an aerotow to 2,000 ft, with the tail held down. On landing, he pronounced it a delight to fly. Malcom Mar-

tin then took a flight and agreed with Richard. Our thanks go to Richard for letting us have the glider, and for his help and advice, to Martin for his help and for all the parts he donated to complete the restoration, to Don Chisholm for crawling inside to fit the front tow hook nuts, to Streb for donating a spare belly hook and to Eric Reeves for donating a brand new Cosim Variometre. All the syndicate members have since flown the Tutor both from aerotowed and winch launches. I have had a flight lasting an hour and a quarter getting sometimes to 5,100 ft."

Postscript - I have recently acquired an EON BABY, BGA 1252, which has not flown for some 15 years and I hope to have it in the air sometime next year.
Dick Short. VGC No 2057.

The closing of the RAF Bruggen Gliding Club

The closing of this club last Autumn brings to an end the RAF's Gliding Presence in Germany, which started in May 1945. The arrival of the RAF in Germany in May 1945 first meant the destruction of many fine sailplanes. However, it was soon found possible to find gliding clubs using the gliders found on nearly every German airfield, which the RAF had taken over. Thus the names Laarbruch, Oerlingausen, Hamm, Hamelin, Detmold, Scharfoldendorf, Luneburg, Wahn, Bruggen, Achmer, Buckeburg, Salzgitter (this club, rich in equipment, had to be closed down due to the proximity of the Iron Curtain, but its equipment was dispersed), Gutersloh, Minderheid etc to become synonymous with RAF and Army gliding, and were the envy of those less fortunate in other countries due to the excellence of their sailplanes. It was written in "Sailplane &



Leo Opdycke, Editor



Kenn Rust, Editor

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Gliding" at that time that, with such excellent equipment it should be possible to train RAF pilots up to World Championships standard in two years. This indeed happened with "Jock" Forbes, and Peter Malett. The very fact that these clubs were established meant that some German gliders were saved from certain destruction by the Allied Disarmament Commission following the conditions of the Morgenthau Plan. German aeroplanes could not be derigged or hidden so easily and were therefore destroyed in their 100s, as were at first also gliders. Many books should be written on the adventures of that time.

JS Weihs

BGA Numbers 1021 and 1230.

Barrie Briggs wrote of the 17th January 02 that he has been working on BGA 1021 for the past 2 1/2 years. He is pleased to report that the task was finally completed just before Christmas. He had an aerotow in it to 3,500 ft and put it through its paces. It still managed to stay up for 1/2 hour in mediocre conditions. He thinks that it is flying better now than at any time during the last 30 years. He is hoping to bring it to some VGC Rallies this year and one of them will almost certainly be the famous Camphill Rally. BGA 1230 is in storage at RAF Cranwell and just needs a C of A. As many of us, he is feeling a bit old and feels that it is time that someone else had the absolute pleasure of flying her. He is thinking about putting her up for sale. BGA 1021 is a Swedish built 1943 Weihe. BGA 1230 was a German wartime built Weihe but it now has a Swedish fuselage as the German fuselage became damaged just below its stern post during a cornfield landing. This means that there are 4 Weihses in anything like good condition in England. The two that are airworthy are BGA 1092 at Lasham and BGA 1021 at Cranfield. BGA 1230 is stored and the Frances Russell Weihe 50 is still being worked on. A 5th Weihe, the famous 1945 Philip Willis' imported in 1945 BGA 448, is still awaiting being repaired and restored by Derek Philips and team. It blew over at our Thun International Rally in 1979. In France there are 2 Wei-

hes (or Milans) airworthy, but there are others that could be saved. In Switzerland, there is one airworthy Weihe. In the USA, there is certainly one airworthy Weihe. Many more are airworthy in Germany.

Some rare gliders did not survive RAF Suse such as a Condor 2 (strutted), Mu 17. Berlin B.8 etc but others did, and, after being sold to private civilian owners, they have survived to this time. Two of them are the marvellous "Rheinland", now in the German Gliding Museum on the Wasserkuppe, and the Horten 4 a LA-AD, which is now on static exhibition in the Flugwerft at Oberschleissheim, Munich. Both are now in perfect condition after restoration. Apart from saving the gliders, RAF members made many German friendships which will last a long time. The end of RAF Presence in Germany was marked by a considerable party at Bruggen last Autumn, which was attended by members of many other RAF Clubs and Germans, who had been involved with RAF Bruggen's gliding. It was the end of a very great era of gliding history which lasted 55 years and many people will have found it an unforgettable experience, if not the best time of their lives. Their SG.38 s, Grunau Babies, Goeviers, Minimoas, Rhonbusards, Rhonsperbers, Mu 13d s etc are still with us, although it was foreseen that their glue would fail 45 years ago and the Morgenthau Plan had ordered them all to be destroyed in 1945. Long may they continue to exist.

Kranich 2 B-2. BGA 1147.

Mike Russell has sold this aircraft, after storing it for many years near Bishops Stortford, to a club near Bad Tolz, which is about 40 kms South of Munich. The Kranich will be delivered to its new owners, who intend to make it airworthy. When this Kranich 2 is airworthy, there should be 4 Kranich 2 s airworthy in Germany: Switzerland, The Netherlands and Britain should each have one Kranich 2 airworthy. This will mean a total of seven Kranich 2 s airworthy in Europe (and one more in Brazil). This is incredible as a few years ago there was

only one Kranich 2 airworthy in Europe and this one was not always airworthy. So a rare bird is now not quite so rare as it was before.

At Booker, the VGC Group are working on a Polish JASKOLKA, with the intention of taking it to our 30th International VGC Rally at Achmer, in July. It will be as far as we know, the last airworthy Jaskolka in the world. What happened to all the Jaskolkas? A possibility is that their wings consist of plywood boxes before and aft of their main wing spars. The D- boxes before the main spars are, as in all high performance gliders of before, at that time and afterwards, well sealed against moisture. Those aft of the main spars have holes in them to allow push rods entry to drive ailerons and flaps. Wings on their leading edges in and out of trailers are vulnerable to moisture access. This endangers integrity of glue used for wooden structures within the secondary wing plywood boxes behind the main spars. All derigged wings standing on their leading edges in and out of trailers are vulnerable to moisture access to a more and lesser degree, depending on whether there are ailerons and flaps. This suggests that the proper way to store derigged wings is on their trailing edges, assuming that there is no load on the trailing edges. A second JASKOLKA in Britain, which was badly damaged through fire in its trailer, is believed to be being worked on by the New Zealander Bruce Stevenson, who is a commercial pilot living near Aberdeen. (Address:- Gardiners Cottage, Wester Fintray, Kintore, Inverurie, Abdeenshire, AB 51 OUN. Scotland. This aircraft was, and probably still partly is, being stored by Chris Tonks in North Wales. We have heard that Keith Nurcombe is restoring to flying condition an EoN OLYMPIA at Husbands Bosworth.

PETER UNDERWOOD wants it to be known that he is not at present working on the MINIMOIA at Dunstable. The Minimoia just requires a new canopy and painting. Peter is currently working on Brian Middleton's SKY; he is giving it new fabric.



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CZECH REPUBLIC

We now have evidence that there were two FVA 10b Rheinlands in Czechoslovakia after 1945. Jiri Pour informed me that one of them was spun in and completely destroyed at Kralupy in 1947. The other was returned to Poland (it perhaps had been found at Jesow, Grunau, as Werner Tschorn saw one there in 1945) and now may be the one in the Polish Air Museum near Krakow. Apparently it had arrived in Poland from Czechoslovakia well before 1947. At Jesow in 1945, it had been part of a fleet of German gliders removed to Czechoslovakia with the permission of a Russian officer. Many of them were taken to Rana.

DENMARK

In the Foniks Posten Nr.23 on page 21 is a photograph of the Hutter H.17a OY-CJX looking magnificent in new paint. Creme/white? with black registration. We imagine and hope that it will have been test flown by the time this is printed. Perhaps we will be lucky enough to be able to admire it at our international Rallies this year. H.17a gliders are being flown in Australia and Britain and most of their owners like them.

Flight Test Report.

The H.17a was designed in 1933 in Austria. The flight characteristics are extraordinarily good whether they weigh 170lbs or 230lbs empty. Perhaps the slightly heavier ones are better (205 lbs ?) They will climb like a Ka-8 at 32 knots. At slow speed, there was no feeling that a wing would suddenly stall. Spins were not tried. Horizontal performance is limited, ie it might not go very far upwind, but will sometimes surprise its pilot with what it will do. In the 1938 British National Contest, an H.17a out-flew almost all opposition on one day, (70 miles). However, do not stretch its glide on the slope or try to do low last

*Above right: the Danish Specht, OX-VEX.
Photo: Chris Wills*

*Right: a copy of the picture in Foniks Posten wasn't available so, taking editorial privilege, here is Nick Newton in his much loved H17a, who flew it across the border into Denmark during the 1999 VGC Rally at Aventoft.
Photo: Geoff Moore*

turns. Rigging is no problem as it is so light. It is possible to carry it with two men lifting the wing forwards of its strut attachments, and it can be put into spaces in a hangar after the hangar has been packed with gliders. It is better to let others know that you have done this, or unpacking the hangar can lead to confusion. Treat the glider with respect and it is a real fun machine. Its trailer looks like an enlarged shoe box. During landings, side slips can be used as the fuselage's sides become drag surfaces. It does not need airbrakes or spoilers if its pilot can do side slips but the glider will come

down quickly anyway. One more person should be used to carry its tail skid when lifting aircraft with 2 people. The fuselage section becomes a triangle aft of its wings. All its 3 fuselage longerons are very necessary to maintain stability of structure and so they should be inspected before flights. Winch launches, car launches, aerotows and bungee launches can be used to get it into the air.

Danish Old Glider Club flying statistics for 2001, 2000 and 1999 — from which it can be seen that time in the air vs number of launches is increasing.

| | 2001 | | 2000 | | 1999 | |
|---------------------------|------------|--------------|------------|--------------|------------|--------------|
| | Launches | Times | Launches | Times | Launches | Times |
| 2G AVX | 76 | 5.08 | 160 | 14.38 | 191 | 11.20 |
| Rhonlerche 2 DNX | 0 | 0 | 40 | 5.43 | 3 | 0.06 |
| Specht VEX | 66 | 27.51 | 8 | 0.48 | 0 | 0 |
| Stamer | | | | | | |
| Lippisch | | | | | | |
| Zogling XSE | 0 | 0 | 0 | 0 | 7 | 21 |
| Grunau Baby 2B AXO | 23 | 19.33 | 40 | 23.04 | 42 | 13.21 |
| EON Olympia XEF | 0 | 0 | 0 | 0 | 12 | 8.28 |
| SZD 25a Lis DXX | 14 | 4.59 | 1 | 1.35 | 11 | 4.44 |
| Ka8B AYX | 11 | 4.59 | 0 | 0 | 0 | 0 |
| Totals : 8 gliders | 190 | 62.26 | 249 | 45.48 | 266 | 38.20 |



FRANCE

News from the GPPA at the Regional Musée de l'Air on ANGERS Marcé airfield. Christian Ravel reported at the end of February 2002 that the Museum had acquired the S.M.31. This was the AIR 100 with laminar flow wings which was built by Merville and it had its first flight during January 1960. The laminar profiles NACA 65000 changing to NACA 64000 at the tips, were used for its wings. It was designed by the engineer Cartier and it was derived from S.30 sailplane, which was named "Experimental". Its max. L/D is 1:34, which was achieved at 95 kph. Its wingspan is 18 metres. Its empty weight is 350 kgs (770 lbs!) and its wing loading is 25.5 kgs /sq. metre (5.2 lbs /sq.ft). This is rather heavier than the AIR 102 which had an empty weight of 273 kgs (600 lbs). Wing loading:- 20 kgs /sq.m. (4.02 lbs /sq.ft) at 58 kph. (Wing Profile Goe 549.); Max. L/D:- 25 at at 68 kph. The above figures are from the AVIASPORT special booklet "LES PLANEURS FRANÇAIS et Le Vol à Voile en France, by Pierre Bonneau.

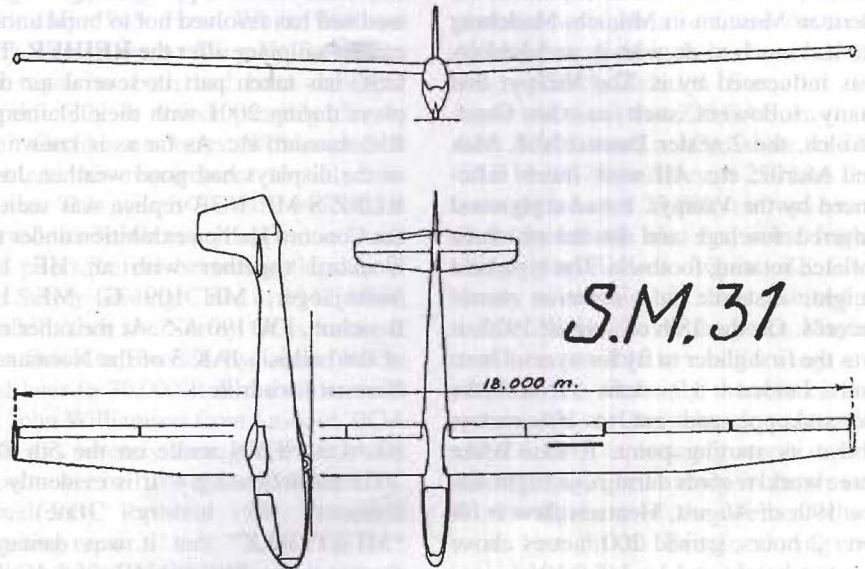
Only one SM 31 was built and it is now with the GPPA in Angers' regional Musée de l'air and is not in bad condition. Reports suggest that it will be soon made airworthy. (*As 770 lbs (empty weight for the SM 31), is rather more than the empty weight of a Kranich 2, we wonder whether the above figures are true - CW*). By 1960, there were numbers of Breguet 901s, 904s and 905 (Fauvettes) in service, all with laminar flow profiles, so there was no need to continue building the SM 31.

GERMANY

Jochen Kruse has worked continuously restoring his old gliders. His new SG-38, which he has taken over from Sepp Kurz on the Wasserkuppe, has been taken to Berlin-Brandenburg, where there is an inspector who has a licence to check old gliders. Normal inspectors can only give gliders their annual C of A inspections. The SG.38 came through the check well with its weight and C of G within limits. He had applied to the LBA for a provisional licence to do test flights (Vorläufiger Verkehrs Zulassung) VVZ. He received this at the end of September and, on the 6th October, he could at last give the new SG 38, registered D-7004, its first test flight. This was a winch launch to 480 ft. As this went well, 12

3. CARACTERISTIQUES GENERALES.

Envergure : 18 m
Surface : 18 m²
Allongement : 18
Longueur : 8,10 m
Poids à vide : 350 kg



Poids total maximum : 460 kg
Charge alaire au poids total : 25,5 kg/m²
Profil d'emplanture : de la série NACA 65 000
Profil d'extrémité : de la série NACA 64 000

more flights were offered to those who had helped with its transport and rigging. Now, the SG is again in his workshop and he is working on the SG's old trailer and he is working on the SG's old trailer to make the SG fit better. He had thought of buying it a new trailer but, as this would cost at least English £3,000, he thought it better to restore the old trailer and to get a new canvas cover for it.

OSC WASSERKUPPE. On the 20th of June, the completely new DFS REIHER 3 had its first flight. The flight lasted 21 minutes and the aircraft came up to the highest expectations. It is a fantastic achievement by the OSC to have built this wonderful aircraft new and, at the same time, when not working on the Reiher, they almost finished the new SG 38, which Jochen Kruse now has, and Sepp Kurz has built a new Siebel 202 two seater light aeroplane. The Reiher 3 in 1997 was just a heap of lengths of wood, very little of which was up to high aircraft standards, and much had to be thrown away. Reihers won the last two Rhon contests in 1938 and 1939 flown by Wolfgang Spaete in 1938 and Erwin Kraft in 1939. Spaete was flying the first prototype which had much heavier wings in order to prevent them (and their wingtips) flexing so much. As it was so

refined, only 8 Reihers were built. Only 2 were reported as found in 1945, and neither of them survived that year, as those who found them knew not what they were. We congratulate the OSC Wasserkuppe on their achievement. Congratulations must also go to Siegfried Lorenz who produced almost all its drawing plans. We understand that the OSC has modified its Habicht trailer to take the Reiher, as the Habicht is now forever a static exhibit in the German Glider Museum on the Wasserkuppe.

Theo Rack, of the Wasserkuppe German Gliding Museum has asked whether OSC members could take on the finishing of the Vampyr. Two of them have chosen to do this to airworthy standard. Their work has been so excellent that Josef Kurz has said that he would be prepared to fly it. It is planned to have the Vampyr finished in time to be handed over to the Museum during the weekend set aside for the old pilots (die "Alte Adler") on the Wasserkuppe, in May this year. The Hannover Vampyr is very important as it was the first sailplane to have plywood covered torsion box wings which showed the way for almost all future wooden sailplanes. It also had a cantilever wing. The original Vampyr is in the German Museum in Munich but the German Glid-

ing Museum on the Wasserkuppe felt that it should have one also.

