



# VGC News

No. 90 Spring 1997





## Diary Dates in 1997

- ◆ 13th French National Meeting  
Centre de Planeurs Senonais, 1–4 May
- ◆ 5th Annual Kirby Kite Rally  
Haddenham, 3–5 May
- ◆ Baby Treffen for Grunau Babies  
Merzebrück, 17–20 May
- ◆ British National Rally  
Camphill, 24 May–1 June
- ◆ 50th Anniversary for the Olympia  
Lasham, 24th May–1 June
- ◆ Whispering Wardrobes  
Booker, 21–22 June
- ◆ Avenoft Gliding Festival  
Avenoft, 4–13 July
- ◆ Vintage Weekend  
Shrivenham, 5–6 July
- ◆ Woodworm Rodeo  
Dunstable, 11–13 July
- ◆ Rendez Vous Rally  
Pont St Vincent, 26 July–3 August
- ◆ 25th VGC International Rally  
Bar sur Seine, 2 August–10 August.

### NOTICE TO ALL MEMBERS:

The Rally Secretary is Graham Saw.  
Please forward details of any 1997 VGC Rallies you may be planning to: G. Saw, 16 Prince Andrew Close, Maidenhead, Berks SL6 8QH. Tel: +44 (0)1628 776173

We welcome contributions and photos but we cannot be held responsible for the loss of unsolicited material. To help ensure their return, material should be clearly identified and accompanied by a stamped, addressed envelope. We take great care to ensure that what we publish is accurate, but cannot accept liability for misprints or mistakes.

The views expressed in this Newsletter are those of the contributors and do not necessarily represent the views of the Editor or the Vintage Glider Club.

## Objectives of the Vintage Glider Club

To promote the international preservation, restoration and flying of historical and vintage gliders; to collect, preserve and publish information about the above; to locate and preserve documents and artifacts connected with gliding; to co-operate and negotiate with government bodies and other interested organisations to ensure that members' best interests are protected; and generally to do all such acts as may be conducive to the objectives of the Vintage Glider Club being met.

## Officers of the Vintage Glider Club

*President:* Chris Wills, Wings, The Street, Ewelme, Nr Wallingford, Oxon OX10 6HQ, UK

*Vice President:* Willie Schwarzenbach, 52 Rte de Cossonay, 1008 Prilly, Switzerland

*Vice President:* Hans Dijkstra, Melis Blecklaan 61 4634 VX Woensdrecht, Netherlands

*Vice President:* Paul Serries, Agnes Miegl Strasse 1, 44 Münster, St Maurits, Germany

## International Council

*Chairman:* David Shrimpton, Fairfields, Fosse Road, Oakhill, Somerset BA3 5HU, UK. E-mail 101233.1036@compuserve.com

*Secretary:* Nel Dijkstra, Melis Blecklaan 61, 4634 VX Woensdrecht, Netherlands

Firmin Hernard, Rue Porcheresse, B-5361 Mohiville Hamois, **Belgium**

Dr Jörg Ziller, 71065 Sindelfingen, Brucknerstrasse 20, **Germany**

Didier Fulchiron, Quartier de L'Eglise, F-38770, La Motte d'Aveillans, **France**

Imre Mitter, Budapest, Rath Gyorgy utca 17/B.H-1122, **Hungary**

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

Antonio Carlo Zorzoli, via 4 Gnombe 9, Inverigo, 22044 Como, **Italy**

Joseph Ott, Panska dolina 2, Nitra, **Slovakia** (for **Slovakia & Czech Republic**)

## Committee

David Shrimpton – Chairman

Austen Wood – Treasurer

Ian Dunkley – Secretary

Graham Saw – Rally Secretary

Colin Anson – Sales Officer

Mike Birch – Technical Officer

Graham Ferrier – News Editor

Brian Headon – Publicity

# VGC News

No. 90 Spring 1997

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### CHAIRMAN'S REPORT

With the new year comes all the usual optimism for finer weather, good flying and successful rallies. We are, however, victims of our own success once again. This time it is the Elliott's Fiftieth Anniversary Rally at Lasham which regrettably conflicts with the National Rally at Camphill. VGC members of these Clubs requested these dates early last year, neither of whom could change as these dates were the only ones available in their club's busy calendar for the year. We hope that some members can attend the Elliott's Rally as well as the National Rally to ensure both meetings are a success.

Our Treasurer has been very active in pursuing the issue of the Club becoming a Limited Liability Company (and thus avoid becoming a victim of the increasingly litigious society). However, we appear to have become bogged down in the legalities and we are having to take further advice before coming to a decision. In the meantime, we are continuing ways of promoting the Club to increase membership, raise funds and, therefore, increase our activities and improve our service. Recent letters to the VGC expressed a desire for more frequent Newsletters. Besides the question of the cost, there is a need for more information and photographs from members to be able to produce even one more Newsletter per year. I therefore consider that, regrettably, we will not be able to produce the six Newsletters per year asked for by our Brazilian members, at least in the foreseeable future.

The VGC drawing library has now been completely copied onto film and we are putting in place a method for administering requests for copies from the members. Thanks go to all the members who have put their own time and effort into achieving this important task. Requests for copies of these drawings should be sent to VGC Sales (see Blue Pages).

This year we have had an interesting proposal to hold the VGC Annual Dinner and Prize-Giving outside the UK. This would certainly reflect the 'International' flavour of the VGC. I will be pursuing this proposal and if any member can help in organising such an interesting event, then please contact me. In fact, we would like to hear from any Club, UK based or otherwise, who would be willing to host the VGC Annual Dinner this year.

Finally, if you are attending the International Rallies this year, please make sure that you return the registration forms in good time.

## PRESIDENT'S REPORT

First he would like to thank everyone who has sent him Christmas Cards.

He felt with the Christmas cards arranged on strings, that you were all with him to a degree at Christmas with the three dogs and the little Christmas tree. What a party that would have been, but my house is small. I apologize for not having sent you all Christmas Cards back. Some of you may have even received two cards from me... such was the confusion... but it was a fine Christmas. I hope that you all had a good Christmas also.

What do we hope for in 1997? The weather in 1996 did not play its part. A good height flying meeting took place in Italy but cross country flying prospects in the Czech Republic and Hungary were slender. However, some of us are coming back for more because France also can offer good cross country prospects for those who wish to try them.

During a talk with Ann Welch on the telephone she suggested that we were not going to the right places at the right times for good cross country weather and that ultralights with inferior performances to the 1921 designed and built Hannover "VAMPYR" were doing 300 km flights etc. and that we were not doing as well as them. She mentioned that the right time for super weather would be in May or June, when we could experience the Spring North East winds, which had been suitably dried out by a land mass up wind. Then, perhaps we could realize 'des grands epreuves' etc. (i.e. some epic cross country triangles and out and returns etc.) over safe out-landing country which would not put our aircraft at risk or cause lengthy retrieves.

She did mention the likelihood of great thunderstorms in late July or early August over the Black Forest and France. At Bourges, one was experienced before the sailplanes were rigged for the Rally which later offered superb weather. At the "Wächtersburg" in the Black Forest, one was experienced at the very beginning of the Rally before the gliders were rigged, and one was at the very end of the Rally after the gliders were derigged. So we were lucky. What if one should occur with the gliders rigged, or during the night when the gliders were derigged.

Let us hope that our Met Man can give us adequate warning before one arrives, as, while there is a large hangar at Pont Saint Vincent, there does not seem to be one at Bar-sur-Seine.

To ride out a thunderstorm with a glider rigged, we should remember to have the glider well away from other gliders, pointing in to wind, with air brakes out and pilot in the cockpit, strapped in. His only hope is to "fly the glider on the ground". Removal of its tailplane might give the glider a better chance but winds near and under thunderstorms are very strong and can come from different directions. Any building, or obstruction which might come to pieces to blow back on to the glider(s) should be carefully inspected before the storm arrives. Chris Wills says that he can remember the 1949 British National Contest at Camphill which had bad weather in August and also the Championships held there from 1950-1953. The latter contests had much better weather because they were held during the last week or fortnight in July. However, weather is always capricious and can do anything, as one remembers during the 1954 World Championships at Camphill.

## Club News

### VGC Annual General Meeting

This will be held, as usual, during the International Rally to be held at Bar-Sur-Seine between 2nd August and 10th August 1997. Under the rules of the VGC two months notice must be given of any Motions concerning amendments to the rules, and 21 days notice must be given for any other notices of Motions. Nominations of candidates for the Committee must be given to the Secretary at least two months beforehand. All the present members of the Committee are willing to stand again and it is proposed to elect Brian Headon to full membership of the Committee.

### Membership Secretary's Plea

Thank you to all UK members who responded to requests to pay their 1997 membership fees by January, it saves a lot of time and money. To those who have not yet done so, please do it now!

Overseas members who have a local representative should pay directly to them, this saves quite a lot of money. (List of overseas reps is in the Blue pages) If you have any query regarding local payment please contact your own representative who by now will have received a letter from Ian stating the alternative methods of payment but allowing the overseas reps to choose which one to use.

To those members in countries without a local membership secretary please send your money to me direct, by £ sterling Eurocheque, Postal Order or by Banker's draft. The VGC account is at National Westminster Bank, 1 London Road South, Poynton, Stockport, Cheshire, SK12 1JX, UK. The account No is 69852901-02. Please do not send payment in your local currency or other cheques as in this electronic age it can cost more to get money from a bank than the annual membership fee!

## A RARE VINTAGE



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



Phone, fax or write to:  
**Stephen Hill**

**hill aviation  
insurance  
services Ltd**

Phone: 01765-690777 Fax: 01765-690544  
4 Bedern Bank, Ripon, North Yorkshire HG4 1PE

Japan has now been added to the list of countries with a representative but I would still like to hear from anyone anywhere else who would like to build up membership in their country. With 15 countries now represented we are truly International.

### **50th Anniversary Rally for the Olympia 1 & 2 (and Meise and Nord 2000)**

To be held at Lasham from **Saturday 24th May to Sunday 1st June 1997, both dates inclusive.**

If you own or fly an Olympia come to Lasham for this once only occasion. We would like to make this the largest gathering of Olympias for many years. It doesn't matter if you can't manage the whole week, one or two days will do.

This Rally is open to non-members of the VGC (provided you bring an Olympia).

Please let us know if you intend to come to the Rally so that we can have some idea of the numbers involved.

Phone Ray Whittaker on 01252 614684 (evenings) or Colin Street on 01293 543832, or write to Ray Whittaker, 8 Hamilton Road, Church Crookham, Fleet, Hants GU13 0AS.

### **Haddenham**

We have received notification from Peter Chamberlain that the Upward Bound Trust will be holding their **7th Annual Kirby Kite and VGC Meet at Haddenham** during the 3, 4 & 5th May 1997.

The usual format applies with free lunches but with donations gratefully accepted. Due to the large number of VGC members and other visitors attending the meeting we may have to ration the lunches at times so that we can get all our passengers flown.

Contact Peter on 01525-378901 or 0171-7344664 for further details

### **ERRORS in VGC NEWS No.89.**

We regret that these happened and we can only correct them now.

On Page 36. The glider flying over Camphill during the World Championships in 1954 is a French CM-7, not the very similar Condor, but this allows CW to write about this design. Two CM 7s were built in 1947. It had been designed in France during 1941 by Castel-Mauboussin at Air sur Adour. It was the second design during a programme by the Commissariat General aux Sports to produce a two seater sailplane for performance, training and aerobatics. The miserable weather at Camphill during those World Championships only just allowed the minimum conditions (i.e. sufficient contest days for two seat and single seat classes) to be flown. Apart from this, the CM-7 was difficult to derig and rig and therefore it was not able to do well. Its max. L/D was 1:27. As, at that time, the only other high performance two seater sailplanes in France were Kranich 2s removed from the French Zone of Germany, the CM-7 s flew some important national records as well as the World's Duration Record ... i.e. 56 hours 11 minutes. It was flown by Fronteau and Lebeau who took off in 1952 and landed in 1953 at les Alpilles. Jacques Lebeau and Felicien Noin flew it for 31 hours 23 mins in 1953 and the two instructors Carraz and Branswick had flown it for 53 hours in 1952. This had broken the 1938/39 two seat duration record by Boedecker and Zander in a Kranich 2 b-1 at Rössiten in snow and ice over the sand dunes of the Baltic Coast. They flew for 50 hours 15 mins.

One should not forget the Feminine World Duration record of

28 hours 41 mins flown in the CM-7 by the legendary French pilots Marcelle Choynet-Gohard and Yvette Mazellier. They flew the CM-7 for 28 hours 41 mins from the 23rd Nov 1951. The CM-7 was not only known for its duration records but also for its triangles and distance achievements. On the 17 April 1955, the CM-7 No. 1 was flown 438 kms by Maurice Kirschroth and Jacques Lerat from Persan Beaumont to Muron. This was the Masculine two seat French distance record.

The famous CM-7 was named "Adour". On the 13th May 1956, the pilots Claude Gavillet and Paul Canetos flew the "Adour" 462 kms from Persan-Beaumont to Pons sur Avis. What became of the two CM 7s is not known.

We published the photograph of the CM7 with the kind permission of the RAF's Museum at Hendon and the Derby & Lancs Gliding Club which used it on one of their Christmas Cards. (See the 3-view in this issue)

Error No. 2 in VGC News No. 89 is on Page 13. The photograph of LASZLO REVI with the "Vöcsök 81" is of course at FARKASHEGY, NOT at RANA. Laszlo is building better than new, an RRG "ZOEGLING" at home and is one of our bright hopes for vintage gliders in Hungary.

Error No. 3 occurs in PAGE 15, where it is stated that there is NO special department for Vintage Gliders in the Hungarian Aero Club and that this is an improvement for vintage gliders in Hungary. Laszlo Meszaros said the contrary i.e. that things had improved for vintage gliders in Hungary BECAUSE there was now a special department for vintage gliders in the Hungarian Aero Club. 10 years ago. the authorities had considered that to fly old wooden gliders was as good as committing suicide for their pilots.

### **Slingsby Logos**

Subsequent to having transfers of the original Slingsby logo reprinted, Colin Anson had an enquiry about the later version which was current after 1939. We have traced a supply of these costing £10 a pair, and they are available from Skycraft Ltd, Kestrel, Broadgate, Weston Hills, Spalding, Lincs, PE12 6DP. Tel 01406 371 779.

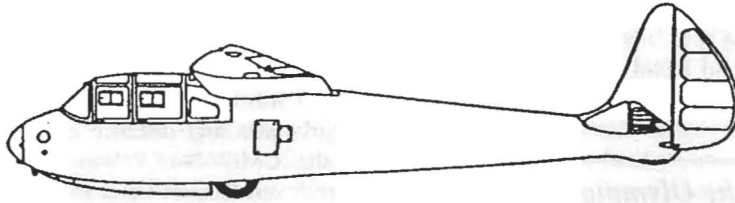
The older version is still available from VGC Sales. See the Blue Pages.



*Slingsby Logo pre 1939*



*Slingsby Logo post 1939*

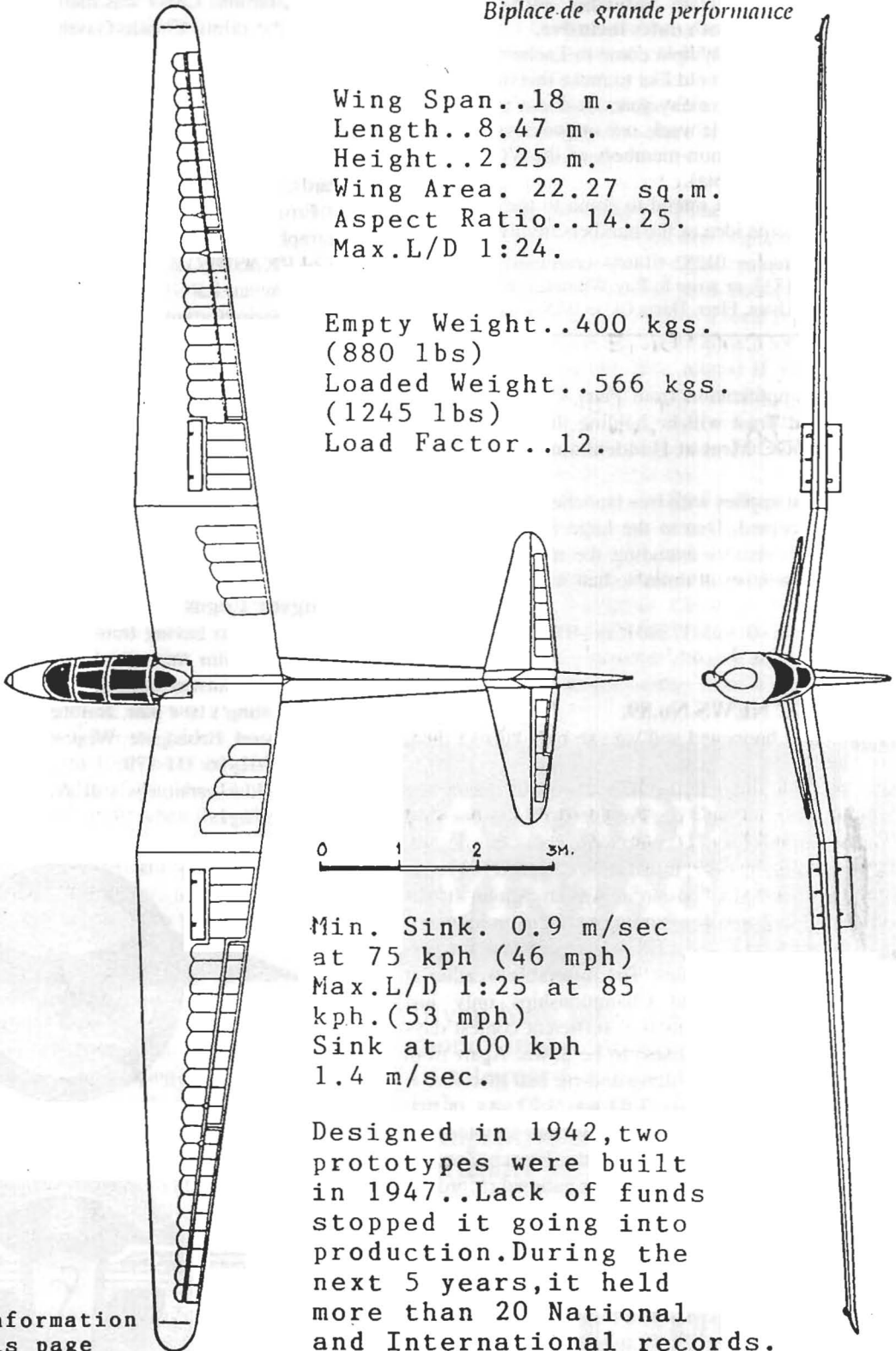


## CASTEL MAUBOUSSIN C M 7

*Biplace de grande performance*

Wing Span..18 m.  
Length..8.47 m.  
Height..2.25 m.  
Wing Area. 22.27 sq.m.  
Aspect Ratio..14.25.  
Max.L/D 1:24.

Empty Weight..400 kgs.  
(880 lbs)  
Loaded Weight..566 kgs.  
(1245 lbs)  
Load Factor..12.



Min. Sink. 0.9 m/sec  
at 75 kph (46 mph)  
Max.L/D 1:25 at 85  
kph.(53 mph)  
Sink at 100 kph  
1.4 m/sec.

Designed in 1942, two prototypes were built in 1947..Lack of funds stopped it going into production.During the next 5 years,it held more than 20 National and International records.

The information on this page was mainly taken from the book "Planeurs et Avions" by Christian Castello.

### Volunteers Wanted

For several years the VGC has held a considerable number of the engineering drawings that were used by the manufacturers to build our gliders and they have now all been copied onto micro-fiche. They were not sorted before we had to hurriedly pass them on to the company doing the photographing because we had to catch a 'window' we were offered. Before we can start selling copies to builders, restorers or modellers they must be catalogued and any which are below standard or duplicated must be weeded out. This is where there is an opportunity for 3 or 4 volunteers to help the club. Graham Saw has a micro-fiche viewer and there is a possibility of obtaining another one which might need some attention. Graham is struggling with them at present but he is waiting to hear from any member who has some ability to read engineering drawings and willing to take batches of drawings and sort them out. He can be contacted on 01628 776173.

Please help him – you never know when you might need some drawings yourself.

### COPY DATE

The last date for articles & photographs to be sent to the editor for the next issue which will go out in mid July will be  
**MAY 15TH**

### Rallies in 1997

The rally calendar is filling up well with several new locations for members to visit.

In the UK we start off with the Upward Bound Trust hosting the **5th Annual Kirby Kite Rally** at Haddenham on 3–4–5th May. Contact Peter Chamberlain on 01525 378901 or 0171 7344664 for further details. We know that launches are free but a contribution to their very well worthwhile charity would be hoped for.

Next, at Camphill, the home of the Derby & Lancs Gliding Club, Ian Dunkley is running the **British National Rally** between 24th May and 1st June. The entry forms are enclosed with this issue and if you intend going, even for a few days, please give Ian prior notification. Ian can be contacted at the club or on email at vgc@datron.co.uk or Fax on +44 (0)142 589711.

At the same time, but in the South of England, the Lasham VGC Group led by Ray Whittaker and Colin Street are running the **50th Anniversary Rally for the Olympia Meise**. Members owning an Oly could put in a few days at one rally then go to the other! Ray can be contacted on 01252 614684 (evenings) and Colin on 01293 543832 or write to Ray at 8 Hamilton Road, Church Crookham, Fleet, Hants, GU13 OAS.

Between 21st and 22nd June at Booker will be the **Rally of the Whispering Wardrobes**, as it is whimsically called by Dave Richardson and his mates. This year they will be showing off their new Lunak. Graham is on 01628 776173.

The **Vale of White Horse Gliding Centre, Shrivenham, Wilts**, (a new location for us) are hosting a Vintage Weekend on 5 & 6th July. The contact person there is Graham Turner on 01793 710 302 and he is ready to take your calls.

Then between 11 & 13 July **Ted Hull** is organising **The Woodworm Rodeo** at the London Gliding Club at Dunstable. Ted's No is 0181 449 9024. This will be a vintage Task weekend. The suggestion that this rally is sponsored by Ren-

tokil is completely unfounded! Free reciprocal membership for the weekend to all VGC members.

In Germany from 17th to 20th May Christian Kroll is organising the usual **Babytreff for Grunau Babies** at the airfield of Merzebrück, near Aachen. There should be room in the hangar for derigged Babies in their trailers; but if the situation concerning the former Belgian Military Helicopter hangar is resolved they may be able to leave the Grunaus fully rigged in the hangar. Camping is possible on the site. Those who have been before will know what a hospitable airfield this is for Grunau owners and their families. If you wish to participate write as soon as possible to Christian at Flugplatz Merzebrück D-52146 Würselen, Germany.

Also in Germany from 4th to 13th July will be held the **Aventoft Gliding Festival** with tasks suitable for all types of glider and pilot, such as single seaters built before 1955, two-seaters of the same age, a class for pilots under the age of 25 flying either Ka6 or Ka8, and lots of other classes as well. For further details write to LSV Südtondern e. V, z. Hd. Herrn Adalbert Schultz, Wikingstrasse 7, 25917 Leck, Germany.

Then in France the **13th National Meeting** will be held from 1–4 May at the Centre de Planeurs Senonais, with the AGM of Dédale on the 3rd. There is a possibility to stay on site to the 5th May.

Then we look forward to the **Rendez-vous Rally** at Pont St Vincent, near Nancy, from the 26th July to 3rd August. Entry forms are enclosed with this issue, so send them in straight away. Winch and aerotow launches will be available and a huge hangar exists in which probably all the visiting gliders could be parked, rigged. Camping is possible on the field and there are several members based there who are keen to help with the organisation and are fully supported by their association.

That is followed by the **25th VGC International Rally** at Bar-sur-Seine, near Troyes from the 2nd August to the 10th August. Dutch members had hoped for an earlier date but this was not possible because clearance for the later dates had already been negotiated with the various Air Force bases nearby. Celles-sur-Ource is an unsophisticated airfield on which we shall be the only users during the rally. It is easily accessible by motorways from any direction and the whole area is full of tourist attractions. Several trips are being planned for non-gliding folk if sufficient numbers participate. Camping is available on site and the facilities are being improved by some of the sponsors. Although the runway is large and there is a lot of surrounding grass area, the parking space for rigged gliders is very limited. However, soaring conditions should be good, as is to be expected in central France.

The contact for any late-comers is Maurice Renard, BP No 24, 10152 Pont-Sainte-Mairie Cédex, France.

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**Late News:** It is now confirmed that the club at Challons-sur Saône will be loaning their 4 drum winch and a tug so there will be 4 tugs available. Maurice Renard reported, via Didier Fulchiron, that so far, 34 entries had been received up to the end of January and that all those who had requested lists of accommodation will be receiving the information by the end of February. He pointed out that anyone wanting to book any of this accommodation should do so as early as possible because this is a popular tourist area and hotels soon fill up.



Some of the fine models flown at Pavullo last year with, in the foreground, Luigi Teichfuss's finest creation, the 21m span, side by side two seater, the Borea. This was never flown and believed to be destroyed at the end of the war in Italy in 1943. Photo CW.



A model of the Turbine (Whirlwind) which was a cheaper to build version of the German Reiter. It was perfect to fly, but also was destroyed at the end of the war. Photo CW.

## A Lunak in England

At the 1989 VGC International Rally held at Farkashegy, in Hungary, a glider of unique design and singular purpose had been rigged. The owner and restorer, Josef Fecko, confirmed that Lunak OK-0796 had been designed for aerobatics although now had only been cleared as non-aerobatic, being a wooden glider in Slovakia. Apart from the owner and Chris Wills, I doubt if anyone at that meeting had even heard of a Lunak.

Two years later Josef brought his Lunak to the meeting at Schaffhausen, in Switzerland, and allowed a few of us to fly it. Although aerobatics were still prohibited, the glider was a delight to fly, with its crisp handling showing an aerobatic pedigree and making thermalling in weak, evening conditions a delight. From this flight through Josef's generosity, I resolved that if the opportunity arose, I would buy a Lunak.

