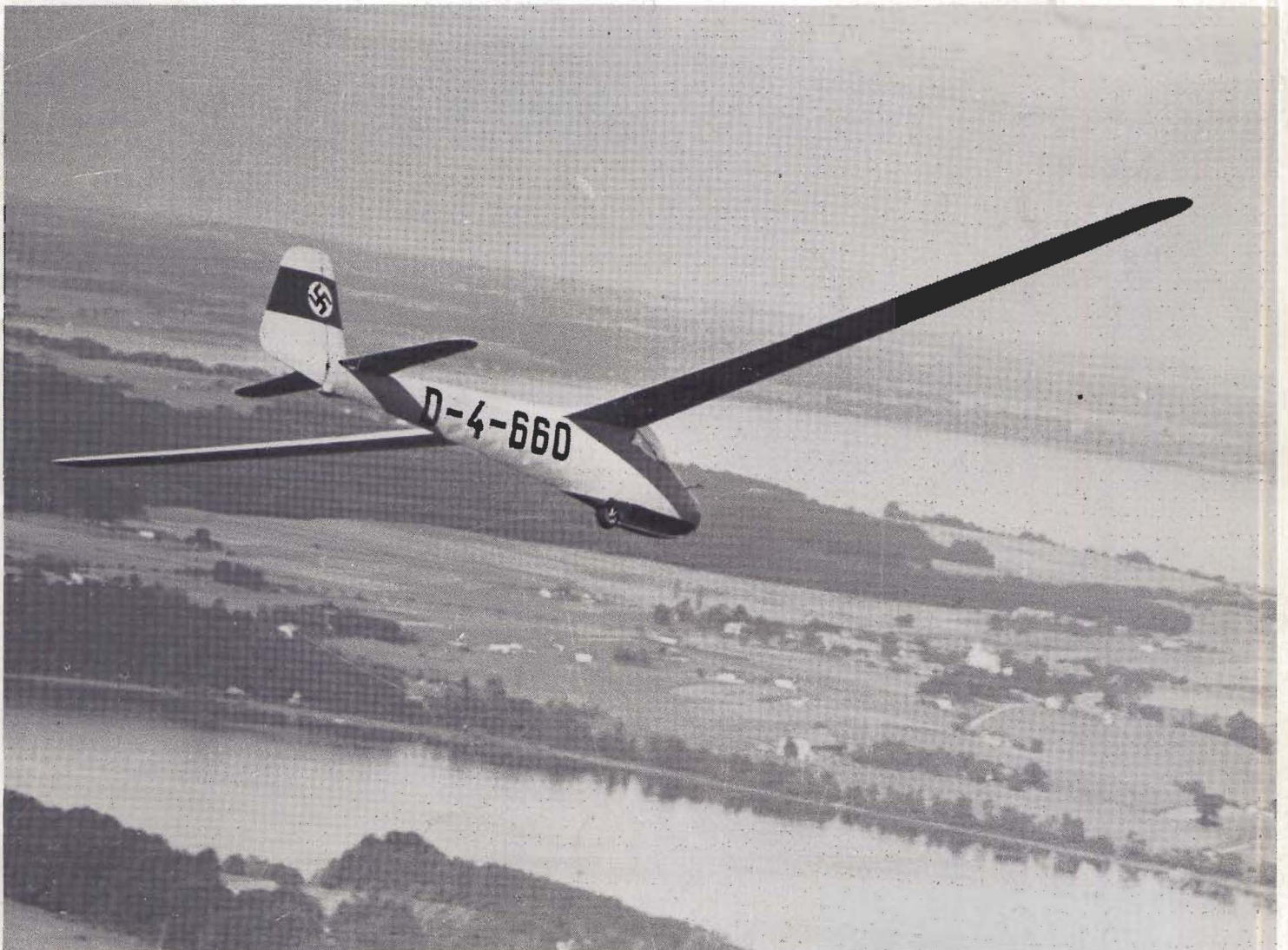
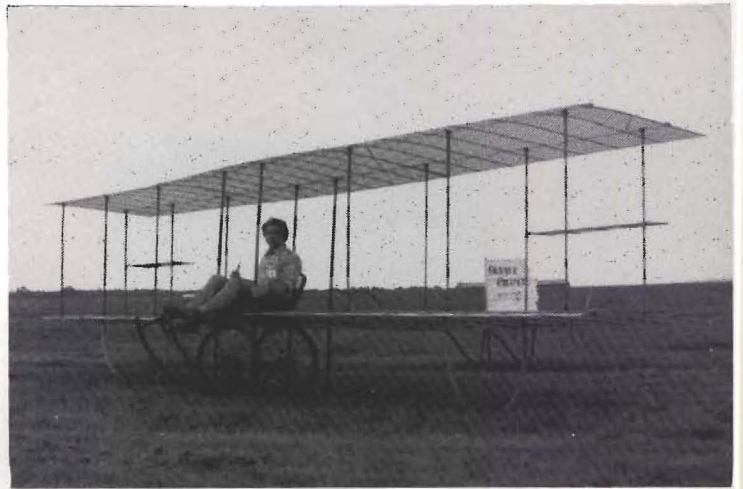
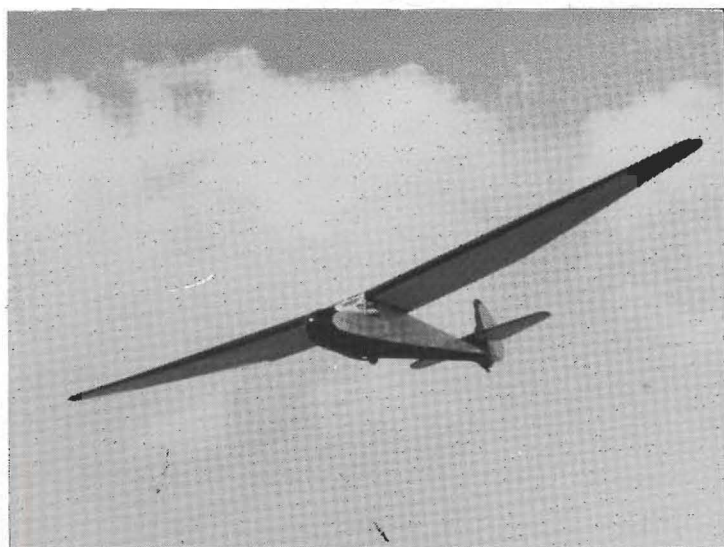
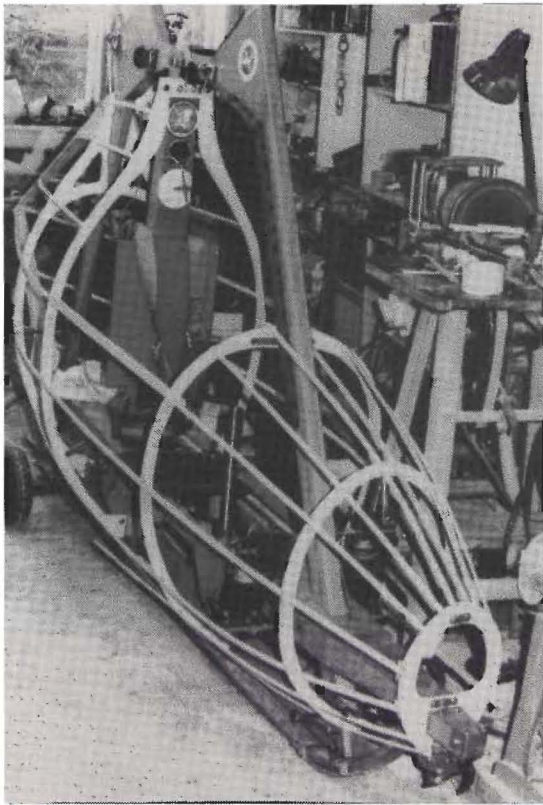




VGC News

No 61 Spring 1987





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Masterpieces of 1986

- 1 Bjarne Reier of Norway, deciding that cold weather was coming, has built a nacelle for his Grunau 9, so that he would be warmer. He kept it up for over an hour above the slope at Dunstable last July. It should be considerably better now and may even be fitted with a variometer.

Photo by Bjarne Reier.

- 2 The Chanute Glider replica which was constructed by Phil Collins, who can be seen standing by it. Octave Chanute's family emigrated from France to America in 1832 when Octave was 6 years old. He was trained as a civil engineer and, long afterwards, when he was 60, began to study the problems of flying. His big contribution was to prepare the way for the Wright brothers by carrying out a great deal of research into structures and control. He died in 1910 (information from "The Story of Gliding" by Ann Welch).

Photo printed with kind permission from Ian Tunstall and Phil Collins.

- 3 The Grunau 9 nacelle complete. It is clearly a masterpiece.
- 4 The Chanute replica with its builder Phil Collins sitting on it. Another masterpiece.

Photo printed with kind permission of Ian Tunstall and Phil Collins.

- 5 Airworthy at last. This Castel C25S, dating from 1945 — 1948, was the last sailplane in the Rodi Morgan collection to be sold. It was carefully stored for many years by that friend of vintage gliders Eric Rolph. At last, during the summer of 1986, Cheesli (Hansueli Renz) bought it. It is now at Amlikon, and we believe that Cheesli is flying it under Swiss registration. However, he has had much work to do. Last summer, it was flown by him for the first and last time in England during our International Rallies. Eric Rolph got it a C of A and the first problem was to get it into his bus. The type once held the French National 2-seater distance record of 360 kms.

Photograph by kind permission of Ian Tunstall.



The Vintage Glider Club

VGC News no. 61
Spring 1987

President:	C. Wills
Vice President:	Paul Serries
Vice President:	Willi Schwarzenbach
Hon. Secretary:	R. Traves
Hon. Treasurer:	W. Bishop
Rally Secretary:	G. Moore
Sales Manager:	P. Woodcock
Archivist:	Sally Shepard

International Rally Committee

Collin Street:	Britain
Didier Fulchiron:	France
Angus Munro:	Norway
Jan van Beugen:	Holland
Firmin Henrard:	Belgium
Imre Mitter:	Hungary
Willi Schwarzenbach:	Switzerland
Paul Serries:	Germany

EDITORIAL

Two years ago, while ascending to the Jungfrauoch by the train, Chris Wills met a German aviation magazine reporter who was on his way to report the launching from the Joch. When asked whether his magazine gave annual coverage to our International Rallies, he replied "Oh no ... Your rallies are always the same every year and our young readers have almost no interest in them". When asked whether he thought that other German aviation magazines handled us in the same way ... he replied "yes". Chris Wills then had thoughts that we would have to get ourselves flung off from the highest mountains before anyone would be satisfied and that after the Jungfrau, perhaps the only thing to do would be a rocket launch in the Nyborg Special to 40,000 ft?

However, it is quite clear that aviation magazines have been giving us excellent coverage.

Every year things do change in our rallies. Not only do we have changes of environment but our

incredible members keep bringing more and more restored vintage gliders which have not been seen for many years. Last year, it was the British turn to reveal 'new' vintage gliders, and Falcon, Crested Wren, Chanute Replica, Gull 3 and Rheinland were all revealed before a startled aviation press. This year, it will be the Germans' turn. Habicht, Wolf and, dare we hope for it, a Rhönadler may appear. From Hungary, perhaps will come a Futar (and, from Switzerland, a Hungarian Super Futar.) More and more people keep coming to our rallies. On the flying side, perhaps our best flights do not often happen during the International Rallies ... but we are only waiting for the good weather, so that they can be more safely achieved.

Overall, we feel that the vintage glider scene in Europe, which includes Britain, is one of steady and tremendous progress.

We wish our members all the best of luck flying their vintage gliders this season.

Cover Photograph

Berlin B8 sailplane over Prien Chiemsee, Bavaria, during Akafflieg Meeting in 1941.

Photo: Felix Kracht.

FROM THE SECRETARY

A meeting of the officers of the club took place at Dunstable on 28 February. Those present were: C. Wills — President; R. Traves — Secretary; W. Bishop — Treasurer; P. Woodcock — Sales manager; Sally Shephard — Archivist.

The agenda covered policy on printing VGC News, the negotiations with MOD concerning hangarage at RAF Hullavington, the purchase of a bungy rope and policy concerning its use, subscription rates and computer assisted publishing and administration, the possibility of electing a committee at the AGM, and the need to find a new Sales Manager in the not too distant future.

- 1 It was decided to change our **printing arrangements** in order to lower costs and speed up the process. VGC News 60 was the first issue under the new arrangement.
- 2 The president was encouraged to pursue the **negotiations with RAF Hullavington** and to ask for the maximum possible help with hangarage.
- 3 A **bungy rope** is to be purchased for the use of members. The officers were unanimous in their recommendation that the club should charge for its use in order to generate the cost of replacement. Geoff Moore, the Rally Secretary, will be the keeper, and members interested in hiring the bungy should contact him direct.
- 4 Since **subscriptions** do not fully cover the cost of publishing and postage it was agreed to raise the rates to £6 — UK, £7 — Europe, and £12 elsewhere. The officers of the club feel that these new rates are still good value, and sincerely hope that the members agree.
- 5 **The club** is still growing steadily, and an ever increasing load of administration is amongst other things, keeping your secretary from flying! Indeed, were it not for Peter Woodcock's computer, things would be almost impossible. At present, Peter is a mature student at Sheffield Polytechnic, and is managing to find the time to keep our database and print our reminders as well as to run our sales. However, the time is not too far off when he will be setting out on a new career in teaching, and will not have the time to devote to VGC matters. The meeting therefore asked Peter to find out the possibilities regarding the purchase of two microcomputers, one for the president for use as a word processor in creating VGC News, Technical Articles etc., and one for the secretary to take over the database, reminders, label printouts, accounts and general administration work.
- 6 **The officers** agreed to try to meet again to monitor progress at Camphill in May.
R. T.

RALLIES

British National Rally. May 17th — May 24th 1987, Camphill. Contact: Geoff Moore, Arewa, Shootersway Lane, Berkhamstead, Herts. Tel: 04427 73258.

Austrian 1st International Oldtimer Contest on the Spitzerberg 4th-8th June 1987. **Non VGC organized event.** Contact: Mr Richard Neubold, Executive Director, Kriemhildengasse 79, 2410 Hainburg/Donau, Austria. (Toni Kahlbacher is the 1938 duration record pilot. His address is: Osterreichsicher Segelflug Museum, A-6370 Tirol. President Techn. Rat Toni Kahlbacher. Tel: 05356/25110).

Safari Weekend Rally June 26-28. London GC, Dunstable. Contact: Geoff Moore, Arewa, Shootersway Lane, Berkhamstead, Dunstable. Tel: 04427 73258.

Annual Dinner Saturday 26th September, Coventry GC, Husbands Bosworth. Tickets from Ron Davidson, The Patch, Poutney Lane, Kimcote, Lutterworth, Leics. LE17 5RX. Tel: 04555 3362.

Rendez-Vous Rally 1987 18-24 July 1987. Host: Deutsch-Amerikanischer Segelflug Club e.v. Contact: Friedhelm Bier, Deutschherrenstrasse 30, D5553 Zeltigen-Rachtig, Germany.

15th International Vintage Rally Aalen-Elchingen July 25 - 31 1987. Contact: Rainer Karch, Wiesengrund 6, 8000 Munchen 60, Germany. Tel: 089/722-62811 (office), or 089/888455 or 885343 (home).

Oldtimer Fliegertreffen Hahnweide Airfield Kirchheim unter Teck. 5th and 6th September. **Non VGC event.** Contact: Klaus Lassing, Marktstrasse 45, 7312 Kirchheim unter Teck, Germany. Tel: 07021-3305.

CLEVELANDS G.C. 30TH ANNIVERSARY

The Cleveland G.C. is holding a 30th anniversary celebration on July 4th and 5th, when it is hoped to attract as many ex-members and gliders as possible. Flying will be from Friday to Sunday evening with a party on Saturday evening.

Free hangarage and camping.

Temporary membership £2.50 a day or £8 a month, and includes third party crown indemnity insurance.

There are two winches (£1.50 per launch) and two Chipmunk Tugs at 90p a minute. Tows to 2000 ft average 6 - 7 minutes.

The club is situated three miles north of Boroughbridge on the A1 and is signposted RAF Dishforth. The site has good soaring, with Sutton Bank less than £8 away by aerotow. Also, the Cleveland Club is used to vintage gliders and pilots. The site is large, flat and 'safe' — visitors are welcome at any time of the year — so why not go

and sample the Yorkshire wave?

Contact: David Stewart (CFI), 9 Hazel Avenue, RAF Finningley, Doncaster, S. Yorks DN9 3HE.

Cheaper Cross Channel Fares for trailers during 1987. Townsend Thoresen: single fare — Dover-Calais and Dover-Boulogne £11 A-tarif: £14 B-Tarif. Cheaper fares are also available from Dover — Ostend and Felixtow-Zeebrugge. The above fares are available for trailers of up to 6m length. Add £10 for every extra metre. For information and bookings tel: Dover (0304) 203388 for all crossings.

Winter accommodation for vintage gliders in trailers. After correspondence with the Rt. Hon Michael Heseltine MP, the Ministry of Defence and the RAF, it seems that we can have accommodation for up to six trailers in the RAFGSA Bannerdown's Hangar at RAF Hullavington, during the six winter months. For this, a Ministry of Defence Land's Office Licence, and insurance cover to a minimum of £500,000 for any one accident, unlimited in total, must be obtained. At the moment, the VGC is discovering how much the Land's Licence will cost. All this may not cost a lot, but we shall clearly have to charge a little for each trailer stored. Before we go much further, we must discover from our members how many trailers will need accommodation in winter? Please send your information to: C.Wills, Wings, The Street, Ewelme, Oxon OX9 6HQ. The Science Museum at Wroughton is also being approached for accommodation. Subject to members wanting accommodation at Hullavington, it should be possible for them to fly their aircraft, if they wish, with the RAF Bannerdown Club during the six winter months. Hullavington is very close to the M4, near Bristol.

Doc. Slater at Primrose Croft, Primrose Street, Cambridge. Tel: 0223 354773. He would be very glad to see glider pilots, especially VGC members, as he is lonely. We have a report dated 20th April that Doc is well, and that when he plays his pianos, everyone enjoys it. If this is true, the VGC operation to get his two pianos to him, undertaken in mid-winter, has done much to lighten the darkness, (which is one of the VGC's general aims).

BRITISH NEWS

T.21b at the Long Mynd. We have heard that its trailer became damaged on the very exposed site and the aircraft was given shelter in the hangar. However, as there is very limited space in the Mynd's hangar, the T.21b was in grave danger of

being burnt. A group of aeromodellers came to its rescue. Among them is Rob Waddington, 47 Berry Drive, Great Sutton, South Wirral L66 4LU, Tel: 051 339 0537. He is building a model of the Carol Taylor/Francis Russell Rhönsperber BGA 260. The group hopes to complete the T.21's restoration by September and they wish to fly it at the Holywell club's new ridge site in the Vale of Clwyd, North Wales. Leading the group is an experienced glider pilot.