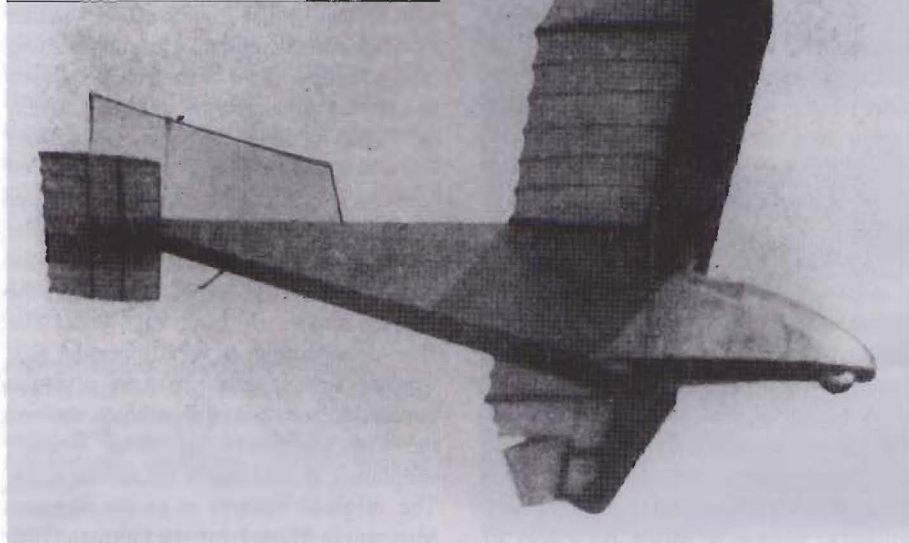
The students of the Hannover Akaflieg brought the original Vampyr to the 1921 Rhön contest where it broke many records and was an outstanding success, and which is now a static exhibit in the German Museum in Munich. Madelung etc had much to do with it, and Junkers was influenced by it. The Vampyr had many followers such as the Greif, Strolch, the 2 seater Deutschland, Max and Moritz, etc. All were much influenced by the Vampyr. It had a plywood covered fuselage and landed on three inflated rotating footballs. The type held height, distance and duration world records. On the 18th of August 1922, it was the first glider to fly for over an hour and landed 8.9 kms from the Wasserkuppe and got to 108 metres above its starting point. It thus broke three world records during one flight. On the 19th of August, Hentzen flew it for over 2 hours, gained 200 metres above its start height and landed 9 kms away. On the 24th August, Hentzen flew it for 3 hours 6 minutes and soared to 350 metres above its start height over the West Slope. On these days, the Wasserkuppe "caught fire" with excitement and the Vampyr's achievements went out to the world. Never before, or

afterwards, were world gliding records broken so often and so quickly. Therefore it is right that the German Glider Museum on the Wasserkuppe should have one.

The OSC Wasserkuppe is being reorganised and has resolved not to build another new sailplane after the **REIHER**. The OSC has taken part in several air displays during 2001 with their Flamingo, Rhönbussard etc. As far as is known all of the displays had good weather. Josef KURZ'S ME 163B replica was seen in the Concord Hall on exhibition under the Concord together with an HE 162 Volksjaeger, ME 109 G, ME 109 Bouchon, FW 190 A-5. At the other end of the hall is a JAK 3 of the Normandie Nieman Escadrille.

KLAUS HEYN wrote on the 5th Dec 2001 the following:- "It is evidently an element of history (fate) of "MUSTERLE" that it was damaged several times. The original crash landed three times and now I have done the same with the replica. There must have been a lot of Guardian Angels around "Musterle" and me. In the meantime, I have recovered and I am standing and walking on my weak legs. An operation in January will advance my mobility.

Left and below: 1921 Hannover Akafleig's Vampyr. Photos: Chris Wills collection



While I can not remember anything about the accident, Renate had a very hard time, and she can not forget the details. 25% of the "Musterle" is not destroyed and so I don't know what I am going to do. Seasons Greetings and many thanks for all your help, hope, sympathy and your good wishes. Yours ever, Renate and Klaus".

A ZOEGLING FLIES AGAIN OVER GERMANY. Information via Flugzeug Classic January/February 2002 page 8. via Peter Selinger. Manfred Kistler with his family and the youth section of the model building group of the Luftsportvereins Ried, which is south east of Augsburg (Bavaria), have managed to build a steel-tubed A-Framed rear fuselage Zogling. Alexander Lippisch and Fritz Stamer brought out this version of the 1926 Zogling in 1931. Manfred Kistler felt that it would be a good opportunity for the youth section of the group, and from round about, to work on a proper glider!! The simple-to-build Zogling did give some difficulties, but thanks to the most understanding and very helpful leadership of the inspector, Josef Griener of Bitz Flugzeugbau, Augsburg, they were overcome. The first flight, a hop, took place on the 3rd October 2001, and it was christened on the 28 October, "Hangwind" (Slope wind) which was Alexander Lippisch's nickname. To Kistler's wife Gabriele, fell the honour of performing the christening. Special thanks should go to the families which allowed 5 years of work on the aircraft's components to go on in the cellars etc of their homes. After it receives its C of A, and flight testing is concluded, we send this early example of German Gliding History all the best luck for its flying career. (Extracted from P. Selinger's article, CW adds that as far as he knows, this was the type of 'Zogling' that the British built as a standard ab-initio trainer for their clubs from 1931, after having received the plans from America. In Britain it was named "Dagling". He also believes that in Switzerland during WW-2, when it was not possible to obtain gliders from Germany, the type was built and called the Karpf Zogling. One of these took part in our 1979 International Rally at Thun and, after another restoration, it is about to fly again. Peter Underwood is working on a nacelled Dagling at his home in Britain. The Laszlo Revi, Hungarian built "Zogling" is the 1926 version, some of which took part in the earliest Hungarian gliding- CW)

NEW ZEALAND

The remains of Philip Wills's WEIHE, BGA 433, G-ALKG, ZK-GAE were rescued in a container from New Plymouth in the North Island and brought to Christchurch in the South Island in 2001. The Weihe had been in the North Island, broken, since 1971. A Trust has been formed to save it consisting of its former pilot Dick Georgeson, Bill Small and Ngaire Denton, the wife of the late Warren Denton, who had been its last owner in the South Island and who had managed to do a 300 kms flight in it from Christchurch to Blenheim in front of a Cold front in 1961. During that year, it was restored in red paint and bubble cockpit canopy at the Wairarapa gliding club north of Wellington. During 1970, it was damaged and put in its trailer and forgotten about. Its final owner was Harry Smith of new Plymouth who refused to part with it for years, hoping that one day it would be worth a fortune. The Weihe had been allowed to deteriorate through

The Weihe had been allowed to deteriorate through damp in its 1946 Rice trailer for years and years and the wings and tailplane are nothing but small pieces.

damp in its 1946 Rice trailer for years and years and the wings and tailplane, which were considerably re-glued with British Aerolite 360 in 1946/7, are nothing but small pieces. However, three larger pieces representing the fuselage were found and stuck together in a remarkably short time by Ray Goulden who received plans and microfilm of Weihe drawings from C.Wills in England on the 19.9.2000. On the 26.4.2001, the completed fuselage, less rudder and cockpit canopy, was put into the Ashburton Aviation Museum, which is North of Christchurch.

ZK-GAE had been selected with one other by P.A.Wills in July 1945 for testing at Farnborough, with other German sailplanes, on the requirement of Ken Wilkinson, a senior scientific officer at Farnborough and a pre-war glider pilot. Other sailplanes were to be with it at Farnborough. As there were no sailplanes to be had in the British Zone, Philip Wills had to go to the American Zone, where the Americans had no interest in gliders and were going to destroy them. Contrary to P.A.Wills's expectations, due to the chaos in Germany, two Weihe's and a spare pair of wings were brought from the Wasserkuppe by an

RAF team on an open Queen Mary trailer to the air transport base of Courtrai in Belgium (near Lille). When P.A.Wills heard that they were there, he made two unofficial trips with a Dakota to and from Courtrai, to White Waltham (Berkshire, England) on the 13th and 14th July 1945. From White Waltham they were taken to Slingsby Sailplanes for repair as both had been damaged superficially in transit possibly due to their German markings. Wilkinson then changed his requirement to only one Weihe. This was BGA 448, which first served the Farnborough apprentices and test pilots, before becoming flagship of the Surrey Gliding Club, in 1947. From Redhill, then the Surrey GC's home, it was flown to Brussels by Lorne Welch, and later to 30,000 ft in a thunderstorm by John Williamson from Lasham. BGA 448 was severely damaged when it was blown over in 1979 at our Thun International VGC Rally in 1979. It is still awaiting repair.

BGA 433 (ZK-GAE) was flown by P. A. Wills during our first legal British

Gliding Meeting after the war at Rearsby in 1946. It broke the distance and height British national records before it was decided to reskin both wings and tailplane with new plywood and glue. It then won the 1947, 1949 and 1950 British National Contests before it was sold to NZ in 1953. Its first owner was Dick Georgeson who flew all the NZ National records in it and Hellen, his wife, who flew the first nationally gained NZ Silver C in it. In 1954/55, P.A. Wills flew it to 30,000 ft in wave, (which was most unexpected) for NZ and British National Height records. The flight was over Mt Cook, NZ's highest mountain. There is some question as to where ZK-GAE was built. Somebody said that it was built in Czechoslovakia and that the Czechs had sabotaged it to cause the glue failure. Certainly it had survived some very fast flying with the glue failure, if it had it. ZK-GAE was a standard wartime built Jacobs Schweyer Weihe. This firm in Ludwighafen had built 330 Weihe's in wartime, but the firm was heavily bombed. Whether production was licenced out after that is not

it was flown to 30,000 ft in a thunderstorm by John Williamson from Lasham.

known. BGA 448's Werk Nr. is 000348. BGA 433's Werk Nr. is quoted as 535. Whether this is true is not known. BGA 448 was built in 1943, whereas BGA 433 is supposed to have been built in 1942. C.Wills found the date 13. Feb. 1942 written in pencil on its main wing spar's plywood web. He also found the word AVIA on many of its bolt's heads. AVIA was a Czech Aviation firm, but this might not mean that ZK-GAE was built there. CW owned a 1/3rd share in ZK-GAE in 1957/8 and flew it 250 kms distance and to over 23,000 ft in wave near Christchurch. He also had some frightening experiences when ZK-GAE clearly saved his life. It is planned to restore ZK-GAE over the years. Maybe, it will be possible to rebuild wings and tailplane etc. Certainly there is current enthusiasm at Christchurch to do this and ZK-GAE is certainly worth it. It is worth doing a little study in depth into Works numbers of the Weihe's which were brought to Britain during the period 1945-50.

1. ZK-GAE. It is now in the hands of the Ashburton Museum Christchurch NZ.
2. P. A. Wills bought in BGA 448, Works No. is:- 000348. It had the NSFK registration L0- 0Q. It came from the Wasserkuppe with the above. It is still lying wrecked awaiting repair and restoration in the Midlands of Britain, having been blown over during our International Rally at Thun in 1979.
3. P. A. Wills also bought in Works No. 000078. BGA 642. It came from the Wasserkuppe as above. Its wings were fitted into the Dakota beside the other 2 Weihe's above. Its fittings were sawn out of a Weihe by P.A.Wills so that they would fit into an Anson, which left the Wasserkuppe on the 3rd July 45 with two passengers. Flight was via Frankfurt to Courtrai, and then, also with 2 passengers, from Courtrai to White Waltham airfield, Berkshire, England. BGA 642 was built up by Hawkridge Aviation and gained its first BGA CofA in August 1949. After a test flight, it was sold to the USA where it became N1900M. This Weihe is now owned by Jeff Byard who owns the airfield at Tehachapi. We believe that this, the 3rd of the Weihe's imported into Britain by P.A. Wills, in July 45, is almost airworthy.
4. Werk Nr. 000376. BGA 489. G-ALPI. This was owned by Prince Birabongse of Thailand. It gained its first BGA C of A

in March 1947. We believe that it came from Switzerland. BGA 489 was taken to France by its owner prior to September 1951. It is now stored at Fayence awaiting restoration before being put into the Braguet Museum there.

5. A 5th Weihe, originally flown by the BAFO British Forces Gliding Organisation in Germany was brought to England in about 1950 for "Jock" Forbes. Its Werk Nr. was 000289. It followed "Jock" to America in 1952 or 3. Although it was briefly flown in the USA, it did not aspire to US registration. (It took part in a US National Contest when it was flown by Forbes). It was recently discovered by Bob Gaines, President of the VSA, lying wrecked in a Church in an abandoned mining town out in Colorado.

As will be seen, BGA 433's (ZK-GAE's) Works number, 535, is nothing like the Werk Nrs of the other 4 Weihe's which are preceded by 3 or 4 zeros. As it was built in 1942, probably before the other four Weihe's, one can not assume that the zeros were just left out. They were all Jacobs Schweyer Weihe's and so one wonders whether it could have been built under licence by another firm? Can any of our members help please? Hans Sieg, Möbel Fabrik, (Furniture factory) was seen printed on the interior of BGA 448's fuselage plywood. Even if BGA 448 was built by another firm under JS licence, it still carries a JS Werk Nr.

Dick Georgeson, GAE's first owner in NZ, has just informed us that the numbers 535 are Slingsby's Repair Number issued after its arrival from Germany in 1945. Its original Work's Number and German registration are currently unknown and may have been destroyed in Slingsby's fire on the 18th November 1968 at Kirbymoorside. There is just a chance that GAE's original Works No. might be on the opening page of its original BGA Log Book? CW hopes that all this information can be passed on to the relevant people in NZ.

The "Weihe" flew first in 1938, the "Olympia Meise" flew first in very early 1939 and the "Reiher" prototype flew first in 1937.

POLAND

From the Internet: Polish members at Gliwice have obtained a JASKOLKA (probably from Denmark) and they are working on it.

SPAIN

Neelco Osinga has been to Madrid to discover information on Spanish glider production by the firm of A.I.S.A., which built his Kranich 2. A.I.S.A. was started before 1936. In 1945 it started to build 60 Kranich 2s under licence from Germany. In 1949 construction of 8 Wiehes and about 50 SG 38s was started. All glider production was finished of these types in 1952, when the Weihe's and Kranich 2s were lent to competitors at the Cuatro Vientos World Gliding Championships who, because of having to come such long distances could not afford to bring their own gliders. The Weihe's and a Kranich 2 were flown by their own team also, but one of the Weihe's flown by the Spanish team was EC-RZZ which was said to have been given as a birthday present by Hitler to Franco in 1943. This was a German built DFS 1939 pre-production Weihe. Hans Jacobs said that 60 pre-production Weihe's were built in 1938 and 1939. RZZ, after breaking many records during the war, and afterwards was crashed by a pupil on the Montflorite-Huesca slope and was not repaired as far as we know. Two Spanish Kranich 2B-2s were exchanged for a Lo 100 from Germany by Lt. Col. Penafiel, the Chef at Huesca after 1952. One is now owned by Neelco Osinga. The other, which was restored by the late Gerhard Bergman, is owned among a collection of 31 other old gliders, by a team led by Michael Diller and both, being airworthy are believed to be taking part in this years International rallies as well as the Kranich rally in Mainz during August this year. This rally is to celebrate the 50th birthday of the Kranich 3 which were built by the firm of Focke Wulf Bremen from 1951. All owners of Kranich 2s and 3s have therefore been invited to attend.

SWEDEN

Rolph Algotsen has sent us news that for half a year he has been busy restoring an old Scheibe 'SPECHT' from 1954 which his club "Segelfliegetts Veteran Sällskap" obtained without payment from the Royal Board of Civil Aviation at Arlanda.

Petter Lindberg in Norway has one and in Denmark there is another. Both have certificates of airworthiness. The Danish one, registered OY-VEX (see *Danish News - Ed*) was at Zbraslavice.

Therefore also the Swedish veterans

have to have a similar type. It is really a lot of work to complete a major overhaul and will take at least two years. In the meantime Rolph will have plenty to do; one of them is to travel with other Old Timers to the Wasserkuppe (to fly their SG 38's), attend the International VGC Rally at Achmer and also remain active at his local gliding club of 40 years where he is in charge of a wave flying camp in the North of Sweden. During the second half of March pilots from the UK intend to participate in this activity and are hoping for good weather. During this winter in Scandinavia the weather has been un-seasonal with the temperature currently at +10°C when usually it would be -10°C. This is alarming because they usually fly from a frozen lake and so need the cold weather!

USA

Bob Gaines has passed on to Jeff Byard his WEIHE and CONDOR 4 to lighten his work load. The Weihe was exported to the USA in 1949 as BGA 642, Werk Nr.000078 which gained its BGA CofA in August 1949. It then became N1900M, after having had the British Civil Registration G-ALMG. It had been the 3rd of the JS Weihe's brought to England in a Dakota in 2 trips on the 13th and 14th July 1945 from Courtrai near Lille, to White Waltham. All three were built by Jacobs Schweyer but it is not known whether their production was licenced out to other firms, as were the Kranich 2B-2s at Mraz Chotzen. Jacobs Schweyer built 330 Weihe's between 1941 and 1944. This was the only Weihe production line that we know of, but the firm was severely bomb damaged in Mannheim and we don't know how production was continued. There was the Swiss owned firm of Kittelberger near Bregenz where Hans Jacobs said were the parts for 100 Weihe's. Philip Wills was sent to Germany as part of the CIOS (Combined Intelligence Operations Sub Committee) team which had the authority to choose certain gliders needed for testing at Farnborough. How to get them there was another matter. There were no gliders left in the British Zone (those not smashed were put into Rest Centres for British Military personal.) The CIOS team, which had as its main object to discover how much the German Glider industry had helped their war effort, had to go to the US Zone to discover any gliders not smashed or in use. The Americans, as well as all other

occupying powers, were ordered to get rid of all aircraft as well as anything else except agricultural machinery, as part of the Morgenthau Plan. For some reason, the gliders on the Wasserkuppe were not destroyed but the American Commander meant to get rid of them as soon as possible as some of his men had been hurt trying to fly them. The CIOS Team were able to acquire an Avro Anson as taxi aircraft and with this aircraft, Philip Wills landed on the Wasserkuppe. Ascertaining the horrifying situation concerning the gliders' future, he sawed the fittings out of a Weihe to get them into his Anson as he felt that this was the only way to get a Weihe out. As there was a small British radar caravan on the Wasserkuppe, he asked whether they could keep two Weihe's out of the destruction and placarded them as being needed for testing at Farnborough. There was very little hope of this succeeding because of the communications chaos prevailing throughout Germany. He then left for England having tried to persuade an RAF officer at the transport base of Courtrai, near Lille, to send a Queen Mary four wheeled trailer with crew to fetch the two Weihe's from the Wasserkuppe. Great was Philip Wills's excitement when he received the electrifying signal from Courtrai "Goods Delivered" which was the preagreed signal meaning that the Weihe's had arrived. He then "borrowed" a DC-3 Dakota and made two unofficial flights to Courtrai and back to White Waltham on the 13th and 14th July 1945. Both Weihe's were there but, with them was a spare pair of wings. The movements of the Weihe's after this are a little obscure, but Ken Wilkinson at Farnborough changed his requirement to have only one Weihe. (BGA 448). C.Wills thinks that he can remember seeing both of them BGA 433 and BGA 448, at Slingsby Sailplanes in a shed during July 1945 (or later). Both were in their German cream paint and markings and both were damaged but not severely. BGA 448 was made airworthy and went to Farnborough, but neither received BGA Certificates of airworthiness until June 1947. This could have been because flying gliders was still illegal for British civilians until Easter 1946. A ban had been put on civilian gliding in Britain from Easter 1940. BGA 448's Werk Nr, was 000348 and its NSFK registration from 1943 was LO-WQ. The JS WEIHE that Jeff Byard now has, is one that was built using the fittings that P.A.Wills put into his Anson and the "spare" pair of wings that were brought from the Wasserkuppe together with the

two Weihe's, on the Queen Mary Trailer. The task of assembling the aircraft was given to Hawkrige Aviation at Dunstable and the aircraft was not airworthy as BGA 642, until August 1949 !!! So, it was an expensive job. As no British glider pilot had enough money to buy it, it was sold to America (as was the Horten 4A LA-AC in 1950). BGA 642 had just one flight over Britain and it was said to be a super aircraft to fly. Jeff will be glad to know that at least its fuselage was



glued with the approved British Aerolite 300 glue. Also the original canopy from Jock Forbes's Weihe has been found for it. Jock's Weihe was found in a beat up church in a deserted mining town in Colorado and it won't be needing a canopy any more. Thus, of the three Weihe's that Philip Wills organized to Britain in July 1945, only N1900M is likely to soon fly again, although there is some very exciting news concerning the rescue of BGA 433 (ZK-GAE) in NZ. It is now in the Ashburton Museum near Christchurch and a Trust has been formed for its restoration. Already its fuselage is in one piece but the rest of it is in rather small pieces, as it was left derelict in New Plymouth for years. BGA 448 is still awaiting salvation after having been blown over at Thun, Switzerland, during our 1979 International Rally there.

