



VGC News

No. 64 Summer 1988



The christening of the Habicht before the Karl Pfeifer Halle on the Wasserkuppe, on the 8th August 1987.

On the left is Karl-Heinz Kellerman, Chairman of the Oldtimer Club Wasserkuppe (OSC) and the producer of the magazine OSC Aktuell.

On the right is Josef Kurz, workshop foreman of the OSC Wasserkuppe, who is leading the work on the club's restorations and recreations. Thus the Habicht is the result of his work and leadership. He is seen here performing the act of christening the aircraft with the river Fulda's spring water. The source of the river is actually on the Wasserkuppe, which is of volcanic origin.



Left and below: The Slingsby Type T8 "Tutor" mentioned in Barry Smith's report on gliding in Kenya. We wonder if John Sproule, its designer, approves of these modifications?



Cover Photograph: Ernst Walter's Mü 13d approaching to land during the Rendez Vous 87 International Rally at Traben Trarbach last July.

Every year, this Mü 13d, which is the only prewar (pre 1943) Mü 13d airworthy, seems to become more original.



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President:	C. Wills
Vice President:	Paul Serries
Vice President:	Willi Schwarzenbach
Vice President:	Jan van Beugen
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Hon. Treasurer:	W. Bishop
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Didier Fulchiron:	France
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Jan van Beugen:	Holland
Firmin Henrard:	Belgium
Imre Mitter:	Hungary
Willi Schwarzenbach:	Switzerland
Rainer Karch:	Germany

Chris Wills and Robin Traves wish to thank everyone for sending Christmas cards and regret that, as there were so many, they were not able to reciprocate them all. They kept arriving until mid January! All VGC members were in their thoughts.

ICARUS OLYMPICS

It has been announced that the 1990 Olympic Games shall be hailed as the Icarus Olympics in that a special emphasis shall be given to flying. This may well mean that for the first time Gliding will become an Olympic Event, exactly 50 years after it was planned in 1940.

We wonder whether a thought will be given to the Olympic sailplane of 1940 of which at least 70 are still air-worthy in different parts of the world. It is too much to imagine that the Olympias, Meises, Nord 2000s and Fokker Olympias might even now be allowed to appear at the Olympics?

A mass arrival of Olympias actually in the stadium might be pushing things a little far, as it is to be in South Korea!

However, we feel that it is not too much to hope that an event will be run somewhere, connected with the Olympics in which Olympias, in the colours of all nations, might at last be able to take part... 50 years after they were supposed to.

For this hope, we urge all our Olympia, Meise, Nord 2000, Fokker Olympia owners to bring their machines to states of "instant readiness" in anticipation. The next two years should at last bring the Olympia its moments of glory and it should be clearly very much the "in" machine.

Let us once again bring attention to the International Olympia Meise Rally which is to be run at the end of July 1988. Contact: Jörg Ziller, Brucknerstrasse 20, 7032 Sindelfingen, Germany. The meeting, which is to be held from 31st July – 6th August, in the airfield of Winzeln in the

Black Forest, is to celebrate the Olympia Meise's 50th anniversary, as it was designed by Hans Jacobs in 1933. We hope that Hans Jacobs will be able to be present?

VINTAGE GLIDER EVENTS FOR 1988

Rendez Vous '88 – Angers, France. 16th – 23rd July 1988.
Contact: Christian Ravel, 89 Domaine des Ecots, St. Lambert la Potherie, F-49000, France.

Information and Entry forms are now available for the **Rendez Vous 88 Rally** at Angers, and for the **16th International Vintage Glider Rally** at Bourges. Those wishing to have them for the **Rendez Vous 88 rally** should write to: GPPA, Ailes Anciennes Anjou Ae-C.O., Aerodrome 6 bis, Avenue P.Mendès France, 49240 Avrillé. Tel: (41) 775111.

For the **16th International Rally** at Bourges you should contact: Rally Committee Organisation Secretary, Airport, UAC Bourges, 10 Rue Lebrix, 18000 Bourges, France. Tel: 48504183.

16th International Vintage Glider Rally – Bourges, France. 23rd – 31st July 1988.

Organisation and letter writing will be undertaken by the Bourges Association (ie the central organisation on the airfield). There should be space for 80–90 gliders.

International Meeting for Olympias, Meises and Nord N2000s – Winzeln, Schramberg. 30th July – 6th August 1988.

This is to celebrate the 50th Anniversary of the design date of the Olympia Meise, the sailplane which pilots of all nations were to fly competitively in the Olympic Games. Due to the war, this never happened. However, as its drawings were distributed among nations before the war, it was built widely. Thus, the meeting for this masterpiece of a sailplane by Hans

Jacobs is to be held on Winzeln Airfield on the Black Forest from 30th July to 6th August 1988.

Contact: Jörg Ziller, Brucknerstrasse 20, 7032 Sindelfingen, Germany.

The meeting aims to offer: relaxed competition flying in suitable conditions; low prices; a wonderful airfield; camping site; no exaggerated regulations; much fun flying Meises, Olympias and N2000s; winch launching and aerotows.

British National Vintage Glider Rally 1988.

The National Rally will take place at the Yorkshire Gliding Club, Sutton Bank from Sunday 28th August – Saturday 3rd September 1988.

We shall be celebrating the first flights of the Slingsby Types 12 and 13, Gull 1 and Petrel, which took place at Sutton Bank in 1938. It is hoped that the Gull 1 and both Petrels will be there as this should generate local interest. Both types will be 50 years old.

For more details, please contact: Geoff Moore, Arewa, Shootersway Lane, Berkhamstead, Herts., tel: 04427 73258.

We wish to hear from any of our members who could run a VGC weekend at their own club sites next year. Please contact Geoff at the above address so that dates can be announced in advance.

VGC Dinner 1988 Saturday November 12 – Lasham Reservations £5 deposit – contact Geoff Moore.

THE LASHAM CENTRE?

The VGC has been approached by the Lasham Gliding Society, which has offered the use of the "old Scout Hut". This is a self-contained building situated near the western end of the airfield, having a large grass area and good road access. At present it is used by Imperial College. The building is in good structural state, but has become rather dilapidated, and the grounds overgrown.

Lasham regards the VGC as a respectable and energetic organisation, and very suitable for tenancy. The rent would be around £600 a year, plus rates. For the first two years there would be a peppercorn rent of £10 in recognition of the effort and expense to be incurred by the VGC in putting the place to rights. This would also give the VGC two years to assess the potential of such a centre and the running costs.

VGC members based at Lasham and the VGC office-holders have met and discussed the idea. There is agreement on certain points:

- 1 The centre should be self-financing. A realistic estimate of the costs would be £1500 per annum minimum. If this were a general club overhead it would represent nearly 25% of club income, or an increase of £2 on the subscription, for a facility that only a small minority of the members would be able, or willing to use.
- 2 The work of keeping the centre would inevitably fall to the local "Lashamite" VGC members.
- 3 If the centre were to be used for archive storage, there would be a major security problem.
- 4 The building, whilst large enough, is not envisaged by Lasham to be used for glider storage or workshop purposes.
- 5 To generate income from overnighing and temporary trailerage, camping, etc., the VGC would have to run a considerable proportion of events at Lasham each year,

thus altering the nature of the club, and moving its Centre of Gravity to Lasham.

Our suggestion, that the trailerage fees for a small number of owners be given to the VGC in recognition of the hard work that such VGC/Lasham members would have to carry out, and which would go a long way towards making the centre self-financing, was refused by the Lasham Management Committee as being "a cheap way into Lasham".

A copy of the Lasham letter detailing the offer is printed below. If you have any thoughts on this matter, please write to the secretary as soon as possible. Whatever the outcome, no action will be taken that will have far reaching consequences for the club without the fullest consultation with all the members. Any arrangement with Lasham can in any case only be on a year-by-year basis, a point that has both positive and negative implications.

LETTER

Dear Robin

Vintage Glider Club

Thank you for coming to Lasham on 14th February 1988 to meet the Committee of Management and give further details of your proposals to use the Old Scout Hut for a Vintage Glider Club Centre. (The proposal came from Lasham! – RHT)

I am pleased to say that the Committee of Management of the Lasham Centre Society approved your aims and objectives and are prepared to offer the clubhouse and surrounds as previously detailed, but excluding the access road to the dell, as from 1st January 1989 but subject to the following provisions:

1. The annual licence fee will be a nominal charge of £10 for the first year and it is envisaged that this fee will apply for the second year subject to satisfactory progress on repairs and maintenance to the building and grounds.
2. The licence fee will be re-negotiated at the end of the second year. This will be approximately £600, but will be dependent on the rate assessment due in 1990 and the increase in R.P.I.
3. The fees forming your income to the Centre will be temporary trailerage and/or glider fees, accommodation and camping/caravanning for visiting VGC members. Lasham is prepared to collect these fees on your behalf subject to detailed agreement on ways and means.
4. You are required to maintain the clubhouse both internally and externally and to improve the surrounding area to a standard acceptable to LGS.
5. All direct expenses, including heating and electricity, must be paid by the VGC.
6. The building should be insured for damage and against vandalism/theft as from a mutually agreed date; preferably from the 1st January 1989.
7. A local committee of the VGC should be set up before the start date for all negotiations with respect to the centre.
8. Notice required to vacate the site is one year for either party unless by mutual agreement.

The Committee could not agree to the trailerage fee for Lasham VGC members being payable to the Centre as this would represent a direct subsidy to the Centre from members' funds. The policy is consistent with that of other associated clubs operating at Lasham.

The general feeling of the Committee was that rewards for work carried out on the Centre is a VGC matter. In addition, there is a two year period before any realistic rent is payable and during that time the viability of the Centre should become known.

Will you please inform me of your views on the above provision in order that a formal document may be compiled as soon as possible.

Yours sincerely
D.J. Phillips
General Manager

NEWS FROM ENGLAND

Andrew Coates reports progress restoring his Swedish built 1950 *JS Weihe*. Fuselage and tailplane are restored, awaiting painting, although two new ash skids have to be built. The wings remain to be recovered. This was the last Swedish *Weihe* which was built, to be flown by Dr Paul MacCready in the 1950 World Gliding Championships at Orebro in Sweden. He was only just beaten into second place on the last day. Andrew's aim is to have it ready to take it to our International Rally in France next summer.

Mike Beach continues to make rapid progress with his new 1927 *Hol's der Teufel*. After only a few months' work, fuselage and tailplane are complete and he is now working on its wings. The construction of its nacelle and wings were not so simple as first thought. The aircraft is expected to fly in 1988. Mike is now looking for another project.

The Blackpool & Fylde Club syndicate has, it is believed almost finished the wood-work of their new 1939/40 *Gull 3*. Work stopped, with only fabric covering still to do, so that all club members could give battle with an invasion of wood worm which had taken over... not the *Gull*... but the club buildings! The aircraft is expected to fly also in 1988.

Work is also continuing on the Czech *Zlin Krajanek* at Brooklands. We are not quite sure when this will be finished but we understand that **Mike Birch** means to make a perfect job of it.

Work is also continuing, as far as we know, on the Ilkley 1931 *BAC VII* by Michael Maufe. This was the first two-seat sailplane designed, built and flown in Britain and became the first club two-seater. Eric Collins made several soaring flights and short cross-country flights with one before 1934. We believe that these were the first cross-country flights made in Britain.

When the *BAC VII* will be complete, we are not sure but we imagine that it might be ready sometime in 1988?

The storm which terrorized the South of England during the week after 10th October, when Doc Slater died, we believe, did not damage many vintage gliders. We have heard that at Ringmer, the East Sussex Gliding Club, an *Eon Olympia* took to the air in its trailer and damaged many other trailers, but that the *Olympia 401* and *T.21b*, also in trailers at the club, were undamaged. However, the only *Jaskolka* in Britain was damaged but is now being repaired. Owner and repairer is Francis Hodge.

At the London Club, the newly restored *Ka-4 Rhönlérche* was left out during the night, well tied down and weighted all over with tyres, but was undamaged. We understand that its owner, Terry Perkins, came up to the club at 4am to establish that it was still there. It is possible that the wind was not so strong at Dunstable.

1988. It would seem that our members are currently restoring *Gull 3* (new), *BAC VII* (half new), *Hol's der Teufel* (new), *JS Weihe* (old), *Krajanek* (old), *Eon Olympia* and *Nord 2000*,

Minimoa (old) at Dunstable. This means that 8 machines are being worked on in Britain. (Perhaps others that we have not heard of).

Our present star of the east is **Ian Hodge**, who, during 1987, restored a *Grunau Baby 3*, and he has now acquired the *Fauvel AV.36* from Phil Collins. This was formerly the *RAFGSA Bicester* fully aerobatic Andy Gough aircraft. As it is the increased wingspan version, we hope that our new member Ian Hodge will have many hours of soaring in it.

We welcome Ian to our club. His address is: Oak Lodge, Church Road, Warmingford, Colchester, Essex CO6 3AZ. Tel: 0787 228149.

We have also been receiving letters from **Melanie Malcolm and her husband**, who have restored the famous *Eon Olympia* which was flown by Lorne Welch in the 1948 World Championships at Samedan in Switzerland, and afterwards owned by Charles Wingfield, Britain's Gold No 2, who still flies at the Long Mynd. It was later flown by the Israeli competitor in the 1954 Camphill World Championships. The intention is to restore it, as it was when it was new. They have already established that it was overall light blue with a dark blue line along its fuselage.

Should anyone have further information on this aircraft, would they please send it to: Melanie Malcolm, Field End, Back Lane, Barmby Moor YO4 5TW. We welcome them also to the VGC.

Barry Smith writes saying that he is owner of *L-Spatz*, Werk Nr. 1 and that he is now having a *Nord 2000* restored, in order to own a proper Vintage Glider. During last September (1987) he made a pilgrimage to East Africa where he once lived.

There he was lucky enough to fly the *Tutor BGA898* (which still retains its BGA Number). It was built in the UK from parts of a *Cadet* and the original fuselage of the *Tutor BGA485*. This particular aircraft has had its nose modified to resemble that of a *Grunau Baby* and has an enlarged fin and rudder. He does not know what this does for its performance.

This glider was imported in to Kenya in 1961 and now forms part of a fleet operated by VGC member Richard Pollard at Mweiga, which lies between Abedare National Park and Mount Kenya. Richard has also a *Swallow*, *ASK 13*, a *T.21b* and a *Blanik*, which was under repair in Nairobi at the time of my visit. The delightfully vintage air surrounding Richard's operation is partly due to the difficulties caused by Kenya's exchange control regulations which have meant that more modern aircraft could not be imported. Recently however, these have been eased in Richard's case, and, when Barry was there three modern GRP gliders were on the way to him from Yugoslavia.

Richard and his wife Angela plan to offer high performance soaring in the glass ships if aerotowing can be arranged. The *T.21b* is to be used for joy riding the many tourists (mostly American) who visit the Abedare Country Club which hosts the gliding operation as an additional attraction. These people are a joy to behold, dressing uniformly in very operational looking safari clothes, complete with plastic leopard skin hat bands for the bus ride from Nairobi! The man destined to flog the circuit with members of the blue rinse brigade, and their camera-festooned consorts, is a perfectly charming Dane named Mats Schmidt, to whom Barry's sympathy is extended.

Underlying the unashamedly commercial aspects of the operation is a genuine enthusiasm for gliding, and Richard, Angela and Mats extend a warm welcome to fellow afficiona-

dos. Barry had some interesting soaring in the ASK 13 in very strong and, at low level anyway, surprisingly small thermals. Sod's law dictated that the very high cloud bases for which Kenya is famous, were absent during his visit, but the fun of thermalling over the animals grazing near the Treetops Safari Lodge went a long way to compensate.

Barry has now invited VGC participants at the 1988 British National VGC Rally at Sutton Bank, for a grand tour of his new Maximum Security Prison of which he is Governor. We don't know whether this establishment has an area for landing gliders... but a helicopter was recently landed in another similar prison to assist prisoners escaping! (Dartmoor Prison once hosted an out-landing by a Skylark IV! - Ed).

Barry's Nord N2000 is to be finished by Eric Rolph.

It will keep its original Meise canopy and will have little plastic wheels on either side of its skid to assist take offs and landings on the hard runways at Pocklington, where Barry flies. It should look very original when finished.

Eric Rolph. We are pleased to announce that Eric has been awarded a BGA Diploma for services to old gliders over the years. This will be awarded at the next BGA AGM. We send him our congratulations and cannot think of anyone who has deserved it more. We thank the BGA also. It is typical of their policy to support the Vintage Glider Movement.

