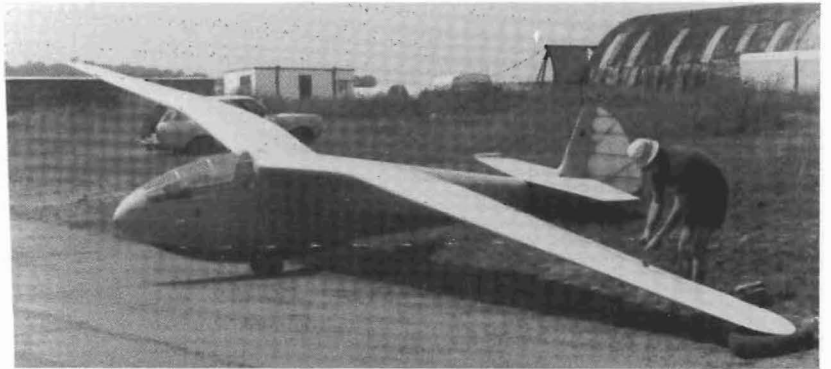
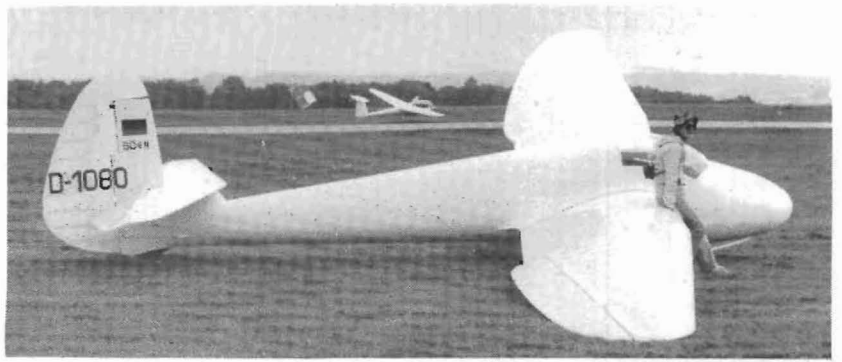




VGC News

No 59 Autumn 1986





CAPTIONS TO PHOTOGRAPHS

Top to bottom:

1. Goevier 2 - This aircraft was restored by Paul Serries and members of the Münster Oldtimer Club, just in time for the International Rallies in Britain. It was built to the old plans, because the plans for the newer Goevier 3 did not then exist, by a gliding club in some secret, to fly, when the ban on flying was lifted, in 1951. It is now the only Goevier flying in Germany and one of four Goevier 2's still existing in the world.
Photo by kind permission of Peter Mason.
2. Gull 3, at the time of its first flight after restoration by Michael Beach, at Wycombe Air Park in June.
3. This was the last Slingsby sailplane designed during the pre-war period and had its first flight in 1941.
4. The replica Slingsby Falcon I (RRG Falke) at the moment of its first flight
5. in the hands of Derek Piggott, during the 14th International Rally at Lasham.
6. The flight went off without any problems. The Falcon I was originally built by Slingsby Sailplanes as its first type in 1931. The replica was finished by Southdown Aero Services and John Sproule in 1985 and is a masterpiece of craftsmanship. It has now been bought by Mike Russell for his RUSSAVIA collection.

Photographs have been reproduced by kind permission of Peter Mason, Wilfred Harper and John A. Plowman.

CQVER PHOTOGRAPH:

Lasham Airfield at the time of the 14th International Rally. Vintage gliders can mostly be seen in the rigging area at bottom left. There is clearly room for many more.

Photograph has been reproduced by kind permission of Wilfred Harper.



The Vintage Glider Club

V.G.C. NEWS No. 59

President:	C. Wills
Secretary:	R. Traves
Treasurer:	W. Bishop
Rally Secretary:	G. Moore
Sales Manager:	P. Woodcock
Archivist:	Sally Shepard

Ever since its inception our Club has had a considerable proportion of members resident abroad, mainly in continental Western Europe. At a meeting of the Club's officers at Lasham in August it was decided to omit the words "of Great Britain" from the Club's title in recognition of the fact that the V.G.C. is an international organisation, albeit based in England and using English as its means of communication. (Existing stocks of stationery will be used up before the Club orders new supplies that embody this change.)

EDITORIAL

In spite of the wettest and windiest summer, the VGC managed to hold its largest international rally ever. 84 gliders were entered. The previous largest rally had 51 entries. From the number of vintage gliders which are known to exist, or will soon exist, it would not be impossible to imagine that the next international Vintage Glider Rally to be held in Britain might have more than 100 entries. This is a daunting thought.

In spite of the numbers taking part in the 14th International Rally at Lasham and the often far from good weather, we believe that most of the participants went home happy.

That the rally was the success it was, was due largely to our sponsor, Ideal Homes (Solent) Ltd. Such a rally could not have been run without them. We warmly thank them.

We thank also Lasham for having us, especially the Manager, Derek Piggott, the Chairman and everyone else at Lasham who found themselves helping us..... especially the kitchen staff, towpilots, towcar drivers, etc. etc.

We thank also our organisation team under Colin Street, who accomplished everything they set out to do.

We thank also our VGC Sales Managers, Sally Shepard and Pete Woodcock, who sold an incredible £1600 worth of our goods..... and also Robin Traves, who was interminably in the VGC tent receiving subscriptions and attending to VGC business.

We should also like to thank Geoff Moore and Colin & Alice Anson, who undertook the organisation and running of the Rendez-Vous 86 Rally at Dunstable.

We must also thank Ian Tunstall, our Publicity Officer, who through his photographs, drawings and articles, gave the VGC such publicity in some very good magazines, etc. as we have never had before. We call upon all members, who had his photographs, not to forget to pay him for them. His address is: Springfield Bungalow, Butlers Cross, Aylesbury, Bucks. HP17 0T5. Tel. 0296 624375.

Lastly, and not least, we must thank all the participants of these two International Rallies, most of whom lived in tents through all the rain and wind for two whole weeks and somehow survived. We thank them for coming and adding such a good spirit to the rallies.

For 1986 the VGC has awarded restoration and construction prizes to:

David Strange for restoring a Ka.3, Michael Beach for repairing and restoring the Gull 3, Bill Manuel for building again his 1931 Crested Wren, Paul Serries and the Munster Old-timer Club for restoring their Goevier 2, Christian Ravel and Pierre Plane for repairing and restoring the AIR 102, and Hughes Beslier for restoring the Arsenal 4III.

VGC Performance Prizes for 1986 go to: Werner Tschorn - Weihe 310 km triangle in Germany and Lou Frank and Norman James - T.21b 210 kms from Husbands Bosworth to the Isle of Wight.

We must also remember the efforts of Ian Smith and team at Lasham (the Lasham International Rally organisation) who overhauled and recovered an ex ATC T.31 in time for the rally, and Geoff Moore who restored an Eon Eton SG.38 in time for the rally in spite of having to organise the Rendez-Vous Rally at Dunstable.

It was all a tremendous effort by everyone concerned... and one that will be remembered for many years to come.

THE BEST CROSS-COUNTRY FLIGHTS OF THE YEAR

A 310 km Triangle for Werner Tschorn and WEIHE

From Werner's letter dated 22.5.86:

"At Frechen (near Cologne) we had a small contest during the period 8th - 17th May. However, as so often with flying, the weather did not co-operate and the 16th May was the only contest day.

For the wooden sailplanes..... these were two Ka 6 BR's, 1 Ka 8, 1 Vasama, 1 Weihe, a 310 km triangle was set. A 500 km triangle was set for the fibreglass Orchids. These were: 1 ASW 17, 2 LS-4's 1 LS-IF, 1 Cirrus and 1 LS3a.

At first we experienced a SW wind with cloudbase at 800 metres. This later went up from 1200 to 1800 metres. Unfortunately a warm front was coming in from the south and, as this was approaching more quickly than forecast, "even the largest raisins became deflated". However, soon I was well and truly involved with the task and had to fly beyond the autobahn to reach the second turning point. This meant finding lift below the overcast of the oncoming front. Then beyond the River Sieg, the sun broke through again so that the remainder of the flight went really without problems. When I passed over Frechen, seeing many sailplanes on the ground, I thought that they must have all got back from the 512 kms triangle. My battery was almost flat and I did not use my radio much.

After I landed, my colleagues, which included those who flew the super Orchids, congratulated me and said "You are the day's winner. We all gave up the task on the second leg and returned home." Then we knew, and not for the first time, what good gliders were already built in 1938."

Werner Tschorn ... translated by C. Wills.

210 kms in a T.21b - Husbands Bosworth to the Isle of Wight

This flight was carried out by Lou Frank and Norman James on Sunday, 24th August 1986. The duration of the flight was about four hours. After crossing the Solent, a sea breeze front lift was encountered which carried the T.21 to 4,500 ft. so that, as there was no more land to fly over, a grand tour of the island was made at altitude which gave the pilots a tremendous view. It was decided to terminate this when two T.21's of the Isle of Wight Gliding Club were seen below. They had never had a visiting aircraft before and were excited to have three T.21's on their field. The retrieve was made by

aerotow via Lasham where the night was spent. As the tail end of a hurricane was approaching, it was decided to leave Lasham to return home as quickly as possible.

150 kms Out & Return in a Sky

Lasham RAF Fairford and return was flown by Richard Moyses during the latter half of August

The Mg 19a has completed two 100 km Out & Returns this summer. Booker - Lasham return by David Jones and C. Wills and Lasham - Membury return by David Chapman and John Slater.

Further cross-countries were made by Tony Smallwood - Gull 1 during Competition Enterprise and by G. Beardsley - Bergfalke 3 during the Northern Nationals at Sutton Bank, who beat the BGA Twin Astir!

One has the impression that in spite of the bad weather, cross country activity has increased this year.

B.G.A. MEMBERSHIP FOR THE VINTAGE GLIDER CLUB

The following letter was received from the BGA dated 16th April 1986:

"Dear Chris,

Vintage Glider Club of Great Britain

Further to our correspondence last month I'm delighted to tell you that the subject of BGA membership was discussed by the Executive at their meeting last week. The Executive agreed unanimously to offer Honorary Associate Membership of the BGA to the Vintage Glider Club with immediate effect.

I do hope this will be agreeable to your club and I'm sure that we all appreciate the excellent work which is being done by your members in preserving and flying vintage gliders.

With kind regards,

Yours sincerely,

Barry Rolfe, Administrator."

On behalf of the VGC membership C. Wills would like to thank the BGA Executive for being kind enough to grant this to us. We now can feel that we are very much part of a family, officially recognised and, therefore, respectable. We will do our best not to let the BGA down regarding airworthiness of our aircraft or their operation.

DOC SLATER has been moved from the Saffron Walden old people's home to Primrose Croft, Primrose Street, Cambridge - Tel. 0223 354773. While comfortable and in good health, he is lonely and welcomes visits from glider pilots.

IAN TUNSTALL - We are sad to report that Ian no longer wishes to fill the post of VGC Publicity Officer. He took on the job a year ago. He took hundreds of photographs and made drawings of our sailplanes to illustrate several articles in modelling and aviation magazines. Never have we had such tremendous publicity before, and we probably never will have again. We thank him with all our hearts for what he has done for the Vintage Glider Movement.

A NEW VGC TREASURER - We warmly welcome William Bishop, who has kindly offered to do this work. He is an Englishman with a Scottish accent, being educated in Edinburgh and Aberdeen, and has been interested in aviation from an early age as he lived only a few miles from RAF Turnhouse. He was one of the founding members of the Aberdeen University G.C., being President for the first year of its life, and remembers rigging and de-rigging a T.31, and 2-minute circuits, at Aboyne. He was Treasurer of the Hambletons G.C. at Dishforth for 7 years, during which time the club was formed into a Limited Liability Co. (by Guarantee). He gained his Gold C flying a PIK20B, but it is the superb wave flights over the beautiful Yorkshire countryside which he remembers most. He has been working in industry in Australia and has sampled the delights of Narromine. Although time constraints now necessitate his remaining on the ground, he is pleased to offer his services as Hon. Treasurer to the VGC. We are clearly very pleased to accept his kind offer.

ERRORS IN LAST V.G.C. NEWS

Germany

As reported in the last VGC News, the Münster Oldtimer Club has been working restoring its Goevier 2. However, far from it being completed (as announced in the last issue of VGC News) an all out effort has been made to finish covering the wings in order to bring it to England. Particularly distinguishing themselves in the work were Wilfried Reuter, Ursula Dreskornfeld and, of course, Paul Serries, who has been leading the project. The result is to be wonderful to see!
(See photograph on inside front cover.)

Peter Riedel wishes it to be known that we had his age wrong when he was discharged from the Jungfrauoch last September. He was then 80 years old and he celebrated that birthday while he was at Thun.

For Bruce Sinclair, the Yorkshireman who owns the Nord N.2000 BGA with Martin Breen, should read Mike Sinclair. Sorry Mike!

TECHNICAL NOTICE OF VITAL IMPORTANCE TO VINTAGE GLIDERS

Owing to the much more powerful winches coming into use in the British gliding clubs, the BGA has decided to adopt the German system of weak links on launching cables. The BGA has circularised the following notice to all their clubs:

"The BGA Tech. Committee letter dated 13th May 86 draws attention to the need for stronger weak links for winching and suggests suitable German equipment and sources. British links are available which also meet the requirements of the three colour codes suggested for general use.

For WINCHING the Astley Mitier link should be loaded as follows:-

<u>Glider Coding</u>	<u>Fit red staples</u>	<u>Plus</u>	<u>Yellow Staples</u>	<u>Astley Rating</u>
White 1100 lbs.	1	+	1	1105 lbs.
Red 1650 "	2	+	1	1585 " *
Brown 1870 "	0		3	1875 "

* 1585 lbs. = 1650 less 4%

MITIER Links are stainless, tough and durable and staples only 10p each.

White, red or brown PVC coated nylon mater is available in our canvas and rope factory to make shutes or sleeves for easy identification.

For aerotowing, the smaller Mity links are light, neat and proved over the last six years. If you are unlucky enough to be hit by the end of a tug rope, you may live to thank someone for fitting an Astley link. We are currently recommending and supplying 150 ft. ropes of 10mm diameter polypropylene as the best compromise between low stored energy, weight, durability and cost."

(Sales for gliding represent less than one thousandth of Astley's turnover, but we think they contribute to safety, which is why we spend so much time pushing them - its true.)

From: Michael Astley, Astleys Ltd., Gosford Street, Coventry, CV1 5DJ - Tel. 0203 20771.

The VGC says: Clearly the importation of modern and more powerful winches could lead to much faster winch launches for our poor, very old, wooden aircraft. While most of our very good winch drivers would not do this, they may find it hard to avoid as modern winches may not run slowly enough. Therefore, we can only recommend our pilots to assure beforehand that they are to be launched with the first ASTLEY colour-coded weak link.