In May, 1996, Gino Di Nucci (an aircraft nut and VGC member from New York) contacted me with information of a restored Lunak for sale at Bratislava Airfield, in Slovakia. With a lot of help from Gino and some correspondence with the aero club, a price was fixed for Lunak OM-0972.

Meanwhile, back at Booker, I had to find a vintage aerobatic pilot to buy a half-share in a vintage aerobatic glider that was not cleared for aerobatics in its country of origin. Luckily Syd Davies came to the rescue.

Armed with cheap flight tickets, we flew to Prague in August and drove to Bratislava Airfield to see the Lunak on offer. Although it had been restored, most of the effort had been in the paintwork and little on the structure (although one mouse thought the wings made a great home!) During negotiations with a club member, we found that the price had increased and a trailer was now not included in the deal.

Disappointed, we cut our losses and headed back to Prague. On the way, we dropped into the airfield at Zbraslavice (where the VGC Rally was held in 1993.) Not only was there a Lunak in the air, but a second one was in the hangar! We were then greeted by Vladimir Morava, the club Chairman, who had just aerotowed the Lunak. After explaining the reason for being in his part of the world, he told us that although neither of these two Lunaks could be sold (OK-0918 was owned by the National Technical Museum, Prague, and OK-0900 was under some negotiation) there was a possibility to buy the club's Lunak (OK-0927) that we had seen being blessed at the VGC rally in 1993. This glider had been totally restored by the club, led by Richard Martin, who used this rebuild as his University project and which was at this time kept at another airfield 30 kms. away.

After returning to England we entered negotiations with Vladimir and a deal was reached.

Syd and I, with George Iziar as our 'Czech' pilot set off with our club's K 13 trailer, for Zbraslavice.

Over that weekend, the hospitality could not have been better. Vladimir personally cooked us great dishes, while Richard collected all the paperwork for this Lunak, including his University thesis on the restoration. It was instantly apparent that the re-build had been meticulously carried out, with all associated paperwork. On the Sunday we flew the glider, then de-rigged it, for the journey to its new home in England. Richard had the first flight, demonstrating very competently that it was able to perform any aerobatic manoeuvres that we were likely to dream up! Syd performed a couple of very acceptable slow rolls, then disappeared for 45 minutes. This had the locals worried, as their Blanik had not managed to find a single thermal, all morning. Much to their relief, he

came back with a big grin on his face. (Syd later confessed that he had not slow-rolled an aircraft for 40 years!)

Back in England the Lunak was test flown for spinning and aerobatic manoeuvres on a Permit to Fly (the first Lunak on the British Register) and has now been issued a full Aerobatic category Certificate of Airworthiness by the British Gliding Association. The flying, weights and balance, and recommendations/modifications for the BGA, were carried out under the guidance of Dave Richardson, with all the documentation translations ably carried out by George Izlar.

I hope that as our Lunak now has aerobatic status in the UK, it will help the case to return the other Lunaks to aerobatic status in the Czech Republic and Slovakia, otherwise these thoroughbred gliders will become merely lumps of wood.

*G Saw*



*The Lunak after flying at Zbraslavice. Left to right, Richard Martin who did the restoration, Syd Davies (the co-owner with Graham Saw) Rudolf Jung, and Graham Saw. Photo by George Izlar.*

### **History of the LF-107 Lunak**

*This has been compiled using an article from the 'Letectvi a Kosmonautika' magazine, written in the 1960's by Jan Brskovsky as a main reference, which has been kindly translated by George Izlar.*

Before the first Lunak prototype flew, there had been few aerobatic gliders in the world. In Germany, the DFS Habicht had been designed by Hans Jacobs, for the 1936 Olympics. Poland had the IS-4 Jastrzab, and there had been some aerobatic gliders from the USA, Switzerland and the USSR.

After the war, there was a demand in Czechoslovakia, for a high performance aerobatic glider, which was also capable of good soaring flight. This demand was met by the Lunak when the prototype was designed and built, almost in secret, because of the Russian oppression at that time. After the test flying of the prototype by civilian and military pilots, the Lunak was put into production and used for military training of Mig 15 pilots, and some went to civilian clubs for aerobatic training.

The story of the Lunak really started in 1937, when Vladimir Stros learned about glider construction from F.

Pitman (the best glider pilot in Czechoslovakia at that time). Stros then worked on design details for the gull-winged Tulak and learned aerobatics flying a Kassel 20 and Goppingen 1. In the Spring of 1938, the Ministry of Works ordered Masaryk Aviation League workshops, in Kralupy, to develop and build a sailplane of Olympic class. Stros, who worked there, designed the Sokol, but the prototype completion was delayed and in 1940 the Germans confiscated it and the DFS test flew the Sokol. They declared the Sokol highly manoeuvrable, exceptionally sensitive to control and able to perform all aerobatics. (This glider survived the occupation, in a shed, and flew for some years after the war.)

During the last years of war, Vladimir Stros worked at Junkers A.G. under the so-called 'Total Einsatz', where he met young Czechoslovakian boys, who were enthusiastic aeromodellers. Some of them later joined him at the Letov factory, to create the Lunak.

In 1943, Stros worked out a design concept for a high speed, fully aerobatic glider, using literature on the DFS Harbicht and his original Sokol design.

After the war Stros was joined at the Letov factory, in Prague, by Karel Dlouhy, Jiri Matejcek and Bretislav Rocek, his aeromodelling friends. Due to outside influence, work on the new glider, the Lunak, could not proceed until 1947, when an agreement was signed by the Ministry of Defence, Airforce Command, Ministry of Transport, the chief designer of LA Group and the Aero n.p. Aircraft Factory!

With Vladimir Stros in charge, the other appointments for work on this project were Karel Dlouhy, in 1947 and Jiri Matejcek, Bretislav Rocek, Karel Smejkal and Svatopluk Pokorny in 1948.

Both prototypes, LF-107 and XLF-107 Lunak, were made in Letov n.p., Prague; the first being finished in June, 1948 and the second in July of the same year.

LF-107 was test flown on the 25th and 26th of June, by the chief pilot of Aircraft Industries, who congratulated the design team and commented that this was the first aircraft that he had tested that needed no changes or adjustments of any kind. This glider was then registered as OK-8730, on 8th July, 1948, after approval by the Ministry of Transport.

In the same months, the second prototype, XLF-107, was test flown by Major Cervenka, who passionately recommended the Lunak for a Ministry of Defence program to train young pilots for the new Czechoslovakian Airforce.

After more test flying, both prototypes were returned to the factory in Prague, where they were thoroughly inspected and cleared for further testing. The second prototype had, by now, been granted the registration OK-8731.

It was decided to enter a Lunak prototype in the International Airshow, in Switzerland (Grenchen, 21st to 29th August 1948) with several other Czech Gliders. Although the Lunak flew against the Swiss WLM-1 (considered the best aerobatic glider in its country), Karel Dlouhy showed that the Lunak was clearly superior in all aerobatic manoeuvres. After the airshow, the Lunak was demonstrated and flown by Swiss pilots at Belpmos, Birfield and Delikon airfields, where it was well received.

After the success in Switzerland, the Ministry of Defence ordered 50 LF-107 Lunaks and another 50 ordered by Kovo Export. Work began to modify the design for production manufacture, by the original team of Dlouhy, Stros, Matejcek and Rocek, between December 1948 and February 1949. The fuselage nose was increased in length slightly and the 'teardrop' canopy increased in height for better pilot comfort.

The wingspan was extended and for better control response, the fin and rudder were increased in height but reduced in chord width. Also, the cockpit layout and instrumentation was simplified. (The prototypes had a layout more akin to a Mig 15 than a glider, looking at contemporary photographs.)

As orders were coming in from Poland, Romania, Bulgaria and elsewhere, a Czech pilot with British Citizenship, Ladislav C Marmol, purchased the first prototype, OK-8730, and re-registered it G-ALSI. (In 1947, Marmol broke the British single seater gliding endurance record at Dunstable, with 33 hours, 5 minutes and had already developed a reputation as an aerobatic 'ace'.) In a letter to the chief designer of the Letov factory in October 1950, Marmol told of his part at all the major airshows in France, Belgium and Britain, where the Lunak had flown for 200 hours, climbed 5500 metres and recorded a dive speed of 450 km/h.

There were other variations of the LF-107 Lunak. In 1950, Karel Dlouhy fitted a new laminar wing to the second prototype, OK-8731, for research purposes. The project was called XLF-207 and was built at the Aero factory, in Prague. It later flew in the state gliding competitions at Vrchlaby, where it won.

Previously, Vladimir Stros had forwarded the idea of converting the prototype XLF107 to jet propulsion, known as the XLF-307. This idea was influenced by the success of the French Fouga Cyclon aircraft, in 1949, but due to lack of support, this version was never built.

Although there were orders for 200 Lunaks, only 70 production gliders were built before the Letov factory was forced to stop production, to make way for licence-built Mig 15's.

Lunaks were sent to Bulgaria, Hungary, Poland, Rumania and the USA. Under the 'Scientific and Technical Exchange Treaty, imposed upon them by the Soviet control, a Lunak (OK-0823) was presented to the USSR. After initial training, a Soviet pilot aerotowed the Lunak from Prague to Russia, behind an Antonov An2, in one hop.

As the Lunak was being used for military training (known as VT-7) periodic testing of production aircraft took place at the Military Aircraft Institute. The last of these, in September 1950, was a destructive flight load test with the wing and fuselage assembly jig mounted. The wing failed on the wooden spar's aluminium alloy end fitting, with the steel pin pulling through the fitting. As this happened at 16.5 g which gave a safety factor of 1.95 (originally designed with a safety factor of 1.8) there was no concern over the Lunak's strength. The Aerodynamic maximum speed was calculated as 700 km/h, but the practical limit given as 407 km/h! Later, this figure was reduced to 300 km/h to give the airframe a long service life.

The designers used the NACA 230 series semi-symmetrical wing section with Fowler flaps to give effective aerobatic and spin characteristics, as well as being good in thermals. (The ailerons partially droop with the flaps.) At that time, all the information was available for this wing section, so the glider performance could be calculated despite wing surface deformation during aerobatics. Taking into account some of the extreme aerobatic manoeuvres carried out in the prototypes at air shows and demonstrations, a final maximum stress figure of 12 g positive and 6 g negative was designed into the airframe for production.

As confidence grew in the Lunak's capabilities, more extreme air show displays were seen. One Lunak, still on aerotow, performed a simultaneous flick roll with its tug.

Slow rolls behind Zlin Z-126 and Z-226 tugs became a common sight. In 1958 a helicopter towed a Lunak and

hovered with the glider hanging tail down. When released, the glider fell into a dive, then performed an aerobatic display.

In 1958 a Lunak pilot, Jiri Cerny, had to transport two Lunaks to an international airshow at Tusin, near Moscow. He flew on dual aerotow, behind an Aero AE-45 twin, non-stop from Prague to Moscow (about 1650 kms.) The return journey was carried out in the same way.

In the 1960's gliding clubs in Czechoslovakia needed more gliders for basic training, especially two-seaters. For this and economical reasons, it was not viable to put the Lunak back into production. The L-13 Blanik ably took over this role of basic trainer and aerobatic glider, but the LF-107 Lunak remains as the first and best aerobatic glider of Czech origin. Today, there maybe at least 10 Lunaks remaining in the world. Hopefully, they can all be returned to flying condition and enjoyed, as in former times.

*George Izlar/Graham Saw.*

*We regret that George died in hospital on 24th January after suffering two heart attacks...Ed*



*First flight of the Lunak in England in November 1996, with Graham Saw at the controls.*

*(In VGC News No 87 Keith Nurcombe wrote about the trial flights that had taken place at Husbands Bosworth with aerotowing by a microlite. Here, with John Fack of Pegasus, he brings us up to date on the progress made in 1996. Ed)*

While Pegasus Microlites have been primarily concerned with the development of the weight-shift tug (which is virtually complete) they have found time to develop a C of G towing kit for their three-axis model. Their flight trials, so far, have only been with hang gliders, but they are confident that this aircraft, with its new engine, will tow our gliders very easily. Our own experience leads us to believe that this will be so, and my suggestion that we resume trials in the New Year was well received.

I am hopeful that we may again be able to conduct these trials at Husbands Bosworth, where, if we can fix a date to coincide with a task week, it will be possible to introduce the tug to many more people. It has crossed my mind that a vintage rally weekend might also be an interesting possibility. The chosen venue will have to receive prior CAA approval, and so we need plenty of advance warning. A date in the summer months would be most appropriate, when the effects of a thermic day can be properly evaluated.

The ultimate prospect of a cheap, quiet, lightweight tug (preferably with three-axis control) capable of launching conventional gliders over a wide spectrum must be of interest to all of us. The benefit to those who fly vintage gliders is so obvious that it does not need restating.

## Restoration project Olympia 2b BGA 678

Before it came into my possession, Oly 678 seems to have had a chequered career, its last spinning-in occurring on the same day as the Hillsborough disaster. The previous syndicate had achieved only a little over three hours flying in it. After a year of re-building, I got twenty-eight hours and forty-five minutes in the first three months. I was more than pleased. Here's the story

A trailer-load of Olympia wreckage was purchased from the late Peter Higby near Warminster. Rather than unload the severely damaged remains, I paid him a cursory seventy five pounds, we switched trailers and I drove his home. I had only ever seen one Olympia before, so had no idea what I had or where it went. Next morning I took a look through the logbook for the first time and noticed several names that I recognised, members of my local club. Sure enough, the glider had been based there most of its life and, needless to say, those in question remembered it with great affection, they remembered particularly the two little windows added to allow light onto the instrument panel.

Looking through the wreckage in no particular hurry, I made a list of such parts needed to get the machine back into some kind of order. I got a lot of drawings copied from the great Lasham archives, thinking that a lot of components would need to be built from scratch. It seemed a logical step to advertise for more wrecks or parts, and this proved most fruitful. Soon I was heading off all over the country in the effort to avoid unnecessary work. In the end, no components had to be built at all.

Perhaps, for once, my timing for this project was perfect, and I suspect that I soaked up most of the available parts most likely because very few people seem to idealise work as an alternative to money these days.

Another huge haul of wreckage was realised from Plymouth, this one already partially restored, and including a mass of plywood and timber straight from Elliotts of Newbury. Because this included such a wealth of essential parts and a virtually intact port wing, I had to part with a grumbling two hundred and eighty five pounds and load the wreckage onto an open trailer borrowed from the gliding club. Now it looked as though my happiness should be complete. There was yet a long way to go.

In fact, the next trip was to Doncaster, where a nice sailplane was available in exchange for some of my already surplus wing fragments. This trip was financed by my club under the guise of fetching our DG3 00 back from York. This was a third sailplane, the others all showing signs of delamination.

By now, it was difficult to work for stumbling over the excess of spares, and extra shelter had to be built along the side of the house to get some of it out of the workshop, and I already had three complete aircraft around the place.

My first wreck from Warminster became available because an Oly syndicate had bought it for one hundred and fifty pounds in order simply to take the canopy off it. Now, on a trip to do some flying at my club, I was given a reject canopy screen by Ron King, who had come by a blown version. By good fortune, I already had the other parts of the canopy, and it all went together perfectly, having to be assembled on the rigged glider much later.

In spite of all the good fortune and happiness, I had a whole year of spare-time work to do, much of it quite tricky. All these machines had been Spun In, by some extraordinary quirk of diabolical flying, and I was forced by this to become somewhat of an unwilling expert in what happens to the structure. Put quite bluntly, the keel crunches into probably very

hard ground, the wings very quickly bend down and equally quickly bend up again and wrench themselves very smartly out of the remains of the fuselage and spring over the cowering pilot's head, taking with them all the little metal bits and some of the accompanying woodwork at random, leaving a nasty gaping hole behind the pilot, into which he, no doubt, deservedly falls. After the dust dies down, the pilot, now slightly embarrassed, totters out of this shambles and goes off scratching his head looking for a telephone "Oh, I've landed out. Any chance of a retrieve?"

## Starting the Restoration

With all the parts and materials needed for completion. I wrote down a complex strategy as well as a simple list of things needing doing. For me, this is the most vital stage of the job, and has a lot to do with the amount of available space and the clearance necessary to turn things over on the workbench, with no help available this has enhanced importance before work begins. For example, I completed work on the front fuselage before joining on the rear fuselage and fin, after which, turning would be impossible.

Because of this collecting of parts, and discussions with their previous owners, I had become gradually more informed about the Oly, and now knew what all the bits were for. I did find it annoying that people had quite literally used their boot or whatever implement came to hand to smash through whatever got in their way to remove valuable parts. These old gliders are now valuable throughout, and even useless parts should be kept as samples for the making of new parts later and for the education of future generations.

The project now settled down nicely, it is a very good feeling to know that all there is left to do is work. Things started to fall into place, a job seems to find its own pace and direction, with just a small amount of mental input. Each item would receive a standard treatment of stripping down, assessment and inspection, and, through this came an awareness of the consistently very high standard both of workmanship and engineering. It is the most humbling experience to witness the standard of awareness that long ago when I was three years old when all these parts were made, and when I consider that cars of that period were still highly unreliable, I am all the more amazed. Later, when privileged to fly this machine, I would see that the design concept is as valid today as it was then. Considering what else was flying at the time, this machine must have seemed like a dream come true, I have never heard a bad word said about it. Anyway, back to work.

The project now became bathed in a glorious light, like some divine mission. It seemed that everything had fallen into my lap as though by intention, as though it had originally been built with my name on it, as though it were a duty that I was born to execute. Hence the work went smoothly and willingly and as though it wanted to be done, as though it had been lurking all these years waiting for me to turn up and sort it out.

There is a tendency for people to write things off because they are damaged. As soon as a thing doesn't look right, it must be got rid of. However, as soon as the painted finish is removed, the plywood looks as good as the day it was made, with a small amount of planning and surgery, a piece of wreckage becomes a useful component. Through the close study of these components, I became evermore amazed by the quality of workmanship and glue joints. Every item has the Elliotts inspection and date stamp, nearly always 1947 and as clear as the day they were printed. Even more extraordinary was the fine condition of bolts removed after fifty years. The

whole machine seems in a dormant state, simply waiting to be nudged back into life. Through carrying out a project of this kind one becomes aware of practically every nut and bolt involved. The most sobering thought is that a structure of this complexity could never be built except by cheap labour, the fact that these machines were ever built at all is a gigantic tribute to co-operation and organisation. In spite of jigs being used by amateurs, there must have been quite a team of very skilled joiners creating the main assemblies, in the instance of the Oly, of course, they had just spent the war years building parts for Mosquitoes and troop-carrying gliders. By a strange quirk of coincidence, I served my apprenticeship in joinery at Elliotts of Reading, a firm not connected with Elliotts of Newbury, only twelve miles distant. I was there only fourteen years after all the parts were built, and my Oly (BGA678) was first registered in 1952, nine years before I was there, and the Newbury firm was still in business making descendant versions of the Olympia with the new laminar flow wing sections

Having a complete strategy, made things a lot simpler, I could keep in the workshop only those parts directly related to the work in hand. The tailplane was the most straightforward item, needing only minor repairs and covering and provided a feeling of satisfaction and an increased desire to persevere. There can be no doubting the importance of having something, no matter how small, completely finished and out of the way. It creates a sense of urgency and justification which increases with every complete item. This was not something new to me, but something reinforced over twenty five years. Psychology plays an essential part in getting these jobs finished, you have to fool yourself into thinking that it is not really very much work. Doing restoration work is like a busman's holiday after building from scratch, and I was able to enjoy it, partly through having all the equipment and not having to chase around the shops all the time, I came to the conclusion that work is OK provided there is nothing else to do. Joining large pieces together is a very different procedure from having to create absolutely everything.

### The fuselage

The fuselage was the next item, and involved the greatest part of the work. The fabric was firstly removed down to bare plywood and this was in remarkably good condition. The work to be done included fitting an Ottfur release, re-fitting the control torque-tube and trim tab, fitting a new fuselage-top complete with fittings and connecting up the airbrake cables, fitting a new skid and wheel-box with wheel, and fitting an entire fuselage rear end with fin. It was really quite extraordinary how all these parts grew back together, a huge tribute to the jigg system used at the factory. There was no chance of rigging the glider until completion of the work, and so the assumption had to be made that everything had originally been geometrically true. Therefore, I relied on the use of a string to make the fuselage straight and to ensure that the fittings would be square. This was a worrying decision to have to make in view of the extent of work ahead. Once the fuselage-top had been aligned and fixed in place, the longerons had to be scarfed back in and the ply covering completed as well as the cockpit coaming and the seat-back. But at least the machine now began to look like an aeroplane again. With everything done at the front end, it was time to join on the rear fuselage, again using a string-line to keep it all straight. With the covering of plywood complete, the whole thing became integrated as a rigid structure. The whole item could now be given two coats of dope and fabriced and painted. The project

was now well advanced, but before progress could be made a trailer would be needed to store these large items.

The phone rang one day, and a voice was offering me a Nord 2000, would I like it? "No thanks, I already have an



*Olympia 2b BGA 1382, flown by Gwilym Griffiths, landing at the Dartmoor Club's site with Brentor in the background. Photo by Norman Woods.*

Olympia under way". "Well, we don't want anything for it, it's water-damaged". "No, I don't really have any use for it and have no space."

"Well, it has a trailer..." "When can I pick it up?" So I got myself a free trailer which needed fairly extensive work. On the way back from collecting it from Lasham, a motorcyclist pulled up beside me at the lights and said "Your back door dropped off five miles back, I narrowly missed it, and threw it in the hedge for you". I disconnected the trailer in a lay-by and drove back to hunt for it. All the way home, the ply sides were delaminating and flying off into the slipstream. When I got home, I found that the whole front end had broken away from its mountings and was swaying alarmingly and about to come adrift altogether. Since that event, most glider pilots seem to have similar stories to tell of near-disasters on the open road.

### Now the wings

This type of work proved ideal as a spare-time occupation, unlike new work, where you had to complete something to get any satisfaction, the comparatively short jobs could soon be seen off and made huge differences within themselves, they could realistically be carried out without delay because no materials would need purchasing. With the fuselage out of the way, I could do an extensive survey of the wings. The Plymouth port wing, being virtually complete, was an obvious choice, but quite a lot of work needed doing on its aileron. The work on this wing involved removal of fabric and a thorough investigation of every rib, some of which had been damaged in transit and some before. This test is vital, because a lot of damage is not clearly visible, and whilst it is being carried out there will almost certainly be repairs found not carried out properly in the past, and this will have to be cut out and repaired properly. I often found things which should have rendered the machine unflyable. Very often, small members had been scarfed with a perfect fit on the visible side, and a large gap on the other side. I even got so used to this that I could predict which pieces to cut out, as the pattern of work repeated itself throughout a given component, also, several repairs in a line indicated a single piece of damage which had all been repaired incorrectly. When I spoke of this to other Inspectors, they all seemed to have similar stories to tell. By the time I finished the job, at least I knew what I had, something which provided a great deal of reassurance in turbulent thermals.

All fabric remaining was removed for a thorough investigation, and of course, more damage was discovered as the process went on. As well as repairs that had not been carried out properly, there was damage that had never been repaired at all and was not easy to find. There is a certain particular skill which is developed by this type of work, and that can provide a feel for where the damage is most likely to be. Also, when certain parts turn out to be broken, they provide a clue to other probably damaged parts as well, other links in the chain.

The port wing, although the leading edge and all structural ply was intact, had a lot of damage to the trailing edge and the ribs. Once satisfied that all this work was complete, the wing could be covered with fabric. At this point, and to ease the fabric work, I decided to straighten out the scalloped trailing edge by gluing on tapered scantlings which took very little time and transformed the look of the machine when it was finished. The aileron of this wing was a separate item of work, but was carried out next in order to get the wing out of the workshop complete as the third item to be tucked into the trailer as ready-to-go.

By this time, the trailer was weatherproof, and started to prove its value. The three completed items could now be forgotten, and there was only one wing to work on. The end of the project was for the first time in sight.

As each item was inspected, I became all the more impressed by the planning for a long life. The mechanical components and cables were created and lubricated for the duration. None of the cables on the machine needed replacing, though I had plenty of spares, and the pulleys are of large diameter to minimise wear. When I look back at the unreliability of cars during my childhood, I am staggered that people could make such an effort to successfully produce a glider that would remain reliable fifty years later and in many cases fly for more than six thousand hours. Every time I fly the machine, my hat is off to them, they broke a whole evolution of unreliability and set a standard that has only been fiddled about with ever since – technology has only provided easier means to achieve the same thing.

### Will it all fit together?

Interchangeability is the predicted result of building on jigs, and I never came across a situation where an offered part had to be refused. This also is very impressive, because even jigs have their limitations and much of the secondary structure is built to lines or by eye or even by 'guesstimation', but it all came within acceptable limitations to a point where I would challenge anybody to see where the damage had been. I was greatly impressed by how much of this stuff fell into my lap, though in some cases the owners are not keen to part with it, but at the same time, it was a miracle that enough stuff was out there to be had. It would be very difficult to try the same thing again, but I often wonder whether there may be some other machine which could be restored using the same system of not making any parts at all. In these days when work seems to be an unacceptable idea to the vast majority of people, perhaps it is the best time possible to be collecting up their waste and getting it back together again. On with the second wing, the last item but not the easiest. I studied the prospects for quite a while. The basic ornithopter wing was sawn off around five feet from the end, a nice clean cut. Among my store of relics appeared a fabulous and timely piece about eight feet long – would it match? I was all the more amazed and impressed, it went in as though it had always been there, in fact, I would

challenge anybody to judge which wing had been repaired. There was a lot of scarfing and careful alignment to be done, and the aileron hinge line to be kept straight. A thorough examination of this wing showed up the same type of damage to the ribs, some of it through careless transit and, once again, the parts needed just happened to be available with not much to spare. Even a box of spare ribs was called upon, everything blending in perfectly, masterful jiggling and beautiful craftsmanship from the factory, what a delight. What a shame that people only see the end result, where surface ply is pulled inward by the glue. Oh well, the job is nearly done, the mind filled with how the thing might fly.