During mid May 1987, **Phil Collins** carried out his first flights with his newly acquired **Condor 4 BGA** at Challock, home of the Kent GC. From high aerotows, he ascertained its excellent flying qualities and performance. Flights were brought to a stop by the twin harness needed for the cable releases on either side of its cockpit being lost. They were not on the cable after the tow plane landed. (Another was quickly obtained from Germany via Werner Tschorn).

Mike Beach. After a feasibility study in depth lasting two months, he has decided that the construction of a **Rhönadler 32 or 36** would take him too long. He had both of their drawing sets. He also has decided that as only 16 of the 24 drawings needed to build a **Hütter H.28**, in Dale Busque's hands, were existing, and that, as these are not definite drawings, the construction of this little gem of a sailplane, would not be possible. He has thus decided to start construction of a **Hol's der Teufel (Anfänger)** of which the VGC has some drawings. This is a 1928 RRG Lippisch designed enlarged Zoegling with wing bracing wires replaced by four wooden struts. It was said to be an excellent weak lift soarer.

The VGC marches backwards in time with the construction and restoration of **BAC VII**, **Falke**, **Dagling**, **Grunau 9**, **Wrens**, **Hol's der Teufel** etc., it may soon be possible to hold a rally for really antique designs so that the atmosphere of the very first epoch of gliding can be more certainly captured!

Petrel BGA651. Mike Russell and Peter Underwood are to C of A the Petrel so that if possible it can celebrate its 50th birthday during our National Rally this year on Sutton Bank (28th August - 3rd September).

Michael Maufe hopes to bring his **BAC VII** in an uncovered state to the Sutton Bank Rally.

This was the first two-seater glider designed and built in Britain (in 1931).

THE GREAT SALE

Final Instalment?

On January 8th, offers had to be submitted to the Ministry of Defence for 40 Grasshopper Primary Gliders (Slingsby Type 38 TX Mk. I) which were on the RAF Airfields of Dishforth,

Cosford, Locking (Weston Super Mare) and Halton. They were all officially stated to be in "poor" condition. It is not yet known whether any of our members have successfully obtained them.

The Grasshopper was the result of a 1952 order from the Ministry of Supply for a trainer for the ATC and School Cadet Corps, in preference to the Eon Type 7 SG.38 Primary which first flew in 1948. It was thought to be a political decision.

The Grasshopper utilised the wings of the Slingsby Type 7 Cadet which themselves were inspired in 1936 by the wing design for the 1927 Zoegling and Hol's der Teufel of 1928. The Grasshopper's fuselage was a simplified version of that of the German SG.38, but the tailplane, elevator and rudder were also those of the Cadet which were again similar to those of Zoegling, Prüfling, Hol's der Teufel, (Lippisch designs for the Rhön-Rossiten Gesellschaft, ie. R.R.G.).

It is not known whether there will still be more "Great Sales".

Late news is that 3 Grasshoppers have gone to Fried Wevers of Amersvoort, Holland.

2 Grasshoppers have gone to Ian Hodge and friend of Colchester, Essex.

1 Grasshopper has gone to Phil Collins of Kenley.

GLIDERS STORED IN BRITAIN AS PER JUNE 1987

These aircraft are all owned but their owners either have not yet started restoring them or have "paused" during their restorations or repairs.

French **AVIA 40P** probably 1935 built and rebuilt later. **BGA680** at Cornish Gliding Club, Perrenporth airfield, Cornwall.

DFS MEISE, **BGA449**. This is the last of 3 wartime built German Meises that were brought to Farnborough in 1945. It is owned by L.S. Philips and is kept at the Cornish Gliding Club, Perrenporth. It last had a **BGA C of A** during 1986/87.

Dagling BGA493 being restored by John Greenwood near Dunstable.

Grunau Baby 2b, **BGA578**, **Hütter H.17a**, **BGA490**, **Fauvette**, **Jaskolka** etc? J Menzies, The Old Coach, House 1A St. Mary's Lane, Dilton Marsh, Westbury, Wilts.

JS Weihe BGA448. Severely damaged after blow-over in Switzerland during VGC International Rally at Thun in 1979. Owned by Richard Myhill of London Sailplanes, Dunstable.

Kranich 2a, **BGA907** Swedish built 1943. **Spalinger S.21**. Imported 1980. No BGA number. 1942 Swiss built. **HB-357**. David Braham, 8 Cityfield, Arlesly Road, Henlow, Beds. **SG16 6DD**. **Grunau Baby 2b** is also believed to be here.

Kranich 2A BGA964 ex. SE-STF. 1943 Swedish built. Aircraft is almost airworthy and is stored at Moreton in the Marsh. Owner Paul Williams, intends to fly it soon. Also held by the above owner is the last **Nyborg Special** that was built, and the fuselage, fin, rudder and tailplane of an **H.17a**. The Nyborg is in bad condition. Both the above are stored with the Kranich on Eric Rolph's premises at Moreton in the Marsh.

Hütter H.17a. Fuselage, fin, rudder and tailplane only. **Ad-dyman STG** remains, **Dixon Primary** and **Dagling**

remains. N.H. Ponsford, 94 Parkland Drive, Leeds LS6 4PT.

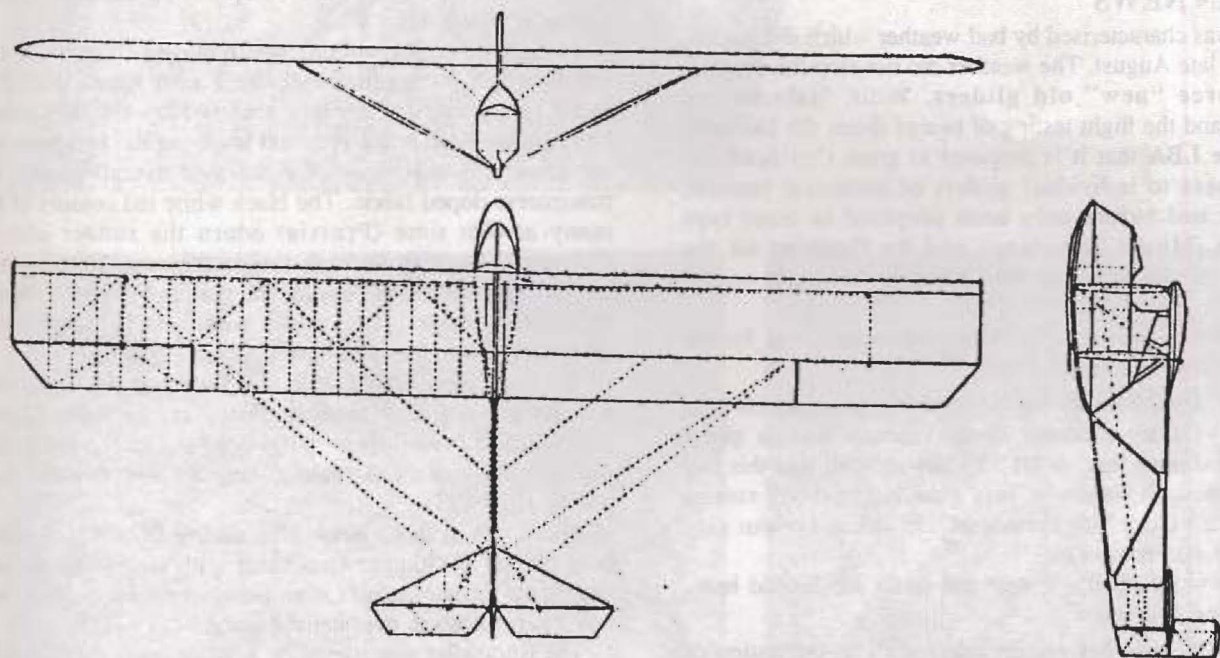
Hütter H.17a remains, wings, front fuselage and tailplane, BGA598? 1 complete **H.17a** BGA? awaiting restoration. David Almey. Parts of two damaged **Kranich 2s** and a complete **SG 38 Eon Eton** have recently been sold to Heiko Harms of Flensburg, Germany.

Kranich 2b, BGA1147. German-built with dive brakes, 1943. (Mraz Chotzen Bohemia). **Petrel BGA651**, AV.36, **BAC Drone 1935** motor glider. **Willow Wren BGA162**... Britain's oldest glider. **Slingsby Falcon replica 1931** (RRG Falke 1926) BGA3168. **Kite 1** BGA400 etc. **RUSSAVIA**. Mike Russell, Peddars, Wood End Green, Henham, Bishops Stortford, Herts. Tel: 0279 850 308.

2 JS Weihs BGA1230 and BGA1021 belonging to Don Beach and Barry Briggs and kept at RAF Cranwell. BGA1021 is kept airworthy and is German 1943 built. BGA1230 is half German and half Swedish 1943 built. It is now to be made airworthy. The **Minimoa BGA1639** and the **Scud 3** (without power) BGA684 at the London GC Dunstable, are being restored. The prototype **Kite 1** BGA236 is also there – owner Terry Perkins.

Fokker Goevier 2 1947 built, BGA1642. Margaret Dickens, 14 Rockingham Court, Rushden Northants.

Scud II BGA231 – Very Rev. Canon Bourne. Some glue failure, awaiting repair (as of Feb 1988).



FROM "THE SAILPLANE" NOVEMBER 14 1930.

THE HOL'S DER TEUFEL

Visitors to the Wasserkuppe this summer came back so impressed with the Hol's der Teufel type of sailplane that we feel a brief description of this machine will prove interesting.

The Hol's der Teufel has been developed from the well-known **Djavlar Anamma**. It is a single-seat, high-performance soaring machine, designed at the Wasserkuppe and built by the firm Segelflugzeugbau Schleicher. Herr Schleicher, the principal of this firm, has held his "C" licence for several years and the design has therefore had the benefit of extensive aerodynamical knowledge coupled with the flying experience of a very sound sailplane pilot.

Apart from its primary use as a soaring machine it is intended for the taking of "B" and "C" licences; in its former capacity it is used throughout Germany, in particular the students of Göttingen University use this type of machine and they have performed very well in soaring competitions.

The machine is strut-braced and this simplifies erection and rigging; these struts are of a particularly elastic wood and thus the risk of their fracture is considerably reduced.

The general layout is seen in the accompanying sketches. The fuselage is built up in two portions. The fore portion carries a ply and fabric "nacelle" and is fitted with a spring-steel skid. The strut-bracing eliminates the necessity for landing wires and therefore for a cabane. The fact that it has a "grid" fuselage in no way detracts its performance as a soaring machine, but it would require an almost impossibly bad landing to break its "back". This form of construction has the further advantage that it is easily repaired.

The low sinking-speed brings it into the class of high-performance machines, and, although its performance is hardly that of, say, **The Wien**, it is a sound, robust soaring machine, particularly suitable for training and club use.

Span 41.8ft, Chord 5.25ft, Wing area 220sq. ft, Weight empty 210lbs, Flying speed 26mph, Gliding angle 1 in. 15, Sinking speed 2.56ft/sec at 26mph.

The Last Hol's der Teufel flying in England? Heard by Mike Beach. Len Dent, now at the Midland Gliding Club, reports that he flew a Hol's der Teufel, which was flying with an ATC Unit, in 1946. The machine was then in less than perfect condition and was crashed.

From Peter Davis. At the Portsmouth Club just after the war was the **Kassel 20** (1/20 was supposed to be its max L/D), which had been flown at the London GC by Eric Collins in 1934/5. It was damaged at that time. Also there was the 3 piece wing of the 60ft span **Westpreussen**, which was the first German high-performance sailplane imported into Britain in 1930? Peter and others had planned to build a new fuselage for it. A Westpreussen had set up a World Duration record of 14 hours 7 mins flown by Ferdinand Schulz over Rossitten on the 3.5.1927.

GERMAN NEWS

Last year was characterised by bad weather which did not improve until late August. The weather did not stop the completion of three "new" old gliders, Wölf, Habicht and Rhönadler and the flight testing of two of them; the **Declaration by the LBA** that it is prepared to grant Certificates of Airworthiness to individual gliders of historical interest, whereas it had before only been prepared to issue type Certificates (Muster Zulassung); and the **Opening on the 29th July of the new German Gliding Museum** on the Wasserkuppe.

So it can be said that 1987 was a significant year for the German Vintage Glider Movement.

Regrettably, **Paul Serries** has decided to relinquish his post as official VGC co-ordinator of the German vintage glider scene. He has done the job for 15 years and felt that this had been long enough. We are all very glad that Paul will remain as one of the VGC's Vice Presidents. He was one of our very few founder members in 1973.

He came to us when we were but small and helped bring us through the first years.

The new VGC member responsible for all co-ordination of the German vintage movement is **Rainer Karch. 8 München (Munich) 60, Wiesengrund 6, West Germany. Tel: (089) 887563.**

Rainer has already had experience in "bringing coherence" to the latest International Vintage Gliding Meeting, this year in Germany. We wish him luck and much satisfaction in his new task.

FLYING OPERATIONS

The Grunau Baby Meeting. In spite of a dark cloudy sky, about 80 Grunau Baby enthusiasts met for the 8th Grunau Baby Treffen at Giebelstadt at the beginning of June. They came from all parts of West Germany and also, Neelco Osinga from Holland accepted the invitation of the Flugsportclubs Giebelstadt. Also, Christian Kroll with his Cumulus 3F was there.

The bad weather did not prevent plans being made for training in Bungee Launch Starts and for a visit to Grunau, the birthplace of the Grunau Baby, which is now well inside Polish territory.

Christian Kroll has reported that the **1987 Grunau Baby Rally** held in Germany during late May was rained off. This

was very sad as the Grunau Baby owner movement is very lively in Germany and is growing. This is evident by a Grunau Baby 2b in the June 87 AEROKURIER being offered for sale at DM. 9,500 (over £3,000?). This one was/is in "top condition" and accident free, having been built in 1958. (Tel: 0431 17329).

Christian Kroll is asking for details of all Cumulus Gliders as he is writing their type history. Details are required at his address: Konzendorferstrasse 4, 5160 Düren/Konzendorf, W. Germany. We understand that he can be contacted at his work: Tel: 02461 52124.

The Hahnweide Oldtimer Fliegertreffen. Kirchheim unter Teck, 5th and 6th September. Klaus Heyn reports that this year "We had a very good Hahnweide Oldtimer Meeting with sunshine, many vintage gliders and two Jü 52s as well".

RHONADLER 35

Klaus Heyn, after 7 years' work, has finished this project. One should mention perhaps that it was not worked on continuously for 7 years owing to temperatures being too low for gluing in winter etc.

In September, the aircraft was removed from his house's loft by a task force which included Rainer Karch, Jörg Ziller and Klaus himself. This was achieved by simply cutting a large square hole in the roof and lowering the components to the ground. The Rhönadler is finished overall cream, with transparent doped fabric. The black white red colours of Germany at that time (Prussia) adorn the rudder and five Olympic Circles are on each side of the nose. This was typical for German gliders during the period 1935/36 to honour the 1936 Olympic games which were held in Berlin and, at which, there was an international Gliding Meeting.

The two colour DLV (Deutscher Luftsport Verband) colour scheme has not been applied. However, the name Günther Groenhoff in beautiful script has been put on the sides of the fuselage. He was the German gliding ace who flew the Fafnir during 1929-1931.

There was in fact a Rhönadler during 1934/5 at the Hornberg named D-Günther Groenhoff with two white diamond shapes for further identification between the two names, but it had a varnish finish over natural wood.

The Rhönadler was rigged on Klaus's lawn, the 57ft wings being bolted together before lowering on to fuselage in Rhön-bussard fashion.

The aircraft is a magnificent sight and Klaus must be congratulated on bringing back a Rhönadler, which was Germany's most popular cross country sailplane during the 1930s, 165 being built by Schleichers. Others were built by groups and individuals including the late Hermann Lederer, a VGC member until his recent death.

One Rhönadler each was delivered to Britain and South Africa, while two went to Hungary. One was also carried off by the French in 1945 and finished its days at La Montagne Noire, (before 1950). Another was flying after the war in Switzerland. Only one Rhönadler (other than Klaus's) exists and this is stored on Larry Gehrlein's Thermal G Ranch, Gliderport & Soaring Museum, Waterford, Pennsylvania, USA. This one is believed to have been built in the USA and finished during 1941.