A trailer is now needed ... either an open trailer that can be converted to closed, or a closed trailer. Does anyone have one to offer?

The T.21 has needed an airframe rebuild, instruments, new fabric and paint.

Grunau Baby 2b (anglicised with Kite 1 rudder). This has been bought from Barry Smith, who has been looking for another vintage glider to own. R. Bonsfield of Hollies Cottage, Assington, Colchester, Essex CO6 5JL, tel: Boxford (0787) 210241, is the new owner of BGA 2433.

Grunau Baby 3. Ian Hodge of Oak Lodge, Church Road, Wormingford, Colchester, Essex has just completed a major restoration of the above 1953 built aircraft which was brought in to this country during the 1960s by the RAF. We now seem to have a very substantial chapter of the Grunau Baby Club in this country and may soon be able to organize a National "Babytreff".

We welcome all the above members to our club and we hope to see them and their aircraft at our rallies.

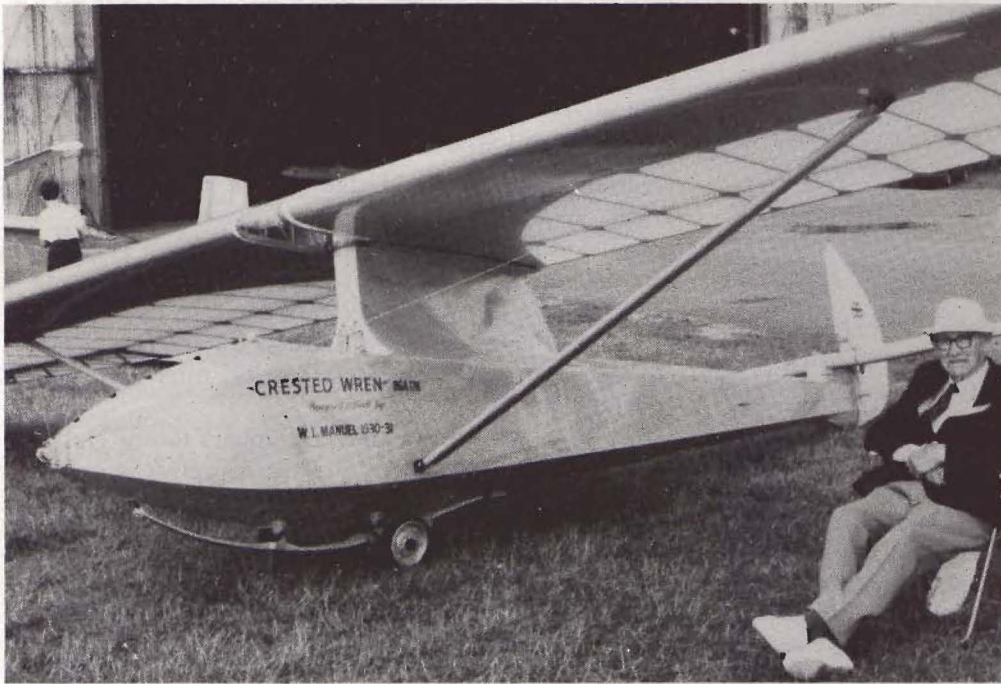
Weihe 50 BGA 2602. Francis Russell and syndicate. This machine, which is based at the LGC Dunstable, suffered corroded aileron horns. We understand that this has already been corrected by Francis Russell and partners. We are not sure whether the aircraft is currently for sale or not.

BGA 1093. In VGC News No 59, page 23, we reported that this aircraft had glue failure in its wings. This was clearly not true, (rumour heard at Dunstable).

JS WEIHE BGA 1093. Andrew Coates writes that he has just finished a period of training, teaching and moving house which has left him no time for the Weihe or gliding. For three years, he has been training during days and nights. Last year, he became fully qualified as a lecturer for deaf adults in London — next door to the CAA Library — very useful! He was very surprised when his request to work part time was granted. Since Christmas he has been working two days a week (Mondays and Tuesdays) and Christine, his wife, can go out to work as a part time teacher in a local school. He has built an extension to his garage and keeps the Weihe in it with the wings stored in the trailer. We had a false alarm but it turned out that the fuselage is in good condition as Geoff Butt inspected it last November and could find no glue failure ... only normal wear and tear and a few poor repairs. Relief! He is now



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No coverage of the last year's VGC members' production achievements can be complete without the following.

- 1 The replica 'Crested Wren' which Bill Manuel finished during the Spring of 1986 having been severely handicapped during the previous winter by an attack of arthritis.
- 2 Bill Manuel sitting beside his 'Crested Wren' at Lasham during the August 1986 International Vintage Rally there. He has been designing and building gliders since 1926 and his 1931 Crested Wren was one of his finest.
- 3 The new 'Crested Wren' at Lasham during the International Rally during August 1986. On the left can be seen the wing of the 1932 designed Baynes Scud 2 which belongs to Peter Bourne.

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- 4 Model of Moazagotl built By Frank Smith, 4/270 Warrigal Road, Burwood, Victoria Australia 3125. He has also built excellent models of Habicht, Minimoa and Sperber Junior.

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working at full steam and hopes to finish the fuselage with new skids and painted in its original cream, as it was when it was new. He will start on the wings in September and should complete the restoration by next spring. His target is to fly the Weihe at the international VGC Rally in France. (The Weihe is a much persecuted species in France due to its Kaurite glue. Perhaps, Andrew should write on its side: Vive La Colle Kaurite!)

He may have to sub-contract some of the work such as the replacement of landing and tail skids. He has thrown away the modern canopy which weighed 14 lbs and has replaced it with the original (2 lbs). He has been refused permission by the Swedish authorities to use its original registration SE-SHU, if it is to fly outside Sweden. He is going to ask the CAA next door and the Swedish Gliding Association if there is a loop-hole.

SE-SHU was the last Swedish JS Weihe ever built and was specially constructed in 1950 for the American entrant in that year's World Championships at Orebro in Sweden, the famous Dr Paul McCready. He was only beaten in to second place on the last day during the most nail-biting finish of any World Championships, because a Swedish pilot, Billy Nillson, knew the almost unlandable terrain far to the north. SE-SHU was put down, after 342 kms, in a bog!

Andrew's plan for this year, apart from the Weihe, is to attend as many VGC rallies as possible to help in any way he can.

The VGC wishes to thank him for his kind offer and all our members are excited about the good news concerning his Weihe. He is yet another owner doing everything in his power to restore his glider to its original glory.

Lasham Trophy awarded to VGC Team. Every year, it is customary to award the **Roy Wesley Smith Trophy** for the most meritorious non-flying service rendered to the Lasham Gliding Centre every year.

This year, it was awarded on March 28th to the team of VGC members who ran the 14th International Vintage Glider Rally at Lasham last August. They all performed services far beyond the call of duty and gave Lasham a most sympathetic and hospitable human face. They made the rally a huge success and richly deserve the honour.

The Prefect BGA 2380. This has been bought from Colin Street by David Ballard. It was built in 1949 and has a fine, closed, metal trailer which was built by Colin. BGA 2380 is in excellent condition and was flown until recently by John Light at Yoevilton. David intends to bring it to VGC Rallies.

Error concerning the HARBINGER II. in the last VGC News. In VGC News no 60, page 16, 'Strange but True', concerning Harbinger and its C of G. This has been pointed out by Austin Wood, one of the Harbinger's owners. The Harbinger was never flown with its original short nose as its C of G was

impossibly far back. Its nose was lengthened 15 inches **before** it was flown and its later accident (midair collision) meant that its nose had to be rebuilt.

The C of G problem in Harbinger 2 was discovered in the summer of 1957 probably in July or August. Then followed suggestions and correspondence from both sides and eventually Czerwinski agreed with Fred's idea of lengthening the nose by 15 inches but only after proper stress calculations were carried out in respect of the proposed increase in size of the cockpit's opening in the fuselage. The aim with the C of G was to enable a relatively light pilot to fly the aircraft without ballast.

If you look at any Harbinger II photographs (except the early uncovered ones) a gap will be noticed between the rear end of the skid and the wheel. This is where the extension was made and shows roughly how long it is. The Harbinger II first flew on **26th July 1958** at Hucknall when G.O. Smith did three solo test flights, being launched by auto tow. The aircraft flew a total of 69 flights amounting to 34 hours 4 mins flying time before the mid air collision on its 70th flight on the 28th June 1959. Fred's passenger then was called Turner. The weather situation on that day was ragged low cloud in West wind hill soaring conditions and Austin believes that the Prefect flown by Brian Hollingworth was the only other aircraft in the air at the time. With the exception of the test flights at Hucknall and a brief visit to Dunstable, all pre-crash flying was done at Camphill.

It is presumed (it is always dangerous to presume) that Waclaw Czerwinski was working at D.H. Canada at the time. His suggestion that the Harbinger's wings should be swept back to rectify its C of G problem, would, it seems to us, have meant the wing ribs would no longer have been parallel to the air-stream and the wing struts, unless moved aft on the fuselage, would also have been swept back? We wonder whether this was done to the Harbinger 1 in Canada?

It would have been a fearful alteration to have been carried out on the then complete Harbinger II. Waclaw Czerwinski had already designed several gliders in Canada including the Robin and Sparrow which were based on his prewar successful elementary training glider in Poland, the Salamandra. (The French Emouchet later used its wings). Waclaw Czerwinski designed the DH. Chipmunk, which replaced the Tiger Moth as the RAF's standard trainer. Rumour? He was once heard to say that the Chipmunk would never have perfect spin recovery characteristics so long as he had to use the scaled down fin and rudder of the Mosquito. He had to use them nevertheless.

We are glad to have the truth about when the Harbinger II's fuselage nose was lengthened. Many people have thought that it was lengthened after its accident. Ian Tunstall's article concerning the

Harbinger was right on the matter.

Concerning the article on the **First Aerotows in Britain** in the last VGC News (no 60), **Michael Maufe** writes: "While reading Edward Mole's book 'Happy Landings' I came across the section referring to the BAC VII belonging to Barbara Cartland. It establishes the fact that **Mole made the first aerotowed flight in Britain in mid June 1931**" ie before the later tow from Maidstone to Reading. The tug was the Cirrus Moth in the photo on the first page of VGC News no 60.

Troop Carrying Gliders. I also enclose some notes on thermalling and retrieval of gliders, which may be of some interest. You may remember that I spent some years in the RAF during the war assisting Robert Kronfeld with the test flying of troop-carrying gliders at the Central Landing Establishment, later the Airborne Forces Experimental Establishment at Ringway and Sherborn in Elmet. (ref. page 16, VGC News no 60.)

Thermalling. As well as the DFS 230, our own first troop-carrying glider, the long winged 8-seater Hotspur I could also soar when unladen, but this was officially discouraged! It was designed by Mungo Buxton with a very efficient streamlined shape to glide the long distances required by the Air Ministry Specification. However, this was not what the Army needed — all they wanted was to get out of the sky and on to the ground as quickly as possible.

The Hotspur II was therefore produced with 16ft (over 5m!) less wingspan which gave her a landing speed of over 60 mph when fully loaded. This glider was never used operationally (though ditching trials in water were carried out in preparation) but it became the standard training aircraft, about 1,000 being built.

Retrieval. Although our troop carriers were rarely brought back from operations, trials were carried out with the 25 seater Horsa with a snatch retrieval system, ie. without the tug landing. A looped nylon tow cable was suspended across the tops of two poles (I think about 20 ft high) while awaiting the tug. This was a Dakota with a pole dangling from the aircraft, to which was attached a hook at the end of a very long cable wound on a drum. This could be partially braked to allow the cable too pull out sufficiently to reduce the snatch to an acceptable limit. It was then wound in on the drum to normal aerotow length. During tests with the huge glider taking off in the manner of a winch launch, the inevitable cable breaks were quite exciting! (This system was used with some success in Burma. Ed).

The 'Ilkley' BAC VII. Progress continues slowly with the port wing now complete with its aileron. A start is being made on the other wing which includes a rebuild of the aileron. This will be followed by the mainplane struts which also need reconstructing as they are different from those of a Drone. This project will be a partial replica of Britain's first 2 seater glider built in 1931. It should be a real eye-opener.

An Eon Olympia in Germany. CPL. P. Rawlinson 19 (F) SQN, RAF Wildenrath, BFPO 42, writes that he has bought an Eon Olympia from Tim Doyle of the Two Rivers Gliding Club. It was first flown in 1960 when it was bought by the RAFGSA and most of its flying life has been at RAF Marham. It has flown over 2,000 hours but is still in excellent structural condition. (This says much for the Elliotts of Newbury construction and AEROLITE glue — CW.) It had a bad accident in 1976 when the nose had to be rebuilt and the wing trailing edge was strengthened. It was recovered and resprayed in 1977 and changed owners several times until CPL Rawlinson acquired it. He intends to do it up, but, meanwhile it is still airworthy and is a lovely aircraft to fly. CPL Rawlinson needs technical information and instructions concerning wood repairs and fabric covering. He has some experience of wood repairs but this was gained some years ago. He intends to do all the work himself and to try to bring the aircraft up to the standard of some of the aircraft in our club. Its C of A is due in April but he thinks and hopes that it will have no problem in passing it. We believe that this is the second Eon Olympia that is in Germany. (The other belongs to Heinz Nierholz in the Black Forest).

It is clear that CPL Rawlinson must be put in touch with a BGA inspector in Germany. (Laarbruch or Gütersloh).

We thank CPL Rawlinson for his information and good news. We wish him all the best with his fine Eon Olympia and we hope to see it, and him, at our rallies.

The Condor 4 in Britain BGA 2292. This aircraft has now changed ownership to **Phil Collins**, Iver House, First Road, Kenley, Surrey, CR2 5LH. Tel: 01 660 8736 or 01 242 0946. The aircraft is one of the first Condor 4s with the shallow depth fuselage, which does remind one a little of the prewar single seater Condors, one of which was owned by the elderly Eustace Thomas. His Condor 2 was struck off charge by the RAF in 1945 and was "written off" through glue failure by Slingsby Sailplanes in 1946.

Phil Collins astounded us all at the last International Rally (at Lasham) by entering a replica of a 1909 Chanute biplane glider which he had built himself. This did not get airborne although Derek Piggott thought that it might be flown. Phil clearly now wants to build up a collection of ancient gliders. Who are we to stand in the way of such enthusiasm and ability? (The Chanute was superb). The Condor 4, which is all we have to remind us of Heini Dittmar (who came to England), one of the greatest pilots and designers of that time ... and the first World Champion ... 50 years ago! (Chris Wills knew him and flew with him in his aeroplane 'MOWE' — Seagull in 1955).

Two T.31s at the Surrey Hills Gliding Club. Our revelation in the last VGC news that we did not know where all the other 40 T.31s in the RAF's great

sales had gone to, has brought the response that two of them are at the above club. These were originally WT 913 and XE790. WT913 is the one currently flying as (BGA?) 3239. XE790 is to be used for spares but should also be flying in a year or so. The owners are VGC members (Stuart Abbott, 2 Ebury Lodge, 46 Croydon Road, Keston, Kent BR2 6EH) who hope to attend some of the VGC Rallies this year.

WT 913 was bought from the Ministry of Defence Sale at RAF Syerston (Air Cadets Central Training School). She was in average condition but needed some fabric repairs and maintenance. The aircraft when obtained, was in the standard ATC colour scheme, but the owners have repainted her in the late 1960s colour scheme of orange and silver. A friend, Mike Sugars, an inspector, helped with the work and inspection to bring the aircraft up to BGA inspection standard. A trailer has since been obtained for the glider. This also required much work. (Many hours were spent on both aircraft and trailer). WT 913 now flies like a dream and causes many a raised eyebrow and is very popular at all the gliding clubs they take it to. She is now based at the Surrey Hills club which is at RAF Kenley in Surrey ... Incidentally, this is where she was last based with 615 Gliding School, before she was sold. Another incredible coincidence is that Stuart Abbott, after checking his log book finds that it was the very glider he went solo on whilst learning to glide with 618 GS at West Malling in 1983. This was unknown when the glider was bought.

Slingsby Cadet. We are pleased to report that this aircraft, which we have been looking after (entrusted to the very safe and hospitable hands of Eric Rolph, and have had for sale, for many years, has at last been sold (its previous owner and restorer was Cpl. John Blackburn). Its new owner is Richard Moyse at Lasham. He intends to restore this aerolite glued intermediate 1936 designed (by John Sproule) sailplane to original prewar (1940) condition. Many of us will remember Richard as having taken a very important part in organizing the highly successful Lasham International Rally last summer. We are sure that he will make a good job of the Cadet.

Krajaneck. Michael Birch reports slow but sure progress on this aircraft at Brooklands. He has removed all paint and fabric and has modified its nose back to original form with open canopy. Most of the fittings are quite substantial and need only cleaning and spraying but most of the bits removed are badly corroded and will have to be replaced. It will be necessary to replace the wing trailing edges as well as some of the ribs as these have warped badly. He is in no hurry to get it airworthy as he prefers to do a good and comprehensive restoration.

Should any readers know its original colour, would they please inform him. **Address:** M. Birch, 110 Hounslow Road, Feltham, Middlesex. (Tel: 01 890 3409). He has found a small patch of grey/green

beneath the removed plywork around the neck (centre of fuselage) and believes that this may have been its original colour and that the aircraft was later painted silver all over.

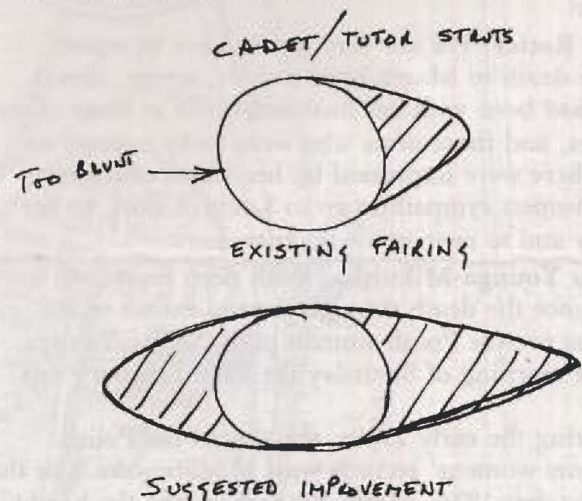
He has checked the airframe thoroughly and apart from some repairs that have had to be redone, it is in good order. Its blown canopy, that had been fitted some time in the past, has been removed together with the plywood fairings and this has reduced the width across the neck by 8-9 inches. The cockpit is now open, as it was in Marmol's time (when it broke the British single seat duration record).