*John Kirsch's Olympia 2b, ART, BGA 606, being flown by his son, landing at Thruxton. This glider was originally an Oly 2 and was once owned by the RAFGSA. Photo by John Kirsch.*

The second wing, the starboard one, also became a natural and fairly quick process of elimination. There were, in fact, only two choices, and one of the wings had been broken off about six feet from the root and was very ragged and not well looked after. The one therefore selected was from the Thoby Fisher ornithopter conversion. I studied his work in an attempt to be sympathetic. The wing had been cut off about five feet from the tip, and this section was to be hinged for up and down movement provided by a large handle in the cockpit. The aileron on this part of the wing seemed as though it would be pulled down to the neutral position by a short bungee, so that, as the wing was forced down, the bungee would allow a certain amount of give, which, at the most downward position would then provide thrust as it tried to spring straight again. His theory seemed to be that this arrangement would provide both lift and thrust, which I am quite sure it would have done. The doubt is, of course, as to whether it would have provided sufficient lift and thrust to keep things going for any length of time, bearing in mind the weight of six hundred pounds and the speed of thirty-five miles per hour to sustain flight. At least he was doing something...

### Painting and rigging

But it has not been rigged yet. All the parts beautifully painted in red white and blue, and they might not even fit together. It's too much.

The red paint was still wet in places when I arrived at the gliding club. After the usual wait, a few unwilling helpers were more or less forced to help me with a trial rig. I expected the worst, and was not used to having people around at such a time. Luckily they were soon preoccupied with the red paint on their hands.

Of course, I had never rigged an Oly before, so they had to be patient. I felt like an idiot, and then, quite suddenly, the wings clicked together with the fuselage just as though they had always been together. I stood back in astonishment. Wow, what a beauty.' Even the paint job looked deliberate, planned, purposeful. All I wanted to do was get in and fly away as I was used to doing, but no, that day would come months away next year. Well, at least I could sit inside and pretend.

There was a lot of work yet to be done, adjusting the brake cables in the port wing, clearing all the vent holes, fitting grommets, fairing in the skid, calibrating instruments, and generally tidying up every loose end that you'd never bother with once the thing was flying.

### Flying – At Last

When the great day came, 8th July 1996, I turned up at the club with paperwork all in order. By the time I had juggled and fiddled and messed about the way you do, there were hardly enough people to launch me. The tug pilot had gone home. The daily instructor got colder and colder feet, coming up with a dozen reasons why the thing should not fly. I was

even about to de-rig when up piped a young lad saying he was a tug pilot. I veritably leapt into the cockpit after a briefing on Olys from Ron King, and got towed away from where the machine was standing. Everything was utterly straightforward, unlike what I was used to. The machine was an absolute dream, just as everybody says, and strutted about the indifferent sky as though it grew there. After establishing this as an irrefutable fact for three and three quarter hours, I allowed the machine to drift down and lightly skim the earth. There was nobody to be seen. One justifiably irate instructor finally strutted across and gave me several pieces of his mind and a refusal to help me derig. This suited me fine, and I had the run of the place to wind down and do the first of many single-handed de-rigs, which, with the aid of a few bits and pieces are now the routine.

Flying, after the first flight, is very routine. As everybody knows, this is the machine for the British climate, and for clocking maximum hours.

All I have to do now is seek out another worthwhile project, and find some space for it.

*John Lee*



*The final result, John Lee's Oly, resplendant in red, white and blue, after a years work transforming several wrecks into this beauty. Photo John Lee.*

### WW1 AERO (1900-1919) SKYWAYS (1920-1940)

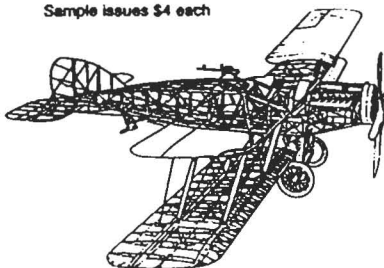
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Starting with WWI AERO #130, Nov 1990, and SKYWAYS #16, July 1990, we raised the minimum contribution from \$20 to \$25; after six years and some substantial postal and paper increases we are reluctantly doing it again. Starting on 1 Jan 1997 we are raising both Journals to a \$30 minimum (\$35 overseas), and we are raising the prices of original back issues of both Journals to \$6 plus \$1 postage. Sample issues will still go for @\$4, postage paid- we are anxious to keep spreading the good word.

*In 1935 the young Henry Blakeston gave a loan of £200 to the Yorkshire Gliding Club to build their first hangar. He saw the club grow, eventually becoming Joint President and, towards the end of his life, he put down his recollections of the early days, which we were pleased to receive from his widow, Joyce. See also the obituary on page Ed.*

## RECOLLECTIONS

### Henry Blakeston 1910 – 1996

In these days of dual instruction in high performance two-seater sailplanes it is interesting to look back to the early days of gliding – and I don't mean the really early days when Sir George Caley launched his groom into the air in his home made machine (*followed immediately by the resignation of the groom – Ed*), but the late 1920s and early 30s.

The Drifffield Gliding Club was formed in 1929 after local demonstrations by Robert Kronfeld in his "Wien" and Karl Magersuppe in his "Professor" and continued in existence until October 1931 when its one and only glider, a German built Zögling primary crashed – not for the first time, but this was a thorough job.

During this time I managed 18 flights (or slides) for a total time of 2 minutes 24 seconds, with a longest flight of 22 seconds.

Undeterred, I joined the London Gliding Club in July 1933 for one year, which entailed a train journey to Dunstable from East Yorkshire on rare weekends when I wasn't swotting for my law exams. This resulted in 6 flights totalling 38 seconds on a Hickson primary and 2 two-seater flights with Eric Collins at the controls of the club's Poppenhausen totalling 4½ minutes from the top of the hill back to the hangar.

At Easter 1934 I visited Sutton Bank as I had heard that there was a new club being formed there consisting of members from the Leeds and Ilkley Gliding Clubs which had joined forces and moved there from Bailden Moor.

Launches were by bungee and the launching crew consisted of boys from Ampleforth College. A young cabinet maker from Scarborough, called Fred Slingsby was flying in his home made Falke and I believe there was also a Pruefling flown by a Mr Watson, of York; otherwise the club was still concentrating training on a primary machine but also possessed two Hols der Teufels and a Professor.

So, in January 1935, being a glutton for punishment, I joined the Yorkshire Gliding Club, having qualified as a solicitor and now having a certain amount of free time. Sutton Bank, being only 50 miles from my home at Drifffield, I purchased a second hand Austin Seven for £25 and commenced regular weekend visits, sleeping in a tent on fine weekends, and in an outhouse (since demolished) at the Hambleton Hotel, on wet ones.

These visits resulted in regular flights of several seconds until that glorious day of 22nd June 1935 when I was airborne, from a winch launch in an open primary, for a full 32 seconds and qualified for my "A" certificate.

After this, regular flights of up to a minute in a Hols der Teufel were weekly occurrences and in due course, on the 6th July 1935 I gained my "B" certificate, having shown that I could turn both left and right in flights of over a minute.

On that day also, after a winch launch over the edge in a Hols der Teufel, I flew for four short beats in a falling North West wind before having to land to avoid having to depart into the fields at the bottom of the Bank. The following weekend I

was not so fortunate when I had a hectic four minute flight down to the bottom, but landed safely with the front of the Hols' nacelle about two feet from a very thick hedge.

So – on to the wonderful 11th August 1935, when in a pleasant South West wind after a winch launch I remained airborne for 11 minutes, beating between the main road and the club's landing area, and qualified for my "C" certificate.

Thereafter, frequent flights in a Hols der Teufel of up to 30 minutes were a regular feature, followed by being passed out to fly the club's Falcon.

After that, marriage, a family, a war, the need to earn a living and the transfer of interest into sailing (the result of 6½ years in the Navy) seemed to have cured my urge to fly. However, at the age of 58 I was bitten again, obtained a Private Pilot's Licence and bought myself a Jodel which I flew happily in this country and northern France for ten years.

*Many members will have read with interest the articles Jochen Ewald, known to us as Cassius, has written recently for the Sailplane & Glider magazine describing his experiences flying the latest offerings from the sailplane manufacturers but he has also found time to write about the other end of the scale, starting with the SG 38.*

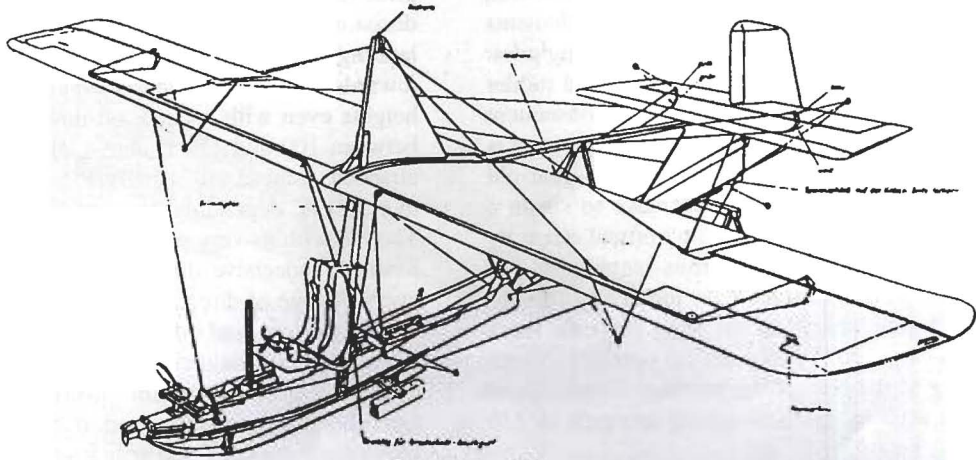
## LEARNING FROM EXPERIENCE:

### Schulgleiter SG 38 in Flight

Its designers clearly specified the following requirements for their product: the new training glider was to provide the means for effectively and safely teaching large numbers of pilots how to fly, and in a manner which would seem unusual nowadays: by single-seater instruction, where the instructor stays on the ground and merely offers wise counsel to the pupil before the launch, and again after the more or less successful landing! The fact that many thousands of pilots successfully learned to fly, up to as late as the 1950s, on this flying machine, which seemed pretty archaic even at the time it was designed, testifies to the quality of its simple design. I first came into contact with the "flying bracing-wire entanglement" in 1979 during the International Vintage Glider Club Rally at Thun – that's where I was allowed to fly F-AZBJ, a pre-war SG which had landed up in France during the war, and which had been lovingly restored by Francois Nuville. The airworthiness requirements issued in Germany for this type after the war had mercifully passed this specimen by without trace – a genuine original. On later occasions I frequently had the opportunity of "exercising" the post-war reconstruction D-0042 by Jochen Kruse of Uetersen, each time an impressive flying experience.

The simple wooden structure of the training glider is held together by bracing wires. To facilitate quick and easy rigging in spite of this, all these wires need only once to be precisely adjusted to their proper length by means of turnbuckles. A screwjack (a threaded spindle) in the apex of the A-frame allows all the pre-adjusted wires to be tensioned at the same time whenever the machine is rigged again. A practised crew will only take ten to fifteen minutes to mount the wings on the fuselage, connect all bracing and control wires by means of bolts and to secure them, and to erect it into its proper shape by means of the central screwjack. The safety provisions for the pilot are exemplary: the solid fuselage base and the substantial A-frame form an open triangle without a "skull-splitter" strut in front of the pilot's head. So long as the pilot is





Schulgleiter 38.

The SG 38 "Schulgleiter" was the glider that was most built in Germany during the war. The Grunau Baby 2b came next with over 4,000 built and the Kranich 2 came third with possibly 2,500 built. The SG.38 was built from 1938 and was allocated the RLM type number 108-14.

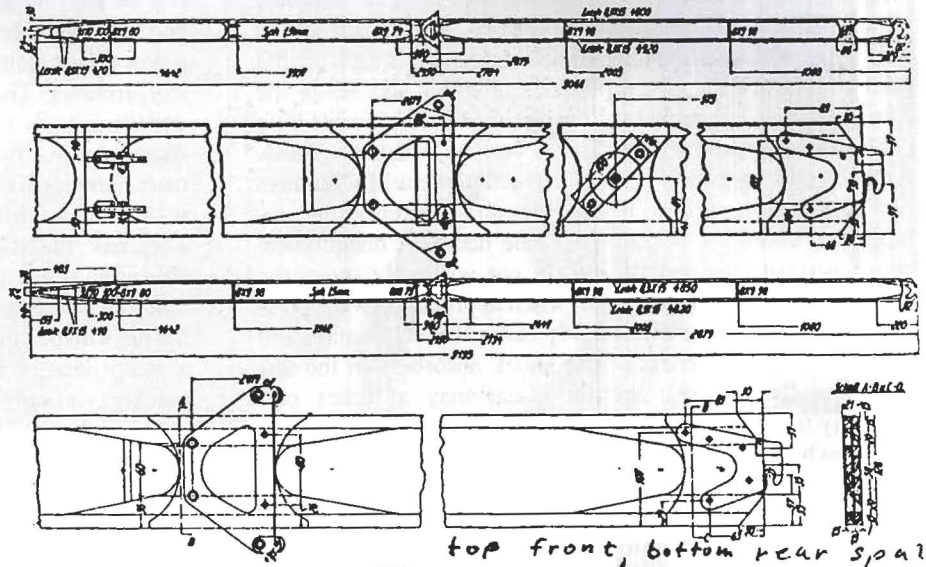


Abb. 3. NSFK. Schulgleiter 38, oben Vorderholm, unten Hinterholm.

Among the firms building the SG.38 were the following :-

Schleicher Flugzeugbau...	500
Pander en Zon Holland...	3,381
Petersen Flugzeugbau	
Hamburg OR Petera Flugzeugbau	
Hohenelbe..	1,380
Rathiens Flugzeugbau	
Hamburg....	1,300
Kärntner Flugzeugwerk	2,684
Total..	9,245.

Many hundreds more may have been built by groups.

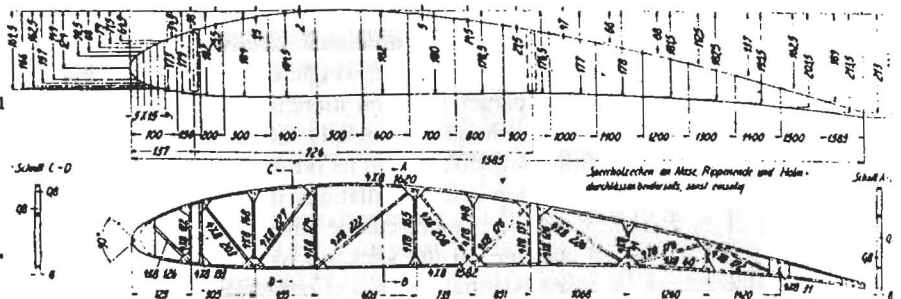


Abb. 2. NSFK. Schulgleiter 38. Flügelprofil und Rippe. Zeichnung Flugsort

properly strapped-in, he will be protected from contact with the ground, even if it should nose right over. The robust skid is attached to the fuselage via hefty shock absorber elements which have no doubt saved the spine of many a crashing pilot. The pilot's feet rest on sturdy, parallelogram-mounted rudder pedals to prevent them from slipping off, with consequent danger of a broken leg. The training glider's C of G position is designed to suit its "principal customers": even 14-year-old lightweights from 6½ stone upwards don't have to sit on a leaky sandbag, but can adjust the C of G to optimal range by means of up to four steel trim weight discs mounted at the nose. Should a heavyweight instructor decide at any time to demonstrate to his pupils how to fly the thing properly, there is provision for his case, too. Two of the trim weights, in an additional mounting at the rear of the fuselage frame, allow the SG to be flown even by pilots weighing as much as 220 lbs (over 15 stone).

Even today, a shortened version of the old single seater instruction is the best introduction for the aspiring SG-pilot. In the past, pupils were progressively prepared for the complete circuit via stationary pendulum exercises in adequate wind strength, ground slides, short hops, S-turns ahead and 180° turns with downwind landing. Even to-day's aspiring SG pilot should get his first experience of flying the SG in the form of a short hop, either off the bunjy or a winch cable with cable parachute tied closed. This is how he will get to know the main characteristics of the SG which prove useful features in single seater training: sluggishness and inherent flight stability. All control deflections must be decisive, unequivocal and generously applied. If you do not positively move the stick forward to full arms length when applying forward pressure after release you will quickly cause the SG to stall, and will put the effectiveness of the shock absorbers to the test (they usually survive); the little seat may at times part company from under a heavyweight pilot.

If you have successfully survived the short hop and are not subject to vertigo, you may now brave the complete launch to full height. As the SG only has a nose coupling it is necessary to pull back strongly throughout the launch. The margin between minimum speed (stalling during launch) and maximum permitted launch speed is small, so in order to obtain a good launch it is advisable to agree the signals unequivocally with the winch driver beforehand. In Germany, signals with rudder are normally taken to mean "faster", wing rocking with aileron means "slower" – but watch it! In some countries (e.g. Britain), it's the other way round! Release height attainable off the winch launch is much more markedly affected in the case of the SG by various peripheral factors than is the case with other gliders. Pilot weight, weight of the winch cable, drag from the cable parachute, wind strength and launch speed may reduce release height, especially for the inexperienced, to between 300' and 750'. Due to its nose coupling, the SG will tend to develop pitch oscillations in the upper range of the launch. These oscillations can be mitigated by reducing the backward pressure on the stick or, for the more experienced, by "accommodating" them, i.e. reducing back pressure when the nose is going down and resuming it when the nose comes up again. The highest point of the launch is usually reached a little before the automatic back release operates: when the Vario reduces to "0" the optimum point is reached for decisively lowering the nose and releasing.

After release, there is not much time for savouring the free all-round view, otherwise only to be experienced in some

Ultralights. The high sink speed of about three knots and its glide ratio of 1:10 (both optimistic) require a speedy and clear decision on the further conduct of the flight. An S-turn and landing ahead, a 180 turn and landing downwind back towards launchpoint, a curtailed circuit (at exceptional launch heights even with a circle on downwind leg), a final turn at between 100 and 150 ft above launchpoint and with enough airspeed – these are usually the alternatives which suggest themselves, depending on launch height and wind strength. The SG with its very pronounced flight stability is not fond of hesitant, indecisive dithering. For every control application, every change of direction, you pay a price in terms of energy and height lost, and once you have wasted these you will find it difficult to "conjure" a safely planned landing out of this situation. The minimum instrumentation mandatory in Germany is not really needed: if it's too quiet and the wind is blowing up the pilot's nostrils from below, you are too slow or already stalled. Long before reaching VNE it becomes uncomfortably noisy, whistling in the tensioning wires, and the glide ratio approaches that of a brick! The angle of attack can be read by a sideways glance at the lower wing surface and its relationship to the horizon, and as for the height? Well, a downward glance shows its rapid decline more clearly than any altimeter! The pilot should restrain the urge to let out loud yodelling yells on downwind leg, an invariable temptation due to the free flying sensation, in case there are noise abatement fanatics living near the airfield boundary. If you allow yourself to be drifted downwind of the airfield you are taking a big risk: the SG does not make progress against any noticeable wind strength! It can be side-slipped quite well, but while that looks nice it has only minimal effect on the glide angle: the air whistles quite freely through the open framework. But a steep descent is still possible. If you want to get down quickly, you only need to push the stick forward. The Schulgleiter's drag will then increase so "dreadfully in the square of..." due to its many bracing wires that its speed will hardly increase, and it will touch down gently after a short float.

Incidentally, modern glider pilots can still experience the interesting flight sensations of a bunjee launch on an SG 38 themselves: the Wasserkuppe Old-Timer SegelflugKlub organises bunjee launch courses each year on their SG 38 replica on the Wasserkuppe which, after a 40-year-long wall-flower existence in the flight-restricted West Zone frontier area, is enjoying a new lease of life as a gliding centre.

### Schulgleiter SG 38 – Specifications

Design Rehberg / Schneider / Hofmann  
 Design purpose single seater ab-initio instruction  
 Construction wood, wire braced  
 Span 10.41 m  
 Length 6.28m  
 Wing area 16 m<sup>2</sup>  
 Aspect ratio 6.76  
 Dihedral 1.6°  
 Rigged weight 100 kg  
 Wing section not specified  
 Max. all-up weight 210 kg  
 Wing loading 13.75 kg/m<sup>2</sup>  
 Min. sink approx. 1.5 m/s  
 Best glide ratio approx. 1:10

Jochen "Cassius" Ewald  
 Translated by Colin Anson.

(Editor's note: In the next issue Cassius will describe his flights in the Minimoa)



"Cassius" flying the SG-38 at Uetersen. Photo by "Cassius", (Jochen Ewald.)

## FLYING

Flying  
Silent movement  
Gentle whispers  
Slow drifting

Flying  
Controls twiddling smoothly  
Continuous loss of height  
World like micro-city

Flying  
Airspeed dropping  
Airspeed climbing  
Slow dives, violent turns  
Ripping rush

Flying  
The cold, sharp wind tearing,  
ripping slashing,  
Final approach  
Bump, shudder, halt.

By Paul Underwood.

(Who was 12 years old when this was written Ed.)

## The restoration of Grunau Baby BGA 370

All glider owners know how much time can be spent fettling the glider (and its trailer) just to keep them in good condition, but there are a few dedicated workers who can take a wreck, or a glider in very bad condition, and spend hundreds, or even thousands, of hours bringing it back to new standard, or sometimes better than new. If, at the same time, the history of the particular glider is being researched, there is very little time for anything else and it must be difficult to keep up the flying in order to remain current. As an example to those members who have not been in this state, we are starting to follow the reconditioning of a Grunau Baby BGA 370, as told to the Editor by its owner, Neil Scully.

The aircraft was rescued from a barn in the Grantham area in 1989 by a member of the Buckminster Gliding Club for a rebuild project. This was stopped after repairs to the rudder when it was found out that there was major glue failure.

The story starts for us in 1995 when Neil acquired the wreck, for that was what it was, knowing that it obviously needed a serious amount of work to return it to an airworthy condition. Both the wings were stripped of fabric and had suffered glue failure and damage necessitating total rebuild of both ribs and spars. The tailplane had been broken and was suffering glue failure but the fuselage looked fairly sound.

Tony Maufe made the project more feasible with the offer of a reasonable set of later GB IIb wings. However, the fuselage that initially looked quite sound was also found to have almost total glue failure and is now stripped down to allow the frames to be checked and reglued as necessary. The major problem at present appears to be sourcing good quality timber for new longerons (it seems that the Japanese have bought all the forests from where the timber comes and are supplying their domestic market as first priority) The plan is to return the glider to as near to its 1938 condition as possible using original materials if available. It looks as if it was originally finished with a blue fuselage and clear doped and varnished flying surfaces; post-war it had a white fuselage and silver flying surfaces. The intention is to have the glider rebuilt ready to fly in time for its 60th anniversary in October 1998.

BGA 370 was owned by a W G Richardson in the 1970's but the Log Book starts with zero hours and launches in June 1953 so it is assumed that the original Log was lost during the war. It is known that it was first registered with the BGA in October 1938 and although modified over the years it started life as a Grunau Baby II like the ones built by Slingsbys. Examining the glider with Tony Maufe revealed that many of the fittings are identical to those on his Kite and are different to the original German drawings; this leads us to believe that it may well have been built from one of an unknown number of kits supplied by Slingsby. Maybe this will be confirmed later when the many layers of paint are finally stripped.

The Log Book gives the following history:

June 1953 Aircraft returned to service, owner appears to be Mr B B Thompson.

July 1953 Damaged in heavy landing, repaired by Sir W G Armstrong Whitworth Aircraft Co Ltd, returned to service Sept 1953.

April 1954 Blown over, causing substantial damage to the rear fuselage.

June 1956 Returned to service after repairs carried out by its new owner Mr L S Phillips of Truro. Log contains several further references to being flown at the Cornish Gliding Club.

Jan 1960 10 year inspection carried out by Ken Fripp. At this time spoilers were fitted.

Now owned by Mr F F L Wilson of Catford. Aircraft flown at Lympe during 1960 and transferred to Bostal Hill in April 1961.