BOB GAINES has almost finished the KITE 1's fuselage in original varnish on plywood finish. This Kite 1 was BGA 394 which was owned by Ted Hull, and later by Air Chief Marshal Sir John Allison, in Britain. BOB is also making progress with his RHÖNBUSSARD which came from Argentina. Bob is overjoyed with his PETREL, which he obtained from Ron Davidson. He intends to install a new canopy on it, which will be more similar to that on Graham Saw's PETREL. ■

Left and below: Graham Saw's Petrel, Bob Gaines is intending to install a similar canopy on his Petrel.
Photos: David Tarbutt

A General Aircraft G.A.L. 48 HOTSPUR Mk.2

Extracts from "FLYPAST" February 2002.

It is always a pleasant surprise when something really good from Britain suddenly hits the news.

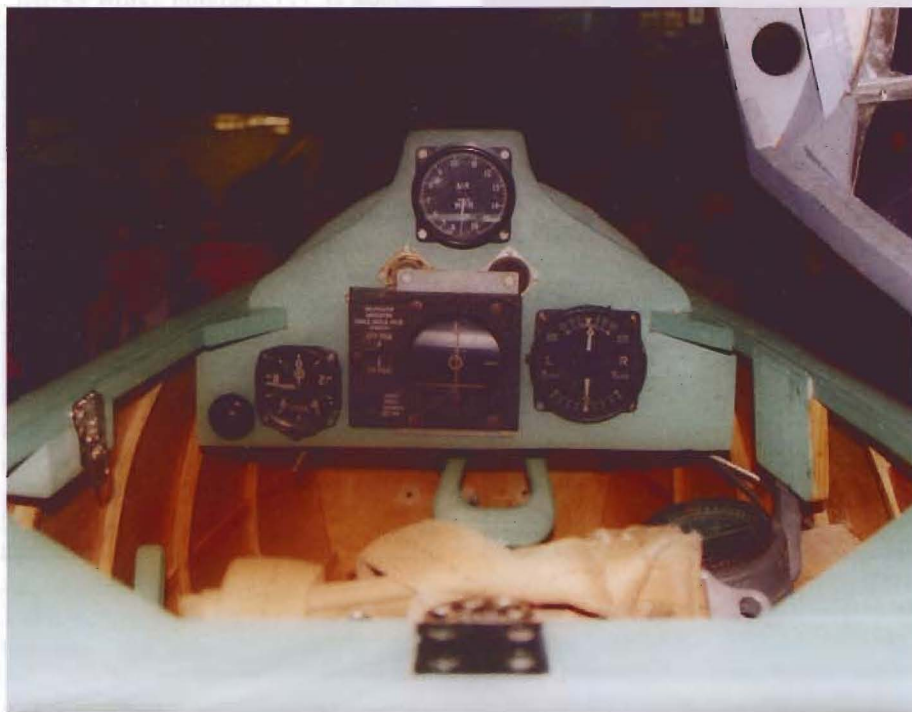
After six years of diligent repair, research and reconstruction, General Aircraft "Hotspur 2" HH268 was officially unveiled for public display on December 13th 2001 at the Museum of Army Flying, Middle Wallop, Hants by HRH Prince Michael of Kent. The Museum already boasted what is proba-

been undertaken by Jack Gillet, David Hawkes, Red Meaton and Willy Forbes. Recreating this wood and fabric aircraft with a 45ft 10 inches (13.96 metres) wingspan and 39ft 3 inches (11.96 metres) fuselage length, has taken an enormous amount of dedication but the finished result has proved the effort to have been more than worthwhile. Features include all wooden flying controls, original instruments, Sutton Harnesses, a

was space, on what were often heavily defended landing sites. But their job did not end there - once on the ground, they then fought as infantry and are recorded as suffering heavy losses. HRH Prince Michael of Kent has been a popular Patron of the Museum of Army Flying from its inception, and was delighted to be asked to unveil this unique exhibit. At the ceremony, the Prince met not only the restoration team but also many GPR veterans. One veteran, Lt.Col. Ken Meade had Shobden based HH268 recorded in his log book and commented

Below left: cockpit of the Hotspur, showing the basic instrument panel, Photo by V. Jennings

Below: Hotspur MkIII cutaway drawing

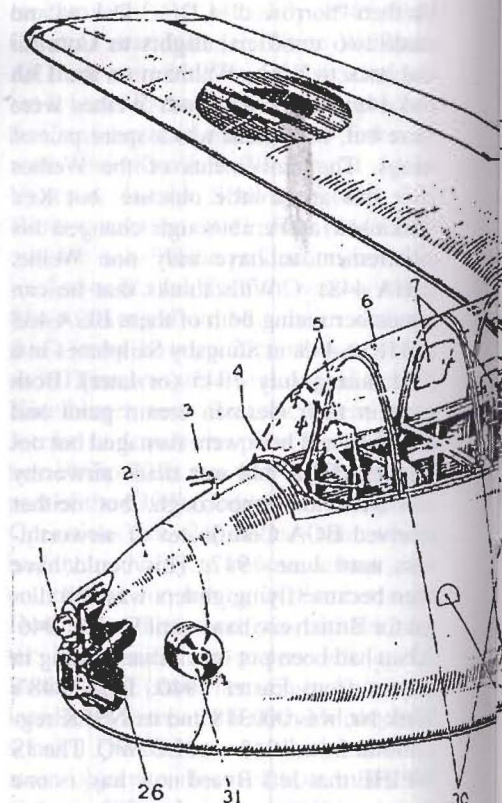


bly the finest British Military Glider Collection to be seen anywhere, with displays of several Airspeed Horsa sections, a section of a giant GA "Hamilcar", an American WACO "Hadrian" recreation and lots of Glider Pilot Regiment information and artefacts featured within its fascinating galleries. The addition of the rather beautiful "Hotspur" really is the icing on the cake as it is the only complete example of the type anywhere in the world. Starting with a damaged rear fuselage and tail section (from HH379, plus a few other original components, such as parts of the undercarriage, the six year project has

new cockpit canopy, and uncomfortable looking plywood seats, where the soldier passengers would have been seated. The restoration team offered their thanks to local timber merchant East Brothers, of East Dean, Hants, for donating a significant amount of large pieces of timber. Originally conceived as an assault glider but falling short of that requirement, the "Hotspur" went on to fill a niche, training pilots of the famous Glider Pilots' Regiment (GPR) who carried out daring airborne assaults on Sicily, on D-day, Arnhem, and the crossing of the Rhine. The pilots had to land their heavily laden assault gliders wherever there

it is the only complete example of the type anywhere in the world

HIS PAGE ISSUED WITH N.L.B. FEB. 1943



DRAWING BY GENERAL AIRCRAFT LTD

how pleasant the type was to fly. As Mr Meade lives in the Museum's local area, it was decided that the "Hotspur" would take on the identity of that glider.

The "Hotspur" was designed to carry eight men in 1941 and thus it was the size of Hans Jacobs's DFS 230 (which was designed in 1937. Like the DFS 230, which carried 9 men including pilot, it revealed an embarrassing capability of being able to stay up in lift when, after watching the slaughter of German troop carrying gliders at Crete, all the British tactical requirement called for was for a glider to get men down as quickly as possible before they could be shot to pieces. There was also the British Tactical Requirement for a Glider to

carry rather more equipment than just men i.e. Guns and jeeps etc. To meet the first requirement, the Hotspur had its wingspan clipped from 18.87 metres to 13,96 metres. Its cruising speed was

increased from 113 kph to 129 kph. To meet the second requirement was impossible without redesign. The new aircraft became the

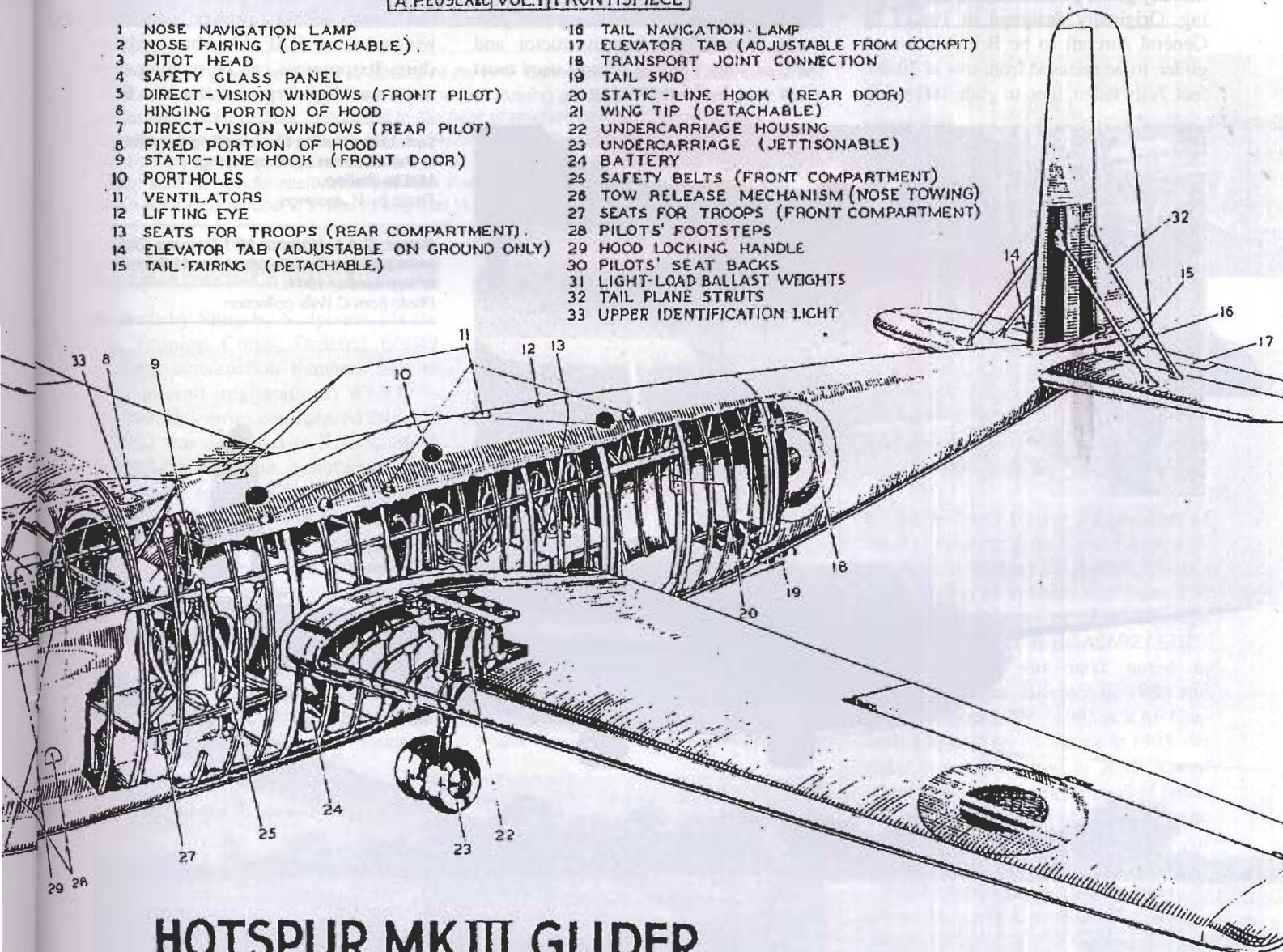
famous Airspeed "Horsa". Therefore "Hotspurs" were used for glider pilot training duties only. The training system went something like this... KiteIs, Tiger Moths and then on to "Hotspurs". The KiteIs were soon replaced by Tiger Moths as there were not enough KiteIs to train the vast number of troop carrying glider pilots necessary to spearhead

the invasion of Europe. "18 Hotspur 1s" were built. 997 "Hotspur 2 s" were built. There was a "Hotspur Mk 3", this was two Hotspur fuselages joined together by a short span wing centre section. 50 were converted from original Hotspur components. 8 Hotspur 1's were built by Slingsby Sailplanes. Slingsby's own 15 seater transport glider the "Hengist", was not accepted because American WACO "Hadrians" were already arriving, which did the same job. It is good that the Lufwaffen Museum at Berlin Gatow has Germany's first troop carrying glider on exhibition (built new by the late Otto-Ernst Hatje) and now the British Army's Flying Museum has the first British troop carrying glider on exhibition. Both carried roughly the same number of men. May gliders never again be used for war.

it revealed an embarrassing capability of being able to stay up in lift

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HOTSPUR MK.III GLIDER

And from someone who was there....

a short report from Vernon Jennings, member of the VGC and former member of the Glider Pilot Regiment

HOTSPUR UNVEILED - On 13th December last year at the Museum of Army Flying, Middle Wallop, Prince Michael of Kent officially unveiled a newly built Hotspur glider. This machine which took seven years to construct is a replica of the training glider which all members of the wartime Glider Pilot Regiment flew as their introduction to un-powered flight. Around seventy ex-military glider pilots attended the unveiling. Originally designed in 1940/1 by General Aircraft to be Britain's assault glider, to be released from tow at 20,000 feet, fully laden, then to glide 100 miles,

it failed to meet the specification. After 14 feet or so was lopped off the wings, it became the training glider which was flown by trainee pilots after Elementary Flying Training School (Tiger Moth or Miles Magister) had been successfully completed and before converting to the much larger gliders such as the Horsa, Hamilcar, and Waco Hadrian. The Hotspur could accommodate two pilots in tandem and six troops within the mono-coque fuselage but in training was generally flown light, just instructor and pupil or solo. The tug aircraft used most often was the Miles Master.

The Hotspur Mk II had a wing span of just under 45 feet, was nearly 40 feet long and stood nearly 11 feet tall. The military load approached 2000 pounds. Seeing a Hotspur again after 55 years, it seemed much bigger than I remembered it. Unfortunately, the replica is not air-worthy, perhaps just as well as the competition to pilot it would be strong. The replica is fitted with the basic flight instruments, (altimeter, ASI, turn and bank) as well as a cable angle indicator (familarly called the angle of dangle) and a compass. It is painted in training colours, camouflage on top, and black and yellow diagonal stripes below. It is a wonderful addition to the gliders at Middle Wallop, and well worth a visit to see. Over 1000 Hotspurs were built and these days I wonder why the Army never formed syndicates of five or six pilots and set us free to discover the joy of gliding for ourselves. I guess life was too serious then. Another group is building a full size Horsa replica (88 feet wingspan) at RAF Shawbury, Shropshire. Its progress can be monitored on www.assaultgliderproject.org.uk. ■



*Left: taken during the unveiling ceremony at the Museum of Army Flying, Middle Wallop.
Photo by V. Jennings*

*Below: G.A.L. Hotspur Mk1 Training Glider, seen taking-off at Haddenham Airfield, UK in September 1941.
Photo from C. Wills collection*



A Potted History Slingsby Prefect TX1 WE992



accident 24/2/67. Total flying 4463 launches and 438.18 hours. Extensive damage to starboard mainplane was repaired at Slingsby's. The glider was next flown 14/9/67 again moving to 2 GC Spittlegate before returning to 1 Gliding Centre Swanton Morley 21/3/69 where it was once again damaged in a flying accident 28/8/71. Total flying 7284 launches and 699.22 hours. This time a new port mainplane was fitted with the glider repaired on site. Again the glider was transferred (loaned?) and was seen at 622 Gliding School, Old Sarum in 1974 and at the Air Cadet Expedition site at Halesland 16/9/75 to

Photos: All taken at RAF Bannerdown, Keevil airfield by Al Stacey

Left: Rick Fretwell, in the Bannerdown workshop, working on the T31.

Below: back in it's original ATC colour scheme.

The following was sent in by Al Stacey of the RAF Bannerdown Gliding Club, based at Keevil in Wiltshire. Bannerdown is home to a thriving group of VGC enthusiasts, keen on restoring older gliders. In addition to the fleet of modern gliders, Club members operate a Slingsby T21 Sedburg, Ka 6e, Skylark 3, T45 Swallow, Grunau IIB, a T8 Tutor, two Primary's and coming on line soon, a T31 Tandem Tutor in original Air Training Corps colour scheme. Under restoration are Rick Fretwell's Mucha Standard, another T21b, and a Ka 4 Rhönlerche. It's nice to see that WE992 has settled into a good home at last!



TX1 WE992 – a potted history

- Built by Slingsby Sailplanes for the Air Training Corps. Ordered 6/9/49 amongst construction numbers 569 to 583, aircraft registrations WE979 – WE993. Deliveries commenced 20/1/50. WE992 was delivered to RAF Cosford on 11/1/51 from the manufacturer but not issued to 141 Gliding School at Detling until 23/9/53. The first recorded launches in the glider log book occurred on 9/10/53 when it flew a total of 9 launches and 31 minutes.
- The aircraft was transferred to 2 GC RAF Newton 3/12/58 and was damaged in a flying accident on 22/5/59 after a total flying time 1276 launches

and 132.26 hours. Subsequently repaired by Slingsby's at Kirbymoorside it was released as 'fit for HM Service' by the inspector in charge of AID Slingsby Sailplanes on 29/12/59 and issued to 644 Gliding School Spittlegate 17/1/61 after which it passed to 623 Gliding School White Waltham 22/5/62, IGC Swanton Morley 27/9/63 and 614 Gliding School North Weald 23/1/64 where the aircraft suffered a heavy landing accident 19/4/64 and was repaired on site.