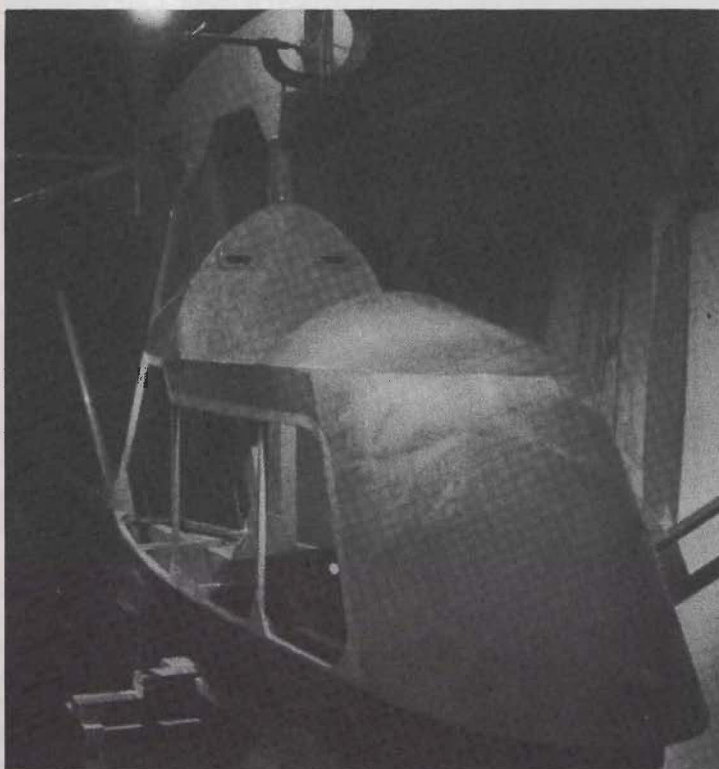
We believe that Klaus has destined his Rhönadler for the German Wasserkuppe Gliding Museum but, as there is currently little space in any German aviation museum, it is possible that it will be flown first.

The aircraft has been completed to airworthiness standards, and is at present still at Klaus's home in Eislingen/Fils so that weight, and C of G, can be established etc. for LBA

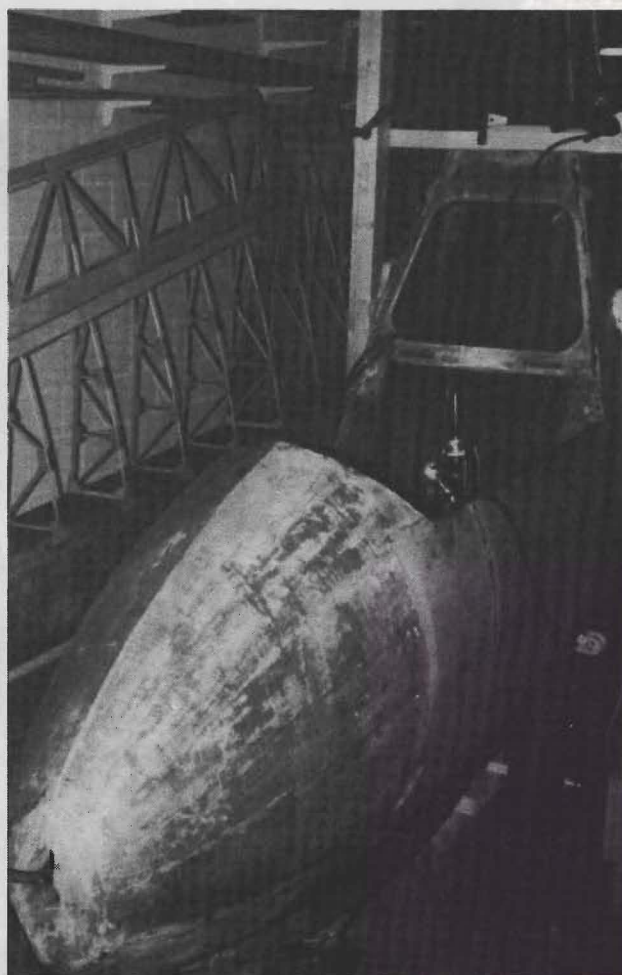


Left to Right, Erich Klöckner, As DFS test pilot, he flew a Kranich solo to an absolute height to 11,460m in wave over Zell am See on 11.10.40. His release height was 6,520m. May 1939, he reached 9,200m. Hans Zacher, the Akaflieg Darmstadt's test pilot for the D.30 "Cirrus". He flew it during the performance tests against the Horten 4a in 1941. He is currently still a sailplane test pilot.

Hans Jacobs, the great German sailplane designer, on the occasion of his 80th birthday celebration on the Wasserkuppe on the 17th Oct. 1987. Herr Plustschik, Mayor of Gersfeld.



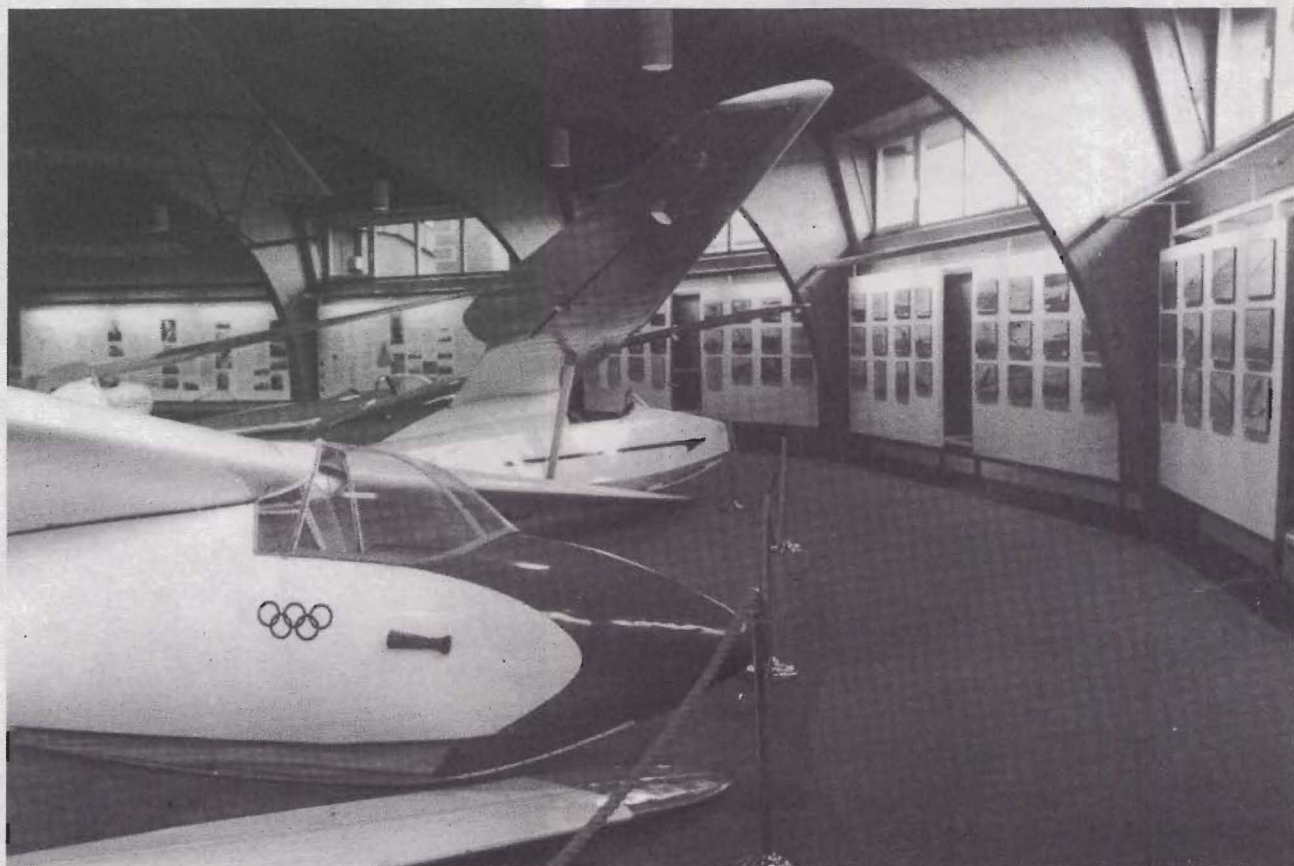
A replica Hol's der Teufel "Anfänger" which is being built by Michael Beach at Brooklands. At least 6 of these flew before the war in Britain. Some were imported... others were built by Slingsby. It was a popular RRG soaring glider developed from the Zoegling in 1927.



The Spalinger S.21 two-seater which is being restored to fly this year in Switzerland.



The recently opened German Gliding Museum on the Wasserkuppe. In these months since its opening, 30,000 people have visited it, making it the most visited museum in Hesse.



Interior of the German Gliding Museum showing photographic exhibition round the walls and a Meise and Wolf. We hope that some time can be spent to bring the aircraft in the museum to more original condition.

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approval. We send Klaus our congratulations on completing his masterpiece.

OSC Wasserkuppe. After completion of Projekt DFS Habicht, the club, under its workshop foremen, Josef Kurz, intends to restore a badly glue-failed **Grunau Baby 2b**.

We imagine that they may not find this too hard after the Habicht? Then they intend to build a new Klemm K1 25 aeroplane as towplane for their Oldtimers! It is evident from this that they must now have the Klemm 25 drawings.

Kranich 2 (Augsburg). This is a 1942 Czech (Mraz?) built Kranich 2 which has been bought in Yugoslavia. It is intended to have this airworthy for 1988.

Christening of the Habicht. This took place on the 8th August at 1600 hours at the end of the Annual General Meeting of the Wasserkuppe Pilots' Association, on the Wasserkuppe.

Sunday 9th August Lilienthal Remembrance Celebration

Saturday 29th August 1987. Grand Opening Celebration of the new Wasserkuppe Gliding Museum. Some time will be needed to finish it off. It was started mid way through last year. Until it was opened, the old museum in the hangar was opened daily.

Very great interest for the New German Gliding Museum. Since its opening, over 30,000 people have visited the museum, in three months.

This could be either that it is new, or that German gliding's past has been so much repressed until now, because of political connections, that it has burst forth with explosive force.

It is said that the museum is still not finished from the graphic design point of view, and that it might not yet be a centre for research and photographic reproduction etc.

Hans Jacobs' 80th Birthday.

(He was born on the 30th April 1907)

On the 17th of May, Hans Jacobs was honoured on the Wasserkuppe by the opening of an exhibition of his work and successes in the old Gliding Museum hangar. This exhibition was created by former members of DFS (Deutsche Forschungsanstalt für Segelflug... German Experimental Institute for Gliding) in collaboration with Karl Vey, official Archivist of the German Aeroclub and the Association for the furthering of Gliding on the Wasserkuppe. The exhibition was dedicated to the work of one of the most important glider designers of all time. At the same time, the DFS Association honoured their former Director of the Design Department.

C. Wills has recently received a letter from Hans Jacobs saying how the new German Gliding Museum was opened with a terrific celebration and that he was well. Also he said how pleased he was that a new Habicht was flying and that adherence of the Luft-Land Kameradschaft (The Military Glider Pilots Comradeship) were restoring at least the fuselage of a DFS 230 in Frankfurt-Hoechst, for exhibition purposes.

On August 29th 1987, the New German Gliding Museum was opened, with a considerable party, on the Wasserkuppe.

Opening Times: Daily from 0900-1200 and from 1300-1800 hours

Price of Entry: Adults - DM. 3.00
Over 20 persons - DM. 2.00
Children - DM. 1.50
Over 20 persons - DM. 1.00

Among the gliders on display are: 1 Gö 1 Wolf from the USA (Jan Scott); 2 SG.38; 3 Grunau Baby 2b; 4 Meise; 5 Rhönbussard (painted as D-Hesselberg, the Rhönbussard, in which Eugen Wagner flew 325kms in the 16th Rhön Contest in

1935); 6 Rhönsperber; 7 FS.3 Besenstiel* replica on which Ferdinand Schulz flew the 8hrs 42mins world duration record at Rossitten on 16.5.24. (Klaus Heyn built the replica); 8 RRG Falke which Klaus Heyn found in Switzerland and restored; 9 Condor 4; 10 L-Spatz; 11 Ka 6; 12 Phoenix (the world's first fibreglass sailplane).

There are also important photographic displays etc.

* Besenstiel = Broomstick

The Future. It seems that no less than seven Kranich 2s are in Germany although two of them are wrecks received in small pieces from England. It is hoped that one aircraft will be built from them.

Kranich 2 at Augsburg. This was bought from Yugoslavia for DM 6000. Although it was built in Czechoslovakia (Mraz?) in 1942, it is still in good condition. (This leads one to wonder whether all the very many Kranich 2s in Yugoslavia after the war had been built in Czechoslovakia?). Last summer this aircraft was tied up to the roof of the Augsburg Gliding Club hangar but there was every intention to get the machine airworthy this winter to fly in 1988. It seems that the jettisonable undercarriage is to be replaced with a landing wheel (shame).

Our member **Heiko Harms** writes that he has been very busy with courses etc. (he is a Marine jet pilot) and that he has had no time yet to restore his SG.38 (an Eon Eton bought in England) or to start repairing his very damaged **Kranich 2** (BGA1092). He hopes to soon start on them. He has had to repair his Austrian built **Grunau Baby 2b** which had its wing tip damaged through landing out. He was not flying it himself. He had originally restored it from two damaged Austrian Grunau Babies, the oldest of which was built in 1941. His Piper Cub flies again. A friend is building a trailer to take both the Grunau Baby and the SG.38 so that he can finally, and hopefully, take them to rallies together.

Late News (Feb 1988) is that Heiko has started his SG.38.

The Olympia Meise is nearly finished and the inspector was due during the first week of October 1987 to inspect the woodwork. Then, it would need only fabric covering. It looks very authentic with the original canopy (a Nord 2000 canopy in poor condition donated by C. Wills). Its owner has been lucky enough to find some original instruments for it. Heiko hopes that it, and the Grunau and SG.38, will all come to vintage meetings in 1988. He says that there is a growing collection of vintage gliders in North Germany which includes a **Weihe** and perhaps T.31 flying in Westerland/Sylt. A new club hangar is currently being built at Flensburg with a lot of space. A friend would like to obtain a T.31.

One must not forget that Ernst Walter's **Mü 13d-1** is also part of the North German vintage glider scene.

Kranich 3 and T.21b. Reinhold Göhner and partners have obtained a Kranich 3 and a T.21b from England. We understand that they are being flown from the Munich area. His address is: Ickstattstr. 34, 8 München 5, W. Germany.

T.31. This is being flown at Scharfoldendorf/Itt and is owned by Ulli Seegers, who works in Berlin. Address: Reginhardstrasse 27, 1000 Berlin 51. Tel: 030 4913278 (home). Work: 030 4957083 84.

We know that at least three T.21s and T.31s have gone to Germany.

German Glider Drawings which have recently been sent by the VGC to Germans. Chris Wills has during the last four months sent 4 sets of H.17a, 2 sets of Grunau Baby 2a, 3 sets of Rhönbussard and one set of Weihe drawings to Germany.

This must indicate very great interest for oldtimer gliders in Germany, especially among the German youth. We hope that some of the above gliders will be built.

The DFS 230. This has been sent back to Germany as a unanimous gesture by the very forward looking Musée de L'Air. We believe that its remains were found in the Massif Central, where it had taken part in the 1944 anti Maquis operation. Others have also been found. Their wings, being built of wood, are in terrible condition. The one that has been received by the Luft/Land (Air-Land) Kameradschaft (the military Glider Pilots Association) is having its fuselage restored by the Association for exhibition purposes.

This was the first troop carrying glider and had a good performance, which in 1937, seemed a good idea. During the war, these 10-man gliders carried out some of the most desperate military operations of all time. Its designer was Hans Jacobs of DFS.

Fritz Ulmer Collection. The situation here is static, with Fritz still trying to obtain planning permission to build a new hangar for the collection on his small airfield of Göppingen Bezgenriet. Aircraft in the collection are all non flying but include the Austrian (Salzburg) Minimoa OE-0230, Rhönsperber, Rhönbussard, Meise, Goevier 3, Kranich 2.

The Oberschleissheim German Museum's Storage Facility. This is in a hangar on a large (old Bavarian 1912) airfield near Munich. As clubs have no more use for their old gliders, they simply put them on their trailers and tow them to Oberschleissheim to leave them in the hangar, where they become property of the state. Thus, unless the Deutsches Museum should take on the very forward looking attitude of the Paris Musée de L'Air, it may be very difficult to get them out of this airfield, even just to restore them.

There is a plan to restore this airfield to its former 1912 glory and to make all the aircraft airworthy (à la Shuttleworth) but no money has yet been allocated for this. There is probably no more room to exhibit aircraft in the Deutsches Museum.

