



VGC News

No 60 Winter 1986



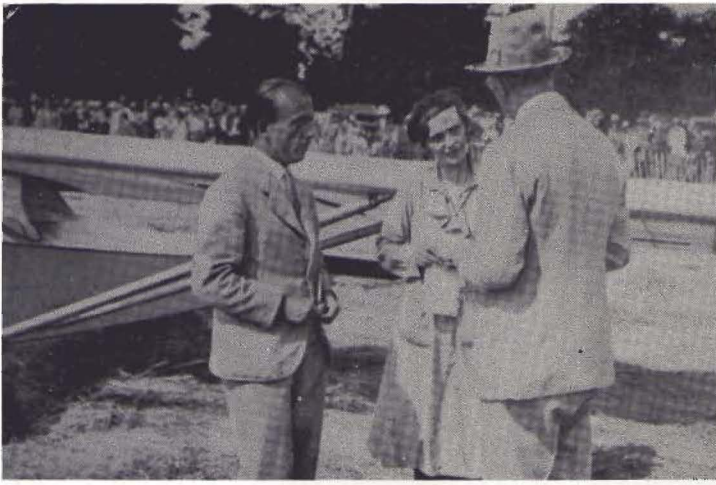
Cheaper Cross Channel Sailings for Trailers.

Townsend Thoreson. Information from C.Wills.

Single Fare. Dover-Calais ; Dover Boulogne, Dover Ostend. A Tarif £11 for up to 6m length and £10 for every metre thereafter. £11 per passenger. B Tarif-£14+£10 per ; Felixtow - Zeebrugge. B.Tarif only.£14 for up to 6m length and £10 for every metre thereafter. £13 per passenger.Tel:- Dover (0304)203388 for information and bookings.

Cheep prices depend on times of sailings. This is for all sailings this year.

Accomodation for vintage glider trailers . After communication with the Rt.Hon Michael Heseltine and the Ministry of Defence, we believe that we have been allocated space for 6 trailers in the RAFGSA Bannerdown club's hangar at RAF Hullavington. It is now necessary for us to quickly discover how many of our members would like to use this storage space for 1/. during the summer ? 2/. During the winter -? 3/. Whether they would wish to fly their aircraft as part of the Bannerdown operation. 4/. Whether they would wish for any other accomodation such as perhaps with the science museum at Wroughton ? If gliders can be left rigged in the Bannerdown hangar, the RAF might wish to fly them. They operate for 7 days a week.



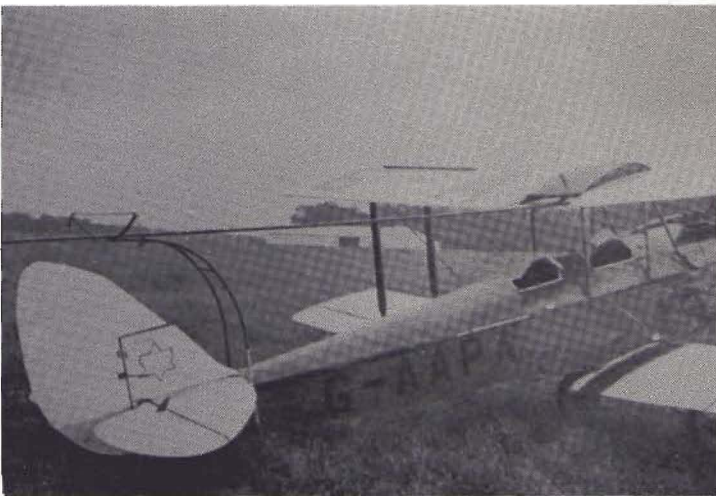
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1 Robert Kronfeld, who won the Daily Mail Cross Channel Race in 1931, before a BAC. In the centre is the Belgian lady, Miss Susie Lippens.

2 Could this have been the 60hp Cirrus Moth used for aerotowing the Lyons Team's BAC 4 from St Inglevert? If so, this was the machine that worried Kronfeld as it was bringing the BAC 4 up to him at a faster climbing rate than his Klemm 25 could climb with the WIEN.

3 Robert Kronfeld's superb WIEN in flight. Kronfeld had such a contrary wind crossing the Channel that he contemplated trying to land the WIEN on Dover harbour's stone breakwater! His return flight, with the wind behind him, was made in the dark! Glider pilots were made of tremendous stuff in those days!

4 Lissant Beardmore in the Professor of the first Channel crossing. He crossed from England to France on the day before the contest. His efforts were unsubstantiated and it is not known how far he was towed. However, he left England on tow and landed in France off tow. So, to him must go the honour for having made the first trans-channel flight on the 19th June 1931. He is reported to have been towed to 12,000 ft.



2



3



4



The Vintage Glider Club

VGC News no. 60
Winter 1986

President:	C. Wills
Vice President:	Paul Serries
Vice President:	Willi Schwarzenbach
Hon. Secretary:	R. Traves
Hon. Treasurer:	W. Bishop
Rally Secretary:	G. Moore
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Didier Fulchiron:	France
Angus Munro:	Norway
Jan van Beugen:	Holland
Firmin Henrard:	Belgium
Imre Mitter:	Hungary
Willi Schwarzenbach:	Switzerland
Paul Serries:	Germany

EDITORIAL

A television weather forecaster last summer said that some viewers had complained about being unable to orientate Britain with his weather map. He said that this was quite easy. They had only to look where the worst weather was, the largest mass of cloud, "and, under that, . . . was England!" We can honestly suggest that, after two bad summers, the next one should be super. With this happy thought in mind, we hope that our members have managed to store their gliders satisfactorily during the winter and that they will be ready for action when the weather finally improves. Even for them to have survived last summer's weather in Britain was a good start.

In spite of the wet and windy weather during the international Rallies in Britain C. Wills has heard from Sir Charles Dorman, that he and Frank Irving, who were both present at our Rally, were so

impressed with our whole operation, that they are to recommend their respective gliding clubs, the Army and Imperial College, to buy a vintage glider each, so that they can join in in future. We understand that Eon Olympias and Skylark 2s are preferred, as they were built to BCAR requirements, Section E, for Gliders 1948 (i.e. aerolite glued). We will be glad to have them with us.

We are so happy that we made such a good impression and congratulate our members on their spirit and discipline and, of course, the Lasham organization, and Ideal Homes (Solent) Ltd, which allowed us to have such a fine International Rally.

Prizes awarded during the International Rally at Lasham last August were:

- 1st Prize **David Charles and Arthur Elvin** – Skylark 2 BGA 729 – 210 points. Rodi Morgan Trophy (annually awarded) Britain.
- 2nd Prize **Jan Vermeer** – Prefect PH-192 – 197 points. Theakston Trophy, Holland.
- 3rd Prize **Ron Davidson** – Petrel BGA 418 – 159 points. Ed. Hall Trophy (annually awarded) Britain.

Christian Kroll, Germany, was awarded the Frank Reeks Trophy for the best turned out Grunau Baby (annually awarded). This was for his magnificently

Cover photograph. A winter scene in summer. Condor in the snow. The Condor 1 of Frena (Austria) taking part in the International Contest on the Jungfrauoch in 1935.

Photograph by Charles Brown by kind permission of the RAF Museum, Hendon.

restored Cumulus 3F, which is a postwar development of the Grunau Baby.

Great Sale News. No news of the dates of the next sale as per January 1987.

Redundant ATC T.31s have gone to: Bengt Micrander (Gothenburg Veteran Flying Club); one other is in Sweden; Hugo Roth; Ulli Seegers and Jurgen Dreyer; Lasham Syndicate – Ian Smith and the Ballards; Ray Hewitt – Roke; Jan Förster; Wim Daams; de Croom; one is being kept for Henrard Firmin (Faucheurs de Marguerites). The above are the owners of ten T.31s.

T.21s have gone to: two to Sweden (one of them is in the Alleberg gliding museum, as the type was previously used in Sweden); two have gone to Luke Closson in America; one has gone to Bob Persyn in Holland; at least two more are in British hands – Ginger Lake and Martyn Webb. The above are the owners of seven T.21s.

Where the rest of the forty T.21s and forty T.31s sold, have gone, is unknown.

A Meeting for Olympias (Das MEISETREFFEN) 1988. When at least nine Olympia-Meises, Eon Olympias and Nord N.2000s can be brought together, this meeting will take place at Winzeln (near Schramberg) in the Black Forest.

Arrival date will be 30.7.88

Opening 31.7.88

Flying 31.7.88 – 6.8.88

Contact address is: Dr Jörg Ziller, Bruckner Strasse 20, D-7032 Sindelfingen, West Germany.

VGC Bungy Rope. A new one is being obtained from: Whiteley Products Ltd, Ravensbury Mills, Morden Road, Mitcham, Surrey. Tel: 01 648 3807.

This can be lent out to groups of VGC members, providing that they look after it properly, and charge money per launch, so that the club can recover its cost (£350). For its maximum life, a bungy launching rope must be:

- 1 Kept clean and dust free.
- 2 Kept out of sunlight.
- 3 Must be neatly wound back on to its drum after use and **not left outside at night.**
- 4 Must not be left in a tangle on club house or hangar floors.

In the absence of its drum, a bungy can be wound around two people standing back to back. It is essential that our members should look after it properly and that one person only in a group should be put in charge of it.

As of January 1987 Dr Slater is still well at Primrose Croft, Primrose Street, Cambridge, tel: 0223 354773, and wishes to be visited by glider pilots as he is lonely. As Dr Slater has worked for British gliding all his life for almost no pay, we feel that glider pilots should support him now. Any ideas would be welcome. *The VGC has just sent him his two pianos.*

(January 15th 1987 – C. Wills).

Another important Cross Country Flight in 1986.

Mike Gagg reports that he completed his Silver C, with a 120 km distance flight in his Eon Olympia. BGA 962. So he has flown all three Silver C legs on this aircraft. He is now considering a classic 300 km downwind distance flight for 1987, if anyone will retrieve him. We suppose that he did this flight from RAF Cosford. It was the second best cross country flight done in Britain in 1986 (second to the 210 km in a T.21b from H-Bosworth to the Isle of Wight) and the 3rd best cross country done by a VGC member (the first being a 310 km triangle by Werner Tschorn in his Weihe). The VGC congratulates Mike Gagg and wishes him luck with his 300 kms.

Another important flight in a Vintage Glider (not by a VGC member). The Association Aéronautique du Val d'Essonne (Buno-Bonneveau) reports that its members have recently restored to almost new condition an AIR 100. This aircraft is the last survivor of the old La Ferté Alais fleet of the late 1950s and early 1960s when this club experienced a heroic epoch. Since restoration, 2 years ago, this aircraft has flown less than 150 hours. Last summer, she flew a 200 km triangle. The members of La Ferté Alais, some of which are still to be found at Buno, did tremendous flights with this machine during the days of glory. Unfortunately, it is now to be sold (to make more hangar space?). As we have information that only twenty-five AIR 100s were ever built, it is now a very rare aircraft. (The difference between the AIR 100 and the AIR 102 is that the former has cable operated ailerons etc and therefore, it is lighter than the latter, which has push rod operated controls. However, both have good flight handling.) The former, having been designed by Raymond Jarlaud during the war, was built by the Victor Minie Aviation from 1945 (VMA also built 29 Weihes as VMA 200 Milans in 1949/50 from "liberated" German parts). The latter was built in 1952(?). The Association is offering this superb machine to our French members.

Mistake in previous VGC News no 59. During the account of the Rendez Vous 86 Rally at Dunstable, page 10, it was mentioned that Bob Boyd flew the Goevier 2 BGA 1992. For Boyd, please read Arnold. Bob Arnold owns and flies the Goevier 2 based at H-Bosworth, while Bob Boyd flies a Kite I BGA 251, from the Blackpool & Fylde Club. On page 22, it is mentioned that we missed seeing the Viking and other gliders at our International Rally at Lasham. The Viking I did participate in the hands of its owner, Lou Glover, arriving on Thursday August 7th.

Airmen, not Aircrew. Mistake in technical article on Slingsby Cadets. The ATC training scheme, using Cadet TX MK3s and Sedberghs (T.31s and T.21s), had as its aim the sending of 16 year old boys on three solo flights only at the end of a week's course. The object of the courses was that a certain percentage of the course members should join the RAF afterwards, as *Airmen*, and not *Aircrew*, as stated in the Cadet

technical article. As a certain percentage of the boys did join the RAF after their courses, the ATC scheme has been judged a success for forty years (and a triumph for instructors and aircraft!). And many cadets went on to become aircrew.

The new ATC scheme is the training of boys on new German Grob Twin Acro fibreglass two-seaters up to cross-country and thus, field-landing, standard for the selection of Aircrew among which will be certainly high speed jet pilots. The one hundred new sailplanes apparently cost the same as the training of one high speed jet pilot. Many of these have left the RAF during and after training and the new glider training aims to select the ones that will stay with the RAF. The RAF needs 400 new high speed jet pilots.

The old NSFK training. This also had as its aim the training of selected boys to cross country, and thus, field-landing, standard. All of these were then called up into the Luftwaffe and most of them became power pilots. The old solo training must have produced a fantastic *esprit de corps* and it is evident that in most cases only the minimum dual instruction was necessary on aeroplanes before they flew them solo. Almost all the most distinguished Luftwaffe pilots flew gliders first, including Hartmann (352 victories from 1943!)