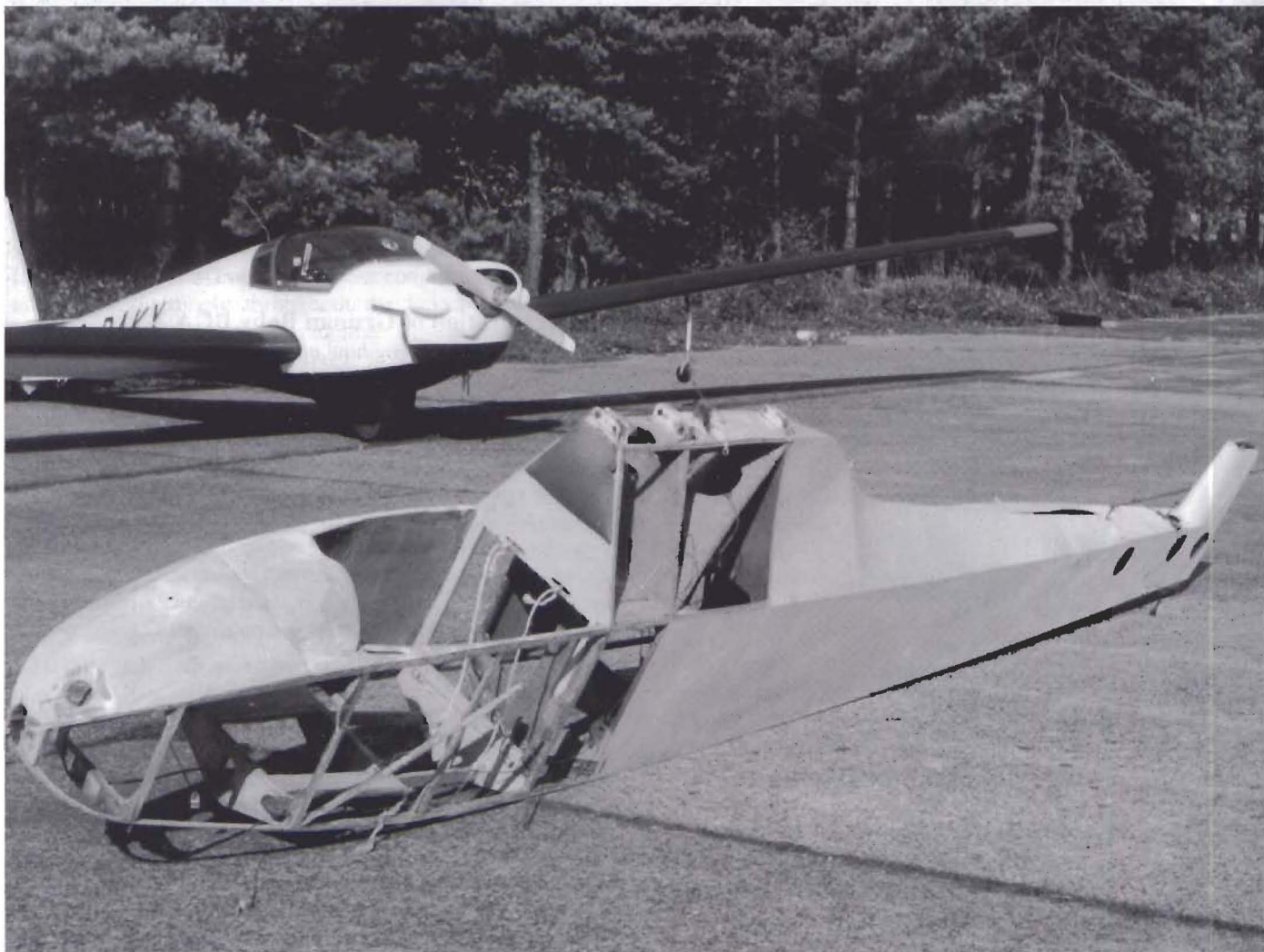
April 1963 Now owned by G Mealing and M B F Derrick.

June 1964 Damaged in ground loop, repaired by Southern Sailplanes. In addition, a main wheel was fitted and the skid shortened to suit.

Jan 1973 C of A granted following rebuild by Mr W G Richardson.

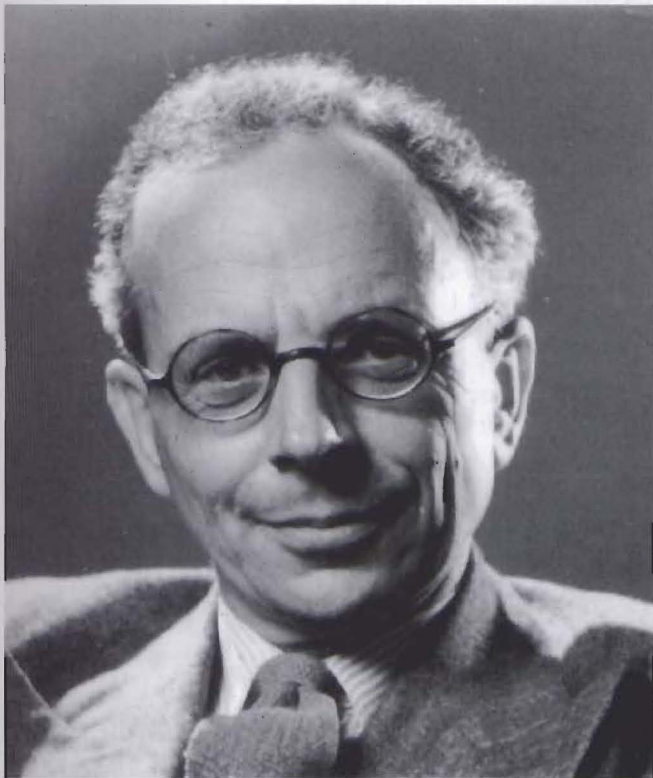
April 1974 C of A renewed. Total time for previous year 1 hour.

May 1976 C of A renewed, aircraft had not flown since previous renewal and did not fly again.



*The fuselage of Neil Scully's Grunau being prepared for a lot of re-gluing. Photo Neil Scully.*

*There was once a gifted young architect who was also a very good glider pilot who lost his life competing in the first World Championships after the war. Chris Wills has been to see an exhibition of his work in London and gives us his impressions. Ed*



*Kit Nicholson, photo via CW.*

#### **EXHIBITION for KIT NICHOLSON's WORK.**

This was at the RIBA's Heinz Gallery and ended on the 26th October 1996. At last, there is interest in Kit's work 48 years after his accident in the Samaden World Championships in 1948. He was one of a small group of British architects who brought Bauhaus ideas to Britain from Germany, where it had been closed down by the Nazis. During the 1930s there was not much call for modern houses in Britain and so modern architects used to have to take small jobs designing parts of older houses. Nevertheless, Kit was able to design four buildings and one was, of course, the London Gliding Club's club house in 1935. then followed Kits Close (this was not named after him but it was the name of the field that it was built in) at Fawley, above Henley on Thames.), a house for Katia Freshfield, near East Grinstead and an Art Studio for Augustus John the painter, which is currently being restored. Just how good Kit was is evidenced by these buildings.

That he was able to finish even four houses during the 1930s when few people wanted, or could afford, this type of architecture, was a credit to him. During 1934, he became interested in gliding and owned the "WILLOW WREN", a "SCUD 2", a "RHOENBUSSARD" and finally, the magnificent "RHOENSPERBER" BGA 260 which is now owned by Francis Russell at Dunstable. With BGA 260 he was able to win both the 1938 and 1939 British National Championships.

During the war, Kit joined the Fleet Air Arm and flew such high powered fighters as "Seafires" and "Corsairs". During this time, his "RHOENSPERBER" was left outside in its trailer which, after being damaged, let water in. Chris Wills never believed that it could ever be saved until Rodi Morgan

and Fred Stickland restored it in what was one of the most incredible VGC restorations ever. After the war, Kit returned to England and was still in the Navy in 1947, when he flew the "Kranich 2 s", "Meise" and Mu 13 which John Sproule had rescued from Germany. He took part in the first British National Championships at RN Bramcote flying a "Kranich 2 B-1" with good results. Before becoming "demobbed", Philip Wills found him a job designing the exterior and interior decoration of BEA's Ju 52s and "Ambassadors", which was also put on their vehicles etc. The red KEY to unlock the door of war torn Europe was the central motif. It was mentioned that the grey interiors, which were designed by E.Q. Nicholson, his wife, were said to echo postwar austerity, except that Kit and E.Q. liked to use greys, yellows and reds etc. In 1937, Kit changed his Rhönsperber's colour scheme to a cream nose, a grey fuselage etc. reversing the positive and negative tones and, in CW's impression, he made it look much better. He also worked for Ferranti, designing fronts for their radio cabinets. Everything he designed "worked" first time. His exhibition was small but the quality of exhibits was beautiful. There were the perfect photographs of his buildings, among which was the LGC's Club House, and their drawings, when they were new, the Ferranti radio cabinets, the drawings for the decoration of the Vikings and Ambassadors and a fine photo of himself, E.Q. and Ann Douglas (now Welch) with his "RHOENSPERBER" at Dunstable. There were paintings by his father, Sir William Nicholson, who in CW's opinion, was one of England's greatest painters. His industrial designs were rather more saleable than his houses in the very austere postwar era.

The British, after almost 50 years, have decided that Kit should be one of their demi heroes as an Architect and Industrial Designer. At the time of Kit's fatal accident he was 43 years old with a promising career before him. He had taught Sir Hugh Casson at Cambridge in 1935, and they were together in the same office in 1948. He was killed flying a Gull 4 in the mountains of Switzerland during the 1948 World Gliding Championships, when he was undoubtedly poised before what would have been his greatest triumph, the 1951 Festival of Britain, which he and Sir Hugh Casson, were going to design. Sir Hugh used to say that Kit was better than he was, and this makes his fatal accident the greater disaster. He and Donald Greig, who was flying an EoN Olympia, were killed on the same day. CW thought that his exhibition was well worthy of him and was amazed how Neil Bingham had managed to collect so many of Kit's artifacts including the Ferranti radio sets!! For us, glider pilots, Kit will remain a bit more than just a demi hero. He has left us with so much, and his, and E.Q.'s children, Jane, Lou and Tim, are carrying on their parents' traditions in art. We have the "RHOENSPERBER", the "WILLOW WREN" and the LONDON GLIDING CLUB's CLUB HOUSE, with which to remember him. After the disasters at Samaden, it was wondered whether any more World Gliding Championships should be held in mountains. This same question is again being asked now that the 1997 World Championship is to be at St Auban.

**At least 11 Rallies this year  
How many are you going to?**

*It is not often that VGC News is offered an article by a well-known model maker, on a fairly rare type of glider that he has reproduced in miniature, and which flies well. But when the full size glider in question is vintage, fully aerobatic and usually very brightly painted, it makes an excellent model, but only for some-one with quite a bit of experience. Ed*

### **The LO 100 by Cliff Charlesworth**

I have always had an urge to introduce into my small range of plans a glider that would appeal to the scale buff and sport flyer alike; with the LO 100 I think I have achieved a happy medium. Alfred Vogt's designs have always interested me and some years ago I built a prototype LO 150 but at the time I had little information to go on and basic mistakes were made, however flight results encouraged me to make further searches and eventually I found what I wanted right on my doorstep. My late, dear friend, Jeremy Menzies owned a LO100, and lots of data too, so I wasn't going to let a good opportunity slip by.

### **First a little history**

Alfred Vogt fondly gave the manoevrable little glider he designed, the name "Little Bittern". Back in 1952 Alfred Vogt had no idea that his LO 100 was to be the only German glider cleared for unlimited aerobatics for the next 20 years. This engineer from the Sudetenland gave his small craft a wingspan of only 10 metres and he was similarly restrained with the other dimensions. His reward was the pinnacle of glider aerobatics. Names such as Albert Falderbaum, Herbert Tilling, Gerhard Pawolka and, after them, many others were responsible at numerous air displays for masterly shows of aerobatics in the LO 100. A total of some fifty were built, a few of them are still around today putting on aerobatic shows. Alfred Vogt never became as well known as his LO 100 in spite of the fact that he devoted his whole life to aircraft manufacture. He built his first sailplane when he was only 18, with his brother Lothar, (whose name gave the initials to the LO 105) in 1935. After the war the Standard Austria S was built under Alfred Vogt's supervision, by Schemp-Hirth at Kirchheim/Tec., which was also the location of LO 100 & LO 150 production. In 1968 the LO 170 came onto the market; amongst his laurels one must include his contribution to the development of the motor glider and transport aircraft, but his best known type will always be the LO 100.

### **Technical Data**

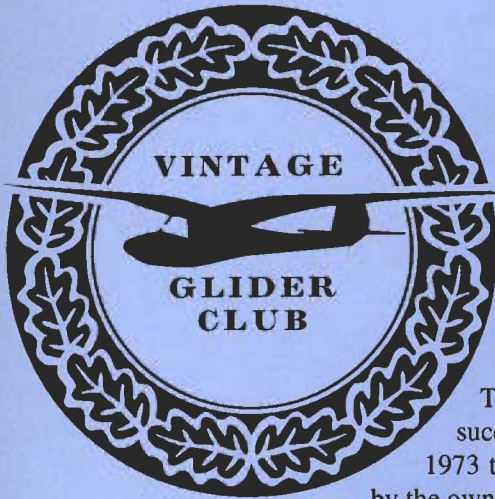
Span: 10 m. Wing area: 10.9 m<sup>2</sup>. Aspect ratio: 9.17  
Aerofoil section: Clark Y 11% thickness  
Dihedral: Zero  
Wing plan form: Elliptical  
Ailerons: Normal, unslotted.  
Max deflection up: 30°  
Max deflection down: 20°  
Tailplane span: 2.7 m  
Elevator  
Max deflection up: 22°  
Max deflection down: 22°  
Tail Aerofoil section: Gött. modified  
Undercarriage: Fixed wheel 280 mm dia.  
Lift increasing devices: Trailing edge flaps & droopable ailerons.  
Max airspeed in smooth air: 290km/hr  
Max airspeed in rough air: 225km/hr  
Max L/D: 25.

The model of the LO 100 has been designed to a scale of 1/4 and where possible the model has been constructed similar to the full size. The fuselage is covered in panels of .50 mm ply with the grain running fore and aft and to avoid flats, a mixture of micro balloons and resin filler was used to iron out the uneven contours, which is the same method used on the full sized job. Wing location and retention is by means of a solid metal pin running through high tensile dural plates built into the halves of each wing and a formed bracket bolted to one of the main fuselage formers. Rear location is by nylon bolts and blind nuts. The wings are in two halves on the model for ease of transport (the full size is one piece from tip to tip) and are joined together with a steel blade and a dural dowel fitting into tubes epoxied in position. On the prototype model I have fitted a servo opposite both aileron and the flap in each wing and I use 'Y' leads for connecting up. Aerotow fitments are built into the fuselage from the start as I intend to do a good deal of flat field soaring. The canopy has been moulded for me in 'Uvex' material and is of exceptional quality. It is very easy to work with and the best glue to use on it is R/C modeller's glue. The canopy frame is made from 14 swg brass tube and this has worked out very neat and light. The interior of the cockpit is lined out with .50 mm ply and carries all the scale items of the full size one. The tail unit, which is rather small, has been built extremely light to avoid too much final ballast being needed and the finished aircraft weighs 5lb 3 oz. Total ballast used in the prototype is 13 oz which for this type of craft is good. Of course, if you use a heavy duty airborne battery then the ballast required will be reduced. Currently, the C. of G. on initial tests has been at 30% of the wing chord; checks will be made to go to a max of 35% to see how she responds.

### **Flying**

The first four flights were exhilarating, to say the least. On the first flight she was launched off into a 15 mph blow with flaps fully retracted and apart from a small amount of up trim needed, she headed out fast and true, no problem with penetration here. I let her fly up and down the ridge a few times and noticed how quickly she turned at the end of each leg. Certainly a touch of the pylon racer, I thought as she rattled past at a fair speed, so let's give it 10° of flap and see what happens. The first change was the climb which continued in the lift available at the time and the speed was much reduced. Increasing to 15° flap, she became very docile and was flying like any other soarer. Try the stall now we have plenty of height but the only effect of slowing it right down was a gentle mush as she sank a few feet; very nice and safe, so let's go out a little further and try straight and level with full flap so, giving it a little time to build up speed, full flap was selected and she hovered for a few seconds and then gently lowered the nose and started to sink very, very slowly. During this short period I tried aileron control and that was reasonably effective, so with this check completed the flaps were retracted and off she went like a cat on hot bricks. One needs a lot of air room to perform aerobatics with the LO. What I found at the time was that if you can keep the speed up then most things were possible, but to go through a schedule one item after another, you would need to soar to a decent height to give yourself the air room to enable it all to be completed. Perhaps a better pilot than I would not need as much airspace. Whatever your standard of flying it's an awful load of fun trying.

You will need a fair amount of practice landing the LO 100. Although the flaps are very effective, she does tend to



**President:**

Chris Wills  
Wings, The Street, Ewelme  
Oxford OX10 6HQ

**Secretary/Membership Secretary:**

Ian Dunkley  
c/o Derby and Lancs Gliding Club  
Camphill, Gt Hucklow, Tideswell  
Derbyshire SK17 8RQ  
email vgc@datron.co.uk

The Club arose from the wish of the vintage glider owners at the very successful first International Vintage Glider Rally at Husbands Bosworth in 1973 to encourage the preservation of worthy gliders of the past, particularly by the ownership and active flying of these machines.

Associate membership is available to those who wish to support the activities of the club, and Associate members are very welcome at Rallies.

Rallies are organised in conjunction with local groups several times each year, and International Rallies are held annually in sequence.

A magazine is issued to members, and there are technical articles about gliders of historic interest. Readers are always invited to contribute articles of interest to publish.

The club endeavours to keep subscriptions as low as possible. Donations towards the running costs of the club are always gratefully received.

**New Members**

Please send the Application Form to either Ian Dunkley in the UK with your payment in £ Sterling as set out below or contact your local Secretary (Names and addresses overleaf) for details of payment in your local currency.

**Existing Members**

Please send your renewal fee to your local Secretary as directed by them, or direct to Ian Dunkley, as shown below.

**Membership No.**

**(please include your membership number when renewing)**

**MEMBERSHIP APPLICATION FORM (1997)**

I renew/apply for Owner/Associate membership of the Vintage Glider Club, and enclose remittance for:

Initial Membership fee	<input type="checkbox"/>	£ 3.00	(payable only once on joining)
Annual subscription	<input type="checkbox"/>	12.00	(Great Britain)
Annual subscription	<input type="checkbox"/>	14.00	(Europe)
Annual subscription	<input type="checkbox"/>	16.00	(Rest of the world to cover airmail postage)
Donation	<input type="checkbox"/>	_____	
Total		_____	

Cheques should be made payable to the VINTAGE GLIDER CLUB. Overseas members are requested to pay by Eurocheque or in sterling drawn on a British Bank

**For all members (block capitals or typewritten please)**

Surname \_\_\_\_\_ Christian Name \_\_\_\_\_ Title \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_ Telephone \_\_\_\_\_

Gliding or soaring club (or other aero club) \_\_\_\_\_

Your gliding and/or PPL qualification /Experience/Modeller \_\_\_\_\_

Trade or profession \_\_\_\_\_

*please turn over*

**OVERSEAS MEMBERSHIP SECRETARIES**

<b>Australia</b>	Ian Patching, 11 Sunnyside Crescent, Wattle Glen, Victoria 3096, Australia
<b>Belgium</b>	Firmin Henrard, Rue de Porcheresse, 5361 Mohiville-Hamois, Belgium
<b>Brazil</b>	Frederico Fiori, PCA Eugenio Jardim, 34 apto 102, Copacabana, Rio de Janeiro CEP 22061, Brazil
<b>Eire</b>	David Mongey, 15 Ormeau Street, South Lotts Road, Dublin 4, Eire
<b>France</b>	Didier Fulchiron, Quartier de L'Eglise, F-38770 La Motte d'Aveillans, France
<b>Germany</b>	Jörg Ziller VGC, Kreissparkasse Böblingen, Kto.: 42856937, BLZ 603 501 30, Deutes VGC Konto (Bitte zahlen Sie Ihren jährlichen Beitrag von 35 -- DM auf das VGC Konto)
<b>Hungary</b>	Laszlo Meszaros, Erkel utca, H-1092 Budapest, Hungary
<b>Japan</b>	Hiroshi Yoneda, 97-6 Tsuruta-machi, Utsunomiya, Tochigi 320, Japan
<b>Netherlands</b>	Nell Dijkstra, Melis Blecklaan 61, 4634 XV Woensdrecht, Netherlands
<b>Norway</b>	Petter Lindberg, Edvard Munchs GT 10, 1511 Moss, Norway
<b>Slovakia and the Czech Republic</b>	Josepf Ott, Panska dolina 2, Nitra, Slovakia
<b>Switzerland</b>	Willi Schwarzenbach, Rte de Cossonay 52, CH-1008 Prilly, Norway
<b>USA</b>	Mai Scott, 12582 Lutheran Church Rd, Lovettsville, VA 20180, USA
<b>Zimbabwe</b>	Mike O'Donnell, 21 Quorn Avenue, Mount Pleasant, Harare, Zimbabwe

**PLEASE NOTE:**

- a) **Membership is individual (not by syndicate).**
- b) Owner membership is either sole ownership or ownership in a syndicate.
- c) Club owned aircraft are accepted as though the club were a single owner.
- d) Unless b) or c) apply, associate membership is applicable.
- e) The club reserves the right through the committee to accept or decline any particular glider for owner membership.

The club would be pleased to have fuller details of your glider(s) on a separate sheet, enclosed with this form

-----  
**For owner members (block capitals or typewritten please)**

Type of glider \_\_\_\_\_

Maker and date \_\_\_\_\_

Registration \_\_\_\_\_

Other numbers \_\_\_\_\_

Colour scheme \_\_\_\_\_

Where normally flown \_\_\_\_\_

Other owner(s) \_\_\_\_\_

Condition (airworthy/under repair/refurbishing/museum exhibit) (*delete where applicable*)

**Note:**

The club records are on computer file. So that we keep within the British Law (Data Protection Act 1984) please sign opposite:

I have no objection to my VGC membership record being held on a computer file:

Signed \_\_\_\_\_

*Please post with your remittance to:*

Ian Dunkley, c/o Derby and Lancs Gliding Club, Camphill, Gt Hucklow, Tideswell, Derbyshire SK17 8RQ

Please Use **CURRENT ORDER FORM** for current range, prices, postage!

No req      £

No req      £

**Adhesive badges @ £0.40 each.**

Blue motif on silver 75 mm dia. Four types:

Front glued for sticking inside  
windscreen

1 'Vintage Glider Club' .....  \_\_\_\_\_

2 'Vintage Glider Club Member' .....  \_\_\_\_\_


Back glued for sticking on glider etc.

3 'Vintage Glider Club' .....  \_\_\_\_\_

4 'Vintage Glider Club Member' .....  \_\_\_\_\_

230 mm dia. PVC sticker, blue motif on

silver 'Vintage Glider Club' back  
glued for trailers etc. @ £1.50 each .....  \_\_\_\_\_

 sticker 100x40 mm,  
back glued, £1.00 each .....  \_\_\_\_\_

**Cloth badges @ £1.50 each.**

Blue motif on silver-grey. 70 mm dia.....  \_\_\_\_\_

**Metal lapel badges @ £1.50 each.**

Silver-coloured motif on blue  
enamel. 16 mm dia.....  \_\_\_\_\_

**Brooches @ £2.00 each. Blue and  
white enamel. 30 mm dia.....**  \_\_\_\_\_

**Large Postcards**

four different colour prints from original  
paintings by H.K. Harwood of historical  
and vintage glider scenes,

@ £0.20 each, or £0.60 per set of 4 .....  \_\_\_\_\_

**Beanie Hats white drill printed  
VGC crest navy blue @ £3.50 Med: .....**  \_\_\_\_\_

Large: .....  \_\_\_\_\_

**Miniature wind socks 20 cms long  
@ £1.30 .....**  \_\_\_\_\_

**Tee-shirts, white, with central blue motif 165 mm dia.**

L £5.30.....  \_\_\_\_\_

XL £5.30.....  \_\_\_\_\_

XXL £6.30.....  \_\_\_\_\_

**Crew-necked sweat shirts, with 165 mm motif central**

on chest "Birch" grey with navy blue motif or

"Bright Royal" blue with white motif.