ATC.21b in good hands. Two years ago, Alan Sparshott Potter bought a T.21 from surplus ATC stock. He has been flying successfully from a club near Andover. He has now built a huge metal trailer for it and has bought a motorcaravan. He intends to bring the 55 ft long equipage to our rallies at home ... and abroad. Until now, he has not had very much time to actually fly his T.21b. His address is: Walnut Cottage, Quarley, Andover, Hants. Tel: 098964 226. We welcome him to our club.

THE J.E.D. SHAW F.N. SLINGSBY TROPHY For Cadet — Tutor Achievement — presented by J. S. Sproule 1987.

VGC Member John Sproule very kindly wishes to present this Trophy annually for the best performance in either of the above types of glider, which he himself designed while employed by Slingsby Sailplanes during 1936 and 1937 respectively. We know that Tutors are owned and flown by very good pilots at the London Gliding Club, Lasham, and the Yorkshire Club and elsewhere, **including Kenya**, and that an airworthy Cadet is owned by a very good pilot at RAF Hullavington.

The above Trophy should encourage the **restoration, modification, flying and perpetuation** of the above types of which great numbers were built. Many more must be around awaiting restoration, which we don't know about. Another Cadet has just gone to a Lasham syndicate for restoration. We thank John Sproule for this gesture which can only do our movement good. He has suggested the following improvement modifications.



British Vintage Gliders to Germany. **Kranich 2, Grunau Baby 2b, SG.38 (Eon Eton), Rhönbussard, Eon Olympia, and T.31** have recently gone to German owners and most of them will form the nucleus of a new German vintage glider movement. Hitherto, the traffic has all been to England. We are glad that traffic has started the other way as Britain has so many vintage gliders that we are happy to share some with the Germans, who have so few. The **T.21b, ex. XN 150**, is now owned by the Welsh Münster University lecturer Alan Harris, and is being flown with the **RAFGSA** club at Gütersloh, Westfalia. (information received with thanks from Mick Short, VGC Member no. A971.) This, we believe, is the first T.21b to have arrived in Germany and we are sure that she will make a good impression there.

Hütter H.17a drawings. The VGC believes that it has sent out at least 25 sets of H.17 drawings, and was in despair as no aircraft were being reported being built from them. The VGC believed that it was like sowing seeds and that at least one was likely to come up. Now, at last, we have heard that **Tormod Langli**, Postbox 1317, 3701 Skien, Norway, is to build one from our drawings. We have also heard from our new German member, Reinhold Göhner, that one is being built in Germany, although perhaps not from our drawings. Sets of H.17 drawings have been sent out to Germany, Norway, USA, Holland and Britain.

Kite 1. After this aircraft was damaged through damp, it was written off its insurance by Southdown Aero Services. Its repair was then taken on by an aeroplane firm in the West of England which had little experience of the glider market. Thus, it is now being sold at an "aeroplane" price which is expensive beside the prices which we pay for gliders. This is not only embarrassing for the firm, which repaired it, but also for us. Therefore, we ask our members to inform us, should their aircraft become damaged, as it probably would have been possible to find someone among our members who could have repaired it cheaply, and thus would have avoided the possibility of one of our precious Kite 1s being sold abroad.

Anne Rotter. We are very sad to have to report Ann's death in March after a short, severe, illness. Ann had been with her husband Louis at some of our Rallies, and those of us who were lucky enough to meet here were impressed by her warm character. Our deepest sympathies go to Louis (Lajos), to her family and to everyone who knew her.

Maria Younga-Mikulska. With deep regret we announce the death through natural causes of the famous prewar Polish woman pilot, Maria Younga, on the morning of Saturday the 23rd February this year.

During the early 1930s, she shared the Polish National womens' records with Modlibowska. On the 5th October 1934, Maria Younga gained the height

record by taking an SG.21 to 770 metres (2,526 ft). In 1935, she gained the National womens' height and distance records of 2,235 m (7,332 ft) and 45 kms (28 miles) in a CW5 Bis.

She married her instructor at Bezmiechowa, Jan Mikulski.

In 1939, both the Bezmiechowa and Sokola Gora Gliding Centres were in the area of Poland claimed by Russia and Maria had many exciting experiences on the ground, and in the air when she was shot at by Russian aircraft. She once said that the German pilots did not shoot as they knew about gliders.

After the war, both she and her husband were in England and Jan became for a time the London GC's Chief Instructor. Both he and Maria were regularly at the London Club, where Jan still flies.

Maria Younga has taken off for her last flight and, with her has gone an important part of early Polish gliding. Our deepest sympathies go to Jan and to all her friends.

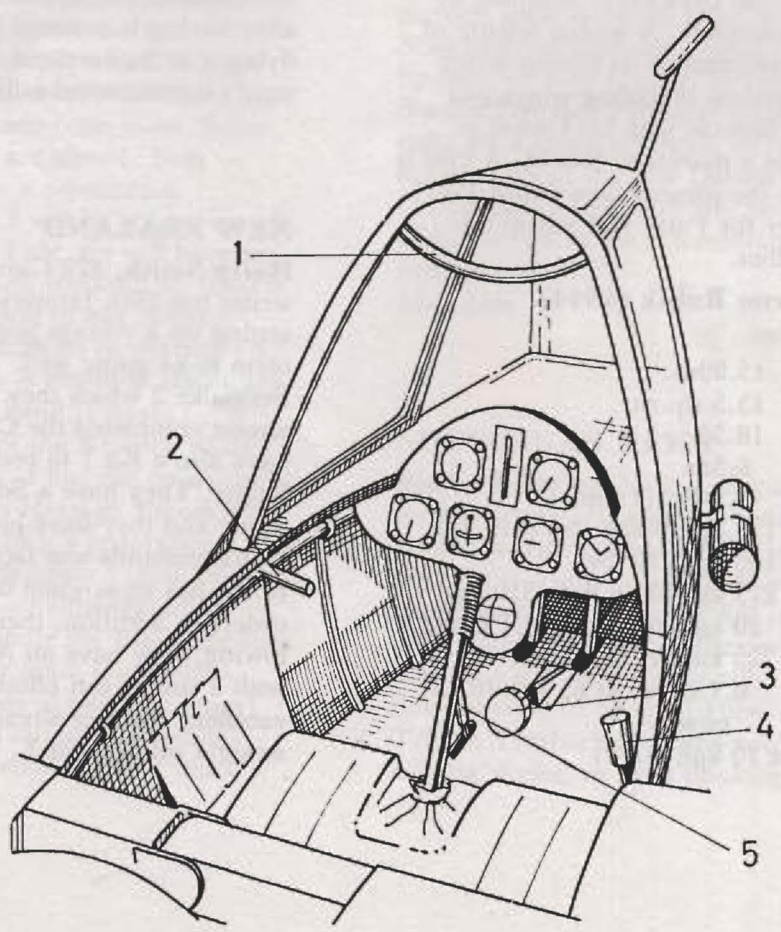
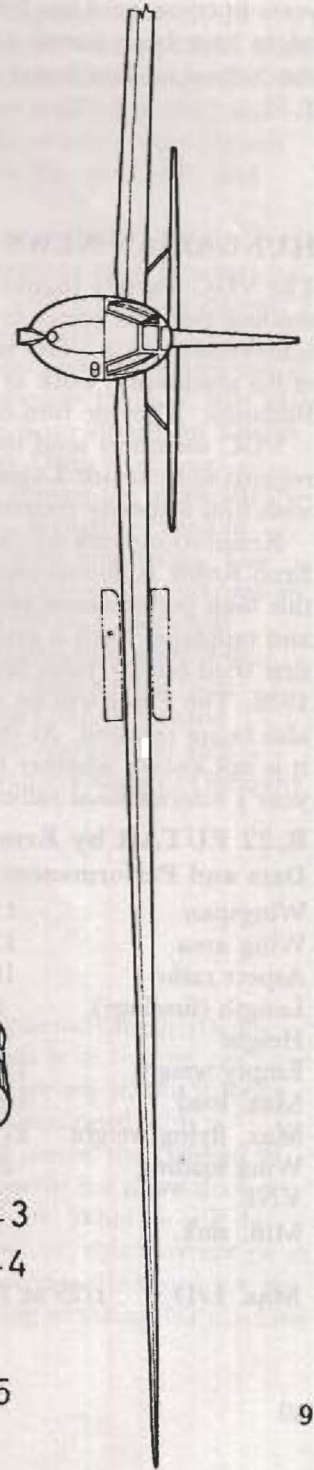
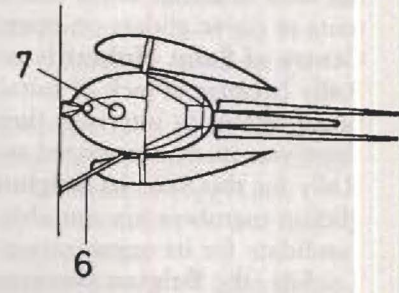
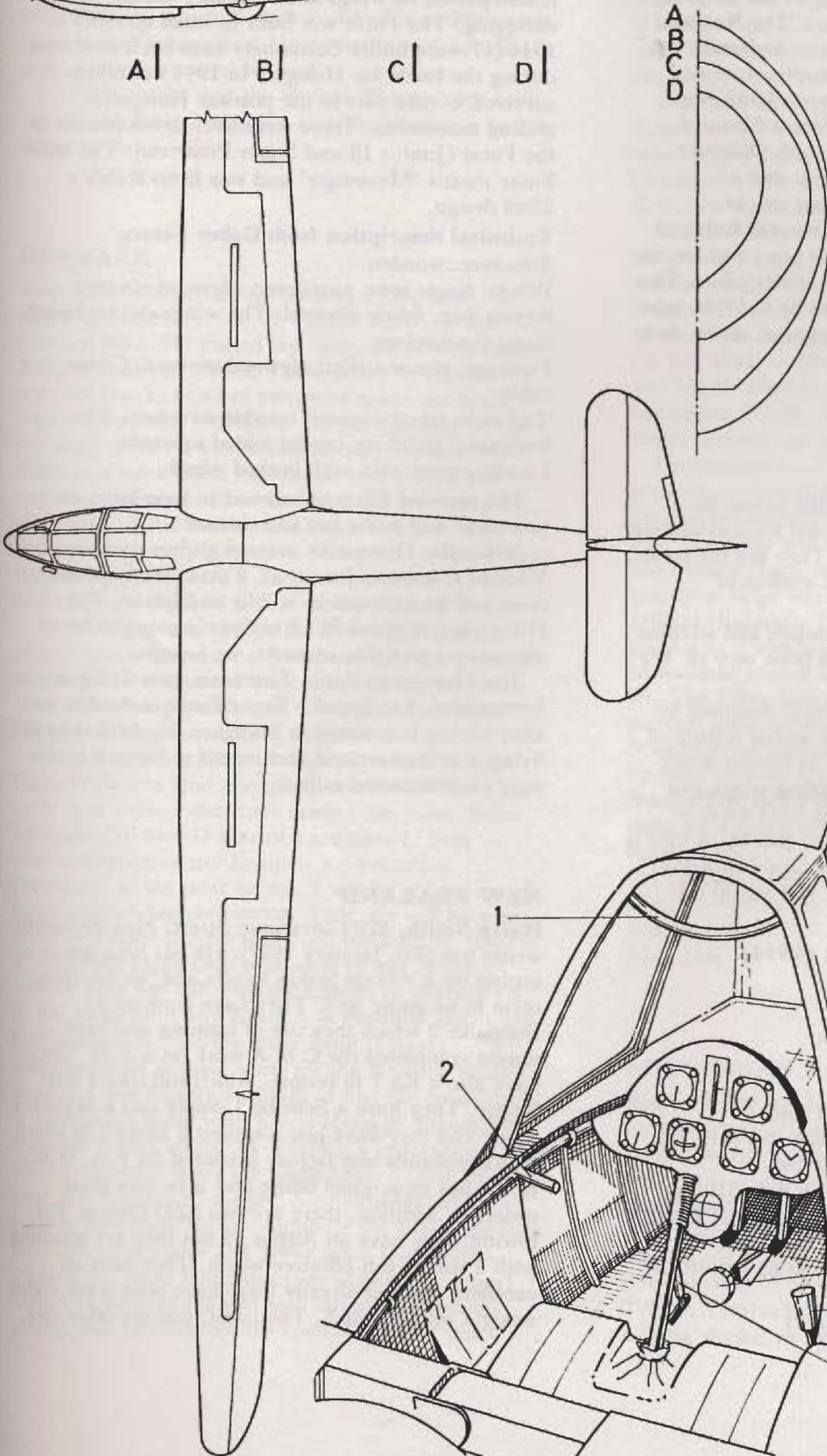
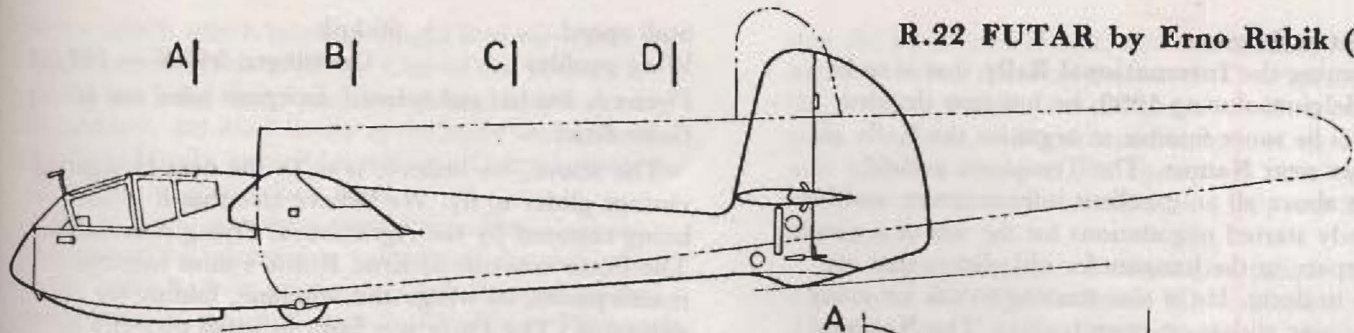


BELGIAN NEWS

Firmin Henrard writes that his club "Les Faucheurs de Marguerites" (Daisy Cutters) members have obtained an ex. ATC **T.31** through Bob McLean and they are very happy with it. The aircraft is airworthy and it is the first T.31 to arrive in Belgium. They are so happy with it that some of his members are wishing to now obtain a **T.21** from the same source (ex. RAF stock — and Bob Mclean).

He is hoping to take his T.31 to Aalen for the 15th International Oldtimer Rally, but is aiming to have his **Rhönbussard** restored and ready to participate in the International Rally in France next year. He is at present finishing restoration of a winch and is to restore a **Mucha**, before undertaking the restoration with his members of the **Rhönbussard** and **Specht**.

The Faucheurs de Marguerites are to organize an **Oldtimer Rally** during 6th, 7th, and 8th June at



Tirlement in Belgium.

Concerning the **International Rally** that is to be held in Belgium during **1990**, he has now decided that it will be more feasible to organize the Rally at **Temploux** near **Namur**. The Temploux airfield possesses above all an excellent infrastructure and he has already started negotiations for the use of a winch and for space in the hangars for old gliders that are not easy to derig. He is also starting to ask for army tents to cover gliders on open trailers. The **National Centre of Saint Hubert** is not able to undertake the Rally because of lack of suitable infrastructure and being unable to interrupt their courses. Until April, there was no-one prepared to organize a National Rally for this year in **Belgium**. Flemish Oldtimer gliding members are not able to do so and a candidate for its organization is being sought. Luckily, the **Belgian Government** has still forborne to undertake **glider inspections** this year, and for the years to come, and has left them to glider pilots. This might have been due to a letter sent by C.Wills, who also helped les Faucheurs de Marguerites obtain their T.31.

HUNGARIAN NEWS

The VGC warmly thanks Imre Mitte junior for sending two fine prizes to be awarded for outstanding achievement by a VGC member. They are the result of his graduation work as a design student in Budapest. They do him credit.

VGC members send their sympathies and warmest regards to **Schmidt Lajos** who has been very ill. We wish him a speedy recovery.

Restoration work on the 1944 Futar designed by Erno Rubik is almost complete. A special feature of this high performance sailplane is its folding wings and tailplane. Such a system of folding wings was first tried out by John Sproule with his Camel in 1938. The Futar will be a marvel to behold. A Pilis is also being restored. At the present time (April 1987) it is not known whether the Futar will attend this year's international rallies.

R.22 FUTAR by Erno Rubik (1944).

Data and Performance:

Wingspan	15.80m.
Wing area	13.5 sq. m.
Aspect ratio	18.55
Length (fuselage)	6.5m.
Height	0.96m. (1.6m)
Empty weight	173 kg. (380.6 lbs) (210 kg)
Max. load	100 kg (220 lbs)
Max. flying weight	273 kg (600.6 lbs) (310 kg)
Wing loading	.20 kg per sq. m. (4.1 lbs/sq.ft)
VNE	225 km/hr. (220 kph)
Min. sink.	0.7 m/sec at 65 kph (0.65 m/sec)
Max. L/D	1/25 at 70 kph (1/28)

Stall speed 60 kph
Wing profiles Goettingen 549W — 192.

Figures in brackets and technical description below sent by Gabor Fecacs.

The above, we believe, is to be the next Hungarian vintage glider to fly. We believe also that it is not being restored by the Agricultural Flying Association. The Futar was one of Erno Rubik's most inspired masterpieces, its wings and tailplane, folding for derigging. The Futar was built in small quantity in 1944 (17 were built). Some may have been destroyed during the battle for Hungary in 1944 but others survived to take part in the postwar Hungarian gliding movement. There were later developments of the Futar (Junius 18 and Super Futar etc). The name Futar means 'Messenger' and was Erno Rubik's 22nd design.

Technical description from Gabor Fecacs:

Structure: wooden.

Wings: single spar, cantilever, plywood covered torsion box, fabric covered. The wings can be folded along the fuselage.

Fuselage: stressed skin; plywood covered. Closed cabin.

Tail unit: fabric covered wooden structure. The horizontal stabilizer can be folded upwards.

Landing gear: skid with braked wheel.

The restored Futar is believed to have been the prototype and is the last in existence.

Airworthy Hungarian vintage gliders now are Vöcsök, Cimborá, Junius 18, Futar. We hope that these will be followed by a Pilis and Lepke. The Hungarian restored PO-2 biplane is going to be airworthy again this summer, we believe.

The Hungarian Attila Ziermann, now living in Switzerland, has found a Super Futar in Austria and, after having it restored in Hungary (by Aerfar) he is flying it in Switzerland and means to bring it to this year's international rallies.