1987 RALLIES

Minimoa - 50 year Jubilee - Münster

Friday, 17 July - Sunday, 19 July.

Everyone will be welcome at Münster/Telgte. The celebration will take place on Saturday, 18th July, when only 50-year-old gliders will fly.

Further details can be obtained from: Paul Serries, 4400 Münster/St.Mauritz,
Agnes Miegelstrasse 1, West Germany.

Many old time designers and pilots will be present.

1987 Rendez-Vous Rally - Traben-Trarbach

Monday, 20 July - Friday, 24 July... as guests of the German/American Gliding Club.

Traben-Trarbach is a smallish airfield, conveniently situated for those travelling from U.K., Holland, Belgium, N. France to Aalen.

Restricted Hangarage - DM 6.00 per night
Camping - DM5.00 per day per person
Winch launch - DM 3.50 per launch

Further details can be obtained from Paul Serries.

15th International Vintage Rally - Aalen/Elchingen

Saturday, 25 July - Friday, 31 July.

Under the aegis of the Luftsportverein Aalen.

Aalen is a large airfield, well used to running competitions and rallies. Arrangements will be similar to those at Burg Feuerstein. We are promised the use of a hangar taking 15 gliders rigged. A small charge will be levied.

Caravans - DM 6.00 per day
Tents - No charge
Campers - DM 4.50 per day per person
Small dormitory (20 beds) - DM 6.00 per night

Camping, washing and refreshment facilities are very good. Airfield restaurant and hotel. Bed and breakfast - DM 26.00 per night. Book directly with Herr Retting - Tel. 07367 7868.

The over-all entry fee is likely to be the same as at Lasham, i.e. about DM 100.00 per pilot. Further details in due course. Our local representative is Rainer Karch of Mu 23 fame.

1988

16th International Rally - Bourges, France.

This will probably be preceded by a Rendez-Vous Rally at Angers. Advanced planning is going well.

Meise 50 year Jubilee

Jorg Ziller is interested in organising this. Meise, Eon Olympia, Nord 2000 owners watch this space!

INTERNATIONAL RALLY COMMITTEE

Willi Schwarzenbach - Switzerland
Paul Serries - Germany
Jan van Beugen - Holland
Firmin Henrard - Belgium
Angus Munroe - Norway
Didier Fulchiron - France
Colin Street - Great Britain

At the meeting of the VGC International Committee it was agreed to authorise Angus Munro, a long-standing member (remember Dunstable 1976?), now resident in Norway, to explore the possibilities of holding an International Rally in that country. Angus is to report back at the next International Committee meeting.

The Committee was informed that French plans for the 1988 International at Bourges in central France are well advanced. A firm date has yet to be fixed.

The Committee approved the suggestion made by Colin Street (Great Britain) that International Rally profits should be placed in a separate, central fund to be used exclusively for funding future International Rallies, and it was also suggested that such money could be used to purchase block cross-channel car and trailer tickets at reduced prices. VGC members would thus benefit from the purchasing power of the club, but would not be directly subsidised, since they would pay the club for the (reduced price) fares.

A NATIONAL RALLY for 1987

Geoff Moore, our Rally Secretary, writes:

"By way of interest, would any members please contact me with a view to running VGC 'Safari' weekend gatherings during 1987 at their sites? We need a number of widely differing flying fields far and wide. Come on now, in the far north and south-west are just some of the areas which still need to be explored by vintage gliders. Please advise me as soon as possible, so that a programme can be arranged.

I can now announce the dates for the next National Rally. This will be held at Camphill, near Buxton, Derbyshire, the home of the Derbyshire and Lancashire Gliding Club. It will run from Sunday, 17th May to Sunday, 24th May, which is a Bank Holiday weekend. This is a wonderful site, with hill lift and thermals. It could be a super week, so make a note of it in your diaries now.

In the next VGC News will be further details of our National and International Rallies." Details from Geoff Moore - "Arewa", Shootersway Lane, Berkhamsted, Herts. - Tel. 04427 73258.

1st INTERNATIONAL OLDTIMER GLIDER CONTEST - Austrian Gliding Museum, Hundsheim - Spitzerberg

An Austrian Vintage Glider Rally

This is to be held at the famous site of the Spitzerberg, 50 kms east of Vienna, from the 4th - 8th June 1987. All launches will be by bungee. Contact address is: President (Technical Councillor) Toni Kahlbacher, A-6370 Kitzbühel, Aschbachstrasse 8, Austria - Tel. 05356 2511.

This first International Oldtimer Gliding Contest is open to all gliders which were built before 1st January 1966 which have Certificates of Airworthiness. Please notify the above address as soon as possible if a participant is interested in receiving further information concerning this event. Contest jury will determine pilots' positions by evaluating start, flight, duration of flight, precise landing. Construction year of glider and age of pilot will be taken into consideration.

This is the site of the pre-war and war-time duration records (Mg 9a and Goevier 2) and formerly was a Reichsegelflugschule, although some of the latter's facilities do not now exist. Very good thermal and hill soaring conditions exist over extensive slopes. However, air traffic restrictions due to Vienna-Schwechat Airport should be ascertained (800 metres max.?).

Valuable prizes are foreseen for competitors. The Austrian Gliding Museum is at this site. There will be events for aerobatic aeroplanes and gliders, models, old cars, hang gliders, balloons and parachuting. There will also be evening entertainment with national dances and music.

"Glück ab - Güt Land!"

Could the Chief Organiser, Toni Kahlbacher, be he who flew the 1938 duration records?

The old records from the Spitzerberg:-

5-6. 8.1938	Kahlbacher/Tauschegg - Mg 9a	Hundsheimer Kogel	23 hrs. 49 mins.
8-10.9.1938	Kahlbacher/Fuhringer - Mg 9a	" "	40 hrs. 38 mins.
1-3. 6.1939	Fuhringer/Hofmann - Goevier 2	" "	49 hrs. 5 mins.
19-20.11.1942	Eric Vergens - Weihe	" "	45 hrs. 28 mins.

We have just received new information of 8 - 11 hr. duration flights during "navigational exercises", which included a 382 km triangle in a Weihe, by 17 year old boys during the summer of 42.*

* We will reveal more information of this.

BRITISH NEWS

VGC National Rallies 1986

Due to the load of the two International Rallies on our national organisers, only limited National Rallies were held in Britain this year.

The first was held at the Blackpool & Fylde Club during the weekend of the 25th May. Our organiser at the Blackpool & Fylde Club for this was Bob Boyd. The weather for the weekend was a strong, damp, westerly wind coming straight off the sea. Visiting the rally was the Tony and Michael Maufe, Kite I, and the Harbinger. Launching the Kite I in the strong wind was an interesting experience. On the Sunday, there was often cloud on the top of the hill at 900 ft. with the lift going up into it. Only two-seater (Blanik) flights were possible and the exercise was to keep the Blanik in the lift, on the hill at between 700 and 900 ft. without it going into cloud. All VGC members present flew. It was also possible to view the good progress being made on the new Gull 3. The cold and damp of the previous winter had delayed it enough to prevent it being finished in time for the International Rallies. The Blackpool & Fylde Club members did all they could to give us a good time and we warmly thank them.

The second was an informal rally organised at short notice by Francis Russell at the London Gliding Club during the weekend of 21st September as it was felt that some of our members, because of the bad weather and having to organise the International Rallies, had not had a chance to do much flying this year.

Contrasting with the clouds and rain and often high winds of the previous rallies and especially the weather of the Rendez-Vous Rally at Dunstable, we were greeted by cloudless weather and almost no wind. The day before the rally produced cumuli and thermals to over 3,000 ft. above site. Ron Davidson..(Petrel), Tony amd Michael Maufe..(Kite I), Francis Russell..(Rhönsperber) and others were able to take advantage of this and fly upwind to a point on the MI motorway before returning to the site.

The inversion on the Saturday descended to 2,000 ft. and, on the Sunday.. to 1,000 ft. This made soaring rather marginal. What wind there was, was on the hill, or rather the bowl, but little thermals from especially the pig farm, augmented this. On the Sunday, the wind caused eventually almost all the hill to work... just. Soaring height above the launch point was about 400 ft. and there were almost no thermals. C. Wills flew the Rhönbussard BGA337 for 1 hr. 20 mins. on Saturday and for 2 hrs. 36 mins. on Sunday during the two flights at low altitude. Indeed, it would seem that VGC gliders outsoared all other gliders during the weekend of very marginal lift. As the inversion had reduced by 1,000 ft. on each day, it was expected that it would be at ground level during the day after the rally.

John Edwards, the owner of the 1947 (ex Frank Reeks) Grunau Baby 2b, BGA 963, was present flying a French-built Italian M.100. Martin Simons, auther of the book "The World's Vintage Sailplanes 1908 - 45" was visiting us from Adelaide, Australia, and was photographing our gliders in the brilliant sunshine (nothing compared with that of South Australia though). The Mu 13d-3, BGA 2269, was also being flown.

Our thanks once again go to the London Gliding Club for having us, to Francis Russell for organising a very pleasant little rally, and to Ted Hull for being duty pilot on Sunday.

Rendez-Vous 86 International Rally - London Gliding Club, Dunstable.
Saturday, 26th July - Saturday, 2nd August.

Organisation - This was almost entirely achieved by Geoff Moore, who undertook all preliminary letter writing, briefing and organisation during the rally. Colin Anson and his wife Alice undertook briefing and general communication in German and much of the organisation at the time. Other Dunstable members, especially Francis Russell, did much to help during the week. Our thanks go to them all, and especially to the London Club's Committee and Chief Instructor, for having us.

The weather - We had hoped that the previous bad summer would mean that this time we would have had a better one. Well, we did not have a spring and, apart from a hot spell at the beginning of July and an Indian summer in October, we did not have a summer this time. The weather chart at the end of July/beginning of August presented a daunting prospect of a succession of trailing low pressures (warm fronts) stretching back across the Atlantic to Newfoundland, with a large high pressure area to the south west. We were continuously informed that the high pressure would eventually force the low pressures to the north and that the end of both this week (and the next) would be fine weather. This did not happen, and the whole line of low pressures came exactly over England, while 300 kms to the south was a perpetual heatwave with a temperature of 100 degrees F experienced in Paris and almost everywhere else in Europe. However, no line of weather systems over England is ever straight, so that after the low pressures there were sometimes wintery thermal conditions when we could even fly. However, there were other days of rain. On the one good flying day, ridge soaring and limited thermal flying was possible and Bjarne Reier, Norway, kept his Grunau 9 primary glider up for over an hour on the slope. On the other days and nights, keeping tents up was quite a problem.

Social activities - On some of the rainy days at Dunstable, our members visited the Shuttleworth Trust, the Duxford Aviation Collection, the RAF Museum, Cambridge, and Dr. Slater, etc. At Duxford, Russiavia's very fine DH-2, Tiger Moth, DH Rapide and BAC Drone, all restored by our member Mike Russell, were much admired. We understand that he is currently working on the DH Humming Bird at home. During one evening, there was a fine barbecue, while, on another evening, there was a grand exposition of colour slides on American gliders and gliding history by Bob Storck.

Gliders present - Although, on account of the weather, some of the gliders may never have been rigged, we believe that the following gliders were present with their owners but ask members for forgiveness should they not have been there, or were there, and are not mentioned!

France

Didier Fulchiron	- Nord 1300 - F-CRGN
Guy Hamon	- Breguet 904 - F-LLFR
Hughes Beslier	- Arsenal 4.III - F-CAAH
Marc Bourdon	- Caudron C.800 - F-CBAN

Switzerland

Cheesli (Hansweli Renz)	- Castel C.25S. Much of the week was spent at Eric Rolph's house (Moreton in-the-Marsh) fitting it into his bus.
Daniel Steffen	- Spalinger S.18 - NB-510
Peter Egger	- Spalinger S.18 - NB-458
Tommi Aebersold	- Ka 6E
Jost Frey	- Kranich 3 - HB-538
Werner von Arx	- Minimoa 36 - HB-282

Norway

Bjarne Reier	- Grunau 9
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Holland

George Slot	- Rhönlerche Ka 4 - PH-247
Jan Förster	- T.31

Holland cont'd.

Jan Vermeer - Prefect - PH-192
Jan Grundemann - Prefect - PH-198
- Ka 6CR - PH-337
Hans Dijkstra - Goevier 3 - PH-209

Germany

Christian Kroll - Cumulus - D-6059
Adolf Zöller - Libelle L-10 - D- 8564
Gisela Dreskornfeld - Goevier 2 - D-1080
Wilfried Reuter -
Jörg Ziller -
Paul Serries -

Britain

C. Wills - Rhönbussard - BGA-337
David Chapman - Mg 19a - BGA-2903 OE-0234
Ted Hull - Moswey 4a - HB-522 BGA-2277
Bob Boyd - Kite I - BGA-251
Ted Hull - Kite I - BGA-394
Angus Munroe - Grunau Baby 2b - BGA-1289
Francis Russell - Rhönsperber - BGA-260
Martin Harris - Rhönbussard - BGA-2077
Martin Breen - Nord N.2000 - BGA
Austin Wood & Partners - Harbinger - BGA-1091
Geoff Moore - Mu 13d-3 - BGA-2269
- Kranich 3 - BGA-2814
Bob Arnold - Goevier 2 - BGA-1992

U.S.A.

Bob Storck -

Hungary

Imre Mitter, his wife & son

Thus it was that by Saturday, 26th July, a great number of VGC members and aircraft had assembled (their tents seemed to go on for ever) on the very exposed field of Dunstable, ready to do battle with the elements.

The flying - day by day

Saturday, 26th July: Wind SSW. Limited hill soaring was possible in the bowl with hang-gliders.

Sunday, 27th July: A brief opening ceremony took place at 10 a.m. with speeches by the President of the LGC Garfield, Chris Wills - VGC President, Geoff Moore and Colin Anson. Hughes Beslier received First Prize for his previous day's flight in the Arsenal 4III. Wind - south. No hang-gliders... very limited hill soaring was possible, but Harbinger, GB 2b-2, Cumulus (Christian Kroll), Kranich 3, Arsenal and Breguet 904 flew, as well as the Goevier 2 - (Bob Boyd) from Husbands Bosworth. Some members visited the military air display at the Shuttleworth Trust. There were 19 flights and 8½ hours flying time on this day.

Monday, 28th July: Fronts - fronts - fronts - stretching to the west. Goevier 2 flew twice with Bob Boyd and Bob Storck.

Tuesday, 29th July: Slightly better soaring conditions. 20 km out & return task was set to the white water tower near the ex-airfield of Wing. Hill soaring was available to all. The Prefect, PM-192, alone completed the task flown by Jan Vermeer. The Harbinger reached a point level with the turn point. David Chapman landed the Mg 19a near the turning point. Bjarn Reier hill soared his Grunau 9 Primary for 15 mins. over the hill. It was the first time most of us had ever seen a primary glider being soared. It was a foretaste of what was to come. 37 hours were flown on this day.