- The glider was next noted at Exeter 21/9/64 where it suffered another heavy landing accident on 2/5/65 before being re-allocated to 616 Gliding School (location unknown) 30/9/65 – 23/1/67.
- 3/2/67 saw the glider once more at No.1 Gliding Centre, Swanton Morley where it was again damaged in a flying

3/10/76 and Central Gliding School Spittlegate 8/8/77 before being de-rigged for storage 30/9/77 after a total flying history of 9706 launches 948.10 hours.

- The glider was stored at Syerston 3/10/77 before being sold by tender 20.6.79.
- We 992 was bought by members of the 633 Gliding School and based with the Wrekin Gliding Club RAF Cosford where it was re-covered and painted in civilian markings by Peterborough Sailplanes in 1982 as BGA2692 / EHE.
- The glider was next noted at RAFGSA Centre Bicester in 1988 and again between 1989 – 1995 at RAF Cosford. Acquired by Al Stacey in 1995, the glider was transported to RAF Keevil where it has since been stripped of fabric in April 1999, recovered using Ceconite 102 and returned to it's original Air Training Corps colour scheme. ■

Footnote. Bannerdown are happy to accept visiting VGC members and have offered to host a Rally on this huge flat site in Wiltshire. A bid for next years National rally is currently being considered.



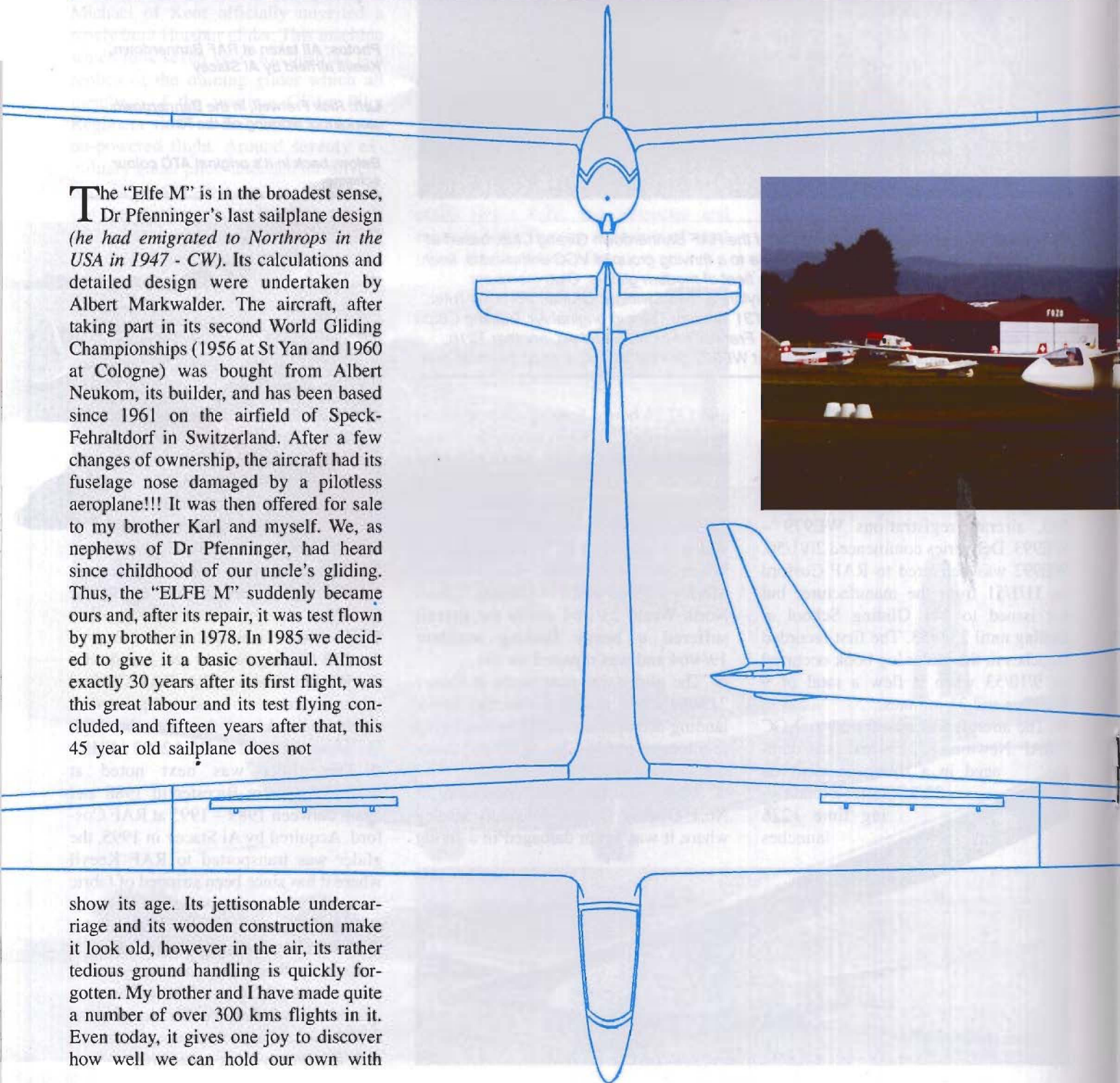
THE “ELFE M”



Translated by Chris Wills, from an article by Hans Gysi

The “Elfe M” is in the broadest sense, Dr Pfenninger’s last sailplane design (he had emigrated to Northrops in the USA in 1947 - CW). Its calculations and detailed design were undertaken by Albert Markwalder. The aircraft, after taking part in its second World Gliding Championships (1956 at St Yan and 1960 at Cologne) was bought from Albert Neukom, its builder, and has been based since 1961 on the airfield of Speck-Fehraltldorf in Switzerland. After a few changes of ownership, the aircraft had its fuselage nose damaged by a pilotless aeroplane!!! It was then offered for sale to my brother Karl and myself. We, as nephews of Dr Pfenninger, had heard since childhood of our uncle’s gliding. Thus, the “ELFE M” suddenly became ours and, after its repair, it was test flown by my brother in 1978. In 1985 we decided to give it a basic overhaul. Almost exactly 30 years after its first flight, was this great labour and its test flying concluded, and fifteen years after that, this 45 year old sailplane does not

show its age. Its jettisonable undercarriage and its wooden construction make it look old, however in the air, its rather tedious ground handling is quickly forgotten. My brother and I have made quite a number of over 300 kms flights in it. Even today, it gives one joy to discover how well we can hold our own with



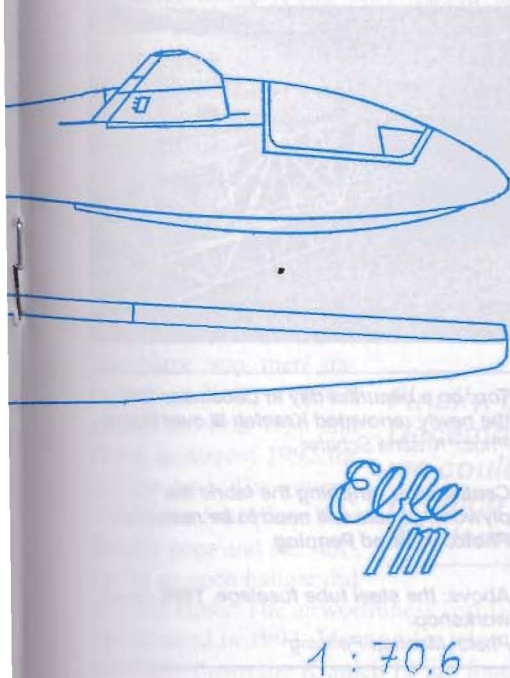
pilots in fibreglass sailplanes.

From the first of Dr Pfenninger's "Elfes" in 1939, one notices the same basic wing form, which is still used now for the contemporary "Discus" sailplanes. Another noticeable point is that the full span ailerons are used also for flaps. The 'for-that-time' very thin laminar flow wing profiles, developed by Dr Pfenninger, are from the year 1943!! The inner profiles are 13.3% thick and the outer wing profiles are 10.5% thick (*thickness to chord ratios? CW*). The famous name "ELFE M3" betrays its relationship with the Graham McLean restored "Elfe PM-3" (*which is*

two years older - CW). Some of the parts of the two machines have common airworthiness approvals. This concerns above all, the fuselage and the tailplane. The whole control system for the "Elfe M" was redesigned and simplified, as the aircraft was intended for amateur construction. Albert Markwalder replaced the, for that time, heavily built sandwich type construction of the "Elfe PM 3", with a conventional wooden construction. For instance, the centre section of the 3- piece wing weighs 120 kgs, which is 60 kgs lighter than that of the "Elfe PM-3" and this makes rigging a more pleasant experience. On the con-

trary, ground handling is somewhat more difficult, as it does not have the "Elfe PM 3's retractable undercarriage. In the air, this is quickly forgotten as the good natured but manoeuvrable aircraft flies wonderfully.

C.Wills thinks that this was the first sailplane ever to employ laminar wing profiles. The Horten 4B used them in 1944. Both sailplanes originally crashed, but the Pfenninger wing was successful and has been used now on the Discus. The Elfe M took part in the 1956 World Gliding Championships at St Jan and in the 1960 World Gliding Championship at Cologne Butzweilerhof. ■



Photos: all by Hans Gysi.

Top left: Elfe M launching from Speck-Fehraltorf (20.9.80) before restoration

Left: 3D drawing of the ElfeM. Readers may like to compare the 3D drawing with that of the two year older 16m Elfe PM-3, which we published on Page 20 of VGC News 08, Winter 1999

Above left: Elfe M landing at Speck-Fehraltorf (20.9.80)

Above: Elfe M at the homebase Speck-Fehraltorf (21.8.99)

Technical data

| Type | "ELFE M" |
|-----------------------------------|---|
| Whole conception and aerodynamics | Werner Pfenninger |
| Building and calculations | Albert Neukom |
| Manufacturer | Albert Neukom |
| First Flight | 14th June 1956 |
| Number Built | 1 Prototype |
| Wingspan | 17.5 metres |
| Wing Area | 13.2 sq. metres |
| Aspect Ratio | 23.2 |
| Wing Profiles | Laminar profiles developed by Dr Pfenninger in 1943 |



Kranich III back in the skies over Mainz

The story of the Kranich III, D-7002

by Manfred Penning, Oldtimer Segelflug Club Mainz e.V.

The Kranich III, designed by Hans Jacobs, was the first plane to be built by Focke-Wulf GmbH in Bremen after the war. Only 7 months after the decision to build the plane, the maiden flight was made by Hanna Reitsch on May 1st, 1952 at Bremen Airport. After some initial problems, the performance of the new glider was excellent. A gliding ratio of 1:30 was absolutely top for the early fifties.

Hanna Reitsch and Dr. Ernst Frowein

flew Kranich III's at the world championship in Madrid in July 1952, in which they achieved a third and second place in the double seater class. A total of 40 Kranich III's were built between 1952 and 1958. Worldwide, 31 Kranich III's still exist of which more than 25 are still flying.

On September 28th, 1952 the newly formed Luftfahrtverein Mainz e.V started the glider flying operation at Finthen

aerodrome. Only a few days before, a Kranich III had been purchased from Focke Wulf GmbH for the then huge amount of DM13,000. Walter Stüllein, Chairman of the club and a WW 2 pilot made the first civilian flight at this airfield with the new Kranich D-7002. Till

It took more than 2 years and a lot of work and money to bring the plane back to an airworthy condition.

the end of the flying season mid November 1952 already 133 flights had been made with this plane. Nearly one year later the Kranich was officially named "Mainz" by the mayor of the city. Until 1961 Finthen aerodrome was operated by the French army. So it was no surprise that several french glider pilots became club members and flew the Kranich III in the early Fifties. After a crash landing in 1954, it took nearly one year to repair the severely damaged plane.

In 1957, Peter Lambert became the first pilot of the Luftfahrtverein Mainz to fly 5 hours and 26 min, the duration for



Top: on a beautiful day in December 2001, the newly renovated Kranich III over Mainz. Photo: Kristina Schafer

Centre: after stripping the fabric the plywood panels still need to be removed. Photo: Manfred Penning

Above: the steel tube fuselage, 1999, in our workshop. Photo: Manfred Penning



Left: the Kranich III was baptised – Mainz – in 1953 by the mayor of the city, Franz Stein.

Below left: a perfect landing after a successful test flight.
Photo: Kraus Mirius

Below: the first view of the dust covered Kranich III in early 1999.
Photo: Manfred Penning



the silver badge (Peter later moved to Canada and flew in several Canadian soaring contests). With more than 7200 flights, D-7002 was sold in April 1978 to the Wasserkuppe Soaring Museum. Only 5 months later it was sold to a private owner in Bavaria, where many spectacular cross-country flights in the Alps were performed.

In 1988 this Kranich III was bought again by the Luftfahrtverein Mainz and sold one year later to a club member. The plane was then stationed at Kell, a small glider field near Trier and flown in August 1992 for the last time. The general condition of the plane was already poor and the storage in an open hangar did not help either. The airworthiness certificate expired in 1993. Most glider pilots, who have flown the Kranich III are fond

of the handling and appearance of this 50 year old plane and have a special affection for it. So again several club members of the LfV Mainz, who later formed the OSCM - Oldtimer Segelflug Club Mainz e.V., purchased the Kranich and brought it back to Mainz - Finthen. A technical inspection showed that a restoration and refurbishing was necessary. After the fabric was stripped off the fuselage, it was decided to replace the 2 side hooks with a center of gravity hook for winch tows. With much luck, a new one-piece canopy could be obtained from another Kranich owner. Also the old registration no. D-7002 was reserved at the Luftfahrt-Bundesamt. It took more than 2 years and a lot of work and money to bring the plane back to an airworthy condition. Lufthansa, which is

Finally, on December 7th, 2001 we could bring the Kranich III back to its element.

also known as the "Kranich Airline" and Airbus Deutschland GmbH as a successor of Focke Wulf contributed financially to this project. Without their help, for which we are very grateful, the restoration would have been much more difficult.

Finally, on December 7th, 2001 we could bring the Kranich III back to its element. On a beautiful clear winter day, the first flights were made by aerotow to 800 m. The handling and required flight tests for the airworthiness certificate showed nothing of the age of the plane. The flights were all too short as no thermals or other lift was available and we look forward to spring and the flying season to enjoy this beautiful vintage glider in soaring conditions .

At the forthcoming 1st International Kranich Meeting from August 24th to September 1st in Mainz - Finthen, for which we expect more than 15 Kranich III's, possibly 3 Kranich II's and many former Kranich pilots to attend, there will be many chances to admire and fly a Kranich over the countryside of Rheinhessen and the scenic Rhine valley. ■

The SCOTT VIKING 1

An example of this sailplane has recently been bought by Mike Beach and it has been flying from RAF Halton where it has caused very great interest on the ground and in the air, where it has been impressing everyone with its good performance.

BGA 416 was one of four Viking 1s built and received its first BGA C of A in June 1939. The first was taken to the Argentine by Philip Cooper, where it flew some records and proved to be rather faster than a Condor 1 which, until then had been the highest performance sailplane in Argentina. The other two Viking 1s were impressed at first into the Special Duties Flight in July 1940 to try out radar off the South Coast. They did not survive their wartime military service. The 4th, BGA 416 is still with us. After the war, it was flown from a bungee launch into a 70 knot wind, to 4,721 metres in wave by George Thompson. Thompson followed this with a similar ascent a few weeks later.

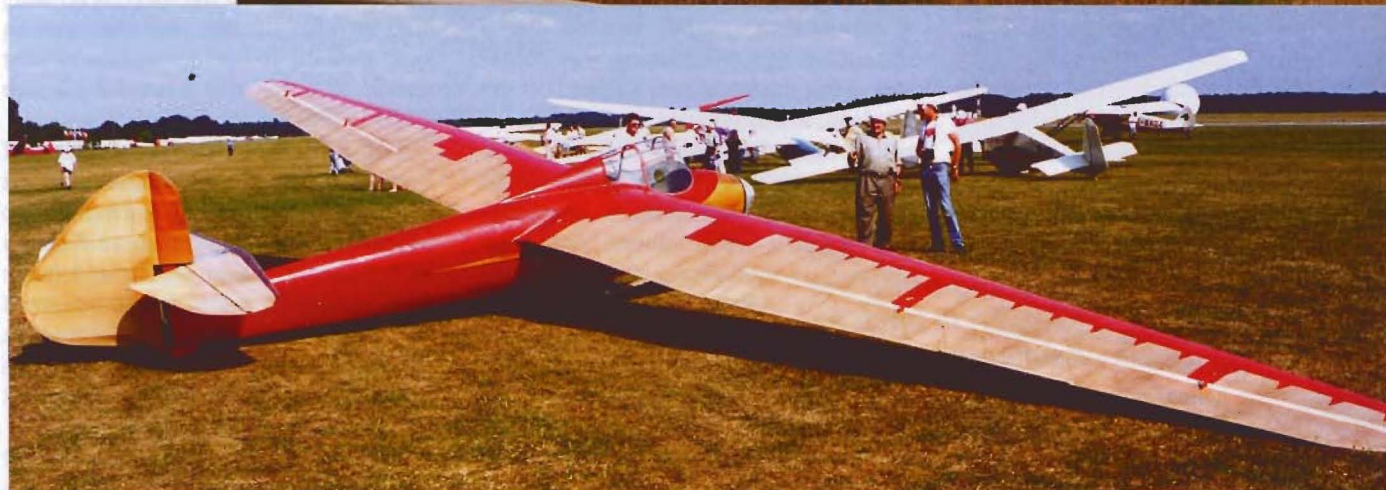
In 1937 Hans Zander and Roy Scott set up a new business in England and, in 1938, Scott's Viking sailplane was advertised. Scott avoided expensive features such as gull wing dihedral. The wing root required no detachable fairings, the Viking's wings

being attached by a vertical steel expanding bolt, inserted and tightened from above. A strong "carry through" structure was built in to the main fuselage frame. The small pin at the rear attachment point was also inserted from above. Rigging was easy. The ailerons were automatically linked when the wings were attached. The ailerons themselves were differentially geared. Instead of the usual central hinge line with round plywood tube aileron spar, the Viking's hinges were located on the top wing surface, perhaps not so efficient aerodynamically, but cheaper to make and easier to dismantle for maintenance. By means of a ratchet lever in the cockpit, the ailerons could be trimmed Up or Down together to act as camber flaps. The Aerofoil section was Gottingen 535 at the root but was symmetrical at the tip, while the tail was somewhat like that of the Minimoa, the tailplane being carried

on a sub-fin, lifting it well clear off the ground. A skid was provided for landing, and the seat had space for a "back type" parachute. Performance claims were moderate with a best Glide Ratio of about 1/20 and a Minimum sinking speed of 0.76 m/sec. The Viking was test flown at Dunstable in November 1938. The prototype was sold and exported to the Argentine where it broke several local records.