The Wheel Turns Full Circle. After 1945, country after country, which had followed the German lead in giving glider training to power pilots, gave it up to follow the British/American example, which had never used gliders for training power pilots. Germany itself has given it up and there are now no military gliding clubs in Germany. Now the British have started again, will others return to it?

It is possible that influential officers in the RAF now, did their apprenticeship in the RAF's rest centres, which were the old gliding schools, in Germany, after 1945. It is clear that they wish the RAF to be the best airforce in the world. It might be simpler to train jet pilots on gliders, as piston aeroplanes have torque. There are pilots in the RAF now, who have never flown piston engined aircraft.

If the RAF scheme is successful will other countries' airforces follow its example? If they do, a great future for the glider industry can be foreseen.

RALLY NEWS 1987

Vintage Glider National Rally Camphill, May 17th-24th 1987. One again we are running the Rally at an excellent hill site, this time in the heart of Derbyshire near Buxton. The Derby & Lancs gliding Club will be running a Club week (which is a cross between a task week and an intensive ab initio course) alongside the Vintage Rally at the same time, so a great deal of fun for everybody concerned. Launch by winch and bungee only.

We are advised that no sleeping accommodation is being offered at the Camphill bunk house but of

course there is plenty of room for caravans and tents. Local accommodation list for off-site, available from Rally Secretary. The club has excellent catering facilities at low prices and a well stocked bar. As previously, daily awards will be presented to the winners for tasks and the Rodi Morgan Trophy awarded to the most outstanding achievement of the week at the Annual Dinner later in the year. It is hoped a barbeque type function will take place during one evening in the week.

Entry will be five pounds each pilot (payable in advance or at event). Please advise Rally Secretary that you are coming, flying or otherwise with the approximate number of persons in the team by return or soon as possible. Of course late comers will always be welcomed at Camphill, but we do need to know a rough number. Temporary membership and launch fees should be made direct with Derby & Lancs before leaving the site.

Our VGC contact member at Camphill, should you require him, is Ian Dunkley, Derby & Lancs Gliding Club, tel: 0298 871 207.

Safari Weekend Rally June 26-27-28 London Gliding Club, Dunstable. Good soaring weather and the longest day of the year should tempt those beautiful vintage gliders out this weekend. Launching by the new Van Gelder winch, launch speed to suit any glider with aerotow. Accommodation can be arranged at the Clubhouse, otherwise tents and caravans. Temporary membership and launch fees direct with LGC at end of weekend.

Please advise Rally Secretary that you intend to come. Two-seater gliders will be extremely popular as we expect some members of the Vintage Motor Cycle Club to be at the Club on the Saturday evening for evening course flying and they all love vintage gliders! A barbeque is to be arranged.

Annual Dinner Saturday 26 September, Coventry Gliding Club, Husbands Bosworth. A 5 to 6 course meal is planned which may cost about £10.00 per head. The presentation of the awards for the year and a general flying weekend so take your glider along as well. Tickets will be available from Ron Davidson, The Patch, Poutney Lane, Kimcote, Lutterworth, Leics, LE17 5RX, tel: 04555 3362. Our next Newsletter will give full details; in the meanwhile tickets and price will be shortly available from Ron. Seating for about 100 persons, do not leave it too late and be disappointed, as this function is always a sell out.

Geoff Moore, "Arewa", Shootersway Lane, Berkhamsted, Herts, HP4 3NP Tel: 04427 73258.

15th International Vintage Glider Rally, Aalen-Elchingen July 25 - 31 1987. The following information was received from the Rally Organisers just after Christmas as a small intermediate offering. It is hoped to send out the first of the official circulars concerning the Rally at the end of January. Meanwhile, the Rally organisers report that every important, traditional, detail for a successful Rally at

Aalen-Elchingen are either already in hand – as the following advantages can be announced.

- 1 A well laid-out airfield with excellent facilities.
- 2 A perfect, experienced, local organization which has already run Idaflieg (Akaflieg) meetings and championships.
- 3 Good camping possibilities on the airfield and a large restaurant.
- 4 Good thermal area.

... or, will be asked for from the Luftsportring Aalen.

- 1 Empty (!) A hangar for ten rigged vintage gliders and room for ten more, derigged on open trailers.
- 2 A large tent for us to get together in, provided by the Aalen organization and a large Rally Office.
- 3 Slow tow planes, and winch launching.

In order not to raise hopes too high, we must mention that there is no swimming pool in the camping area, such as we were lucky enough to have at Amlikon . . . , and, in the case of us not having a sponsor, as at Lasham, the quality of entertainment may have to be more modest.

Concerning a sponsor, none have yet come forward from the Aalen locality. Should anyone know of one who could contribute to the opening flying display or marquee etc, please let us know at once.

Entry Costs – a conservative estimate, assuming that we shall receive about fifty gliders entered with about one hundred pilots, gives as entry cost per glider **DM-100** and entry cost per pilot **DM-50**.

Until now, the organization has not had to lay out any finance. In January, this will change. The printer is waiting for the graphic design for the Rally emblem etc, etc. Headed paper will be needed, etc.

In order to gain some money for the organization, we are asking all German Oldtimer friends if possible to send their entry fees in to the account below at once. If entries have for some reason to be cancelled, your money will be automatically returned to you. But we hope that you all will come.

Hals und Beinbruch! from your organizers (who still today do not know how they came by the honour!)

Contact Addresses:

Organization: Wolfgang Schäffler, Westpreussenstrasse II, 8883 Gundelfingen/Do. West Germany.

Luftsportring: z. Hd Harald Loy, Schlehenweg 49, 7080 Aalen, West Germany.

Secretary: Rainer Karch, Wiesengrund 6, 8000 München 60, West Germany. Tel: 089/722-62811 (office) or 089-8888455 or 885343 (home).

Account: (Konto) Oldtimer-Rally 87, No. 339091, Sparkasse Gundelfingen, BLZ 72051520.

(Translated by CW.)

Letter from Paul Serries, Vice President of the VGC and Rally Committee Member, dated 10th January, 1987.

International Rally News

1 Change of venue: 50th Birthday Celebration of the Münster Minimoa will take place at Traben Trarbach

during Rendez Vous 87. Contact address:

Paul Serries, Agnes-Miegel-Strasse 1, 4400 Münster (Westf) West Germany. Tel: 0251-3 13 91.

2 Rendez Vous 87 International Rally will take place at Traben-Trarbach from Friday 17.7.87 to Friday 24.7.87. Contact address is: Deutsch-Amerikanischer Segelflug Club, Herr Friedhelm Bier, Deutschherren Strasse 30, 5553 Zeltingen- Rachtig, West Germany.

3 15th International Vintage Glider Rally, Aalen-Elchingen. Arrival dates: 24 and 25.7.87.

Opening: Saturday 25.7.87 at 1600 hrs.

Closing: Friday 31.7.87.

Departure: Saturday 1.8.87.

Contact: Rainer Karch, Wiesengrund 6, 8000 München 60, West Germany. Tel: 089/722-62811 (office) or 089-8888455 or 885343 (home).

MUSEUMS

It is now apparent that many museums in Europe have a great number of gliders in store (lists available from C. Wills) often in unairworthy condition. There is often no chance of them being exhibited because of their great number, and the space needed to display rigged sailplanes. Meanwhile, they are deteriorating through age, handling and lack of maintenance.

The **French National Musée de L'Air** has taken responsibility for the well being of a large number of wooden gliders which were, and still are, property of the French state. There are so many that there is little chance of these gliders being exhibited, at least for some time. We believe that the museum has shown very great foresight in allowing these gliders to go out to groups of glider pilots under responsible leadership, to be restored, instead of allowing them to deteriorate in the Museum's storage facilities. As reward for their labours, the restorers are to be allowed to fly these gliders.

If only this state of affairs could have existed during the 1960s, when the French aviation authorities banned all Kaurite glued gliders from flying again and almost every wartime built German glider, which was brought to France in 1945, was destroyed by gliding clubs to prevent them taking up hangar space! (Gone forever at this time were Kranich 2, Weihe, Goevier 2, Rhönsperber etc.) Whereas in Germany it is the Casein glued gliders that are to be persecuted and the Kaurite glued ones are approved. In France, it is the other way round! When will European state bureaucratic controllers of gliding ever reach a common policy? However it seems that now a new time of enlightenment has dawned in France, which will benefit their vintage gliding movement beyond all measure. Let us hope that one will soon dawn in Germany.

We congratulate the Musée de L'Air on its most far sighted and imaginative policy. It will retain ownership of the gliders and also give them shelter if necessary in winter. It is evident, however, that many

of these aircraft will be on very "long loan" to their restorers.

We now read in "Vintage Times" No 33, December 1986, the newsletter of the Vintage Glider Association of Australia, that **Bill Riley**, of Riley Aeronautics, Tocumwal, NSW, has made a similar offer to that above. He has for some years been collecting old sailplanes for a museum, trading them in part payment for new sailplanes that he has been selling. The only difference to that above is that his is a private collection and is not state owned. Some of the sailplanes Bill has collected are unique. One of these is the Slingsby T.35 "Austral", which was an enlarged T.31 for the Waikerie Gliding Club. Another is the Schneider Club two-seater, made by Schneiders Adelaide in about 1952. Other machines are a Schweizer TG3, 2 Kookaburras, 2 Hütter H17s, Eon Olympia, Bocian, Mucha, Grunau Baby, Kingfisher and T.31.

Bill Riley has announced that he will make any of these sailplanes available to anyone willing to make them airworthy. He strongly believes that the best way to preserve old aircraft is to keep them airworthy and to fly them regularly. Some of the gliders require very little work. The Olympia is said to be 95% airworthy. All of the gliders are stored in a large ex-RAAF Hangar at Tocumwal and are in good state of preservation. Bill can no longer work on them himself, and has had to go in to a retirement home because of ill health. Bill wishes still to retain ownership of the collection.

The above collection will be a mine of enrichment for the Vintage Glider Association of Australia. European Museums so far have said that they will only swap items. Now, we thank Bill Riley and the Musée de L'Air for showing us the way.

BRITISH NEWS

Concerning the 14th International Entry List. We regret that this was not always correct. We may never discover the correct version unless we ourselves are corrected! On the original entry list, a Breguet 900, a second Fauvette and S.19 were entered, as well as, as far as we can make out, a sort of Danish Bread (did we have problems!). These were certainly not there (except perhaps the bread?). However, after extraction of these, we still had well over 80 entries. The C.25S replaced the S.19 (Cheesli), and Pierre Prinnet had problems at Bourges and regretfully could not bring his Breguet 900. However, everyone has commented on the quality of the entrants, both pilots and their gliders, being extremely high, and we hope that we shall see them all again.

USA. For the first time, we had a flying American entry in an International Rally. These were Luke Closson and his family and Gino Dinucci. We were very glad to have had them with us and hope that they have now been able to transport their ships (T.21bs)

home. We were also very glad to have with us Bob Storck who gave us much valuable assistance and slide shows on American soaring. Once again, as it has often before, the question of whether a US Nationally designed sailplane could be kept over here in Britain, for US entrants to fly in our Rallies was brought up. The problem of where it could be stored dry and sheltered was gone into.

C. Wills has written to the House of Commons (again) to the Ministry of Defence via his MP., former Minister of Defence Michael Heseltine; concerning **dry winter hangarage for vintage gliders in their trailers.** His argument was that if the National Museums, ie Science, RAF and War Museums have all been given at least one airfield with beautiful hangars for our aviation heritage, could not our vintage gliders also be given just a little space in one hangar so that they are more likely to survive the winter rain and winds to assist them come through to a future time when national museums *might* want to display them as part of our National aviation heritage, as apparently every National museum in Europe does at present. The letter was written at the time of an October 70 mph gale with rain, where there were deepfelt worries concerning our vintage fleet which was out in it. However, it is understood that should such government space become available, care will be taken not to sign anything that will mean that our vintage gliders will be forthwith given to the state!

It is believed that there are many Ministry of Defence hangars on various airfields that have plenty of space in them that would ensure that our vintage gliders would have a better chance of surviving winters. At present, they have to stand outside in closed trailers, often exposed to the onslaught of the weather, which is not good in summer, let alone in winter, and that almost none of the gliding clubs have hangar space available for them. This is filled by their training fleets which are used every day.

Needless to say, if we were to buy even a few feet of airfield or hangarage, the cost would be prodigious, so we do feel a little deprived when we see these given to state museums for nothing. If they might want our aircraft one day, should not they do something to help them survive now?

T.21b BGA 3255 (ex RAF XN 157) Martyn Webb writes that this aircraft is now flying at the Long Mynd, operated by a syndicate of six. It is intended to keep it in its former service markings. Hopefully, it will attend one of the 1987 Rallies, but, in the meantime, the syndicate will welcome VGC members and hopes that they will be able to come and fly BGA 3255 with them at the Mynd.

Martyn's address is: 26 Halton Wood Road, Halton Camp, Nr. Aylesbury, Bucks HP22 5QH. Tel: 0296 624078.