NEW ZEALAND

Harry Smith, 429 Carrington Street, New Plymouth writes (on 26th January 1987). He has been active in setting up a vintage group locally and, so far, things seem to be going well. They have done up a Bergfalke 2 which they use of training and have almost completed the C of A work on a T.31. They have also a Ka 7 to restore, which will take a little longer. They have a Scheibe L-Spatz and a Skylark 4 flying and they have just acquired a Skylark 3f which he understands was factory prepared for P.A. Wills. It still has its original fabric and is in very good order. In addition, there are two SZD Cobras. For towing, they have an Auster J5 but they are winching with a simple but effective winch. They have an excellent site and already there have been wave flights straight off the winch. The latest, just the other day,

was a 1500ft winch launch straight into wave and the height reached was 11,000ft. One of the younger pilots, not long after flying had started at the site last September, did his 5 hours in the wave and gained his Gold Height as well by taking a Cobra to over 15,000 ft. So things look good.

If any VGC members should visit New Zealand, they would be made most welcome at the club which is the Norfolk Aviation Sports Club situated on the main highway about 20 kms South of New Plymouth. They should just contact Harry Smith and he will make arrangements at his end.

(C.Wills thinks that the Skylark 3f may have been one sold to Dick Georgeson and Jon Hamilton by his father in about 1956.)

DENMARK

Niels Ebbe Gjørup of Silkeborgvej 2.DK 7400 Herning, Denmark, tel: 07-127509 wrote on 3rd January 1987. He visited last August's International Rally at Lasham. "First, I would like to express my warmest thanks to all of you, who made the Rally organization such a brilliant success. (In spite of the few rainy days.) I will remember this my first VGC Rally as a remarkable experience and a very well organized meeting. Even though I did not bring my own glider, I still had several chances to fly, since many pilots were prepared to share their ships. I flew both Bob Arnold's Gö 4 and Jan Förster's T.31. I was offered a flight in a T.21 and a Grunau Baby.

Best of all was talking to the many interesting people who were present. I realized that there was a wonderful international spirit and it is my intention to try everything possible to visit Aalen-Elchingen for the 15th International Rally this summer.

Considering the Kranich drawing microfilm that Chris Wills was kind enough to send me, I have had some near perfect drawings made from them. Some 50 of the 116 new D-Box ribs are already built — and restoration of my Kranich is proceeding. Hopefully, in the near future, I will be able to spend more time on her restoration. First, we will have to finish a parallel project that I am involved in. This is a 1942 built Piper Cub belonging to one of my friends. (We are half way through its recovering.) So, in the mean-time, my Kranich is stored in the empty Cub hangar. So, on the other hand, I ought to concentrate on making parts for the Kranich while there is a free hangar available. I had the opportunity at Lasham to speak with Klaus Heyn to discuss some technical details about my Kranich's restoration. Since both main spars are badly broken (and have total glue failure) Klaus proposed either building entirely new ones, or to relaminate the two outer spar laminations of upper and lower main spar booms, keeping the inner laminates (one upper, one lower) mainly to support the two new laminations while gluing, and to maintain the correct shape. I think

that the latter idea is best. For that reason, I have had some tests done on the wood. These proved that the wood of the 43 year old glider is still in perfectly good condition. Aircraft wood structures should be able to stand a load of 400 kgs/sq. cm. The values for the four spar flanges were 697,500,580, and 587 kgs/sq.cm.

The main problem is Kaurite glue fatigue. I had some talks with Bjarne Reier. His conclusion was that if some of the Kaurite glue had gone, then the rest must be considered fragile. Therefore, a thorough regluing is required.

I am still looking for historical facts concerning my Kranich 2 (OY-AXM) from the time (1943 — 1952) when it was registered in the Swedish Flygvapen (Airforce) as Fv 8202. Any information on Swedish Kranichs would be most appreciated."

Enclosed was the magazine "FLYV" 12/86 with his article on the Lasham International Rally and a wonderful Rhönbussard photograph taken at the Sandholm Aerodrome, (Birkerød Gliding Club) in the 1950s. This Bussard was built in Copenhagen in 1945 (in fact 1941 — 1945). It was crashed in 1961 and was burnt. He has written an article on the Danish two-seater SG.38, the 2G, for Bungee Cord. and hopes that we can use it.

He continues ... "We seem to find a slightly growing understanding (sometimes even interest) for the vintage movement here, with 4 Grunau Babies, 2 Eon Olympias and one 2G airworthy. A little group has formed (early stage!) to occasionally fly on the Lonstrup ridge which is situated in the n.w. part of Jylland (Jutland). This place is important for Danish gliding as it was here that the Danish Gliding Movement started and grew during the years 1937 — 39. The 12km long and 75m. high ridge used to provide good slope lift in w. wind conditions. The Scandinavian duration record of twelve hours was set up here by Jens Eriksen in 1939 in a modified Stamer Lippisch Primary! So this year should be right for a camp up there, to celebrate the 50th anniversary of the first Danish Gliding Centre!

Hopefully, Denmark will be represented with a glider or two at the International Rallies in Germany this summer ...".

Niels Ebbe

NORWEGIAN NEWS

Bjarne Reier has built a very aerodynamic nacelle for his Grunau 9 primary. This is so that he can have longer, warmer, flights. Dare we say it, but it looks as if the machine is now even equipped with a variometer. Last year, he hill soared the Grunau 9 open above the slope at Dunstable for more than one hour in a not very strong hill lift. What he will do now remains to be seen! However, this may not be at Traben Trarbach or Aalen because the sites have no soaring slopes, so he is thinking of taking his machine

to the Austrian Vintage Glider Contest at the Spitzerberg, where there are slopes.

Tormod Langli of the Nome Flygklubb (his address: Postbox 1317, 3701 Skien, Norway), has decided to build a Hütter H.17a from the VGC plans. We are glad to welcome him into our club. So, it is evident that there is some vintage glider activity in Norway.

USA

Harold D. Buck, PO. Box 868, Columbus, Georgia 31902, after comparing both H.17a and H.17b drawings from the VGC and the VSA of America, has now decided to build an H.17a. He would dearly like to find the remains of an old one so that he might be able to use its fittings. We are glad to welcome him into our club.

DUTCH NEWS

From de 'Spandraad' no. 6, March 1987.

Situation concerning Vintage Gliders in Holland at at the above date.

Type Reg V-20 PH-90: nothing known about its situation.

Grunau 8 PH-70: Nothing known concerning its situation. Restoration under NVAV flag.

ESG PH-118: airframe finished. It should fly this year. Erster Schulgleiter (Grunau 9 with nacelle).

SG.38: this replica is almost ready. Recently, hélas, there has been no progress.

Grunau baby 2a PH-58: restoration not yet begun.

Grunau Baby 2b PH-801: this is ex-OE-0059. It is ready to fly. Paperwork is in progress. No problems are anticipated from the RLD.

Grunau baby 2b PH-167: restoration not yet begun.

AV.36 00-ZXB: this a/c was built in Belgium.

Therefore, it has been returned to Belgium. It should fly this year.

Goevier 3 PH-206: restoration going ahead. It should fly this year.

Goevier 3 PH-210: wheel bearing bulkhead damaged. It will be repaired.

Goevier 3 00-ZHW: wings are being restored.

SKY PH-232: restoration not yet begun.

Minimoa: still no progress with this replica. Bob Persyn now owns the original trailer of the old Minimoa PH-80.

T.31b PH-797: aircraft has been inspected. After installation of cable horns (?) the aircraft should receive a BVL (Dutch C of A?).

Prefect. PH-198: restoration is almost complete.

Prefect PH-193: fuselage overhauled in 1986 and it is ready to fly.

Prefect 00-ZSH: it is being overhauled in Diest (Belgium). What state it is in is unknown.

C.800 PH-807: restoration is finished. The aircraft is

ready to fly. Administrative problems are holding up its test flight.

Sedbergh T.21b BGA: based at Hilversum. It is as good as ready to fly and it should fly under BGA registration.

Sedbergh T.21b: based at Teuge. It is not known what registration it will have.

Sedbergh T.21.PH-799: it should receive a Dutch C of A. It is based at Soesterberg.

General. Negotiations are proceeding to try to obtain the Fokker Goevier 2 that is still airworthy in Zimbabwe. Its owners wish to exchange it for a Blanik. It has even been suggested that it should be aerotowed home (in order to get it in to the Guinness Book of records!!!). This is the last airworthy Fokker Goevier and was originally registered as PH-181.

GERMAN NEWS

Wasserkuppe Time Table From PV Mitteilungen January 1987 (Wasserkuppe Pilots' Association.)

15th May: celebration of **Hans Jacobs' 80th Birthday**. An exhibition of his work for the RRG (Rhön Rossiten Gesellschaft) and DFS (Deutscher Forschungsanstalt für Segelflug) will be opened in the Gliding Museum. Hans Zacher will be master of ceremonies.

19th-21st June: Annual Meeting for the former **East Prussian glider pilots**. Those who flew from Rossitten etc.

1st-9th August: the ULF-1 will be 10 years old.

Initiation of Ultralight Flying Meeting on the Wasserkuppe. All ULF-1 pilots are required on the Wasserkuppe.

8th August at 1400 hours: Annual General Meeting for the **Wasserkuppe Pilots' Association**.

Pilotenvereinigung Wasserkuppe.

9th August: Otto Lilienthal Remembrance Celebration.

5th-6th September: Annual Meeting for those who were once part of the Reichssegelflugschule Wasserkuppe.

Approximately during mid-summer: opening of the "German Gliding Museum", (New Version).

From PV. Mitteilungen January 1987. 50 years ago from the 4th-18th July 1937, there took place on the Wasserkuppe what is now generally accepted to have been the **First World Gliding Championships** with pilots from Britain, Yugoslavia, Austria, Poland, Switzerland and Czechoslovakia. New national and world records were flown. On the first day, the Pole Mynarski and two others, flew 351 kms to Hamburg, in a PWS 101. The Englishmen, Murray and Fox, flew a world two-seater duration record of 9 hours 48 mins in a Falcon 3 and Hanna Reitsch flew a new feminine world distance record of 351 kms on the first day, to Hamburg in the Reiher V.I.

The contest was restricted to competitors from



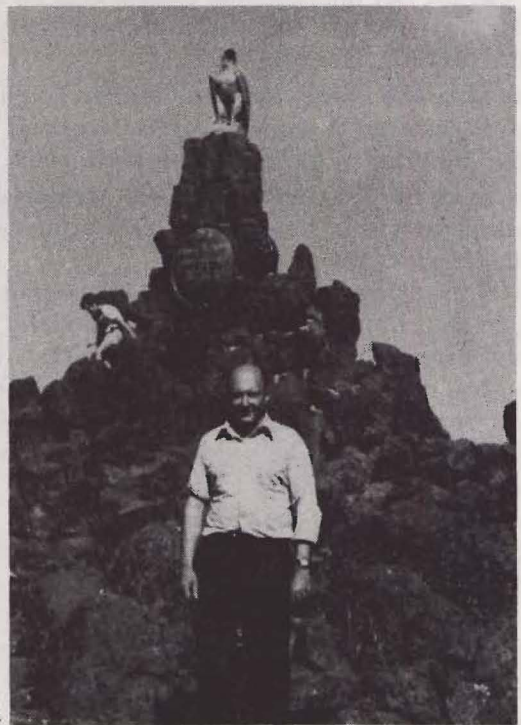
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- 1 Prince Henry of Prussia after reconciliation with General Ludendorff on the 30th August 1923 after the dedication of the Fliegerdenkmal (Flyers' Memorial) on the Wasserkuppe. *From cigarette card by kind permission of Peter Mason.*
- 2 The late Pater Johannes standing by the T.21c in which are John Light and Ron Tarling at Burg Feuerstein.
- 3 Part of the estimated crowd of 30,000 that were present on the Wasserkuppe on the 30th August 1923 for the Fliegerdenkmal dedication. *From cigarette card by kind permission of Peter Mason.*
- 4 Chris Wills before the Flyers' Memorial during 1973. On the Plakette behind are the words: "Wir toten Flieger blieben Sieger durch uns Allein. Volk, flieg du Wieder, und du wirst Siegen durch dich Allein". We dead flyers remained victors through ourselves alone. People, fly on, and you shall triumph through yourself alone.
- 5 Prince Henry of Prussia on the Wasserkuppe together with the two Espenlaub brothers, who were uncertain how to greet him.

seven nations, although countries such as France, Italy, Russia and Hungary had good gliders and experienced pilots, they decided not to come.

During 1937, there had been serious alterations to German gliding, for, on the 17th April, the NSFK (das Nationalsozialistische Fliegerkorps had taken over gliding organization from the DLV (Deutscher Luftsport Verband).

The contest revealed the triumph of German gliding. Heini Dittmar won in the Fafnir 2 'Sao Paulo' and Ludwig Hofmann came second in the Moazagotl (66ft span!). Wolfgang Späte came 3rd in a Minimoa.

The best foreign performance was flown by the Swiss Hans Sandmeier in a Spyr 3. He came 4th before the German pilots Kurt Schmidt Mu 13, and Hanna Reitsch, Reiher.

This was the last international contest held on the Wasserkuppe due to the war and to the proximity of the Iron Curtain ... after it.

50 years after the event, the new German Gliding Museum is expected to throw open its doors and reveal the full glory of those pilots' achievements.

Dedication of the Wasserkuppe Eagle Memorial. This took place on the 30th August 1923 in memory of two fallen glider pilots.

"30,000 people were present on the Wasserkuppe. The Eagle had come from the cruiser 'Vaterland'. Suddenly, they all became quiet. It is 11 o'clock and the band has stopped playing. Prinz Heinrich von Preussen, brother of the Kaiser, is on the site. What is the matter? Why does he suddenly stand still with his hand to his cap? General Ludendorf, last Commander in Chief of the German Army, has arrived in full uniform, with all his medals. Standing to attention, with hand to his helmet, he returns the salute. After returning His Highness' salute, General Ludendorf marches forward to within 10 metres of Prinz Heinrich, who then approaches to within 4 — 5 metres of the General and offers him his hand".

The meeting was of immense historical interest as the Kaiser had made Prinz Heinrich Admiral of the Fleet during the 1st World War. However, as Prinz Heinrich and his staff were against total war at sea, he and his office became taboo with the General Staff. Here, on the Wasserkuppe, had been the first act of reconciliation. The Prinz had decided not to leave Germany as the Kaiser, his brother, had done, although a bullet hole in his vehicle bore witness that he had been shot at by the Spartacus people (Communists). The Prince had been one of Germany's first power pilots and was much connected with gliding. He had spent many weeks on the Wasserkuppe and had presented the prizes at the 1925 Rhön Contest.

After the dedication of the Memorial (Fliegerdenkmal), it became known that the glider pilot Max Standfuss had been killed. Thus, on the very day of the dedication, a 3rd glider pilot had been killed. (The second had been Wilhelm Leusch-

Weltensegler, and the first, Lilienthal, in 1896?)

It has now been decided that the Flyers' Memorial and the Chapel (Ehrenhalle) should be dedicated to all the world's fallen glider pilots.

The Wasserkuppe Oldtimer Gliding Club (OSC). Members have been working weekend after weekend, all the hours that God gives, to complete their Project DFS Habicht for this year's International Rallies in Germany.

Further Events in Germany. AERO — International Fair for Sporting Aviation and Air Travel: 8th-12th April 1987, Friedrichshafen.

Oldtimer Flying Meeting (Fliegertreffen). Airfield Hahnweide Kirchheim unter Teck. For powered aircraft, gliders. Souvenir plakettes, prizes. Fuel for aeroplanes. 2 free tows for gliders. Flights in JU 52 and DC-3, Hangar Feast. **5th-6th September 1987.** Contact: Klaus Lassing, Marktstrasse 45, 7312 Kirchheim unter Teck. Tel: 07021/3305. The meeting is to be run under the auspices of the Fliegergruppe Wolf Hirth, Kirchheim unter Teck e.V. 150 pilots are expected to attend this year and it should be the greatest spectacle of its kind in the Bundesrepublik. The range of aircraft to be displayed, some of them in flight, will include Ju 52, DC-3, PO-2, and rare sailplanes such as SG.38 and Minimoa. Passenger flights, a dancing party, and Flea-Market, are part of the programme. Customs service will be available on the airfield.

Reinhold Göhner and a friend, two German students, have bought a **T.21b** from Bob McClean Aviation. Previous to this, they have tried to save a **Meise** and a **Ka-2** in their club, but the latter may be a total write off through glue failure. They have also obtained Hütter H.17a, Rhönbussard and Weihe 50 drawings from Chris Wills. They hope also to obtain a high performance **vintage two-seater**, and they wish to take it to at least the Austrian Vintage Glider Meeting. We cannot mention the type of two seater yet until they are sure that they have obtained it.

A new Gö 1 "Wolf". 63 year old Otto Grau, a former mechanic, and now, a pensioner, has managed to build a new 1935 Göppingen 1 "Wolf". The task has taken him 4 years and 3000 hours to complete, in original varnished plywood and transparent fabric. It is built to the 1944 anti-spin style, with slotted ailerons and Grunau Baby type rudder. He started building it in the 'hobbies' room of his house. He managed to finish the fuselage in the workshop of his gliding club, the Flugsportgemeinschaft (FSG) Marbach. When it was finished, he stored it in the garage at home. The fuselage and tailplane would just fit in to it diagonally. However, there was nowhere large enough to build the 7 metre long wings, so he built a workshop on the clothes drying space in his garden. Its registration is to be D-9026 but a name for it has not yet been decided. Perhaps. Frau Klara Hirth, Wolf Hirth's 80 year old widow, will have an idea.

The Wolf in 1935 was the first sailplane designed and built by the Sportsflugzeugbau Schempp Hirth. More than one hundred were built. Originally, it was to be named the Flieger 'Star' but Martin Schempp felt that it would be more suitable to call it 'Wolf', the christian name of his friend Wolf Hirth. It is hoped that the Wolf and the DFS Habicht will be among the new stars of the Vintage Gliding Club in Germany, taking part for the first time in our International Rallies there this summer. Otto Grau's motto is "A mechanic must be able to do everything". He learnt to fly when he was 50 years old.

Kranich 2a, Meise and SG.38. Heiko Harms will soon take the Kranich 2a, BGA 1092 back to Flensburg. Peterborough Sailplanes has also found him a trailer for it. An SG.38 has also been bought from the above firm. The Nord N.2000 canopy, presented to him by C.Wills, has been found to fit the Meise, which is said to be up on the Baltic coast, well. Its owners are glad to have an original style Meise canopy for their aircraft.

The above reflects a growing interest by young and old, for vintage gliders in Germany. That this definitely extends to aeroplanes is evident in that two ME 109s are said to be currently flying in Germany.