Scott designed and built a 2-seat Viking 2, of 18.6 m span, with side by side seating. This was flown in 1939 and survived for some years until, when it was being test flown at Farnborough, its wing developed a flutter and the glider broke up and crashed, the pilots escaping by parachute.

Wing span was 15.34 metres, wing area was 15.89 sq.m., aspect ratio was 15.2, empty weight was 167.83 kgs, flying weight was 244.94 kgs, wing loading



was 15.38 kgs/sq m.

The British Soaring Movement, despite the difficulties which followed its inception in the early thirties, made steady progress, and in the two years before the outbreak of war, was firmly established on a sound basis. This was due in some measure to the introduction of a small Government subsidy which, even to the unbiased observer, can be seen to have yielded results up to the period of hostilities. With a settled background, the leading members of the soaring movement could at last plan for future development instead of merely carrying out short term policies which, up to that time, were unworthy of a great air power. Under the new circumstances, it became increasingly obvious that the particular conditions of climate, geography, and prevailing winds affecting Great Britain, called for a slightly different soaring technique as compared with that adopted in large land masses such as Western Europe, the USA, and Northern Asia. This, in turn, led to a different approach to the design of high performance sailplanes and 1938 found Britain

at the beginning of a new phase; new ideas were being discussed and in many cases tried out, but the outbreak of war and its subsequent duration largely nullified the work which was carried out.

Among the new types of sailplanes introduced, were the Viking Mk1 single seater, followed by the VIKING 2 2-seater.

The VIKING 1.

W.R.Scott, designer of the Vikings 1 and 2, founded the firm of Scott Aircraft Ltd at Dunstable, and the first machine to be put into production was the Viking 1. This was specially designed to give a high performance, without excessive wing span and to maintain a low rate of sink at high cruising speeds. In addition, it incorporated several novel features not previously installed on any production sailplane.

Construction throughout was of wood on conventional lines, with all attachment fittings made from steel to aircraft specification. The ply on the rear fuselage skin was attached with the grain running diagonally ie. in any bay, the

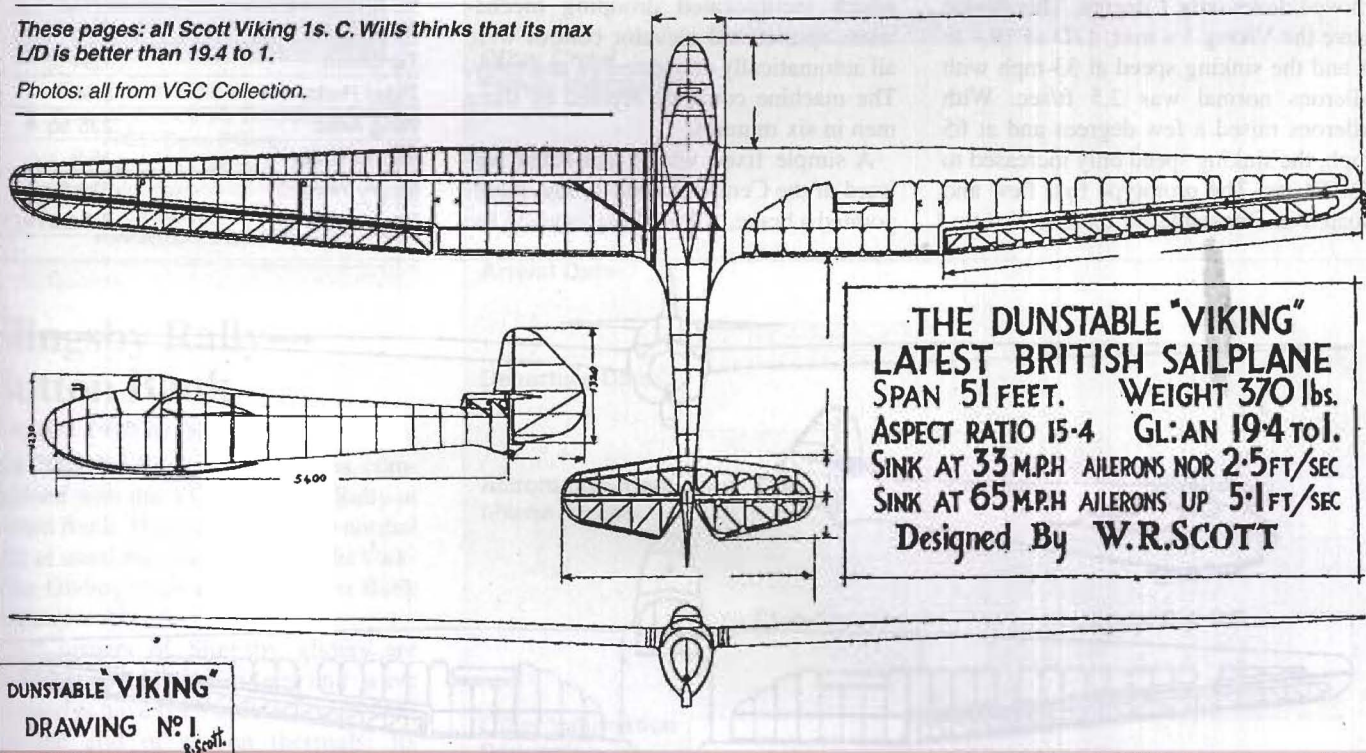
Technical data

| Type | VIKING 1 |
|---------------|-----------------|
| Wing Span: | 51 ft. |
| Length: | 20.5 ft. |
| Root Chord: | 4.1 f. |
| Tip Chord: | 2.3 ft. |
| Taper ratio : | 1.78:1, |
| Wing Area: | 169 sq. ft. |
| Aspect Ratio: | 15.4; |
| Empty weight: | 370 lbs. |
| Wing Loading: | 3.2 lbs /sq.ft. |

grain went from top front to lower bottom corners, thus substantially increasing the strength and stiffness in flight and, equally important on sailplanes, when ground handling. In the lower half of the fuselage, two light stiffeners between each bulkhead to further reinforce the ply against buckling. The cockpit was upholstered with leatherette and the nose fairing detached to permit adjustment of the rudder pedals. The tailplane was attached to the fuselage by 3 bolts which picked up on hank-nuts permanently fixed to the fuselage. The elevator control connected automatical-

These pages: all Scott Viking 1s. C. Wills thinks that its max L/D is better than 19.4 to 1.

Photos: all from VGC Collection.



ly, although this latter refinement was not fitted on the prototype. The main-planes were attached to reinforced bulkheads in the fuselage with two tapered pins in the main spar, and one parallel pin in the light rear spar. When rigged, the wings had a slight dihedral angle. Spoilers of hinged plate type were fitted together with the ailerons, connected automatically to the controls in the fuselage when the wings were assembled.

In order to obtain a large speed range, the aileron neutral position could be drooped to give flap effect at low speeds and raised above the normal position to reduce drag at high cruising speeds. The mechanism was operated by a ratchet lever in the cockpit coupled up to an indicator thereby enabling the pilot to droop or raise the aileron to a known effective position. As lowering of an aileron too far at low flying speeds may initiate stalling of the wing, the aileron differential movement (normally 6:1) was arranged to increase in ratio as the droop. With ailerons fully drooped, the differential ratio was 10:1 ie. as aileron moved up 19 degrees, the other one moved down only 1 degree. This device gave the Viking 1 a max. L/D of 19.4 to 1 and the sinking speed at 33 mph with ailerons normal was 2.5 ft/sec. With ailerons raised a few degrees and at 65 mph, the sinking speed only increased to 5.1 ft/sec. The prototype first flew and soared at Dunstable on the 6th Novem-

ber 1938, and later was taken to Argentina by Mr R.P.Cooper, where it continued to perform with outstanding success, notably on the 30th January 1944, when, piloted by Roberto M. Madson, a flight of 120 miles was carried out. Another Viking 1 is at present being overhauled and will shortly be bringing further prestige to British sailplanes.

The VIKING 2.

As soon as the Mark 1 was in production, Scott Aircraft Ltd commenced work on the MK 2, a side by side two seater sailplane. The success of the VIKING 1 amply demonstrated the soundness of the basic design and, in the main, the same aerodynamic and structural features were retained.

The wing was slightly thickened at the extreme root to permit a deeper spar, thereby giving more elbow room to the occupants and modifying the wing section at that point to bi-convex and smoothing out the air flow along the fuselage. Attachment was similar to that on the VIKING 1 and the joint to the fuselage was so clean that fairing strips were not required. Aileron Control, which incorporated drooping mechanism, spoiler and elevator control were all automatically connected on assembly. The machine could be erected by three men in six minutes.

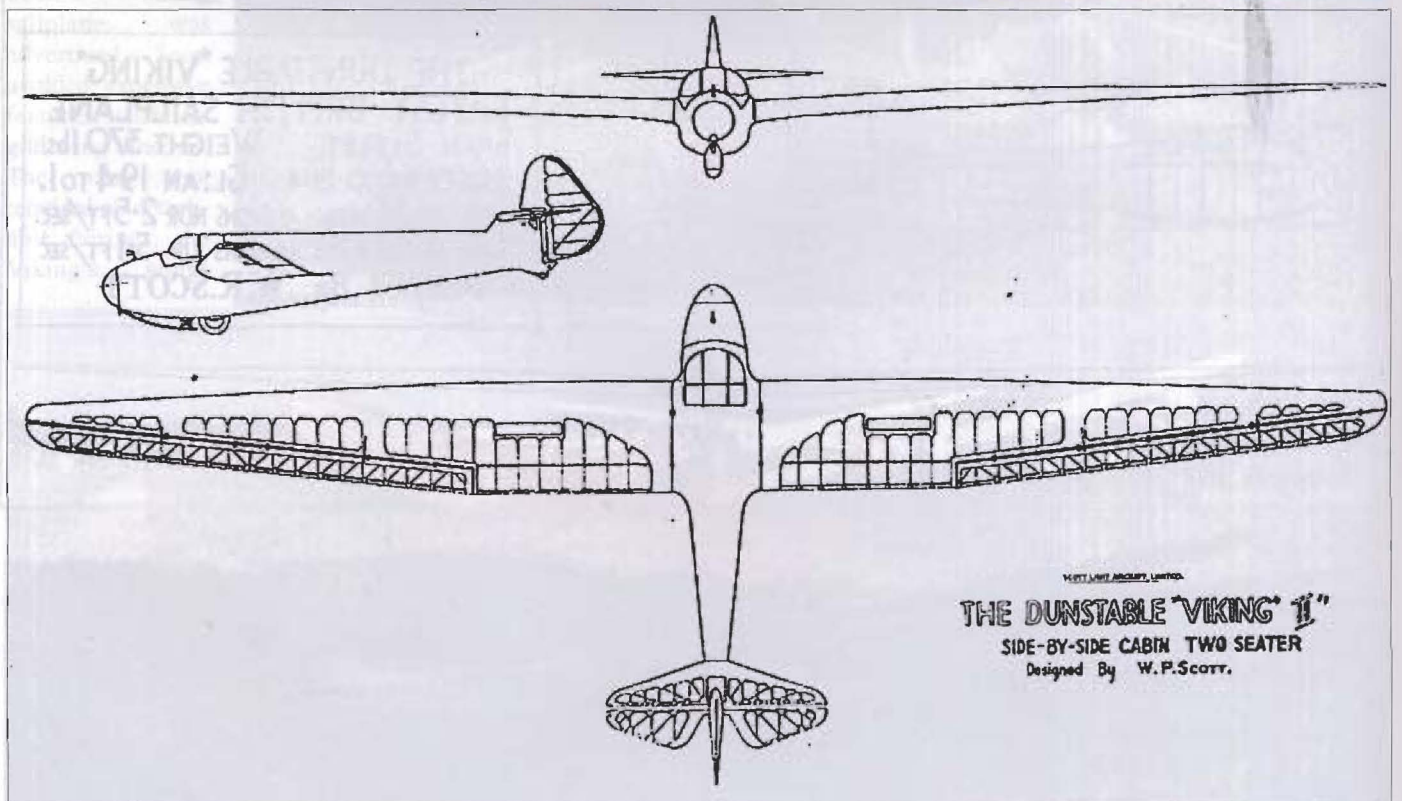
A simple fixed wheel was fitted forward of the Centre of Gravity and incorporated a brake. All working joints in the

control system were fitted with ball bearings and the rudder pedals could be rapidly adjusted for varying pilots without disconnecting the controls.

The machine could be flown solo and to avoid the use of special ballast weights, the nose fairing could be detached and filled with earth. The VIKING 2 was test flown only a few days before the outbreak of war and created an extremely favourable impression. When the ban on gliding was imposed, it languished in obscurity for a period and was then resurrected for the Special Duties Flight testing the radar off the South Coast during July 1940. It was unfortunately badly damaged and it was never rebuilt. Two pilots during aerobatic manoeuvres caused an aileron to flutter. They then abandoned it using their parachutes. The Max. L/D was approx. 1/23 and its Min sink. was 2.4 ft/sec. at 35 mph. With ailerons raised and flying at 65 mph, its sinking speed was 5 ft/sec. ■

Technical data

| Type | VIKING 2 |
|---------------|-----------------|
| Wing Span: | 61 ft. |
| Length: | 22.1 ft. |
| Root Chord: | 4.95 ft; |
| Tip Chord: | 1.94 ft; |
| Taper Ratio: | 2.55 |
| Wing Area: | 235 sq. ft. |
| Aspect Ratio | 16.3 |
| Empty Weight: | 510 lbs |
| Wing Loading: | 3.8 lbs /sq.ft. |





Asiago, the city which held the first motorless competition in 1924, is glad to announce an International Vintage Glider Meeting to remember that historical event.

INTERNATIONAL VINTAGE GLIDER MEETING

Asiago, Aeroporto Romeo Sartori
From 21st to 30th June 2002



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or visit our site
www.aeroportoasiago.it

**Slingsby Rally—
Sutton Bank**

August 24th to Sept 1st

In 2001 the Slingsby Rally was combined with the VGC National Rally at Sutton Bank. This year its back to normal and as usual the rally will be at the Yorkshire Gliding Club starting August Bank Holiday weekend.

All owners of Slingsby gliders are welcome to soar the ridges and wave (westerlys have been ordered!) and sample the end of season thermals. Its always nice to see these gliders returning close to their birthplace. I will ask Slingsby if they will open their strip for a Slingsby Glider Fly-in - good publicity for us and them if we can get the media there.

In previous years visiting pilots have not required much in the form of organised events, most preferring to do their own thing whether its flying the pants off the gliders (maybe it should be the

SLINGSBY RALLY

SUTTON BANK August 24th — September 1st 2002.

Entry Form

Name:

Address:

Phone: e-mail:

Glider: Type: Ident: BGA No:

Other Crew/
Family members:

Arrival Date:

Departure Date:

Accommodation: (Please tick one) Tent Caravan Dormitory

Club Caravan Local B & B/Pub

Other Information Requests:

Return to:
The Secretary, Yorkshire Gliding Club, Sutton Bank, Thirsk,
North Yorkshire YO7 2EY
Phone: 01845 597237 e-mail: enquiry@ygc.co.uk (website www.ygc.co.uk)

wings off), talking about days gone by or simply enjoying a glass of wine or three in good company. Clever folks combine all activities.

YGC will be happy to organise daily briefings with tasks, if required, appropriate to the weather and the assembled throng. There will be one of our famous dining in nights and maybe a BBQ or two in those balmy late summer evenings.

By the way, non-Slingsby gliders have always been welcome. So if you have an EON machine, Ka6, Kranich or whatever don't feel you are excluded. We can always lend you a Slingsby badge to stick on!

Oh fees: There will be no reciprocal membership charge for anyone arriving with a Slingsby glider or for paid up members of the VGC. Camping, trailer parking and caravans are free.

The Yorkshire Club look forward to welcoming lots of pilots and gliders at this event. As we are also hosting the

finals of the Inter Club League on the first weekend it would help if those intending to come along would let us know please. We may need to get in an extra tug to ensure everyone gets off the ground in good time. It would be appreciated if the entry form could be returned asap.

Phil Lazenby, YGC.

Letter from India

Dear Geoff Moore

Thanks for early reply. Happy New Year to you and our gliding members. The Event is being finalised from 1st May 2002 to 10th May 2002 but we are still waiting for participant confirmation which will be final by 31st Jan 2002. I will keep you updated on the programme at the moment Minister of Power Government of India has agreed to be our guest of honour along with Chairman Aeroclub of India, Capt Satish Sharma. Hon Prime Minister is considering his

presence to promote gliding/soaring in India. Looking forward for the list of participants from VGC and also your friends. Please feel free to ask any question if you need to know more about the event. Waiting for your confirmation. Best regards.

Dr hamid kazi

Dear VGC friends, at last VGC rally at Zbraslavice, we discussed an idea with our Czech, Polish, Slovakian, Hungarian and Austrian VGC members, to replace our accustomed Rendezvous and create a new one – The VGC Rendezvous East Meeting. So we invite all from East and Middle Europe to Czech historical gliding site - Rana u Loun. The meeting we will be from 13th till 20th July 2002. This rally will be connected with the celebration of 70 years of gliding at Rana.

Best regards,

Josef Mezera

(POTK secretary), Nalepky
2233,
CZ 440 01, Louny



Above: a Kirby Kite goes up on the winch. A Slingsby badge on the Kirby Kite right. (Available from VGC Sales)

Below: this is a replica of the British Falcon, the first glider built by Fred Slingsby. Will it be at Sutton Bank in late August?
Photos by David Tarbutt



Lieber Fliegerkamerad und Oldtimerfreund!

Es ist wieder so weit, vom 27. Juli bis 04. August 2002 findet unsere 8. Internationale Oldtimerflugwoche statt. Austragungsort dieser Bayrischen Airgames ist wie gehabt unser schöner Flugplatz am Rande des Donautals. Teilnahmebedingungen sind, der Besitz eines Oldtimers sowie die Freude daran mit so einem Teil zu fliegen. Natürlich ist wieder für ein entsprechendes "Rahmenprogramm" gesorgt. Unter anderem Empfang in der Walkmühle und je nach Wetter unsere bekannten Wettbewerbe in Mini-Leistungs und Angeberklasse. Einteilung erfolgt nach Gleitzahlpunkten. Siegerehrung jeweils abends am Lagerfeuer.