Martin Simons visited Oberschleissheim in April and saw the following vintage gliders: 2 Meise, 3 Mü 13E, 1 Hütter H.17a, 1 Opel Rocket Glider, 1 Kranich 2, 3 Grunau Baby 2b, 1 Spatz, 1 Doppelraab, 1 FS 3 replica, 1 SG.38, Budig Ornithopter, 1 Fauvel AV.36, 1 Grunau Baby 3, 1 M-Spatz, 1 Mü 10, 1 SG.36, 1 Condor 4, 1 Horten 4A LA-AD (wings less elevons only), 3 Goevier 3.

Thus we have 26 vintage gliders there, all awaiting their fate, of which little is known. It would seem that Klaus Heyn was able to remove his FS.3 replica for the Wasserkuppe Museum. Martin says that he thinks that the list is right, but there just could be other gliders hidden in dark corners.

However, numbers of gliders in this collection may be changing all the time.

The Welzhofer Collection at Gunzburg. It seems that Günther Welzhofer was unable to obtain permission from the Gunzburg Town Council for a vintage glider museum as a tourist attraction in the town, in spite of the fact that his wife was actually working for the Town Council. Thus, it seems that he has decided that half of his collection should go to the Wasserkuppe German Gliding Museum, and that the other half should go to Oberschleissheim. As, among his gliders was a fine Kranich 2, and because both the German Gliding Museum and Oberschleissheim both already have Kranich 2s, it would seem that one of these two institutions now has two Kranich 2s?

Klaus Heyn told me that no Museum wishes to exhibit

Kranich 2s because of their size. Thus, it would seem that three Kranich 2s in Germany will be locked away from the public for a long time, unless something is done to change the situation. Günther Welzhofer's Rhönsperber must already have gone to the Gliding Museum. His Rhönbussard (BGA395) may have gone there also. The Hockenheim Kranich II, mistakenly reported to have been destroyed, is now offered for sale.

Condor 4 D-1146. Gabi and Michael Schirmer of: Im Eichenborn 2, D-6384 Schmitten 1, W. Germany, report that their Condor 4 could not be ready for the Aalen Elchingen International Vintage Glider Rally. However, they were able to start test flying it at the beginning of September. During the last weekends of the flying season, except for one long hill soaring flight, they were only able to have circuits.

They hope to make up for this during 1988 and plan to attend the next International Rallies... but without the Condor... as they still have to build a trailer for it. They hope that their friends from Uetersen will be there with their Condor 4.

Grunau Baby 3 D-1972. Gerhard Bergmann of: Friedhofstrasse 19a, 6120 Michelstadt/Odenwald, W. Germany. Tel: 060 6171240, reports that during 1987, besides repairing an RF-4 and a Ka 6, he was able to finish his Grunau Baby 3. A photograph reveals it in its full glory with cream paint, transparent fabric and black lettering.

He wanted to build a Minimoa (but first tried to obtain a Kranich 2). As there are not enough Minimoa drawings yet available, he has meanwhile received Rhönbussard drawings from the VGC (mostly A3 size except the main bulkheads which are 1:1) and aims to start building early in 1988.

1987 was a very good vintage glider restoration year in Germany. We have heard that the following old gliders were built again or restored: Habicht, Wölf, Rhönadler, Grunau Baby 2, Grunau Baby 3, Condor 4, Meise. We regret that they did not all get VGC Prizes but we only saw two of them.

Rhönsperber Drawings are needed. Although Chris Wills has some Rhönsperber drawings there are not enough to build a full-size machine. Others must exist, if not in Britain, somewhere. Anyone knowing the whereabouts of them, please inform C. Wills, Wings, The Street, Ewelme, Oxon OX9 6HQ.

C. Wills would like to warmly thank Wilhelm Molik, of: Erlenweg 13, D-6706 Wachenheim, BRD on behalf of the VGC, for microfilming, printing A3 size, and improving, Weihe, Kranich, Meise and other drawings so that our members can easily use them for building full size aircraft.

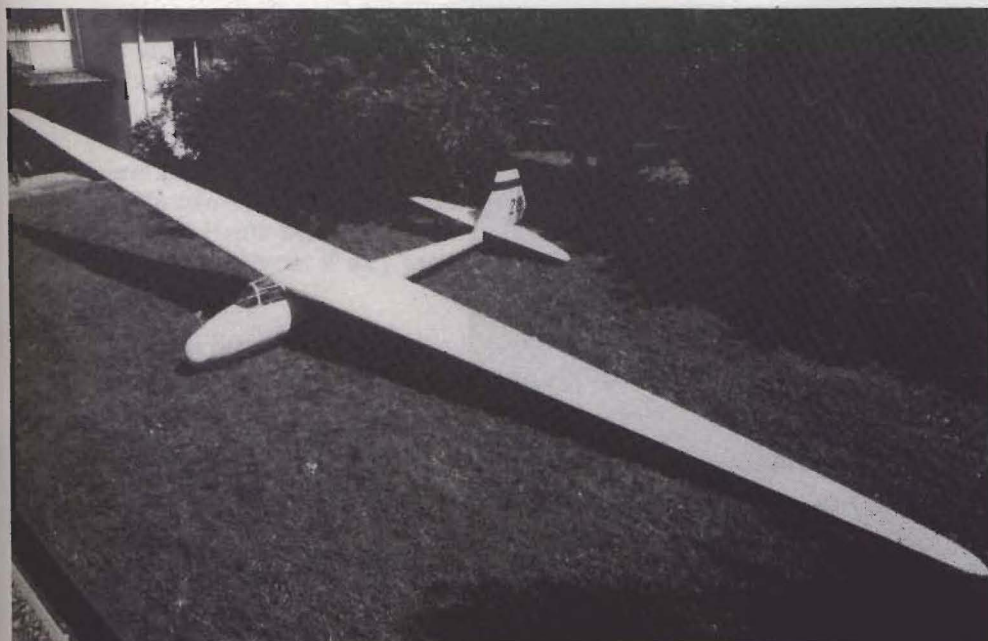
GERMANO-AMERICAN NEWS, FEB 1988.

Paul Serries reports in February 1988 that work on the basic overhaul of Jan Scott's Minimoa at Münster Greven airfield is proceeding on schedule, so that Jan may fly it at this year's International Rallies in France. The structure everywhere is very sound (which speaks much for the original Schempp Hirth workmanship) but that the thin fibreglass covering the wings and fuselage plywood areas is unconquerable and should never be used in restoration of gliders or metal cars. Paul mentions the almost impossibility of obtaining production Minimoa 37 and 38 drawings. Those, only for the Minimoa 36, (which were sent to Switzerland in 1937) exist in Switzerland. We understand that Paul Serries and the Münster Oldtimer Group led by Horst Kiefer, are working on the American Minimoa, which may be kept in Europe for 3 years to take part in Oldtimer Rallies.



Left to Right: Rainer Karch, Jörg Ziller, Klaus Heyn. 22.8.87. Removing the "new" Rhönadler 35 from its attic after 7 years' work.

The wing sees the light of day for the first time.



The Rhönadler rigged on the lawn of Klingenstrasse 23, Eislingen/Fils, with Klaus Heyn, its builder, sitting in it. Except for one in the USA in a museum, this is the last Rhönadler, which was Germany's most popular club and competition sailplane, during the 1930s.



Vintage Treasures restored in Germany during 1987.

The Oldtimer Club's recently finished "new" DFS Habicht. Winner of the 1987 Musée de L'Air Prize. Behind is a Swiss Jü 52. Both were taking part at the 1987 Flying Meeting at the Hahnweide on 5th and 6th September. This meeting is held every other year.

The Grunau Baby 3, which was magnificently restored by Gerhard Bergmann in 1987. He has now started to build a Rhönbussard. Photo by Gerhard Bergmann.



The Condor 4 which has recently been restored by Gabi and Michael Schirmer.

AMERICAN NEWS

Jan Scott writes that he will release drawings for the **Horten Ic** for home builders in the USA soon. Dr Horten has no objections. Jan has given up the idea to have one built for himself as Scheidhauer has convinced him that he would never fit in it. Meanwhile there has been a surprise coming from Argentina in drawings for a **Horten IVc**!

HORTEN NEWS IN ARGENTINA AND GERMANY

Horten Ic in 1986, **Werner Kindler** of: 4000 Düsseldorf 13, Am Staatsforst 42, West Germany. Tel: 0211 742446; visited Argentina.

Dr Reimar Horten handed him the plans for the **Horten Ic** and he is now building this aircraft in Germany. The **Horten Ic** is an updated version of the **Horten Ib**, which flew without problems for 25 years at an Argentinian Club. Because of difficulty of obtaining aircraft quality materials, especially metal for fittings, the 12.4m span **Horten Ib** was built in one piece. This made its transportation very difficult. Because of this, the **Ho Ic** has a two piece wing and its landing skid is retractable. The maximum L/D of the **Horten Ib** was slightly better than that of a **Grunau Baby** and **Grunau Baby** pilots could fly it without difficulty.

The Club Members at Gonzales Chaves are now intending to power the **Ho Ib** probably to facilitate its moving from one place to another. This will trouble Reimar Horten as he had never intended that it should be powered.

Should it not be possible to power the **Ho Ib**, it may be offered for sale.

Waldemar Sturm. He is employed by the Argentinian Government and is working in his spare time on the **Condor Andino** which is a sailplane with tailplane designed by Reimar Horten. He would dearly like to restore, and even build, other Horten sailplanes, but, as he is employed as civil servant, he can only work on them in his spare time at present. However, the "Condor Andino" is nearly finished, and then perhaps he might be able to obtain the almost-finished, ultralight **Horten Xb**, built by Heinz Scheidhauer. This was seen in 1982 to be nearly complete but not covered. This is a 10m span ultralight flying wing which could fly so slowly that landings were to be made on its pilot's feet.

Werner Kindler is to fly to the Argentine again next Christmas to try to obtain the **Horten Xb** for **Waldemar Sturm** and to fetch it for him by car. He will also try to discover the condition, and situation, concerning the state owned **Horten XVb** (which was flown by Ricardo Bazet in the 1952 Spanish World Gliding Championships), and the **Horten XVc**, side-by-side two-seat "URUBU" (which was flown across the Andes by Heinz Scheidhauer). **Waldemar Sturm** might be able to restore these, if they can be bought from the Argentinian State.

Waldemar Sturm was a test pilot for the Hortens in Argentina, and flew the **Horten XVI "Colibri"** ultralight, before it was crashed. He was also, besides being a gliding instructor, a glider workshop foreman, and as thus, he would be able to build, restore and test fly Hortens. He is now 60 years old. If he retires now, he would qualify for only 65% state pension. If he works for another 5 years, until he is 65, he could retire on at least an 85% pension, and this might enable him to live, and work on Hortens (although more money would be welcome).

At present, it seems to be unknown, as to:

1. What condition the Hortens are in.
2. Whether they can be bought.
3. Whether they could be exported, after restoration or construction.

These questions may be at least partially resolved next winter.

Horten IVc. This aircraft does not exist. One was started at an Argentinian gliding club many years ago, but Reimar Horten could not obtain enough assistance from club members to realise the project.

Since that time, Reimar Horten has not been prepared to release its drawings... as one has never flown.

Nevertheless, if the drawings were to be released, **Waldemar Sturm**, with help, might be able to build one. As he also has some drawings of the "Colibri", he might be able, with help, to build this one also.

Because, of still an apparent difficulty of obtaining aircraft quality materials in Argentina, **Werner Kindler** is sending **Waldemar Sturm** some plywood from Germany so that the **Condor Andino** can be finished (so that perhaps he could start on the **Horten Xb** next winter).

We congratulate **Werner Kindler** and **Waldemar Sturm**, who are prepared to continue the struggle to perpetuate Horten sailplanes, and promise them that they have many friends among our members.

It seems difficult for us to help until we discover whether the three questions listed above can be answered next winter.

Nevertheless, we will always be sympathetic to suggestions.

SWEDISH NEWS

Grunau Baby 2a.

Lars Lowgren of: Arrendevägen 34, S-18338 Täby, Sweden; has this machine. On its name plate can be seen the intriguing information: **Grunau 1939, Werk Nr. 1752**. It has so far defied efforts by inspectors to make its structure fail, so it must be in good condition.

Lars has for two years been searching for the **Grunau Baby 2a** drawings to prove to the authorities that his aircraft has not been altered. Perhaps, he will have to work a little on the cockpit aperture. **C. Wills** has supplied the drawings of a **Grunau Baby II**.

We have been continually surprised to discover what truly vintage gliders still exist in Sweden as, due to an accident in 1963, when a heavy pilot flying near maximum permissible speed doing aerobatics, caused a **Weihe** to fail in flights, a political decision was taken to stop all wood and glue sailplanes flying. Thus many of the still airworthy **Weihe**s, **Kranich 2s** and **Grunau Baby 2bs** had to be found political asylum abroad in Britain and America.

In Britain, 3 Swedish **Weihe**s still are airworthy and two **Kranich 2s** are in store.

Now we discover that **Weihe**s, **Kranich 2s**, **Grunau Baby 2bs**, a "Stanavo", "Anfänger", **H.17** and **Meise** still exist and that the **Meise** and a **Grunau Baby 2b** as well as **T.21s** and **T.31s**, recently imported from Britain, are flying.

Furthermore, Sweden has a Glider Museum at **Alleberg** and sailplanes also grace the Air Force Museum at **Linköping**, as well as the **Kontaktgruppen** and **Luftfartsmuseet**.

Lars Löwgren has now received **Grunau Baby 2** drawings... but needs **Grunau Baby 2a** drawings... especially

those of the cockpit canopy (which the Grunau Baby 2 did not have). Should anybody have them, please send them to him... or to C. Wills, so that he can microfilm them, before returning them.

Lars reports that on the Swedish register, there are: one Grunau ESG-31 ("Stanavo" - SE-ADP) Schneider - Grunau; 2 Grunau Baby 2 (SE-SAA and SE-SAB), club built; 2 Grunau Baby 2a (SE-SAG, SBM) club built; 1 Grunau Baby 2a, (SE-SAH) Schneider-Grunau; 10 Grunau Baby 2b - Schneider-Grunau; and many Grunau Baby 2b-2 built by AB Flygplan, Norrköping. All are without Certificates of Airworthiness.

BELGIAN NEWS

We very much regret that Belgian News printed in our VGC News (No 61) has caused a misunderstanding by creating the impression that the Flemish members were not capable of running an International Rally. Actually we did not print this and certainly we did not mean anything like this.

We are very sorry if we have upset anyone. We are very glad to have both the Belgians in our Movement and value their contributions very much.

We believe that there have been T.31s flying in Flanders for some time, contrary to what was stated in the last VGC News.

To clear the matter up, Henrard Firmin has asked us to print exactly what he wrote in French and from which, our Belgian News in VGC News No 61, was supposed to have been translated.

"... Nous avons auparavant pris contact avec l'aérodrome de Saint-Hubert mais la proposition du rassemblement international n'a pas été retenue du fait d'un manque d'infrastructure et du fait que le centre ne sait pas suspendre ses stages. Nous avons un problème pour le rallye National car il y a peu d'aérodromes civils en Belgique et chez nos amis Flamands, le Rallye n'est pas possible non plus. Qui sera candidat??? Extrait de la lettre d'information envoyée par Firmin Henrard à C. Wills le 10 Février 1987. A L'époque rien n'était prévu pour le Rendez-vous; il n'y avait rien de concret avant le 5 Juillet 87."

We understand that Firmin is restoring his Rhönbussard, 00-ZVA, in an original German colour scheme this winter, and hopes to have it flying at our next International Rallies in 1988 (Angers and Bourges - France).

His Rhönbussard originally was brought from Germany to France in 1945 (was it at the Centre National Pont Saint Vincent near Nancy? C. Wills saw one there in 1953, when it was stored with many other German sailplanes through suspect glue?).

Late News (1988). Firmin writes that they have already worked 170 hours and are in the midst of the Rhönbussard fuselage restoration. It is intended to modify the cockpit area to original form. It is hoped to arrive in France next July as a united Belgian team.

DUTCH NEWS

Minimoa BGA1738. To return to Europe? Congratulations Hannes Disma! The KLM pilot Jonannes Disma has bought the Coxon-Karlovich Minimoa at Atlanta Georgia, USA. We have heard that he intends to take delivery of it after the US Soaring Convention, where it is to be a major exhibit, in March, and will bring it back to Europe. It is likely to be kept

at the Soesterberg in Holland. This will be the only vintage gull-winged glider flying in Holland and will mean that four Minimoes should be airworthy in Europe during 1988.