The Molineux Hütter H17 a, which was unfortunately damaged during a cross wind landing at Sutton Bank during our rally there, has now been immaculately repaired and is again airworthy. Brian

Gilmore repaired it. It is BGA 2847. It was good to see it once again airborne taking part in the Lasham International Rally.

A Dixon Primary. Nigel Ponsford, 4 Park View, Kirkby Overblow, Harrogate, Yorks., believes that he may have discovered the remains of the Harrogate Club's Dixon. He also has remains of Addyman's STG and is currently working on a Flying Flea. Should anyone know of Dixon Primary Plans, published in "Flight" during 1929-1930, would they please let him know so that he can confirm that he really has part of this ancient Primary. Any other information pertaining to the type would also be much appreciated by him.

An Eon Olympia numbered 881 has been bought by Trevor Howell, 3 Mayfield Road, Hasbury, Halesowen, West Midlands B63 IBQ. He and his partners intend to restore it to original decor but first they are working to make its wooden trailer water-tight. We welcome them in to our club and wish them all the best of luck with their faithful Eon Olympia.

Grasshopper and Grunau Baby 3. Alex Murison wrote on 18th November that he is currently restoring a Slingsby Grasshopper (WX 767) that he was fortunate enough to acquire from the MOD during glider disposals of 1985. The glider is in "fair" condition but requires considerable work to repair damaged rib booms in the STBD wing and the provision of a new rear fuselage attachment points. He hopes that restoration and C of A will be completed by late 1987, early 1988. Although not yet BGA registered, the work is being inspected by Lyn Greenwood and Jack Little of the Northumbria Gliding Club, to whom he is grateful.

He has also recently acquired Grunau Baby 3c BGA 1663, formerly D-1090 which was constructed by the Luftsport Verein Füssen e.v. in 1953. It subsequently served with the RAFGSA. The glider is in good condition and only requires fabric recovering and C of A renewal. He wishes to appeal to VGC members for photographs of D-1090, and when it was in RAFGSA service. His address is: 44 Tudor Road, Chester le Street, Durham, DU3 3RY.

Gull 3 replica. Peter Philpot writes on 10th November 1986 that the job is taking longer than expected but progress is being made. Two months were lost last winter when it was too cold to glue. The skeleton of the first wing is now complete, the aileron separated and all hinges assembled in a very satisfactory straight line! The wings have now been swapped over and the second spar is now mounted on the table jig with the first outboard rib glued on. They propose to finish the second skeleton before making a new jig, setting the wings vertical for skimming the D-boxes.

Brooklands Museum. News from here is that Mike Beach is building a trailer for his Gull 3, but he is also restoring a Flying Flea at his home in Twickenham.

Rhönbussard BGA 337 and Mg19a BGA 2903.

C. Wills wishes to report that both aircraft have been found dry storage accommodation for the winter. He

hopes that all other vintage gliders will have been found shelter for the winter, instead of being left outside in their trailers.

From Dunstable. Minimoa BGA 1639. In our last VGC News, it was stated that Geof Butt is being paid to work on this machine. This is not true. He is working on it out of love for vintage gliders. He has now rebuilt the tailplane. The Minimoa is expected to fly again this year.

Ka-4 Rhönlerche. This two-seater has been restored by Terry Perkins and others. It had its first test flight on Sunday 15th February. The type was first built in 1953-4? On this day also, Geof Moore attempted what may be the first cross country of the year in his Mü 13d-3. It was supposed to be an out and return to Lasham but ended at Princes Risborough. There was good soaring weather on this day for the time of year, but not quite so good as was hoped.

AUSTRIA

International Oldtimer Contest on the Spitzerberg, 4th-8th of June 1987. Our member Mr F.J. Wondrak, who was a 15-17 year old pupil there from 1941-1942, has sent us information which allows the following conclusions.

- 1 **Slopes.** These face all wind directions. One of them almost reaches the Hungarian frontier.
 - 2 The proposed **bungee launch site** on Spitzerberg itself allows use of the South Slope. A double strength bungee is being ordered from Whiteley Products.
 - 3 **Southerly winds** are common at that time of year.
 - 4 **All launches are to be by bungee.** From a bungee launch on the South slope, it will be impossible to reach the other slopes if the South slope is not working.
 - 5 During 1941/42, **only SG.38s** and Grunau Babies were **bungee launched**. All other sailplanes were aerotowed by six Fw 44 "Stieglitz" tugs, on to whatever slopes that were working - or into thermals.
 - 6 **Thermal lift** is plentiful over, and above, the plains around, the Spitzerberg. Mr Wondrak remembers climbing in a Grunau Baby at 8 metres per sec with a 45 degree bank. Whereas, there were bad days, there were days when cross country navigational exercises were set. On one of these days, the pilot Dufour reached a point near Stuttgart, 450 kms out, in a Minimoa. His flight lasted 10½ hours (1942 summer). Mr Wondrak's Navigational Exercise was a 382 km triangle* lasting 8½ hours in a JS. Weihe, on the same day as the above flight was achieved. On this day, flying at the Spitzerberg continued to after 10 o'clock at night! (Double summer time?)
- * Possibly the first 300 km triangle flown in the world.
- 7 **Cloudbase**, although not definitely stated, this has been referred to as being at 3,000 metres or over, on certain days. Weather is said to be better than that at the Wasserkuppe.
 - 8 **1987 Controlled Airspace.** There is a height restriction (so far as we know) to 800 metres above the

Spitzerberg, due to Vienna Schwekat airport. By clearing the site, it should be possible to go higher.

- 9 **1987 hangarage for Vintage gliders.** The former NSFK hangar has been repaired and therefore hangarage for vintage gliders should be available.
- 10 **History.** The Austrians have set up a National Gliding Museum on the Spitzerberg in the Bundessportschule. This has been improved. It seems very likely that the 1987 event is an attempt to put new life into the once proud gliding site. In the hills, east of Vienna, there was battle in 1945 against the advancing Soviet Army. The Reichssegelflugschule Spitzerberg was demolished. Since that time, the Austrian Government has had the school partially restored, although some buildings, (the Kommandant's house)*, are no longer there. The restoration was achieved with the help of one of its wartime instructors, Hans Widerin.
** Fritsch was Chief of the School.*
- 11 **Hans**, who is now 80 years old, still lives nearby, and is now almost the only substantiator of the tremendous flying that was done there during the war. The Russians occupied Vienna until the early 1950s and all the school's records of the achievements of its pilots etc, have disappeared.
- 12 **Toni Kahlbacher**, who is to be organizer of the 1987 event, may have been the Kahlbacher of the 1938 World Duration records, but we think this is improbable on account of his age. Perhaps the present Kahlbacher is the son of the duration record pilot?

Our member Wilhelm Molik writes that Toni was a famed record pilot and was leader of the school at Brünn/Medlan (Czech-Brno/Medlanky). Here, he had machines such as GB 2b, SG.38, Meise, Weihe, Kranich 2, Habicht, Rhönbussard, Rhönsperber and many more. The Russians in 1945 destroyed almost half of them with iron bars. Wilhelm flew about 100 hours at Medlanky. It is a fine site for slow sailplanes. He flew his A Certificate at Herzogenburg near St Polten, but never visited the Spitzerberg.

SWEDISH NEWS

Our member Bengt Micrander writes on the 8th December that there are now four ex ATC Slingsby Gliders in Sweden, which have been bought by his group, or friends of his who received information via the Grapevine. "The aircraft are two T.31s and two T.21s. Only one of them has been flown until now. The Alleberg Gliding Museum T.21 was taken up to altitude by an inspector and looped on its first flight. Our T.31 had some damage to the underside of its fuselage but it is now repaired and awaiting airworthiness inspection and flying. This may happen rather later as snow is expected to block the hangar entrance soon. We are awaiting the flying of these machines during the next season with interest. Apart from our

Gothenburg T.31, there is the Alleberg T.21, another T.21 at Borlange (mid Sweden) and a T.31 at Torsby, near Norway. We have all been very pleased with our purchases. The T.21 at Alleberg has a normal category C of A, the others are likely to receive "Experimental Category" Certificates of Airworthiness. They are not going to be used for instructing – just for pleasure flights".

POLISH NEWS

Recently the Polish-built Orlik 2 which has been in America since 1939, was seen in the hangar of Tucson during the Women's Soaring Camp in June. Thus, at least it has not yet left for Poland, as Skrydlata Polska reported that it would, to join the Polish Air Force Museum at Krakow. This aircraft is part of America's gliding heritage as it once held the World Height record briefly, of 29,000 ft, in the Sierra wave. As, in America it would still be flown while, in Poland it would be locked up forever, we wonder if it is not better that it should stay where it is?

This news, and the fact that all the old pilots of 60 years old have been forbidden to fly solo, gives us the impression that there is No Vintage Gliding Progress in Poland. This, we believe, is due to the fact that the Poles, having a national industry producing first class modern gliders, have always grounded their old machines at an early age, to make room for the new ones. Also, for current economic reasons, Poland may have had to make room for its younger pilots by grounding the old ones.

AUSTRALIA

The 20th World Gliding Championships at Benalla, Australia, January 1987. This is being run by our member Alan Patching. Vintage sailplanes are expected to take part in an aerial parade during the Opening representing the history of gliding from Zoegling Primary glider (1926) until the present time. Exactly which sailplanes will be represented will depend on the willingness of owners to bring and fly their aircraft. However, Tiger Moth, Auster and Chipmunk towplanes will be made available to tow them. The parade will be led by the **1936 Golden Eagle**, which will be 50 years old. It is Australia's oldest airworthy vintage sailplane, although a Zoegling may be winch launched before it.

Also 50 years old will be the World Gliding Championships, assuming that the first one took place on the Wasserkuppe in 1937. Chris Wills has made available negatives so that a photographic exhibition of the 1937 event can be put on display for all to see at Benalla. Jenny and David Goldsmith will also be helping to run the Benalla World Championships and will probably have their well known Hütter H.17a on static display. Our British members, Ann Welch and

Frank Irving will also be there helping.

Bridgewater Regatta. This is to be held in central Victoria from 29th December-4th January. Expected to attend are: Bob McDicken's Cherokee 2, Keith Nolan's Ka 6, Jenny and David Goldsmith's Hütter H.17a, Alan Patching's Golden Eagle, Ralph Crompton's Skylark 4, and the Midland Soaring Club's Boomerang and M.200. Tom Hinton has said that he will bring his Super Goose if he can finish work on it in time. Launching the Regatta will be the Midland GC's Auster. Many VGA members are expected to attend without aircraft.

Australia's Youngest Gold C pilot. Much publicity has recently been given to a number of 17 year old pilots gaining the 3 Diamond Badge. Back in 1961, 15 year old Ron Brock of Waikerie, became Australia's youngest Gold C pilot. He flew a 300 km triangle in the famous Australian built Chilton Olympia "Yellow Witch."

Here is Ron's account of his flight. "Due to delays in rigging the Olympia, it was 1.00 pm before I was launched into a thermal that took me to 11,500 ft in 25 minutes. On course, I was able to follow a cloud street most of the way to Nuriootpa, my first turning point, which I reached in 1 hour 20 minutes. After taking photos, I set off for Karoonda. For a time, conditions deteriorated due to clouding over of the sky, and I was soon down to 2,000 ft. However, a big black cloud saved me by lifting me up to 12,500 ft at a steady 1200 ft per minute. From this thermal, I reached Karoonda at 5.15 pm, 2½ hours after leaving Nuriootpa. With thunderstorms racing behind me, I set course for Waikerie from 14,200 ft and reached Blanchtown without circling. There I added a few extra thousand feet before commencing my glide in, passing through a thunderstorm on the way, and finally diving across Waikerie airfield at 110 knots".

FRANCE

Hughes Beslier has written thanking the VGC for the 1986 Restoration Prize for the **ARSENAL 4.111**. This is one of two still existant prototypes designed by Raymond Jarlaud of AIR 100 fame) to win the World Gliding Championships in 1950 and 1951. This it did not manage to achieve, but is still some sailplane. Hughes writes that the Arsenal has flown about 50 hours this year and that they are now working on it again, especially on the trailer to make the glider (which is very heavy!) easier and quicker to rig.

A Museum? "Les Aeroplanes", the official Bulletin of the Association of Amateurs d'avions et de planeurs anciens (1 av. Emile Boissier, 4400 Nantes, Tel: 40-59-40-36). In the six years that this association has existed, its members have collected various items to do with aircraft. If no-one should take notice of this, these items will be quickly dispersed, burnt or destroyed. It is now suggested that an air museum should be formed at Nantes. The association can

bring together six aeroplanes, twelve old gliders of different types, six old engines (radial, in line, or flat) and numerous other items. They wish above all for a "living" museum. They do not wish their aircraft to collect dust, but to fly. Already there is good will, but of first importance, money and workshops where the aircraft can be restored in good conditions, must be found. In France, there are already five aeronautical museums in existence, and two others are projected.