Wednesday, 30th July: Rain all day. Visit by members to Duxford. Russavia Fleet admired (Rapide, Tiger Moth, Drone and Dh-2 admired). Visit by C. Wills and Hungarians to Cambridge. Dr. Slater visited. Barbecue in the evening at the LGC.

Thursday, 31st July: There was hill soaring for all on this day, using most of the LGC ridge. Thermals were available, but these drifted sailplanes quickly back towards Luton Airport. From one thermal, it was difficult to contact another into wind, and most pilots had to resort to hill soaring again. This was our best flying day during the rally. The flight of the rally was put up by Bjarn Reier during the late afternoon. He soared his Grunau 9 Skullsplitter primary glider for over an hour on the slope. It was a tremendous experience for him. It was easily his longest flight in this machine, which he had built himself as a replica of a 1926 Grunau primary. During the next day's briefing, when he was awarded the first prize for the previous day's flying, he explained how in Norway there are lots of mountains but few airfields from which such a flight could be made. He had had to come all the way to Dunstable to make such a flight. Bob Storck gave us a magnificent show of colour slides representing US gliding history in the evening.

Friday, 1st August: Bad weather. Only two gliders flew. One of these was the famous Blue Brick T.31.

Saturday, 2nd August: Grand depart for Lasham.

An account, written at the time, of the 14th International Vintage Glider Rally at Lasham.

DAY BY DAY by Ann Welch

Saturday, August 2nd

It was amazing that members coming across the channel did not take off before reaching Lasham. The west wind was so strong that even the fast glass Lasham gliders lurked securely in the hangar. But it was not cold and the sun tried hard to avoid the racing clouds. Rally headquarters were the Lasham 'Brown Elephant' building - called Elephant because many years ago someone bought it cheap and did not know what to do with it; and Brown (instead of white) Elephant because that was the colour of the walls. Usually the Brown Elephant is used as a competition briefing room in the summer and a large and chilly space to work on gliders in the winter. For the Rally it had been given a face lift - or more correctly a new floor - with 20 tonnes of concrete laid by hand, by VGC members Ian Smith, Richard Moyse, David Ballard and Colin Street. These, and others, had taken the previous week off work to work even harder at getting everything ready.

Dunstable had been home to VGC members from abroad for the previous week, so some did not have too far to drive to Lasham, particularly with a tailwind component!

First to arrive at Lasham were Ron Davidson and Pat from Husbands Bosworth with their Petrel, and first from across the channel was Count Werner and Margrit von Arx complete with Minimoa.

By the Opening Ceremony 83 gliders with pilots and crews had reached base from 10 countries, leaving only three to come; a lack obscured by large numbers of visiting enthusiasts. The wind blew when Colin rang the traditional cow bell to start the official opening. Speeches by Colin, Chris Wills, Richard Noble, sponsor John Burton were good and short - Chris managing crisply in three languages. This tour de Force must have defeated the wind god, for the strong breeze slackened, and the show could go on. This started with Julie and Charlie Shea-Simonds, Chairman of the Royal Aero Club, in Tiger G-AGZZ, climbing over the airfield for Julie to drop by parachute with the new VGC flag. After that the air was filled with vintage tugs and gliders, superb aerobatics by Derek Piggott (who else?), a neat display by a Stampe, formation aerobatics of beautiful smoothness by two RF4s, and nostalgic flying in the evening sunshine by a Harvard and the RN Swordfish. Finally, the modellers took the scene with their magnificent 1/4 or 1/5 scale model gliders and tugs. Aerotowing and winch launching continued with great competence and skill until poor light threatened to stop play.

In the meantime, there was a drift towards the warmth of the Brown Elephant and the home made punch and thousands of sandwiches cut by VGC helpers all afternoon. It was a great get together to meet old friends.

Sunday, August 3

It rained. It was cold and went on raining, so after an extended briefing to pass the time pilots and crews watched films or continued to admire the hangar stow, directed by Mike Russell, with no less than 76 interleaved and overlapped fully rigged gliders. Driving back from Basingstoke (12km) Toby Fisher spotted a pedestrian trudging along carrying 3 suitcases. Yes, he would like a ride. He was a Hungarian on his way to the Rally.

The rain did not stop, which was specially sad for the Sponsors, Ideal Homes. So Derek Piggott and David Ballard did their best for them with films and talks, but even this was not without incident when the rain which had been collecting relentlessly on top of the tent burst through on to one of the waiters.

The first American entrant to a VGC International Rally is Luke Closson, of Eastern Airlines, who is flying one of the two RAF T21s which he has bought to take home with him.

This Sunday was celebrated, in spite of the rain, by the award of Diplomas to those great supporters of vintage gliding:

Paul Serries and
Willi Schwarzenbach

on their election as Honorary Vice-Presidents of the Vintage Glider Club.

Monday, August 4

It was a beautiful flying day with cumulus drifting along in the gentle west wind. There was even quite a lot of sunshine. The task was for Duration, and it was won by David Charles, Skylark 2, who flew 5 hrs 3 min for his 70 points. Second was Evert Jan Vermeer with his Prefect. His time was 4 hours 1 min to score 65 points, and third was P. de Crom and H. Wisselijck in their Goevier II, 36 points. No points at all were scored by Geoff Moore, who had to abandon the aerotow of his Eon Primary because of the turbulence, and landed ahead outside the peri track achieving the honour of making the first outlanding of the meeting.

The evening was fun as well. It was the British Evening with plenty of food and drink - again produced by the volunteers who never stopped. There was a remarkable display of sword dancing; not jumping about over swords on the ground, but knitting a remarkable cats cradle with six swords held at both ends, and only to be unravelled by the sober. These were followed by Morris dancers, who also sang. They were large, bearded and from Portsmouth, home of the British navy, so it was not strange that for every pint of beer supplied to them by Colin, the more lively the dancing became. At both the beginning and the end, because they were given a fine encore, there was country dancing by the girls in green - the Minden Roses. All this ended at around eleven, just in time for a good sleep before, hopefully, another flying day.

Tuesday, August 5

Although the forecast was for rain by afternoon, there was general delight that the met men were wrong; it was still sunny with a warm westerly as late as 1600 hrs. Again the task was for Duration, because the wind was a touch fresh for easy keeping in free airspace.

Nevertheless, several cross countries were made, some ending in fields, and others, including Day winner Ron Davidson in his Petrel. (77 points). He flew for 6 hours 10 minutes visiting Winchester, and Middle Wallop before returning to Lasham for a further 3-4 hours local soaring. Cloud base was very English at 3500 ft. and so were the 2-4 Kt thermals, but sometimes better at 6Kt. Ron's greatest height was 4000 ft up the outside of a cloud. Ron reckons the whole flight was the best and easiest he has had for years in the Petrel, after looking down on glass gliders much lower than the Petrel, some on the ground. It was a day to keep high because it was a real struggle to stay airborne if you got below 1000 ft. It was one of those days with such a beautiful sky that frustration set in rapidly when you were on the ground. Second for the day was Daniel Steffen in his Spalinger 18 HB 510, who soared 4 hrs 27 mins for his 61 points. Third was the youngest glider, Skylark 2 BGA729 flown by Arthur Elvin. He was not far behind with 57 points after 4 hours 9 minutes.

Wednesday, August 6

Now it was not so much the rain which stopped flying but the wind. It was even too strong for many of the Lasham gliders. So in the morning the great vintage auction was held. £337 was the result of a fine display of 'taking in each other's washing' with 158 lots of goodies both donated and bought by glider pilots. Most popular were bound early copies of Sailplane and Gliding, as well as a 60 year old altimeter. Slightly warily people bid for the many sealed mystery packs, and not all were disappointed as these contained aircraft components from the NATO US airbases in France, got rid of by de Gaulle.

Much of the afternoon was spent preparing for the Continental evening. There was fine food and drink from Germany, Switzerland, France and Holland, with hot chips by Belgium and fiery liquid in beautiful bottles from Hungary. The cabaret, with as 'hostess' Ian McDougal dressed in chiffon (not his usual wear as Lasham tug pilot!). Peter Bourne; owner of the Scud II, reputedly the world's oldest airworthy glider, as compere and song leader. There was even an orchestra of President Chris Wills, horn, and Anthony Gagg, aged 14, trumpet. The Song Competition was won by Holland, with a topical 'Ideal Homes' version of O My Darling Clementine. This excellent evening finally expired at 0300 hrs, having been faithfully recorded on video by Werner von Arx.

Thursday, August 7

In spite of the continuing wind and rain vintage pilots have continued to arrive, two more registering today: Mike Hodgson with his Tutor and Luke Glover with the unique Viking I. This brings the total to 88.

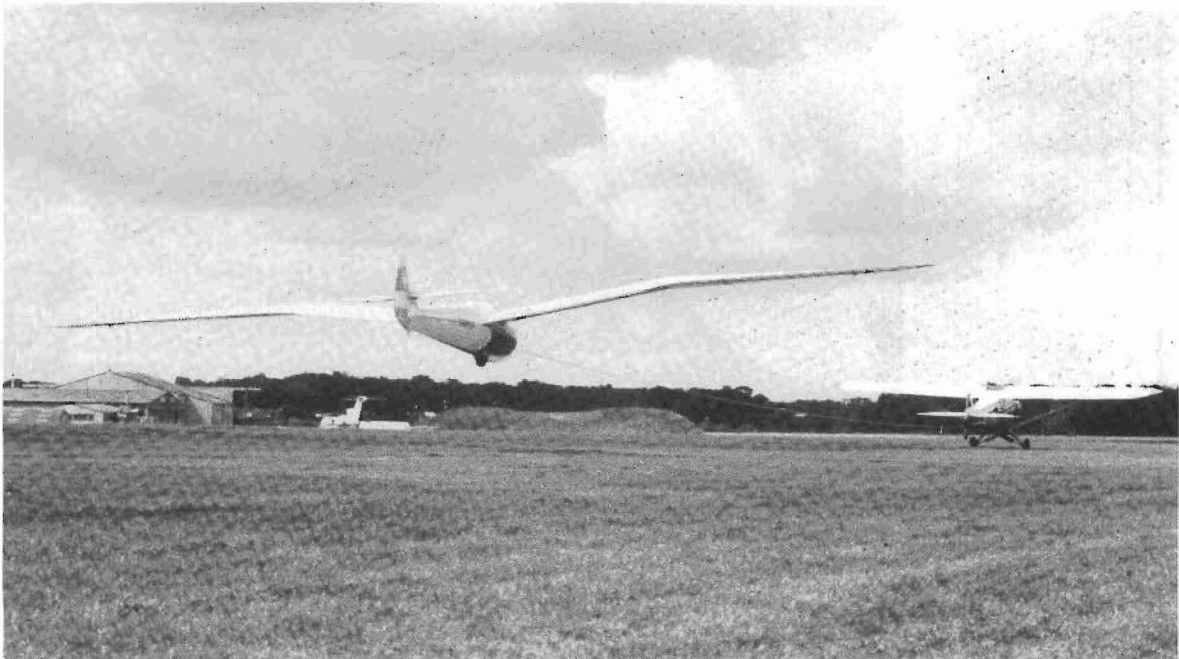
There was also a birthday for Mike Russell, and tomorrow another one. Rally Director, Colin Street, who ought to feel his age after all his hard work (but who doesn't look it).

CAPTIONS TO PHOTOGRAPHS

Top to bottom:

1. Line-up at aerotow point at Lasham during the 14th International Vintage Glider Rally. Foreground wing - AV.22. Behind - Eon Baby .. Mary Thompson. Behind that - Harbinger Mk.2.
Photo by kind permission of Peter Mason.
2. Minimoa 38 - Münster Oldtimer Club at Lasham. Restored by Rainer Willeke during 1954. On left behind, Eon Olympia of Michael Gagg.
Photo by kind permission of Peter Mason.
3. FVA 10b "Rheinland". It was restored to fly last year by Michael Beach. It is now in its 1939 colours and markings.
Photo by kind permission of Wilfred Harper.
4. Rhönsperber - This aircraft was winner of the 1938 and 1939 British National contests, flown by Kit Nicholson. It is now owned by Francis Russell (seen by its nose) and Carol Taylor. This Sperber was originally built in 1935.
Photo by kind permission of Wilfred Harper.





CAPTIONS TO PHOTOGRAPHS

Top to bottom:

1. Minimoa 36 HB-282, which was built in Switzerland before the war and has been lovingly restored by its owner and pilot Werner von Arx.
Photo by kind permission of the Southern Evening Echo.
2. Minimoa 36, HB-282, which was restored in 1984, is seen taking off during the 14th International Rally at Lasham.
Photograph by kind permission of the Southern Evening Echo.
3. The line-up at the aerotow point during the 14th International VGC Rally at Lasham. In foreground is Hutter H.17a, BGA 2847, Rheinland, BGA1711, and King Kite, BGA 2769.
Photograph by kind permission of Peter Mason.