L £14.50.....  \_\_\_\_\_

XL £14.50.....  \_\_\_\_\_

XXL £15.50.....  \_\_\_\_\_

**Sub-total** \_\_\_\_\_

**Sub-total b/f** \_\_\_\_\_

**Blazer, black, single breasted, polyester  
(washable) with VGC badge on request**  \_\_\_\_\_  
from £41.00

**NEW – Embroidered Sweatshirts with**

70mm VGC Motif on left breast

grey, embroidered with navy blue VGC crest.....

navy blue, embroidered with light blue VGC crest

L £17.50.....  \_\_\_\_\_

XL £17.50.....  \_\_\_\_\_

XXL £19.50.....  \_\_\_\_\_

**Replica transfers of the original**

**SLINGSBY Emblem £2.50 each**

Quantity .....  \_\_\_\_\_

**Mugs with VGC Crest**

White Pottery with blue motif  
@ £3.00 each .....  \_\_\_\_\_

**Ties @ £5.00 each. VGC motif woven  
in coloured tie. Green (vert, grün) .....**  \_\_\_\_\_

Wine (marron, rotbraun).....  \_\_\_\_\_

Grey (gris, grau).....  \_\_\_\_\_

**Glider Models, small plastic self-assembly 'mobile-style'**

kits, approx 180mm span: ASK 13, Phoebus, SG 38

£3.00 ....  \_\_\_\_\_

**Please add postage and packing**

**(foreign rates in brackets):**

Each sweat shirt £1.75p (£3.00) \_\_\_\_\_

Each model kit 60p (£1.50) \_\_\_\_\_

Each T-shirt, mug, or beanie hat £1.00 (£1.50) \_\_\_\_\_

Small quantity badges or other small items 50p (£1.00) \_\_\_\_\_

**TOTAL** \_\_\_\_\_

**Cheques should be payable to 'Vintage Glider Club' in  
sterling, drawn on a British bank, or Eurocheques payable in  
sterling. (No cash)**

I enclose the sum of \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

**Please send to: VGC Sales, 22 Elm Avenue, Watford WD1  
4BE. Tel 01923 24 19 24**

# The Vintage Glider Club – Technical Articles

£

£

“Schoolglider” SG-38 – 5 sides. £1.25 .....	<input type="checkbox"/>	_____
Manuel “Wren” Series – 2 sides. £0.50.....	<input type="checkbox"/>	_____
Goevier – 8 sides £2.00 .....	<input type="checkbox"/>	_____
Kranich – 8 sides. £2.00 .....	<input type="checkbox"/>	_____
Bowlus Baby Albatross – 4 sides. £1.00.....	<input type="checkbox"/>	_____
Weihe – 7 sides. £1.75.....	<input type="checkbox"/>	_____
Mü-13 – 6 sides. £1.50 .....	<input type="checkbox"/>	_____
Spalinger – 4 sides. £1.00.....	<input type="checkbox"/>	_____
Rhönbussard – 6 sides. £1.50 .....	<input type="checkbox"/>	_____
Olympia – 6 sides. £1.50 .....	<input type="checkbox"/>	_____
Grunau Baby – 5 sides. £1.25 .....	<input type="checkbox"/>	_____
FVA Rheinland – 7 sides. £1.75 .....	<input type="checkbox"/>	_____
Slingsby Cadet – 3 sides. £0.75 .....	<input type="checkbox"/>	_____
DFS Reiher – 5 sides. £1.25 .....	<input type="checkbox"/>	_____
Avia 40P – 5 sides. £1.25 .....	<input type="checkbox"/>	_____
Rhönspërber – 5 sides. £1.25 .....	<input type="checkbox"/>	_____
Harbinger – 6 sides. £1.50 .....	<input type="checkbox"/>	_____
Slingsby Gull I – 6 sides. £1.50 .....	<input type="checkbox"/>	_____
Minimoa – 12 sides. £3.00.....	<input type="checkbox"/>	_____
King Kite – 8 sides. £2.00 .....	<input type="checkbox"/>	_____
Schweizer TG-2 – 6 sides. £1.50.....	<input type="checkbox"/>	_____
Elfe-I – 4 sides. £1.00.....	<input type="checkbox"/>	_____
Soviet Record Breakers – 7 sides. £1.75.....	<input type="checkbox"/>	_____
The Soviet A9 sailplane – 11 sides. £2.75.....	<input type="checkbox"/>	_____
<b>Sub-total</b>		_____

Sub-total b/f \_\_\_\_\_

<b>Oberlerchner Mg 19 –</b> 6 sides. £1.50.....	<input type="checkbox"/>	_____
<b>Kadet/Cadet/Tandem Tutor</b> (1986) – 6 sides. £1.50.....	<input type="checkbox"/>	_____
<b>Also:</b> To help with Restoration Work plus Kaurite Glue – 4 sides. £1.00 .....	<input type="checkbox"/>	_____
<b>Ageing of Wood Adhesives –</b> 4 sides. £1.00.....	<input type="checkbox"/>	_____
<b>Colours and Markings of</b> <b>German Gliders 1922–45 –</b> 7 sides. £1.75.....	<input type="checkbox"/>	_____
<b>What’s Washout? Watch</b> <b>Out! – 6 sides. £1.50.....</b>	<input type="checkbox"/>	_____
<b>Storing Vintage Gliders</b> <b>during the Winter. Free .....</b>	<input type="checkbox"/>	_____
<b>Scud Sailplanes</b> 7 sides. £1.75.....	<input type="checkbox"/>	_____
<b>Mü – 17</b> 3 sides. £0.75.....	<input type="checkbox"/>	_____
<b>The Mü – 15</b> 4 sides. £1.00.....	<input type="checkbox"/>	_____

**Sub-Total** \_\_\_\_\_

*Please add postage and packing*  
(foreign rates in brackets):

First article	30p	(60p)	_____
each additional article	10p	(30p)	_____

**TOTAL** \_\_\_\_\_

*Cheques should be payable to ‘Vintage Glider Club’ in sterling, drawn on a British bank, or Eurocheques payable in sterling. (No cash)*

I enclose the sum of \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

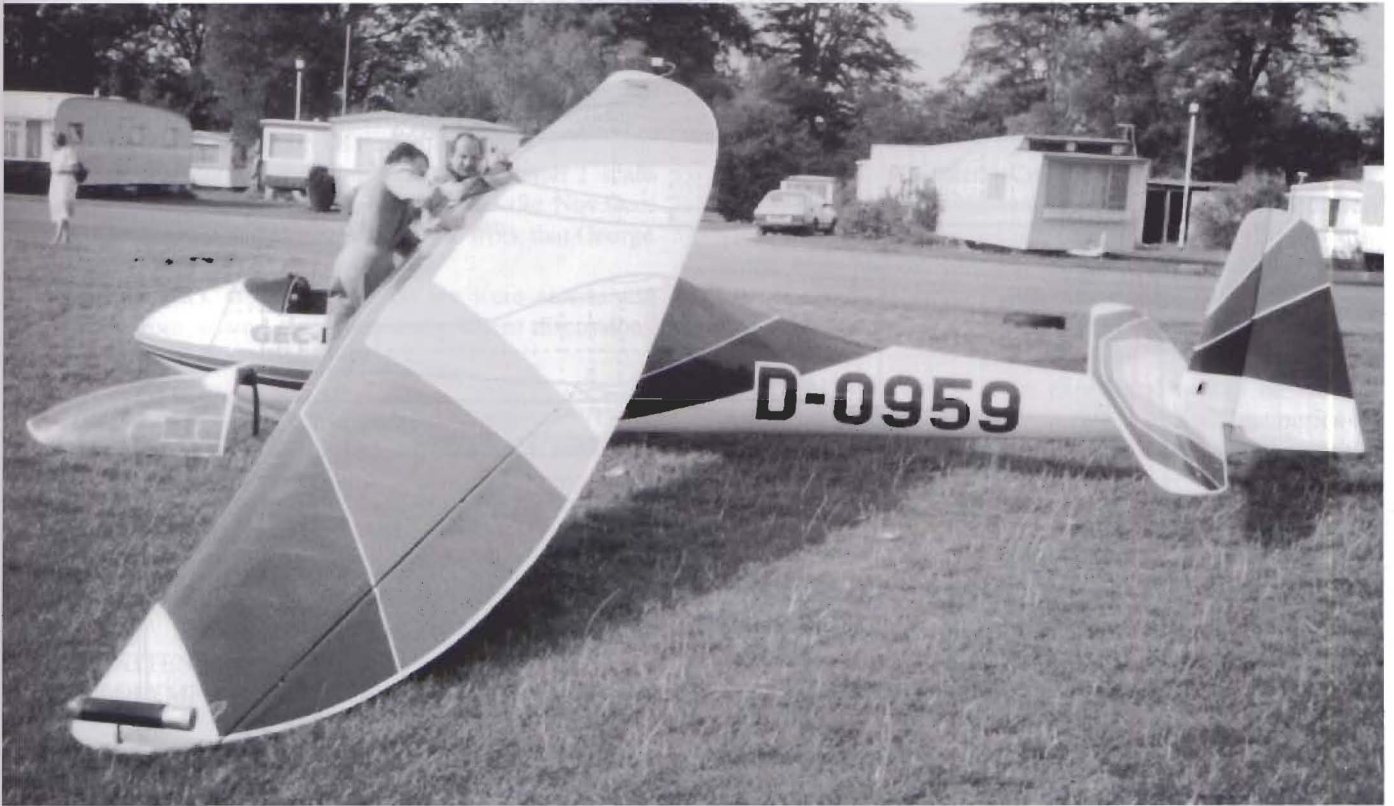
**Please send to:**

**VGC Sales, 22 Elm Avenue, Watford WD1 4BE**  
**Tel 01923 24 19 24**

float on a bit, so you have to make the approach relatively steep with the flare-out near to the deck. Do not try to stretch the glide by retracting the flaps as this will cause the aircraft to hit the deck very hard and possibly damage the skid. It's all a matter of practice. One thing is for sure, you will have a lot of fun flying this lovely vintage glider. At the time that I built my first prototype I did not incorporate droopable ailerons

with flap operation, which is something that I regret. However, future budding builders of the LO 100 can, with the aid of modern computer radio gear, programme in such movements of aileron droop with flap movement.

*See the 3-view drawings of the LO 100 and LO 150 in this issue Ed*



*One of the GEC-Marconi Team's LO 100 aerobatic gliders. Photo C. Charlesworth.*



*A model of the LO 100 to Cliff Charlesworth's drawings, made by Mark Hares. Photo Cliff Charlesworth.*

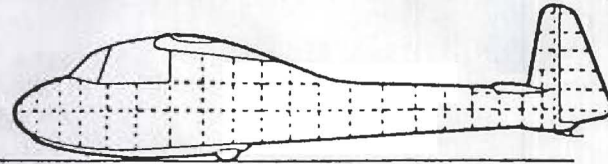
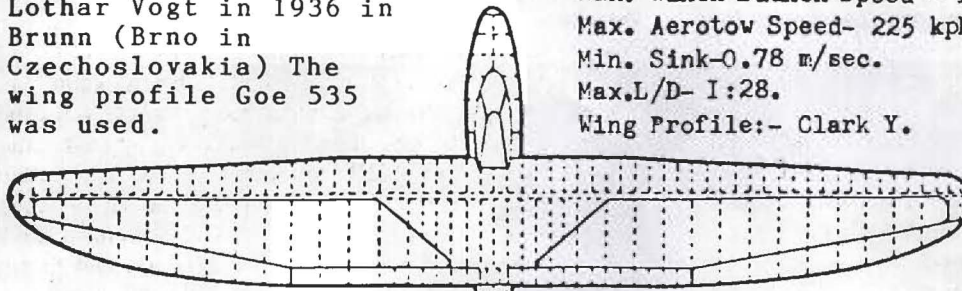
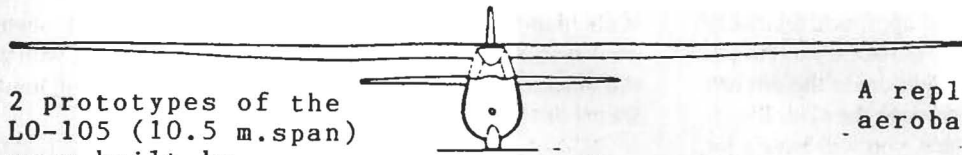
2 prototypes of the L0-105 (10.5 m. span) were built by Lothar Vogt in 1936 in Brunn (Brno in Czechoslovakia) The wing profile Goe 535 was used.

A replacement for the 1936 aerobatic DFS "HABICHT".

**Lo 100**

Max. Winch Launch Speed - 110 kms.  
 Max. Aerotow Speed- 225 kph.  
 Min. Sink-0.78 m/sec.  
 Max.L/D- 1:28.  
 Wing Profile:- Clark Y.

To 1/72nd Scale

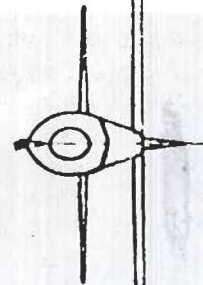
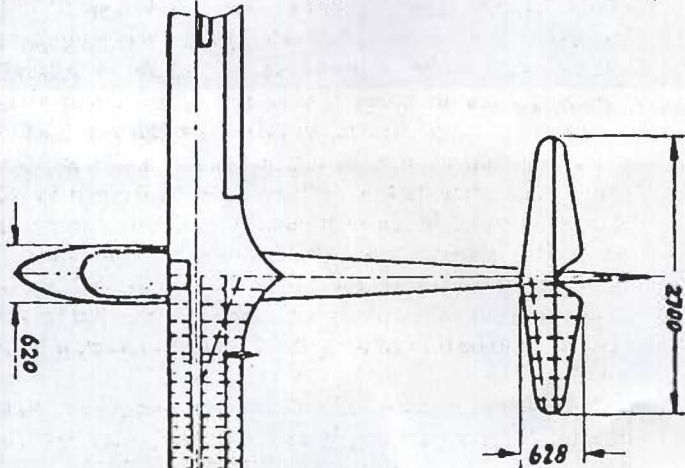
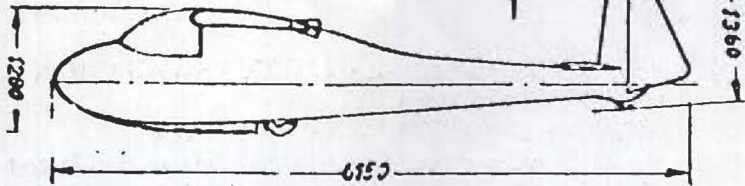


Technical Data

LO 100

Span- 10 m.  
 Length- 6.16 m.  
 Wing Area- 10.9 sq.m.  
 Aspect Ratio- 9.2.  
 Empty Weight- 145 kgs.  
 ( 319 lbs)  
 Load- 100 kgs. ( 220 lbs)  
 Wing Loading-22.5 kgs/sq.m.  
 Min.Speed- 60 kph.  
 Max. Speed- 400 kph.

His brother, Alfred Vogt, built the L-100 with a 10 m. wingspan in 1952, in West Germany, using a Clark Y wing profile.

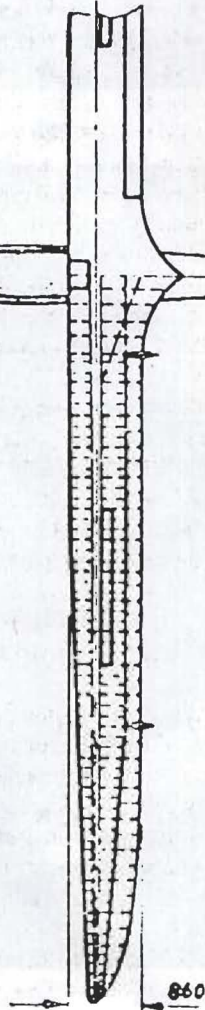


15 000

**Lo 150.**

Technical Data for LO 150

Span- 15 m.  
 Length- 6.16 m.  
 Wing Area- 10.9 sq.m.  
 Aspect Ratio- 20.6.  
 Empty Weight-195 kgs.  
 (429 lbs)  
 Load- 100 kgs. (220 lbs)  
 Wing Loading- 26.6 kgs / sq.m.  
 (5.45 lbs / sq. ft.)  
 Min. Sink- 0.7 m/sec.  
 Max. L/D- 1:30.



## AUSTRALIAN NEWS.

The AUSTRALIAN VINTAGE GLIDER MEETING at ARARAT (Victoria) provided a mixed bag of weather conditions and flying during the week of 1-7 January 1996. Unseasonably cold and windy weather greeted those who arrived early and these resulted in no flying for three days. This did allow plenty of hangar talk and VGAA were able to help the host club's members work on their new hangar. (It was cold, with the club house's wood-burning heater going at full steam ahead.)

The modellers did get airborne and their efforts kept us full size people entertained. The models were extremely well built and looked fantastic in the air. Of particular note was the prolific builder George Buzelak's new quarter scale "BOOMERANG". If you can, find a copy of the Nov./Dec. "AIRBORN" magazine and you will see the work that George has put into this model.

Meanwhile, back at the club house we were entertained with videos from around the globe and endless discussions about the future of Australian Gliding.

Notable Attendees this year were Kevin Sedgman, VGAA Patron. Dick Duckworth, Tef de Kuyper, Ged Terry, Jan Coolhaas, Leo Coolhaas and family. Arthur and Dorothy-Mary Hardinge, Leo Dowling, Leigh Bunting, Mark Bunting, Wally Wolf (who is rebuilding his GB-4), Motor Glider Guiders who included Geoff Horwood (Motorfalke), Harry Bache and son (G-109). Another Falke and G-109 were present.

GLIDERS ATTENDING were:

CHILTON OLYMPIA... GFW - owned by Paul Johnston and Keith Nolan.

This is the famous "Yellow Witch" which was built in the late 1940s by Arthur Hardinge (mentioned as being present above). The "Yellow Witch" and Arthur Hardinge were mainly responsible for starting the gliding movement in New Zealand (which was not an entirely pleasant adventure). Keith Nolan later flew the "Yellow Witch" on a 500 km triangle in Australia, which was a truly great achievement and surely the most extraordinary flight ever carried out by an "OLYMPIA".

ES-Ka6.	GLH	Ralph Cromton.
ES Ka-6	GNN	Bob and Mary McDicken.
ES 56 "NYMPH"	GDX	Mark Stanley.
Ka-7	GSJ	Grampians Soaring Club.
Ka-7	GNU	Brian Underwood and Don Nottle.
ES 60/49	GQZ	Cathy Conway and Andrew Huggins.
ZOEGLING PRIMARY		Alan and Ian Patching.

This was not a large entry but the condition of all these gliders was outstanding. To someone who has been absent from the past few regattas, this fact stood out. No longer are we flying someone else's discards, and the finishing touches and efforts are of an extremely high standard. Naturally, the morning of the Annual General Meeting dawned fine and clear. When the meeting was over, it was time to start rigging. On the apron was a mass of vintage gliders and Home builds being rigged, and there were plenty of people around to help, admire and talk. In one of the cleverer moves, Alan and Ian Patching had rigged the "ZOEGLING" in a spare hangar during the day before. This had helped to while away the time when waiting for the weather to clear. The apron became a

blaze of colours and this looked fine. Surely the most colourful was the "BOOMERANG" GQZ or the ES 49 from the Adelaide University Club. They had used colours from a well known car racing team and the finish was first class.

After a briefing from the Grampians Club's CFI John Anselmi, flying finally began. Some of the gliders were winch launched while others were aerotowed by the G.S.C.'s "CALLAIR" Tug. Many local soaring flights took place with flights of over an hour and 10,000 ft height gains were common. People who had attended for the whole week took the opportunity to tour the picturesque countryside. Mark Stanley in the "NYMPH" could not believe the scenery, having spent much of his time gliding over the flat land of the Riverina. Ralph (feathers) Crompton lived up to his name by flying the longest (approximately three hours) and furthest (160 kms locally.) He did not end up flying the longest distance flight of the Regatta. This honour went to Andrew Huggins with a straight line distance of 300 kms in the "BOOMERANG" QZ\* 49. This was a really good effort.

About 25 people enjoyed their first flights in the "ZOEGLING," which is an experience not to be missed. About ten of them were able to relive very old memories by having another hop in a primary. Flying continued over the remaining four days with much swapping of gliders taking place.

*To be continued.*

## FROM THE VINTAGE GLIDER ASSOCIATION OF AUSTRALIA'S A.G.M.

### NEW GOAL FOR THE VGAA TO ATTAIN.

VGAA members at the AGM voted that the membership cost of the VGAA should be increased from \$10 to \$15. The increase was the result of a motion by Ian Patching that the VGAA should start a fund that will result in Australian vintage gliders attending a season of international vintage meetings in Europe. The target date is for the year 2000. By putting forward this motion, Ian said that up until now participating Australians have only been able to take part in VGC Rallies by being in the host country at the time. By taking Australian gliders, they would have the opportunity of showing Australian gliding history to Europeans. Ian suggested different ways of raising money for this but said that they ought to be backed up by the financial support of VGAA members.

Members also discussed which Australian gliders should be eligible for such a trip. Those to the fore were Schneider designs such as "KOOKABURRA", "KINGFISHER", "NYMPH" GB-4, ES-Ka6, "BOOMERANG", "GOLDEN EAGLE"\* , "ALTAIR"\* etc. Naturally, gliders going would depend on container space, funds, sponsorship etc.

In passing the motion, the VGAA has set a goal for all members to aim for and would give Australians the chance of flying the flag of Australian-built gliders and Australian gliding history with pride.

(\*These last two sailplanes were not designed and built by Harry Schneider's factory. It would be interesting for us to see "CHILTON OLYMPIAS" as only the fuselage of one was ever built in England.. Harold Holdsworth built it, and it no longer exists. It spent winters outside in its trailer on Sutton Bank. It was built in a converted henhouse at Hungerford in secret in 1945 when all civilian gliding was still officially banned in Britain. CW)

1996's VGAA NATIONAL RALLY was being held from 13th-19th October at Gympie Airport in Queensland and

would be a major step in the National development of the VGAA. Already in April /May 1996 it was known that at least two vintage gliders from down South would be taking part.

THANK YOU, ALLAN ASH! ALLAN ASH has for countless years been Secretary /Treasurer for the VGAA and Editor of the Vintage Times. After so many years of mighty labour he has handed over the jobs to Ian Patching, Alan Patching's son. Allan heaved a great sigh of relief when Ian volunteered to do the jobs. No doubt this relief was shared by his wife Freda.

"HELP"! Many years ago Ron Adair translated the book on glider construction by Hans Jacobs. ("Werkstatt Praxis für Segelflugzeuge")

He did this while travelling back to Australia by ship, being very keen to build a glider himself. The GPA financed typing of the text and efforts were then made to have it published. Unfortunately, the four documents (the original book, Ron's translation in a hard cover fullscap book, and the two copies) have all gone missing.

If anyone should have a clue as to where they may be, could they please contact: Alan Patching, 22 Eyre Street, Balwyn.VICTORIA 3103 or tel: (03) 9817 5362.

C.Wills, "Wings" The Street, Ewelme, Oxon OX10 6HQ. England. Tel: (0)491-839245. would also be interested in copies of the translation as he has heard that Bob Gaines in America is also trying to have it translated. Why translate it twice if it has already been done?

GRUNAU 4. This was severely damaged in the 1994 VGAA National Rally. Members of the Albury/Corowa gliding club reported in April 96 that its rebuild is progressing well. It was recently rigged for the first time to check measurements etc. It is untrue that it now sports a retractable wheel and winglets!! Its owner is Wally Wolf.

## AUSTRIAN NEWS

We have heard that the section of the Aeroclub pertaining to gliding has now been amalgamated with the section pertaining to powered flying. The impression was that things for gliding would get worse and perhaps vintage gliders would be hit hardest. We have heard nothing from the "STEINADLERS" this year. Perhaps they have had to retire further into their mountains to hide from the terror of bureaucracy?

## BRITISH NEWS

This winter has been a bad time for working on vintage gliders because of the cold. However, in spite of this, the team at Wycombe Air Park (Booker) have continued working on the "SLINGSBY SKY" which was formerly flown by the Empire Test Pilots' School at the RAE Farnborough. The aircraft had been damaged by a "dropped" landing at RAF Syerston many years ago and was found by Colin Street under a tarpaulin, outside in the rain, in a field near Dover. Woodwork repairs are now well advanced and the fuselage, which suffered the worst damage, is repaired and now has a fixed landing wheel built in. A Lunak sailplane OK-0927, the first of which flew in 1947, and was built in 1950, has arrived from Zbraslavice where it was restored. It is now among the fleet of vintage gliders at Booker and is owned by Sid Davis and Graham Saw. This is the Lunak that was christened during the opening ceremony of our 1993 International Rally at

Zbraslavice. (See the article and pictures in this issue Ed)

VINTAGE GLIDERS at BOOKER are now:

Owned by the group are:

Zlin 24 "KRAJANEK" BGA 655, "TUTOR" BGA 485, T.21b, and Slingsby "PREFECT" BGA 701.

EoN "OLYMPIA" BGA 603 which is owned by Derek Staff. Slingsby "SKY" (not yet airworthy) owned by Sid Davis and Graham Saw.

Slingsby "PETREL" BGA 651 owned by Graham Saw.

HUETTER H.17A BGA 490 owned by Nick Newton.

Schmetz "CONDOR 4". BGA 2292 owned by Mike Birch. It is possible that Heini Dittmar built this aircraft with his own hands to be flown by the Egyptian Kamil Hassan as a single seater during the 1952 Spanish World Championships.

AT THE RAF CHILTERN GLIDING CLUB which flies from RAF HALTON are the following vintage gliders:

L-SPATZ owned by Ed Weavers.

EoN "OLYMPIA" BGA 1974 owned by Wyn Williams. It was formerly owned by Joe Wren.

Ka-2 BGA? owned by Wyn Williams.

Ka-7 BGA 3449.

T.21b (being recovered with fabric.)

Slingsby "PREFECT" BGA 891 which is owned by Air Chief Marshal Sir John Allison.

Slingsby "KITE 1" BGA 394 owned by Air Chief Marshal Sir John Allison (he also owns a GRUNAU BABY 2b but it is not yet at RAF Halton).

"FALCON 1" BGA 3166, which is owned by Mike Beach and now for sale.

Slingsby "GRASSHOPPER" BGA 498 owned by Mike Beach.

Slingsby "KITE 1" BGA 400 owned by Peter Underwood.

"MU 13D-3" BGA 2267 owned by Geoff Moore.

"KRANICH 2 B-1" BGA 964 owned by C.Wills.

Please Note that RAF HALTON is an operational RAF Airfield with its attendant security and therefore it will not be possible for civilians to go onto the airfield without permission from an RAF Officer.

LASHAM VGC CENTRE. This has the following vintage gliders:

"JS WEIHE" BGA 1092. This is kept in original condition by Keith Green, its owner. It was 1950 Swedish built and was the last "Weihe" to be built there.

Slingsby "CADET". Restorer and owner is Richard Moyses. He is building a trailer for it.

Slingsby "TUTOR". which is owned by Ian Smith. He also part owns the T.31 BGA 3229

"SKY" Prototype. BGA 685 which is owned by Richard Moyses.

There is also at least one T.21b based at Lasham, not to speak of EoN "OLYMPIAS"

AT The LONDON GC DUNSTABLE. The following vintage gliders are based here.

"RHOENSPERBER" BGA 260, "WEIHE 50 " owned by Francis Russell.

"SCUD 3" BGA 684 and Br 505 "FAUVETTE" BGA 2768 owned by Ted Hull.

"RHOENBUSSARD" BGA2077 V.Russell and R.Abrahams.

"GRUNAU BABY 2B" BGA David Kahn.