Ich hoffe mit dieser Kurzinformation über unsere Oldi-Flugwoche bei Dir Interesse geweckt zu haben und lade Dich herzlich zu uns ein. Anmeldungen bzw. nähere Auskünfte sind unter meiner nachfolgenden Kontaktadresse möglich. Mit Fliegergruß!

Wolfgang Schäffler

Kontakt: Wolfgang Schäffler
Westpreußenstraße 11
89423 Gundelfingen/Donau
Tel./Fax 09073-2503 ■

Beppe Ghisleri *a model, model enthusiast*



"There are different types of model builders. Some are very keen on building and most of fun for them is to build a very accurate scale sailplane, better if unique, not often seen and, in any case never available in kit. Others mainly like flying and have no great interest in building. Ideally they like to get a model ready to fly and they are in most cases excellent pilots. Finally, there are model builders who like both building and flying and they can build beautiful models and fly them in a superb way. These are in fact the best hosts of our Model Forum as they are the persons who can enthusiastically speak about building as well as they may tell us about the best spots to fly in their region. This time I thought not to go too far away to look for one of these special model builders, but I just stayed in my country, yes in Italy, where we have a number of people who enjoy scratch building and at the same time they are expert pilots. Now I would like to introduce a very well experienced model builder who answers to the name of Beppe Ghisleri". *Vincenzo Pedrielli*

My interest in airplanes dates back to the fifties when I was a child. I remember one instance when, stepping on a little wooden bridge without railings, my attention was caught by a silver object flying high in the sky. Its path would make it disappear behind the roof of the farmhouse where I lived, so I stepped back a little, once, twice, and ... I fell in the ditch below. The ditch had no water but was full of mud. My mother had a busy afternoon.

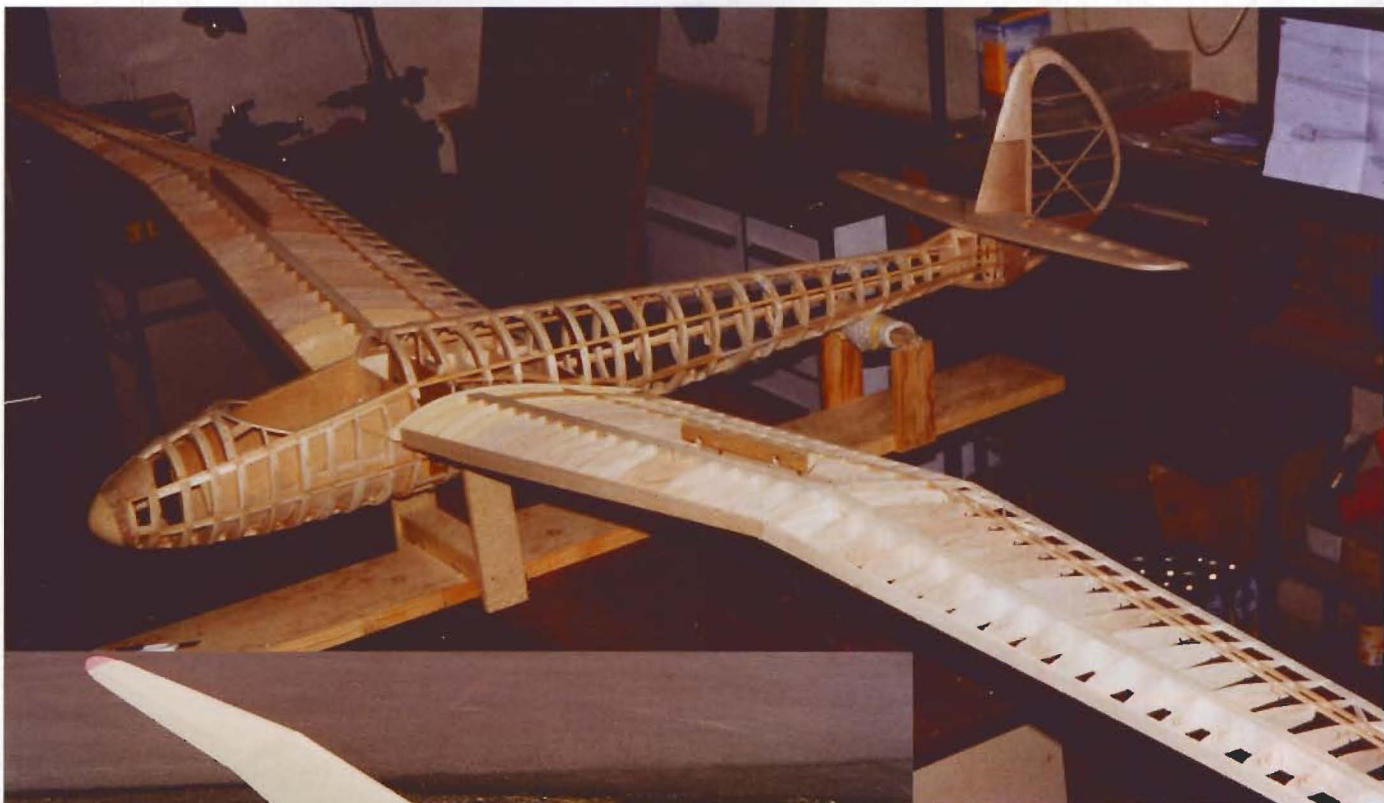
I like every type of airplane, but my favorites were built in the fifties, be they powered or not, military or civilian, and I think that my preferences have something to do with what I have just told you. I like to build and fly every kind of model, but until a few years ago (I'm now 57), my interest in modeling was mostly gas powered aerobatic scale models. I didn't much like thermal flying except on the slope, and I never tried hunting thermals on the level. But interests change, and today I prefer sailplanes and the research of that elusive (to me) ascending air. Of course, I have a special



Top: typical scene of the EuroMeeting, Val di Fassa, Col del Cuc.

Left: Beppe Ghisleri with his 1/4 scale Jaskolka.

Photos: by Beppe Ghisleri



Top: 1942 LT35 Borea of Luigi Teichfuss, scale 1:4.

Above: CVV4 Pellicano 1939, Politecnico di Milano, scale 1:4

Left: M100 designed by Morelli

Photos: by Beppe Ghisleri

fondness for scale sailplanes whose prototypes were built you know when, and I am a proud owner of an 1/3.5 scale rendition of the Italian designed and built M100S and a scale Polish built PZL Jaskolka. The M100S was drawn many years ago. The plans were based on an original stationed at the local airport. She was not in flying condition because of a hole in the nose caused just by the rudder pedals during not so graceful landings. It was painted white with a red lightning bolt along the fuselage sides, and two big red numbers, one on the upper surface of the left wing and the other on the bottom of the right wing. Her registration number was I-CIRO and a stylized tower was painted on both sides of the fin. The tower resembled the "Torrazzo," the trademark of the city of Cremona. She was later sold elsewhere, and someone told me later that she was restored and flew for many years afterwards. There is another vintage sailplane based on the Cremona airport: a yellow chrome Slingsby Dart, recently restored, that flies regularly. I own and fly models of modern sailplanes too, and fly them on the slope, but when I go for a towing day my preferences are for vintage models. In Italy, sailplane scale models are profusely built and flown, our countryside is rich with slopes. To the north, Italy is surrounded by Alps and you only have to choose what kind of flight you fancy more: high slopes around 2000 meters where there is only thermal fly-

ing, or on lower sites where you can fly thermo-dynamically, i.e. wind and thermal at the same time. Sites in the Alps always have tall, grass-covered slopes and you can land almost everywhere without fear of damaging your pride and joy. The Alps turn into Appennines heading south; Appennines are the back-bone of the Italian peninsula or, as we like to say it, the thigh and shin bone of a leg kicking Sicily on its back. The Appennines are lower than the Alps, and grass-covered hills are no longer readily available. Most sites have stones appearing through low grass, and the finish of the models can be easily scratched. Sometimes things get worse and you scratch much more. There are many meetings held around the country, both in north (Alps) and central (Appennines) Italy. They always happen to attract participation from abroad, with many German, Swiss and Austrian modellers. The most important and long-established of these meetings is named "Euromeeting," and it takes place at "Col del Cuc" alongside Pordoi Pass at the end of the Fassa Valley in the Dolomites. The launching site is placed at 2600 meters and you fly with Marmolada glacier in the background. This meeting has been held for 22 years in a row, and usually it gathers more foreign participants than Italians. A world leading modelling producer sponsors the gathering, and all the pictures used to present model sailplanes on its "Hauptkatalog" are shot in Col del Cuc. Other noteworthy meetings are held at "Motarone" over "Iago Maggiore" and at "Alpe di Siusi". Going south you can find still more meetings, in Umbria at Monte Subasio, a top-rounded mountain ruling the valley of Perugia and Assisi, and at Forca Di Presta in the "Parco dei monti sibillini" situated at the conjunction of 3 regions: Laszlo, Marche and Umbria. Forca di Presta offers a very unusual landscape, something like an extinguished volcano, but the bowl is entirely covered with grass except a small part where locals grow the most renowned lentils of Italy. The blossoming lentils in the spring offer quite a wonderful view from the surrounding hills. Forca di Presta is well-known among European hang flyers, and it's possible to find pilots from all over the continent. Each meeting offers prizes to participants according to a classification based on different criteria. The Vintage model class is always well-attended. In Italy we also run many tow meetings on the level and there are 3 or 4 tow contests each year, held according a formu-

la devised from the late Dino Pelizza, a great modeler and friend. The contests are always run on a friendly basis and one can enjoy the flying instead of wondering what his last placement will be. You must complete four flights in a six hour time, being towed and released at 200 meters. Tug engine is throttled back automatically from a pressure operated device when the desired altitude is reached. Contestants choose when to fly, it's only mandatory to complete your first flight within two hours from the start of the contest. You have to sail for 20 minutes exactly, every second more or less is penalized, and you have to land in a designated space. If your model is not entirely correctly oriented within this space, you incur other penalties. Models must be scale or semi-scale and have a 4 meter minimum wingspan. As you can see, the rules are very simple and give way to a relaxed atmosphere. Of course, modern sailplanes represent the majority of the models entered; they are more efficient and maneuverable than vintage ones. Nevertheless, some vintage pilots enter suitable vintage sailplanes.

I am trying to introduce some modifications to the basic rules in order to encourage more vintage modelers to take part, the idea is to reduce max flying time according to some sort of handicap depending on the type of sailplane entered. I suggested using the prototype efficiency and sink rate to calculate handicaps. Another change is to giving points for accuracy of scale. My idea was to enhance the scale aspect of the competition and to allow modelers competing with vintage models a good chance of winning. This new formula has not yet been tested in a contest. I'll have to wait till next spring. There are not many builders of all wood, original-design vintage models in Italy, nor are there many builders of wood kits. When you have a wide variety of glass fiber fuselages to choose from, only very dedicated modelers will test themselves with the long and difficult task of building a vintage fuselage from scratch. Young modelers seem to fancy more the flight than the building aspect of our hobby, so it looks like vintage model builders are vintage modelers. However, as was previously said, there are many

Vintage Sailplane Association

A Division of the Soaring Society of America

<<http://www.vintagesailplane.org>>

promotes the acquisition, restoration and flying of vintage and classic sailplanes, gliders and preserving their history.

For further details contact:

Secretary: Linn Bluell. 1709 Baron Ct.,
Daytona, FL 32124.

e-mail Linnbluell@cfl.rr.com

Bungee Cord

Publication Address
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Atascadero, CA 93422 USA



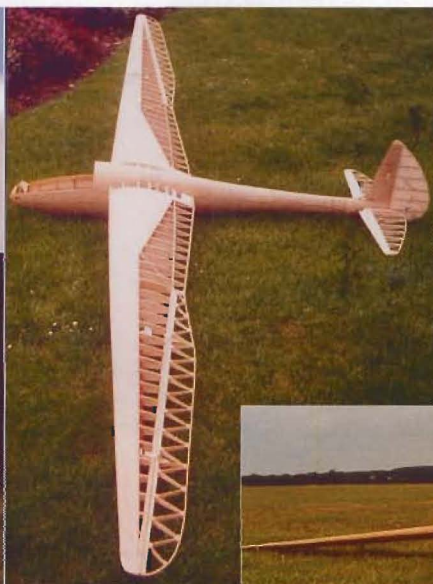
vintage models flying in Italy and looks like the class is growing larger. Plans and kits usually come from foreign countries like Germany and England, of course the prototypes chosen are among the favorites of the world: Minimoa, Kranich, Reiher and Habicht to name a few. But some real enthusiasts go out and design and draw their own plans to build Italian prototypes. Needless to say, it is much simpler to find documentation on foreign sailplanes than on national ones, but some prototypes like Pellicano, Borea, and Canguro among others have been built at a high standard and are currently flown at our meetings.

Dear Laszlo I am a VGC modeller member and was interested in the news coming out of Hungary in the last VGC News (Presidents Corner) about them finding plans for the Nemere and Karakan. I am very pleased that plans have been found for Lajos Rotter's famous sailplane - 'Nemere' and that further documentation has been found on

Copy date for the next issue is 9th June 2002.

Please submit material to Margaret James — VGC News Editor

Tel/Fax: 01749 841084. e-mail: margarethjames@aol.com



'Karakan'. In 1989 I built a 1/5th flying scale model of the 'Nemere' (4 metres wingspan) which is still flying. I enclose some attached photographs. It is one of the all time great sailplanes of the world and maybe sometime in the future some Hungarian Vintage Glider builders will recreate the full size aircraft! Soon also I hope to build a 1/5th scale Karakan - to have two such models together will be very pleasing. With Best Regards....
Paul Stevenson.



Top left: Nemere circling in thermals
Above left: see - it IS a modell!
Top: Nemere internal structure

Top: showing the large span of the Nemere.
Above: on the ground at Coningsby, Hungarian colours on the tail.
Left: cockpit detail.
Photos: by Paul Stevenson

Schweizers in the UK

I wondered whether these photos would be of interest for the VGC News. It's not often you see three Schweizers lined up in the UK! They are of course, scale models.

My Schweizer 2-12 (more commonly known by its U.S. Army designation as TG-3) is in the foreground with my 2-8 (TG-2) behind. Both scratch built, the scale drawings in Martin Simons' book 'Sailplanes by Schweizer' being invaluable for the TG-3. Behind is Chris Williams' 2-32, also own design, scratch built by maestro Williams, again with a modicum of help from Martin's book.
Colin Cousins. ■



Above: the three Schweizers lined up at the model aerotow, during a meeting at Middle Wallop, Wiltshire, Aug 2001.

Right: the TG-3 before covering.

Photos: by Colin Cousins



Centenary Years 2002-2003

The next two years present an unrepeatable opportunity to publicise and promote aviation in general, and Gliding in particular.

By 1902 Wilbur and Orville Wright had worked out what was necessary to produce a practical controllable man-carrying flying machine, and in the course of that year succeeded in producing the world's first truly successful man-carrying glider.

We all know that the brothers continued the development of their successful 1902 glider to solve the age-old problem of flight. By the end of the following year they had succeeded in adding an engine and propulsion system of their own devising to become the first men to take off, manoeuvre and land under full control.

What is perhaps not fully appreciated is that the aircraft we fly today are exactly as configured in that 1902 glider, which to all intents and purposes is the great grandfather of the latest hot design, be it Ventus sailplane, Boeing 747, or Concorde SST.

Their genius lay in the insight that they took to a science where all other experimenters were either nibbling at the edges or floundering in a sea of ignorance. Having correctly reasoned that every component of the machine had to function correctly and simultaneously, they started with an existing proven structure - the wire-braced Pratt Truss, familiar to bridge-builders and already used by Octave Chanute in his hang-glider of 1900. They then correctly surmised that an unstable but steerable vehicle was required (much like the bicycles they made and sold). Next they foresaw and resolved the requirement for control in pitch, roll, and yaw. Finally, they conducted wind-tunnel experiments to establish the numerical basis for the calculations necessary to decide on the size and weight of the aircraft required to carry a man. At that point in 1902, with the successful expedition to Kitty Hawk that autumn behind them, the problem of manned flight had to all intents and purposes been resolved. The remainder of the time spent prior to the generally accepted date of the first powered flight (17th December 1903) was in pure product development and flight

training. Indeed, they had recognised that time-in-the-air was of the essence (as any pilot recognises today) and that they had to avoid hurting themselves (or worse) as they learned how to fly their gliders at Kitty Hawk.

Having built and flown a successful glider, the brothers applied exactly the same reasoning to the design and development of the propulsion system, correctly surmising that a propeller was simple a rotating wing. From their wind-tunnel work they were able to calculate the size of the aircraft required to carry a pilot, its all-up weight, the thrust of the propellers, and the power output of the engine required to accelerate it to sustained flight. Unable to buy an engine of the low weight but modest output required, they designed their own and built it from scratch with their mechanic Charlie Taylor in their bicycle workshop in Dayton, Virginia.

That they, in doing this, established that much of the science of the previous two centuries was faulty, and ran rings around otherwise clever and intelligent engineers of the day, is entirely another story. Having uncovered the issues involved, they were rapidly overtaken by others who picked up their ideas and ran with them. Subsequently, the brothers struggled to achieve commercial success, and never abandoned their original primitive but functional configuration of unstaggered biplane canard which had served them so well. Nevertheless, they must surely be allowed to rest on their laurels for having so clearly shown us all how to do it.

Wilbur tragically died of typhoid a short six years after the two brothers set out on their quest. Orville, however, lived to see the age of the Spitfire and the birth of the jet engine. It is astonishing to reflect that many of us flying today were born in Orville's lifetime, and that many more of us have grandfathers who lived in a society which considered manned flight a foolish impossible dream. As a pilot who flies beautiful gliders purely for pleasure, I know I am privileged to be able to do so.

I remain eternally grateful for those two American brothers who made that dream come true.

Let's get out there and shout about it.

How might we capitalise on this once-in-a-lifetime opportunity?

At a time when club membership is falling, (*Gliding in general that is, not VGC membership—Ed.*) but wealth and leisure time is increasing, the only explanation for the falling membership is that we are losing market share in a growing market. This is unnecessary if not unforgivable.

We must devise a plan to capitalise on our strengths:

Advertising and posters cost money. As a non-commercial organisation we have to look elsewhere for our publicity. We have members with lots of expertise in all sorts of activities, even more enthusiasm, and even a few with a bit of spare time.

Let's use the two Centenary years to open some doors:

General:

Donate an annual subscription to S&G or VGC News to your local library.