ENTRY LIST

FOR THE 14th INTERNATIONAL VINTAGE GLIDER RALLY AT LASHAM

Belgium

<u>Name</u>	<u>Address</u>	<u>Glider</u>
Désiré Quaeyhaegens	Boomlaarstraata, 2500 Lier	Schweizer SGU 2 22A
Stan Vanuytrecht		00-DAC
Firmin Henrard	Rue de Porcheresse II, 5361 mohiville-Hamois	Spatz 00-ZIE

Denmark

Niels Ebbe Gjørup	Silkeborgvej 2, DK.7400 Herning
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France

Daniel Clement	67 Bvd Jacques Millot, 4,9000 Angers	
Claude Darquennes	Les Froges, 28-B5340	
Didier Fulchiron	7 Rue Louis Le Aardonnell, 38100 Grenoble.	Nord 1300 F-CRGN
Dominique Gatard	56, Bis Rue du Val'D'or 92150, Suresnes	
Marc Bourdon	Rames Moulis 09600 St. Crippons	Caudron C800 F-CBAN
Jean-Michel Ginestet	L'Etana Magny, Saint-Yan, 71600 Paray le Monial	
Guy Hamon	17, Rue Mercadet, 75018 Paris	Breguet 904 F-LLFR
Danielle Jouen	" " " " "	" " "
Louis Rollin	13 Rue le Regrattier 75004 Paris	" " "
Michrl Vincent	10 Rue Lafontaine, Montrouge	" " "
Pierre Plane	Sauron-Ecouflant-49000 Angers	Air 102 F-LAGR
Christian Ravel	89 Domaine des Ecots, St.Lambert La Potherie, 49000 Angers	Fauvel AV22 F-LLCK
Olivier Dela Haye		
Maurice Renard	3 Chemin de la Perriere, Creney 101, Pont Sainte Marie	Castel C.301 S F-LRBJ
Marc Weibel	14 rue Felicien David, 78100 Saint-Germain en laye	
Hughes Beslier	78 Le Chesnay, France	Arsenal 4111 F-CAAH
Jacques Jeissier	86 Poitiers, France	" " "

Germany

Gisela Dreskornfeld- Kampmann	4400 Münster, Piusallee 177	Gövier 2 D-1080
Wilfried Reuter	Holsenkamp weg 1, Münster	" "
Ingo Tegen	Rodder Str, 4. 4408 Dulmen	"
Jürgen Dreyer	Hermann-Rube Str.12, 3220 Hifeld/Leine	Grunau Baby 2B-2
Ulrich Seegers	Schluter Str 20, 1000 Berlin 12	BGA 1289
Klaus Heyn	7352 Eislingen/Fils, Klingenstrasse 23	
Rainer Karch	Wiesengrund 6, 8000 Munich 60	Mü 13 D3 BGA 1937
Karl-Heinz Kellermann	Beethoven Str 64, D-6000 Frankfurt	ES 49 D-5069
Josef Kurz	6060 Frankfurt Main, Bergers FR53	"
Christian Kroll	Konzendorferstrasse 2, DS760 Düren	Cumulus D-6059
Heiner Korsch	Dahlienstr. 1 04134 Rheinberg 1	Grunau Baby 2B-2
Erich vom Hövel	Dürener Str 4000, Düsseldorf	" D-7215
Nicole Mölders	Gerolsteiner, Strasse 128	"
Heinz Nierholz	Im Taennle 7, 7823 Bonndorf/Schw.	
Paul Serries	44 Münster St, Mauritz, Agnes Miegel Str.1	Minimoa D-1163
Jorg Ziller	Bruckner Str 20, D7032 Sindelfingen	
Adolf Zöller	Ahornweg 2, D7512 Rheinstetten	Libelle L10 D-8564

Great Britain

Peter Alldridge	18 Brighton Road, Addlestone, Weybridge, Surrey	Skylark 3F BGA 920
Peter Davis	4 Weymede, Byfleet, Weybridge, Surrey	"
Ron Hendra	17 Grange Court, Old Ruislip Road, Northolt, Middx.	"
Colin Anson	22 Elm Ave, Watford WD1 4BE	T31 BGA 1376
Bob Arnold	18 Priory Drive, Little Haywood, Stafford ST18 0QL	Gövier a BGA 1192
David Ballard/Ian Smith/Richard Moyse		T.31 BGA 3229
Jane Ballard	2 Highway Cottages, Lower Froyle, Alton, Hants.	"
Vic Marshall	50 Broughton Ave, Richmond, Surrey	"
Mike Beach	24 Cole Park Road, Twickenham, Middx.	Rheinland BGA 1711
Bob Bickers	3 Laffang Road, Odiham,	Grunau Baby 2b
Norman Harris	11 Hillmoor Crescent, Eynsham, Oxford	"
Bob Boyd	51 Singleton Close, Fulwood, Preston	Kirby Kite 1 BGA 251
Ray Brigden	21 Coley Close, Wannock, Polegate, E.Sussex	
Peter Bourne	Catholic Radio & TV Centre, St.Gabriel's, Oakleigh Road, Pinner, Mx.	Scud 2 BGA 231
David Brown	939 Whittingham Lane, Goosnargh, Preston, Lancs.	T21b BGA 711
Dave Chandler	47 Estridge Close, Lowford, Southampton	T21b
Derek Hills	14 Curzon Road, Thornton Heath, Surrey	"
John Heesom	41 Warminster Road, South Norwood, London, S.E.25	T21b
Rob Woodhams	93 Bridgemary Road, Gosport, Hants.	"
Dave Chapman	Nursery Court, Carrington Road, High Wycombe	Mg 19a BGA 2903
John Slater	Dean Park Road, Plymstock, Plymouth	
David Charles	55a Manor Road North, Hinchley Wood, Nr. Esher, Surrey	Skylark 2b
Arthur Elvin	10 Somerset Ave, Chessington, Surrey	"
Derek Copeland	42 Woldland Road, Maple Cross	Eon Olympia 460 BGA 1308
Ron Davidson	31 Lime Grove, Stapleford, Nottingham	Petrel BGA 418
Andrew Dougall	6 Merchant Way, Copmanthorpe, York	Skylark 2b
David Minary	21 Southfield Close, Rufforth, York	"
Ian Dunkley	Cliffeside, Commercial Road, Tideswell, Derbys.	AV 22 BGA 2344
John Edwards	Great Stones, Hare Street, Nr. Buntingford, Herts.	Grunau Baby 2b BGA 963
Beverley Payne	15 Forties Close, Haverhill, Suffolk	"

Great Britain cont'd.

Thoby Fisher	46 Worrall Road, Bristol, BS8 2UE	Meise BGA2080
Terry Gage	155 Coniston Road, Kempshott, Basingstoke, Hants.	Slingsby Capstan T49 BGA 1183
Mike Gagg	5 Doverdale Close, Halesowen, W. Midlands	Eon Olympia 2b BGA 962
Mike Garbett	Old School House, Iden, Rye, E. Sussex	Jaskolka BGA 939
Stephen Riley	40 Durrington Ct, S. Norwood Hill, London SE25	"
Martin Garnett	11 Windmill Road, Chiswick, London, W41RN	Scud 3 BGA 283
Pat George	Kings Farm, 1 Kings Mead, Edlesborough, Dunstable, Beds.	
Pat Gilmore	10 Payners Meadow, Whitminster, Gloucester	Hütter 17a BGA 2847
Lou Glover	"Gliderwork", Husbands Bosworth, Lutter- worth, Leics.	Viking I BGA 416
Ted Hull	30 Bramley Close, London, N14 4HJ	Moswey 4A BGA 2277
Ted Hampson	12 St. Pauls Gdns, Billericay, Essex	Skylark 2B
Colin Wheeler	210 Caledon Road, East Ham, London E62EX	"
Geoff Hughes	148a Rose Valley, Brentwood, Essex	"
Peter Harmer	The Old Malt Hse, Chapel Lane, Howley, Camberley, Surrey	K2b
Derek Harris	44 Knoll Drive, Stivichall, Coventry	Olympia 2b
David Harrison	63 Keble Park, S. Bishopthorpe, York	Olympia 1A/2B
Murray Hayes		Skylark 2
Lawrence Woodage	21 Hammond Close, Stevenage, Herts.	"
David Jones	170 Lavender Ave, Coudon, Coventry	King Kite BGA 2769
Ginger Lake	Ivy Cottage, London Road, Ashington, Pulborough, W. Sussex	T21b
John Mead	Glyn Deri, Broadways, Cowbridge, Glam.	"
Peter Moran	7b Park Road, West Kirby, Wirral, Mersey.	Eon Baby L48 4DN
Mary Thompson	Cimbora, 18 Mount Road, New Brighton, Wallasey, Wirral	BGA 629
Dick Darbyshire	6 Wakefield Cres., Standish, Wigan, Lancs.	"
Alan Meredith	11 College Road, Copmanthorpe, York	T38 (Grasshopper)
Jim Duthie	12 Knights Way, Alton, Hants.	"
Mick Willett	Lasham Gliding Soc., Lashfield Airfield, Alton, Hants.	"
Geoff Moore	"Arewa", Shootersway Lane, Berkhamsted, Herts.	Mü13 + SG38 BGA 2269
Trevor Moss	99 Courtington Lane, Bloxham, Banbury, Ox.	Grunau Baby 2b
Robert Collisson	2 Cannon Ct., Beaumont, Jersey, C.I.	"
Ken Harris	11 Millmoor Cres., Eynsham, Oxford OX8 1LW	Grunau Baby 2A
John Smoker	9 Anson Way, Bicester, Oxon OX6 7UH	" BGA 277
Richard Moyses	69 Carfax Ave, Tongham, Farnham, Surrey	Slingsby Sky BGA 685
Barbara Reed	10 Loggan Road, Basingstoke, Hants.	Gnat/Condor
Chris Duthy-James	108 East Road, Langford, Biggleswade, Beds.	" BGA
Francis Russell	129 High Ave, Letchworth, Herts. SG6 3RR	Rhönspërber BGA 260
Mike Russell	Peddars Wood End Green, Henham, Bishops Stortford, Herts.	
Derek Staff	5 Mardale, Albany Village, Washington, Tyne & Wear	Olympia 2b
Ian Smith	Glenvale, 20 Kings Mede, Portsmouth PO8 9TN	T8 Tutor BGA 1698
Tony Smallwood	6 Church End, Bletchington, Oxford	Gull 1 BGA 378
Colin Street	Badger Lodge, Redlands Lane, Ewshot, Farnham, Surrey	T21C/Prefect BGA 2380
John Light	14 Ridgeway, West Parley, Wimborne, Dorset	" BGA 1030
Ron Tarling	44 Hare Crescent, Watford. WD7EE	"
Phil Tiley	14 Ridgeway, West Parley, Wimborne	"
Bill Tonkyn	90 Morton Way, East Molesey, Surrey. KT8PQ	"
Robin Traves	Rose View, Marden Road, Staplehurst, Kent	Fauvette BGA
Peter Underwood	68 The Rye, Eaton Bray, Dunstable, Beds.	Grunau Baby III
Chris Wills	Wings, The Street, Ewelme, Oxon. OX9 6HQ	Rhön Bussard BGA 377
Austin Wood	27 Park Cres., Glossop, Derbys. SK13 9BQ	Harbinger MkII " 1091
Bob Sharman	10 Hardwick Crt., Longthorpe, Peterborough	"
Peter Woodcock		Fauvette

Holland

Piet de Crom	Ulmalaan 45, 4631 JV Hoogerheide	Gövier III
Hans Dijkstra	Westlanderstraat 7a 5301XH Zaltbommel	" PH-209
Hans Wisselink	Brupstraat 33A, 4701 Roosendaal	"
Jan Förster	Peppenhoven 27G Maastricht	T.31 BGA 3181
Jan van Beugen	Mambostraat 30 Venray	"
Jan Grundermann	Sterrenlaan 45, 2402 AT, Alphen aan den Rijn	(Slingsby Prefect)
Bob Persyn	Mauritslaan 9, 1211 JX Hilversum	
George Slot	Kerkenbouvenveen 9, 7926 AD/Kerkenveld	Rhönlerche II PH-247
Jan Vermeer	Goudplovier 27, 3831 GP Leusden	Prefect PH-192
Evert-Jan Vermeer	Snuitmolen 383321 Leusden	"
D. de Jong	Vlie 27 1273 WK HUIZEN	

Hungary

Imre Mitter	Budapest XLL, Rath Gyorgy U17/BH 1122	
Károly Csőzár		Cimbora HA-5035
(Sadly, this pilot died of a heart attack while flying the PO2 on 6th July 1986.)		Not present

Norway

Petter Lindberg	Edvard Munchgate 10, 1500 Moss.	Kirby Kite BGA 394
Angus Munro	Arengveien 2, 1360 Nesbru	Grunau Baby BGA 1289
Bjarne Reier	Th. Kittelsengate 9, 1500 Moss.	Grunau 9 D-1161

Switzerland

Thomi Aebersold	Seilerwis 4, CH 8606 Greifensee	
Werner von Arx	Rainallee 51, 4125 Riehen	Minimoa HB-282
Peter Egger	CH1717 St. Ursen	Spalinger S18 III HB-458
Jost Frei	13, Route du Chili, Ch1870 Monthey VS	Kranich III HB-538
Erwin Lehmann	Im Kleinholz CH4600 Olten	
'Cheesli' Renz	Bahnhofstr 11, CH8575 Bürglen	Castel 25s
'Fips' Rothenbuhler	Amriswilerstrasse 64 CH 8570	"
Werner Roth	Gartenstr.7 CH 8570 Weinfeldten	"
Willie Schwarzenbach	52, Rte de Cossonay, 1008 Prilly	Spalinger S18 HB-411
Daniel Steffen	Im Moos 7, CH 8307, Effretikon	" " III HB-510

United States

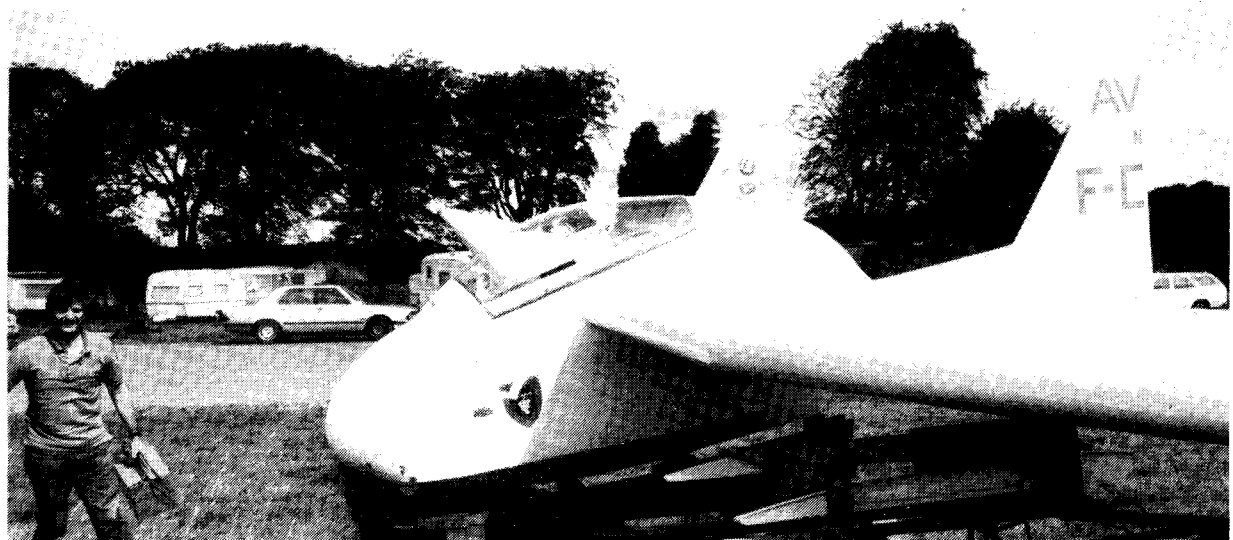
Luke Closson	604 Gornio Rd, Valdosta, Georgia 31602	T21b
Mark Closson		
Eldridge Closson		
Gino Dinucci	706 Lowell Rd, Uniondale NY11553	
Bob Stork	3103 Tudor Rd, Waldorf, Maryland 20601	

CAPTIONS TO PHOTOGRAPHS

Top to bottom:

1. Scene in the rigging area during the 14th International Vintage Glider Rally at Lasham. In the foreground is the Petrel BGA 418 and its owner Ron Davidson rigging it. Behind is the Harbinger Mk.2 while on the right is the Manuel Gnat. In the background is the unique Swiss Moswey 4a (Ted Hull).
2. Removing the recently restored Arsenal 4III from its trailer (a covered trailer in France is also rather unique). By its centre is Hughes Beslier. To the right above the Arsenal's registration "H" is Daniel Gujon former President of Dedale, while at his right shoulder is Dominique Gatard. Two prototypes of the Arsenal 4III flew as France's 'super ship' designed by Raymond Jarlaud. Both of them exist.
3. The Fauvel AV36 flying wing on its trailer in derigged configuration. Note: Rudders below its wing. This machine does carry nose ballast to dampen its pitching.