## TECHNICAL NEWS

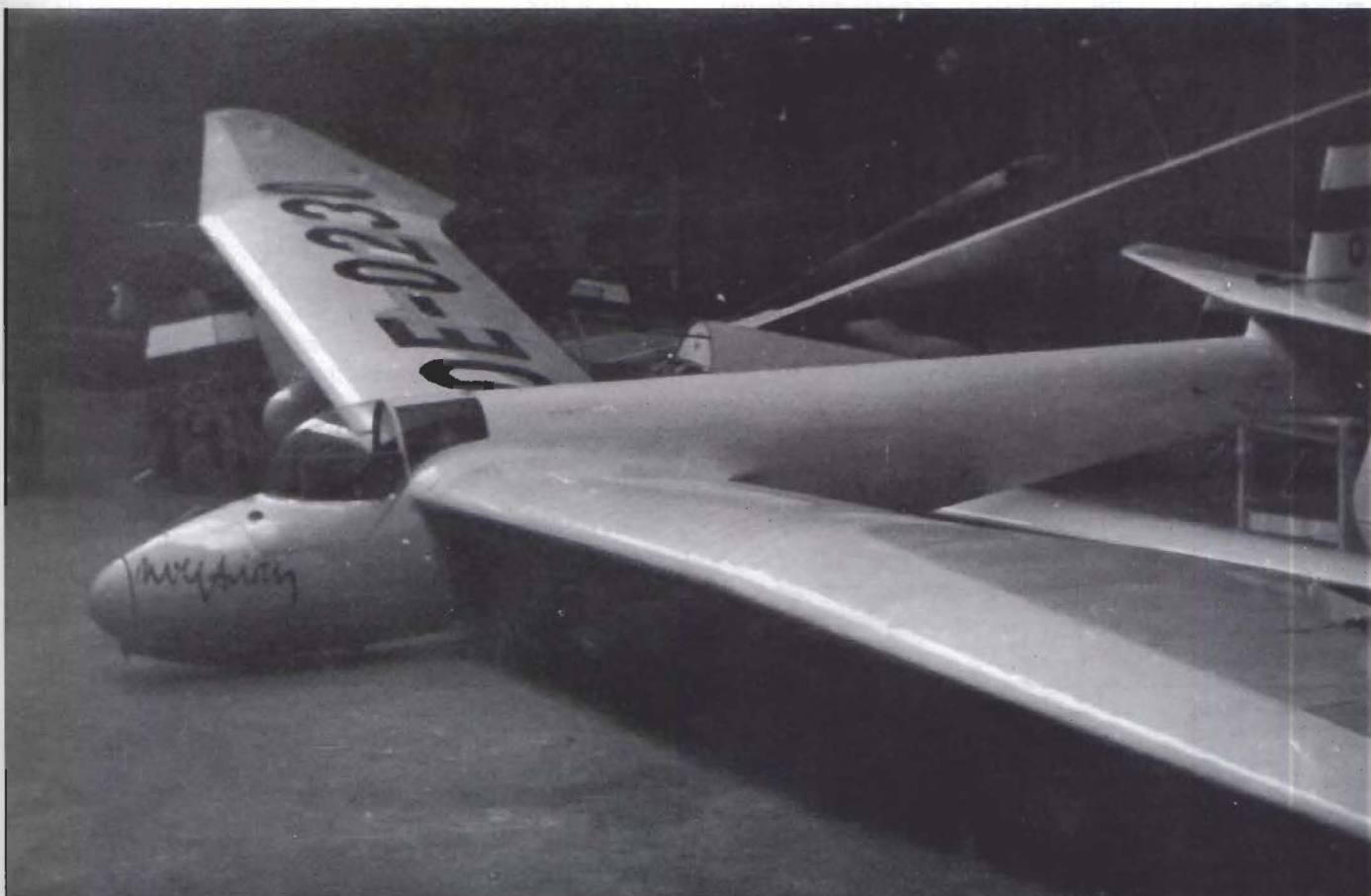
During the last two years, we have had the much dreaded nightmare that has haunted the VGC since its creation in 1973. There have been two structural failures in flight. Both manifested themselves in British designed gliders and the last one resulted in a fatality. Both were due to metal corrosion through bad storage in damp conditions. The first was saved from being a fatality by the efforts of the pilot in charge who, after elevator control failure, managed to keep the speed down by putting on 'top' rudder in a steep turn but was unable to save the T.21b during its final arrival on the ground. At least, he saved their lives from a situation which normally leads to a fatal accident. The BGA Technical Committee has asked for more careful inspection of the Elevator drive steel push rod at the rear of the fuselage, which had failed through corrosion.

The second accident occurred at Seighford, near Stafford, during a winch launch when an Olympia 463's wing broke off at its root. The wing's main spar is of mahogany at the root, (and spruce further out) in the form of an 'I', but red wax bonded to the outer sides of the spruce beams are three (four at the root) laminations of alloy plates. This Olympia 463 had been stored on the top of the Long Mynd (Midlands Gliding Club) for several winters during which its trailer had leaked, allowing moisture to creep in to the wing from the spar roots and this caused corrosion to the alloy laminations. Keith Green, of Lasham, has suggested an inspection procedure which has been accepted by the BGA Technical Committee, and Doug Jones, of Bristol, is charged with reviewing the results of these inspections and proposing a course of action.

If no corrosion is found on any individual glider, it is hoped that the C.A.A. will lift the ban on those gliders considered airworthy following a full inspection. (Note: The Olympia 460 series was certificated by the C.A.A. not the BGA) **The VGC can not emphasize enough the need for good, waterproof, trailers for vintage gliders – and plenty of ventilation on dry days.**

The GOEVIER 3, that was the second GOEVIER belonging to Ken Crack, is now believed to be at Feshiebridge, near Aviemoor. It is still damaged, as it was when it was taken to Inverness by a Sgt Baxter who was hoping to repair it and then relive the glorious days flying a GOEVIER 2 near Hamburg when he was in the 9th Armoured Division in 1945. Ken's GOEVIER 3 is now believed to be owned by a Hungarian. It was found by Ken on an airfield near Freiburg im Breisgau where it had been used as a flying wind tunnel to test new wing profiles by a group led by Dr Ernst Frowein. After its accident at North Hill, during Competition Enterprise, it was partially repaired by Mike Garnett.

When Mike Maufe camped overnight at Saltby Airfield, after the Annual Dinner last year, it was the 38th time he had camped at our rallies in the last 13 years. He has told us that he is no longer able to get into his Kite due to severe arthritis in one knee and that he might have to give up solo flying altogether, but I expect that he would still accept an offer of a flight in a two-seater. Ed.



Was this the Minimoa that got away? CW saw it at Salzberg Max Glane airfield in 1961. Now it is stored with other gliders at the Fritz Ulmer collection at Göppingen Betzenriet.

## Czech News

*A little history of the site at Rana U Loun, Czech Republic, where last year's Rendez-vous Rally was held – and two mysteries.*

This site is known as the Czech Wasserkupe or Czech Rhön. It is a very surprising, bare mountain, 1.2 kms long and 457m high, rising suddenly out of the Bohemian Plain. The mountain is exactly on the former dividing line between Czech and German speaking fraternities in Bohemia, so that German glider pilots operated independently from the Czechs but sometimes used the same slopes, the longest of which had room for six gliders in its slope lift. The Germans knew the site as the Rannayer Berg in the Sudetendeutschen Rhön. At one end of it is the village of Hradek, which once had a German Mayor.

The first flight there took place on the 13th November 1932 when the German Erwin Primavesi flew a nacelled Zögling in hill lift for 2 hours 25 minutes. Rana lies on the line from Prague to Chemnitz and the famous German pilot Peter Riedel used to regularly fly this route for Deutsche Lufthansa in a Junkers F 13. When he had no passengers on board he would waggle his wings, circuiting the mountain and drop messages of greeting.

The Czech glider pilots were part of the Liga Masaryk and the Germans were the Verband Deutscher Flieger. The only markings on the German gliders were the letters V.D.F. The site was used by the Akafleg Prague from the capital which is only 60 kms away.

From 1922 to 1938 the members of the V.D.F. flew 161 gliders, not all of them at Rana. Their only high performance types were: 2 LO-105, 1 Rhönbussard and 1 Hütter H28.

The great Grunau Baby builders Edmund Schneider and Theodor Petera often came to the site as their works were not far away.

In 1938, the Reichs Protektorat of Bohemia and Moravia was founded and there was officially no more flying for the Czechs from 1938 to 1945. The site became part of the operation of N.S.F.K. Gruppe 7 centered at Elbe Saale, Dresden. During 1941 to 1942 the Germans built the hangar on the Czech airfield side of the mountain which is still there today, almost unaltered. It was built in agricultural style and the airfield was also "camouflaged" with various types of crops so as not to attract attention from enemy aviation. Some of the gliders were also camouflaged from 1943.

Hans Schutz, who still lives in Bohemia, gave us the following information:

Glider stations at Rana on the 9th May 1945, before the arrival of those from Grunau were as follows:

SG38	35
Grunau Baby	30
Kranich 2	2
Olympia Meise	2
Weihe	1
Minimoa	1
Göppingen 1 Wolf	1
Mu 17	1
TOTAL	73

Some of these gliders, when not used, must have been stored, derigged, in outhouses, as there was certainly no room for them in the hangar. They also had a winch with a Ford engine, a cable retrieve winch, and a Bucker Bestmann and Fw 44 Stieglitz for aerotowing.

The soaring slope was "cleared" for only six gliders to fly at the same time. If there were any more, some had to fly over to another slope nearby.

During the rally we had an evening when three historic films were shown, two Czech and one German. It was mentioned that in 1945, there had been 35 German gliders at Rana including 3 Kranich 2s and 10 or 12 came later from Grunau. (When Allied fighters dropped their auxiliary tanks there was always enough fuel left in them to run motor bikes.)

Franz Bueschel was the last "Ausbildungs Führer" (Chief Instructor) at Rana and he died two years ago. He was no ordinary political "Hero" but a great glider pilot who had excellent relations with the villagers and gave all the gliders to the Czechs in May 1945. The Germans were worried as they had received a last order from the Führer to burn all their equipment. They knew that, should the Front arrive at the airfield from one direction or the other, they could be shot for disobeying the "Führerbefehl". But this last order to destroy everything was also being disobeyed by many other people including Speer and Doenetz.

Hans Schutz continues: After May 1945 the Czechs started gliding again from Rana and moved the German wooden buildings, including a small hangar (now the M.T hangar), from high on the slope above Rana village and reassembled them on the airfield close to the hangar which had been built by the Germans during the war.

At that time, as was the case throughout Europe, there was very little food. Two Czechs wished to set up a National Duration record on the slope at Rana. Weather conditions were favourable and so the local inhabitants brought them all the food they had, including chocolate. After 15 minutes the Kranich landed, and all the food had gone! They had eaten it all in the 15 minutes they were airborne!

Some of the Germans who were here before and during the war still come back every year to visit this beautiful site and they are always welcome. Some of them, including Erwin Primavesi (now over 90 years old) and Hans Schultz still live near there. The bond of glider pilots can not be destroyed.

## TWO MYSTERIES.

### Firstly, one and the same Minimoa?

After the war there were believed to have been five Minimoas in Czechoslovakia. One of them was aerotowed to Austria by Czech pilots who wished to defect. The Czech government demanded their return with the aircraft. The tow plane was returned but the Minimoa stayed in Austria. In 1961 Chris Wills saw a Minimoa on Salzberg Max Glane airfield. It was in very original condition with transparent fabric, Wolf Hirth's signature on the nose and the original type of canopy. It was registered OE-0230 and was later taken to the Fritz Ulmer's collection at Göppingen Betzgenriet but is no longer in good condition. Hans Schutz believes that this must have been the Minimoa from Czechoslovakia.

### Secondly, one and the same Rheinland?

It is known that one Rheinland OK-8232 was being flown in Czechoslovakia from 1945. Between the 8th and 11th September 1946 a BGA delegation visited Kralupy, a flat airfield 12 miles north of Prague and Charles Wingfield and others flew a Rheinland there. After Kralupy they visited a Technical College in Prague where students were designing a glider, and then Rana, which is close to Kralupy. In 1945, our member Werner Tschorn, as a young boy, was removing souvenirs from the gliders in the hangars on Grunau, when the Soviet

occupation soldiers were drunk. (It should be mentioned that the Soviet Army had not destroyed the gliders at the Reichssegelflugschule Grunau, but the German rear guard had burnt them, complying with the last Führer order to destroy everything in the hangars of the aerotowing airfield of Hartau below, and one of these was a Horten 4a)

Werner said that there was a Rheinland in one of the hangars on Grunau and it is also said that the Czechs removed the Grunau gliders with the permission of a Russian officer. Hans Schutz said that the gliders at Grunau were removed by Germans to Rana after the Grunau site became threatened by the Red Army. We think that the former report is more likely unless there were two removals of gliders from Grunau.

Hans Schutz now continues the incredible story: It seems that the Poles, feeling that they did not have enough German gliders (although they already had 743 of them!) and that the gliders at Grunau really belonged to them as Grunau (Jezow Sudeski) was now Polish territory, decided to launch a commando style raid on the Czechs to capture the Rheinland. In spite of bullets flying, the Rheinland was aerotowed to Poland.

In the Aviation and Astronautical Museum at Crakow is a Rheinland SP-051. We had previously thought that there had been two of them... one in Poland and one in Czechoslovakia. Chris Wills now assumes that there was only one, and wonders what could have happened to the other 27 that were built? (as well as to the other six Reihers, as only two out of the eight were located after May 1945) Chris realizes that he has made a lot of assumptions concerning the Danish Mu 13d, the Danish Air Army's GB-2, about the French Avia 40P and now concerning this Rheinland. He would gladly be corrected should these assumptions be wrong. He thinks that the Rheinland SP-051 has not been restored and wonders whether there might be some way to obtain it for restoration to airworthy condition by the VGC?

(Hans Schutz has about 700 hours gliding and 15,300

hours flying air taxis in Czechoslovakia)

During the rally it was confirmed to Chris that more than 1600 Kranichs were built by Mraz in Bohemia and Josef Ott mentioned that over 200 Kranich 2s were built at Nitra in Slovakia during the war and were taken away to Germany to be finished.

We have constantly been agreeably surprised with the great number of beautifully restored Czech gliders that assail us whenever we visit that country. Vladimir Danda told me that 1971 was actually the start of their long lasting activity to restore old gliders and aeroplanes. Once the war museum at Kbely had enough vintage gliders to display, there being no more room to display any more of them, others were restored to fly. Vladimir Danda started visiting Rana in 1968 but he has been there on a regular basis since 1971. Engineers, a locksmith, a joiner and a painter met at Rana on a regular basis to restore a great number of old gliders. The last glider was finished in 1989.

At this time, Vladimir is working hard on a replica of the Be 50 (Beta Minor). This aeroplane was in production in 1936 by the BENES-MRAZ Co. at CHOCEN. During the German occupation, this firm also built Kranich 2s.

From the above, it would seem that the old glider restoration movement in the Czech and Slovak Republics is two years older than the VGC, which was started in 1973!! CW.

Not long ago, the members of the Czech Oldtimer Club voted that Mr Geda Rosecky should be Chairman of their Club. He worked as a cook in the kitchen during our Rally at Rana. (He is a very fine chap CW.)

Should anyone wish for their old gliders to be restored in the Czech Republic, they should write to "AERON", Traubova 6, Ing.Karas, 65731 BRNO,Czech Republic. Tel: (42) 05 412 11561, or (42) 05 412 25316.

Concerning translation of the mysterious names of Czech old gliders: "HONZA" = Jan or John (or Hans in German.) "LUNAK" means a sea bird of prey i.e.. "Sea Buzzard."



The newly restored T31, named "Topless", of Jan Förster and partners. Photo Jan Förster.

## DUTCH NEWS

*Extracts from a letter from PETER DEEGE of the 10th November 1996.*

### Update on activities of the team at Hilversum.

He and Jan Förster had visited C.Wills to look at a T.31 in its trailer in a field near RAF Benson (nr Ewelme). "We found, in our view, a complete write off. That we bought it anyway was because of its trailer and spare parts. Jan is now the proud owner of a splendid trailer for his own T.31. The Hilversum Team was offered a set of wings and we decided to create a new glider out of the remains of the Benson T.31. Work started on it last year and early this season (1996), we finished the repair of this "written off" glider. We now have a splendid airworthy T.31 painted in Dutch National colours, and we named her "Topless"...

Another project that is nearing completion, is the GRUNAU BABY 2 which was built under licence in Holland in 1938. This glider is a real Model 2, and the last of the three series built by the Daventer factory. It was also the last glider registered in Holland before WW2.

It survived the Occupation in hidden storage in the Southern part of Holland. After the war, it was repaired and it flew until 1960 when it was sold. Most probably, it was never flown after that time.

After years of negotiations, we finally obtained it in 1992 and we started its almost impossible restoration. We still have to do its final rigging, weighing and C G position, after installing instruments, and some paint jobs. The glider is finished in transparent dope and varnish, as it was when it was originally delivered in 1938. It looks marvellous and we are trying to get it into the air before the end of 1996. This depends on whether we can overcome the official paperwork. The intention is to give it its second first flight with some ceremony, because this glider with its original registration PH-102, will be the only glider airworthy in Holland that was built before the war.

You know about the unhappy crash of the T.21c in 1995. We could not bear the idea that this rare bird would be scrapped and disappear for ever. The remains are now at Hilversum and a rescue team has been formed under the supervision of Jan Förster. The people who were involved in the "Always" T-31 for the USA Rally and the "Topless" T-31 mentioned above, are planning to start the repair during the winter 1996/7... Concerning our latest projects, it is only because of lack of time that we can not move faster. Unfortunately, we could not attend the 24th International Rally in Hungary in 1996 as in Holland, the schools were beginning during that week. However, we hope to join the "party" again in France this year and hopefully we can reveal our GRUNAU BABY!"

## IRISH NEWS

In early JULY 1995, members of the group tried to attend a National Irish Vintage Glider meeting at Bellarena in Northern Ireland with their gliders, only to discover that all the roads were blockaded. It is the first time that vintage glider owners have ever failed to get to a rally because of politics.

The September 1995 Kerry Meeting. For those who don't know, Kerry is on the sea shore of South West Ireland and offers hill (sand dune) soaring as well as wave soaring to great heights (over 20,000 ft) Some waves make it possible to reach these heights over the Atlantic Ocean. Of course, salt and sand has to be washed off gliders and cars after the meeting.

The following letter has been received from Michael O'Reilly dated 6th January 1997, "We had a good time in Kerry and the little "MUCHA" 100" (EI-100) put a lot of air under its wings. J.J.Sullivan got his Silver Height there and flew his L-Spatz quite a bit. The "ZUGVOGEL 3" also flew a lot in the hands of Nick Short (This is EI-146). This was really the "ZUGVOGEL's" first outing., and the lads were delighted with it. It certainly is an elegant glider in the air. I flew to 12,000 ft in wave in the club's "Ka-13". This was a first for me. We had some good talks with Ian Dunkley about vintage gliding and the VGC and we managed to recruit two new members. It would be nice for you to come some time. I'm sure that you would enjoy it, and the dogs would as well.

We went to look at the engine of a Fw 200 "CONDOR" which came down on nearby Mount Brandon during the war. The crew thankfully survived the crash, and the war. Parts of the "CONDOR", including the engine, were salvaged by a local publican, with whom we had a long and entertaining talk. He remembered the crash quite well, and several others that happened at around that time.

The Irish National Gliding Championships took place at Kilkenny last August and there was a large vintage glider presence there. The two "MUCHA 100s were taking part as well as the "L-SPATZ" and Philip Bedford's T-31. The organisers were unlucky with the weather, except for the first day. On that day, I had a marvellous flight in our "MUCHA 100". I took off at 10 minutes to Five in the evening and encountered strong lift to 5,000 ft over the medieval City of Kilkenny. Three hours later, I was still at 5,000 ft (at 8 O'clock), and I only landed at 20 to nine because my friends on the ground rang up and said that they were going to the pub without me! I could have stayed up all night. On the same day, J.J. Sullivan brought down the Aer Lingus DH 84 "DRAGON" and we all had flights in it. J.J. brought this aircraft to Cranfield last year, and to the Moth Rally at Woburn Abbey.

John Finan has finished his epic repair job to the EoN "OLYMPIA" (EI-115), which is now sold to Seamus Cashin. Seamus has built a fine trailer for it, and the glider should certainly fly again this Spring or early Summer.

THE IRISH VINTAGE GLIDER GROUP had its "traditional" first Christmas Dinner on Dec.20th and it was a great success. Thirteen people attended, and we could have had more, had we wanted. We have about eleven or twelve fully paid up V.G.C. members in Ireland now., which is about fifteen percent of the total gliding population here. We have enough members to form a National Vintage Gliding Group and have done so, albeit on a fairly informal basis. David Mongey is the National Membership Secretary, Since we do not have a formally appointed Committee, everybody else is President! I'm serious. It's a little bit like the Confederate Airforce in the USA where everyone is a Colonel. It works quite well, since we all know each other and are all in the Dublin Gliding Club. Perhaps we should have a Round Table as well?

We would like it very much if some members of the Ulster Club would join the V.G.C., especially as their site is so suitable for vintage gliders. I suppose that their "CAPSTANS" could be considered vintage. We shall be bringing some gliders up there at Easter, so I hope that we shall have some good flying weather then.

So you can see that vintage gliding is doing all right in Ireland with good prospects in store. A T.21b is being restored at the moment but is unlikely to fly this year. There are other newer members of the Dublin Gliding Club who are inter-

ested in what vintage gliding has to offer, and we shall be cultivating these people as best we can.

It is our intention to travel to the U.K. as much as possible this year, to attend the Rallies. I would like to get to France as well. We shall be holding an Irish Vintage Rally at the Irish Nationals in Kilkenny this year. (date to be announced). I hope that the weather will be kinder to us this time.

I hope that your problems with your gliders will be sorted out soon. It would be a great pity to lose any of these historic sailplanes from the skies. Seamus (Cashin) and his son Mathew still talk of their flights in your "KRANICH 2" up North.

I very much look forward to seeing you again, Chris. So do all the lads here. I will be in touch.

#### CURRENT VINTAGE GLIDERS IN IRELAND

SZD "MUCHA 100". EI-100. John Finan and Michael O'Reilly. Airworthy.

SZD "MUCHA 100". EI-140. David Mongey. Airworthy.

SZD "MUCHA 100". EI-140. Dave Mongey. Airworthy.

"L-SPATZ". EI-120. J.J. Sullivan. Airworthy.

"EoN OLYMPIA 2B". EI-115. Seamus Cashin Will fly this year.

"EoN BABY". EI-118. Brian Douglas. Airworthy.

"T.31". EI-139. Philip Bedford. Airworthy.

"ZUGVOGEL 3". EI-146. Nick Short and Tom Daly. Airworthy.

"T.21b"? B.Conolly & G.Sinclair – under restoration.

"T.38 GRASSHOPPER"? Six man syndicate – stored.

"KITE 2A" EI-102. Three man syndicate – stored.



*L-Spatz of "JJ" Sullivan and Mucha 100 of Mick O'Reilly & John Finnen on Formoyle Beach, County Kerry, during the Dublin GC's expedition in 1996. Photo by Ian Dunkley.*



*The Bernina Mountain from the air by Willi Scharzenbach.*

## FRENCH NEWS

The important news is that MARC BOURDON and his wife PILOU have decided to leave RAMES MOULIS and Saint Girons for a new home on the Ile de la Reunion and so they are no longer the absolutely passionate centre of DEDALE and producer of its magazine. Their new address is: 14. Chemin No.1, Appartement Nr 2, 97,425 LES AVIRONS (Reunion) Tel 00.262.38.00.05. They have not broken off contact with Dédale altogether. For a very long time, they have done a very good job holding the French Vintage Glider Movement together.

"The show must go on" and therefore a new organization has been hurriedly put together. It seems that Jean Molveau has taken over the reins on a temporary basis until officially elected. Jean also is producer of the magazines "AVIAS-PORT" and "VOL A VOILE", and is now unofficial DEDALE PRESIDENT and must work for their magazine as well.

We wish him luck and we are sure that Dédale is in safe hands. He is a young, very dedicated aviation journalist who adores old gliders.

DEDALE'S NEW ADDRESS IS: Dédale, 8 Square du Village, 95110 Sannois,, France. Tel/fax: 01 30 25 43 75. Jean is not one of the "OLD GUARD" but feels happy and at ease in their midst. He will do his job as president absolutely voluntarily and for no personal gain. The Centre of Dédale has moved to the Paris region and therefore should be more accessible. A new administration has been created in which Peter Urscheler is central. With the President, he will collect information, and Jean-Claude Neglais will assure always, with his professional talent, the production of Dédale's journal.

THE 13th FRENCH NATIONAL MEETING. Dates: Thursday 1st May to Sunday 4th May 1997 with the possibil-

ity to remain on site until Monday 5th May. It will be organized by the Centre de Planeurs Senonais(CPS). There is the possibility of offering hangarage to 10 vintage gliders if the fibreglass machines are parked outside. Entry will be free for Dédale's members. During the morning of 3rd May the AGM of Dédale will be held and on Saturday evening the club will celebrate with Dédale its 25 years of existence. In the morning of Sunday 4th May, there will be a celebration to honour "The 15 days of Sens" which happened in 1930 at a place not far from the present site and it was important milestone in the development of French gliding. There will be a lecture, presence of witnesses of the event in 1930, a display of photos of the event and the hoped for static revelation of a glider of the time (AVIA 11A or 15A?) on the site.

LA MOTTE DU CAIRE. On the instigation of Jean-Paul Robin, 10 winchable old gliders found themselves during the second half of June 96 on the above airfield. There were 1 "MUCHA", 2 "SPATZs", 1 "GRUNAU BABY", and also a collection of gliders which were designed by KAISER: Ka-2 "RHOENSHWALBE", Ka-4 "RHOENLERCHE", Ka-6 "RHOENSEGLER", and Ka-7 "RHOENADLER", not forgetting Jean-Paul Robin's gliders which are based there: "WA 21" "JAVELOT" and C25S.

This meeting is truly becoming a tradition with foreign participation.

CHAUVIGNY. This Meeting was held from 11th-17th August for "SPATZs" and their derivatives designed by Egon Scheibe. Everyone who was there came back enchanted. There were 4 A.60 "FAUCONNETS": the CCVF of Stefane Hainaut, the CDDN with Jacques Boulanger and Gerard St Denis, the CCPP of Angouleme piloted by Henri Jambon, as well as the local CCVY. Also present was the OO-ZIE of Achille Servrancks from Belgium, the Mu 13E of Jean-Paul

Benard and also a "TWIN SPATZ 85" registered D-4616. The weather was clement but a little windy. Eolus changed his wind during the week, giving days of fine cumuli and other days of "blue" thermals. On one day, there were even attempts to fly 300 kms... and Gerard St Denis landed after a flight of more than 170 kms.

**BALADE Nr.5.** We are still waiting for an account of this but it is threatening to take longer than the C of A of F-GABY!!!

As the 25th International VGC Rally is to take place in France during 1997, BALADE No.6 has had to be postponed until 1998. Balade No.5 in 1996 was for vintage glider cross countries radiating from Issoudun.

#### RESTORATIONS IN PROGRESS.

At BEYNES, the restoration of a Caudron C.800 progresses slowly but surely. Work on the fuselage is about finished and controls are renewed. Cockpit and its seats are finished. Filling of the fuselage is predicted for the summer after the holidays... and Pierre Courrier is already asking when there is going to be a Rally in France for just C.800s.?

FROM VINON, comes the news of the longer than three year restoration of the "NORD 2000" No.48, registered F-CBGE. As F-CBFR of Jean-Michel Ginestet is in the colours of the Armée de l'Air, BBGE has received the colours of the National Marine (the French Navy,).