(Personal gift? a Club gift?)

Leave club leaflets there (obtain permission first).

Should we (the BGA or VGC) print fliers for this purpose? The Library will know where to find the nearest club. (It will do, if there is a poster on the Activities board).

Events:

The newspapers are always eager for NEWSWORTHY items. We need to raise the profile of our club Open Days and Vintage Rallies.

- Add an educational element: We may not have a Wright 1902 glider (here's a project for someone!) but we do have some very interesting early machines. Look at the interest Old Warden generates. Just a fraction of that interest would make a great difference to us.
- Invite the public:
 - via the local papers.
 - via forthcoming events in popular flying mags. (not just VGC News and S&G)
 - via a poster in the local libraries (can we design a standard item for the BGA/VGC to distribute, requiring just the venue and date to be written in with felt-marker?)
- Invite celebrities (do we know any - Opik Lembit knows a few). Try your local MPs or the mayor.
- Invite local schools and newspaper editors. They may not come, but at least we will have tried.

Activities via our Clubs

As a movement we can offer our communities a vast range of added value

- Leisure activity (well, we all know about that angle)
 - Outings for school parties, from juniors to Sixth Form College, and University societies. Talks on:
- Practical structures (wood, steel tube, aluminium, composites - trussed biplanes, strutted wings, cantilevers, monocoque structures).
- simple aerodynamics
- meteorology
- navigation
- Even (dare I say it) gliders with little engines in.

A 20 minute presentation in the clubhouse, followed by 20 minutes in the hangar and workshop, perhaps concluding with a video showing of Lawrence Wright's charming classic "Cloud Cuckoo" to send them home with a smile on their face, could work wonders. You could even invite them back to fly.

How many schools, colleges, and clubs are there with a ten mile radius of your club? For many southern and midland clubs, make it fifteen miles, and the figure runs into scores if not hundreds.

We only need to score one in twenty (5%) and we will be snowed under.

Any volunteers? ■

"Keith Nurcombe, in his letter to VGC News contained here, makes some interesting suggestions. I am happy to report however that VGC membership over the past two or three years has actually been slowly increasing. Perhaps our kind of gliding represents a more enjoyable prospect than other forms of gliding. Our Rallies are "green & colourful" spectacles which attract new members and the general public throughout the World. Large rallies do in fact require sponsorship, necessary to finance the infrastructure required to support such events. Unfortunately this has in the past caused controversy amongst members when a balance has had to be achieved between a commercial presence, public access and the participants. Attendance of the public, press and dignitaries at our Rallies is however anticipated and we do also have a very colourful 'flier' for distribution which has been sent to all BGA Clubs and is available to members on request.

I have always felt that there is an educational value to our movement and we wholeheartedly share our gliders with diverse groups to give "air experience" flights whenever possible (our T21 has always proved popular during Club evenings). Making contact with schools and colleges requires good presentation skills however and contacting your local branch of the Engineering Council, Neighbourhood Engineers is one way which may provide assistance and encouragement."
David Shrimpton, Chairman

BOOK Review

Sailplanes

1920 — 1945 by Martin Simons.
Published by the EQIP Verlag.

This is a large, beautifully produced book worthy of the sailplanes it describes. It is illustrated with three view drawings in 4 different colours indicating with a different colour, perspex, wood, fabric and metal covered components. In one case, the colour of the paint of an individual glider is indicated. The photos of the individual sailplanes are super and many have never been seen by us before. Small drawings indicating wing profiles and cross sections of fuselage bulkheads are shown, together with the sailplanes dimensions. We believe the book will be of the greatest interest to aeromodellers as well as for ourselves. The text reveals histories of the individual sailplane types. There has never been a book on our beloved old gliders as good as this one before. The book has come out in two versions with either English or German texts. It is expensive but we think that it is thoroughly worth the money. Information on the sailplanes is still coming in and we are glad to see that the 3-view general Arrangements of the Horten 6, Reiher 2/3 and the Rot Front 7, which have only relatively recently been received by the VGC, may have helped (we hope) with their rendering in the book. The RF-7, which was flown 749kms across Russia in 1939 by Olga Klepikova, has been an enigma until recently. Also shown for the first time is a beautiful Japanese sailplanes, as also are two Czech sailplanes. The book should have much appeal in many differ-

ent countries and should remain an eagerly sought after classic for years to come. The EQIP Verlag in Germany has done a super job in producing this book so well and so quickly, but most credit must go to Martin Simons who researched all the information and photographs and drew the 3-view drawings for it. The book is available from the VGC sales department. ■

Miscellany

News from Italy

Carlo Zorzoli sends his good wishes and says he has recovered from his health problem and now fit to fly. He is looking forward to met everybody at Asiago.

In the last VGC News No.104, The sailplane depicted on static exhibition in the Regional Musee de l'Air at Angers Marce is an AVIA 41. This was the type flown by Eric Nessler for his great 1938 French distance record of 347 kms which won for him France's first Gold C distance. On the 18th April 38, Nessler flew a 41P 382.4 kms. His Gold C was No.4 in the world. Gold C No. 3 was flown by P.A.Wills also in 1938 in England. Only about 6 AVIA 41s' were built because of it's high production cost. Raymond Jarlaud took a large part in its design and it flew first in 1932. It had been inspired by Kronfeld's WIEN. This is the last example in the world of France's greatest prewar sailplane. France's first quantity built high performance sailplane was the AVIA 40P in 1935 of which almost 50 were built from 1935-1943. Also an error is

the title of the photograph at the top of page 28 in VGC News No.104. On static exhibition in the Musee de l'Air Regional is this 1949 built aerobatic Fouga CM-8-13 and not an Emouchet SA 103. Two CM-8-13 s were built in 1949. A CM- 8-15 is also stored awaiting restoration. It was in one of these that Gerard Pierre almost won the 1952 World gliding Championships in Spain. It had an amazing speed performance for so small a sailplane. (Please note that the new editor has to assume that the pictures and their captions are correct – I can manage the more obvious anomalies, eg *Minimoo* vs *Swallow*, but I rely on our learned members to guide me on the more exotic! – Ed)

In VGC NEWS No. 104, on page 31, there is a photograph of 6 Scouts standing beside the KARAKAN'S nose. The tall scout, 3rd from the Right, is LAJOS ROTTER, Father of Hungarian gliding, who designed both the KARAKAN and the NEMERE. Both the photos of the KARAKAN and NEMERE came from Imre Mitter, via the Chris Wills' collection.

Happy Birthday

7th March marks the 75th birthday of Josef Kurz. The VGC sent him a birthday card wishing him years of pleasant flights and always happy landings in the old gliders he has restored or recreated with his team of dedicated helpers. Restored gliders include SG38's, Grunau baby 2B, ES 49, Rohnebussard and K-2. Replicas built are Habicht E, Reiher 3 as well as Klemm 25, Flamingo, Siebe 202 and ME 163B. This has been a prodigious and unmatched achievement.

Saving the Peak 100. Nick Forder who is the Curator - Air & Space at The Museum of Science and Industry in Manchester, England is interested in obtaining the derelict Peak 100 glider that is stored at Dunstable. Would anyone care to assist them with its restoration to display condition? Please contact Laurie Woodage. Tel: 01438728777 (Home); e-Mail: L.P.Woodage@herts.ac.uk

From Geoff Moore: We are trying to locate local vintage glider groups to establish a data base file. This will eventually be a useful information file for members to find others at various clubs and locations. We would ask all

SUBSCRIPTIONS:

Will all UK members paying subscriptions by bankers order please increase the amount to twenty pounds (£20:00) as from now.

Will all EU members please note that the amount payable to their local secretary for the year 2002 is 33 Euros. Austen Wood, Hon. Treas.

known groups and other less known group(s) and individuals to contact us with their name group and location, email or telephone numbers and forward the information to us through membership secretary Geoff Moore at 'geoffmoore@madasafish.com'. This information will be displayed on the VGC website and will provide information about your group across many different countries including the UK.

Finish member risto.pykälä writes: Uusi osoite on, my new address is risto.pykala@urheiluilmailuopisto.fi

About the start of gliding in Asiago, I am working on a small book which should include a lot of old pictures. I am also checking the cost of this project, to see whether I can afford it or not. I already prepared the text in both Italian

and English. I will keep you informed. Best regards, Vincenzo

Member Allen Stacey tells us that Richard Cawsey is webmaster of the following site on which can be found production lists for a number of gliders. The address is www.rcawsey.fsnet.co.uk.

PETER UNDERWOOD wants it to be known that he is not at present working on the MINIMOO at Dunstable. The Minimoo just requires a new canopy and painting. Peter is currently working on Brian Middleton's SKY; he is giving it new fabric.

David Tarbutt draws our attention to the website of an acquaintance of his should any member ever fancy a painting of their glider or flying scenes. His name is Michael Stride and his web site is stride@ic24.net ■



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 Business Park, Copt Hewick,
Ripon, North Yorkshire HG4 5DF

The VSB-37

Translated from "Aviation and Cosmonautics" LXXVII, 2001 by Mike Gurney.

The 16.8m wingspan VSB-37 sailplane was the last design by ING. VACLAV OSTRADEL of the Brno University Sport Club (VSB), before he was killed in a flying accident on 30.8.37. The single seat, cantilever shoulder wing sailplane with elliptical cross sectioned fuselage, was the improved version of the 18 m. wingspan VSB-35, which was made up of two strongly tapered wing segments, each with a main spar and a diagonal bracing spar towards the wing root and geometrically crossed wing ribs forming the NACA 23015 wing profiles. For added strength, the plywood was diagonally laid, covering from the leading edge to the main spar, while the remaining area was fabric covered. Small airbrakes were also fitted into the wing's upper surfaces. On assembly, the two main spars were joined together inside the fuselage on the centre line, using two attachment points, front and rear, to fasten the wing front and rear, to the fuselage on each side. The entire fuselage, of elliptical cross section, was covered with plywood and the canopy was a light tubular frame covered with plexiglass. The instrument board had holes for six instruments. The joystick and rudder bar were normal, linked to flying surfaces via cables and the landing skid was of ash and was sprung with either rubber rings or tennis balls. It had a DFS type towing system. Just in front of the fin/rudder assembly, was an unusually well balanced tailplane, raised slightly above the rear section of the fuselage, mounted on two small pylons made from light steel tubing. As soon as plans were

available, work was started early in 1938 to build two gliders, serial numbers 1 and 2, at the MLL Sodomka workshops in Vysoke Myto in Eastern Bohemia. By the time the Czechoslovakian state split up early in 1939, both gliders were already in Stranik and had been taken over by the Slovakian authorities, which flew them under the registrations OK-310 and OK-311. Subsequently, the pair were moved to Bratislava-Vajnory Airport. During WW2, both gliders were taken over by the Slovak Flying Corps (SLES) and returned to Stranik, where they continued flying until they were eventually dismantled and stored. By the end of the war, much of the area around Stranik was undamaged. Later, only one of the VSB-37s was reassembled and flown again, using the fuselage of OK-310 and the wings from OK-311 until it was crashed in September 1945. Less significantly in 1938, a third glider was built at the VYSSI Technical College in CESKE BUDEJOVICE, Southern Bohemia, where several other gliders had been built during previous years. The College Dean probably gave permission to a group of students to go ahead and build a VSB-37 sailplane.



Top Right: preparing to bungee launch.

Right: (assume that this was taken during the 'Christening ceremony' at Ceske Budejovice mentioned in the text? - Ed)

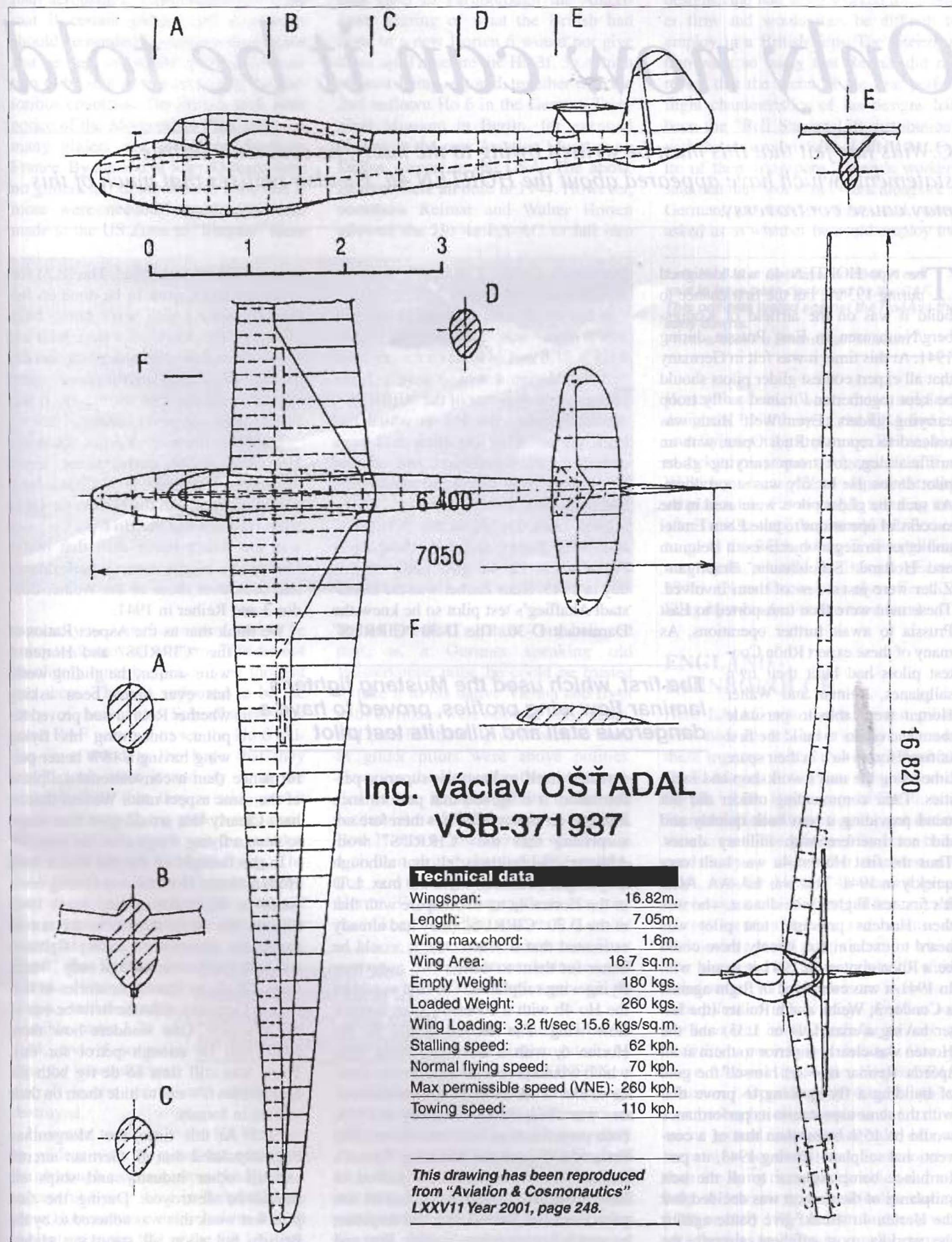


Unfortunately, whether this one was actually completed, will never be known. By 12.5.45, a number of students had already joined the Sailplane group, headed by Prof. Manak, who had found the glider stored in the College building, practically undamaged. All the cosmetic details were finished by Nov.1945 and it was ready for a test flight. The VSB-37 was first launched by bungee from a steep slope at Dubicne Airfield which is just east of Ceske Budejovice, piloted by Josef Manak, who later became Senior Consultant at the Picek hospital. The VSB-37 made its first public appearance at the Ceske Budejovice -Plana Air show on 22.6.47, where it was launched by aerotow, flown by Major Jiri Manak, who put on a fine display. As well as showing off his gliding skill, in 1948, the young 19 year old Karel Oberlettner carried out a soaring flight over Dubicne, lasting 3 hours 19 minutes. But it was during that time that many flights went unnoticed or "kept in the dark" as it were, which makes it difficult to record any such attempts. Ivana Chodane of the Koh-I-Noor N.P. (Company) offered financial support for the general overhauling of the VSB-37, which included replacing trailing edges, strengthening the main spar, plus the fitting of sideways hinged airbrakes on the upper and lower surfaces of the wings. The glider also received new instrument panel furnishing and the sailplane was completely recovered with new fabric. It had a new colour scheme of brown fuselage and wing, with beige leading edges, cream nose tip and fin, plus the inscription "Koh-I-Noor" painted on the nose just below the cockpit. During 1949, the sailplane appeared in the public square of Ceske Budejovice for its Christening Ceremony and it was due to take part in a competition with a number 7 on its fin. In July 1949, it had performed at another in Svetlik, South west of Ceske Bude-

joyce, again being flown by Major Jiri Manak. Later on, there had been a lengthy discussion with the Czech Ministry of Transport (MD), trying to estab-

lish how much of the glider was actually new! The reconstructed VSB-37, without registration, was released to fly for the very last time on 18.9.49, making a

perfectly good flight. Later, it appeared at several public events, until it was finally scrapped on orders from the SVAZARM. ■



Horten — the truth

Only now can it be told

C. Wills has felt that this must be written owing to the many, he considers untrue, statements which have appeared about the HORTEN 4a. He also realises that much of this may cause controversy.

The type HORTEN 4a was designed during 1938/9, but the first chance to build it was on the airfield of Königsberg/Neuhausen in East Prussia during 1941. At this time, it was felt in Germany that all expert contest glider pilots should be kept together and trained to fly troop carrying gliders. Even Wolf Hirth was ordered to report to Rudi Opitz, with an artificial leg, for troop carrying glider pilot duties. He luckily was stood down. As such the glider pilots were used in the successful operations to take Eben Emael and other strategic objectives in Belgium and Holland. Scheidhauer, Brautigam, Ziller were just a few of them involved. These men were then transported to East Prussia to await further operations. As many of these expert Rhön Contest pilots had built their own sailplanes, Reimar and Walter Horten were able to persuade them and others to build the first of four Horten 4a's in their spare time using the unit's workshop and facilities. Their commanding officer did not mind providing it was built quickly and did not interfere with military duties. Thus the first Horten 4a was built very quickly in 1941. This was LA-AA. After it's first test flights Scheidhauer, who was then Hortens principal test pilot was heard to exclaim that if only there could be a Rhön contest in 1941 it would win. In 1941 it was compared in flight against a Condor 3, Weihe and a Reiher (the latter having a max L/D of 1:33) and the Horten was clearly superior to them at all speeds. Reimar now set himself the goal of building a flying wing to prove that with the same aspect ratio its performance would be 15% better than that of a conventional sailplane. During 1943, its performance being superior to all the best sailplanes of the time, it was decided that the Horten 4a should give battle against the world's most efficient aircraft, the

Darmstadt D-30 "CIRRUS", with its proven max. L/D of over 1:37.