Photographs by kind permission of Southern Evening Echo, Southampton Ltd.





CAPTIONS TO PHOTOGRAPHS

Left to right - top to bottom:

1. Josef Kurz with his "official" bicycle. He is workshop foreman for the Oldtimer Club Wasserkuppe and, as such, is leading the work on the DFS Habicht.
 2. Christian Ravel. When he is not flying airliners, he is leading the group at Angers, which is restoring to flying condition aeroplanes and gliders for the Musée de l'Air.
 3. George Slot, Holland, and his Ka.4 Rhönlerche.
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BRITISH NEWS

Hütters

Nigel Ponsford is being allowed to take possession of Norman Ellison's Hütter H.17a which the latter has been building since 1937. Norman has now bad arthritis and cannot proceed with the project. We understand that fuselage, tailplane and metal fittings have been finished.

We believe that Paul Williams also has fuselage and tailplane of another Hütter H.17a which was being built since long ago. David Almey has also parts of a 3rd H.17a, the largest component of which is the wing (as well as another complete H.17a which he is rebuilding). The parts of the former aircraft are the remains of a complete and once airworthy H.17a which belonged to the late W.A. Richardson of Sutton, Surrey. We wonder if these components of three separate Hütters could not be combined to make a complete aircraft? Certainly, the revelation of another pair of H.17a wings might change the situation dramatically. Perhaps a production line could be set up and then one, if not two more H.17s might suddenly appear in the skies of Britain. Apart from these, we hope that a third H.17a might soon join the two currently airworthy in Britain.

A Museum? Nigel Ponsford has also parts of two Addyman sailplanes of the now distant pre-war era. One of these is in terrible condition. As these two and the Hütter are costing a small fortune for storage space, Nigel hopes that one day soon a glider museum might be set up to include them and others.

The Crested Wren - 83 year old Bill Manuel, who started building Wrens in 1931 and was their original designer/builder, has finished this project in spite of having been badly smitten by arthritis last summer. We feel that this is an incredible achievement and should not go unnoticed. The final part of the work was carried out in a workshop on Brooklands airfield during the cold of last winter and spring. The aircraft, which is in pre-war varnish and dope, is a joy to see.

Restoration Projects which are not yet ready in Britain

The VGC is looking forward to seeing the following aircraft flying in the future:

B.A.C.7, Dagling, Gull 3, Willow Wren, Kranich 2a, Spalinger S.21, J.S. Weihe, Minimoa, 2 Kite Is, Avia 40P, Kranich 2b, Hütter H.17a, Goevier 2, Cumulus. Two more Kite Is are being repaired.

We missed seeing the following aircraft at our 14th International Rally: Petrel, Viking, Kranich 2a, Hutter H.17a, Jaskolka, 5 Weihes, Rhönbussard, Goevier 2. The above aircraft are thought to be airworthy, or almost airworthy. The Weihe 50 and short fuselaged Mi 13d from Germany, and Cimborá and Vöcsök from Hungary were not with us this time. We hope that we can look forward to having a far greater entry representing gliders from before 1945 in the future. The VGC was formed to save these aircraft.

Eon Eton (SG.38)

During the week prior to July 19th, this machine was given its first test flight since restoration by its owner, Geoff Moore (our Rally Secretary), at Cranfield. It was transported to Lasham to take part in the International Rally.

Grunau Baby 2b, BGA 615, Hawkridge-built, which received its first BGA C of A in February 1949, is now being restored to something of original Grunau Baby condition by Paul Bibby in empty factory space near Preston. He is allowed unlimited access to his aircraft and electric power is switched on. There is room for three other gliders there as well! It is not everyone who is lucky enough to have such a workshop free. BGA 615 now has a built-in wheel (shame), but Paul says that Grunau Babies are heavy enough to lift and there are only two owners to ground handle it. It seems that he has perhaps until next Christmas to finish the job. He is to cover it with aerolene, clear doped, for transparent finish. Its trailer is open but may have a canvas cover. Another Grunau Baby 2b which was built by Hawkridge is currently owned by Jeremy Menzies (ex Rodi Morgan Aircraft).

RRG FALKE (Slingsby Falcon I) RUSSAVIA

We are pleased to announce that Mike Russell has bought the Falcon I replica, BGA 3168, which was recently constructed by Southdown Aero Services, Lasham and John Sproule. The Falcon I is in excellent condition, as is its trailer, and Mike Russell intends to bring it to VGC events.

Mike Russell was a major inspiration for the Falcon's construction. Mike has been safeguarding nearly all the glider drawings in this country but has "let out" those of the Falcon and King Kite. From these, both a Falcon and a King Kite have been constructed. The Falke flew for the first time in the hands of Derek Piggott at Lasham on Friday, August 8th, during the International Rally. The Falcon I was built, as a copy of the 1926 BRG Falke (designed by Lippisch) by Slingsby Sailplanes in 1931 as the Slingsby Type (T) I and 9 were completed. Mike Russell, as the prime mover of RUSSAVIA, has managed to restore to airworthy condition DH-2 (1916) replica, Tiger Moth, Rapide, Kronfeld Drone, Miles Gemini, and we understand that the DH Hummingbird is not far from being airworthy. All these are based at Duxford, and the first four were seen by VGC members when they visited Duxford during the Rendez-Vous Rally at Dunstable in late July. They were all in good condition. Mike Russell has also a Slingsby Petrel, Kranich 2b, Willow Wren, and AV.36. We understand that a start will soon be made to get the Petrel airworthy as there is not much wrong with it.

By acquiring the Falcon, Mike has at least assured that it will stay in Britain and will be cared for. Germany already has an RRG Falke, thanks to Klaus Heyn, who found it in bad condition in Switzerland. This may be seen at the Wasserkuppe Museum.

(One Falcon 2 was constructed for Espin Hardwick in 1933 and nine Falcon 3 two-seaters were built from 1935.)

Future Projects in Britain

The following are being restored or constructed by VGC members: Dagling, BAC.7 two-seater, Gull 3 replica. These should be ready in the foreseeable future.

T.31 (Slingsby TX Mk.3)

This has been bought from the last Great Sale, via McLean Aviation, by Raymond Hewitt and syndicate, of Roke, near Benson. They intend to build an ultra-modern fully enclosed trailer for it. We welcome them into the VGC. They are now to attend a course at the Oxford GC to learn how to fly it.

JS Weihe, BGA 1093

Swedish built 1950, belonging to Andrew Coates, is believed to have some glue failure of wing plywood. It is easy to be wise through lack of knowledge, or after the event, but we wonder whether lack of air circulation, in its very compact, Arthur Cleaver designed, enclosed plywood trailer, had anything to do with it?

Grunau Baby 2b, BGA 1289, 1944 Flugzeugbau Petera built. This was elegantly restored by Geoff Moore and Ian Carter but was sold with trailer to Angus Munro. This has now gone to Germany in the hands of Ulli Seegers and Jurgen Dreyer. It is believed that they will keep it for Angus there, as Germany is nearer Norway (where Angus lives) than England is.

BAC VII

This has its fuselage, undercarriage, tailplane, elevator and rudder complete. The problem now is how to make the 51 year old 1935 Drone wings (which are being modified back to BAC VII configuration) look as if they were built yesterday. Michael Maufe must be congratulated on bringing the project on so far in such a short time. He has an old gentleman down the road who helps him. The project of Britain's oldest nationally designed and built two-seater (1931) would be even more advanced had not Michael's Kite I been damaged in a mid-air collision at Sutton Bank last summer. This is repaired and airworthy again.

Dagling

Restoration. This has been coming on slowly but progress should soon be rapid, as its restorer, Peter Underwood, will soon be retired and able to give more time to the project.

The Great Sales - Situation as on September 19th 1986.

A further sale of 19 T.21s and 19 T.31s (Sedberghs and Cadet TX Mk.3s) has taken place at RAF Syerston, viewing days:- 9th and 10th July. Little news as to where the aircraft have gone to has been revealed, except that McLean Aviation had four T.31s. Others went to a buyer at Clacton-on-Sea and are being sold through Peterborough Sailplanes. One T.31 has gone to Ulli Seegers and Jurgen Dreyer, while another has gone to H.Roth, and another has gone to Ray Hewitt and syndicate, the bandmaster of the Benson and Roke Band, which played at the opening of the International Rally at Lasham. He was so impressed with the latest Lasham restored T.31, that he has bought one.

Totals now sold are:-

<u>T.21s</u>	<u>T.31s</u>		
2	4	RAF Upavon	
15	20	RAF Syerston	
6		RAF Sealand	
19	19	RAF Syerston	July 86
<hr/>	<hr/>		
42	43		

It is believed that the last batch of 20 more T.31s and T.21s are now being assembled at RAF Syerston for sale.

Grasshoppers (Slingsby type 38 "Grasshopper" TX Mk.I)

A sale of Grasshoppers has already taken place at RAF Halton, at the beginning of 1985. 10 more Grasshoppers were seen at RAF Cosford during mid 1986. These, which were all in good condition, have been recycled into the School Cadet Corps. Therefore, we can expect a further sale of these Slingsby Primary gliders in the future.

Minimoa BGA 1639

This for many years has been in the process of being restored at the London Gliding Club. Now, one of its 9 owners, Geoff Butt, is being paid to work on it full time (situation as in July 1986) while he is unemployed, recovering from a severe attack of T.B. He is its original inspector, who said that he would not renew its C of A unless it were recovered. He is now doing it himself. Both wings and fuselage are finished awaiting fabric and the tailplane is being rebuilt at his home. The canopy has still to be renewed. Its new metal trailer has been so long in one place that it has actually taken root! Thus, we at last have very real progress on this machine.

Goevier 3, BGA 1783

This aircraft was severely damaged during Competition Enterprise at North Hill in 1975. Since then, Mike Garnett started repairing it, but it later was exchanged via Paul Williams, for parts of a Hütter H.17a with a new owner at Barnstable. The aircraft was found at Eaglescott (the North Devon Gliding Club) recently by Stewart Baxter, whose address is: "Pinacre", West Terrace, Kingussie, Inverness. PH21 1NA - Tel. Home 05402-479, Office 05402 479 (Rotary Pression Ltd.) who is a member of the Cairngorm Gliding Club at Fchie Bridge. The aircraft was seen on a trailer at Lasham amid the rainstorms, and now has its fuselage largely repaired (probably by the late Mike Garnett). Thus, it has now been taken north to Scotland to have its wings repaired. Let us hope that Stewart was inspired by the very fine Goeviers taking part at the Lasham International Vintage Rally.

Kranich 2a, BGA 1092

This aircraft was severely damaged during our International Rally at Thun in 1979. The fuselage of this was largely repaired by David Almey of Peterborough Sailplanes. It has now been bought by our member Heiko Harms, who is a Marine jet fighter pilot operating out of Flensburg on the Baltic. He seems to have started a firm called Aviation Antique. The problem is now to rebuild and repair the wings of this 1943 Swedish built Kranich 2a. That this aircraft should have a future is wonderful news and we hope that it signifies still more interest to preserve past aviation by the new German youth.

The 1943 Swedish built J.S. Weihe, BGA 1297 (written in July 86 by C.W.)

This has now been bought from Derek Godfrey (Altair GC at Edgehill) by Peter Molley, who has formed a syndicate to own and fly it at the Essex GC at North Weald. On the 3rd July it had its first flight there, 3 hrs. 11 mins. from a reverse pulley auto-towed launch. It is intended to restore the Weihe to original Swedish Air Force colours and markings and to build a new trailer for it. This Weihe was registered in Sweden as SE-STN and once had the British Civil registration G-ASCV and was built by AB Flygindustri with constructor's number 224. We have no information that this aircraft was ever in the Swedish Air Force... but perhaps every sailplane in Sweden was during the war. Certainly SE-STN seems very civil. BGA 1297 was awarded its first BGA C of A in March 66. It is now modified with a landing wheel and bubble canopy, although the frame of the original canopy still exists. We wish Peter Molloy and his partners many happy hours of soaring with it.

Accident to Kite I, BGA 310 built in 1936 was damaged in the air over Sutton Bank by a modern fibreglass two-seater which came too close. We understand that 4 feet of wing tip was removed by a Twin Astir which came from behind. Michael Maufe was able to land the Kite successfully and is now repairing it (June 86). The fibreglass sailplane was undamaged and took off again with more passengers. We feel that this sort of thing must not go on. Modern sailplanes fly much faster than ours, are generally more responsive to controls, and should therefore give us wider berths. We think that all pilots of modern machines should pay attention to this. Michael Maufe is lucky to be alive. We don't know whether BGA 310 will fly again this season. Late news is that BGA 310 was almost repaired in time for the Lasham Rally and needed just one more week. Congratulations Michael Maufe!

Gull 3, BGA 643, flies again at Wycombe Air Park. We are pleased to report that the unique Gull 3 was flown again after having been restored by Mike Beach, on the 2nd June. Its last flight was in 1971, after which its wing became severely damaged by damp. We understand that the flying characteristics of the re-born Gull 3 are satisfactory. It looks very fine in blue paint, transparent fabric and original canopy.

Long flights in Mg19a from Wycombe Air Park during 2nd and 3rd June, by David Jones and C. Wills. The first flight lasted 3 hrs. 26 mins. and was an out & return to Caversham (Reading) of some 40 kms. The second flight was of 4 hrs. 12 mins. and was a 100 km out & return to Lasham. This may be the longest distance flight this Mg19a has ever done and was carried out in a crosswind 90 degrees to track. If ever there was a poor thermal, which was rather often, the machine had to be flown into wind up a cloud street until better lift was found, before continuing on track. To have continued in track, without having found a good thermal, would have, it was thought, put the machine quickly on the ground. Lowest height of 1400 ft. was at Lasham, which was clearly having a bad moment regarding thermals. Highest height was 4,500 ft. It was noticed on both days that the Mg.19 only needed 1,500 ft. to fly the 20 kms from Reading to Booker. On both days, the Henley Regatta was visited by air.

Rhönbussard, BGA 337, took part in the opening of the Oxford GC's superb new hangar at Weston-on-the-Green. After being rigged in the hangar on its own, during the festivities of the evening, BGA 337 was given its first flight for 9 months by C. Wills on 6th June. After a winch launch, the Rhönbussard was thermalled away from 350 ft. and remained airborne for 2 hours 7 mins. covering much ground (including over Bicester) at heights of up to 3,500 ft. The Rhönbussard and its owner were very honoured to have been invited to the proceedings and thank the members of the Oxford GC for giving such wonderful hospitality. It is now definitely proved that Weston-on-the-Green is an excellent thermal area. The M.P. Douglas Hurd was present at the opening.