The 5th European Minimoa, is still being slowly restored at the London Gliding Club, Dunstable, and may also possibly be airworthy during 1988.

We congratulate our Dutch members as we know that they have been longing for a Minimoa for some years, especially as the above Minimoa at Dunstable came from Holland in 1968.

Grasshoppers (Slingsby Type 38). Primaries in Holland. Two of these have been acquired by Oldtimer enthusiasts at Teuge. Three more, from the latest sale at Halton, have been bought by Fried Wevers and were removed on one trailer during the weekend of 15th February, in super weather. His son, Christian, and he, are already restoring a genuine 1938 SG.38, which was built by Oberlerchner in Austria. They also have been flying a fine **Mg 19b**, for which they have two spare pairs of wings, one of which is for the **Mg 19a** gull-winged version.

They also have a Hungarian **Ifjusag** (Youth) two-seater, which has a metal fuselage and wooden wings. It is believed that the above Mg 19b and the Mg 19a, at Wycombe Air Park, are the only two Mg 19s airworthy outside Austria.

The above report indicates something of the enthusiasm of the Dutch Oldtimer movement.

SWISS NEWS

Spalinger S.21. Daniel Steffen has sent the news that Hans Schaefer: Ammerswilerstrasse 36, 5600 Lenzburg, Switzerland, is restoring the S.21 HB-280 and hopes that it will be ready for take off next year.

Hans has told Daniel that he has had a lot of work to do and wouldn't do this restoring again. (Shame!) Hans Schaefer has already built a replica Zoegling some years ago. HB-280 will be the only S.21 flying in Switzerland (and we are sure in the world - CW).

The original Spalinger S.21 was built in 1937 and had a fabric covered, steel tube, fuselage with the two pilots seated side by side.

The wooden tandem-seated two-seater version was built in 1939. It is thought that for some time, this was the only high-performance two-seater available in Switzerland.

In 1941, there were the following S.21s on the Swiss register; HB-280, HB-305, HB-306, HB-307, HB-308, HB-320.

In 1956, there were the following S.21s on the Swiss register; HB-280 (built in 1939) - S.21H (Holz-Wood); HB-305 S.21 H (built in 1944); HB-307 H (built in 1951); HB-308 M (Metal) built, or first registered in 1939.

From the above information, it might well be possible that the currently being restored HB-280 was the first prototype S.21H.

We think that this 17.3m span two-seater will make a staggering impression and that its restoration is well worth-while. Its rear cockpit is entered through a small door beneath the wing and above the strut.

The aircraft could be brought down in final approach more quickly by the instructor/passenger opening the door in flight. On occasions, the door could be removed for better visibility from the rear seat and more ventilation. Apart from this, view forward past the front pilot must have been limited from the rear cockpit.

We suppose that originally the S.21 had no wing spoilers

and had to be brought down by side slipping and by opening the rear door... but that later wing spoilers, or even air brakes may have been fitted.

Where are they now:

S.21Hs – HB-305 and HB-307 are both at the Verkehrshaus der Schweiz, (Transport Museum) Lidostrasse 5, Luzern CH-6006. HB-307 is on display with other gliders suspended from the roof.

HB-357 is with David Braham, 8 Cityfield, Arlesly Road, Henlow, Beds, SG16 6DD. This is awaiting restoration.

It is believed that at least two others exist in Switzerland and that the S.21M may also be there. One of these may be owned by P. Kindler, Modellbau, CH-4704 Niederbipp, Marktasse 3, Switzerland. (Here also are S.22 and S.16?)

Castel C.25S. We are pleased to report from Eric Rolph, that the C.25S, which was bought from England in 1986 (ex. Rodi Morgan Collection) by Hansueli Renz (Cheesli), is now flying well at Amlikon, Switzerland, under Swiss registration. We suppose that there are not many Vintage French gliders flying in Switzerland?

NEWS FROM SOUTH AFRICA

John Smith of; P.O. Box 4226, Durban 4000, South Africa wrote on the 15th December 1987 that he is about to undertake the restoration of the **Olympia Meise Werk Nr. 4**, which seems to have spent recent years of its long life in South West Africa (Deutsche Sud-West!). We don't know whether the Werk Nr. 4 indicates that it was part of the German wartime production run (of 626 Meises by Schmetz) or whether it was part of a newer production run (by Focke Wulf?)

Although the climate in S.W. Africa is hot and dry, there seems to be glue failure in the rear part of the wings and fuselage. Moreover the cockpit has been layered with GRP to stop bits falling out... J.S.

John Smith has received advice from John Ellis, a recent emigré from England, and C. Wills has written offering advice and Meise plans.

NEWS FROM LUXEMBOURG

The Cercle Luxembourgeois de Vol à Voile would like to contact vintage owners who would like to join in their 30th Anniversary celebrations. Write to:

Alex Krieger
12 me de la Toison d'Or
L-2265 Luxembourg
Tel: 45 41 77 (after 7pm).

NEWS FROM AUSTRALIA

The 50th anniversary of the **Golden Eagle's** construction was celebrated with a vintage glider meeting from Thursday the 24th September – Sunday 27th September. A party to mark the occasion was held during the night of the 26th September. The **Golden Eagle**, registered VH-GFC, is Australia's oldest airworthy sailplane. Alan Patching, 22 Eyre Street, Balwyn 3103, Victoria, Australia, organised the event.

Good support for the New Year Regatta. This is to be held at Stonefield, site of the Barossa Valley club, South Australia

from 26 December – 3rd January 1988.

Organiser, Peter Brenton, says that he had entries from South Australian, Victorian, and New South Wales pilots. Australia is a huge country and travelling distances for some of the pilots will be great.

Ralp Crompton's **Skylark 4** and the Brentons' **Super Arrow** are to take part as they live at Stonefield. Other likely participants are **Golden Eagle**, **Pelican 2**, **ES 49** and **Olympia**.

Peter Brenton estimates that final attendance will be 15–20 sailplanes. All launching will be by winch and thermals should be good at Stonefield during that time of the year. Contact address is: Peter Brenton, 9 Margaret Street, Evanston, SA 5116. Tel: (085) 22 2094.

NEWS FROM FRANCE

News from **G.P.P.A. (Angers)** from Christian Ravel.

The **Breguet 904 F-CCFN** is having its paintwork finished.

The **Weihe F-CBGT** (Musée de L'Air) and the **CM8-13 No 1** (Musée de L'Air) have had their restorations started. (We understand that this Weihe is glued with Casein glue – C.W.)

To tow the old gliders, the Musée de L'Air has entrusted the **G.P.P.A.** with a **Morane Fieseler Storch MS.505**. (This should have the very powerful Jacobs 330hp engine?) which is in the process of being restored and should be ready to fly during 1989.

After the take off incident at Lasham during the 1986 International Rally, the **A.V.22 F-CCGK** has been repaired and has been flying since April 1987.

Dr Pierre Plane has been flying the **Breguet 901 No 18 F-CCCU**.

Henri Degoule has bought the **Castel 311 No 19 F-CALS** and has started its restoration.

News from "**Les Planeurs du Souvenir**" Bourges.

The **Breguet 904 F-CCFU No 11**, entrusted to them by the Musée de L'Air, is almost finished.

Restoration of the **Fauvel A.V.36 F-CRBL** will be started at the beginning of 1988.

Armel Garconnet has built a trailer for the **Breguet 900 F-CAAA No 6**.

Drawings. "Le Groupement Patrimoine Aéronautique" Aéro-drome, 49340 Avrille (Angers) has complete sets of plans for the following gliders:

Jaskolka SZD 8 bis, **Avia X**, **Avia XI**, **Avia XV**, **Avia 152**, **Avia 40P**, **Nord 1300** (French Grunau Baby 2b), **Nord 2000** (French Meise), **Caudron C.800**, **Castel 25S**, **Castel 301S**, **Castel 310P**, **Castel 311**, **SA 103 Emouchet**, **SA 104 Emouchet**, **SA 105 Dacal**, **SA 106 Dacal**, **Breguet 900**, **Breguet 904**, **Roger Adam RA 10** and **RA 105**, **Arsenal 4111**, **PM.200** (the French Goevier), **Fauvel AV36**, **Fauvel AV22**.

François Ragot. We have heard a rumour that in two year's time he is going to retire from his job in Munich and will return to France, taking with him the original **Mü 13d** that has been for several years in Rainer Karch's care in Munich. François will then give his whole time to restoring old gliders and getting them, if possible, airworthy. The **Mü 13d*** is one of three original 1938 type **Mü 13ds** remaining in the world (that we know about). The others are owned by Ernst Walter (airworthy) and by a group in Denmark who are holding one in store. François' **Mü 13d** would not take long to get airworthy, we think. He also has an airworthy **S.18**, one of five that

were brought to France from Switzerland to augment the meagre performance glider fleet in 1941. He also has a Rhön-bussard* (perhaps that from La Ferté Alais?) parts of a Mü 13d-3 (also from La Ferté?) and possibly a Weihe (Milan?). He flew the S.18 on a 300km triangle from Fayence two years ago.

* Was it once at Pont Saint Vincent?

Received in January 1988 from Angers by Christian Ravel.

Breguet 904 F-CCFN (GPPA). This finished its major inspection (basic overhaul?) on the 8th August, was presented to VERITAS and had its first flight in the hands of Christian Ravel, on the 18th of September. The glider is magnificent and Dr Plane has really looked after its interior. It is truly a collection piece.

The Fauvel AV.22 F-CCGK (Musée de L'Air). Having participated in divers meetings, this machine has had considerable success during the last year. After a landing in Germany, its wheel had a puncture. During its repair, we used the occasion to inspect its undercarriage.

MS 505 ("Storch") (ex. F-BAOU) (Musée de L'Air) is being worked on and may be ready by the end of 1988. Progress has been quicker than foreseen. This is to be the collection's towplane.

The Potez 60 is almost ready and should fly again soon.

The Weihe ex. F-CRMD. The stripping down of the fuselage is well advanced. Meanwhile, the workshop has started on the starboard wing. Its broken trailing edge is being repaired. At this stage, its structure seems sound.

The Weihe has been entrusted to us by the Musée de L'Air (which has three others) to restore to airworthy condition.

The other machines.

The C.800 F-CAMR has been stripped down. The Castel 311 R (H. Degoule) is stored. The AIR 102, AV.36 and Breguet 901 are airworthy and the Minicab (aeroplane) GY 20 has flown 58 hours 20mins during the 1986/87 flying season.

The Renault 6Q engine. This is an inline engine of 240hp from a Noralpha (ME 208) or Nord 1000 (ME 108). The engine was discovered by C. Ravel at Brazzaville. After contact, its owner offered it to the GPPA. This engine has now been entrusted to our colleagues of the Ailes Anciennes La Baule who are working on a Noralpha.

The GPPA's Library has now complete sets of drawings for SG.38 and Weihe as well as for the Topsy Nipper, the electrical circuit for the MS 505 Storch and a technical notice for the Jacobs engine (which is fitted to the MS 505?).

The Dédale magazines No 6, 25 and 26 have revealed the Breguet 901S F-CCCO which has been excellently restored.

Also, the French Champion, François Louis Henry, has repaired, and modified, an Emouchet.

Emouchets were grounded in France, having been mass produced after the war, due to failure of main bulkhead and struts, having been towed too fast by modern towplanes, through turbulence.

The type has been grounded since August 1965. F.L. Henry had flown this Emouchet, SA 104 No 233, which had been built in 1951 by the Ets Victor Minie, during 55, 56 and 57. The failure of the struts had been the cause of other serious accidents preceeding that of the 18th August 1965. The work, which he estimates was 500 hours, was carried out near Chartres in an ancient stable, and at other places, including a period in the hands of a course for glider builders.

The machine has an orange fuselage and ivory coloured tailplane and wings.

The aerotow did not give problems if the Rally flew at 100kph.

The flying qualities were exactly those which he remembered... that is to say... an extraordinary rate of climb at 45kph and a minimum sink of 0.9m/sec.

"My pleasure was not only that of flying in an open cockpit." (F.L. Henry).

We hope that the above machine, and the first production Breguet 900, owned by Claude Visse (the first prototype flew in 1950) and the others described above, will cause an excellent impression at our next International Rallies in France (this year).

It will be quite something if among other entrants, France could be represented in the next International Rallies, by an ex World Champion flying an Emouchet and Claude Visse in the first production Breguet 900. They should really show us how to "boucler les circuits!!".

Flying Wing Course. In 1987 German students attended a course at Angers to learn about, and experience, the habits of flying wings by flying Angers' AV.36 and AV.22. They were presumably from the Akaflieg Braunschweig (Brunswick), which is designing and building a fibreglass flying wing 15m span high performance sailplane.

This is the first time that a flying wing high performance sailplane has been designed since the Hortens. It is awaited with great interest, to discover whether new techniques and materials can produce a sailplane with improved performance over that of conventional sailplanes. Nothing has yet been finally proved.

HEINZ SCHEIDHAUER

To correct the error in VGC News No 62 concerning Heinz Scheidhauer (Page 17) ascending and descending in cloud for 6 hours, we reprint the following article from the German magazine Thermik of January 1950.

Extracts from "Medical View of Thunderstorm Flight on 6.8.38" by Dr Justus Schneider... Fulda.

"Among the results of the unexpected height flights on the 6.8.38., over the Rhön, severe freezing effects were the most noticeable. This was not only because it was the first time that it had happened in the history of gliding, but also because it resulted in a long stay in hospital and irreparable damage to hands. In general, pilots had shown an amazing resilience to the heights, especially as many of them had had no training and were reaching these altitudes (over 8,000m) for the first time. Romeis reached in full consciousness, with his companion, in a Kranich 2, a recorded height of 8,100m! He saw above him a man coming out of a cloud on a parachute, who had reached a still greater height. With probability, this was the badly frozen Scheidhauer.

This man and Romeis and the others had their faces badly battered by hail. Scheidhauer, who had his hands badly affected, reports:

"I started at 1500 hours on tow from the Wasserkuppe, and released at 100m above take off height to head towards a vigorous thunderstorm. I climbed at 4m/sec. to cloudbase at 2,000m. In cloud, the lift was at first turbulent but, having centred in it, it was warm, quite calm and silent... and very fast.

I was climbing at 25m/sec., with the altimeter's needle rotating like the second hand of a watch. At 6,400m, I encountered the first battering of hail. My canopy broke and I received an icy blast of wind and hail on my face. As I no-



D-12-348. Scheidhauer's Horten 3 taking part in the 1938 Rhön Contest.



Heinz Scheidhauer's face was still unrecognisable several hours afterwards. He was half-conscious and still cold.



Scheidhauer's hand was twice its normal size. Fingers were mostly burst and were red and black as if burnt. The fingers had been totally frozen.

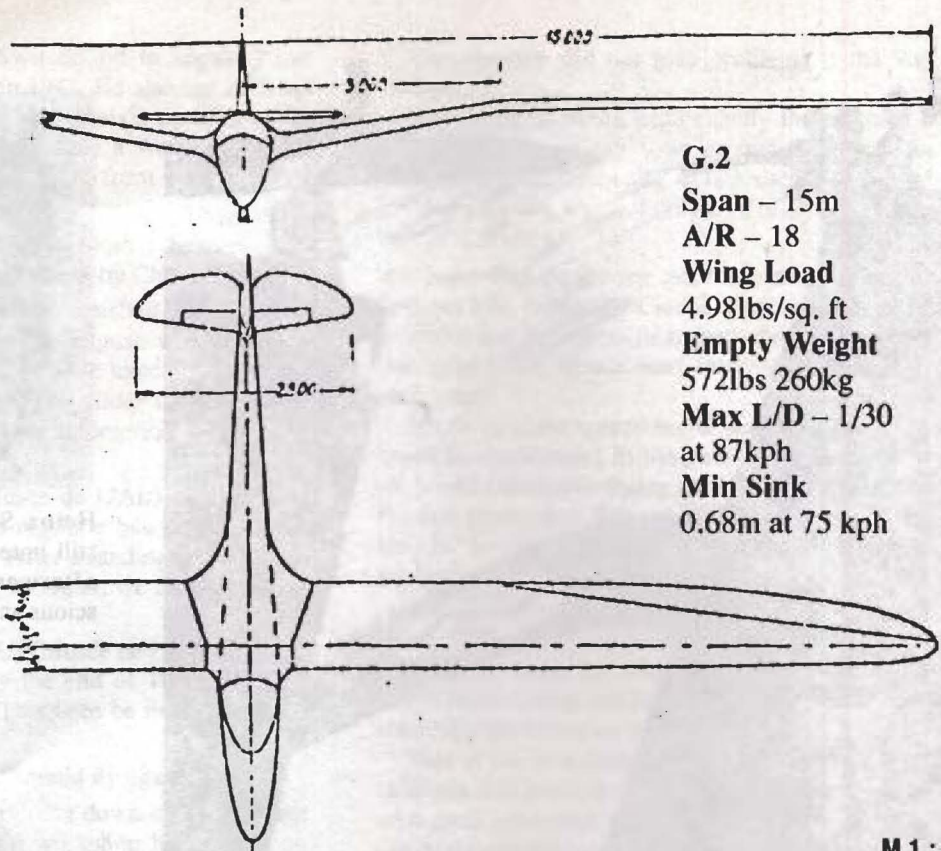
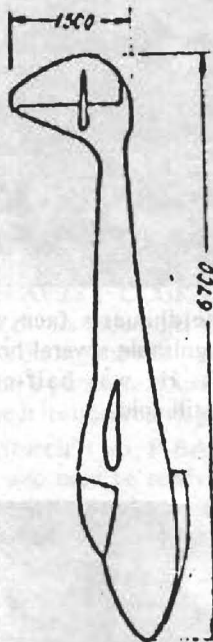


A section of D-12-348's wing after it had been returned to the Wasserkuppe. Damage is from hail.