LE BLANC - Rendez Vous in May 1987. Our President, Jean Maurice Keller has proposed that the next French national vintage glider meeting should be held on the airfield of Blanc. The Aéro Club du Blanc will assure the organization. Accommodation and restoration etc of the airfield should cause no problems as the airfield is very well equipped. It will be hard to do as well as L'ASPAC at Paray le Monial (which organized the 1986 National French vintage rally), but one can count on Jean Maurice and the Aéro Club du Blanc.

Jean Maurice Keller has discovered, one does not know how, the remains of a **WEIHE**. He has already negotiated its purchase and the machine is in our collection. However, we can not dare to hope that it will ever fly, as, like the SG.38, it is glued with Kaurite "and its parts only hold together by a miracle".

An AIR 100 has been discovered at Saint Girons in the Pyrenees. A large part of one wing has been broken in an encounter with an apple tree. Because the glider was old, the Aéro Club D'Ariege hesitated to repair it but decided to put it up for sale in 1986. Monsieur Château knew he could not hope that the glider would be in good condition after having been stored in the depths of a hangar for ten years. Nevertheless, he decided to buy it for collection and it has now been found refuge in the little local storage facility at Chateau Bougon, waiting to fly again one day. Its registration is F-CABP. The opportunity was taken to visit the "Social Seat of Dédale", the family Bourdon, without whom the transaction could never have taken place. The spirit of Dédale was absolutely evident!

M. Château has also been given the wings of the AIR 102 no. 38, which was the machine that crossed the Alps together with a "Milan" (Weihe), to Italy. Both machines were retrieved by a Dragon Rapide on double tow! Jean Poncet flew the Air 102 and Jean Louis Perrier flew the "Milan". The take off was from Grenoble and the landings were at Turin. This was not the first crossing of the French Alps. That was by the aircraft maintenance engineer Felicien Noin on the 20th August 1953 in a Nord N.2000 (Meise). The Poncet-Perrier flights took place on the 12th April 1955. 1955/56 was the last time that an Air 102 flew at Nantes. It was F-CAIZ, no 21, and it is remembered as an excellent glider.

High Performance Sailplane HOLSTE 20P. "In 1941, the young and dynamic designer/builder of aircraft, the engineer Max Holste, conceived and completed for the Commissariat aux Sports, and all-metal glider

of original form. Very elegant, this was a twin-boom performance sailplane constructed entirely of sheet steel and magnesium. Its cockpit, which was largely glazed with moulded perspex, was suspended beneath the wing. Its tailplane was carried on the twin booms. This magnificent glider, the first all-metal French sailplane, disappeared unfortunately beneath the debris of a violent bombardment of the Paris region during the 22nd June 1944". Its details:

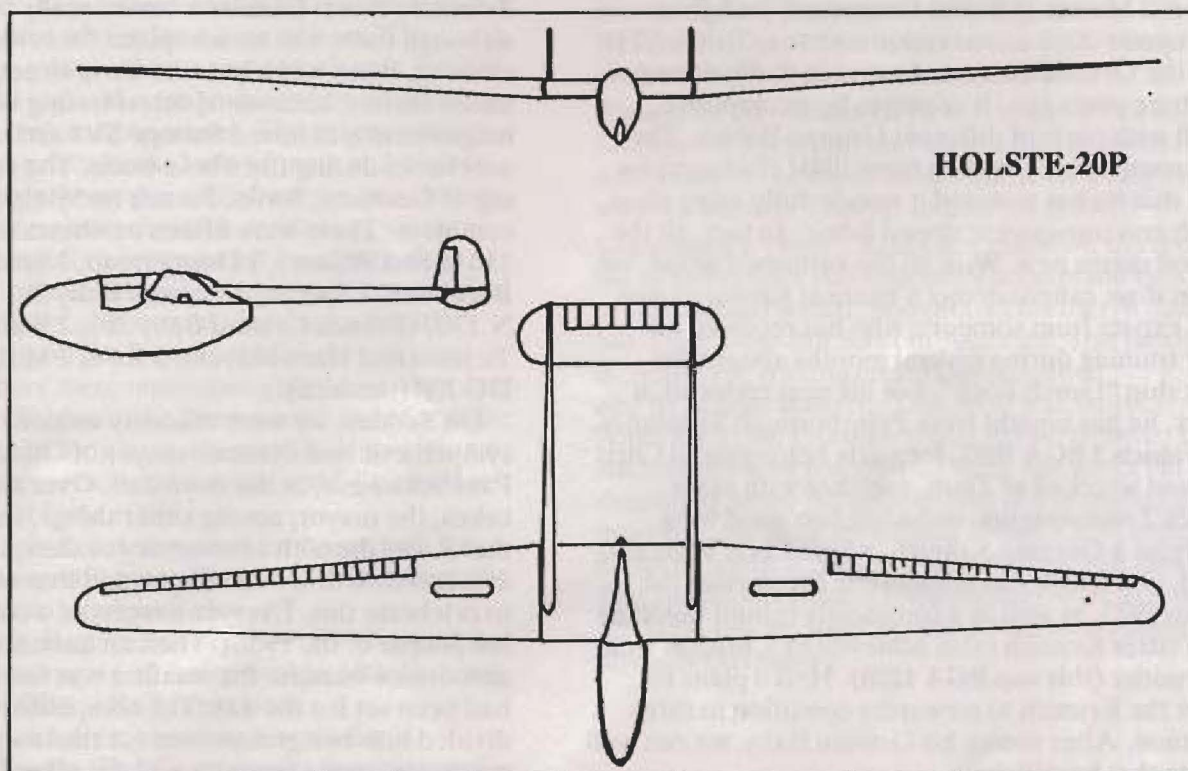
Wing Span:	17.50 m.
Length:	7.20 m.
Height of fuselage:	3.50 m.
Width of fuselage:	1.60 m.
Width between booms:	2.20 m.
Span of tailplane:	3.10 m.
Elevator:	
Wing area:	13 sq m.
Aspect ratio:	17.

(One wonders about derigging the sailplane and how it could be trailered – CW). The above information

has come from *Dédale* – Lettre d'information number 19.

We wonder if the information above that the Holste 20P was the first all-metal French sailplane, is correct. In the book "The World's Vintage Sailplanes 1908-45" by Martin Simons, it states that the French all-metal SO-PI flew first in 1941, and survived the war to set up a French distance record of 354 kms, while taking part in the 1947 US National Contest at Witchita Falls in Texas.

We believe that the Holste 20P was the second French prototype sailplane to have been destroyed by aerial bombardment during the war. The others were the two Caudron C 810s, a single-seater, comparable to a Grunau Baby, designed to complement the 2-seater C.800, designed by Raymond Jarlaud in 1941. It was test flown. A third prototype was built after 1945 but it was not built in quantity. For a drawing of the C.810, see VGC Newsletter No 44, Summer 1982.



GERMAN NEWS

Jurgen Dreyer wrote on 18th November 1986 that at the end of August, Ulli Seegers and he organized a special vintage glider open day for their club members. Some of the club members were allowed to fly their *JS Weihe* and *Cumulus*, while Ulli and Jurgen flew their *IS.29* and *PIK 16*. "The open day was a very good idea as it made clear the joys of flying vintage gliders to our club's members and now most of them have become interested in old gliders and understand why we have worked so hard on them.

At the end of September, Ulli's *T.31* arrived and it has already had 50 flights. Some of the flights on the Ith (Scharfoldendorf's ridge?) have lasted over an hour. On every airfield, the *T.31* is the "star". Some weeks ago, Jurgen became owner of a *Greif*. This 1954 single-seater is in very bad condition and he thinks that all wooden parts will have to be renewed. He needs drawings, pictures and parts for this glider. Address: Jurgen Dreyer, Hermann Ruhe Strasse, 12,3220 Alfeld/Leine, West Germany.

Some weeks ago a National Cumulus meeting took place on the Ith-Wiesen (meadows). Christian Kroll arrived from Aachen with his **Cumulus**. Together with my **Cumulus** and Ulli's **T.31** as guest, the participant field was complete! As the weather was very bad, we did not fly much.

Two weeks ago, **Angus Munro** visited us from Norway and we had an enjoyable time together on the airfield.

In a few weeks, I will have finished my studying and I will leave Wilhelmshaven to spend six months in Hildesheim writing for my Diploma. After this, I will live in our workshop where I have some rooms upstairs. Downstairs, we repair gliders. I hope that I will find enough time to work for my Diploma".

Grunau Babies are being found everywhere and are being restored. At least ten more appear every year airworthy. This augurs well for the future Babytreffens which are being held annually in Germany.

The Grunau Baby 2b-2, D-1982 of Heiko Harms. Heiko is a Marine (Coastal Command) jet fighter pilot at present on a conversion course in Britain. He found the Grunau Baby in Austria in badly damaged state three years ago. It seems to be a composite aircraft with parts of different Grunau Babies. The oldest component is a wing from 1941! Photographs reveal that he has restored it wonderfully using clear varnish and transparent doped fabric. In fact, all the plywood seems new. With all the varnished wood, we wonder if we cannot detect a nautical flavour as one would expect from someone who has received his officer training during several months aboard the sailing ship "Gorch Fock". For his next restoration project, he has bought from Peterborough Sailplanes, the **Kranich 2 BGA 1092**, formerly belonging to Chris Wills and wrecked at Thun, together with other **Kranich 2** components, including two good wing spars from a German **Kranich**, which Chris Wills also owned, and which was responsible for starting the VGC in 1973, as well as a completely rebuilt tailplane of this latter **Kranich** (also achieved by Chris) as well as its rudder (this was **BGA 1258**). Heiko plans to restore the **Kranich** to airworthy condition in three years time. After seeing his Grunau Baby, we can well imagine that he will do it.

Heiko also knows of a **Meise**, which was found near the sea in North Germany. This is also currently being restored to fly, and Chris Wills was able to donate an original Meise/Nord N.2000 canopy in poor state, which is necessary to add authenticity to the project. Heiko's address is: Mathildenstrasse 19, 2390 Flensburg, West Germany.

We have been unable to discover anything about the **Minimoa D-6623** which is stated as being in the Luftwaffen Museum, Marseille Kaserne, 2081 Appen in Bob Ogden's book "European Aviation Museums and Collections". Bob actually saw it there some months ago. Paul Serries says it has not been on display there for some time. Where it came from and where it has gone, is still a mystery to us.

We have also been unable to establish whether there still is a **Kranich 2** at Hockenheim which is not allowed to be sold or restored. There is even an ugly suggestion that it has been burnt.

All the above indicates that there is increasing enthusiasm for oldtimer gliders and aeroplanes and that next year's International Vintage Glider Rallies in Germany should be impressive.

Vintage Glider Rally at Gundelfingen from the 9th-16th of August 1986. Because certain of our members thought that the cost of taking part at Lasham, augmented by cross channel fares would be excessive, the Germans organized an alternative rally at Gundelfingen, near Ulm in Bavaria. On Saturday the 9th, participants began to arrive and the warmth of their greeting each other was only matched by that of the tropically humid weather. On Sunday the 10th, a late arrival was Didier Fuchiron who had brought his Nord N.1300 straight from Lasham (900 kms). Naturally, there was flying and the thermals were definitely there. Launches were usually by winch although there was an aeroplane for towing. In the evening, there was a hurry to derig to get the gliders under shelter, because of deteriorating weather. A magnificently restored Stampe SV4 arrived. This did aerobatics during the whole week. The entry consisting of Germans, Swiss, French and Belgians was now complete. There were fifteen machines entered: 1 Mü 13d (Ernst Walter), 1 Doppelraab, 1 Spatz-A, 2 Bergfalke, 1 Specht, 1 Grunau Baby 2b, 1 Nord N.1300 (French Grunau Baby 2b), 2 Weihs (Werner Tschorn and Hans Meyer), 2 Ka 8, 2 Mucha, and 1 DG 100 (modern).

On Sunday, we were officially welcomed by the sympathetic and dynamic mayor of Gundelfingen, Paul Schweizer, in the town hall. Over coffee and cakes, the mayor, among other things, reminded us that it was the 60th anniversary of the sporting aviation club of Gundelfingen and that we were here to celebrate this. Everyone received a commemoration plaque of the event. Then all hastened to the aerodrome because the weather was fine and tasks had been set for the day. The competitors were divided into two groups, one for the low performance machines (petite finesse), and the other for the machines of relatively higher performance (finesse élevée). Of the first group Didier Fulchiron (France) N.1300, flew the longest duration with a flight of 4 hours 9 minutes. The furthest distance was flown by Marianne Hirt (West Germany) in an A-Spatz, 35 kms. Of the second group Kilchoer (Switzerland) flew the longest duration in a Ka 8, 4 hours 16 minutes. The longest distance was flown by Werner Tschorn in his Weihe - 76.4 kms. Although there were two out landings, there was no damage. During the evening there was a grilling of cutlets and Bavarian chops around a bonfire.

On Tuesday, it rained for the whole day but everyone made mini-tourist excursions. During the evening, Ferdinand Schäffler, one of the two

organizers, showed colour slides of his journey in Australia and of the flights he made there. This made a few people jealous.

Wednesday 13th. There was morning fog but the weather improved enough during the afternoon for a spot landing contest. Fourteen competitors had three landings each. It was the Swiss, Kilchoer, who won the contest in a Ka 8.