HUNGARIAN NEWS

We understand that the last Rubik designed 1944 R.22 Futar high performance sailplane is now being restored to (we hope) airworthy condition, as also is a Pilis medium performance sailplane. The Soviet-designed P.O.2 biplane was crashed two weeks before our International Rally, and this prevented attendance at Dunstable and Lasham of the Cimbora, which it was to have aerotowed to England. The P.O.2's pilot had a heart attack in flight and unfortunately died before he could be got to hospital. It seems that the P.O.2 broke its undercarriage and damaged its engine. A new radial engine has been found for it and the undercarriage can be repaired. We understand that a very complete Hungarian team hopes to attend the next International Vintage Rally in Germany (next year) with the repaired P.O.2.

Our Oldtimer Rallies often act as a magnet for gliding personalities of the distant past. Who should be seen on Sunday August 3rd, struggling up the road from Basingstoke on foot, with suitcases, but Karoly Leber, who had last been in England in 1929 and who had worked on the two Karakans, those legendary sailplanes from Hungarian antiquity (1934). Derek Piggott kindly allowed him to stay in his caravan. Besides Karoly, Hungary was ably represented at the 14th International Rally by Imre Mitter, his wife and son.

DUTCH NEWS

The Dutch Airworthiness Authority (RLD) has now found that it is able to award Dutch Certificates of Airworthiness to T.21s and T.31s in Holland. So the future for vintage gliders in Holland is hopefully brilliant. Progress is being made rebuilding the Grunau 8 two seater's wings. A new wing is being built, using the old wing as a jig. Later, the old wing will also be renovated. It is hoped that the Grunau 8 will be ready to fly next year... as also will be a Fokker ESG (Erster Schulgleiter..... i.e. Grunau 9 nacelled) and also the Dutch pre-war high performance sailplane V-20, which apparently is in very 'old' condition.

A 1947 Fokker-built Goevier 2 in airworthy condition has also been discovered and the Dutch Vintage Club is to make every effort to obtain it. We wish to give no further information on this, to allow the Vintage Club in Holland every chance to obtain a sacred Dutch-built sailplane. There is, we believe, a very lively spirit in the Dutch Vintage Club at the moment.

Minimoa 36 Project - Bob Persyn has been required by the R.L.D. to stop work on this, after having completed several fuselage bulkheads. Apparently the 35mm microfiche, of the only set of blueprints which exist, have not been clear enough to enable him to get enough details on to full size drawings which he has prepared to satisfy the R.L.D. We call upon anyone else who can, to help him. His address is: B.C. Persyn, Mauritslaan 9, 1211 JX Hilversum, Netherlands. His job is difficult enough as it is and we do not want more problems to be put in his way.

AUSTRALIA

It has been resolved that the Golden Eagle, Australia's oldest airworthy sailplane (1937) is to lead the parade, on its 50th anniversary, during the opening of the next World Championships in Australia. Its towplane will, of course, be a Tiger Moth. It will also be the 50th anniversary of the first World Gliding Championships (Wasserkuppe 1937).

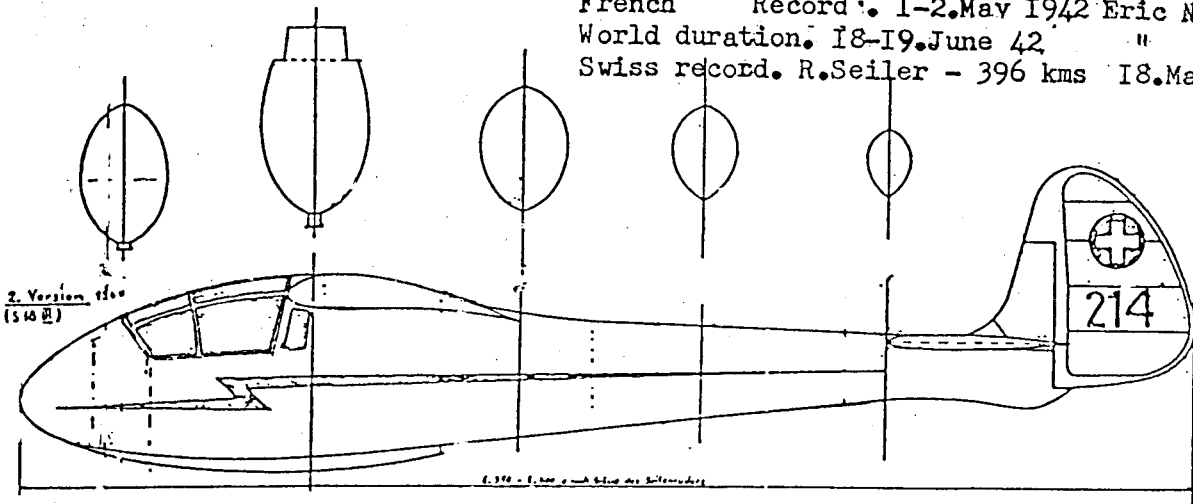
BELGIUM

Firmin Henrard reports that the Goevier Rally, which was held this year at Saint Hubert airfield in Belgium, was a huge success. The weather was fine for soaring, and everyone had much flying. Good publicity was given by TV, etc. for vintage gliders. It is understood that many other gliders besides Goeviers took part in the rally. Our Belgians must be congratulated for organising such a good rally.

FRANCE

The Association pour le Sauvegarde du Patrimoine Aéronautique en Charolais (the Charolais Association for the Preservation of Aeronautical Heritage) hosted the 3rd French National Vintage Glider Rally at Paray-le-Monial on May 3rd-4th. The Association has restored to flying condition the following types: Castel C.25S, Caudron C.800, Fauvel AV.36 and Nord N.2000

French Record: I-2.May 1942 Eric Nessler 22 hrs 22 min.
 World duration: I8-I9.June 42 " " 38 hrs 21 "
 Swiss record: R.Seiler - 396 kms I8.May 59.Aaltenrhein - Grenoble.



Technische Daten
 Einsitzer Spalinger S 18 IIIa

Spannweite	WING SPAN	14,30 m
Flügelfläche	WING AREA	14,16 m ²
Flügelstreckung	ASPECT RATIO	14,44
Länge	LENGTH	6,70 m
Höhe	HEIGHT	1,20 m
Rüstgewicht	Equipped WEIGHT	178 kp
Zuladung	LOAD	92 kp
Fluggewicht, max.	MAX. FLYING WEIGHT	270 kp
Flächenbelastung, max.	MAX. WING LOADING	16,80 kp/m ²
Höchstgeschwindigkeit	MAX. N/E SPEED	150 km/h
Geringstes Sinken bei 57 km/h	MIN. SINK	0,68 m/sec
Beste Gleitzahl bei 71 km/h	MAX. L/D	24
Profil	WING PROFILES	Gö 535 / Gö 595

Hersteller: Bau AG Wynau/Schweiz und Amateurbau

JAKOB SPALINGER S 18

Drawn by Friedrich Fischer in collaboration with J.Spalinger from an actual S.I8.

ZEICHNUNG:
 JAK.SPALINGER/FR.FISCHER

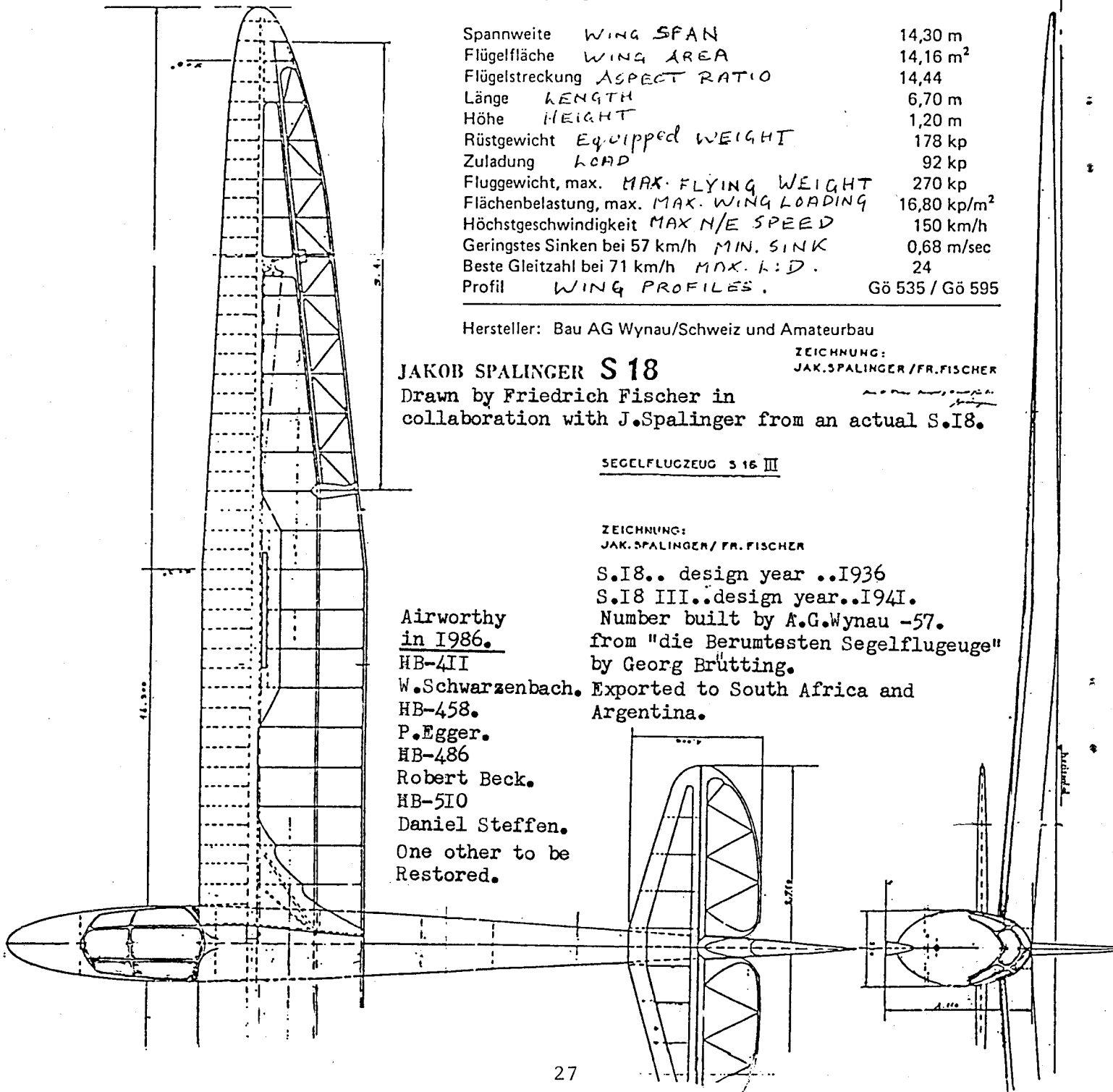
SEGELFLUGZEUG S 18 III

ZEICHNUNG:
 JAK.SPALINGER/FR.FISCHER

S.I8.. design year ..1936
 S.I8 III..design year..1941.
 Number built by A.G.Wynau -57.
 from "die Berumtesten Segelflugeuge"
 by Georg Brütting.
 W.Schwarzenbach. Exported to South Africa and
 Argentina.

Airworthy
 in 1986.

HB-411
 W.Schwarzenbach.
 HB-458.
 P.Egger.
 HB-486
 Robert Beck.
 HB-510
 Daniel Steffen.
 One other to be
 Restored.



Ais Anciennes Anjou

Groupement pour la Préservation du Patrimoine Aéronautique Bulletin No.14 September 86 announces that the MS 505 (Storch with 350 hp engine), which has been entrusted to them by the Musée de L'Air et de l'Espace, is now well on the way to be restored with, for the first time, 17 and 18 year old youths working on it. A Potez 60 has flown and also a flying replica of a 1908 René Gasnier machine has reached an active stage thanks to the engineer Roland Payen, who is busy with calculations.

The MS 505, F-BAOU, has come from Fayence. The wings and tailplane are already being worked on at Angers. The fuselage was due to arrive at the end of September. H. Degoul, D. Clement, C. Ravel and Stephane are working on it.

Breguet 904 - This is being worked on by F. Courtille and Pierre Plane. The fuselage has been uncovered, the controls dismantled and refilling before rubbing down is well advanced. C. Ravel junior has started to remove fabric from the elevator.

The Fauvel AV.22 flying wing. Having had an 'incident' (ground loop to the left breaking underside of main spar at Lasham) Paul Genest has taken on its repair, which should be finished in the two months to come.

The Potez 60 - This has flown more than foreseen (45 hours instead of the 30 hours budgeted for). This will diminish a little our cost. The tailwheel spring has been changed and we will be bringing this aircraft into the workshop towards the end of September for a general overhaul and recovering with fabric. Should anyone have any ideas concerning its decoration, could they let us have them.

Breguet 901 (No.18 F-CCCU) passed its C of A on 24th July. It belongs to Pierre Plane. C. Ravel test flew it after its major overhaul on 28th July. The machine worked wonderfully well and, immediately afterwards, Pierre flew it for 1½ hours.

AIR 102 and Fauvel AV.36 - They are flying well and took part in the 14th International Vintage Rally in England.

The other machines (WEIHE, CM8-13?) These are awaiting restoration. One cannot do everything at once, but more and more technical and historical information concerning them is coming in.

Archives

Since the founding of our Association, we have been asking what has become of the archives of l'Aéro Club de L'ouest since its creation. Monsieur Yves Cariou, President of the Interprofessional Committee of the wines of Anjou and Saumur, has now found them in the cellars of the Boulevard Foch, ancient seat of the Aéro Club, and Christian Ravel has brought them to Avrille airfield, Angers. There is an enormous amount of them, covered with dust, but they are all in order from 1913, through the "Wines of Anjou Rallies" since 1947 and the gliding contests (8 Jours d'Anger) since 1957. It will be an enormous job to classify the information and exploit it, but it will be worthwhile. Photocopies of the principal documents will be offered to departmental and municipal archives.

Rallies

The Angevins have taken part in meetings at Saumur, La Roche sur Vannes, and have had to refuse others. Nine of them crossed the channel with three gliders to take part in the 14th International Rally at Lasham. Pierre Plane flew the Rhönbussard (BGA 337) for 2 hrs. 50 mins. and decided that it climbed very well. Christian Ravel flew the Arsenal 4III and the Sky. Their youth flew every two-seater that came in front of them! Everyone enjoyed themselves and all intend to participate in the next International Rallies in Germany in 1987.

Angers

It is clear that at Angers, there is very active vintage glider and aeroplane restoration complete with factory workshop and hangar space, and we cannot wait to visit the Avrille airfield in 1988. It is a shining example of what our movement too often lacks. A team working for the common good of vintage gliders, with facilities to do so.

SWITZERLAND

No less than three Spalinger S.18s attended our International Rallies at Dunstable and Lasham in late July and early August. These belonged to Willi Schwarzenbach HB-411, Peter Egger HB-458, and Daniel Steffen HB-510. Daniel Steffen reports that another S.18 is currently airworthy in Switzerland, while yet another will soon be made airworthy. 5 S.18s airworthy will make it the most numerous vintage glider type flying in Switzerland. S.18s started flying in 1936 and were present at that year's Olympic sailplane trials in Berlin. These had very marked high wings. The versions at present airworthy were built as part of a series production run during the war.