FRENCH NEWS

The 4th National Meeting for Vintage Gliders has been organized by L'Association de Vol à Voile du Blanc, with the assistance of "Les Aéroplanes", the Association d'Amateurs d'Avions et de Planeurs Anciens, address: 1 av Emile Boissier 44000 Nantes, on the airfield of Blanc near Nantes, during the 1st, 2nd and 3rd May 1987. On the 3rd May, Dédale will have held its A.G.M.

Monsieur D. Chateau of Les Aéroplanes has written saying that they would dearly like to exchange a C.800 or C.25s for a T.21 or a T.31 but they have little money to buy them, as there are still French gliders which they need such as Fauvette, Emouchet and AV.36. etc. He has recently rescued a Weihe which is in fact a French built in 1949/50 VMA 200 Milan. It is thought that it will not be possible to fly it again, not simply because of its KAURITE glue but because gliders which had been forbidden to fly (by the French Gliding Authority) were not always stored in the best conditions. M. Chateau goes on to say that there are great differences in the different types of KAURITE. In his SG.38, the nacelle and the longerons are still secure. In contrast, the ribs are falling off the spar. He believes that during the war, wooden aircraft of German production, were sabotaged and the glue was replaced by a coloured substance, and that the bad reputation of German glues is justified. Concerning the use of KAURITE glue in the spars of post-war built Ka 13s, he says that KAURITE might not be a bad glue but one can

not compare the wartime construction conditions with those of peacetime. "It is possible that our 'Milan' will be rebuilt one day, but we have so much work to do on gliders which are in better condition. The 'Milan' is preserved ... and that is already a good thing".

French Production of Gliders during 1941-44.

Further to our report in our News No. 44, Summer 1982, we have heard that further prototypes were designed and flown in preparation for a huge expansion of gliding agreed upon by the Vichy Government and the German Armistice Commission in 1941. Until 1941, there had been no new gliders designed in France since 1936 and that in 1940, there were probably only one hundred and fifty gliders in the whole of France.

It is interesting to compare with the situation in Britain, when the Merseyside Publication suggests that by 1940, there were about two hundred and fifty gliders registered, but not all flying or existing, in Britain.

Thus, when in 1941, the huge expansion of gliding was planned in France and one hundred and six airfields were neutralized and National Centres created, there were very few gliders to put on these airfields. Performance types consisted only of about twenty-five AVIA 40 Ps, four AVIA 41s and less than ten Castel 24 two seaters, as well as numbers of training AVIAs.

To remedy the above situation, two design Centres were created in 1941. These were, (i) the Caudron Works near Paris under Raymond Jarlaud, formerly of Avia. (ii) Fouga at Air sur Adour in the South under the engineer Castello. During the period (i) (1941/42) no less than ten prototypes were designed and most of them were flown, while at least another four were being prepared. These were:

At the Caudron Works: Caudron C.800 two-seater. Two prototypes flown in 1942. **Caudron C.810** single seaters. Two prototypes were flown in 1942 but were destroyed by bombing.

Citroen works: Two Goeviers known as PM 200. These two-seaters were flown during 1942.

Fouga: Castel 242 two-seaters. These were smaller versions of the 1936 Castel 24s. ten were flown during 1941 and equipped French clubs during and after the war, setting up National records. **Castel C.25S** two-seaters. Two prototypes were flown during 1942. **Castel C.30S** (C. 301). Two prototypes were flown during 1941. **Castel C.3010**. Prototypes flown during 1942. These had the fuselage of the C.30, but the high performance wings of the C.31s. **Castel C.31** (C.310P). Two prototypes flew during 1942. **SNCASO S0-P.1** All metal high performance single seater. One prototype flew during 1941. **Max Holste Holste 20P**. All metal single seat high performance sailplane. One prototype was finished but was destroyed by allied bombing near Paris in 1944.

There may have been others.

The following designs were being worked on:

Emouchet, AIR 100, Nord N.2000 Meise, (drawings dated 1943) and probably the N.1300 Grunau Baby 2b, Castel C.311 and VMA 200 "Milan" (Weihe). There may have been others.

Excepting the 10 C.242s, which are known to have been in service, how many of the above prototypes were in service is not known. However, French gliding statistics for 1941/42 are:

1941: 2,237 hours flown from 2,607 launches. 16 silver Cs gained.

1942: 3,179 hours flown from 3,241 launches 10 silver Cs were gained.

The above is creditable considering there was next to no petrol and the gliders had to be launched by charcoal gas (GAZOGENE) powered winches.

Of the above aircraft, the C.800, C.25s, Castel C.301s, Castel C.310, Emouchet, AIR 100, Nord N.2000, Nord N.1300 went in to large scale production after the war and the C.311 and the VMA 200 Milan into lesser production in 1949/50.

AUSTRALIAN NEWS

Bridgewater Regatta — the best yet: 29th December 1986 — 4th January 1987. **Diamond, Gold and Silver Legs** flown.

Entries: Chris Brenton — Super Arrow
Bob McDicken — Cherokee 2
Ralph (Feathers) Crompton — Skylark 4
Lynton Parry — Libelle
Jenne Goldsmith — (her family's) Ka 6
Midlands G.C. M. 200 two seater.
Geoff Gifford — Grunau 4 (arrived Tuesday 30th)
Keith Nolan — Ka 6
Jenne Goldsmith — Hütter H.17a
Alan and Ian Patching — Golden Eagle
Theo van Alkamade — Boomerang (arrived Friday 2nd)
Tom Hinton — Super Goose (from 1.1.87)

This was the annual Regatta of the VGA which was held at the Midlands Soaring Club's site at Bridgewater, Victoria.

Monday 29th. Many of the entries had arrived during the previous evening. They renewed friendships with the Midlands GC's members and rigged their sailplanes. A relaxed atmosphere was evident from the start as all present were old friends with a common interest in vintage gliders. Most camped on the airfield and, after some reluctance at first, the "bush shower" was enjoyed by many (with heated water of course.)

Chris Brenton was first off followed by Bob McDicken and "Feathers" Crompton. Aerotowing was done by the Midland GC's Auster. Many members familiarized themselves with the area. Best flight was by "feathers" Crompton who flew his Skylark 4 for 5 hours 9 mins, which included at 102km cross country. Nine launches for the day

netted 22 hours 6 mins flying time. The evening meal cooked by the ladies Nancie Duncan, Jeanne Goldsmith, Dawn Miller and Lynne Johnson and (conscripted) helpers, set a high standard and Ted de Kuyper, who enthusiastically operated the base radio throughout the regatta, provided evening entertainment with his piano accordion.

Tuesday 30th was partly clouded with a trough moving in but some good height flights were made to a maximum of 6,100 ft. Geoff Gifford arrived and had four flights and Dave Goldsmith received the Feathers Award for the longest flight, 4 hours 42 mins in the Ka 6 which included formation flying with Skylark 4 and Super Arrow. Paul Johnson had 2 hours 31 mins in Keith Nolan's Ka 6. This aircraft is painted the same way as Keith Nolan's famous 500 km triangle Olympia 'Yellow Witch' and was often mistaken for it. The Ka 6 is called 'Fine Cotton', a name apparently bestowed by Jack Barraclough at Mildura. The M.200 again flew 3 visitors as it had done the day before. Total for the day was 20 hours 48 mins from 14 flights.

Wednesday 31st was dismal and windy and so everyone had a relaxing day, retiring to the Royal Hotel at Inglewood to ring in the New Year.

New Year's Day dawned and seemed very promising, and, in spite of a lethargic start by the previous evening's revellers, enthusiastic pilots discussed tasks, smoked barographs and photographed declarations.

Great heights were not achieved until late in the day but calm conditions and plentiful thermals maintained everyone's enthusiasm. Peter Brenton — Super Arrow, Feathers-Skylark 4 and Keith Nolan — Ka 6 set out together on a **300 km triangle**, via Teddywaddy and Stanhope. Peter and Feathers succeeded while Keith returned before completing the second leg. Peter stood at the bar that night having completed his Gold C distance and Diamond Goal.

Leigh Bunting converted to the Goldsmith's H.17a and Ian and Alen Patching arrived with the Golden Eagle, which will be 50 years old in September and Tom Hinton brought his Super Goose. Total for the day was 43 hours 28 mins from 17 launches.

Friday 2nd January. The previous day's successes inspired further efforts, with Dave Goldsmith declaring a 500 out and return in Ka 6 and Chris Brenton declaring a 300 km out and return in the Super Arrow. There were numerous other certificate attempts. The day was hot with thermals starting before 11 am (summer time). It soon became evident that it was an exceptional day with jubilant reports of high altitudes and strong lift coming in on the radio although a 40 kph N.W. wind prevented the longer distance flights. Theo van Alkamede arrived with his Boomerang and flew for 1 hour 47 mins. The run for barographs was on and the final tally was six Gold C heights of up to 12,000 ft, by Chris Brenton — Super Arrow, Paul Johnson — (?), Lynton Parry — Libelle, Geoff Young — (?), Peter Brenton — Super Arrow (?) (Gold C complete in wood), while Ian

Patching — Golden Eagle, and Lynton Parry-Libelle achieving their Silver C distances with an out and return to Charleton. Dave Goldsmith flew 260 kms out and return in his Ka 6, while Bob McDicken landed his Cherokee after 88 kms, for a beer with a friendly farmer. Tom Hinton — Super Goose took the Midland Club's "we don't want it" trophy to the Euroa club 142 kms.

A strong S.W. wind change came in with turbulence and dusty conditions came in at 6 pm which caused some anxiety for the safety of pilots and aircraft but all were safe. The wind and heavy rain that followed brought to end the most memorable VGA regatta ever held. Flying time for the day was 32 hours 57 mins from 17 flights. Welcome visitors on the day were Leo Dowling and Dick Duckworth.

The regatta had produced a total of 119 hours 19 minutes flying time, during which were flown from 57 launches, 6 Gold C heights, 1 Silver Distance and 1 Gold Distance with Diamond Goal (Peter Brenton — Super Arrow.)

On Saturday the VGA held its AGM and then most departed after agreeing that the friendliness of everyone, the excellent weather, had made it "a heck of a good time all round". Thanks were expressed to the Midlands Soaring Club and to everyone whose efforts had made it the VGA's most successful regatta to date.

PS. A lone Hütter H.17 was seen soaring over Bridgewater for 38 minutes on Sunday, with not even an eagle present to share the sky.

Vintage Glider Involvement in World Championships. Vintage sailplanes competed successfully for attention with some of the world's most modern sailplanes during the Opening Ceremony of the World Championships during January at Benalla, Victoria. Immediately after the Ceremony, the Golden Eagle flown by Ian Patching (50 years old and Australia's oldest airworthy sailplane; Hütter H.17a — David Goldsmith; Grunau 3A — Neil Jurgens; Grunau 4 Geoff Gifford; Super Goose — Tom Hinton; Ka 6 — Keith Nolan (where was 500 km triangle Olympia 'Yellow Witch?') and Super Arrow — Doug Robinson were aerotowed off behind borrowed Tiger Moths and Austers. The commentary was given by Allan Ash and Dave Prosser. After the flypast, the seven vintage sailplanes were put on static display and received much attention from the crowd.

Photograph display of the first World Championships in 1937. Jeanne Goldsmith arranged a display of photographs taken during the 1937 World Championships at the Wasserkuppe. The photos had been printed by Kim James from negatives supplied by Chris Wills of the VGC. Alan Patching arranged for the loan of the negatives. Another display of historic photos was displayed near the parked vintage gliders. Kookaburra Publications had excellent sales of Martin Simons' book on Vintage Sailplanes from their stand in the shopping

mall.

Slow Work on KESTREL restoration. Tom Thompson of Geelong reports slow progress on Percy Pratt's **Dunstable Kestrel** which is to be restored to museum display status. "I have had to move it several times. The problem is finding storage and workshop space". Tom sees the restoration and flying of vintage gliders as an answer for people who can't afford to own modern sailplanes. He says "Like everything else, gliding is going through changes but the cost of buying and maintaining a modern sailplane is getting too high for the average club member who is paying off a mortgage and putting his kids through school." "Clubs should have more gliders of medium performance of people who find it a financial battle just to do enough hours to keep current".

Younger members join Pelican Syndicate. From Waikerie, veteran of more than 50 years of gliding, Jock Barratt, has invited four younger pilots to join him in flying his 30 year old Pelican 2 two-seater. The new pilots are Malcolm Jinks, Robert McKenny, Lloyd Barrett, and Mike Hooking. Jock says that 1986 was the worst year for launches since he took over ownership of the Pelican from the Waikerie Club. During the year, it logged only 45 launches for 42 hours of flying. Jock says "I am hoping the new syndicate members will get the trailer in good order so that cross countries can be done. I'm getting too old to do landings a long way from home".

Chris Wills adds that Malcom Jinks has been many time champion of Australia, so the Pelican 2 should really start going now.

ES.49 goes to new club in South Australia. Many of our members will remember Kevin Sedgman and his wife Helen, who visited Europe during 1985 and attended the 14th International Vintage Glider Rally at Amlikon, Switzerland. Kevin Sedgman reports that he has finished repairing the ES.49 two seater that he bought from the Scout Gliding Club after it outlanded in scrub.

The ES49, VH-GFO, has been bought by the newly formed Lake Bonny Gliding Club at Barmara, SA. Kevin comments: "The fact that his club is only 17 miles from Waikerie and about 20 miles from Renmark shows that there is need for low cost gliders and cheap flying. This is something that many clubs are ignoring and something I found had been learned in Britain and Europe. I have sold the ES49 on the understanding that I may take it to an occasional vintage glider rally. In fact, it is likely that the whole club will take it along with me. Most of my flying lately has been in a Motor Falke plus the test flights in the ES.49. I will be flying the Motor Falke to Benalla to the Opening of the World Gliding Championships in January.

Since I returned from my holiday in Britain and Europe at the end of 1985, I have been almost fully occupied as an engineer on the Southern Cross Replica Project. Test flights are expected to be made

during February and my work on it will then be finished. It has been a fascinating project and I am really enjoying my involvement in it. I received a nice card from the Dutch and German pilots who attended the International Vintage Glider Rally at Lasham last August. I very much appreciated their greetings to me and Helen."

STRANGE BUT TRUE

Soviet Flying Boat goes through to glory — The Gliding Contest that was won by a Flying Boat. A recent article in 'Bungee Cord' which states that Flying Boat gliders do not soar very well has prompted the following.

Some strange things concerning gliding have happened in Russia, but the account of the following happening may be of one of the strangest. During the 12th National Contest held near Moscow, poor weather allowed only four flying days. During these, was a mass attempt at distance flying. Altogether, there were 35 cross countries, of which 18 were of more than 100 kms.

Among the twenty-two sailplanes taking part, was the flying boat sailplane KAI-3 (Kazan Aviation Institute) flown by Korotov. Although two of the sailplanes taking part, the DK-3 and EF-2, had maximum L/Ds of 1:30 and the 'Sergo Ordzsonikid' had a maximum L/D of 1:29.5 (calculated?), the KAI-3 was able to win (although its maximum L/D was only 1:25) by making two cross countries of 335 kms and 232 kms. The first took place on the 20th June to the lake of Peno, in the Kalininsk Region, and the second was on the 26th June to the village of Nikitinsk south of Bogoroditska. The KAI-3 had been designed by the engineer Vorobien at the Kazan Aviation Institute, which we believe was, and still is, similar to a German Akaflieg. It would seem that the aircraft could be landed on, and off, water, and that it was not a heavy sailplane.

Statistics for the KAI-3 were:

Wing Span	16.8 metres
Max. towing speed	130 kph
Max. L/D	1:25
Min. Sink	0.54 m/sec.
Landing speed	55 kph
Empty Weight	194 kgs or 204 kgs (presumably depending on whether floats were fitted)

Flying Weight was either 274 or 284 kgs.

Wing Loading was either 21.1 or 21.8 kgs per sq.m.

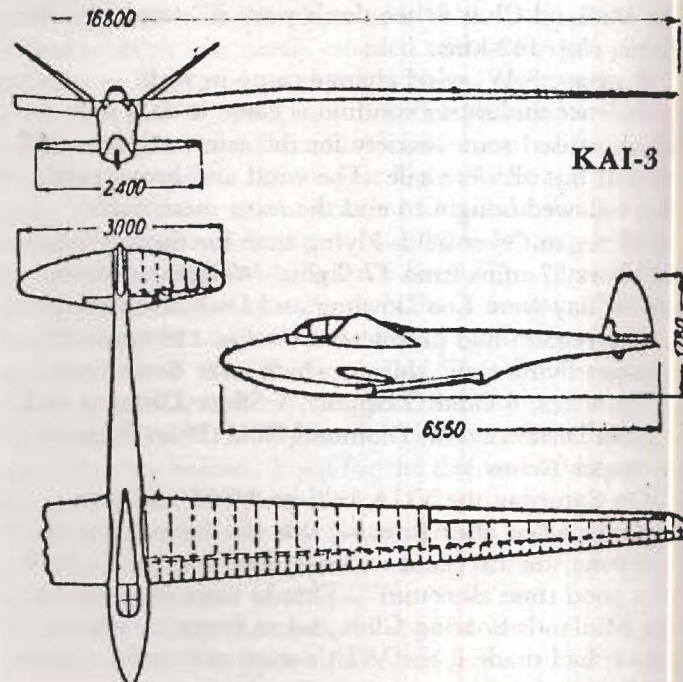
Wing profile R.III

Aspect Ratio 20.5/4.33 lbs/sqft.

Empty Weight 449 lbs with floats.

Korotov's achievement may have been helped by the weather but was even the more creditable because the KAI-3's performance was not as good as that of

most of the dry land gliders, one of which was flown by Victor Rastorguev, who flew a GN.7 539.6 kms, and twice over 600 kms, during the previous month, and Olga Klepikova who flew 749 kms in 1939 (in the 12th National Contest. They were flying AG (Antonov Groshev)-I and Ct-4 respectively).



Soviet High Performance Sailplanes in 1937.

Tremendous distance flights carried out in Russia during 1936/7 have created curiosity as to just what their sailplanes of this period were like.

We have previously published an article on the GN-7, Staxanoviets (KIM3) and Rot Front 7 sailplanes and we were honoured to be able to reveal this information, on two of the sailplanes, for the first time in the West.

There were many designs at this time in Russia and they are interesting in that Russia at that time, was and still is now, to a great extent a closed society so that, as information concerning sailplanes in other countries was somewhat limited, all their designs were original. Therefore, it is with some surprise, that we discover that two of the sailplanes taking part in the 12th National Contest in 1937, had maximum L/Ds of 1:30 and, one of them, 1:29.5, as at that time, there were no other sailplanes in production abroad, which had such performances. Indeed, the first Reiher, with maximum L/D of 1/33 was only in prototype form in 1937.