Thursday. It was still foggy but the weather became flyable during the afternoon. Hans Meyer made the longest flight of the week. He kept his Weihe up for almost 5 hours. The other entries could not stay up for more than 5 minutes. During the evening, there were two accidents on the ground. The Stampe's propellor went through the wing of a Motorfalke. The propellor was broken – the wing of the Motorfalke destroyed.

Friday 15th. This was the **BIG DAY**. In the morning the competitors were constrained to clean the hangar and the runway and the aircraft were lined up in two lines. Meanwhile a lorry had arrived containing tables, chairs, and kegs of beer. The tarmac was transformed into an open air cafe for 200 persons! At 10 o'clock, a magnificent hot air balloon took off with important persons. The mayor presented the various prizes to the task winners at 2 o'clock and the machines were presented one by one. In the meantime, enormous schnitzels, metres of sausage were grilled, rapidly accompanied by a large chop. The Stampe, now fitted with a new propellor, thrilled the crowd with aerobatics and there were model demonstrations by the Burgau model club. At the same time, there were numerous glider and aeroplane flights. At 17.30 hours, the programme ended but the beer flowed for a long time afterwards. It had been a magnificent day, which did not end until 4 o'clock in the morning, in spite of fatigue.

Saturday 15th. Some departed for home but, for others, there was still some flying. In the evening, the club invited us to a farewell dinner.

Sunday 17th. Departure Day. Everyone vowed that they would meet again at Aalen for the 15th International Vintage Glider Rally next year.

Conclusion. Such tremendous hospitality is encountered rarely. The Germans are organizers of the first order. The two great Masters of Ceremony were the Schäffler brothers. They never lost their smiles. Their motto: For guests, one should do the best!

By Walter Vandervoort (translated by C. Darquennes. Translated from French by C. Wills from the Imprimé Périodique Winter 1986 Brochure no 5, of the Faucheurs de Marguerites (Daisy Cutters); the Belgian vintage glider newsletter.

A German party recently visited Poland for gliding. A visit was made to Grunau (Jesov) near the Riesengebirge (Giant Mountains) in order to visit the old Gliding Centre. Everywhere was misery. Bleak and empty were the hangars and burnt down was a house. However, hang gliders were present with buildings to serve their pilots. In a few years, everything would be

certainly better. A visit was made to the town in order to see the glider factory. Only the buildings were seen and these were similar to other old glider workshops. "Boss no here – no admission" came the simple answer.

A German Vintage Gliding Club? For various reasons, it has been decided not to create one. However, Germans have been joining our international VGC and we are glad to have them. We only wish that the VGC News could be translated into German . . . (and French and Hungarian etc etc).

OSC Wasserkuppe (Wasserkuppe Oldtimer Gliding Club). News received by telephone from Karl-Heinz Kellerman on 15th December 1986, is that OSC members are working every Saturday on Projekt DFS Habicht, to get the job done. They are now on the ailerons. It is planned to have the Habicht ready for fabric covering by next March.

The OSC Wa Ku, via Karl Heinz Kellerman, is asking whether anyone might know of the whereabouts of the construction drawings for the Klemm Kl.25 aeroplane? Could this be the OSC's next project, if the drawings can be found?

Rhönadler 36 – Klaus Heyn at Eislingen/Fils near Stuttgart reports that one wing is fabric covered. The ailerons' and the other wing's fabric covering must wait for warmer weather in his roof in 1987.

Göppingen I "Wolf". Klaus has taken on the recovering of the rudder (his speciality is sailplane rudders) of this aircraft which, bought by Gunther Welzhofer, has come from Jan Scott in America. The fabric is removed, trailing edge is straightened and its fittings secured. This Wolf was built in America to the German plans, in, we believe, 1941 by students. It now has clipped wing tips and a very simplified nose. We believe that it is intended to modify these back to original forms. One other Wolf exists in South Africa and may well be still airworthy. The Jan Scott (Gunther Welzhofer) Wolf was flown in the USA but we suppose that it will be no longer flown in Germany?

NORWAY

From Bjarne Reier. "Receiving the last number of AEROKURIER, I was very sad to read that 'Pater' Johannes has died due to heart attack. For the last two years I have been carrying around a photograph of him that I took at Telgte. He was a nice guy. I will always remember him.

Last summer, I travelled around Germany for two months. Staying at the Hornberg, I did some work on a Ka 8 wing. I also visited Ulrich Hütter in Kirchheim. I told him about the Oldtimer Meeting at Lasham and the Hütter H.17 that was taking part. He was pleased and said that he would like to see an H.17 again. He will probably come to next year's meeting

at Aalen.

I have lots of work to do. Not the least of it, is a nacelle I am building for my Grunau 9. When the ice and snow arrives, I will have a comfortable cockpit for long flights”.

“Pater” Johannes. Our members will remember him for his open-air multi-denominational religious services during our Rallies at Burg Feuerstein and Telgte. He had also been at the Paderborn World Gliding Championships where he hung a notice on his Caravan “Catholic Priest’s Office”. He had restored with friends, a Ka-2 and was planning restoration of a PA-18. We will never forget his warm personality and how he embraced everyone after each service. Some of us did not understand the prayers nor did we know the hymns but all of us understood their spirit. He was in his Westfalian home country, and especially on the Feuerstein, a very popular figure. He was also a model builder, and taught religion and model building at the Gymnasium in Minden/Westfalia. He helped create the gliding groups of Brilon and Buren. He died on 11th October. He was 55 years old. His laughter brought happiness to many a dull moment.
C.W.

SPAIN

Production of Vintage Gliders. Information received dated 25th August 1986 from Antonio Martinez – Moneo, President of the Spanish Gliding Commission is as follows. He himself obtained the information from Jose Antonio Delgado, Director of the aeroplane factory AERONAUTICA INDUSTRIA, S.A. (AISA).

IBERAVIA IP 2: this sailplane was designed and built in Spain in 1948. Only two prototypes were built as ordered by the Spanish Air Force. Both were destroyed during test flying and were never rebuilt.

SG-38 “Schulgleiter”: in 1949, A.I.S.A. built 20 units. They were all flown at the official Spanish Gliding Schools: El Cerro del Telegrafo, Huesca, Llanes and Somosierra. In 1962, they were officially withdrawn from service, although they were actually flown until 1967/8. At the present time, one of them is displayed in the Air Museum at Cuatro Vientos (Madrid). Another is being rebuilt for display at Barajas Airport (Madrid).

KRANICH II: this was the most built sailplane in Spain, fifty having been built by A.I.S.A. under licence between 1952 and 1953. All of them equipped the official Gliding Schools at El Cerro del Telegrafo, Huesca, Llanes, Ocana and Somosierra. They were withdrawn from service finally in 1963. One was kept at the Huesca Gliding School as a romantic souvenir but was allowed to fall in to bad condition. This one now is in the Madrid Air Museum but is not yet displayed.

J.S. WEIHE: eight were built in 1952 to participate in the 1952 World Gliding Championships held at

Photographs on facing page.

The Glory that was Spain.

- 1 Spanish-built JS Weihe EC-RAH, after being landed by P.A. Wills at the bottom of the slope. During an out and return flight, he was too low to quite get back. Spanish Course pupils are streaming down the slope to help him. All of them were required to get C gliding certificates before becoming Spanish Air Force pilots. It can be noticed that the Huesca slope is not very high. It was over this slope that Juez flew the DFS Weihe EC-RZZ for an over 50-hour duration record in 1943. *Photo: Philip Wills 1951.*
- 2 El Jefe Teniente Coronel Peñafiel in his office. *Photo: C. Wills 1951.*
- 3 Line up of Weihees for instructors during course siesta time (noon). DFS Weihe RZZ can be seen before the Spanish-built JS Weihees. Note reduced wing dihedral of the DFS Weihe compared with that of the JS Weihees. *Photo: C. Wills 1951.*
- 4 Gliding School of Huesca. *Photo taken by P.A. Wills while soaring a Weihe over the slope.*
- 5 1939 DFS Weihe EC-RZZ, which was sent to Spain during the war as a birthday present to Generalissimo Franco from Adolf Hitler. Its original rudder seems to have been replaced with one of increased side area from a JS Weihe. This lovely aircraft was one of two DFS Weihees that C. Wills has seen (the other was a Finnish Weihe which was taking part in the 1954 World Gliding Championships at Camphill). While the two Finnish DFS Weihees do still exist in Finnish museums, RZZ was said to have been demolished by a student on the Huesca slope. It represented Spain in the World Gliding Championships in 1948 (Switzerland Samedan) and Cuatro Vientos Madrid 1952 and set up many Spanish national records. *Photo: Miguel Ara.*
- 6 The very famous Spanish pilot Miguel Ara (of the Spanish World Championships team) with RZZ. Huesca’s control tower is in the background.
- 7 P.A. Wills, who went to Huesca in 1951 to train for the 1952 World Championships, prepares for a flight in RZZ. Note: famous gliding hat and the searchlight in RZZ’s nose, for duration flying at night. Spanish Course members are helping him.

Cuatro Vientos. Foreign, as well as Spanish, pilots flew them in the Championships. They operated in the official schools until 1966. EC-RAB was the last one to fly and is now displayed in the Cuatro Vientos Air Museum. The School at Huesca has also one Weihe, which is to be repaired and kept as Spanish aviation heritage as it is not airworthy any more. **D.F.S. Weihe EC-RZZ** was indeed a historic aircraft and was destroyed while hill soaring the slope at Huesca by an unskilled student. This



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6



7



View from the air over the town and especially

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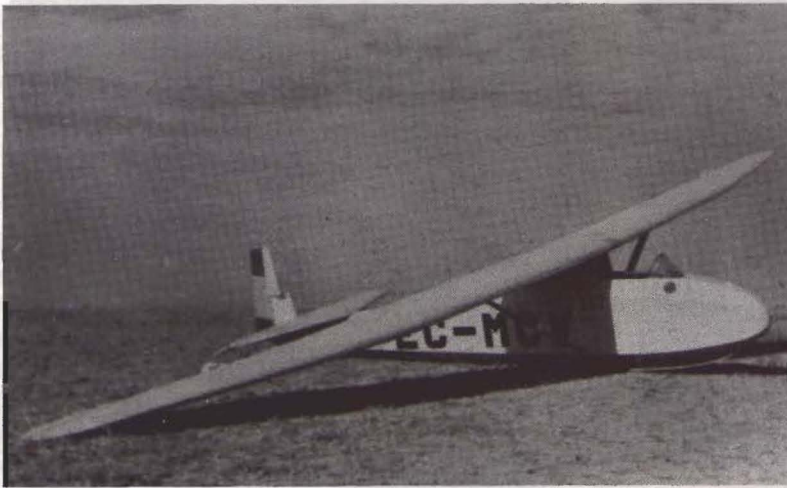
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Photographs on facing page.

Escuela de Vuelo sin Motor Monflorite, Huesca.
(Gliding School, Mountain of Flowers, Huesca, Spain).

The Glory that was Spain

(Spaniens Himmel breitet seine Sterne – German song) (Spanish sky reveals its stars).

- 1 Gliding School, Monflorite. *Photo: C. Wills 1952.*
- 2 Spanish-built DFS Kranich EC-OBB over the slope. *Photo: Miguel Ara.*
- 3 Three Spanish-built JS Weihses and one German-built 1938 DFS Weihe (EC-RZZ) right.
- 4 One of 42 Spanish built Grunau Baby 2b 2s EC-MCV. *Photo: Miguel Ara.*
- 5 Perez Sevillano, member of the Spanish National Team, in DFS Weihe EC-RZZ.
Photo: C. Wills 1951.
- 6 Front row: centre – El Jefe (the Chief) of the Centre Tenniente Coronel (Lt.Col.) Peñafiel. Mrs P.A. Wills, Sevilliano, Juez Gomez – record breaker and member of Spanish Team. 2nd in World Championships in 1956 flying Slingsby Sky at St Jan France. Rear row: S.F.E. Wills, C.P. Wills. Centre - El Padre, tutor to Antonio Peñafiel, El Jefe's son. Right: by Juez, Vanessa Wills. *Photo: P. A. Wills.*
- 7 Fiesler Storch tow plane over clubhouse in what appears to be nothing short of Blitz conditions. These were in 1951, the only tow planes. It is not known whether they were built in Germany or Spain but they were original wooden winged Storches. It is not known whether any of them still exist in Spain. *Photo: Miguel Ara.*

The photos by Miguel Ara were kindly made available to us by Bill Tomkin.

information was very difficult to obtain and finally came from Luis Vicente Juez-Gomez. Juez-Gomez and Ara are the two legendary Spanish pilots from the war years and afterwards, of the Spanish team. Juez Gomez came second in the 1956 World Gliding Championships at St Jan flying a Sky.