The same hand three months later. He was treated as if for severe burns.

G.2



G.2

Span - 15m

A/R - 18

Wing Load

4.98lbs/sq. ft

Empty Weight

572lbs 260kg

Max L/D - 1/30

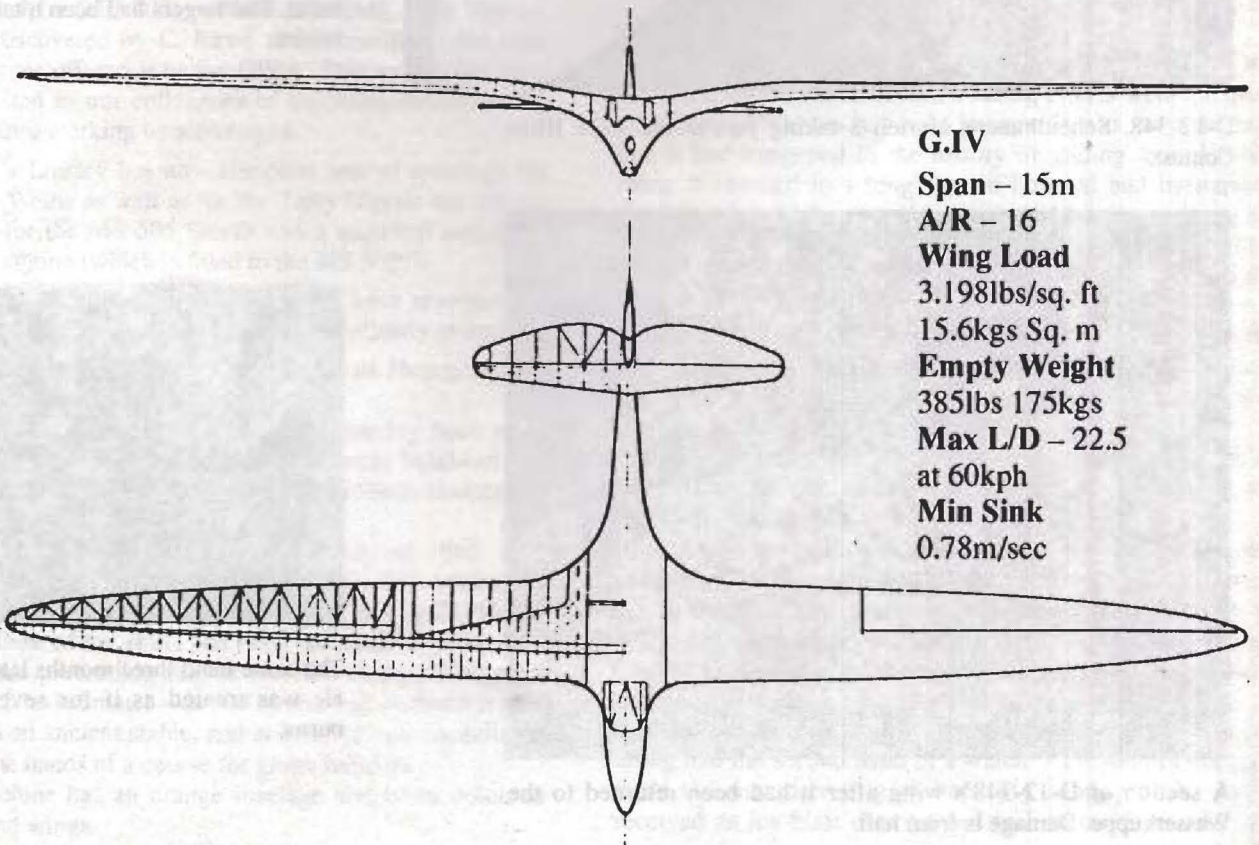
at 87kph

Min Sink

0.68m at 75 kph

M 1 : 100

GÖTTINGEN IV



G.IV

Span - 15m

A/R - 16

Wing Load

3.198lbs/sq. ft

15.6kgs Sq. m

Empty Weight

385lbs 175kgs

Max L/D - 22.5

at 60kph

Min Sink

0.78m/sec

ticed that I was becoming unconscious, I jettisoned the remains of the canopy, locked the strap (attached static line?) and tried to get my right leg over the edge to abandon ship. I fully realised the danger that the height and hail could finish me. From this moment, I lost consciousness."

An especially dangerous symptom of lack of oxygen is euphoria, but this symptom was not encountered here.

I saw the man after some hours. His face was swollen unrecognisably, with eye sockets like slits. The skin on his face was in bad condition, covered with burn marks. Hands were thick, swollen by 100% and still cold and he complained, half-conscious, about terrible pains in them. On the 17th August, his hands were as in the second photo. There were burn scars and fingers were burst. Their underskin was pure red. On both hands, the skin on several fingers was burnt and blackish. He was being treated for severe burns and nerve ends gave him continuous pain. After the third week, his pulse first became stable. Only after three months did the shape of the fingers end as in the 3rd photo. What was interesting was the revelation of considerable demineralisation of the bones and that, in spite of the burnt condition of the fingers, attempts could be made to bring movement to the still living limbs.

This gave the impression that, in spite of the acutest freezing, the fingers had not been frozen through their entire diameter.

How high Scheidhauer reached is not known but, very probably, he was higher than Romeis when his machine threw him out!

On this day, four people and the Horten brothers and their companion noticed five lightning strikes in front of the Wasserkuppe Gliding School, close to them. These were accompanied by hail, boughs of trees, etc., etc. The Horten brothers and others were knocked down like a house of cards but were unhurt. Another person noticed a thunderbolt with the fifth lightning strike. He was a carpenter's apprentice on the top of the Pferdeskopf (Horse's Head). He noticed a blue coloured bolt as large as a football coming towards him. He described in no uncertain fashion that he wanted to grab it to see what it was, but it hit him so hard that he thought that his leg had been taken off. He lost consciousness but was none the worse for his experience, after being brought round in a guest house.

Electro-static dangers for glider pilots who enter thunderstorms on purpose are important, but bad injuries from these have not yet occurred. However, danger from the cold, as so dramatically described above, is really important, and everything must be done to combat it."

There is no evidence that Scheidhauer was suspended on a parachute for 6 hours but there is every possibility that he was thawed out over a considerable period.

During the final days of the 1938 Rhön Contest, no less than seven machines broke up in thunderstorms. These were the two Horten 3s, three Minimoas, one Kranich 2, and the Akaflieg Hannover's AFH-4. The pilots Blech (Ho 3), Lemm (Minimoa) and Schulz (AFH-4) were killed. Romeis and Schillinger successfully parachuted from their Kranich 2.

It is hoped to describe this Rhön Contest which happened 50 years ago, and has an ending befitting a Wagnerian Opera, in some detail later.

On the 6th August, the reputation of the flying wings was somewhat retrieved by the pilot Hieckmann who took his 16m span Horten 2 to over 5000m in cloud and landed it undamaged 50kms away. Hill soaring on the following day, he demonstrated the extraordinary flying characteristics of the

flying wing with aerobatics.

Although the two Ho 3s had broken up during the 1938 Rhön Contest, no less than four Ho 3s were entered as the major part of the Luftwaffe team during the 1939 Rhön Contest. Scheidhauer, who had recovered after a seven month stay in hospital, flew one of them and, on the 2nd August, managed a flight of 332kms, reaching 3060m in height, in spite of the design's very low wing loading which gave it a slow cross country speed. The Ho 3s wing loading was less than half that of other sailplanes.

Erratum: Page 18: Max Müller in Memoriam, Kronfeld's sailplane was the "Wien"... not Wein.

CORRECTION?

Again - the Harbinger

We had previously written that Wacław Czerwinski, who had, with Beverley Shenstone, designed the Harbinger two-seater, was at that time working for De Havilland, Canada, where he was engaged designing the famous Chipmunk, which became the standard RAF Training aeroplane after the immortal Tiger Moth.

We have now been sent the following passage from a book:

"Commencing with the D.H. C.I. Chipmunk basic trainer designed in 1946 under the direction of W.J. Jakimiuk and continuing through the remarkable Beaver-Otter-Caribou STOL family, there are now four aircraft types in world wide use which have been wholly designed and built by De Havilland Aircraft of Canada Ltd".

Thus, we wonder what part Wacław Czerwinski had a hand in designing the Chipmunk... if any at all?

However we are sure that Wacław Czerwinski, who had designed some of the best Polish sailplanes before the war, was at that time in Canada and we thought that he was working for De Havilland.

Again the "Sao Paulo"

In our VGC News No 63, we perhaps did not give enough information on its aerodynamic theory. Mr H. Muttray of the Goettingen University had performed a lengthy series of tests using Goettingen's wind tunnels during the early 1930s, which had established that a major source of drag occurred at the transition point between wing and fuselage. The flow around the fuselage conflicting with that around the upper and lower surfaces of the wing root. It was therefore decided that, to achieve minimum drag at this point, there had to be the most gradual transition between the wing root and fuselage. Moreover, the fuselage itself had to be of aerofoil section, the wing actually had to "grow out of the fuselage", and that the mid, or shoulder wing configuration was optimum for this.

It was decided in the case of the "Sao Paulo" that the extra weight and expense of doing this rather cancelled out its advantage, and future designs did not continue this idea.

The University of Goettingen's Akaflieg (Flugtechnische Fachgruppe) had designed and built a successful 15m span fast pod and boom sailplane, the Goettingen 2. This took part in the 1938 Rhön Contest, and the 1941 Akaflieg Meeting in Bavaria. This was followed by the Goettingen 4 "Niedersachsen", which carried the above theory to the limit, but was again too expensive, which outweighed aerodynamic advantage.

The AVA wind tunnels at Goettingen were discovered by the British Army in 1945. It was decided to remove them to the then new Royal College of Aeronautics at Cranfield, as part of "Operation Medico", as similar wind tunnels in

Britain would have taken years to put up. However, before this could happen, the British Army, under a Major, who afterwards joined the Army Gliding Club, went in and blew them up. It is difficult to understand now the reason why, except that, according to the Morgenthau Plan, everything industrial in Germany had to be destroyed and so allied forces were acting under orders to do this, and by so doing to turn Germany in to an agricultural country.

It must be stated that these wind tunnels had been responsible for the most excellent series of wing profiles for gliders, with perfectly docile low speed characteristics. Some of them, the Goe 535 and Goe 549 etc., had also high speed efficiency if loaded up... as witness the Kranich 2 (G.535) and Kranich 3 (G.549). They were so good that the first German sailplane designs during the 1950s used them, and were able to compete with those using the NACA series 6 laminar profiles.

A LETTER

Chris Wills received this letter from Cliff Flogdell in answer to a letter to him asking for information concerning BAFO gliding in Germany after the end of the war.

He thanks Cliff warmly for having sent the following interesting information.

Dear Chris,

Many thanks for your very informative letter of the 22nd. In answer to your request, I will record my memories of gliding in BAFO as best I can, and let you pick the bones out of them, if there are any bones to be picked; but I suspect that you probably have a more comprehensive knowledge of what went on in those halcyon days than I have.

I commenced gliding in BAFO on the 24th May 1947 at Salzgitter, having previously trained to "A" standard at the ATC schools at Rearsby and Loughborough under the redoubtable Jack Rice, proprietor of 'Rice Trailers', and a pre-war light aircraft pilot.

Salzgitter was a partially wooded slope 20 miles S.E. of Brunswick, it was not very high, but it did give a very good combination of slope and thermal soaring. It had previously been a German Gliding school, which was taken over as a recreation centre for Allied Military and Civilian personnel.

For the sum of 7/6d we received two nights full board accommodation, with waitress service plus all the gliding that we could achieve. The club had a swimming pool, and in non-soaring weather we could go deer shooting in the adjoining woods.

The C.O. at the time was F/LT Jerry Winters, assisted by Jock Forbes, Dave Hughes, Tony Mattocks, Mike Meiklejohn, Mac McCallum, W/Cdr Prosser Hanks, and the late Paddy Kearon, the chief German Instructor was Adolf Niemeyer, a former Luftwaffe Colonel, and Commandant of unit of Messerschmidt 163B rocket propelled interceptor fighters. It was alleged that Adolf was the only man alive who had achieved 100 flights in this precarious aircraft.

Adolf was something of a character with a totally un-German sense of humour, he always advised his pupils that "a landing should be like p...ing on glass".

He is also remembered for winning a spot landing competition by putting an SG.38 down on to a plywood square.

The club used Pfeiffer winches, and the chief winch operator was another ex Luftwaffe Commandant.

The club aircraft which were used during the 6 months that

I was there were, SG.38 Open Primary, Nacelled SG.38, Grunau Baby 2b (open cockpit), Mü 13a, Meise, Rhönsperber, Weihe, and the Kranich two-seater.

The order of training and flight qualification was as listed, apart from initial site awareness, and suitability checks being done in the Kranich.

I do not know how many aircraft the club had, but it would not surprise me if it was as many as a hundred, or even more. The hangars were full of dismantled gliders, and it was rumoured that a vast number of Grunau's were stored in the lift shaft of an adjacent coal mine, certainly flying was never curtailed by lack of aircraft, and many gliders that required a major re-build were just scrapped.

The only aircraft that I recall seeing in addition to the above was the Goevier two seater, this was in a dismantled state in the hangar, and whilst I never heard of it ever flying, I would be surprised if some senior pilot did not at some time obtain type experience on it.

Launching at Salzgitter was mainly by winch from the field, though in suitable conditions, bungee launching was carried out from the top. Launch heights for the Grunau's was about 600ft, but the Weihe and Kranich would better this.

There are only two flights of note that I recall as being made from Salzgitter, one was a flight of 85 miles in the Mü 13 by W/Cdr Malins; and the other a quick 50 minute dash in the Rhönsperber to Göttingen by Jerry Winters for his Silver "C", no doubt there were many others.

My last flight at Salzgitter was on the 16th November 1947 when I spent two hours on the hill in the Mü 13. I think that Salzgitter must have closed down then, as we then commenced gliding from Oerlinghausen, and this was considerably further from our camp at Wesendorf.

I flew at Oerlinghausen from February until November 1948. The fleet and aircraft progression was very similar to Salzgitter, but whilst they did not have a Rhönsperber, they did possess that most delightful of sailplanes, the Minimoa; I consider this to be the nicest aircraft that I have ever flown, although the Skylark 4 probably ran a close second.

The chief luminaries at Oerlinghausen were Capt. Ron Claudi and Wally Kahn, and the German Instructor Heinz Funk.

Whilst Heinz did not possess Adolf's sense of humour, he did have a very good memory, and it was not unknown for him to congratulate a pilot after doing his 5 hours, and then say, "but your take-off was bloody awful".

Oerlinghausen was then the home of the Horten 4, but I never had the pleasure of seeing this remarkable aircraft fly.

Whilst at Oerlinghausen I paid a visit to the club at RAF Gutersloh, they had an unusual aircraft there, which the local club members called the Hanover, but other visiting members insisted that it as the Berliner, I hope that they eventually identified it.

Resulting from the machinations of Stalin, our unit was moved in March 1948 from its proximity to the Russian Zone, to the more secure base of RAF Wunstorf, S.E. of Hanover, and gliding was carried out from here between visits to O'hausen.