However, as maximum performance is directly related to wing aspect ratio, it is possible that with machines with aspect ratios of 21 etc, the Russians may have been getting good performances from them. The Weihe's aspect ratio is 18 — which gives a maximum L/D of 1/29, the Horten 4A had an aspect ratio of 21 which gave a maximum theoretical L/D of 1:35. The Reiher's aspect ratio was 18.85 giving the maximum L/D of 1:33. Therefore, we, again for the

first time in the west, give details of two of these Soviet sailplanes from 1937.

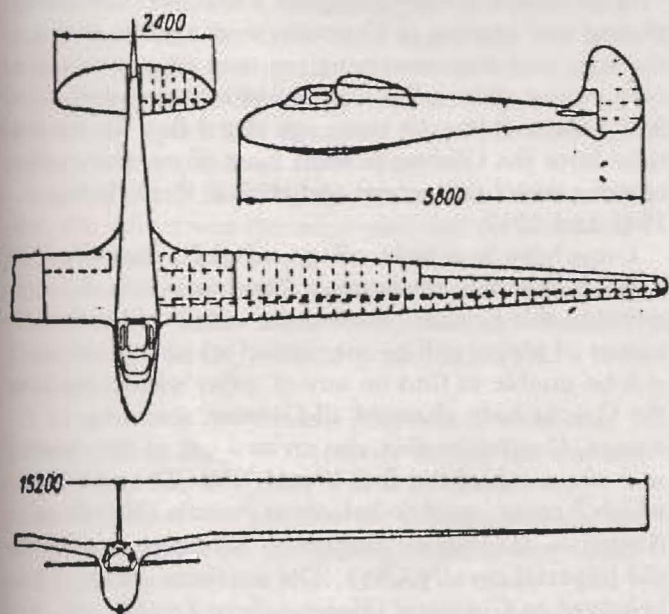
Sailplane AG-1

Date: 1937

Designer: Antonov and Groshev

Purpose: distance

Landing speed	70 kph
Max. L/D	27.
Min. sink	0.9 m/s
Span	15.2 m.
Length	5.8 m.
Wing area	10.56 sq.m.
Aspect ratio	21.6
Profile	Geo.549.
Empty weight	265 kgs (583 lbs)
Flying weight	352 kgs
Wing loading	33 kgs/sq.m. (6.77 lbs/sq.ft!)



AG-1

It seems that the AG-1 was a high wing loaded machine for distance flying. No wonder that V. Rastorgeuv, who flew the distance records during the previous month with a GN-7 (Groshev) wing loading 23.8 kgs/sq.m. (4.878 lbs/sq.ft), could do little with the AG-1 in the 12th National Championships. It would seem that the Russians were the first to discover that the Goe 549 profile would go fast, if loaded up. This train of thought finally led him to design his very highly loaded (with water ballast) Rot Front 7 sailplane which was flown 749 kms distance in 1939 by Olga Klepikova.

Sailplane EF-2.

Built 1936

Organization that produced the sailplane: VVA named Zhukov

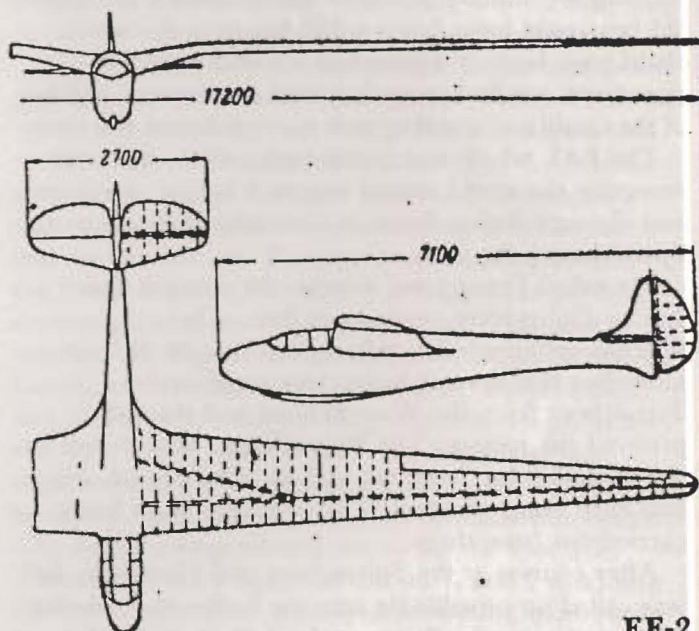
Designer: Goryachev and Belyev

Purpose: Distance flying

Span	17.2.
Length	7.05 m.
Wing area	14.9 kgs/sq.m.
Aspect ratio	20
Empty weight	263 kgs (579 lbs)
Flying weight	343 kgs
Wing loading	23 kgs/sq.m. (4.72 lbs/sq.ft)
Max. L/D	1.30
Min. sink	0.6 m/s
Landing speed	50 kph.
Max. towing speed	130 kph.

The above statistics refer to one of the two Soviet sailplanes flying in 1937 with max.L/Ds of 1:30. It seems, although we have no details of its wing profile, that its design theory is more similar to the highest performance sailplanes in other countries.

It is noticed that both sailplanes have single spar wings which may have been totally plywood covered to give more torsional rigidity.



EF-2

It is clear that:

- 1 The Russians did have access to the wind tunnel developed Goettingen wing profiles.
- 2 The Soviet designers prevented their high aspect ratio, single spar wooden wings fluttering, through lack of torsional stiffness, by completely covering them with plywood.
- 3 The Russians had taken part with gliders in the 1925 Rhön Contest but we don't believe that they had been gliding in Germany since then.

WARTIME GERMAN GLIDING

The following is the incredible report of Franz Josef Wondrak, formerly a German speaking resident (ie an Austrian) of the Reichs Protectorate of Bohemia and Moravia who, at the age of 15, started gliding in 1941, and, after one year's training, and about 30 hours of gliding, may have completed the world's first 300 kms triangle in JS Weihe, in 8½ hours, from the Reichssegelflugschule Spitzerberg during the summer of 1942.

It is evidence of the effectiveness of the old solo ab-initio training that this, and other flights were safely achieved by 17 year old boys who were set navigational exercises in all the highest performance sailplanes of the time, which sometimes led to tremendous flights which included a 10½ hour 450 km distance and many others all around the territory of the Reich, and is the first conclusive evidence that cross country gliding was done in Germany during the war from Reichssegelflugschulen, as part of training for military powered flying. That a 17 year old boy could have flown a 382 km triangle, which could have been recognised as a world record in peacetime, we find incredible and speaks very highly of the quality of training and the weather at the time.

The FAI, which was formed after 1945, did not recognise the world record standard height, duration and distance flights flown in Germany, France or Spain during the war.

We asked Franz-Josef whether he thought that similar flights were carried out from other Reichssegelflugschulen. He replied that he did not know but that several instructors came to the Spitzerberg from the Wasserkuppe and they all preferred the former. The Wasserkuppe was known as the Waschküche (laundry) and for good reason. He had only heard of one 100 km distance flight being carried out from there.

After courses at the Spitzerberg and Hornberg, he was called up unwillingly into the Luftwaffe and was converted to power flying at the A/B Oschatz 61, near Görlitz. 'A' meant single engine training on Bestmanns and Jungmanns. The 'B' meant twin engine. and blind flying training which was carried out on a captured French Caudron C.445. 6 dual checks. During the next year he was trained on anti-tank Henschel 129bs at target shooting near Gothenhaven (Gdyna). This was a heavily armoured single-seater with two 690 hp Gnome et Rhone radial engines. It was in one of these, armed with fragmentation bombs, that he was brought down by Thunderbolts in Normandy 1944, in the Falaise pocket. He came to earth amid some German parachute troops but this was not of much use, for they themselves were surrounded. However, one of them handed him a helmet of a dead comrade and they resolved to try to break out on foot, as wounded were on the only vehicle. He was one of those to escape the slaughter of Falaise, but was finally captured with one of the last remaining parachute

soldiers, near Leige in Belgium and was sent to Moreton-in-the-Marsh in England for interrogation. As Czechoslovakia claimed his home and kept or destroyed all his documents etc, he was in fact stateless. Only his Luftwaffe Paybook proved he was who he was. As he had no place to go, he was allowed to settle in England and married an English girl.

Franz Josef has joined the VGC so that he can keep in touch with the remaining beautiful wooden sailplanes, which gave him one of the richest periods of his life. Although it was such a short time, it was indeed glorious and shows what could be done with old training system — and from the Spitzerberg. We call upon our German members to inform us if they should know of any other tremendous cross country flights carried out over German territory during the war.

Mr Wondrak's letter dated 14th November 86.

"As promised, I have compiled a few lines describing gliding and soaring in Germany and Austria during the war, and also describing my own experiences as a very young glider pilot, and the sites from which I flew.' Since it was 45 years ago that I flew for the last time from the Gliding School, most of my story will center around this school and the life there during 1941 and 1942.

I was born in a little village called Deutsch-Gies' hübel in Böhmen (Bohemia), Czechoslovakia. I mention this because, during the course of this letter, names of places will be mentioned which the reader will be unable to find on any of today's maps because the Czechs have changed all German sounding names. Czechoslovakia was created out of the chaos and aftermath of the first World War. The part from which I came, used to belong to Austria (Hapsburg Austro — Hungarian Empire — his father was in the old imperial cavalry CW). The northern part belonged to Germany (Hohenzollern Empire — CW). When I was four years old, my parents moved to Iglau, the principal town of Mähren (Moravia CW), where Gustav Mahler was born.

So it was, that German or Austrian aviators could no longer fly in the Czech airforce or flying clubs and they formed their own flying clubs, calling themselves V.D.F. CSR. — Verband Deutscher Flieger in der Tschechoslowakei (Association of German Airmen in the Czechoslovak Republic).

They were a very dedicated band of men who shared the cost of building their flying machines. Also, they sold models to raise money for their enterprise. I was fascinated by this happy band and followed them around at weekends, wherever they went. They were led by a brilliant pilot, who was to become Iglau's first flying instructor in 1939. There were always plenty of spectators on these occasions, which was just as well, as hands were always needed for launching. After a few launches, the landowner usually turned up and told the happy band to clear off. On one such occasion, they were just ready for

launching, when the farmer arrived. He agreed to let them do just one more launch and so, off went the happy aviator in to the valley below. It was a very good launch, and, as he soared down, he was faced with a bit of a problem. He was heading straight for a lake. To the right were wheat corn fields — to the left — a pine forest with some isolated trees on its edge. With the farmer clearly very much on his mind, he resolved to turn left. With another split second, he would have made it. He straightened out a moment too soon and the starboard wing tip struck an isolated tree. The glider swung into the tree with its nose down. Hugging the tree, the glider descended, breaking up as it went down, its tension wires breaking off branches as it fell. I believe that this saved its pilot's life.

There must have been some records broken that day as everyone raced down the hillside to the luckless aviator who suffered two broken legs, cuts and bruises. However, he flew again two years later with happier results. Little did I know that two years later, I would have a similar encounter with a tree. While flying an SG.38 doing S turns, I spun horizontally into a soft ploughed field. The only damage was a cut in its right wing.

I joined the N.S. Fliegerkorps in May 1939 as a 15 year old, which was the minimum age permissible for joining. After filling in the Application Form, my parents had to sign a declaration which forfeited any claim should I suffer an accident, fatal, or otherwise. Then, there was the medical examination and a mild intelligence test.

I have been told by many people in Britain that joining gliding clubs in Germany during the war was easy. It was not. Not only was it hard work but, since the authorities paid for the courses and also for the fares to and from the gliding centers, they could pick and choose whom they wished to send — and they did. Of course each course became more difficult as one progressed from Certificate to Certificate, as did the theoretical subjects. There is no comparison with today's gliding where, as long as one has the money, one can fly (sort of), to one's heart's content. We were allocated a site near the village where I was born. During weekends, we set about clearing hedges and levelling ground. Then we received an SG.38 and we built a hangar.

After this, we were in turn strapped in and, with eyes closed, the wingtips were raised and lowered to test each individual's reactions. It would surprise you how many of us got it all wrong. So we started our first ground slides, which became short hops. All our operations took place only at weekends. Because of the Gliding Regulations, no local instructor could pass a lad on a course. Because of this, I ended 1939, having had twenty-eight flights, with no certificates. That year, we started with eighteen lads. We started the year 1940 with only eight. From October 1939 to March 1940, we built our own SG.38 under the leadership of Fritz Matle. Then, we rigged and derigged it, until we could do it with our eyes closed.

On the 1st of May, I had to report for the A badge course to a place called Misnitz near Znaim, the site itself being two miles from the town. The course instructor was H. Peer. We started on the flat with little slides gradually working our way up the slope until we started those little glides, the object being to achieve straight and level flight. There were thirty-five pupils on this course and three of them did not make it. I would point out that each course was of four weeks' duration but there were non-flying days due to strong wind or rain. Therefore, those who were slow to learn and did not pass, could be selected for a further four weeks' course should a place become available. They had two more chances. If they failed these, then their gliding was over. The same applied for the B and C badge courses and others. The A Certificate course required 30 launches and one straight glide of one minute duration. Then a few questions were asked concerning theory of flight. There remained the farewell party and, at dawn, the next morning, everybody was on their way to the station to travel to their respective homes.

Of the thirty lads on that course, I only saw two of them again. Both came from Brunn (Brno). From the 1st of July, the very first A and B courses were held at the centre of Deutsch-Gieshübel. The A Certificate course was led by F. Matle and the B Certificate course was led by R. Lutz who came from Brunn. I was on that course. Fairings were installed around the front of the SG.38 and so it looked like an open cockpit glider from the front anyway. This course required 35 flights with three S-turn flights for the B-Certificate. At the end of the course, it was decided to (officially) open the gliding centre and to dedicate the site. So, on that Sunday, the Kreisleiter and dignitaries came and made speeches, and I, being the local boy, was to make a sort of demonstration flight. The whole village turned out to see the spectacle. There were extra hands at the start, and I was flung off like a stone from a catapult, reaching quite some height. Almost at once, the glider seemed slightly nose up and it went quiet. Of course, I realized that I had forgotten to install two trim weights, and I was in trouble. The glider lurched to the left and made a lazy 90 degree turn in that direction. Just when I thought that this is it, life came back to the controls and I made a good landing, even if it was in the wrong direction. Poor Mr. Lutz had to explain to the dignitaries about this strange flight. I had to do it again, this time with trim weights, and everything went well. So ended July, and from then on I flew during weekends only as there were courses right up to the end of October, when all flying ceased. During the winter months, we met in Iglau in the workshop and built models and lessons on aviation subjects and Fluglehre (Theory of Flight).

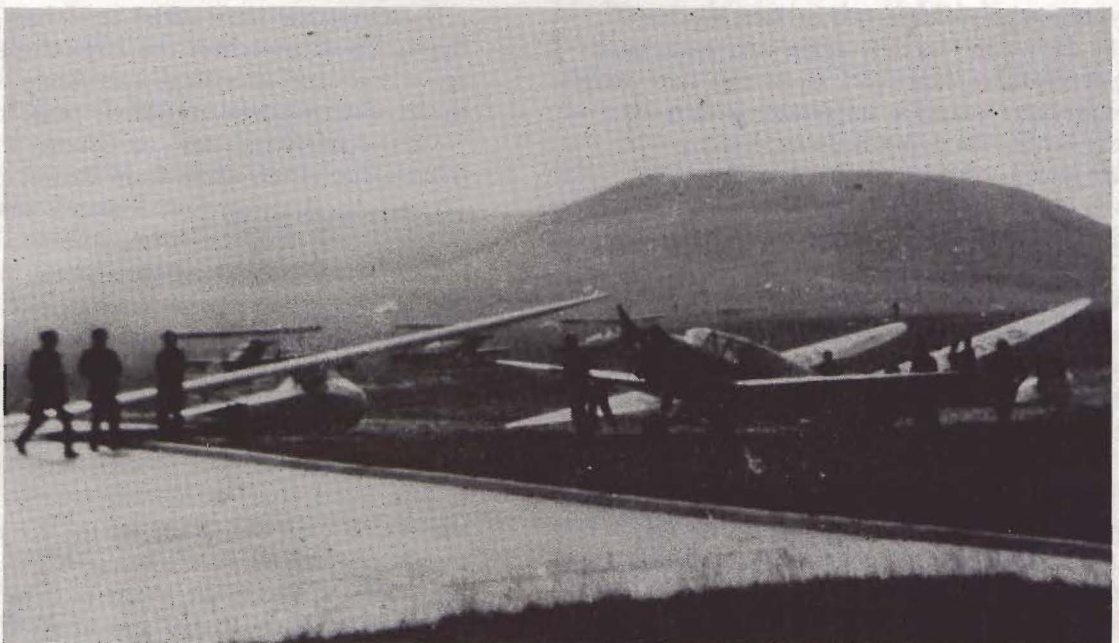
The **SPITZERBERG**. In February 1941, I received a letter from Vienna to report to the Reichssegelflugschule Spitzerberg (50 kms East of Vienna), for C badge certificate training on Grunau Babies. Until that time, I had never even seen a



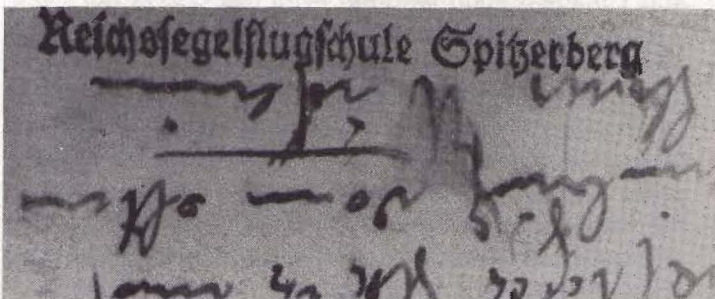
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- 1 Franz Josef Wondrak as he is now.
- 2 F.J. Wondrak in 1948 while still a POW.
- 3 The Spitzerberg in action, it is believed, in 1943. NSFK instructors can be seen on the right. Four Grunau Baby 2bs. A monoplane (not there in 1942), which we believe to be Erwin Musger's 23 hp single seat Mg 111. In the background are three Fw 44 "Stieglitz" towplanes. In the distance pupils are groundhandling a Kranich 2. By this are two SG.38s, while Grunau Babies are being aerotowed above the slopes. It seems that A,B,C, Class 1 and Class 2 (5 courses) are taking place simultaneously. This did not happen while Mr Wondrak were there but he heard that there was an increase in activity in 1943. We have heard that there was more emphasis on gliding training for power pilots later in the war, due to scarcity of petrol and need for more pilots perhaps?
- 4 On the back of the Weihe photograph was the Reichssegelflugschule's old stamp and Hans Widerin's writing.