Being added to the Swiss vintage glider fleet this year are a Castel C.25S and a T.31. Being owned by our members Cheesly Hansüli, Renz and Hugo Roth respectively, they will be based at Amlikon.

Note: The 4th S.18 airworthy in Switzerland is HB-486. She is owned by Robert Beck of Winterthür, who looks after it very well and flies it often, but has not for some reason yet managed to bring it to our International Rallies. According to Georg Brutting's book "die berühmtesten Segelflugzeuge" the longest distance covered by an S.18 was by Rudolf Seiler on 18th May 1969. This was 396 kms from Altenrein to Grenoble in France. This was in an S.18 IIa. We are including a drawing of an S.18 III in case members would like to put it with the Technical Article on the type.

DENMARK

We were very glad to make the acquaintance of our Danish member, Niels Ebbe Gjörup, at the International Rally at Lasham. He, as both inspector and glider builder, is currently restoring a Swedish Kranich 2A, built in 1943 by AB Flygplan. This Kranich 2a has had its spoilers inboard of the wing gull replaced by Schempp-Hirth airbrakes outboard of the gull. We do not know if these airbrakes are as long as those of the mass produced Mraz built Kranich 2bs. Its aerodynamically balanced elevator is fitted with a trim tab. We do not know when, or by whom, these improvement modifications were carried out. Niels says that he still has much work to do on the Kranich before it can be considered airworthy. Registered OI-AXM, it was flown on April 13th 1969, before being blown over. This caused severe damage to wing and fuselage.

There is not much progress to report on the ex Signe Skaf Möller Mü 13d, which, built in 1939, was probably sold to a Baltic State, which became Soviet territory. It was then captured by the Germans, who gave it the Wehrmacht Luft registration (post 1943) LF-VK and operated it from Denmark. The Danes, after Spring 1945, registered it as OY-MUX.

GERMAN NEWS

Wasserkuppe Museum

On the 26th July was celebrated not only the anniversary of the laying of the foundation stone, but also the completion of the roof structure. The evidence of one year's work can certainly be noticed and it is foreseen that the basic exterior of the building will be finished in the Autumn, which will allow work on the interior to be carried out in the winter. The finance for this is as follows:-

2,8 million DM from the state of Hesse
400,000 DM from the Fulda Landkreise (Area)
700,000 DM donation from Lufthansa

In extreme emergency the state government of Hesse will come forward with further money. What this extreme emergency actually would be was not definitely stated, but that the extra finance would be made available is evidenced by the warm handshake given by Councillor Fritz Kramer to President of the German Aero Club and Chairman of the Committee for the foundation of the German Gliding Museum, Theo Rack.

On the Wasserkuppe, Helmut Dette and his wife have now bought the old Hotel Deutscher Flieger. This is an original Wasserkuppe building made of wood, and we understand that it is to be renovated.

The OSC (Oldtimer Club) Wasserkuppe has made very rapid progress with their DFS Habicht, its wings being assembled and plywood skinned (with 3mm ply at their roots) in three months. There is no reason to suppose that it will not be ready to fly next year.

Kranich 2bs in Germany

Four of these are believed to exist. One each in the following museums and collections:

1. Wasserkuppe Collection
2. Welzhofer Collection
3. Fritz Ulmer Collection (Göppingen)
4. Deutsches Museum's store at Oberschleissheim airfield

It would be a shame if just one (or more) could not be made airworthy for Germany's flying oldtimer collection. It seems that these four Kranich 2s are about to be joined by a 5th... BGA 1092 from England. Aviation Antique, a firm owned by the Marine jet pilot, Heiko Harms, is to repair this aircraft to airworthy condition. We wish to indicate that a 6th Kranich 2b might be made available to German buyers from the Jugoslavian Aviation Museum at Belgrade. Its price, £6,000, could be rather high, but might be reduced by negotiation. This aircraft would have been built in Jugoslavia.

The Rhönadler 36

Klaus Heyn has been building this new Rhönadler in his roof for years. He reports that it is now finished except for fabric covering, painting and doping. Soon, perhaps next year, this wondrous creation should appear for the first time in the light of day.

The Oldtimer Club Münster now has their Göppingen 3 Minimoa and Göppingen 4 Goevier 2 in perfect, better than new, condition. Costs will be recuperated by flying the aircraft in air shows. The Goevier 2 is soon to have its original canopy installed.* Its welded frame was displayed at our International Rallies. Much help and advice has been received from the Inspector, Horst Kiefer, at Greven.

*Note: The Goevier 2's canopy is to be made in one piece on a mould and fastened to its steel tube frame with the minimum of screws. We suggest that anyone else needing a new Goevier canopy could get in touch with: Paul Serries, Agnes Miegel Strasse 1, 44 Münster St. Mauritz, West Germany.

The 7th International Grunau Baby Meeting took place during Whitsun at the Heinberg gliding site from where the Luftsport Verein Warburg e.V. flies. There were 16 entries, 10 of them Grunau Baby 2bs, 3 of them Grunau Baby 3s, one Prefect, one Cumulus and one Doppelraab 4. The Grunau Baby 2bs were all built between 1952 and 1964 (with perhaps the exception of D-5432, of which the construction date is not reported), the Grunau Baby 3s 1953-1956, the Cumulus 3F 1953 and the Doppelraab 4 1957. It seems that nearly all the Grunau Baby 2s in Britain are much older than these. The Prefect was entered by Rene Karrer from Amsterdam; the Doppelraab by Wiel Zillen, Daltsen, Holland; Grunau Baby 2b PH-214 (built 1954) owned by Neelco Osinga, Holland; The Cumulus 3F, Christian Kroll. We understand that another very successful meeting was held and that many more Grunau Baby 2s are being renovated in Germany.

Condor 4/3

We welcome Dipl. Ing. Michael Schirmer as member of our club. He and his wife have recently obtained the above aircraft as a dream two-seater. It was built under licence from Schmetz Flugzeugbau Herzogenrath by the Schleicher firm in 1953 and has the newer fuselage from which the fuselages of the Ka2 and Ka2b were developed. It has now a built-in landing wheel replacing the former jettisonable undercarriage. From the first few flights, Michael Schirmer has judged its performance to be similar to that of the Ka 6CR, which he had owned for 7 years. Originally the Condor 4 was registered D-1147 and belonged in 1953 to the Alpine Flight Experimental Group of Munich. It then had two owners in Austria and its last private owner flew it until early 1986 under the registration OE-0869. Michael Schirmer tried to have it returned to its original German registration but this did not quite come off. Its present registration is D-1147. With his wife, he intends to undertake its basic overhaul during the winter, covering it with clear doped fabric in true oldtimer style, should workshop space and inspectors allow, and then perhaps to bring it to the oldtimer rallies next year. His address is: Im Eichenborn 2, D-6384 Schmitten I, BRD (West Germany).

Kranich 2b

It is rumoured that one of these has been obtained in bad condition by German owners, from Czechoslovakia, where a small number were built after the war as Jerabs.

SG.38 with nacelle, cleared for winch launching, was advertised for sale in the August (No.8) AEROKURIER - Tel. 040/586826.

POLAND

The new German book "Phoenix aus den Aschen" (Phoenix out of the ashes) describes the aircraft and gliders which, formerly in the German Air Museum, were evacuated to Krakow during the war either after, or before, the Berlin Museum was bombed. The Krakow Museum thus contains many historic German aircraft and gliders. Alas, the Dornier X and the Fafnir are not among them. However, the fuselage of the world speed record ME 209 and many German gliders, which probably include some from the Reichssegeflugschule Grunau, are there. The gliders include Motorbaby, Weihe, Meise, Rhönsperber, Rheinland, Mu 13d, SG.38, Polish built Kranich 2s and Horten 2, etc. A photograph of part of the Horten 2's wing root suggests that it might not be Horten 2, but rather, a Horten 4a.

Our member, Werner Tschorn, as a boy, remembers that, when the Red Army captured the RSS Grunau, they did not harm the gliders, which included a hangar full of prone piloted Kranich 2. The gliders, after parts had been removed by German boys as souvenirs when the Russian soldiers were drunk, were either sent to Russia, or given to the Poles. Werner remembers that the retreating German rear guard caused calamity by burning the gliders on the aerotowing airfield of Hartau in the valley below Grunau..... and among them was a Horten 4a. Thus, we can imagine that the Ho.4 was not entirely destroyed and that its remains are at Krakow. The Poles would be ready to swap these sailplanes for other aircraft or items that they need for the museum. If the Horton is a 4a, we have now discovered the whereabouts of three of the four Horten 4as that were built. LA-AC is at the Planes of Fame Museum in the USA, LA-AD's wings less elevons are at Oberschleissheim airfield, near Munich. The No.4a at Krakow could be either LA-AA or LA-AB. Does anyone know what became of the fourth Ho 4a?

U.S.A.

Horten 3s

The National Air & Space Museum is prepared to release one of its two Horten 3 sailplanes, providing that the other one is repaired. On the face of it, this seems to be a more satisfactory arrangement than that of the Dornier 335 "Pfeil" that was sent home to Germany for restoration and then, after some years museum viewing, has to be sent back to the NASM. This new offer means that if the Germans could restore both Horten 3s, they could keep one of them for ever.

1. On the negative side, it must be mentioned that both Horten 3 wings have been severely damaged by a heavy object (possibly a helicopter) being dropped on them, and wings could be little more than matchwood.
2. The Horten 3 was a 20 metre span sailplane in three pieces (two wooden wings and a steel tube centre section) and their centre sections have 3.25m max. chords. Thus there could be a transportation problem.
3. If the machines are to be flown, there may be, especially in the case of the kneeling prone piloted Ho 3f, a restriction on pilot weight and size, due to a flying wing's critical C of G situation.

On the PLUS side -

1. By the time the restorers work on the second wing, they might find it rather easier, having gained experience on the first.
2. The flight handling qualities of the Horten 3s were said to be almost perfect. Dr. Walter Horten mentioned that the prone piloted 3f was the nearest thing to an air balloon that he and his brother had ever managed to create. Their max. L/Ds before the war were said to be 1.31 (as was that of the Condor 3 and 2a). This was reduced after the war to 1.28 as was that of the Condors.

History of the two Horten 3s

In June 1945, a British team discovered that two Hortens on trailers were in French custody near Stuttgart. They caused them to be brought into the 9th American disarmament Div. at Nellingen, near Stuttgart. With them was a third Horten, which was not finished. Arrangements were then made to have them sent to Farnborough, where Ken Wilkinson was trying to obtain a Horten 4. Due to the chaotic state of communications in Germany at the time, few signals got through, and the Americans kept them, shipping them to Northrops, which had its own flying wing programme at the time. The Hortens were a prone piloted 3f, and the tandem two-seated 3h. With them, went to America a Horten 2, a Horten 6 (LA-AK), the Ho 229 twin jet fighter, and, in 1950 from England,

the Ho 4a LA-AC. All the above still exist, and are at the NASM except for the Ho 4a, which is at the Planes of Fame Museum under restoration by Ed Maloney and staff. It seems that the two Horten 3s took the full force of the helicopter(?) blow from above, protecting to some extent the Ho 6 mainplanes, but these are also badly damaged. Concerning the possible acquisition of the Ho 3s, Robert Mokesh, Senior Curator of Aeronautics, National Air & Space Museum, Washington DC, USA, should be written to. The tandem two-seated Ho 3h was built in 1944 (registered in Germany as LA-AI, Werk Nr 31). The prone-piloted Ho 3f was built in 1944 as Werk Nr 32 but has no markings.

OBITUARY

Norman H. Sharpe, O.B.E.

With the death of Norman Sharpe on July 28th, we have lost one of the great pioneers of the sport. Norman was a bachelor who, with his younger brothers Billy and Donald, made a significant contribution to the development of soaring in Yorkshire. Donald survives him.

Impressed by the soaring flights by Carli Magersuppe and Robert Kronfeld at Beamsley Beacon, near Ilkley, in 1930, the Bradford GC was formed with Norman as chairman. He persuaded the Bradford Newspaper Co., publishers of the Telegraph and Argus, to put up the money for a glider as an advertisement. The aircraft, a Dixon Primary, was constructed by a local boatbuilder from drawings published in "Flight" magazine and used when the club started operations at Apperley Bridge.

When the Yorkshire GC became a limited company in 1935, Norman was one of the founder directors and with Philip Wills and Fred Slingsby negotiated the lease of the Roulston Scar site in 1933 from the Church Commissions, which is now the home of the Yorkshire GC.

As C.F.I. since the club's inception, Norman flew the first circuit from a winch launch from Sutton Bank in October 1934. He realised the advantages of winch launching for ridge soaring and training circuits. He also saw the advantages of aerotowing, and the club was the first to offer the choice. He was one of Slingsby Sailplanes' first customers, acquiring a Professor, later a Kite I and then a Gull I. He remained as Chairman and a director until 1958 and was the epitome of good sense and good judgement. His advice was always sought and valued. It was his generosity after the war which kept the club in being. With his brothers, he gave us the T.21A prototype and later the donation which paid for the 44 acres of the airfield. He was equally as successful in his business career, being Chairman and Managing Director of W.N. Sharpe Ltd., printers, of Bradford.

A kind and just man, Norman was an example of the capable, highly intelligent, determined, disciplined person that the family businesses of Yorkshire produce. He was a fine leader, being awarded the OBE for his services to industry. It was a privilege to have known him.

CHRIS RIDDELL from Sailplane & Gliding October-November 1986.

J.C. Neilan

In June was reported the death through cancer of yet another pioneer of British gliding, John Neilan.

Early in 1933, the offices of "Sailplane" were deluged with letters from Seaham in Co. Durham, asking all kinds of questions about gliding, and, in return giving news of all the northern clubs. From these letters it was clear that the writer had been well and truly bitten with the gliding bug. At that time he had been working with Eddi Hick on the latter's ultra light "Merlin" sailplane. Later, during the year, he was travelling around trying out possible gliding sites in the North in company with W.E. Hick and E.T. Addyman of the Harrogate Club, pushing Addyman's Zephyr light wind sailplane in its trailer by hand, using native help or passing cars to tow it, if available. All he asked for in exchange was for E.T. Addyman to allow him a few ground slides in his Zephyr. During the next winter, while reporting further progress on the Merlin, he revealed that he was a medical student, but that was the last ever heard of the subject for aviation soon got him for good.