My recollections are that the club at Wunstorf came into existence during my tenure there; but it was certainly short lived, as my last flight at Wunstorf was on 13th June 1948, (by coincidence also in a Mü 13) and within a week the Berlin Airlift had commenced, and a very different scene was taking place; one commentator described Wunstorf at that time as "the busiest airfield in the world", certainly a launch rate of one aircraft every 2 minutes, was a bit beyond the ca-

pability of a Pfeiffer winch.

The next venue chosen by the gliding types of 84 G.C.C./M.R.S. was Scharfoldendorf, on the Ith ridge south of Hildesheim but I did not have time to really get to know this club, as I only flew there from August 1948 until November, before returning to this country, where the style and cost of gliding was somewhat different to that which we had been privileged to experience.

Summarising gliding in BAFO as I remember it, there were 3 Leave Centre Gliding Clubs at Salzgitter, Oerlinghausen and Scharfoldendorf; these were residential and fully staffed with permanent instructors.

In addition there were airfield clubs at RAF Wunstorf, Gutersloh and Luneburg, (where a Sgt thermalled an Open Primary up to 3,800ft), these operated mainly at week-ends and on Wednesday afternoons when the airfield was not in use; there was also an Army Gliding Club at Barntrupp.

With reference to destruction of gliders, I was told that before the RAF stopped it, the Army used to bungy SGs and Grunau's over the edge without pilots, considering this to be great sport. (The barbarians.) As you will undoubtedly know, all Habicht's were officially destroyed, being officially classed as military aircraft.

I agree with your suggestion of a BAFO gliding clubs reunion, please keep me posted if this materialises. I have mislaid a very cherished possession, an ABCG lapel badge, the initials refer to The Association of BAFO Gliding Clubs. I didn't realise that these were quite rare until I met the late Paddy Kearon at MOD at a RAFGSA meeting, and he wished to know where I obtained it from, as he had never seen one.

I have an old scrapbook from my BAFO days that I will bring to the next meeting that I manage to make, some of the snaps are of poor quality, but may be of some interest to you.

Yours sincerely

Cliff Flogdell

THE FRENCH CONNECTION

German Gliders to France... in 1945

Contrary to the very strict situation in Britain where no ex Third Reich gliders could be imported for civilian use, as they were all supposed to have been destroyed following the internationally agreed Morgenthau Plan, the French almost entirely disregarded the plan and removed upwards of 450 German Glider (2000 first line aircraft removed overnight, according to Hans Zacher) to equip a state-run gliding movement, which in 1945 had four national centres and many other clubs.

Whereas in Britain, the only way to import German sailplanes had been to order them for testing at Farnborough. Afterwards only two Weihs, one Kranich 2, 1 Meise and two Grunau Baby 2bs were made available to civilian use, after testing at Farnborough RAE. Contrary to this, German sailplanes brought to France from the French Occupied Zone of Germany around Baden etc., were largely to be flown by civilians.

The following report has appeared in the French branch of Air Britain Magazine and has been kindly made available to us by our old friend Bob Ogden.

Whereas the report is not complete and fails to reveal numbers of types and what happened to most of them, it gives food for thought and plenty of scope for further re-

search. It is moreover the first time that we have received any report on their "liberated" German aircraft from the French.

For the second time (the first was from Ary Ceelen) we hear that the French had a Reiher. What happened to it is not mentioned and whether it flew in France is not known. It could well be that the last Reiher that was flown, was flown, after 1945, in France. We beg our French members, and anyone else, to find out more about this aircraft.

The French say that they had 19 different types of German sailplane on a Census in 1945. Most had disappeared by 1950. (We guess that these were: SG.26,* SG.38, Hütter H.17, Gö 1 "Wolf", Rhönadler, Rhönbussard, Rhönsperber, Habicht, Reiher, Weihe, Meise, Grunau Baby 2b, Minimoa, Goevier, Kranich, Maikäfer, Mü 13d.) This totals 17 aircraft although the Maikäfer was a motorglider. What the other two types were, we would be interested to learn. We realise that these aircraft were property of the state, as opposed to being privately owned, and that possibly it might be difficult to discover more about them. As the report seems very interesting (to C. Wills), he wonders if our readers would mind if an attempt was made to publish it in its entirety.

* What was this type?

The French Report

"Le Petit Matériel Allemand"

"Detested, Controversial, then Appreciated and now Regretted."

The Story of the Small Aircraft adorned with Black Crosses and Swastikas that became "FOX-BRAVO", "FOX-PAPA" or "FOX-CHARLIE" by R. Bouvier.

Second Part – the first probably dealt with the captured light aeroplanes.

The Gliders

The first machines seized were used by the Occupation Forces in Germany without delay. Simply relieved of their black crosses and swastikas, they immediately took to the air in, for the most part, their original registration letters and numbers. A tricolour flag was ordered to be put on by an official, but numbers of machines finished their careers on occupied allied airfields (as well as French), without roundels or flags... and without being officially recorded, as happened also to certain German aeroplanes.

Finally, restored, or completely overhauled to new condition, according to their state when "liberated", they received the regulation markings of the Armée de L'Air of that time, which were roundels on upper and lower wing surfaces and on both sides of the fuselage without forgetting the large flags etc. These were also on the French types produced from 1945.

Photo reveals a superb Kranich 2 coded 1090. A white diamond on the rudder efficiently obscures the Swastika (the aircraft is totally camouflaged with green? paint except for wing, tailplane and fuselage lower surfaces – CW).

Photo reveals the partially camouflaged with sprayed on green? paint over cream Minimoa D-14-260 at Challes les Eaux (note NSFK Gruppe 14 was Hochland München (Munich Area)). Through the sparse camouflage paint, one can read its NSFK pre 1943 registration and notice the red band and white circle on fin and rudder. The Swastika has been removed from the white circle and the code letter 'V' is below the red band.

Some of the aircraft received only little roundels or flags on their fuselage. At least, this marking was on the fin/rudder to obscure the swastika. Others, without apparent reason, did

not have any tricolour markings (as French gliders had pre war) and found themselves later in the same situation completely without roundels and flags.

Much later, during the 1952 Census, the survivors were registered in the F-C series. We should note that in the meantime, some machines were registered with aeroplane registrations F-W or F-B, but this pertained only to prototypes or short production runs of machines of French origin.

Contrary to the above, those responsible in the Service des Sports Aériens, dependent on the Air Ministry, then the Ministry of Armament, the SALS from October 1946, the SFASA which replaced SALS at the end of 1955, maintained constantly their directives pertaining to identification of machines, marking type and series number, or the letter "F" on the rear of the fuselage or the fin and rudder. If the Works Number had been found, it was automatically put on the machine. (For example: Weihe No 266). If this number could not be found, or the glider was made up of components of other aircraft of the same type, the number of this aircraft type in France was painted on. (Example: Kranich No 1, 2, 3, etc.)

The above confusion of numbers was also put on French gliders. For example, a photo of an Avia 40P had an impossibly high number, as only 25 of the type were built. (It was thought that this works number meant the number of the aircraft built by that firm... but not the number of that type built - CW.)

(Weihe No 266 is just possible as 270 Weihe's are said to have been built at that time.) Besides this, if the name of its designer was known, and it could be easily carried on the gliders of French origin (example the C.310P created by the engineer Castello with the designation Castel and a picture of a small underlined Château which was the sign of the designer Fougat at Air sur Adour. The machines from "beyond the Rhine" posed a real problem. The names of the creators and promoters (often from a Centre or a University) and also those of the builders, which were often numerous factories, among which were furniture factories, on German soil...) were ignored.

Because of this extreme complexity, there was the habit, at this time, to designate gliders of the same type, forgetting their original names, and this was also in official documents.

Their Service in France

The distribution of the "made in Germany" material took place very rapidly in 1945 and the five National Centres were equipped first. Beynes Thiverval was one of the first to start activities with slope soaring from the 18th November 1944 under the direction of the Chef du Centre Desaleux, helped by such prestigious instructors such as Eric Nessler, Max Gasnier and Gaudry. This Centre inherited the first lot of 10 Kranichs and 15 Grunau Babies ceded to it by the benevolence of Monsieur Baldino, then Director of the Sports Aériens. This first delivery of aircraft at the end of May 1945 was followed by a second in June.

Photo. The heavy Kranich No 15 at Challes les Eaux in 1948. The aircraft is painted cream? and is without camouflage, registration or other markings.

This priority represented amongst those interested as a just "tit for tat", as the Centre had been completely sacked in 1940 by German troops, who took away, beyond classic material, 15 new single seat aerobatic Delanne 60, which came from the engineer Jarlaud's design office.

This Centre was considered as an aerobatics school. For the most part, the machines from "beyond the Rhine" did this

well. The pilot Capgras, who was well used to this type of flying, did not hesitate to be aerotowed to 3,000m by a Caudron Luciole and to fit in as many aerobatic figures between that height and the ground.

Arriving also at the three other specialised Centres, which were officially opened in 1945, (Pont Saint Vincent, Challes les Eaux, Saint Auban sur Durance), or existing since the 16th April 1941 (La Montagne Noire) and also at certain Aero Clubs, which were actively gliding. German gliders went, in spite of a few problems relating to their origin.

If the SG.38, entering into competition with the Avia XIA, XVA, or 152A caused some doubts as to the superiority of German gliding, and if other machines seemed heavy and lacked manoeuvrability, compared to French equivalents, the possibilities of the machines from "beyond the Rhine" began to be realised and they quickly gained a solid reputation.

The Grunau Babies, Meise Olympias, Kranichs and Weihe's, and others, became rapidly respected. The Meise arrived with, as reference, its choice as the sole glider for the aborted 1940 Olympic Games. The Kranich 2 had gained the World two-seater duration record with 50 hours 26 minutes in 1938 (in full winter over the East Prussian coastal sand dunes. The Weihe had taken the World single-seat duration record in 1942 of 55 hours 52 minutes, also over the East Prussian coast - CW.) These records had been flown by German pilots. Now French pilots admiringly started to try to show what they could do with their "sacred clients".

Quickly, the Germans were given credit for having used an efficient training method based on ground tethered solo training, using an SG.38 suspended from a frame, which allowed a pupil to try out the effect of controls without coming into contact with the ground (German - Pendelbock). Then the pupils would fly the SG.38 free of the Pendelbock, before converting to the Grunau Baby. Nazi Germany had a perfectly methodical way of mass producing military pilots which automatically started with gliding. Everything happened very quickly. The Allies discovered on the slopes reserved for gliding, a series of concrete steps designed to get gliders back to the summits as quickly as possible for relaunching.

Photo. Pilot Trochon ready to take off in an SG.38 at Strasbourg.

Photo. The Famous Weihe No 4 at Challes les Eaux which remained long in the service of the "moustachus". Colour: totally cream?

Photo. Particularly aggressive, the Minimoa D-14-280 is winch launched at Challes les Eaux in 1945. Colour: cream, sparsely covered by sprayed on green? camouflage red band and white circle, without swastika, on fin and rudder.

The French training system at that time was based on instructing pupils to fly gliders only as a sport (whereas the Germans had used it to train military pilots) and used two-seater dual instruction, known as that of the "Salon" (de Provence). This method was coming into universal use at the time. However, in spite of this, the efficiency of the German method was recognised, and this was adopted in France (we believe 100 SG.38s were brought to France in 1945, but this may not be accurate - CW).

The Pendelbock frames to support the SG.38s were available only in limited numbers, so the Service des Sports Aériens ordered copies to be built by Victor Minie at Colombes. These were considered as elementary "Link Trainers". Besides this, at Laval, on the airfield of Beausoleil, a factory was created to overhaul and repair the "liberated"

The Building "Under Licence"

The craze for the German material became such, that the park of gliders available for club flying was quickly judged too small. In spite of political pressures coming from everywhere, the Air Ministry did not hesitate to ask the Industry (nationalised or not) to build under licence (sic) many types. Disposing of considerable sums of money, the Ministry ordered, simultaneously a great number of aeroplanes, 400 Grunau Baby 2bs, and 210 Olympia Meises. The mass production system was a record for that time! From 1945, 265 Grunau Baby 2bs actually were produced by the Ateliers (workshops) of the SNCAN under the name Nord 1300, "Norbaby" (for training and performance flying). 100 Olympia Meises were finished by SNCAN from 1947 (plus five more in 1950) under the designation Nord 2000, "Norplane" (for performance flying). Afterwards, the building of this type was envisaged under the designation Caudron C.850 "Mesange", ("Tit").

One should note that the names "Norbaby" and "Norplane" were practically never used. The Nord 1300 remained for glider pilots the Nord 1300 (or simply "le Treize Cent" – CW) and the Nord 2000, the Nord 2000 (or simply "le Deux Mille" – CW).

Flying for the first time in July 1947, the Nord 2000 No 1 became later F-CACY.

On the other hand, the drawings of the heavy two-seater Goevier (2) inspired the SNCASE to build the PM.200 in only two examples (built during the war – Christian Ravel at Angers has the drawings of the French Goevier 2 – CW).

This type did not have much attraction beside the Kranich 2 and the excellent French two-seaters coming into service, and was not built again after the war.

Later, 100 Weihses were ordered, and 30 (or 32?) examples were finished by the Ateliers (workshops) of the Ets Victor Minie Aeronautique under the designation VMA.200 "Milan" (Kite) (Performance). All this happened in 1950 at Saint Cyr L'Ecole.

The Air Ministry (which disappeared prematurely) and at the same time Le Service des Sports Aériens, was violently criticised after 1945 for their decision to adopt the types "from beyond the Rhine", in place of nationally designed machines. In the strongly anti-German sentiments of the time, the word "treachery" was often heard, augmented by violent criticism of the French substitutes which were often modified from their original prototype forms and lacking their original construction, and flight handling qualities. The critics got less as months passed, but the choice of the Grunau Baby, in Nord 1300 form, was always contested by glider pilots of the time. Not only was the N.1300 already surpassed by the SA.103 "Emouchet", but it was moreover judged as a bad, vicious, copy of the original machine! It had almost none of the qualities in flight of the original famous machine that had held the World Duration Record for single seaters (Kurt Schmidt at Rossitten – CW) from 1933–1942 with a flight of 36 hours 35 minutes. The famous Simille brothers in 1946 wanted to design a motor glider at the Club Aeronautique Universitaire at Kremlin – Bicetre. They preferred to use a "liberated" Grunau Baby rather than to use a new Nord 1300. This Motorbaby powered by a 25hp AVA was built by Maurice Brochet at Neauphle le Château.

On the other hand, the choice of the Meise Olympia in Nord 2000 version was considered a good idea from the start. The type had no equivalent among French gliders of the time.

All the same, the N.2000 was less strong than the Meise (built to coefficient 10 instead of 12) and, if the first 60 examples were built with an asymmetric wing, which caused them to turn better to the right than to the left, it had a brilliant career and can be considered, after the passing of years, and with just reason, as the Flag Carrier of French gliding (as the Eon Olympia was, of British gliding – CW) during the immediate post-war period.

As for the VMA 200 Milans (French Weihses), their qualities were judged to be as good as those of the original JS Weihses.

Photo. Behind a Nord 1300 at Pont Saint Vincent, can be seen a Meise, behind which are four Nord 2000s. Collection JP Weisse. (One notices the original wooden hangars. On supposes that the large metal hangar which could enclose all gliders of the centre, rigged, must have been built around 1950? – CW.)

After the passing of years, one realises that the French Officials' decision, to order German aircraft to be built, was good and that it was copied by those in other countries. For example, in England, the firm Elliotts of Newbury also produced versions of the SG.38, Grunau Baby 2b, and Olympia Meise, under the names Primary Trainer Eon, Baby Eon and Olympia Eon. The latter was built in greater quality (147) in England, than the N.2000 was in France.

The only design lacking to all the needs of glider pilots was an aerobatic sailplane. The "liberated" Habichts were rare... but this is another story which has practically never been solved since then...

COVERING WITH CECONITE

This article, written by Peter Deege, of Hilversum Gliding Club, appeared in the July 1987 issue of Netherlands Vintage Glider Club Newsletter, and has been translated by Peter in the hope that we in Britain may benefit from his experience. All who have seen the Caudron C-800, Ka-8, Ka-13 and Peter's own Grunau Baby will appreciate the exceptionally high standard of finish achieved by his methods of covering and finishing.