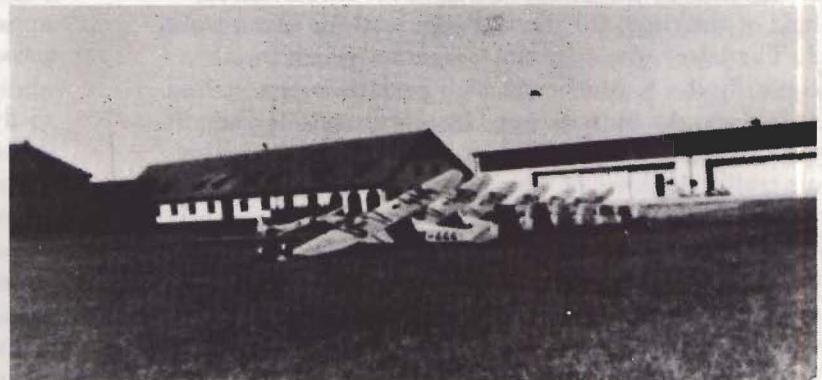


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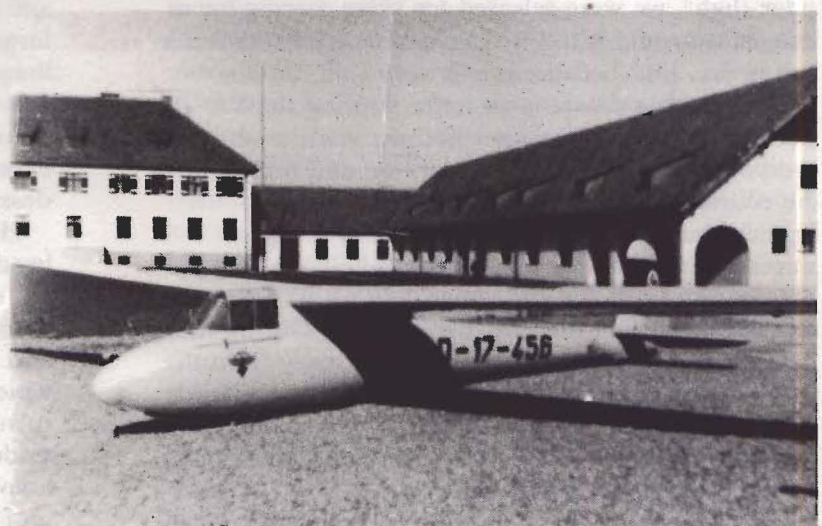
- 1 Grunau Baby 2b-2 at the RSS Spitzerberg during the summer of 1942. Note the Trudelbecher (Spin Basher) crash helmet and the NSFK sign on the side of the nose.
- 2 Hans Widerin, one of Franz-Josef Wondrak's instructors, on the Spitzerberg in 1942. Hans, now 80 years old, still lives nearby and can remember the tremendous flights carried out by the sometimes very young glider pilots during the war. On the same day as Franz Josef's flight, he, Eric Vergens and another pilot, with passengers, flew three Kranichs on out and return flights of almost 400 kms from the Spitzerberg to Salzburg and back. These flights, if carried out in peacetime, would have been recognised also as world records. All evidence of the flights from the Spitzerberg was destroyed in Vienna after the war. The Austrian government later asked Hans and others to restore the school to something of its previous state.
- 3 Line up of seven Grunau Babies and a Kranich before the school's buildings. D-17-44 in the foreground, was the Grunau Baby in which F. J. Wondrak made his first long duration flight. 17 was the number of the NSFK Group which comprised of, what had been, before 1938, the whole of Austria. (Known as the Ostmark after 1938).
- 4 Franz Josef's beloved Weihe in which he, at the age of 17, after 30 hours gliding, flew his 382 km triangle during the summer of 1942. He confirms that there were some very good gliding days during the summers of 1941 and 1942. This may have been the first 300 km triangle ever flown in a glider and, as such, would have been recognised as a world record in peacetime.



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Grunau Baby and so I was excited and raring to go. This course started on the 1st of March and I arrived four days early, much to the amusement of the staff. Because of my willingness to help wherever needed, I soon made friends with all of them and especially with the Principal of the school; Herr Fritsch, a pioneer of prewar gliding in Germany and a retired airforce colonel. He wanted to know what life was like in the Sprachinsel Iglau (an island of German speech in the midst of the Czechs) in 1938, when the Czechs mobilized and machine guns were at all the cross roads in the town.

We became very good friends and it was he who took me up in a Kranich on aerotow and showed me the Neusiedler See, the Kahlenberg of Vienna and other landmarks of importance. The instructor came from the Pfalz but I can not recall his name. He was a brilliant pilot with three times 1,000 m. height gains. He also was for a short spell at the Rhön. He too liked it at the Spitzerberg as it was a unique site. One could hill soar both sides of the Hundsheimer Kogel and Spitzerberg should the wind come from the opposite direction. Besides, the flat plains around were ideal for thermal flying. Quarters were spotlessly clean with four bunks in each room with wardrobes at the ends of the bunks. There were three courses held at the time, for the C Badge and for Class 1 and 2. The latter was a special course on which pupils could fly the Kranich and high performance sailplanes. As we took our Grunau Baby out under the mighty Spitzerberg, the place became alive with air traffic the likes of which are seen today during regional contests. Six tugs were launching the Kranichs which were doing circuits as we started our little glides and gradually worked our way up the slope. Above us, our neighbours of the class I course were ridge soaring. Parachute harness had to be worn as each glider had a recess in its seat back for static parachute. After forty-five launches and a half-hour ridge flight, we were released for ridge soaring for as long as we could stand it. I myself flew for two and a half hours, but, because it was very cold, no-one fancied coming down as an icicle. During the last week of March, the weather became warmer and everyone cheered up. After a written and oral exam, the course was concluded with the now well known Kameradschafts Abend (Comradeship evening), sing-song, food and drink. (non alcoholic). We prepared to leave for our homes and were never to meet again during the next two courses. During the next day, at 10.00 am, a bus took me away from the place that I had fallen in love with, to Vienna North Station. There, I boarded a train for the two and a half hour ride to Iglau, but I knew that I would return to the Spitzerberg soon.

Fourteen days later, I received a letter from the Flieger — Korps headquarters and, in it was my C Badge and Certificate. It was my proudest moment. I sat there while I had my tea and just just stared at the three white gulls on the blue background. I know of nothing, either before, or afterwards, that made

such an impression on me as that C-Badge. I felt ten feet tall. I had to tell everyone of my first impression of the Spitzerberg, when I arrived there, of the huge hangar and the neat rows and rows of large and small gliders and the six tugs, all silent for the moment, but soon to spring to life. Three months were to pass, and, at weekends I helped F. Matle and R. Lutz keep time with the stop watch, and had an occasional glide. Then, in the middle of June, I received a letter from Vienna, asking me to report to the Spitzerberg for the Class I Badge Course.

I arrived there at 12.30 on a Friday, with the other pupils, and we were as usual introduced to our instructor Weishaar, who came from Baden Württemberg. Then we were kitted out and, on Monday, we started right from the top of the Spitzerberg on the ridge. It was a very hot July, and we had eight Grunau Babies allocated to our course. There were forty-five of us, and, while eight were soaring the ridge or thermal flying, the rest of us sat around the instructor who told us all about thermalling and ridge soaring. Circling was forbidden on the ridge. We had to fly strict figure of eight patterns. When returning from the furthest SW. end of the hill, we had to turn left, and then right in a 360 degree turn, making sure that no-one else was approaching on one's previous course and, if we passed one another at the same height, we were to be about three wingspans apart. We were never allowed to fly below, or above, another glider. The aim for participants of the Class 1 Course was forty-five launches with a soaring flight of two and half hours. After this was achieved, we were encouraged to fly for as long as we could stand it. Minimum permissible height for leaving the ridge was 1,000 m, and then, this was allowed only from the S.E. end of the ridge.

So, once when a pupil came down, complaining of a headache, it was my turn. I was launched at 11.30 am in the Grunau Baby 2b D-17-444. I will never forget its registration, because it was to be my first long flight. There was a strong southerly wind and it was very hot. I quickly gained height and, after three hours and 1,200 m. on the altimeter, I too experienced a violent headache and considered descending.

However, on removing my crash helmet, the headache disappeared. I put the helmet behind my left elbow and slipped a hair net on to prevent my hair whipping my face. I left the ridge at 1,800 m. and flew westwards? towards the Neusiedler see which was flashing in the sun like a mirror. I then turned and flew back towards Hainberg and started to descend in wide circles. I landed at 1700 hrs and I knew then why so many came down after flying two and half — three hours. One can get very stiff in a Grunau Baby. However, after kicking my legs about a bit, I was soon all right again.

So this course ended like the other one, except that I had a surprise awaiting me. I was sent with another pupil to the Hornberg near Schwäbisch Gmünd, a

special school for soaring techniques and navigation, for the whole of August. The Spitzerberg was closed for the month and all its instructors went on holiday. So I left for Vienna and caught a train for Göppingen, where we changed trains for Schwäbisch Gmünd. From there, we had to walk a mile up to the Hornberg, a beautiful site 700 m. up and surrounded by trees. The quarters and hangar itself were under the trees and there was a very steep S.W. slope. It was difficult to spot from the air and, on most tows, one had to quickly remember landmarks as one was very quickly in cloud. Here, we learnt flight planning, navigation and the art of thermalling. At that time, I had never been aerotowed or winch launched. Therefore, my first flight and aerotow in a Grunau Baby. The only surprise I experienced, was when, on leaving the plateau, the glider suddenly sagged, and my feet shot upwards off the rudder pedals. I was prepared for this from then on. We were encouraged to thermal and to fly for as long as possible, making sure of our safe returns. This required height and good navigation as there were so many lookalike hills around. It was wise to familiarize oneself with the area because, during that hot August, one was up to 2,000 m. very quickly.

During the second week, two pilots did not make it back. One landed at the bottom of the south slope downwind, but facing uphill. The other mushed down among some birch trees and bushes without a scratch. It was a miracle. It was here that I first thought of cross country and I worked out how to get to several destinations, but the two outlandings frightened everyone. So it was that most of us loitered around the field playing hide and seek around towers of cumulus. We always kept the field in sight. I am sure that had the Spitzerberg not been "on holiday", I would have taken the chance and flown that way. It was that kind of summer. I know that it was just over 600 kms but some of the lads had flown for ten and half hours, and so it was possible! I did however fly to Aalen and back one day and so my first exercise went off all right. There were 30 of us and we had 12 Grunau Babies at our disposal. Everybody had plenty of time in the air. Here, we had to wear flying goggles and helmets which were much more pleasant than the Trudel Becher (crash helmet), which one had to wear until Class 1. After two days of heavy thunderstorms, and a further two days of heavy rain, during which we had classroom lessons, we could not fly as the site was in cloud. Five days later, flying started again, but, as the air was very turbulent, no-one ventured very far from the field. Keeping an eye on the field was called "Vorbei Flug in gerade Haltung" (Flypast in straight configuration). So, that final hot August day came to an end, and again after a farewell party, we travelled back to the Spitzerberg and arrived there on a Saturday, in time to welcome the instructors back from their holidays.

I was disappointed to learn that I could not be considered for the Class 2 course because I would not be 17 years old until the 29th of September, and one

could not fly at two-seater solo under that age. However, I was informed by Fritsch that, because two members of the staff had had to leave for military service. I could join the staff as quartermaster, kitting out new members with bedding and flying kit etc. For this, I was paid RM 10 a week. I also served in the instructor's mess for which I received a further RM 5. Our Met. officer asked me to clean his room three times a week and, for this, he gave me RM. 5. He let me practise on his typewriter and so, I settled down and watched the Kranichs and other gliders go by. However, on my days off, I flew a lot in Grunau Babies and I flew also with all the instructors in Goeviers and Kranichs. I was always begging for rides and they always obliged, but they could only do it if they were Duty Instructor for the week. Because of my happy-go-lucky nature, I was very popular. My nickname was 'Prote', because I came from the Reichsprotektorat Böhmen und Mähren (Reichs Protectorate of Bohemia and Moravia). I did not mind this and soon got used to it. During that September, there were many duration and distance flights but I cannot remember to where, and who did them, as I was not on that course. They were always put on the Notice Board in the Briefing Room.

At the end of October, all courses finished but November was reserved for a non-flying instructors' course. The maintenance staff descended on the gliders and they were all neatly stacked away, as were the tugs, for their winter sleep. I went home during the first week of December but returned again on the 15th January 1942. That week, there were blizzards and we were snowed in for five weeks. An instructors' course had to be cancelled because of snow and had to put off until March but the three scheduled courses went off in spite of the weather. It was a very busy month and I could not get a launch until April. The first special course (Sonder-Lehrgang) started in April. It was to run for two months but I could not get a place in it. I had to wait for the June/July course. Meanwhile, I managed much flight time either in Grunau Babies or with an instructor. In June, the great soaring pilot Ernst Jachtmann (unrecognized by FAI world duration record of 55 hours 51 minutes at Brüsterort on the Baltic, in a Weihe during 22 — 24. 9. 43 — CW) arrived, giving lectures and doing some night flying. He was a very humble person who was always ready to pass on his expertise and advice. It was he who gave me confidence to try an Überland-flug (Cross country). He told me which clouds to look for and which to avoid. If everything else fails, I was to look for buzzards. So I marked out on my maps several likely areas where there were landmarks and he watched me working out possible drift angles, headings and tracks. I pencilled in gliding sites on the routes and worked out what to do, and what not to do, if lost.

The 382 km triangle. I must admit, I was scared until I reached the first turning point, apprehensive until I reached known terrain, and relieved when I

saw the Danube again. I remember 1942 for its masses of snow, the beautiful warm spring, the very hot summer and its violent thunderstorms.

My final course started. The requirements for the Class 2 Sonderlehrgang were 20 aerotows in a Kranich, many winch launches and ten hours as P.I. on two-seaters. Then we were to fly all high-performance types on the field for as many hours as possible, thermal flying and ridge soaring. After everyone had completed their twenty solos, every glider was got into the air. So, I had flights of varying durations on the following types. Grunau Baby 2b-2, Kranich 2, Goevier, Minimoa, cantilever Condor, Olympia Meise, Rhönbussard and Mü 13 and a few that I cannot remember any more. If I were to be asked as to which were the easier to fly, I would have to be honest and answer that I personally did not find any of them difficult, but there were differences in roll rate. For instance, the Mü 13 had a very high rate of roll.

My instructor was Löhr, who came from the Rheinland. He also was an A-I and B-I and 2 pilot. I believe that it was the 3rd week in July. We had had two days of heavy thunderstorms and, two days later, we were told by our resident Met. Officer that the next few days would be super soaring weather, with moderate south-westerly winds.

The next day, launches started at 8 am and every glider was wheeled out. The tell-tale clouds started building up and started drifting across a beautiful warm sky. Soon gliders were circling everywhere. Jachtmann's Weihe was brought to the launch point and he soon showed all of us below, why he was the greatest, as he slowly disappeared to the west. At 10. o'clock, I was still on terra firma, not knowing when a glider would become available for me, or, indeed, if I would fly that day.

I was discussing possible courses and headings with Löhr when, at 10.45, a Weihe came in, its pilot feeling sick. Lohr told me to get ready and, as I waited for a launch, he gave me final instructions. I was airborne at about 11.30 and soon found strong lift between Bad-Deutsch-Altenburg and the school, circling towards Hainburg. I could see in front, and also above me, gaggles of gliders circling, and I spotted some that had already departed on cross countries, having crossed the Danube. They were over Marschfeld and were going in a northerly direction. I crossed the Danube at just over 900 m. and circled for a while. I then took a W.SW course. (I think it was 276 degrees). As it was forty-four years ago, I cannot venture to give wind strength, cloudbase or bearings for heading etc. My figures are therefore approximates. I recognised Waidhofen a/d Thaya and circled slowly towards Doberberg, checking my drift. I then took a N.NE course of, I think 18 - 20 degrees. The clouds were streeting. So I flew on, wondering all the time if I would make it. Then I saw a lake reflecting like a mirror in the middle of a huge forest. About a mile further on, there was another one. I recognised this as the

reservoir Scheibenteich, a very popular outing area. I was over the Ranzerwald. Then, dead ahead of me and below, I spotted the huge twin towers of the St Jakobs church where, as a seven year old, I had received my first holy communion. I started to scream and sing with joy. I had made it. The nagging doubts had fled and for the first time, I relaxed. I turned westwards on to a 140 degree heading, crossing the Igelfluss and the railway line Iglau-Fussdorf and soon picked out the Maidenlager, the equivalent of womens' land army camp, just outside Deutsch Gieshubel. I then circled over the familiar gliding site. I could see that both SG.38s were parked by the hangar and I assumed that they were having their afternoon break, which they always had from 1500 - 1530hrs. I flew a figure of 8 over the field and circled for a few mintues. I then set a SE course. I knew that returning to the Spitzerberg would be easier as the road from Iglau to Znaim is almost straight and there were landmarks around like trigonometry towers. Iglau itself lies in a saucerlike valley. It does not matter from which side one enters it, there are four such towers on top of the hills NS/EW.

This time, I kept the reservoir on my right, then the Scheibenteich, Stecken, Stannern and the gliding site at Mislitz, on my left. Soon, I recognised Znaim on my right, and as I was in strong lift, I flew at 80 kph. Usually, I flew the Weihe at 60 kph, as we were instructed to. I passed Laa a/d Thaya to my left and soon after Mistelbach, I saw the silvery band of the Danube ahead. Suddenly, I wanted to get down as soon as possible as I was very hungry and thirsty and had a sunburnt face with bottom lip blistered by the sun. I made a dash across the Danube and, in a wide sweep, circled the field. It took me still over half an hour to land. The Weihe just did not want to come down. During the flight, I spotted nearly 30 different types of aircraft including a Ju 90, Ju 86 and some gliders high above me. Lohr was the first to tell me that Deutsch-Gieshubel had informed Vienna that they had seen a Weihe over their gliding site at 15.25 hrs. and the Spitzerberg had been informed. Weishaar and Widerin shook my hand saying "well done". In the canteen, I drank a litre of milk and Eric Vergens (2nd in Command of the Spitzerberg. FAI unofficially recognised world single seat duration record — 45 hours 28 minutes in a Weihe at the Spitzerberg during 19-20. Nov. 1942 CW) came in slapping me on the back and announced that the pupil Dufour had landed a Minimoa 450 kms away near the Hornberg on a small gliding site between Aalen and Heidenheim. (could this have been Aalen/Elchingen? — RT). I had landed at 20.50 hrs. The last landing on that day was at 22.10 hrs. It was that sort of day! My flight lasted eight and a half hours. That of Dufour was ten and a half hours!