It has to be said that the Horten 4's aspect ratio was 21.8 and the "CIRRUS"'s 31.6 and so it was a forlorn hope that the Horten 4 would have a better performance than that of the "CIRRUS", especially when the Ho 4a which had been prepared for the trials had been damaged just beforehand and another Ho 4a had to be found for which there had been no time to work up.

Thus Hans Zacher in the "CIRRUS" and Scheidhauer and his white Spitz Purzel in the Ho 4a, gave battle on that day in 1943. Hans Zacher was the Darmstadt Akaflieg's test pilot so he knew the Darmstadt D-30. The D-30 "CIRRUS"

The first, which used the Mustang fighter's laminar flow wing profiles, proved to have a dangerous stall and killed its test pilot

revealed itself to have the superior performance. It is agreed that performance depends on aspect ratio, it is therefore not surprising that the "CIRRUS" won. Although the brothers felt that although they might be able to work the max. L/D of the Horten 4a up to compare with that of the D.30 "CIRRUS" (they had already estimated that it was 1:35), it would be better for them to design two quite new flying wing sailplanes. The first would be the Ho 4b with a 20 metre span laminar flow wing. The second would be the Horten 6, with a 24 metre wing span which would give it an aspect ratio similar to that of the D-30. In spite of the serious war situation for Germany in 1944, both projects were built and flown. The first, which used the Mustang fighter's laminar flow wing profiles, proved to have a dangerous stall and killed its test pilot Hermann Strebel who had forgotten to attach his parachute's static line and

took the Ho 4B into cloud. The RLM forbade any more work to be done on further Ho 4b's which were being built. However, two Horten 6's were built and one of them flew until almost the last day of the war being performance tested against a Ho 4a. The second Ho 6 was finished but was never flown.

The War situation did not allow the Horten 6 to be performance tested against the Darmstadt D-30 Cirrus, but it was compared with the Horten 4a. Glide trials revealed that the Ho 6 performance was that much better than that of the Horten 4a, as the latter's performance had been over those of the Weihe, Condor 3 and Reiher in 1941.

We think that as the Aspect Ratios of the "CIRRUS" and Horten 6 were similar, the gliding world has ever since been asking whether Reimar had proved his point, concerning his flying wing having a 15% better performance than a conventional sailplane of the same aspect ratio. We feel that he had. Clearly this would give him scope to design flying wings after the war.

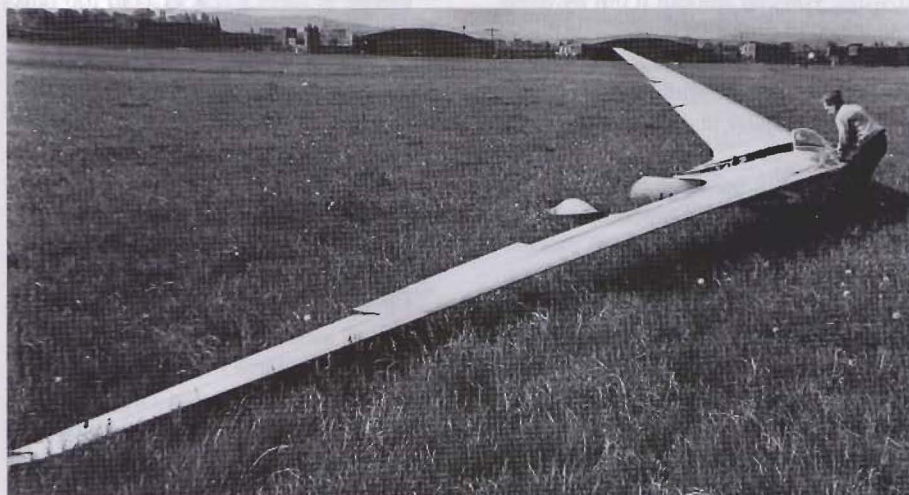
In the twilight of the 3rd Reich both Horten 4a and Horten 6 were being compared in flight during late April 1945 (during the early dawn so as not to excite the attention of enemy fighters) and with the American front only 20 kms away. Of all the incredible stories of that time in Germany, this one must be one of the strangest. One wonders how there could still be enough petrol for this. There was still time to de-rig both the new Horten 6's and to hide them on their trailers in forests.

1945. At this time, the Morgenthau Plan stipulated that all German aircraft and all other industry and ships etc should be destroyed. During the first post war week this was adhered to by the British, but soon all surviving gliders

were put into British Servicemen's Rest Centres. Even here they were not safe from the Allied Disarmament Commission, but gliders were more easily hidden than aeroplanes. There was a last hope that if certain gliders and aeroplanes should be needed for testing, they might just be kept out of the general destruction to be sent to test centres in the victorious countries. The French took little notice of the Morgenthau Plan and took many gliders and aeroplanes back to France. By the end of May 45 there were no gliders left in the British zone and if more were needed, expeditions were made to the US Zone to "liberate" them

armament Div. at Nellingen near Stuttgart. They were on their trailers in the French Zone. Although the British CIOS Team thought that they had organised them to Farnborough the Americans, hearing of what the British had done to a new Horten 6 would not give them up. These are the Ho 3f, 3g, which are now being restored, together with the 2nd unflown Ho 6 in the German Technical Museum in Berlin, for eventual display in the new Aviation Museum on Dulles Airport in the USA. The above Hortens were all built in 1944. However, somehow Reimar and Walter Horten allowed the Ho 4a LA-AC to fall into

materials which did not help the German war effort and in fact, had hindered it. Reimar had himself been running all the 7 different workshops producing his tail less designs, and had never worked for another firm and would thus be difficult to employ in a British firm. The interrogation went so badly that Reimar did not reveal that the secret of the near perfect flight characteristics of his designs had been the "Bell Shaped Lift distribution" with the maximum point of lift in the centre of their wingspans. Fairey's workers said that they would not work alongside a German and Jack Northrop said, when asked as to whether he could employ the



Left: Ho 6 VI at Göttingen in 1945. It was said to have been destroyed by the RAF. This one was tested against the Ho4A in the early dawns.

Photo is from the Smithsonian Museum.

especially as Americans were said to be going to destroy all of them. This did not absolutely quite happen but the thought was there. There is supposed to be the story of how Frau Scheidhauer took some RAF personal to see the Ho 6 hidden in a wood in the hope that they would look after it and fly it in the understanding that they would give it back as soon as flying gliders was again allowed in Germany. It was the one that Heinz Scheidhauer had been flying. The RAF took it to Göttingen? poured petrol over it, and set it on fire. We wonder if this is true and whether the British ever were at Göttingen?

Thus, the Horten 6, which was being flown, which had a possible max. L/D of 1:44, and if so was thus the most efficient aircraft in the world, was shamefully destroyed.

However, to return to the Ho 4a. Horten gliders were required for testing at Farnborough as there never had been a successful flying wing in Britain. Three more Hortens were delivered on British instigation to the HQ of the 9th US Dis-

Robert Kronfeld's hands. They believed that, as a German speaking old Wasserkuppe pilot, he could be trusted to take it to his native Vienna and fly it until Germans were allowed to fly again, and then he should give it back to them as glider pilots were above politics. However, the Horten brothers were startled to see it taken off its trailer and loaded into a DC-3 bound for England. Both Horten brothers always said that, as a civilian aircraft (with NSFK registration and among 4 Horten 4a's and 4 Horten 3's on WL strength so that they could keep their eyes on them?) it should

not be taken away from them or destroyed and that they were still its owners.

In England, REIMAR was interrogated by KEN WILKINSON, a

senior scientific officer at Farnborough and pre-war glider pilot. His report on Reimar was so damning that it was nearly impossible for him to get a job in England or in the USA. It said that Reimar had had no formal training and had never used wind tunnels and that he had been using German labour, workshop space and

Horten brothers "What, those sailplane designers"! Northrop in the USA had its own flying wing programme. Reimar had to seek employment in Argentina and Ken Wilkinson managed to import German sailplanes into Farnborough, agreeing that after their testing, they would be allowed to go to the BGA, when Civilian gliding was again allowed in Britain. (Easter 1946). (Hans Jacobs was also offered to Slingsby who declined to have him.)

ENGLAND - FARNBOROUGH.

Here LA-AC was flown by test pilots who had never flown gliders. It was there together with 1 Weihe, 2 Kranich 2s, 1 Meise, 2 Grunau Babies and 2 SG38s. The Hannover AFH 10 and Stummel Habicht were never got out of their crates. The gliders may have been used more as toys rather than test aircraft, but the Horten 4a was of great interest as it was the first tail less aircraft of real merit in Britain, and because of its kneeling prone pilot's position which was supposed to allow pilots to withstand more "G". (2 Meteors were built with pilots in this pilotage position but the idea was abandoned due to lack of visibility upwards and behind. One of these Meteors is in the Cosford RAF Museum.) Operation of the Ho 4a at Farnborough was hazardous due to frequent ground loops during take offs as there was no directional control other than the wing tip spoilers which did not help at low air speeds. Finally, during 1946 or early 1947, one ground loop was so severe as to damage a metal wingtip

Of all the incredible stories of that time in Germany, this one must be one of the strangest.

badly. Robert Kronfeld bought the remains which were sent to Hawkridge Aviation at Dunstable for repair. Robert was then unfortunately killed during 1947 near Lasham in the GAL 56 flying wing which he was testing. LA-AC was never again flown at Farnborough. Six other German sailplanes at Farnborough (Weihe, Kranich 2, Meise and 2 Grunau Baby 2bs) were handed over to the BGA in mid 1946 when British civilians were at last legally allowed to fly again after having been banned from flying from Easter 1940. The Horten 4a was kept at Farnborough longer than the other German sailplanes, because of its interest.

Flt Lt. R.C. (Jock) Forbes's test report for Hollis Button in the USA, who had bought LA-AC. Date:- 8th MAY 1950.

Mr Button. Dear Sir, I have been asked by your agents in this country to write to you regarding the Horten 4 which I understand you have purchased. I test flew it yesterday at the RAF Station, Cranfield, on behalf of the Trust for the late Robert Kronfeld. I understand that there is a Horten machine in the States, and you probably know all the facts and figures about it already. I believe too that you are a very experienced Power and Sailplane Pilot and there appears to be very little I could say that you don't already know or would very quickly find out yourself. It is a fact that the Horten IV's have had a very bad name since they fell into British hands after the war. Don't believe a word of these stories. Any bad name they got was due to the lack of knowledge and experience of those who flew them, and I tell you frankly, that if I had a thousand pounds to spare I'd have had this machine instead of you. I have to be satisfied with my Weihe!

Meanwhile I'll just give you a few tips about the glider which will prevent you from damaging it before you actually get it in to the air.

- (1) Check that the oleo leg is pumped up to the appropriate pressure before taking off. This is vitally important.
- (2) Don't attempt to winch launch it with its present nose attachment. You can fit a pair of Centre of Gravity attachments for winching and use a V-shaped cable at the end of the winch cable. This gives a perfect launch.
- (3) The correct aerotowing speed is about 100 kph but it will tow perfectly at speeds well in excess of this. Below 100 kph, it "waffles" along.
- (4) Vitally important on take off is to

ensure that the towing aircraft and glider are exactly in line and dead into wind. If the glider is not exactly at right-angles to the towing cable, the resultant swing at low speed can not be corrected and wing tip and undercarriage damage will be the result.

(5) Have only one agile person on your wing tip during take-off, who must support the glider until sufficient speed is available to enable you to use your controls. It comes unstuck very, very quickly, compared with an orthodox machine.

(6) In the air, there is little I can tell you except that if you have trouble during towing, you can smooth it out by using the wing tip drag surfaces simultaneously. This I learned from Horten's chief test pilot whom I know well. I personally had no trouble on the launch.

(7) In the air, it behaved absolutely perfectly, but you will probably have trouble on your first few flights due to harsh use of the controls. We become so used to flying sluggish machines that we tend to treat them a bit roughly. The little Horten does not like this, and you will soon get used to this too. It stalls at 45 kph straight and level and little height is lost in the subsequent recovery. The whole wing does not stall and there is ample control at, and beyond, the stall. The spoilers (*dive brakes?* CW) are exceptionally effective,

and I believe that they increase the rate of sink to 10 metres/sec. The result is that you can land exactly where you like. You can turn with, or without, using the tip spoilers (*rudders*) as you feel inclined, and I reckon you use the toe rudders automatically as one does on an orthodox machine. There is no lag at all on any of the controls and, with the C of G where it is with my weight on board, it flies hands off perfectly at any air speed depending on where the trim is set.

The weight empty is 560 lbs and I weigh about 165 lbs plus a parachute. I marked the laden and unladen Centres of Gravity on the fuselage for these figures. I have all the data for the performance of the thing, which you can have if you wish, although I hope that you will construct your own graphs from its actual performance in the air. If you do, I would like to know the actual figures under test as compared with the theoretical figures.

I might make one remark which I hope you will heed. Let no one else fly this

machine, otherwise it will be broken soon I promise you. It is a one-man machine.

I forgot to mention the cross-wind landing. I reckon that you just can not land with safety other than directly in to wind, as you can not correct the drift as there is no keel surface.

I really can not say anything else except that you have the finest machine in the world, and I wish you all possible luck and world records with it. I am taking bets starting now, that if you fly it in the National Contest this year, you will win with ease, even excluding your own skill!

I hope to meet a few of your top ranking pilots in Sweden this year at the International Contests. I know that Paul MacCready is flying a Weihe (*It is still airworthy at Lasham and is registered BGA 1093 CW*), but I don't know who the other pilots are. The three of us from this side are all flying Weihes - the only three Weihes we have in the country." (*BGA 433 and BGA 448. CW*)

I have my eyes on the only other Horten 4 left, as far as I know (LA-AD-CW), and I hope to have my hands on it fairly soon. If I do, I'll let you know. I'll give

Any bad name they got was due to the lack of knowledge and experience of those who flew them

you some competition then, because I promise you there will be none from any orthodox machine no matter how good the pilot is.

Meanwhile I wish you all possible luck

with this machine and if I can help you at all, just let me know.

Yours sincerely "R.C.Forbes. better known as "Jock" Forbes over here. To:- Mr Hollis Button, 615 5th Avenue, Valley City, North Dakota, USA.

"JOCK" FORBES, as RAF aircrew, started gliding with BAFO in 1945. He won Britain's third Gold C flying a Weihe in Germany in 1948. His progress had been rapid using the very good equipment the RAF had taken over in Germany. By 1948, he and Peter Malett were in the British National Gliding team flying Weihes in the World Championships at Samedan. In 1950, again with P. Malett, he was flying a Weihe in the British team at the World Championships at Orebro in Sweden (*Malett was flying a Gull IV*). In 1952, Jock was flying a SKY in the World Championships in Spain. During the 1950s, he left England for America with his wife, who was American, and his son.

To be continued.

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Bergfalke 111, 2 seat trainer. K13 performance. 2 axle trailer and fittings; parachute and barograph. £1,500 for quick sale. Tel: 01280 702269. (*Thanks to N.M.Neil from Brackley Northants who also provided me with a copy of an article from a back issue of Wingspan, which contained an excellent article about the Bergfalke. Unfortunately we cannot reproduce such articles without permission. If readers are interested however, then the article was in the July 1991 issue. – Ed*)

WRECKED CONDOR IV. Built in 1954. D-8306. Schleicher Factory Nr.47. Flying time only 476 hours, and 1,208 launches. Crashed in 1988 due to spin before landing. Remaining parts in one piece are:- rudder, fully flying tailplane, fin and rudder; starboard wing (damaged but half repaired). Undamaged spare canopy. Almost complete set of hardware (fittings? -Ed). Also a complete set of original Schleicher drawings. Its history papers are available from the first day. Apart from this, there is a main spar for the Port wing. All ribs are finished. Airbrakes are intact. For the new fuselage, all bulkheads and all parts are available to build a new fuselage and Port wing. Also new birch plywood can be cheaply provided. This was the second to last of 7 Condor IV s built by the Schleicher factory. Pilots who are seriously interested in buying all parts to build a new Condor IV should contact: Jochen Kruse, Tel. and fax:- 49-4122-41254.

All original drawings for SG.38 and Grunau Baby 2B are available from Martin Emka. Tel:49(0)1726518846. Price:about £150.

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Soviet sailplanes for sale? Johan van Dijk has drawn our attention to the following Hungarian website www.landings.hu/sovietplanes.htm. The first two sailplanes are both from 1957; one is an **Antonov A-11** and the other is a **Karvelis BK-6**. The third is an **Antonov A-7** troop carrier (1941/42) with room for 7 men.

The A-11 is an all metal sailplane with butterfly tail, which was used before the A15s were available, for record attempts. It has a 'mechanised' wing (variable geometry), in that the full span flap/aileron can be slid out of the wing to increase wing area for slow flight. 200 were built. There is no mention of its wingspan, but a guess would put it at 16-17 metres. A much smaller wing can be fitted onto an identical fuselage and tailplane, and the sailplane then becomes an A13 capable of full aerobatics and 400kph! The A11/13 have shoulder wings with no dihedral.

The BK-6 'Neringa' is a straight forward wooden sailplane which, in 1957, was designed in Lithuania for training for records by Karvelis. We guess that its span is 16-17 metres. 70 were built but all but two of them were flown in the Baltic States only. More details can be supplied by C Wills.

OLYMPIA MEISE BGA 449 (Schmetz built 1943, with trailer. The aircraft and trailer should be inspected before purchase. WL registered LF+VO. Offers to: Ruth Philips, Boswens, Wheal Kitty, St Agnes, Cornwall TR5 0RH tel. 01872 552430 or 01762 842798.

Schleicher Ka8b, year 1959, serial number 506, flown until last august in Didier's french association "Grenoble Vol a Voile" and now requiring a full new fabric. Otherwise, quite good condition. 5350 hours flown and 7750 starts. Current registration F-CIGC. Original registration HB-620. Proposed with basic (metric) instruments, for 1000 euro. For sure, it is not strictly "Vintage", but it is nevertheless a rather old one; eight years older than my Ka4 !! It could be an interesting basis for a member ready to start a reasonable restoration project, but without extensive woodwork nor any significant problems. Contact: "Grenoble Vol a Voile" at gvv@wanadoo.fr or "Didier Fulchiron" at didier.fulchiron@mail.schneider.fr.

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