After discussions with other vintage glider restorers, it was obvious that opinions differ on the use of fabric. With this article I hope to get an exchange of views of what is best to restore our oldtimers. In our club (Hilversum Holland) we overhauled/restored last year 4 gliders, of which the Caudron PH-807 could be seen at Traben Trarbach this year. All gliders were covered with Ceconite and finished with a standard Sikkens paint scheme. Purists state that for restoration of an oldtimer the original materials must be used, eg. linen and corresponding glues and dopes with cellulose paint. A good point, but practical considerations played a major role in our decision:

- Linen of the proper quality is more and more difficult to obtain.
- Ceconite is mostly from stock available at several firms.
- Prices of linen and Ceconite are about equal.
- Ceconite width is sufficient to cover a wing from leading to trailing edge, giving a better protection for casein bonded structures.
- Ceconite weighs less – a saving of about 6kg for a Grunau and 8/10kg for the Ka 13, which is important for payload critical gliders.

- No ageing of Ceconite and a better resistance to damage.
- Greater strength and durability, and easier to tension and repair.

- With Ceconite it is easy to obtain a very neat finish.

Against these advantages there are negative points too:

- Necessary use of prescribed adhesives, dope and thinners – these are expensive.
- Very precise use to obtain a proper fix of the Ceconite, dope layers and paint.

Working with Ceconite differs from linen, but the necessary skill is soon picked up by someone with fabric covering experience. The method described caused us little trouble and gave a fine result. The adhesive used is Super Seam Cement, and must be diluted so that it can easily be applied by brush. Be sure to get a neat and equal surface – bubbles could not be removed later. For larger sections two thin layers are generally sufficient. For ribs and formers apply the cement without thinners in one layer – this gives greater adhesion required for the hollow curved under-side of a wing. Apply adhesive to all areas which contact the Ceconite, and allow to dry for about one hour. Position wings and fuselage in a horizontal position – covering in a vertical position is difficult. Put the complete sheet of Ceconite over the appropriate section loosely, remove the wrinkles but do not stretch the sheet. Take a clean white piece of cloth, soak it with nitrate thinners, and rub over the leading and trailing edges and ribs. Ensure that you get even square sections. The thinners will dissolve the adhesive and thus fix the Ceconite to the structure. Dividing a wing into small sections is necessary to avoid high loads when the Ceconite is tensioned later on. If for some reason there are still wrinkles at corners or ribs, leave a sufficient area unfixed to allow the wrinkles to shrink away during the tensioning. We use a normal household heating iron for tensioning, with the thermostat on position "linen". Constant moving the iron from centre to edges lightly tensions the complete surface.

Warning: due to the high shrink rate of Ceconite $\pm 25\%$ – very high loads occur on larger areas – trailing edges and ribs can easily bend and deform, or surfaces can twist. Keep the iron moving over larger areas to avoid a spot overtensioning or overheating – if Ceconite is overheated it will melt. If the complete surface is evenly tensioned and all the wrinkles removed, wash all the contact areas carefully with a clean cloth soaked in nitrate thinners. It may happen that areas of Ceconite are not sticking to the surface – in that case rubbing with pure Super Seam cement until it sticks will cure the problem.

If both sides are finished and lightly tensioned, Ceconite surface tape can be applied to the butt ends on the leading edge, the trailing edges (not rib corners) for extra damage protection. The adhesion of Super Seam cement is sufficient for the curved underside of a wing, but we stitched the underside as an extra precaution, and covered the stitches with surface tape. Between the stitches and Ceconite use polyester tape to avoid tearing.

After all covering material is properly finished, the surfaces can be given the final tensioning, again tensioning equally to avoid bending or twisting. Now the drain holes can be melted into the correct places using the round tip of a soldering iron – do it carefully and cool the drainhole with your finger tip. Next, the first layer of dope – there are two types, Rand-o-Proof and Rand-o-Kill. Use green type for those sections to be painted in a colour, and transparent for transparent sections. For the best adhesion results use for the first two layers a mixture of 75% dope and 25% Super Seam cement diluted

with 50% nitrate thinners. These layers must be carefully and equally brushed onto the surfaces – the thin dope is pressed through the Ceconite giving an anchor on the underside. The following layers are only dope, sufficiently diluted for brushing. In most cases 5 to 6 layers give the Ceconite sufficient sealing and body. The covering is now completed.

The paint scheme can now be applied, which is a completely different subject. Two points I would like to make here:

- 1 Investigate which primer coating provides the best adhesion – many ordinary primers and coatings will not stick.
- 2 We have very successfully used a paint roller instead of spraying, on which subject I would like to write a separate article.

Conclusion: we obtained a good and durable system with a very fine finished result. It took about 100 working hours and cost about 1,000 Dutch Guilders for the complete average size glider. 4 years later there are no problems so far in normal club use.

I hope that I have contributed something with this article, and would welcome comments from others, especially those with experience of Diolene or similar materials. Hopefully we can then all benefit from this and similar articles.

BOOK REVIEWS

Keith Emslie

My shelves are graced by the books of Ann Welch and Ann Douglas, so I was charmed to obtain "Silent Flight" by Ann Edmonds. This is 1939 fiction – or is it?

Twins Brian and Jane learn to glide on a fortnight's training camp. Catapult launches in an open primary, leading to hill soaring a nacelled primary, and their C badges before the camp ends. Further adventures before Jane gets her Silver before Brian.

The club is at "Branchester", surely fictional, or is it? Phone number 419! The hill has a bowl, bastion, power wires, and zoo. Landings across the linches. Sounds very familiar. Certainly the atmosphere and incident is very typical, but tell us, Ann, was it imagination or partly autobiographical? Some of the incidents are so lovingly described, how heathers overturned the primary. The retrieve in an open Bentley. Climbing out of the bunkhouse window to check the windsock. The Tramps Ball. The briefing on how to loop. (Ann Welch would not have approved!)

One story is pure fairy tale: of the couple she meets on her first outlanding, quite ethereal. Like my own Silver Distance, far less likely than anything offered as fiction!

The story is gentle, if a little other-worldly: Daddy employs a carpenter who can easily build an H.17 for the twins.

There are several superb drawings of Kite, H.17, Dagling, Falcon and Avro 504. But please, Ann, do tell us more background, and how many of those happenings were real.

Robin Traves

After an unaccountable delay on the part of the publisher, a copy of Peter Moran's book *A Speck in the Sky* (Blandford, £7.95 ISBN 0 7137 1902 8) finally came my way. It was well worth the wait. Peter gives a modest, yet highly interesting account of his long association as a part-time soldier with the Parachute Regiment. A detailed description of various aspects, both technical and human, of his training, is followed by exercises, nailbiting incidents and a glimpse of the then very new sport of free fall parachuting.

Eventually this slightly overexciting activity (for most of us) gives way to gliding. The VGC is given most honourable mention, the first time the reviewer has read of the Club in a real hardback book!

Blandford Press should be commended for producing a most excellent work of art. John Batchelor has matched Peter Moran's authorship with some very fine illustrations, and the whole has a particularly harmonious format.

Having begun to read, I did not put it down until I had finished. Reflecting, I realised that I had learned something about parachuting, rather less about gliding, and a great deal about the author. It is now much clearer to me how and why the Eon Baby group at the Blackpool and Fylde Club has endured for so long.

WANTED

Construction drawings needed for microfilming.

Minimoa 37 or 38.

Grunau Baby 2a

Rhönspërber

Wren and Kestrel (Manuel)

If anyone should know of the whereabouts of these, could they kindly inform C. Wills at: Wings, The Street, Ewelme, Oxon OX9 6HQ England. Tel: (0) 491 39245. Prints from the microfilm are badly needed by members who wish to work on, or build again, these aircraft.

As some Rhönspërber drawings were found with the Rhönspërber, which is currently airworthy in England, it is believed that others must exist somewhere. The drawings that are currently to hand, are not enough to build an aircraft. (But would be sufficient to build a model.) There are many people who badly need these drawings for full size aircraft.

KA-2 drawings by: Reinhold Göhner, Ickstattstrasse 34, 8 München 5, West Germany.

French (Badin?) Variometer for: Nord N.2000 by: Barry Smith, Rose Cottage, Tibthorpe, Driffield, East Yorkshire YO25 9LE. Tel: 0377 (Driffield) 89235.

Technical Manuals needed for: Rhönbussard, Mü 13E, Bergfalke 1 (1953), Grunau Baby 2b, Nord 2000, Olympia Meise, Specht, Mucha, L-Spatz 55, Rhönerleche; by: Henrard Firmin, rue de Porcheresse 11, 5351 Mohiville/Hamois, Belgium.

Assistance Wanted: Drawings, Know How, Assistance, wanted to repair a famous Eon Olympia, which cruelly demolished by the great storm last October, at Ringmer, the East Sussex Gliding Club. She was born away in her trailer by the storm and set on by a marauding DG 200 in an armour plated trailer.

Offers of drawings for copying and/or assistance, would be gratefully received by: J.R. Edwards, 19 Frenchgate Close, Hampden Park, Eastbourne, East Sussex, or c/o East Sussex Gliding Club, Kitson Field, Ringmer, East Sussex.

He has already been put in touch with Mike Russell in the hope that he could copy necessary Eon Olympia drawings.

MODEL NEWS from Paul Williams.

Paul has kindly sent us the news that the German firm of HUMA has produced a very good 1/72nd scale injection moulded double kit (two models together) of: an **SG.38** with-

out, or with, Nacelle and a **Grunau 9** Schaedelspalter (Skull Splitter). Price: £6.45. For that you will have superb models. They can be obtained from E.D. Models. Tel: 021 744 7488.

Huma also produces a very good 1/72nd scale **DFS 230**.

WK Models (another German firm) produces in 1/72nd scale: **Kranich 2**, **Weihe** and **Habicht**. Rib detail is scant but they are nevertheless good models. Available through Mail Orders from shops advertised in Model Magazines (ie. Scale Models) but supply is erratic (possible 6-9 months' delivery) from various model shops in Germany. The Kranich's rudder needs modification as it is believed to resemble that of the first Kranich.

PHOENIX MODELS produces 1/72nd scale vacuum formed models of **T.21**, **T.31**, **Tutor** and **Cadet** from £3.50 - £3.95.

NOVO (now Russian but formerly Frog) produces a 1/72nd scale Hotspur 2 of acceptable standard.

The Polish form of **PODLASKIE ZAKLADY WYTWORCZE W SIEDLCACH**, ul.Krasickiego 15, 08-140 Siedlce, markets very good 1/72nd scale models in plastic of **Mucha Standard**, **Bocian** and **Jaskolka**. They could be obtained from model shops in England.

All the above are models very well worth having.

FOR SALE

Recently overhauled to display condition **Grunau Baby 3**. Without C of A or Log Book but with their instruments. OE-0201 first flew in 1953 and last flew in 1982. Offers to Helmut Kaiser, A-8432 St Veit am Vogau 52, Austria.

T.31 with a new closed trailer - £2,000. Ray Hewitt. Tel: 0491 38487.

T.31 with, or without, open trailer. Phil Collins, Iver House, Firs Road, Kenley, Surrey CR2 5LH. Tel: 01 660 8736.

Rare oldtimer: **Kranich II**, one of the last gliders of its type in Germany. For information, please contact: Sportfliegerclub, D-6832 Hockenheim, Federal Republic of Germany. Tel: (49) 6205 8219.

Vintage Glider Drawings available from C. Wills, "Wings", The Street, Ewelme, Oxon OX9 6HQ. Tel: 0491 39245.

Full size

Grunau Baby 2 - £15.00 inc. post.

Hütter H.17a - £12.00 with post.

G.A. Plan View of Reiher 3s wing. 1/10th scale.

A4 or A3 size

Rhönadler 36, Rhönbussard (some full size), DFS Meise 1939, Hütter H.17a, JS Weihe, Weihe 50, Kranich 2, Hütter H.17b, Prüfling, Hol's der Teufel, Karpf Zoegling, SG.38? (we are not sure if there is enough information). Price: 20p per sheet.

A4 or A3 size

Due to lack of definition (or because they are incomplete), suitable for model building only: Göppingen 1 "Wolf", DFS Habicht, Rhönspërber, Minimoa. Price: 20p per sheet.

NEEDED

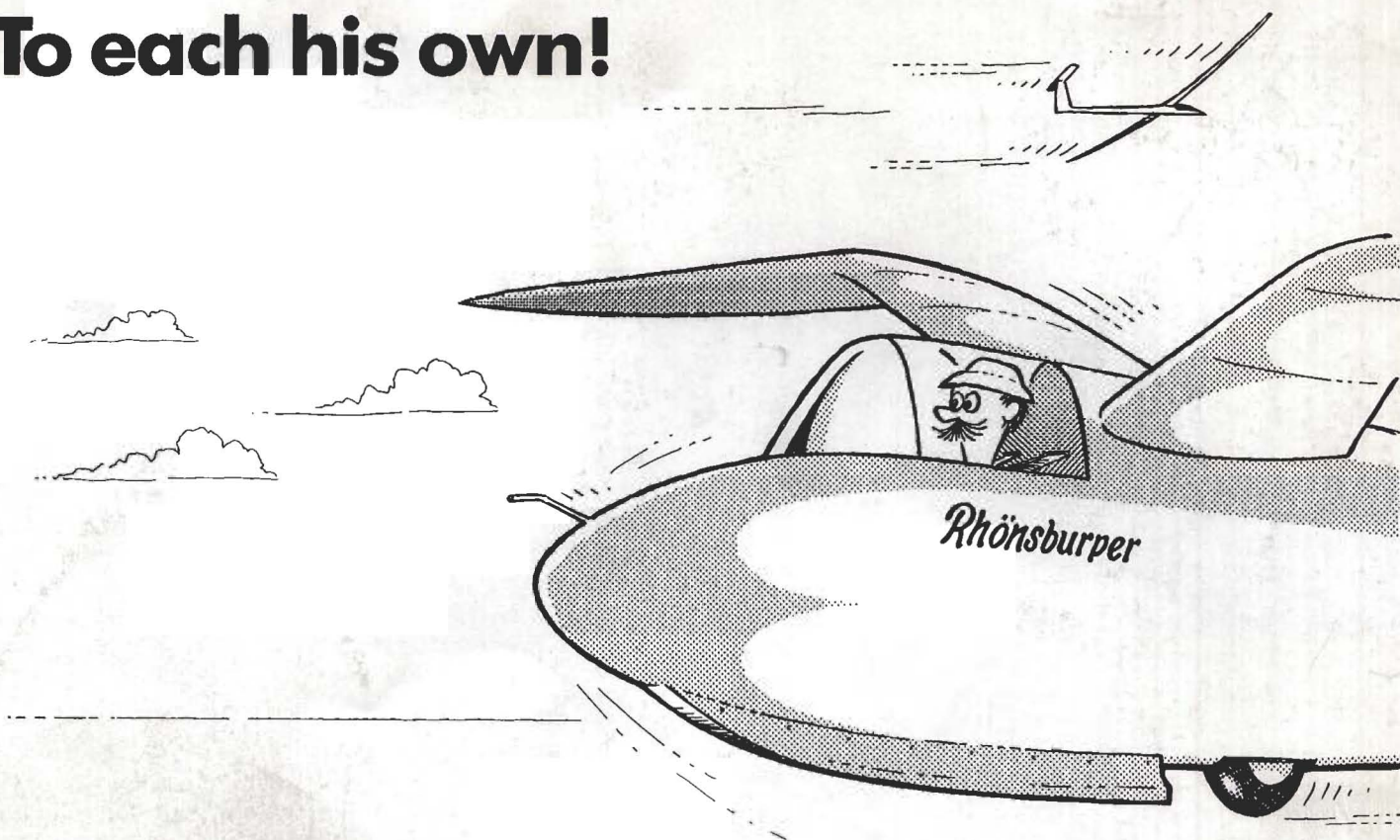
Copy facilities for original blue-prints of Rhönadler 32. They are now of poor definition and would need to be traced.

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Staplehurst
Kent. Tel: 0580 891625

To each his own!



Many pilots think the ultimate in flying is streaking around the sky at 100 plus, while reclining in a cockpit crammed with electronic gadgetry.

Others however, derive just as much pleasure from scratching about in something that smells of wood and fabric dope, sitting upright with their eyes glued to the little red and green balls jiggling up and down!

If you happen to fall into the second category, but your insurance company thinks 'vintage glider' means something built around 1970, maybe it's time to talk to Mowbray Vale. Since we insure about 90% of all vintage gliders in the UK — why not join the club?

Of course, should you want to talk about any other insurance problems at the same time — such as your car, house, boat etc. (Vintage or otherwise!), we will be happy to give an equally competitive quote.

*Contact Carol Taylor or Stephen Hill on
Thirsk (0845) 23018 — 24 hr. Ansaphone Service.*

Or write to:

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