RZZ was an original prewar DFS Weihe which was rumoured had been sent to Spain in 1943 as a present from Hitler to Franco for the latter's birthday. During 1943 Juez Gomez flew many FAI officially unrecog-nised records in this Weihe including a world duration record of over fifty-three hours. A search-light was installed in its nose for night flying. RZZ took part in the 1948 and 1952 world championships. RZZ was a beautiful aircraft and the Spanish claimed it to be the finest sailplane flying in Europe, if not the world, in 1951. C.W.
GRUNAU BABY 2B-2: these, hitherto believed to have been built by A.I.S.A., were in fact built under licence by the Air Workshops of Sevilla, ordered by

the Spanish Air Force. It has been impossible to discover exactly how many were built but we believe that the number was about forty. Only two are left. One is derigged and stored by the Cuatro Vientos Museum and the other is kept at Huesca as a national heritage souvenir of a "heroic age". It is rigged in a hangar and newly painted but is unfortunately not airworthy.

GURRIPATO II: this was a Spanish project designed by the engineers Gil Cacho and Garcia Ontiveros. Only two units were built in 1959. Wooden and fabric covered, it was planned to mass produce it for the official schools. This idea finally was not carried out and one prototype flew at Huesca, the other at Ocana. One of these is now displayed by the Cuatro Vientos Air Museum. Neither of them had registration numbers.
Scheibe "BERGFALKE II": in 1965, STARK IBERICA, a small factory in Caspe, province of Lerida, built nine examples under licence from Scheibe. One is still airworthy at Huesca.
Scheibe "SPATZ III": STARK IBERICA, imported nine examples in 1965. They were basically built in Germany but were finished in Caspe's factory. Two or three are still in service at Huesca and Ocana.

Air Museum of Cuatro Vientos, Madrid.

The following gliders are on display:

- 1 SG. 38 "Schulgleiter" without reg. no.
- 1 Gurripato II without reg. no.
- 1 JS WEIHE EC-RAB
- 1 KRANICH III EC-ODK

The following gliders are stored by the Museum:

- 1 Slingsby SKY EC-RAU
- 1 Granau Baby 2 ?
- 1 KRANICH II ?
- 1 LO 100 ?
- 1 VC -101 without reg. no.

There is one LO 100 granted to a pilot which is used for aerobatic shows. It is maintained to the highest standards of airworthiness.

C. Wills has queried the dates for production of Kranich 2s and Weihses as he has photographs of a Spanish Weihe and Kranich 2 flying in the 1948 Swiss World Gliding Championships and other photos of them at Huesca flying in the school of 1951. He wonders whether: **1** – these aircraft were originally supplied from Germany, or **2** – whether there was an earlier production, or **3** – whether production of these sailplanes **started** earlier than stated. Certainly four JS Weihses and one DFS Weihe and two Kranichs as well as possibly forty Grunau Babies were seen by CW at Huesca in 1951.

We are very honoured to have been written to by the President of the Spanish Gliding Commission and hope that he can spare us just one more letter. We thank him for the very exact information that he has already sent us. He was himself brought up on the Grunau Babies, Kranich IIs and Weihses and still has a very great love for them.

STRANGE BUT TRUE

Thermalling of Troop Carrying Gliders. A member of the Wasserkuppe Oldtimer Club mentioned in connection with thermal conditions in Russia and the Soviet GN-7 sailplane in which Rastorguev flew over 600 kms distance flights in 1937, that he had seen thermal conditions in the Ukraine so good that he had personally witnessed a fully loaded DFS 230 being kept up for over an hour. Indeed, he said that the Hans Jacob designed DFS 230 was so efficient that they were being soared so often that an official order had to be given that pilots were not to indulge in thermal soaring until after they had completed their missions. This reveals the fact that DFS 230s were often brought back by aerotow (by Stukas etc) from their operational missions to be used again and again if they were undamaged. They were being used besides for carrying troops, for carrying ammunition, spare parts and supplies. We believe that Allied troop carrying gliders were seldom, if ever, brought back from operational missions to be used again on account of their often great size and damage.

Ballast in Horten 3s. Of the Horten 3s built, it was decided to use some as munition carriers for the projected invasion of Britain in 1941. It was found that they could carry in their wing tips, and around their centre sections, twice the load that the converted Kranich 2s could carry. It was established that the flying characteristics of the flying wings were not harmed in any way and that they could even be soared in this condition. That extra loading of Horten 3s was not a bad thing (and might even have improved their flight characteristics) had already been partially discovered with the Horten 3d powered glider. This was later taken further in 1944 by the tandem two-seated Horten 3g of 1944 and later even still further, by the tandem two-seated, powered, Horten 33 of 1955. All this was achieved in spite of the very short C of G travel permitted by a flying wing which necessitated all mass being very closely concentrated at one point. That the heavily loaded Horten 3s still flew alright, reveals the fact that the original single-seat versions, especially the prone piloted Ho 3f, were very lightly loaded and soared very well but were of somewhat limited horizontal speed performance, related to other high performance gliders of that time. However, it may be that British modellers, who at last are beginning to show interest in building Horten flying wings, will be able to get their models to fly better with some ballast.

Goevier 2s were all tail heavy. It is an astonishing fact that this standard German high performance side by side two-seater was mass produced in great numbers (over one hundred and twenty were built) with their C of Gs so far back that their fuselages had to be shortened by 1 metre (and even this was not quite enough sometimes) when the aircraft was

built again during the 1950s. It seems that the Hütter brothers made such a wonderful aerodynamic job of the fuselage/wing junction that the pilots' outside elbows were in the wing roots, which were of plastic construction, thus keeping the fuselage frontal area to a minimum for less drag which was considered important for a side-by-side seated two-seater. Because of this, the designers were reluctant to extend the cockpit further forward (which would have necessitated increasing fuselage frontal cross-sectional area to give the two pilots more room for comfort). Thus the only solution was to shorten the tail arm and to increase the fin and rudder area to maintain directional stability. We find it terrifying that a Goevier 2 was being flown by British pilots without any knowledge that it had to have nose ballast. Its handling qualities without it were truly frightful.

Göppingen I "Wolfs" and Spinning. This again was a Schempp-Hirth type which was mass produced, over one hundred being built. The type was grounded between 1938 and 1944 because of it having dangerous spinning characteristics. The problem was finally resolved by the type having slots fitted to its wing tips or ailerons (to which, it is not known). The type is not still being flown except possibly in South Africa. We hope that its owners may see what we have written here.

Harbinger and its C of G. In spite of it having been designed by two expert designers, its C of G was very far aft, and it still has nose ballast even though its nose has been rebuilt very much longer after a mid-air collision. It seems that, to remedy the Kranich 2's shortcoming of having limited visibility from its rear cockpit, the two designers very much overdid the wings' forward sweep to give the rear pilot visibility. However, the C of G is not far wrong now.

The VGC is now able to supply information concerning vintage glider production in:

- 1 Britain before and after the war.
- 2 Germany – some pre-war and wartime.
- 3 France – some pre-war, wartime and postwar.
- 4 Sweden – wartime and some postwar.
- 5 Czechoslovakia – wartime.
- 6 Limited from Denmark – wartime.
- 7 Poland – pre-war and some postwar.

We still need precise information from Yugoslavia concerning production of Weiher, Kranich 2s and Orliks.

Note: Alexander Stanojewic says that he saw Condor 2 drawings in Yugoslavia before the war. They are probably still there in some Yugoslavian museum.

THE FIRST AEROTOWS IN BRITAIN

Following our article in VGC News No 56 on page 21, this information has been received from Bill Manuel and Rodger Reffell who are kind enough to assist us.

The very first aerotows in Britain seem to have taken place during June 1931 and were motivated by the Daily Mail's competition and prize for the first crossing of the Channel, both ways.

Kronfeld's book "Kronfeld on Gliding and Soaring" (page 342). "On June 18th, Mr Turner had been towed to an altitude of 10,000 ft by Squadron Leader Probyn, Commanding Officer of the Royal Air Force Station at Hawkinge, with his Westland Widgeon in 45 minutes. Turner then managed a glide lasting 30 minutes".

Bill Manuel, who was then stationed at Hawkinge, remembers fitting a dolley undercarriage to the skid of the B.A.C. 4 to allow easier take off. It seems that Chris Turner did not think that 10,000 ft was enough for the B.A.C. 4 to cross the Channel.

On June 19th, Lissant Beardmore was towed up to 12,000 ft up, and over, the Channel, in a Professor, by an AVRO 504K. Kronfeld writes: "He had developed an excellent towing device, in which, in the same way as the Americans, he had fastened the cable round a drum on a power driven aeroplane and thus could regulate the length of the cable. He had also provided telephonic communication between aeroplane and sailplane. Beardmore was at this time at Lympne, and we met there when I flew over with the Klemm in order as quickly as possible to ascertain the possibilities of landing in England. . ."

"The exact program was made out by the BGA, who were responsible for the management of the competition. The towing cable had to be slipped two miles in land. Barographs had to be taken. Noon on Saturday June 20th, was arranged as the earliest time for starting. On the previous day, Mr Beardmore started from Lympne with his Professor in tow of an AVRO 504K. He had not warned the BGA of his start, so he could not be observed. His official start time at Lympne was given as 5.30 pm, and his landing time at St Inglevert, was 6.03 pm. Beardmore announced that he had been towed to a height of 12,000 ft and had flown free over the Channel. He was lucky with his flight in that he had the most beautiful weather and a strong following wind. As he had flown without official observation and before commencement of the competition, I assumed that he, as also Turner - had crossed over to start in the competition under the same conditions as the others. It is a pity that he did not do so. A victory in the general competition, sponsored by the BGA, would have been acclaimed enthusiastically". (*Kronfeld on Gliding & Soaring*).

On June 20th there took place the aerotow of Barbara Cartland's B.A.C. 7 flown by Mole from Maidstone to Reading.

Then, there followed the double Channel crossing by Kronfeld in his Wien, which won the Daily Mail's prize. Kronfeld had wanted to bring his 98ft span AUSTRIA which might have more easily accomplished the flights.

"Early on the morning of June 20th, all participants were on the spot (in France as it was decided to attempt the flight to England, against the wind, first). The last remnant of work on the machines was being done feverishly, in order to be quite ready for the start of the competition at 12 o'clock.

The sporting character of the flight has often been falsely estimated. On the basis of its programme, the flight was, and will always remain, the first combined towed and gliding race in the world. The sporting value was different to that of a normal soaring flight. With the latter, the skill of the pilot and his machine are of supreme importance: with power driven flights, the skill of the pilot, the quality of the machine and engine: with a combined towed and gliding flight, all these conditions are lumped together. Even towed flying has its difficulties, and must be learned. The Daily Mail showed this for the first time by its great publicity. Later, we often experienced it.

The B.G.A. observers were on the spot, as were also Turner and Krause; but the weather was bad. The tension increased towards 11.30am, as the pilots had their machines brought out onto the ground. In spite of every endeavour to find a gap through the wall of clouds by sending an aeroplane along the coast, a start was impossible. Both Flt. Lt Findlay and Krause, as well as Weichelt and I, who had made reconnaissance with our aeroplanes, had to abandon the idea of starting, because the clouds were everywhere too low. During the afternoon, it cleared slowly, and the weather reports from the English coastal stations reported diminution of the strong adverse wind which had been reported earlier.

Towards 5 pm a slight nervousness showed itself in the various groups. The initiated could feel that preparations for a start were being made in the hangars. Actually the Moth of the Lyons Group was brought out and was taxiing along the ground. Almost immediately, Krause's helpers brought out his machine. Hardly was it erected on the starting place, when the WIEN was hurried past it, to take up a position behind the Klemm, which was even more quickly brought out. The race started. As a result of my towing machine being weaker by 30 hp, I was at a very great disadvantage as compared with Krause, and this was at once evident. Slowly we flew straight ahead, then made a wide turn and climbed higher. Krause only got this far five minutes later. His more powerful towing machine then made itself felt and I saw the machines underneath us coming closer with extraordinary rapidity. Weichelt, usually so calm, signalled from the Klemm that we

were now at 5,000 ft, which was half the height needed for the Channel crossing. The Lyons people were between 600-900 ft below us.

At 6,500 ft, there was a dense bank of clouds over the Channel, which cut off the coast and, over which we endeavoured to climb, getting in the process severe jerks from the towing cable. It was here that Krause no longer apparently had control over the situation. According to the report of both pilots, there must have been a few anxious moments for both machines, until Krause decided to release the cable and give up the first attempt. I saw him from above disappear as a small point. According to Krause, he would have jumped if he had had a parachute with him. His effort was none the less great. He who knows "Hans Werner" knows that he gives of his best in any sport.

We therefore gently climbed still higher, and, from time to time the ground became obscured by clouds. In the meantime, Krause again tried to gain sufficient altitude but had to give up after his 3rd attempt due to the towing cable breaking. From a sporting point of view, I thank Providence that the flight over the Channel, which is so simple in fine weather, had become a really difficult undertaking owing to its character as a race and the consequent impossibility of choosing favourable weather. On the ground, we had a strong east wind, but, from what I could feel, I think that I can say that at 10,000 ft, we had a wind in exactly the opposite direction. Through my hurry at the start, I had to leave a few minutes before the promised upper air measurement had been announced. At about 6 pm, I released from tow, 'cautiously making certain that the proceeding could be observed from below'. During the flight over the Channel, the sea was largely covered with clouds but some sighting of the waves, a lightship, and the English coast was possible".