In the Charante at CHERVES Chatelars, Henri Jambon has informed us that his "STANDARD AUSTRIA" is being certificated.

At PARAY, Yves Ginestet has told us that work on the foundations of a future workshop is practically finished. The next step will be to erect the building, out of parts already stored on the site. Programmed for this winter is the Cof A ("Grande visite") for the "JAVELOT". This will include refabricing.

At PONT SAINT VINCENT. Jean-Claude is speeding up his rhythm restoring the AV 222. Although the engine has been bought, it still needs an altimeter and a Badin variometer to complete the instrument panel. Please notify him if someone should have these instruments for disposal. His Tel. No. is 03 83 25 80 88.

The fleet at PARAY LE MONIAL has increased in size with the acquisition of two new sailplanes. One is the almost modern Ka-6E F-CDRH from 1969 and then the "FAUCONET A.60" No.130 registered F-CCLI which is complete and airworthy. The "FAUCONET" No.130, registered F-CDLH will soon come from the store of the Musée de l'Air at Le Bourget.

At the G.P.P.A., Musée Regional de l'Air, Ailes Anciens Anjou Memorial Flight, on the airfield at Avrillé near Angers.

Apart from 9 aeroplanes being restored to airworthy condition for the Musée de l'Air et de l'Espace at Le Bourget, the group is restoring the following vintage sailplanes. The very historic 1932 AVIA 41p M (military) 3. The wings have been recovered with fabric and have received a final coat of varnish. The rest of it has been finished and the horizontal tail surfaces are currently being worked on.

The FAUVEL AV22 No.1 F-CCGK which belongs to the GPPA. Its fuselage is finished awaiting painting. Its wings are being worked on at the moment.

The SA 103 "EMOUCHET" No.94 F-CROF. Its wings are ready for fabric. Its administrative dossier has been accepted by the GSAC and this sailplane will fly during 1997.

As far as we know, this aircraft is from the first production run of 200 "Emouchets" built by Roch Aviation at La

Corneuve in 1946. SA 104 "Emouchets" were built by the Etablissements Victor Minie Aeronautique at Saint Cyr. 30 were then built but 10 more were built in 1956 by the Societé Merville. Out of the 240 "EMOUCHETS" built, we believe that only three have been brought back in to the air. The reason for their "grounding" was that one broke up while being towed much too fast by a modern towplane. However a scheme to strengthen fundamental parts has been brought out so that they can be allowed to fly again. As our members probably already know, the construction date of the first "EMOUCHET" was 1938 at Pont Saint Vincent. At that time, a pilot broke a Polish Czerwinsky designed "SALAMANDRA" primary glider of 1936. The wings were strengthened at Pont Saint Vincent and fitted to a secondary sailplane's fuselage which had been designed at Pont Saint Vincent. During the war, the whole design was reworked so that the little intermediate sailplane could be mass produced after the war was over. (The "Salamandra's" wings, were also used for a Finnish sailplane). So Waclav Czerwinsky's "Salamandra's" wings still live on with the "Emouchet," the Finnish "Pik" and on the Canadian "Robin," which was designed by Czerwinsky after the war when he lived in Canada. Other machines which are airworthy are Br 904 No.4 F-CCFN, "Ville d'Avrille, the "WEIHE" No.3 F-CRMX, the Br.901 Nr.13 F-CCCP; the "FOKA" No.177, F-AZKA; and the "AIR 102" No.26; F-CAGQ. Because of the cost of insurance, not all of these machines will be reactivated this year.

#### GERMAN NEWS

ACHMER. From Nov. 1996.

The OLYMPIA MEISE, which formerly belonged to THOBY FISHER, (ex. BGA 2080. D-6220) has now been finished by its original builder HERMANN HACKMANN. Its new colours are white with blue registration. It has not yet been flown after its basic overhaul.

Their Siemens 165 hp engined FW 44 STIEGLITZ is now flying again after its accident, when its engine stopped and it turned over after attempting a landing in a corn field. The next restoration is to be a Scheibe designed and built SF 27.

After that, future plans are to restore the GRUNAU BABY 3 which was kindly donated to them by Peter Underwood. This machine was also built during the 1950s by HERMANN HACKMANN. Then, they hope to restore JOCHEN KRUSE'S CONDOR 4, which was one of three Condor 4s, which Jochen obtained from the Argentine. These were built from Schleicher kits in the Argentine. Jochen obtained them together with a RHOENBUSSARD. The latter, and one of the CONDOR 4s has gone to Bob Gaines in the USA. A second Argentinian CONDOR 4 went to ACHMER where it has been restored to flying condition. Jochen has kept the 3rd to replace one which he lost when two instructors crashed it. Unfortunately, Jochen's 2nd CONDOR 4 was badly damaged by damp in the Argentine. The Achmer Group has restored to flying condition, one GRUNAU BABY 2b, one KRANICH 3, one CONDOR 4, one MEISE and also one LO 100 has been built new. There is also the restored vintage FW 44 STIEGLITZ towplane.

RHOENSPERBER. The reason why OTTO GRAU did not take part in 1996's International Rallies with his GOEPPINGEN 1 "WOLF", was that he was making a great effort to push the work forward on his new RHOENSPERBER. Previous to this summer, he had already completed the woodwork and fittings of the fuselage and tailplane. In the summer of 1996, he was certainly working on its wings.

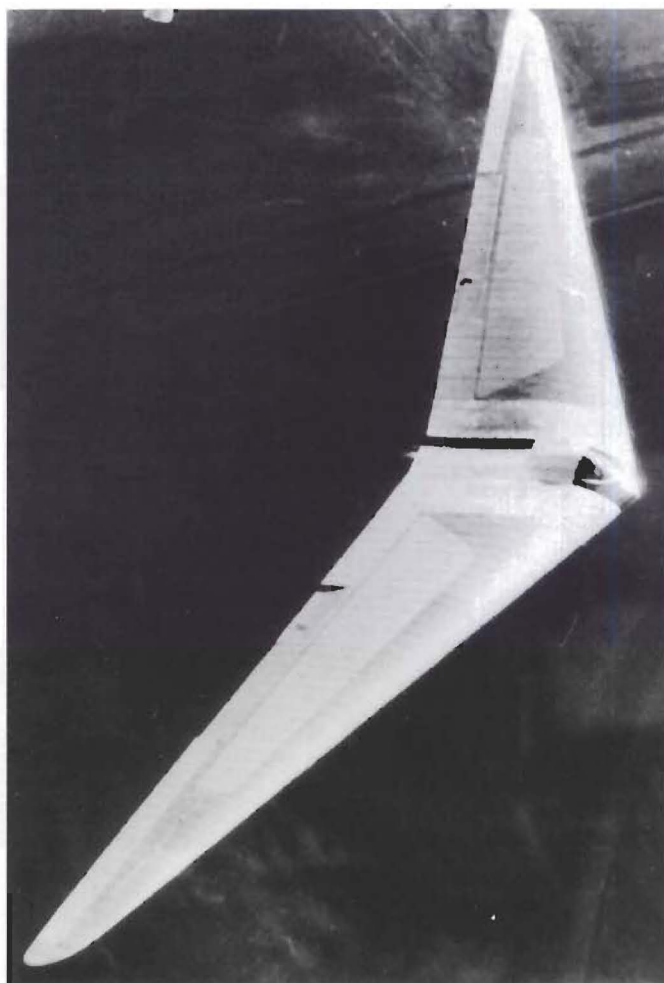
It will be the second airworthy Rhönsperber in the world. The other one being BGA 260 at the London Club. We imagine that Otto Grau's new Rhönsperber will have the later, longer Rhönsperber fuselage.

HORTEN FLYING WINGS in Berlin. We have no confirmation of this news but we have heard that the Horten 2 was being finished using Polish labour, which is cheaper than German labour and that the wing fittings did not exactly line up with those on the centre section by over 1 cm. This raises the question as to whether the wings and centre section are off the same aircraft? The aircraft was announced as being the much photographed D-10-125 which in 1944 was converted to have mock ups of the nose and turbo jets of the Horten 9 jet fighter. The jet fighter had unexpectedly received Jumo 004 turbojets instead of BMW 003s.

The former were of greater diameter than the latter and betrayed the Horten principle of the maximum depth of profile not exceeding 21% of the max. chord of the centre section, and that the centre section should be the point of maximum lift of the whole span, for best performance, safe flight handling and stability in pitch. The changes to D-10-125 did not harm its flight handling characteristics. From "Monogram Close-Up, 12" by David Myhra, Page 14, we quote the following... "When the Hortens switched power plants for their Ho 9 V.2 from BMW 003 to Junkers 004s, they had to modify the aircraft's center section considerably. The Ho 9 V 2s nose was made longer and more pointed and the air intakes of the 004s were cut directly in to the center section's leading edges. In order quickly to test the aerodynamic effects of these changes, Reimar modified two Horten 2 sailplanes. On one of the Ho 2s pictured here, he attached a long pointed nose and added two can-like objects to the top of the center section simulating the rear portions of the two Junkers 004s... " As there are no signs of these modifications on the Horten 2's centre section in Berlin, we suggest that the Americans in 1945 took another centre section with D-10-125's wings (perhaps from the second Ho 2 that Reimar used as test vehicle for the Ho 9? and that is why it did not quite fit D-10-125's wings?). We noticed that the these wings are fitted with small Schempp-Hirth (Hütter) airbrakes at their tips. These were also an experiment for the Horten 9's yaw and roll control.

The HORTEN 3 f and 3h. These had had one wing taken off each while in America. We don't know why. The other two wings off each sailplane were reduced to matchwood while being stored in the USA. It can be said that as the Horten 6's wings were standing on their leading edges beside them, the Horten 3's wings, also on their leading edges, did much to protect the Ho 6's wings. There is now a rumour that new wings are being built for the two 1944 built Horten 3f and h. We guess that drawings for them may have been prepared by the incredible Siegfried Lorenz, who lives at Frechen near Cologne? As far as we know, no start has yet been made to restore the Horten 6.

The four HORTEN sailplanes had been in store at the Silver Hill, Washington, D.C. storage facility for the Smithsonian NASM. The Curator of the Aeronautics Dept., Russel Lee, organized the return of the four Hortens to Germany, to be restored by the Museum für Verkehr und Technik (Traffic and Technique in Berlin) under the direction of Holger Steinle, the Museum's Aeronautical Curator. After restoration, and some time afterwards on exhibition (we hope), two of the Hortens are to be sent back to America. (Two of these are to be the Horten 6 and one of the Ho 3 s) and the Berlin



*Horten 3F flying over Germany in late 1944. This is the prone-piloted version. Photo via CW.*

Museum is to keep the Ho 2 and one of the Ho 3s. Their restoration is being carried out at the old Argus Aero engine works in Berlin which escaped major damage during the war. There are no plans to make the four Hortens airworthy and they are to be restored only as static museum exhibits.

The Ho 9 jet fighter's centre section was found by American troops in 1945 almost complete. Two wings were found for it which may have come from different locations as they were different internally. Both of these wings are built of wood but one of these wings' interiors is more crudely built than that of the other. The very thick plywood of the centre section is rivetted to the welded tubular centre section structure with very long tubular rivets, as it is on the sailplanes.

MARKUS LEMMER writes that his DOPPELRAAB 4 D-7091 (previously D-7166) has been flying again since the 3rd of October 1966. It was built in 1966 by the Segelfluggemeinschaft Landau and by Wolf Hirth GmbH. Until 1978 it was flown at Landau in the Pfalz and, from 1978-1981, it was flown at Schwalmstadt in Hesse. Now, after a break of 15 years, it is flying again at Schwalmstadt. Flying the Raab is giving Markus much pleasure.

The tailplane and rudder of the KRANICH 2A-2, which was originally built by MRAZ in Chotzen Bohemia in 1943 and was formerly BGA 1258, which was received in Germany less its fuselage (as a wreck from England), will be finished by Markus by the end of 1996. The new BGA 1258 will be transferred to Harold Kaemper at Achmer/Osnabrück at the

end of April 1997. We believe that Markus has also finished its fuselage. The wings, from BGA 1258, are with SASCHA HEUSER at Bielefeld. The KRANICH 2 is to be finished with its plywood covered in transparent varnish and its fabric will be finished in transparent dope and varnish. It will be a beautiful sight. The complete rebuild to new condition of this sailplane is a great and wonderful revelation as to what young Germans can do, working alone. Given time, a workshop, a little money, dedication and not a little idealism, they are bringing back a Kranich 2 which has had to have every part built new. The Kranich 2 parts are to be transferred to HAROLD KAEMPER and TEAM at Achmer at the end of April 1997 for assembly of its components.

At the Oberschleissheim Flugwerft, the German Museum's Aviation Dept, PETER HANICKEL is making good progress building the new centre section for the HORTEN 4a, LA-AD. This aircraft is to be a static exhibit in the museum. The number of glider pilots in Germany is getting less owing to airspace restrictions and the cost. (although airspace in the former Eastern Germany may still be free.) However, young Germans are becoming more and more interested in old things. Therefore, the outlook for our vintage glider movement in Germany is improving.

The new "MUSTERLE". KLAUS HEYN, working at home, has finished its fuselage, fin, rudder, tailplane and is now working on its wings. These are in three sections, as with the Skylarks etc. Its centre section is finished and he is working on the torsion boxes of the outer panels. The aircraft is being prepared to fly! We hope that the new "MUSTERLE" and the new "RHOENSPERBER" will have their first flights during 1997.

"REIHER". In our last VGC News, we reported that the construction of the new "Reiher" would start this winter. This was over optimistic. Siegfried Lorenz should have finished its new plans by early next Spring (in 1997) and then Sef Kurz of the Oldtimer Club at the Wasserkuppe will probably start to build the new "Reiher". During the 1996/7 winter, he was beginning to amass the necessary materials for the project. In the Summer of 1996, he gave his new ME 163B "KOMET" its first test glides.

Contrary to information in our last VGC News, UWE MORGENSTERN has been a VGC member for the last two years. He has therefore received a VGC PERFORMANCE PRIZE for 1996 for flying his Ka-6 CR, D-1551, to 5,000 metres altitude above PAVULLO - ITALY on Saturday the 6th of July 1996, which was the final day of our 2nd LUIGI TEICHFUSS INTERNATIONAL RALLY. We ask his forgiveness for not getting this right in time for the last VGC News. He reached the greatest height of the entire meeting.

FVA 10B "RHEINLAND". (formerly BGA 1711). This aircraft was taken over by the British Royal Air Force in May 1945 and was flown by them at Rest Centres. It was brought to England, together with other RAF German gliders during the early 1960s. It received its first BGA C of A in April 1972. Before that, the RAFGSA had given it the number 521.

During that time, it had become extremely damp. David Jones, then a power pilot, had flown it before its damage and he later acquired it and rebuilt it extensively (especially one wing). When David had finished his KING KITE, he sold the "RHEINLAND" to MIKE BEACH. After another overhaul and painting in period colours and markings, it was sold to the GERMAN GLIDING MUSEUM on the Wasserkuppe on condition that it should be kept airworthy and flown, as well as being on exhibition. This was in 1994. Unfortunately, its

trailer did not come up to German safety requirements. (i.e. its suspension units were overloaded).

Unfortunately, THEO RACK of the German Gliding Museum on the Wasserkuppe has no funds to buy the "RHEINLAND" a new trailer as he is keeping finance in reserve in order to buy more land for the Museum when the military finally sell the land which the former

Reichssegelflugschule is occupying. The present German Gliding Museum has become absolutely full of gliders. The "RHEINLAND", together with the "MINIMOA 36" HB-282, which was built in Switzerland and was formerly owned by Werner von Arx, are suspended from the ceiling above the other gliders of the collection. Visitors to the museum are getting fewer; probably most people have seen the existing museum. We believe that a new large hangar is badly needed which can 1/. house our rigged vintage gliders when they are there for rallies. 2/, house the rigged museum aircraft, which could then be occasionally flown on "flying days" and 3/. shelter rigged visiting aeroplanes and gliders or those newer aircraft on the site. The public should have access to the new hangar in certain roped off areas. Of course, one has to recognize that this hangar would not be suitable for aircraft or the public in winter unless it could be kept dry and warm, but one wonders how many vintage gliders are kept humidity free and warm in their trailers, outside in Britain, during winter?

We believe the secret of a successful glider museum is to keep it alive with changes and movement i.e. with flying.

From the above, it is evident (as far as we know in December 1996) that the MILITARY has not yet sold the building complex of the former REICHSSEGELFLUGSCHULE WASSERKUPPE, in which some of us have been allowed to have bed and breakfast during our last two Rallies on the Wasserkuppe. We hope that we will be able to do so again.

That there are more and more vintage gliders becoming airworthy in Germany is evidenced by photographs of a very good GRUNAU BABY 2b D-1141 (in original "Elfenbein" cream with black registration and transparent fabric). Also, there was the "MEISE" D-1380 (white with blue registration). Both were in super condition and they were both photographed by ROLAND POHLMANN at BAMBERG in 1995. We thank him for sending photographs of them.

The "AEROKURIER" of January 1997 has published a photograph of the GOEVIER 3 Werk Nr. 409 having its first flight after restoration at the Hanweide in September 1996. At the end of the 1980s, a group of Dutchmen tried to restore it but the work became too much for them. This almost happened again at the Teck where there were not enough helpers prepared to give their time. However, towards the end, Klaus Holighaus and Josef Prasser gave their support and the experienced aircraft woodworker Georg Zimmer and half the Stuttgart Aeroclub and its workshop were involved. Know-how was provided by Ralph Tiehtmueller and the Inspector was Herbert Bauer. It is white in colour and has its original canopy. We do not know its present registration but previously it had the registrations D-8102, D-6041, D-5846, and OO-ZHW. (information is from Peter Selinger's book "Segelflugzeuge 1935-1985 vom "Wolf" zum "Discus".")

FROM THE OSC WASSERKUPPE's OSC AKTUELLE 17, which has just been received. It reveals a coloured photograph of Josef Kurz's red ME 163B on static exhibition at Ziegenheim on the inside of its front cover. It is registered D-ESJK. It is a wooden replica of the real thing and looks very fine. During the winter 1996/7, besides maintenance work on

the OSC's aircraft, an SG.38 that was begun in 1995, will be finished.

The annual SG.38 flying course took place on the Wasserkuppe from the 20th-29th June 96. 46 male and female pilots had 259 bungee launches for a total flying time of 1 hour 14 minutes and 55 seconds. This represents an average of 17.35 seconds per flight. The Sg.38 flying started on Sunday evening with a round of Kreuzberg Beer and an official opening and the flying was opened by Karl-Heinz Kellermann who had the first SG 38 bungee launch. Under the direction of the Instructors Karl-Ernst Kess, Martin Wallmer and Georg Schwab, the SG.38 Course passed without any accidents, with great joy and fine flights. Due to bad weather, the flying had to end at 11.23 am on the 29th of June.

ILA (Internationalen-Luftfahrt-Austellung) BERLIN.

After 1992 and 1994, this was the 3rd ILA that members from the OSC Wasserkuppe have been able to attend with their vintage aircraft. The "FLAMINGO" was exhibited towing the "RHOENBUSSARD" and the SG.38 was launched by bungee. Martin Wallmer was able to fly the "FLAMINGO" from the Wasserkuppe to Berlin in spite of very uncertain flying weather. The Wasserkuppe had been enveloped by fog (Knofe) until the very last minute before his take off. Last but not least, Peter Domning was able to put into his log book the valuable entry: "Verkehrsflughafenschulgleitergummiseilstarteintrag" (literally "Trafficairfieldschoolglid-erbungeelaunchentry" CW) Markus Lemmer carried out the bungee launches but did not know where the launch teams were going to come from. K-H.Kellermann and Sef Kurz organized the aerotowing of the "FLAMINGO" and "RHOENBUSSARD". The "FLAMINGO" had to fly back to the Wasserkuppe against a head wind. At the ILA there were the following displays apart from the OSC's. "SPITFIRE" and ME 109G-10 of the "OLD FLYING MACHINE Co" (Duxford) had a friendly dance in the air. The Akafliugs Stuttgart and Brunswick with Fs-29 with variable span from 13-19 metres and Brunswick with their SB13 Standard class flying wing and their SB 10 with a 29 metre span, were demonstrated. The latter is the second-largest spanned sailplane ever built after the 30 metre span "AUSTRIA" of Robert Kronfeld. The SB-10 was the first sailplane that managed to exceed the magical 1/50 glide angle and it is already 10 years old.

The 2nd INTERNATIONAL RALLY for Glasflügel designed sailplanes took place during the last weekend in August 1996 on the Black Forest airfield of Musbach. 56 Glasflügel sailplane owners were present from Germany, Switzerland, Austria, the Netherlands, France and Denmark and the Australian Scott-Lennon came without a glider. The Hütter designed H.30 was once again present. The H.30 was the father of them all and its similarity with the "SALTO" was noticeable. This was built in quantity by Ursula Hänle who felt that the "LIBELLE" was getting away from the HUETTER diminutive sailplane concept. This Rally more than commemorated the work of Eugen Hänle who was killed in an aeroplane accident at the young age of 51 on the 21st September 1975. He translated the Hütter idea into reality with the "LIBELLE" H-301, which was among the first fibre-glass sailplanes. Many of his ideas have lived on in later designed sailplanes and are now taken for granted. We are very glad that there is now emphasis among German and British owners to restore their old sailplanes in their original forms and colours, so that they can be seen as they were when they were new.



Markus Lemmer of the OSC Wasserkuppe in a Grunau Baby 2 over Budapest. Photo Markus Lemmer.

## OBITUARIES

### HEINZ HUTH

One of the world's most successful glider pilots died on the 19th September 1996 at the age of 87 in Hamburg. Der "Lange" (the tall one), as his friends liked to call him, started his flying career in 1928 in his home city Hamburg.

His first great success was winning the 1937 Goal Flight Contest at the Wasserkuppe. On the 10th August 1938, he broke the World's two seater Out and Return Record in a Kranich 2 by flying with his passenger, Heinrich Brandt, 259 kms Hamburg-Hannover-Hamburg.

After gliding in Germany was allowed again after the war, he started his great run of successes; eight times was he German National Champion flying his Ka-6 which he had christened "Alte Liebe" (Old Love).. With this aircraft, he twice won the World Championships at Cologne in 1960 and at Junin in Argentina in 1963.

The President of the Bundes Republic awarded him the Silver Laurel Leaves, the FAI, the Lilienthal Medal and the German Aero Club created him an Honorary Member.

The German Aero Club's General Secretary stated that Heinz Huth was a great sportsman, and he had won many friends everywhere by being so reserved and modest about his achievements. Tirelessly, he passed on his experiences to the youth, for whom he will forever remain as an example to be followed. *Hartmut Blinten in the November issue of "Flieger". Translated by C.Wills.*

Chris Wills asked Heinz Huth at South Cerney during the World Championships in 1965, how he could fit comfortably in to his little Ka-6E. "Oh, you English are spoilt with your Skylarks" was his reply." He was one of the few people alive who could describe the "REIHER". He flew one during the 1939 Rhoen Contest. (D-3-407 - he came 12th). He liked it very much.

### JEAN CAYLA

#### The Father of the Breguets.

Jean Cayla was killed flying a DG 200 on the 22nd of May 1996, 50 years after his first flights at Angers, Beynes and la Ferté Alais. He took off from Challes les Eaux and hit a cable for releasing avalanches at 2,000 metres vertically above Saint Honore and near la Mur in the Alps. The cable was at about 100 metres, was sloped at 70 degrees, and was not indicated on any map. It took off about 5 metres of his wing.

He started his career in 1949 working in the calculation office at Breguet at Velizy. From 1952, the chief engineer Richard, knowing of his passion for gliding, put him in charge of projects and calculations for the future Breguet sailplanes.

In the Breguet 900, he was able to achieve a goal flight from Beynes to Angers which gave him great pleasure. The Br. 900 was the first of the incomparable line of sailplanes from Breguet. Surrounded by a team of enthusiasts whom he had chosen himself, he was able to design and build the Breguet 901 S. Then, in 1957, the Breguet sailplane department was set up at Fouga, at Aire sur l' Adour. It was here that he was able to put the Breguet 901S.1 into production with a fin and rudder of greater area than those of the Breguet 901 S. This production run was ordered by SALS for the French National Gliding Centres at La Montagne Noire, Saint Auban, Challes les Eaux and Pont Saint Vincent and for the important Gliding Centres, one of which was Angers. Gerard Pierre was able to win the World Championships at Camphill in England in 1954 with the first Breguet 901 which had the registration

F-CAYLA in honour of its designer. It also won the World Championships at Saint Yan flown by the American Paul MacCready, in 1956. Jean did not stop here but went on to design the Breguet 902 which had a steel tube fuselage. Unfortunately, the Br 902 did not go in to production because the State decided to order the BIJAVE from Wassmer.

Jean Cayla then started to design the wonderful Breguet 904 two seater which became the best two seater in production in the world. It was expensive to build but the French State did not hesitate to provide finance.

### BILL BEDFORD 1920-1996

Another one of our important glider pilots from that tremendous British Gliding era of the first half of the 1950s has gone forever. He was an extremely colourful and sympathetic character who was always prepared to relate his flying experiences, unabridged to help and entertain others. Apart from his gliding, he was a wonderful, and at one time the best, test pilot at Farnborough. When he joined the Hawker Aircraft Company he was intimately involved with the development of the Jump Jets and flew the Hawker P1127 prototype on its maiden flight, with one leg in plaster, having broken it in a car crash in Germany, when the driver of the car ran into a tree. He taught the other RAE Test pilots, some of whom also became very good glider pilots breaking records and flying in the National Contests. We are happy in the knowledge that their Slingsby "SKY" and EoN "OLYMPIA" both live on in excellent hands.



Bill Bedford in the cockpit of the Olympia in which he set several British records. Photo Charles Brown via CW.

During his later years, he became President of the Midland Gliding Club on the Long Mynd where he helped open one of our Vintage Glider Rallies and drank some of Chris Wills's home-made beer. It must have been alright if Bill drank it.! It is believed that he first sat in the cockpit of an Olympia when

he was asked by his Squadron Commander to give an aerobatic display at short notice, the pilot booked to do the display having gone sick! Nobody will ever forget Bill as he was such a pleasant character. Apart from that, one of our heroes has gone.