For a year nothing was heard of him, but in March 1935 he arrived on Sutton Bank as an experienced aeroplane pilot, but unemployed. He remained on the Bank, camping in the open, but soon took his A and B flying the Hols der Teufel for 40 minutes. In May, he gained his C in extraordinary conditions. There was a persistent thermal over the soaring slope, causing wind to flow in from the East, which gave the impression that the East slope was working (which is usually a poor slope for soaring). During July he made several long flights, including one of 7 hours. He was then joined by his father, Dr. Neilan, who had decided to follow in his son's footsteps rather than hoping that his son would follow in his. His father eventually gained his C by soaring a Hols to over 600 ft. On July 16th 1935, John flew a Professor 13 hours 7 minutes. This was the British duration record, beating the previous one set up by J. Laver 9 months earlier, by 46 minutes.

At the 1935 National Contest on Sutton Bank, John gained the distance prize and Wakefield Trophy with a flight of 54 miles to Garton. This was a difficult flight, which involved flying cross-wind to remain flying over land as the sea is directly East of Sutton Bank. The height reached was over 4,000 ft. and so he gained the 5th British Silver C with the International Number 174.

In 1936, John left for Northern Ireland to become Lord Londonderry's private pilot. However, the latter gave him a year off so that he could represent Britain at the 1937 Wasserkuppe International Contest. In this, he shared a King Kite with Joan Meaken (Price) in which, in spite of being unfamiliar with the new aircraft, he contributed 80 points to the British team's score, by making four cross-countries. His final cross-country was his longest, being 77 kms to Gotha, whose aerodrome he reached with 10 feet to spare. During 1938 he flew aeroplanes over London at night to give searchlights practice, but still managed to find time for some gliding. During the war, he started by taking daily loads of freight to France. Then he joined Blackburn as test pilot. This gave him a chance to visit Kirby Moorside, and one of his jobs was to fly a Petrel from high aero tows for the benefit of anti aircraft spotters. These were supposed to be long straight glides but became cross-country soaring flights:.. possibly the only ones done in England during the war.

After the war, John became an airline pilot but was also a member of the Surrey Gliding Club at Redhill, and later, at Lasham. He was part owner of an Eon Olympia. Our sympathies go to his wife, relations and many friends, who sadly miss him.

Details from Dr. Slater's article "Pioneers of British Gliding" No.12 in Sailplane & Glider May 1945.

Ken Fripp

As we go to press, news of his sudden death through a heart attack on Saturday, 4th October, came to us as a great shock over the telephone from Major Sir Charles Dorman at Southdown Aero Services. It was known that he had a weak heart and had had previous attacks. Ken had been visiting his son Max in Canada and had had a mild attack before starting to return by air from Canada. However, a doctor had pronounced him fit to travel. He collapsed not 20 paces after having passed through the barrier of Gatwick airport.

Ken, as manager, director, owner of Southdown Aero Services had been one of the most prominent personalities at Lasham since the late 1950s and was a true friend of vintage gliding. At first, he formed a syndicate to own, and thus save, the Surrey Club's JS Weihe BGA 448. After this, his firm restored to airworthy condition, John Coxon's Minimoa, BGA 1738, which has now gone to America. Then, Ken, together with John Sproule and Southdown Aero Services, managed to design, build and fly a replica of Sir George Cayley's 1851 man-carrying glider to prove once and for all that Yorkshiremen flew first, at least 40 years before anyone else in the world! He then obtained and restored the Hutter H.17a, BGA 490. Then, with encouragement and help from John Sproule, his firm built a replica of Slingsby Sailplanes' first glider, the Falcon I. All these restorations and constructions were done to the highest standards of workmanship, and VGC members at our last International VGC Rally at Lasham marvelled at the Falcon I, which had its first flight at that time. The project was far more complicated to build than first imagined and took far longer than expected. Nevertheless, it was finished and flown. It was never an economic proposition, but what construction or restoration of a vintage glider ever is?

Ken was a true gliding type and would talk about the old days for hours. He could remember when Kronfeld's Austria two-seater was flown in the South of England. He was a member before, and after, the war of the Southdown and Portsmouth Gliding Clubs. He built his first glider at the age of 14 and had worked for Shorts and Miles. His second enthusiasm was for the sea. Lasham will never be the same without him.

Our sympathies go to his wife and family and to all his friends, who will sadly miss him. The VGC was represented at his funeral near Lasham on the 10th October. Wally Kahn gave the address. C. Wills offered flowers on behalf of the VGC inscribed "From the V.G.C. in appreciation".

C.W.

FOR SALE

Slingsby Cadet TX Mk.I

The aircraft lacks struts. (The struts are tubular and wire-braced.) It would be quite possible to complete this aircraft as a 1936 cadet, the first glider suitable for British pilots to gain their C's in. The aircraft can be inspected by appointment at Eric Rolph's place, London Road, Moreton in the Marsh. Tel. 0608 50530. Offers to C. Wills, "Wings", The Street, Ewelme, Oxon OX9 6HQ. Tel. 0491 39245.

Lists of gliders in East and West European Museum Collections

To be sold by individual museum, country or altogether, at 10p per sheet. From C. Wills at the above address.

Two Video Cassettes of pre-war gliding films lasting at least one hour each.

To be sold in VHS format (or possibly Betamax) by C. Wills from above address. £30.00 each.

Sets of Grunau Baby 2A and Hutter H.17a drawings - £10.00 and £7.00 each

Sets of Hols der Teufel drawings (4 pages) £2.00 each. Available from C. Wills at above address. Profits to VGC. (Hols der Teufel is the Anfänger version.)

Kite I, BGA 285, 1936 built.

Lovingly repaired and restored after having had some glue failure in one wing's D-box. Without trailer.

Offers to: John Eagles, Classic Aeroplanes Ltd., Staverton Airport, Cheltenham, Glos. GL51 6SR. Tel. 0452 856661.

WANTED

Information and photographs pertaining to B.A.C. (British Aircraft Co. Ltd.) and its founder, C.H. Lowe-Wylde. Please send to:- Bob Ogden, 13 Weston Avenue, Woodley, Berks. RG5 3BJ. Tel. Reading 693 276. He is writing a book concerning the above.

BOOKS

"The World's Vintage Sailplanes 1908-45" by Martin Simons

This is at last obtainable direct from Kookaburra Publications PTY Ltd., P.O. Box 648, Dandenong 3175, Melbourne, Victoria, Australia. It is, as promised, a lavish publication and well worth having for everyone interested in vintage gliding. A copy has been received, and quality of photographs and drawings is superb, and the text accompanying them is precise and accurate. It will be a reference book and will be of great value to glider pilots and aeromodellers in every land. We are sure that those printed will quickly sell and so strongly advise everyone interested to order their copies now. The gliders illustrated are from America, Britain, Germany, Hungary, Italy, France, Poland, Australia, Austria, Russia, Switzerland and, with their photographs and drawings, should make the book of interest to enthusiasts in every land, even if they cannot understand English.

Martin is the first to add that all the pre-war designed sailplanes are not there, and is even considering writing another book with the others in it. He also adds that he has received new information, etc., but could not touch the book to alter anything during the last four years. Nevertheless, what is there is of the greatest value and should do the vintage gliding movement a lot of good.

"Nurflügel" (Flying Wing)

Despite the tumbling dollar exchange rate, you can still order the Horten Selinger book "Nurflügel" (Flying Wing) from Scott Airpark for 35 Dollars PP.

1. BLUEPRINTS of the Horten H IV (incomplete set, but all that is known to exist) 18" x 24" containing wing tip construction, centre section and control surfaces; \$25. - Post paid.
2. 223 pages of manuscript on the H. IV in German. 8 of these are faint but legible, and 41 pages of airfoil co-ordinates. \$50. - in loose leaf binder PP. Airfoil co-ordinates only \$10.

Both 1 and 2 for \$70. Flight Engineering & Developments,
P.O. Box 667,
Dallas GA. 30132. (404) 445 1365

Ed Note: VSA will benefit from any profit made on this offering.

W-W-1



Aero
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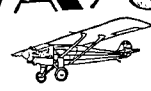
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Kent.

Tel. 0580 891625



Telephone: OFFICE HERRIARD 322
MEMBERS HERRIARD 270
(STD CODE: 025-683)

THE LASHAM TRUST

LASHAM airfield in Hampshire is the home of the Lasham Gliding Society, the largest unsubsidised gliding centre in the world. It provides flying facilities for more than a thousand pilots and trainees a year and makes a major contribution to the encouragement of airmindedness in Britain.

The lease of the airfield granted by the Government to the Society expires in the year 2004, but includes a pre-emption clause in the Society's favour. It allows the Society to use 284 acres of the airfield including the runways.

Long-term security of tenure of the site is vital to the continuance of gliding at Lasham into the future. To achieve that, it is essential that we purchase the freehold. In July 1986, our lease will still have 18 years to run, that should allow us to purchase at a favourable price and, as the Government seem to be willing to sell off some of their holdings, that will, in all probability, be the most opportune moment to buy.

In order to do so, we have to raise a great deal of money and to that end the **LASHAM TRUST** has been created. The Trustees have been charged by the Society with the creation of a fund which will make the purchase of Lasham a certainty.

On behalf of the Trustees and for the benefit of all present and future airminded people of both sexes who develop through and enjoy the sport of gliding, I appeal to you for your financial help and fund-raising efforts to secure the future of Lasham. To all of you who have ever flown from Lasham, are currently flying at Lasham or have the long-term aviation interests of this country at heart, we do ask for your help.

The various facilities which the Society provides are funded directly by the members. However, this major project of raising some £400,000 to purchase the airfield will require help from all possible sources. Ours is a technological sport which undoubtedly develops in pilots a greater understanding of matters aeronautical, teaches not only self-reliance but also team spirit and in the young has proved to be very character-forming. It is a team sport on the ground, an individual sport in the air; a brawn sport on the ground, a brain sport in the air. Certainly a unique activity.

Do please read on

Yours very sincerely,

WALTER A.H. KAHN
Chairman, Appeal Committee

JUNE 1985

LASHAM GLIDING SOCIETY LIMITED
Lasham Aerodrome, Alton, Hants. GU34 5SS

WHY AND HOW DO WE DO IT?

For gliding to continue to function and develop, it is vital that the member clubs of the British Gliding Association should hold site security of tenure. Since 1981, six small clubs with a combined membership of 550 members have each purchased their own sites at an average cost per member of £625. By dividing the probable cost of buying Lasham in 1986 by the number of our members, the average each one of us needs to raise is about £530. The six small clubs did it - so must we!

In 1962, when the lease was granted and Lasham was developed in its present form, that was achieved with funds donated or raised by the members and their friends; they did not mortgage the future and so did not increase the cost of gliding for those who joined subsequently. With the same ideals and purpose, we must buy the freehold by similar means.


HOW DO WE DO IT?

Obviously we must be generous ourselves. Only when we have demonstrated our own commitment can we reasonably ask our friends to help. So give as much and as often as you can.

Then - dream up ideas by which **YOU** can raise money. Tap your friends, get them to sponsor your flying achievements - so much a minute or kilometre cross-country. Ask for a coin of the realm (or a note) every time they ask about your gliding, your holiday, the weather etc. etc. Give lectures, write articles. Persuade your company, your sports club and anyone else you can think of to make a donation. Stress the value of airmindedness, technology and independence which gliding fosters; stress that we are entirely self-regulating and that the sport is not a drain on the public purse in any way.

Take as many copies of this letter as you need - but do make them work! Use the coupon below or whenever you see me at Lasham - give me money however small or large. At the time of writing the Fund stands at just over £4,000. We need one hundred times that amount. Please go to it and lets buy **LASHAM**.

Yours very gratefully,



WALTER A.H. KAHN

THE LASHAM TRUST

The Lasham Gliding Society, Lasham Airfield, Alton, Hants, England.

I happily enclose £ _____ for the **Lasham Trust**.

NAME

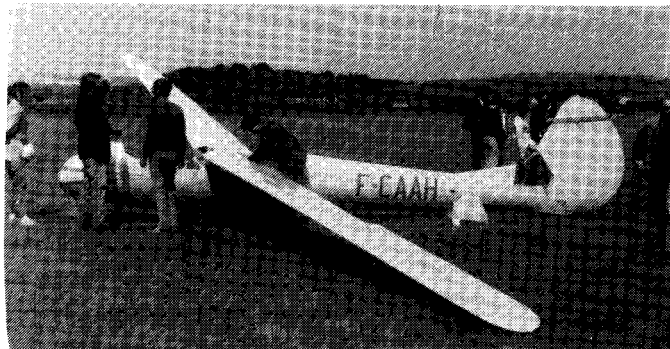
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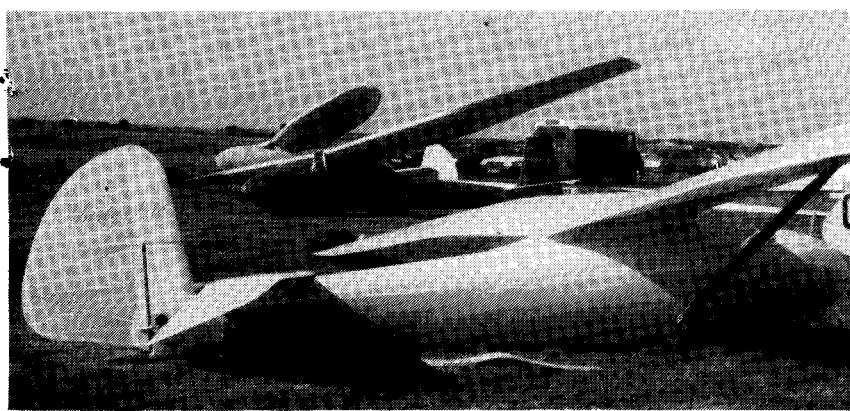
Cheques should be made payable to "The Lasham Trust"



Eon Eton (SG.38) Geoff Moore and Manuel Condor in line-up at aerotow launch point at Lasham.



Arsenal 4III being rigged at Dunstable.



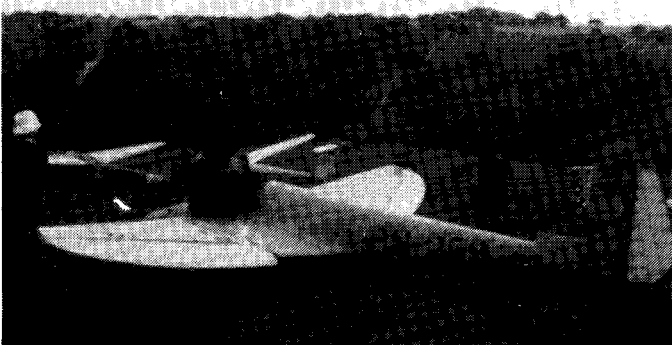
Kite I (Ted Hull) Skylark 2 with Kite I (Bob Boyd) behind.



Fauvels AV.22 (Ian Dunkley) and AV.36 (Angers).



VGC Rally Secretary, Geoff Moore, by fin of his much travelled Mü 13d-3.



PH.209 Goevier 3 (Hans Dijkstra) from Holland at Dunstable.



Meise 51 (Thoby Fisher). One of the very rare Meises in Britain, Schweizer 2-22 (Belgium). The only American sailplane existing in Europe.