As there was no following wind, it looked as if reaching England was going to be a close thing and Kronfeld resolved to try a landing on Dover harbour's stone breakwater to fulfil the competition requirement of not landing in the water. After anxious moments, a landing was made in the field which Miss Lippens had pointed out as the only landing place. Krause's assistants helped Kronfeld and a take off was made for the return flight in rather dark conditions just before 9 pm. As the correct Petrol Benzole mixture for the Klemm could not be obtained in England, the tow pilot resolved to tow the Wien upwards until he ran out of petrol, and then to glide down for a landing. "We had not even reached 10,000 ft when a strong jerk on the cable showed that the engine was starting to give out".

"I immediately cast loose and set off alone over the Channel. It was so dark . . . only the moon was my companion. At last there was a flash below me, which I decided must be the lightship in the middle of the Channel . . . the clock showed 20 minutes after release and I was still 6,500 ft up. Below me the lighthouses of Boulogne and Calais were

sending out their shafts of light and very feebly I could distinguish the landing lights of St Inglevert . . . the actual landing by night gave me no trouble at all".

"On the day before the competition, without troubling about the prize, Beardmore crossed the channel in his Professor. He did not commence the return flight. The crux of a competition lies in the simultaneous performance of competitors. The winning of the Daily Mail Prize was accomplished, in spite of strong head wind and bad weather, under official control and equal conditions for all competitors. Therein lay the sporting character of this competition. Beardmore's flight is an event by itself, although the personal effort of this pilot, no longer in his first youth, was certainly great".

The above reports in inverted commas were taken from the book "Kronfeld on Gliding & Soaring" written by Robert Kronfeld.

Beyond the fact that Kronfeld states in his book that Turner and Krause and Flt. Lt. Findlay were all there, and presumably must have been towed from England to have got to St Inglevert, we have no evidence as to what sailplanes these were, although it is stated that Beardmore's Professor was in France, and that Krause was representing "the Lyons Team". Bill Manuel states that Turner and his B.A.C. IV never went to France. Lissant Beardmore has therefore the honour of being "The First Across the Channel in a glider". His crossing time of 33 minutes is short in a Professor but could have been managed with a following wind. His death afterwards made any further substantiation details impossible.

In our last VGC News, we asked whether Rodger Reffell could send us details of his father's aerotow in the RFD sailplane around the Schneider Trophy Course in 1931. He has very kindly done this.

A.H. Reffell's Aerotow in 1931 (September). "This is an account of the Daily Mail aerotow as I remember it. Records show that the Schneider Trophy Race was held on September 12th 1931. The idea to aerotow a sailplane with Daily Mail printed on the underside of the wings was Mr Lissant Beardmore's. He had a Professor sailplane, the wings of which were not suitable for this. It was therefore arranged with the R.F.D.Co. to use their sailplane, nicknamed 'the Blue Peril' which had a parallel chord wing. This was taken to Brooklands about a week before the Schneider Trophy Race and my father, the late A.H. Reffell was towed up behind an Avro 504 with the cable towing from the rear cockpit, and a metal guard from one tailplane tip to the other over the rudder. I remember a number of workmen standing outside the hangars remarking how slowly it flew after casting off the tow.

A few days before the Schneider Trophy Race, 'Blue Peril' was taken to Hamble Aerodrome, and



- 1 The RFD sailplane after its arrival at Hamble airfield during the second week of September 1931. A.H. Reffell is in the centre wearing hat.
- 2 The RFD on its trailer at Hamble.
- 3 A.H. Reffell standing by the nose of the RFD. Puss Moth is behind.
- 4 The RFD in the hangar at Hamble. Rodger Reffell can be seen to the right of the sailplane's nose. Puss Moth can be seen behind.
- 5 The AVRO 504K towplane.

Photographs from Rodger Reffell



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All photographs from Rodger Reffell.



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- 1 The RFD being prepared for aerotowing. Note the rectangular wing planform. Avro 504K towplane is behind it.
- 2 The Avro towplane at Hamble.
- 3 The RFD sailplane in its long span configuration. Like this, it was found to be unmanageable laterally. Mr Dagnall had to be sent off to bring the short span centre section to Hamble, on top of his car.
- 4 The RFD in its short span configuration, which enabled it to be aerotowed round the Schneider Trophy course, during the second week of September 1931.
- 5 Alone in the great big sky. Mr Reffell in the RFD (short span configuration) on tow behind the Avro over the Schneider Trophy Course – Spithead, September 1931.

there, my father had another trial tow. The cable was released very quickly after take off and, as it was rather low, by the tug also. On landing, my father said that, while towing, the sailplane was uncontrollable in the lateral plane, by its wanting to roll over, due to, I think, the wing being slightly twisted. This was more apparent with the larger centre section. This did not affect it so much at its slower towing speed.

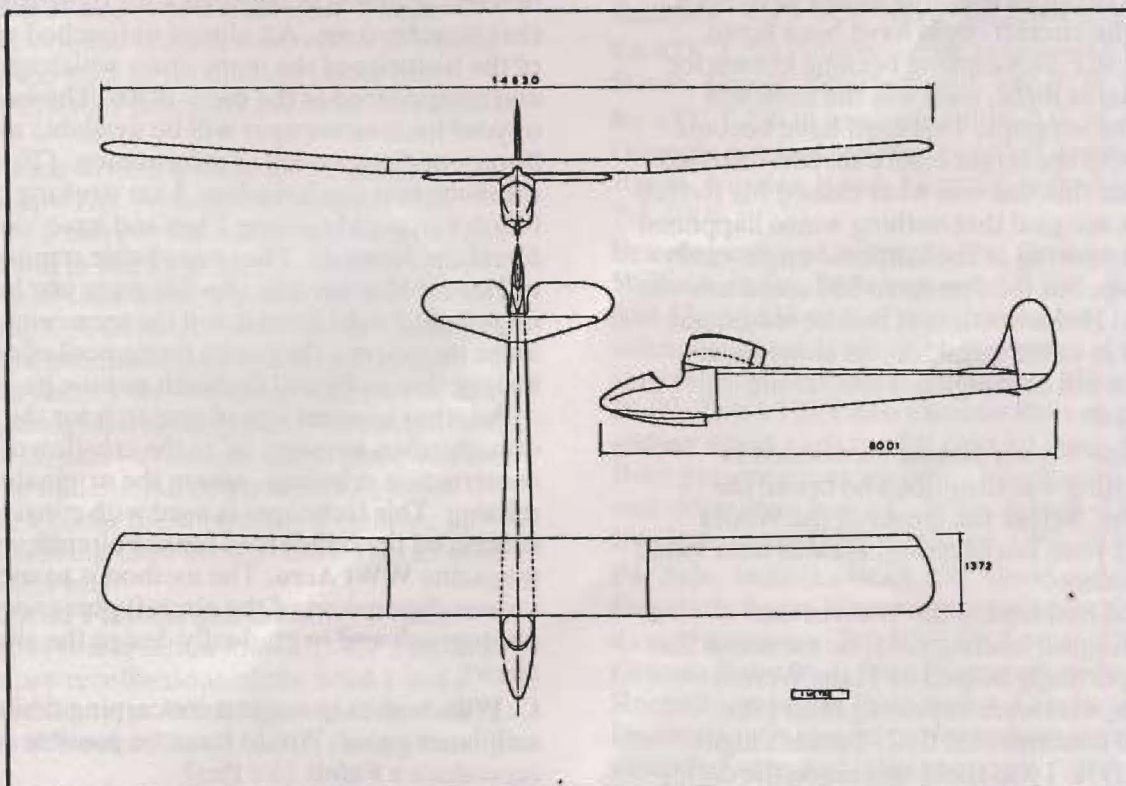
Now, the first aerotow at Brooklands had used the shorter centre section, the larger one being used at Hamble to give a larger span to write 'Daily Mail'. Mr Dagnall went to find the tow cable and returned with it looking like tangled knitting wool. A farmer had found it and thought that it would make good fencing wire! It was then decided to use the short

centre section although this would of course upset the words 'Daily Mail'. So while Mr Dagnall drove back to Guildford to bring it back on top of his car, my father went off and obtained some yellow and black distemper. When Mr Dagnall returned, my father painted the underside of the wings yellow and wrote 'Daily Mail' in black. At the appropriate time, the aerotow took place over the S.T. Course, even then needing much aileron and rudder to keep on the straight and level.

After all this, Mr Lissant Beardmore gave me a flight in his, I believe, Gypsy Moth. I've always remembered the descent as we spiralled down and I kept seeing a haystack whizz by. My stomach took rather a poor view of this!"

Rodger Reffell.

R.F.D. 2 SAILPLANE



The above drawing has been reprinted from Norman Ellison's book "British Gliders and Sailplanes 1922-1970".

This single seat sailplane existed in two versions, with long span for use as a sailplane, or with reduced span for use as a glider. The outer wings were attached to centre sections of differing lengths to give whatever type of glider was required.

The R.F.D. 2 was designed and built by the R.F.D. Co at Guildford, and was of conventional wooden construction, with monocoque fuselage. The G.A. drawing shows the long span version.

Wing span: long span 14.63 m, 48 ft; short span 11.58 m, 38 ft.

Wing area: long span 19.51 sq. m., 210 sq. ft; short span 15.33 sq. m., 165 sq. ft.

Aspect ratio: long span 11; short span 8.45.

Cantilever wing of three pieces.

No flaps or air brakes were fitted.

Fuselage length: 8.0 m., 26 ft. 3".

Undercarriage type: main and tail skids.

Weights: Empty: long span 113.4 kg., 250 lbs; short span 97.52 kg, 215 lbs.

A.U. weight: long span 185.98 kg., 410 lbs.

All engineers will tell us that there are safety limits for an unsupported structure. This pertains exactly to a cantilever wing and refers to Aspect Ratio. An un-supported wing of rectangular form built of wood and with stressed D-box and conventional wooden main spar is usually safe until an Aspect Ratio of 18. This can be exceeded if the structure is of metal. If these limits are exceeded the wing may flex about the vertical axes and torsionally, may become difficult to control and could even break. If the wing is of rectangular form, these problems are greatly exaggerated and a wing of even low aspect ratio will have to be braced externally, internally or even both. These problems are believed to have been very evident with the R.F.D. sailplane which had parallel chord wings in three pieces. To make matters even worse, the R.F.D. sailplane had wing spars of triangular cross section – the apex of which was downwards. This wing spar caused very great upwards wing flexing in flight but almost none, downwards. Therefore the wing would have been more rigid if the aircraft could have been flown inverted. The R.F.D. sailplane became known for aileron reversal in flight, such was the torsional flexibility of the wingtips. This must have become much worse with the larger centre section installed and we imagine that this was what caused Mr Reffell problems. We are glad that nothing worse happened during the aerotowing as the sailplane might easily have broken up, but then an Avro 504 could tow slowly. Harold Holdsworth says that he would not even have got in to the sailplane, let alone have flown it. It was still existing after 1945 at the Southdown Club.

Note. The Hans-Werner Krause mentioned in Kronfeld's writing was the pilot who broke the "Westpreussen" before the crowd at the Woofa Bank in 1931 Lyons Tea Meeting. He was later killed flying an aeroplane.

After Kronfeld had landed the Wien in the prearranged English landing field, he mentions that he was very sportingly helped by Hans Werner Krause's team, who were expecting their pilot.

Bill Manuel confirms that C.C. Turner's flight "was in June 1931. I was there and made the dolly for Turner's B.A.C. IV, although the machine was later given to the Channel Gliding Club and modified to become a B.A.C. VII two-seater. Turner was aero-towed a few times and it was obvious that enough height (10,000 ft) was obtainable with Westland Widgeon towplane for a safe Channel crossing". Kronfeld seems to have confused the single seater B.A.C. IV with the two seater B.A.C. VII (which was used by Mole and Barbara Cartland). They did have the same wings.

Bill Manuel tells of how Hans Werner Krause came to see him working on a Wren at Hawkinge. "Tell him that the tail surfaces are too small and that he will kill himself" said Hans Werner in German. He could speak no English. This having been

translated, Bill replied in forthright English. Bill says now "it was not I who was killed, but Hans Werner. I am still alive after 83 years!"

Paul Williams writes concerning:

On research I recently learned with great interest that Bob Ogden (of 13 Weston Avenue, Woodley, RG5 3BJ) is researching BAC aircraft. It struck me that there may be other VGC members working on similar projects, in complete ignorance of each other's efforts. I would like to suggest that members should write in to the VGC News, so that we are all aware of each other's areas of interest and are thus able to pass on snippets of information to those best able to use them.

I would like to encourage other VGC members to become involved in research – for there is so much that must be done. An almost untouched area is that of the histories of the many clubs which appeared and disappeared in the early 1930s. The back issues of your local newspaper will be available at your library and are a mine of information. (To save someone two day's reading, I am working on the North Cotswold Gliding Club and have 'done' the Evesham Journal). The remarkable reminiscences of Harold Holdsworth also illustrate just how important it is to write down the memories of our older members – they are a living pool of oral history that sadly will diminish as time passes by.

Another unusual line of research for the draughtsmen amongst us, is the creation of new construction drawings, where the originals are missing. This technique is used with considerable success by the builders of replica aircraft, via the magazine **WWI Aero**. The method is to use the known dimensions of the aircraft plus every available photograph and to gradually design the aircraft anew!