He was awarded the Gold C with two Diamonds.

Bill's National Gliding Records were:

Distance in EoN "OLYMPIA" to Usworth Aerodrome (Newcastle) – from near Farnborough. 2nd May 1951. 257 miles.

Gain of Height in EoN "OLYMPIA" from Odiham Airfield on 24th July 1950 19,120 ft.

Absolute Altitude in EoN "OLYMPIA" from Odiham Aerodrome on 24th July 1950. 21,340 ft.

Goal Flight in EoN "OLYMPIA" from near Farnborough to Usworth airfield (Newcastle) on 2nd May 1951, 257 miles.

We extend our very deepest, heart-felt sympathies to his son, family, and friends.

*Chris Wills*

### **HENRY TAYLOR BLAKESTON 1910–1996**

I first met Henry Blakeston at the Yorkshire Gliding Club when we both got our C Certificates in August/September of 1935. A handsome six foot giant and a mad young Solicitor to boot who travelled from Driffield to Sutton Bank each weekend in a small Austin Seven. He was certainly going places. Norman Sharpe, Fred Slingsby, John Neilan, Harold Holdsworth, Harry Hastwell, Ben Threapleton, John Wordsworth, Willie Watt, Ritchie Pick and many more were our contemporaries who devotedly encouraged us to fly, fly, fly.

Henry was born in Driffield and went to Woodhouse Grove School near Leeds; he became Secretary for the YGC for some time and worked hard to put Gliding on the map and helped financially with the building of the ever increasing necessity for hangars. He played Cricket and Rugby for Driffield until 1952, obtained his PPL with the Teeside Flying Club in 1968 and for ten years flew his own plane.

He was in the RNVR 1938-9. Royal Navy 1939-46. RNVR 1946-58 when the Hull division closed. achieving the rank of Commander and listed as available until 1970.

From 1946 he sailed from the Royal Yorkshire Yacht Club, Bridlington, becoming Commodore and was President of the Royal Naval Association 1992-96.

His work as a Solicitor ranged far and wide; he was Coroner for the East Riding of Yorkshire and then for Ryedale District. Whatever he did was always well done. His dynamic personality, sense of humour and enthusiasm endeared him to a large circle of friends. He took to long distance walking in 1978 and completed the Coast-to-Coast walk at the age of 74, his support party supplying him with brandy and oysters and although he enjoyed the former, he disliked the latter, or so he said!

In later life Henry was a member of the Samaritans and his interest in the Lions brought him the ultimate accolade of being elected National President.

It was a great honour when in 1988 Henry and myself were made Honorary Life Members of the VGC and then in 1994 we were made Joint President of the Yorkshire Gliding Club. Henry always went up to Sutton Bank to fly on the anniversary of his C Certificate in 1935 and it was sad not to see him there in 1996. His was a very active life and Gliding was his first love. Henry will be missed but his example and enthusiasm must have encouraged a great many to follow in his footsteps. *Moyra F. Johnson (née Horsley)*

### **BOOK REVIEWS**

*"DAS GROSSE BUCH VOM FLUGSPORT" in German.*

This is a large magnificent book in full colour, which covers Ballooning, Airships, Paragliding, Kite Flying, Model Flying, Helicopter Flying, Powered Aeroplane Flying, Ultralight Flying, Motorgliding and Gliding. The coloured photographs in every section are fantastic.

The Gliding and Motorgliding sections are by JOCHEN EWALD. They are illustrated by very historical black and white photographs from Klaus Heyn, Peter Selinger and from Jochen's archive. The most wonderful coloured photographs are by Jochen Ewald of the VGC's gliders. These are of super quality and most of them show our gliders in flight. These include the recently built Horten motorglider that he has flown. The photos also show the newer fibreglass sailplanes and motorgliders. Among the motorgliders, the 1935 designed "SCUD 3" is shown as it is now and given credit for being the first and best motorglider. The section on the motorgliders is written by Hans Zacher, an acknowledged expert.

Every item of ancient and modern gliding is covered and Chris Wills thinks that the book is worth having just for the superb photos alone even if the reader cannot speak German. Jochen has revealed himself as a real photographic artist. If our members would like to have this book, they can buy it with a discount of 35% (its list price is DM 88,00). Chris Wills can show anyone a copy if they wish to see it.

Since 1980, Jochen has been a journalist and has written for "Aerokurier", "Fliegermagazine", "Sailplane & Gliding" (GB) and "Skysports" (J.) Jochen has flown about 170 different types of sailplanes, motorgliders as well as some Ultralights. Among them, he has flown the Horten inspired powered flying wing "Aachen" for which he carried out the first test flights including spinning tests.

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*C.Wills.*

*"ZWOELF JAHRE WASSERKUPPE"* (12 Years of the Wasserkuppe) Reprint of a book by Fritz Stamer that was originally printed in 1933. It has 64 photographs printed from copper plates and is in German in Gothic script. The book describes gliding on the Wasserkuppe from 1921 until 1933, which means that it describes the first great time of gliding on the Wasserkuppe which is dramatically described by someone who was Chief Instructor of the Rhön Rössiten Gesellschaft on the Wasserkuppe later. Professor Doktor Walter Georgii was the meteorologist and Alexander Lipisch was its glider designer. We have no reason to believe that the reprinted version is in any way inferior to the original 1933 edition. Fritz Stamer dramatically describes those desperately hard, yet also good times, on the Wasserkuppe when Germans just wanted simply to fly again. It gives an insight into the feeling of Germans at the time and mentions those who, up till then, had given their lives for gliding on the Wasserkuppe! The book takes you into the "Rhöngeist" (spirit of the Rhön) and one meets "Rhöngeist" or "Rhönvater" (Rhönfather) Ursinus with his old hat, for it was he who called the pilots to the Wasserkuppe as engineless flying had not been forbidden by the Treaty of Versailles. This very historic book is recommended for readers who can understand German in gothic script. It can be obtained from "AERO VERLAG", Luft und Raumfahrt Antiquariat, Postfach 126, D-85236 Petershausen, Germany. It can be paid for

by Eurocheque and might cost 50 DM.

“Twelve Years of the Wasserkuppe. It means 12 years struggle, struggle against narrow mindedness, against those who know better, against the over clever, against materials themselves, against financial problems and struggle against wind, weather, frost, fog and the long winters, and finally everyones' struggle with themselves...”

“Our wings are broken (by the war) but our motto is there will be further flying. (es wird weiter geflogen!)”

“Leusch, von Loessl, Standfuss, Rosenblatt, Ehring, Scheller, Ruediger, and Groenhof have fallen on the Wasserkuppe, yet still again there is the cry: “es wird weiter geflogen!... For Germany!”

Such is the Forward to the book.

## Letters

*From Austen Wood, Hon Treasurer, VGC;*

I was interested to see reference to Fred Coleman and his Grunau Baby, BGA 277, which he built with a four-piece wing (VGC News 89) This is clearly depicted in the photograph taken at an exhibition in Manchester's former City Hall, now the Museum of Science and Technology. Also in the photograph is Gerry O. Smith's Golden Wren. Other photographs show the completed aircraft with the black diamond motif used by Fred on both the wings and the fuselage. (See *Pictures from the Past*) He later used this motif on the Harbinger. Fred lived in Cheadle, Stockport about 1929 and around this time became a member of the Manchester branch of the Royal Aeronautical Society which was known to have a gliding section. He met the late Basil Meads here and in the early thirties had some involvement with a BAC 7, possibly flying it at Woodford.

I never knew of Fred living in Leeds as suggested in the News, but he later moved to Rugby where he worked for Lodge Plugs. During the war he was an ATC Instructor in Coventry and when he started building the Harbinger in 1948 he lived in Crick, just off the M1

Fred's Grunau was known as Black Diamond and whilst I have no doubt there was some significance in this name, I have never heard any explanation. The motif was only used on Harbinger for a short time and then only on the fuselage. In view of the bright orange colour, it would have been somewhat inappropriate to have called the Harbinger Black Diamond.

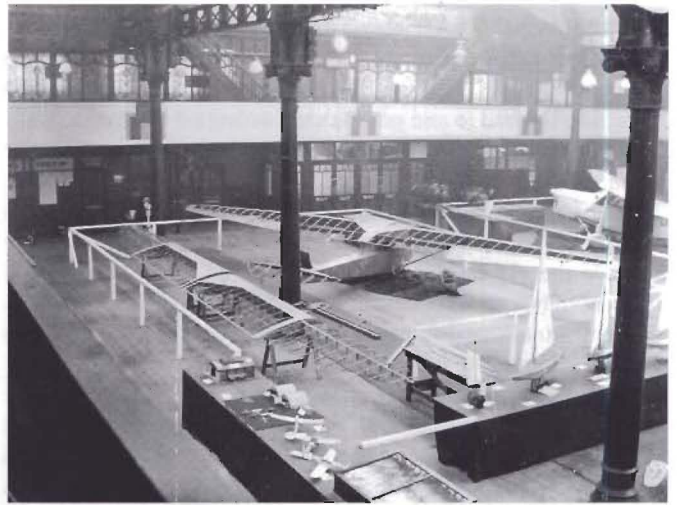
Building two gliders at home, one of which was a complicated prototype, not fully designed when he started building, is a measure of this man's abilities and I recollect that when I asked Basil Meads in about 1985 what he could tell me about Fred, he leaned over and in his usual quiet voice said “Fred was a genius”. But then, I had only known him since 1958! What would you think?

Fred and Gerry were both members of the Derbyshire & Lancashire Gliding Club pre-war and Gerry, who became the CFI in the early 50s, was an engineer at Rolls Royce and carried out the first five test flights on the Harbinger at the Rolls airfield at Hucknall; he had been responsible for making the welded steel wing attachment frame and other steel work.

Basil Meads was the President of the D&LGC for many years.

*From David Underwood, 31 Parkway Wavendon, Milton Keynes, Bucks, MK17 8UH.*

After reading the report on the Hawkrider Grunau Babies



*The structure of the wing for Fred Coleman's Grunau Baby which can be clearly seen to be built in four pieces – to fit his spare bedroom, and in the background, the Willow Wren. From Austen Wood and the Harbinger syndicate.*



*Black Diamond being launched with a Hercules being towed back to the launch point. From Austen Wood and the Harbinger syndicate.*

in VGC News 89, I can remember Mike Challinor telling me, well before he disappeared, that he knew of the whereabouts of a third Grunau built by Hawkrider. Only the fuselage was said to exist then. If this were true we must increase the Hawkrider production by one.

The badge of Hawkrider Aircraft, produced by Mike and sent to owners was not accurate. This all came about when he advertised for details in the *Aeroplane Monthly* 6 or 7 years

ago after which I sent him a tracing, then showed him the original which is not a transfer, on the left side of the A frame on our nacelled Dagling. He slightly changed one or two things on the badge and got the size wrong on his computer.

The Dagling BGA 493(?) is slowly being restored by my father (Peter) in his spare time between other glider work. Most of the structure on the nacelle is finished and all the woodwork on the tail feathers is done but the wings still have to have the ply on the leading edge fitted. New metal tubes have been bought and need to be cut to size and welded. Some of the original metal fittings and nose rib blocks have CGT (in a circle) stamped on them. Does anyone know who this is?

Control runs then need to be sorted out before the fabric covering is done, and then fly it. Hopefully, after it is finished we can get on to work on our Grunau Baby 11b, BGA 2238 and the T21 BGA 856 which was badly damaged when it was blown over in 1980.

*From a letter from Paul Stevenson, 44 Queen's Rd, Hetherset, Norfolk. NR9 3DB*

I note references in the News to modeller members of the VGC and I must count myself as one of these. We have very much the same enthusiasm of the "full size" pilots but usually fly in more of a micro-climate than the full size (although I have had my 1/5th scale model of the 1936 Nemere into cloud base.)

The drawings and photographs in the News are extremely helpful to us. We do in fact, construct aircraft "in miniature" – any glider I make has to have the same internal structure as the original – as far as is practical. Dare I suggest that encouraging our interests in a small section of the magazine will increase the general membership of the VGC; for my part, I will try to provide you with photos and copy of any scale model glider competitions I manage to attend in 1997.

*From Mike O'Donnell, 21 Quorn Avenue, Mount Pleasant, Harare, Zimbabwe, to Ian Dunkley.*

Thank you for your letter reminding me that I am the only member of the VGC in this country! I am trying to do something about it though. I've sent one copy of the recently received VGC News to our other club in Gweru, urging people there to join, and the other went to South Africa where I am also hoping to rouse some interest.

I have been rather surprised to learn recently that gliding started here in the 1930's. The first club was formed in Umtali



*A Primary in Zimbabwe, but is it a Slingsby? See the letter from Mike O'Donnell.*

(renamed Mutare after Independence) and the second in the capital city (then Salisbury and now called Harare) The Salisbury Gliding Club was started in 1938 and lasted until 1942 when their one and only glider was destroyed in a crash. Being wartime, it could not be replaced and the club folded up.

Enclosed is a photograph of that glider; the lady who supplied this and a few other photographs was a member of the club then. She says it is a Slingsby but it is not one I recognise. Do you know it?

I am hoping to gather enough information about the early days to write an article for the VGC News. What do you think? *(yes please. Ed)*

Our Tutor is living up to its name, and we are learning a lot as we are working on it. Progress is slow though (it's a nuisance having to work for a living) and it is going to take a long time.

You mentioned the two T21s which have arrived here recently and which are now in a hangar at our club. The owner has another one in Australia which he will also be bringing here. He plans to start a commercial gliding adventure with these machines.

Incidentally, everyone here I have shown the VGC News to has been very impressed by it. Keep up the good work!.

*From Harald Holdsworth, Flat 9, Droveroad House, Bowling Old Lane, Bradford, West Yorks, BD5 7BW.*

*Harold was the first ground engineer at the Yorkshire Gliding Club, a post he held from 1934 to 1939 and even though he is now 88, his memories of those pre-war days are still very vivid, as the Ed found out in a couple of telephone conversations with him. In the last issue of VGC News Mike Maufe wrote about his early memories of Sutton Bank and Harold wants to clarify one point in that article:*

The feature by Mike Maufe brings back many memories, most pleasant, a few less so. Unfortunately Mike has the facts wrong about bunjee launching from Roulston Scar before the YGC adopted the winch exclusively.

If a strong wind (windsock horizontal) was blowing directly at the cliff face, not at an angle, one was launched, not into a downdraft but into a concentrated, fierce, up current which literally hit the wings before the tail and threw the glider up at a dangerous angle unless countered by forward stick. If the act of passing over the cliff face coincided with an exceptional gust, there was a real danger of being thrown back on the landing ground upside down!!

For the same reason it was most unusual to fly in the valley between Roulston Scar and the corner of the South Slope in a South East wind. The use of the winch avoided all that, one simply flew over the dangerous air and the 400ft start was extremely useful in avoiding a descent to the bottom. If, in marginal conditions, that 400ft was lost, one just landed back on top almost anywhere without causing offence and you could be towed back without de-rigging and climbing up that 1 in 3.9 hill. The only area out of bounds was a race horse training establishment; the Forestry Commission had not yet arrived but there was a small wood on the North part of the escarpment where a Scud 2 really did end up in the trees and the pilot and the glider were returned by Thirsk Fire Service after cutting down two trees to admit their fire engine. During either late 1933 or early 1934, a Pruffling, the property of a Mr Watson, a York dentist, really was blown back upside down and fell on the spectators, granted in a very strong wind. That was before the YGC was formed; our Chief Instructor would

not have allowed flying in those conditions. After howls of rage and threats of litigation it was found that the lady involved was not hurt at all, only badly frightened; her head had gone through the fabric between two light ribs and the affair was smoothed over, But!! a schoolgirl with a box camera took a snapshot which by a fluke hit the target. The result was a good picture of the Pruffling, in the air, upside down over the spectators, and about to fall on them. The picture had been published in a Photographic magazine and the girl had been awarded a prize, much to the annoyance of our Chairman.

Before the coming of gliding to Sutton Bank, Roulsten Scar and most of the land near it had been used for rough shooting and fox hunting in season but gliding ruined both. The last time the Hunt came to the Bank around 1937, the YGC had put a substantial fence round their property, really a mistake. But nobody dare jump it, and the hounds were badly hampered. In spite of being quite close to the fox, with much noise and excitement, with blowing of horns, shouts of "Tally HO" etc, he got clean away and went to ground while the hounds went chasing rabbits. Loud laughter from myself and black looks from the Master of Hounds.

### For Sale & Wanted

*Small advertisements are free to members and are charged at £15 (or the appropriate overseas rate) for non-members, which includes one year's membership and the joining fee. Send your advertisements to: Graham Ferrier, 41 Oakdale Rd, Downend, Bristol, BS16 6DS. Tel 0117 9490509.*

### For Sale

**1958 Two-seater Bergfalke** in use until November 1995. Good soaring machine based at Lasham and flown as well at Booker, Long Mynd and Talgarth. Docile handling. Restoration started during Winter 1995/96 and 80% completed. Current syndicate has no time, with work pressures increasing for all members, to finish the job. Needs enthusiastic person(s) to complete for the Spring. Considerable spares



*A Bergfalke 2 owned by a syndicate including new member Keith Lawes.*

available and comes complete with roadworthy covered trailer. Sensible three figure offers considered. Contact either: Alan, Tel 01235 533509 or Keith, Tel 01256 389491.

### Wanted

Information on gliding in Derbyshire in the early days and also any information on Gustav Hannah or Harup who was a pioneer before the first World War. Contact S Lewis, 4 Well

St, New Mills, Via Stockport. Ches SK12 3DR.

### Wanted

**Help Please!** A photocopy or original of the Olympia 2b manufacture's flight/owner's manual – we've misplaced ours! Thank you. Patrick Haxell, Somerdale, Ham Hill, Nr Holcombe, Bath BA3 5QD. Tel 01761 232080.

### For Sale

**Scheibe SF24B MotorSpatz** Vintage single seat motorglider. Built in 1962. Totally restored to original condition in 1994. Never damaged. New instruments, fabric, cables etc. Powered by a Hirth a2a four cylinder two-stroke engine. Including new enclosed steel and aluminium trailer (which will fit any 15m glider) and spare zero-time engine. Aircraft may be sold with or without the trailer. Contact Ronald Rijken, Waelneslaan 13, 3341 VM, H.I.Ambacht, Netherlands. Tel (0) 78-6814592.

### For Sale

Offers invited for **Slingsby T7 Cadet TX1**, Serial RA 848. This glider is still in the original wartime colour scheme of training yellow and roundels and is complete. It has been dry stored for many years. A rare opportunity to restore a wartime glider. Also available a **port wing for T31B** Contact Nigel Ponsford, Tel 0113 2691564

### For Sale

**Falcon 1.** I really must concentrate on other projects and my business and this superb glider is for sale. It is immaculate, flies superbly and is a credit to the craftsmen who built it. Totally docile, it flies at 25 Knots, stalls at 18 knots and soars very, very well. With excellent wooden trailer, the whole outfit has always been stored in a warm, dry hangar. In short, unique and truly beautiful. Contact Mike Beach, 24 Cole Park Road, Twickenham. Middlesex, TW1 1HW, Tel/Fax 0181 892 0409.

### Wanted

**Trailer**, preferably enclosed, for Grunau Baby in Norway. Contact Hans Danielson, Tel (47) 66 84 63 13

### For Sale

**The Harbinger** A rare opportunity to acquire this unique two-seat sailplane complete with a metal trailer and instruments. Much original equipment and full history. Fully overhauled and re-covered in 1995. C.of A. to July 1997. For all other details contact either Geoff Harrison Tel 01709 369678 or Austen Wood Tel 0161 487 4522..

### For Sale

**Olympia 2B BGA 1303** Complete re-build in 1966 and repainted in 1996. In excellent condition, looks good and is a delight to fly. Closed wooden trailer. £2800. Contact Peter Willis. Tel 01630 672218 (Shropshire)

### Wanted

**T21B** Please write to Klaus Schickling, Schuetzweg 4, D-63743 Aschaffenburg, Germany or Fax +49 6028 20566

### For Sale

**Schleicher Ka4 BGA 1789.** This two-seater sailplane is fully instrumented in both cockpits and the aircraft has been refurbished and recovered to a high standard. Engineers report of work carried out is available. Weighed and tested at Cranwell

on 8th March 1995 and the current C of A expires on 13th May 1997. Complete with a fitted aluminium trailer, with ball hitch, easily towable. £2900. Contact J. Neville Ashburner, Tel 01492 515073 (N. Wales)

#### For Sale

**Model Plans for 1/5 scale vintage PWS 101.** See VGC News 88 for pictures. 3.8m span, requires 4-5 channel radio. £15. Vac-formed canopy £10. both + P&P. Peter Saunders, Thame, Oxon. Tel 01844 212237.

#### For Sale

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

#### Wanted

Right Wing and Canopy for IS - 29 D2. Contact Christian Mathieu, Tel 0383 552254, or Fax 0383 56 46 96

#### Help wanted

Our Olympia BGA 512 has a very severely damaged fuselage. We would like to hear from anyone with any parts of the cockpit area (Frames or Keel parts especially) We also need drawings of the Keel Assembly. (Colin Street has been most helpful with other drawings, but the Keel has eluded him, so far. Contact Robert Shallcross Vicest House, Challock Lees, Ashford, Kent, TN25 4DE.

#### For Sale

##### **1954 Wolf Hirth Goppingen 4 Mk 111 PH-209**

An opportunity to acquire this beautiful and unique side-by-side two-seater complete with a metal trailer, antique instruments including air-driven T & B indicator, original trim weights for solo flying, etc. Fully overhauled and recovered in 1992. Valid C.of A. and in excellent condition. Full history. For details please contact Hans Dijkstra, The Netherlands, Tel (+) 31 164-613529 or Fax (+) 31 164 615887.

#### For Sale

**1956 Fauvel AV-36H OO-ZXB** This flying wing is in excellent condition complete with standard instruments and trailer. Completely overhauled/rebuilt 1986-1991. Flown only 17:30 Hrs since then. In airworthy condition and on the Belgian Register. Contact Hans Dijkstra as above.

#### For Sale

**Elliotts of Newbury Olympia 2b**, new canopy, and whole glider fully overhauled. £2900. Contact Martin Brean Tel 01494 535005. Also two Ka8s, (one in super condition) and an Astir.

#### For Sale

**GRUNAU BABY 2B PH-801.** Austrian built 1951. s/n 003. Show Room Condition. Ivory paint and transparent fabric. C of A into 1997. Telephone: Peter Deege, Holland 356241307.

#### For Sale

**R.22S-c "SUPER FUTAR"** designed by Rubik and built in 1958. This sailplane was recently restored to better than new condition at Farkashegy near Budapest. It was the last of the "FUTAR" line of development by Rubik. The first "FUTAR" flew in 1944. Asking price is 13,500 Swiss Francs. Present owner is Attila Ziermann, CH6374 Buochs, Rigistrasse 2, Switzerland.

#### For Sale

**EoN "OLYMPIA"** Offers to Ralph Jones, Southern Sailplanes, Membury Airfield, Lambourn, Berks. Tel: Lambourn (01488) 71774. This was the Empire Test Pilots' OLYMPIA" in which BILL BEDFORD flew the National Gain of Height record of 19,120 ft on the 24th July 1950 over Odiham airfield. The above flight also qualified Flt Lt.A.W. Bedford AFC for National Absolute Height Record. This was 21,340 ft. On the 2nd of May 1951, Flt.Lt A.W. Bedford AFC flew this "OLYMPIA" 257 miles from near Farnborough to Usworth, the Newcastle GC's site for the British National Distance Record. This was also the British National Goal Flight Record.

On the 24th July 1950, Flt.Lt.Bill Bedford AFC increased his National Height record to 21,340 ft.

#### For Sale

**Oberlerchner Mg 19** two-seater in beautiful condition. Offers to Jochen Kruse, Ostbrook 23b, 25436 Uetersen, Germany. Tel 00 49 4122 41254.

#### Wanted

The Address of Rainer Poersch. He was last seen taking photographs of our gliders on the Wächtersberg (Black Forest) in 1991. Some of these were used in the VGC News. We wish to send them back. His address is required by C.Wills, "Wings", The Street, Ewelme, Oxon OX10 6HQ.

C.Wills would also please like the address of: Mike Challenor who owns a Hawkridge built Grunau Baby 2b.

#### T21 Restoration Project

The Camphill Vintage Glider Group have left over from their "Three into One" T21 project, a fuselage, a pair of wings, tailplane, elevator and rudder, plus a lot of small bits, for someone else to do a "Three into One" job. Quite extensive work would be required but the price is low and we need the money to complete our own work. Details from Ian Dunkley, c/o Derby & Lancs G.C. Tel 01298 871270, or email vgc@datron.co.uk.

*Front Cover, The Nord 2000 (Meise) of Firmin Henrard taken by Sandra Gillmeister from the back seat of CW's Swedish built Kranich 2 flown by Jochen Ewald over Farkashegy during the 24th International Rally in 1996.*

*Back Cover, Lunak over Wycombe Air Park, flown by Graham Saw, and photographed by Paul Mellor.*

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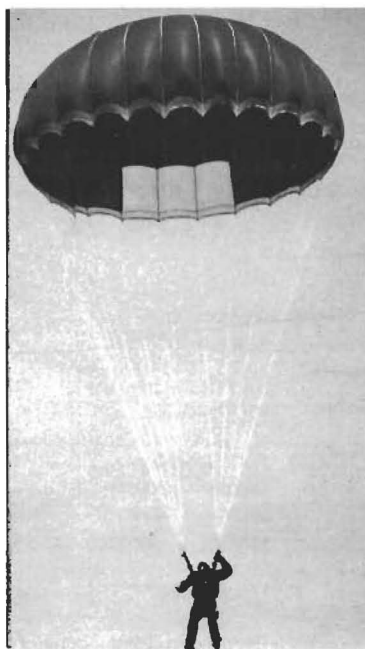
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Ifield, Crawley  
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