C. Wills wishes to suggest concerning designing old sailplanes again. Would it not be possible to reproduce a **Fafnir** like this?

Paul Williams writes concerning the **Horten 4a** drawings advertised in the USA in the last VGC News. Those for elevons are complete, but those for the centre section are hopelessly inadequate. The only main detail is the wing main spar in the centre section which passes below the pilot's stomach. Paul has these drawings.

Wanted: Paul wishes to ask whether anyone has any AV. 36 drawings.

Models. In the field of plastic model construction kits, there have been relatively few sailplanes or gliders produced. Those models that have appeared, are often available only by mail order from specialist shops. So this article is the first of a series

commenting on what models are available and where to obtain them.

Possibly the first plastic model glider to appear was the **General Aircraft Hotspur 2**, produced by the now defunct FROG Co. The model was quite good for its day and is acceptable even by today's standards – although the moulding of the cockpit canopy is possibly rather heavy in appearance. As the canopy is large and clear, the empty cockpit cries out for the addition of internal detail. The model can be converted to Hotspur I standard by the addition of extensions to the wingtips (extending the span by about 64 mm). I use spare tailplanes from the scrap box for this purpose. A revised cockpit canopy is also necessary. A more radical conversion, although easier to carry out, is the twin Hotspur – two aircraft with a parallel chord centre section linking them, and a parallel chord central tailplane. Overall wingspan in 1/2nd scale for this version would be 245 mm. The Hotspur in its original "FROG" box is now a collector's item. However, the original moulds were taken to Russia and the model is back in production under the "NOVO" label and is generally available throughout the UK.

Wanted: 1 I am writing a book on the life and gliders of the late T.G. Nyborg (1872-1962), who turns out to be a more remarkable man than anyone thought. He was in Berlin in 1896 at the time of Lilienthal's death and made his first glider in England in 1903. A letter to "Sailplane & Gliding" a short time ago, produced only one reply. Surely there must be some VGC members who met or saw Nyborg or photographed his gliders? The slightest piece of information – even a date and place you met him, would be of help. All of Mr Nyborg's notes were given to a glider pilot, possibly a member of the Midland Gliding Club around 1964. Has anyone an idea who this was?

Wanted: 2 Scud 1 photos and drawings to help produce a set of construction drawings for a replica. Also wanted are recollections of the Scud 1 and 2 for a history of the type. What became of the Scud 1 fuselage seen at Booker (by C. Wills) during the mid 1960s?

Wanted: 3 Photos, drawings and information on the 12 metre span **KOLIBRI** which was built by the Segelflugabteilung Luftwaffensportverein 1, in 1938.

Wanted: 4 Any information on my **Hütter H.17a**, fuselage, tailplane and rudder which was built by Sam Tollman, former C.F.I. of the Exeter G C in around 1938, but never finished. Also, any histories, photos of H.17s in the UK and details of cross country flights etc.

Wanted: 5 Photos and memories of my **Kranich 2a, BGA 964**, formerly SE-STF and Fv.8226 of the Royal Swedish Air Force.

Wanted: 6 I am trying to build up a set of **Sailplane & Gliding Magazines** to use as reference for serious research purposes. Anything pre-1960 would be

welcomed. I have to trade twelve back issues of the VGC Newsletter nos. 45-57 (no 56 missing).

Above: by Paul Williams, 39 Woodhouse Street, Warwick CV34 6HL.

FOR SALE

Kite 1 BGA 285, 1936 built. Without trailer. Repaired and restored after having had some glue failure in one wing's D-Box. Offers to: John Eagles, Classic Aeroplanes Ltd, Staverton Airport, Cheltenham, Glos, GL51 6SR. Tel: 0452 858661.

For Sale. Good ex ATC **T.21bs** and **T.31s**, possibly supplied with BGA Certificates of Airworthiness, from: Bob McLean Aviation, The Aerodrome, Rufforth, York YO2 3QA. Tel: 0904 83653.

Ex ATC T.31s Peterborough Sailplanes Ltd, 73 High Street, Maxey, Peterborough. Tel: 0778 347506.

Ex ATC T.21b in good condition. **AV. 36. Eon Olympia original canopy** in perfect condition. Eric Rolph, London Road, Moreton in the Marsh, Worcs. Tel: 0608 50530.

Drawings: sets of **Hütter H.17a**, **Grunau Baby 2A**, **Weihe A-3** size, **Rhönbussard A-3** size. The first two cost £8 and £10 each. Prices for the latter are as yet unknown but should not be expensive. (They may be very slightly incomplete, these sets.) **Hols der Teufel** £2.00. Two **VHS Video Cassette films on prewar gliding** which each run for over an hour. £30 each. Both presentations are being lengthened. Drawings and video films from: C. Wills, Wings, The Street, Ewelme, Oxon OX9 6HQ. Tel: 0491 39245.

For Sale. **Jaskolka BGA 939**. Good condition. Regularly flown. Fine instrumentation. C of A from date of purchase. Tel: 0797 8304 or 04352 2719.

Grunau Baby 2b-2. 1941 Plugzeugbau Petera built. Recently restored. With trailer. Can be seen at Dunstable. Improved performance version with extended wing and tailplane spans. BGA 1910. Offers to: Terry Stevens, 65 Bucknalls Lane, Watford, Herts, WD2 7NE.

For Sale. Historic **Skylark 3** Prototype with instruments and trailer. Built early 1955. Price approx. £3,300. Peter Treadaway, 53 Branksome Av., Hockley, Essex. SS5 5PG. Tel. home: 0702 204268.

Wanted: Klemm Kl. 25 aeroplane drawings by Karl-Heinz Kellermann, OSC Wasserkuppe, Beethovenstrasse 64, 6000 Frankfurt 1, West Germany.

BOOKS

Polish

BARWA w Lotnictwie Polskim. No. 1 Andrzej Glass, Krzysztof Cieslak. Aircraft and Gliders (in Poland) until 1939. This is a small, soft covered book and, therefore should be cheap to buy. It is filled with small coloured side views of Polish aeroplanes and gliders illustrated by Andrzej Glass. Lotia, SL-1 "Akar", Czajka bis, Salamandra, Komar bis, WWS-3 "Delfin", SG-21 "Lwow", SG-3 bis/36, CW-5bis/35, Sokol bis, Orlik Olympic; PWS 101, PWS 102 "Rekin", Mewa and the ITS-8 and Bak II Motor-gliders, are illustrated in some detail. It is essential to order the No. 1 for the gliders. There are also printed details of each type.

Polskie Skrzydla printed by Wydawnictwo Warszawa 1984 by Andrzej Glass. This is a small hard backed book with photos and coloured three view drawings of Polish aeroplanes and gliders up to now. The photographs are especially historic and include one each of the designer Szczepan Grzeszczyk and the pilots Modlibowska and Gora, Witek and Makula, Wroblewski, Kepka, Majewska and Dankowska. Photos of the PWS 102 and 103 are omitted and the only three view drawing of a glider is that of the Jantar 2B.

Both the above books are well illustrated and complement each other. A. Glass has done much to bring to the world in book form, the heritage of Polish Aviation. We remember his **Polskie Konstrukcje Lotnicze 1893-1939** which has magnificent three view drawings of Polish aircraft and sailplanes of before 1940. It is a truly valuable book for all who love vintage gliders.

All the above books may be available from **Beaumonts Aviation Bookshop**, 656 Holloway Road, London N19 3PD. Tel: 01 272 3630.

Über Sonnige Weiten by Peter Riedel. Experienced Rhön History 1933-1939.

Vom Hangwind zur Thermik by Peter Riedel. Experienced Rhön History 1927-1932.

Start in den Wind by Peter Riedel. Experienced Rhön History 1911-1926.

Unfortunately, these are not yet translated into English but they are nevertheless very interesting. *Über Sonnige Weiten's* pages very easily come out but can be replaced with Pritt paper glue. Motorbuch Verlag, Stuttgart, or Beaumonts.

The World's Vintage Sailplanes 1908-1945 by Martin Simons. This lavishly illustrated book has to be bought direct from: Kookaburra Technical Publications Pty Ltd, Melbourne, Victoria, Australia. It contains photographs and three view drawings of all the famous gliders of the time. There is also a wealth of information concerning these aircraft.

Segelflugzeuge 1935-1985, Vom Wolf zum Discus by Peter Selinger. This concerns aircraft production of the Flugzeugbau Schempp Hirth. The second edition contains new coloured photographs and three view drawings. Records of production list in the book's last pages are more complete than in the former edition. It is beautifully illustrated with photographs (some of them in colour) and three view drawings. Motorbuch Verlag, Stuttgart.

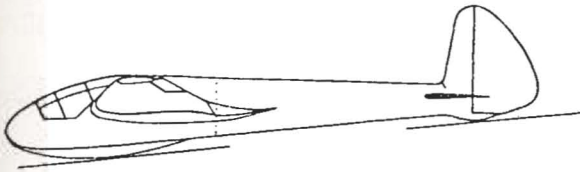
Happy Landings by Group Captain Edward Mole. Airlife England. Much early gliding.

Happy to Fly. Ann Welch. Autobiography. John Murray Publishers Ltd.

Both the above from Beaumonts Aviation Bookshop.

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*   P.F. Woodcock 61 Matlock Road   *
*   SHEFFIELD S6 3RQ (England)   *
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*
*****
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KOLIBRI-B



Fuselage disconnected in line with wing Trailing Edge.

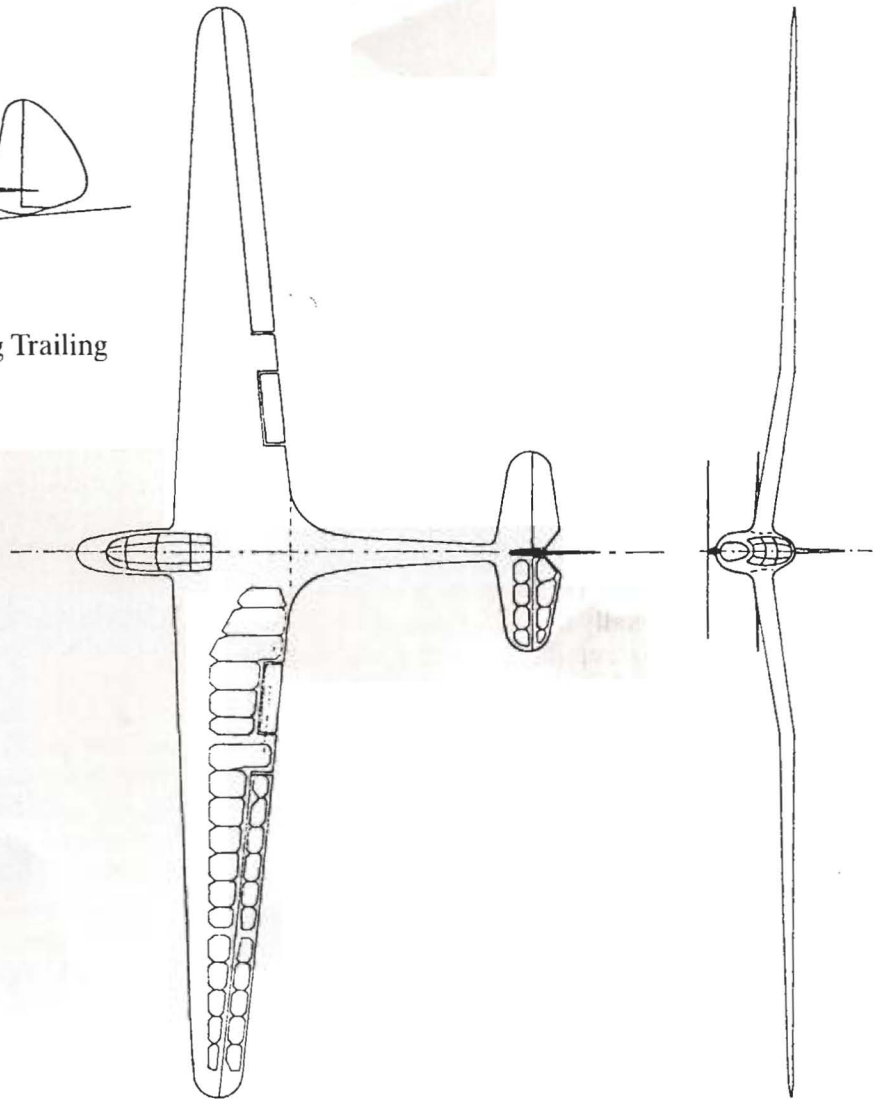
Nothing else derigged.

Designer/builder: G. Blessing

Date built: 1938.

Very powerful air brakes.

Wing span:	12.00 m
Length:	5.8 m
Tailplane span:	1.10 m
Fuselage breadth:	0.52 m
Fuselage height:	0.90 m
Empty weight:	100kgs, 220 lbs
Flying weight:	190kgs
Load:	198lbs
Max. l/d:	1:23
Min sink:	0:75 m/sec
Aspect ratio:	13.34
Wing load:	3.65 lbs/sq. ft.
Wing profile:	Goe 535



Details of Kolibri by C. Wills



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Ewelme,
Oxon.
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