During the next day, I flew a Rhönbussard but this time I stayed local as I did not fancy going without food and drink for another day! For the rest of the duration of the course, I flew all other types and

practised spin recovery. So ended my last and best gliding course. The School treated all of us to a trip on the Danube to a place called Theben an der Donau where we had a good meal and drank the famous Ribbisle wine (redcurrent wine). And how we sang that day! So ended for me the most memorable time of my young life, which I would never forget and never experience again. At the end of September, I left the Spitzerberg. It was twenty-four years later that I went there again.

What I found, when I returned, saddened me. The once proud school was silent apart from a Motorfalke and one glider and a tug. It now called itself the Sportschule Spitzerberg and what a shambles it was. The once tidy field was overgrown with grass and clover. I enquired should they know if any of the oldtime instructors were about and, to my joy, I was told that Hans Widerin lived just down the road at Prellenkirche. So I drove to what used to be a large village but was now just a few new houses. I found the house and knocked on the door. I introduced myself and my family. Soon memories flooded back. It was an emotional affair. He told me that of all the pupils he had trained, I was the only one to have come back to see him, and from then on it was all him telling my family all about me and what a good pupil I had been and generally embarrassing me. He told me that the school had been totally destroyed and that he had finished his instructing at Zell am See in 1946.

He was then asked by the Austrian Sports Ministry to help with the rebuilding of the school. From photographs and memories, the school was then rebuilt, except for the house where Fritsch lived. Only its foundations are still there. The stores and staff quarters were not rebuilt either. Neither was a wide ditch covered up which was on the approach to the field from the east. About this ditch, he had arguments because if a pupil landed short in this ditch, he would almost certainly break his legs. Since the authorities would not comply, he resigned as he was always very safety conscious, as were all the other instructors.

I asked him if there was chance of any records surviving from the earlier time to substantiate our flights. He answered that there was no chance of them whatever as the Russians did not leave Vienna until the early 1950s. I told him that my people had been thrown out of their homes like thousands of others, and were allowed to take nothing with them, including their most precious documents. Dr Benesh, the Czech President in exile, broadcast in Prague on his return: "take away everything from the Germans and Austrians, but leave them a handkerchief, so that they can cry". So I lost, like millions of others, everything including even my Birth Certificate, and, had it not been for documents relating to my Luftwaffe service, I would have had difficulty in obtaining a passport. So logbooks and badges from that time are forever lost, including my most precious possession, the three gulls on the blue background, of

which I was so proud.

Although Hans Widerin (now 80 years old in 1986) wrote me out a sort of testimony stating what I had done in the air at that time, it would not stand up to today's system. I have no intention of claiming anything because fate has played its cruel trick on me. In 1966, I took my young family to Waidhofen an der Thaya and, with the help of a drawing that the priest gave me, I was able to locate my mother's grave. She died on the 21st March 1946, just after midnight, as a refugee, not knowing that I was alive and a prisoner of war. I told my family of that distant past summer's day when I was circling the Weihe above that beautiful place, not knowing that fate would bring me back there again, not in the air, but in a sad quest to seek out the last resting place of my mother. What do records matter? I bought some soil back from the grave and scattered it on my garden here. I did the same on my father's grave, but at least I had the opportunity to meet him again in December 1948 after I had been released from POW Status. Next year, I will go to Laa and visit the Thaya valley. They say that it is beautiful but I have never yet been there (on the ground). Here, I will end my story. I could go on but it is no good dwelling on the past. It does not cheer one up although everyone likes to remember the good things." *Franz Josef Wondrak*

GERMAN GLIDERS BROUGHT TO BRITAIN IN 1945

The following information was received from Phil Butler, who wrote the excellent Merseyside publication 'British Gliders'.

This represents all the German Gliders which were brought here "for testing at Farnborough and for Royal Naval and ATC use" in defiance of the Morgenthau Plan which decreed that all industry, ships, aeroplanes and gliders etc should be destroyed in Germany. In theory all the gliders which were brought to Farnborough should have been destroyed after testing. The Americans, in whose country Morgenthau was domiciled, kept carefully to the plan, except that the Hortens 3f, 3h, 2, 4a, 6 and Go 229, were not destroyed, and went to America. The French did not keep to the plan at all regarding gliders and removed over 450 to France, to help equip the 106 airfields neutralized for gliding during 1941, when they had almost no gliders to put on them. We know little about how the Russians treated the gliders that they found, except that we know that they did not destroy the sailplanes at Grunau and took some of them to Russia and left others for the Poles. Some of these can still be found at the Polish Airforce Museum on an airfield near Krakow. The prone piloted Kranich 2s at Grunau went to Russia to train the pilots for the DFS 346 which was being built in Russia by German technicians. Below, is

evidence of how the British kept to the Morgenthau plan, apart from the many gliders and sailplanes retained for B.A.F.O. rest centres in Germany, of which we unfortunately still have no list.

A notable omission from the list is the Horten 4a flying wing, LA-AC, which, having been broken at Farnborough, was repaired and sold to Hollis Button in the USA for £1,000 after being flown by Flt. Lt. Jock Forbes at Cranfield on the 7th May 1950.

Another Horten 4A, LA-AD, was in BAFO hands at Scharfoldendorf (former Reichssegelflugschule ITH) in Germany.

Phil's letter:

"I summarize below a note of the ex-German sailplanes which you might use for the VGC journal.

The 'Category' gliders mentioned in VGC News No. 50 have been further investigated.

Six Grunau Babies for RAE and three others These were:

VP587, previously LH-FT, sold to the Portsmouth Naval GC. in 1954.

VT762 previously LN-SS, to the ATC in June 1948.

VN148 previously LN-ST, to College of Aeronautics (Cranfield) in July 1947. Now with Mike Russell.

BGA.446 from Farnborough to Derby & Lancs G.C. in June 1946.

BGA.447 from Farnborough to Bristol G.C. in June 1946.

One, untraced. Possibly given to the College of Aeronautics (Cranfield) by Farnborough.

(Concerning the above two aircraft, at Cranfield, Allen Yates would be an authority — CW.)

VS220, one of J.S. Sproule's aircraft (RN ?)

Two others were brought to the U.K by J.S. Sproule. No details known.

One Hannover presumably the AFH-10, D — 9 — 826, as suggested in VGC News No.50.

Two Olympia Meises for R.A.E. and one other.

These were:

LF-VO flown at R.A.E. (Farnborough). Later released to the Newcastle GC as BGA 449. An unidentified Meise was later released to the BGA but found to be beyond repair. (C. Wills saw the remains of a camouflaged German Meise at Elliotts of Newbury, when he worked for that firm in 1953 — CW.)

BGA 449 is listed in Gordon Camp's 1986/7 British Soaring Year Book, as airworthy in Cornwall.

For many years, we have heard nothing of this last wartime built German Meise, which was crashed.

J.S. Sproule Meise which became VS201 with the RNGSA. In use until 1958, (when crashed by unsuitable pilot. As was the Mu 13 — CW).

One DFS 108-43. I am now of the opinion that this was really a DFS 108-53 Habicht which was rumoured to be at Farnborough.

Two Kranich II for RAE plus one other. These were:

Werk Nr. 828 — at R.A.E. Later released to Cambridge G.C. as BGA 494. Sold to Dublin GC Ireland in 1955. (Put into the sea together with a Swedish Kranich 2a during the making of a film in

Southern Ireland, by John Cochrane at Lasham.

Both aircraft were destroyed — CW.)

Werk Nr. 1007. to R.A.E. Farnborough as VP591.

Also used by the Empire Test Pilots' School at Farnborough (for height record in thunderstorms attempts in 1954 — CW). Fate Unknown.

There were in fact two **RNGSA Kranich 2s** (a 2A and a 2b) (brought to Britain by John Sproule — CW,) serialled VS208 and VS 213. (The Kranich 2b was organised to Australia by Lt. Cdr. Tony Goodhart for record attempts. This was spun in by Lt.Cdr. "Pop" Kent but was later repaired by Harry Schneider and was owned by John Wotherspoon.

Parts of this aircraft were still thought to exist in 1985 — CW). (The RNGSA Kranich 2a met its end through glue failure at an RN Station 1957 — CW).

There was also a **3rd Kranich 2b** brought to the UK for use by the ATC. This was serialled VD-224. It was flown at RAF Halton and later, at RAF Cranwell. Struck off charge after an accident in 1954. (There seem to have been 5 Kranich 2s in Britain during the late 1940s and early 1950s — CW).

Two S.G. 38s for RAE. These were:

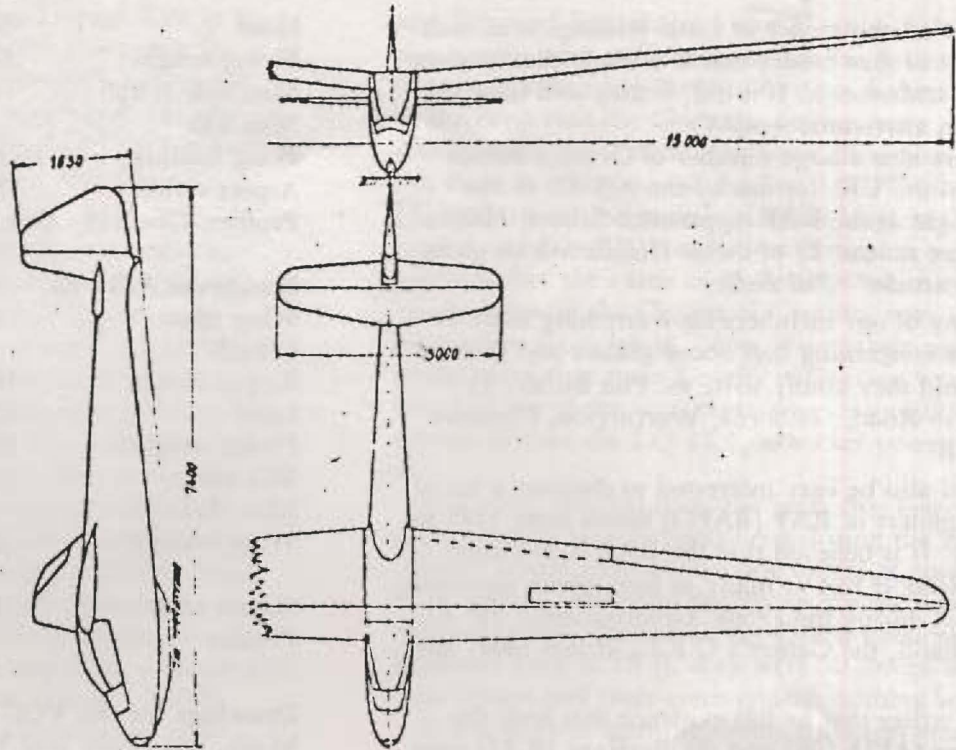
VP559 'Rook' and VP582 'Raven'. VP559 was sold to the RNGSA in July 1954. The fate of VP582 is unknown, but it may have been the S.G.38 which became BGA. 613 in August 1948.

One Minimoa: No RNGSA Minimoa has been traced, but Phil Butler would like to know the origin of a Minimoa at Dunstable in 1949. The BGA. C of A number 632 was applied for in 1949 for such an aircraft but no more is known." (Phil Butler has been informed that Philip Wills' prewar Minimoa was at Dunstable at that time, owned by Lawrence Wright, who later sold it to Iceland — CW).

One Mu 13A quoted as an R.A.E. aircraft although it was in fact RNGSA. This was LG-WZ, later flown by the RNGSA as XD371. In use until about 1957. (when it was crashed having fallen into the hands of unsuitable pilots — CW). (although it was removed by a Petty Officer for repair, no evidence of what finally happened to this aircraft as yet been discovered — CW). (It was always described as a Mü 13A but C. Wills can discover no difference between this aircraft and a standard pre — 1943 built Mü 13d. Perhaps it was referred to as Mü 13A, as it was different from the 1943 designed and built Mü 13d-2s-CW?). (As far as C. Wills knows, there was only one Mü 13A and this was the 1935 "Merlin" Mü 13 prototype. Therefore, the famous 1936 "Atalante" would have been the Mü 13B ? -CW).

One Reiher for RAE: no details yet traced. (This must be the Reiher which Farnborough had wanted to obtain from an RAF Typhoon squadron based in Germany. The Squadron had adopted it as mascot and "was going to get round to flying it one day". During this time, or later, the aircraft was left outside and contracted severe glue failure through damp. It was finally delivered to England for Farnborough, aboard an open Queen Mary trailer. Ann Welch saw

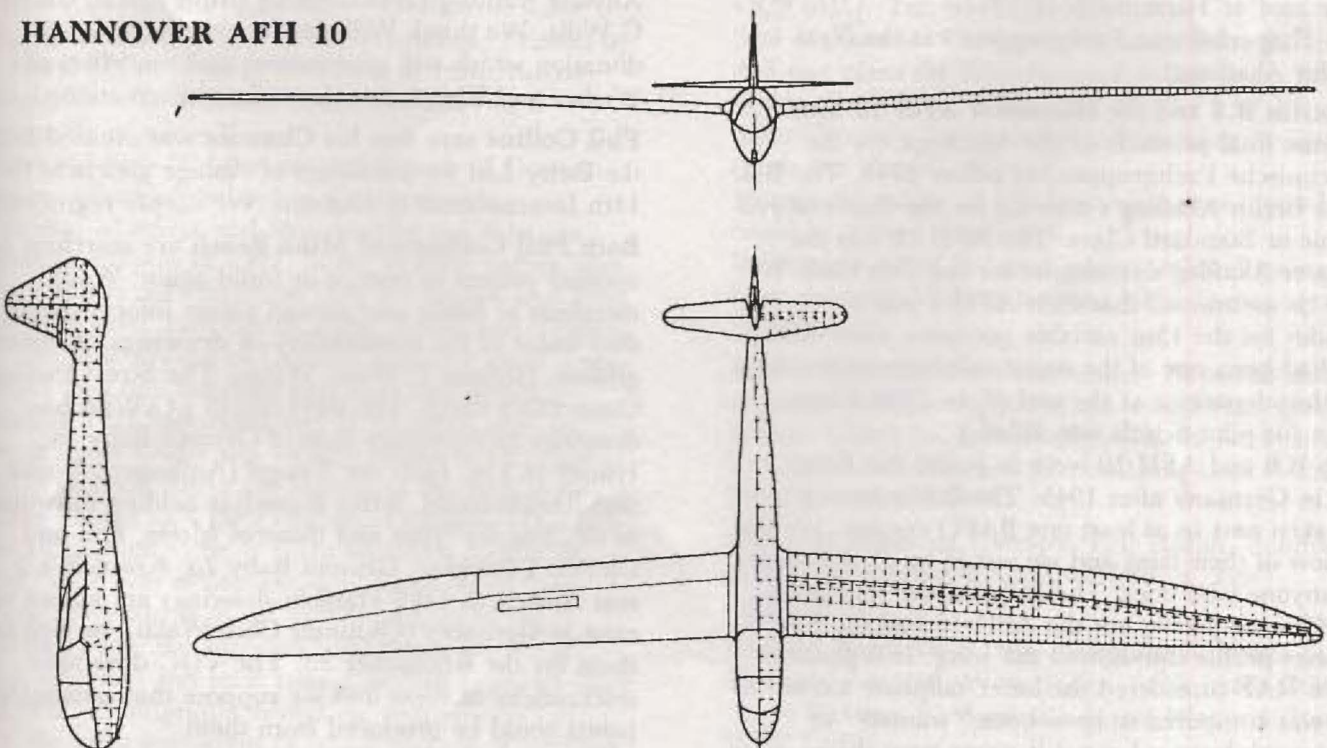
BERLIN B8



M 1 : 100

Flugtechnische Fachgruppe Berlin

HANNOVER AFH 10



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the Reihler on this trailer at Little Rissington in such a bad state of glue failure that it is likely that it never reached Farnborough. If it did, it may well have been burnt soon afterwards — CW).

There were also a large number of Grunau Babies brought to the UK. for use by the A.T.C. or the Glider Flight at the RAF Apprentice School, Halton. There were at least 13 of these. Details will be given in a later article." *Phil Butler.*

Should any of our members have anything more to contribute concerning that above gliders and their fates, would they kindly write to: Phil Butler, 35 Gawsorth Road, Golborne, Warrington, Cheshire WA3 3RB.

We would also be very interested to discover a list of German gliders in RAF (BAFO) hands from 1945 in Germany. It is believed that the RAF Rest Centre of Scharfoldendorf had as many as forty-seven airworthy gliders still during the 1950s. Unfortunately, Flt. Lt. Denis Osland, the Centre's C.F.I., at that time, has died.

C. Wills writes that he has evidence that both the **Hannover (AFH-10?)** and the **Berliner (B.8?)** were in B.A.F.O.'s hands after the war. Whereas he has no evidence to suggest that the Hannover was actually flown, it may have been and was broken, thus suggesting that it was an unsuitable aircraft for club use. The Berliner was flown, even in competition, by B.A.F.O. pilots. These were both prototypes designed and built by the Akaslieds (FFGs*) of the above cities. The RAF also had in their hands in Germany a **strutted Condor 2**. One of these was seen in the hangar roof at Hirzenhain in 1967.

*(FFG-Flugtechnische Fachgruppen was the Nazi name for Akaslieds).

The Berlin B.8 and the **Hannover AFH 10** were two of the final products of the Akaslieds, (or the Flugtechnische Fachgruppen) of before 1940. The B.8 was the Berlin Akaslied's offering for the then embryo Olympic or Standard Class. The AFH 10 was the Hannover Akaslied's contender for the 15m class. It should be mentioned that their AFH-4 was a contender for the 15m variable geometry open class, but it had been one of the seven sailplanes to break up in thunderstorms at the end of the 1938 Rhon Contest (its pilot Schulz was killed.)

Both B.8 and AFH 10 were in Royal Air Force hands in Germany after 1945. The B.8 is known to have taken part in at least one BAFO contest. We do not know of their fates and we would be glad to hear from anyone who does. The B.8 had the very good Goe 549 wing profile but the AFH-10 had the NACA 330 series profile throughout the wing. It is possible that the RAF considered the latter sailplane too hot to fly. It was rumoured to have been "wanted" at Farnborough but we believe it never went there.

Berlin B.8

Wing span	15 m
Length	.4 m
Empty weight	165 kgs (363 lbs)

Load	95 kgs (209 lbs)
Flying weight	260 kgs (572 lbs)
Min.sink at kph	0.7 m at 56 kph.
Max.LD	1:23 at 68 kph
Wing loading:	16.65 kgs/sq.m (3.4 lbs/sq.ft)
Aspect ratio	14.4
Profiles:	Goe 549 - Goe 535 at tip

Hannover AFH-10

Wing span	15 m
Length	6.5 m
Empty weight	165 kgs (363 lbs)
Load	100 kgs (220 lbs)
Flying weights	265 kgs (583 lbs)
Min.sink	0.69 m/sec
Max. L/D	1:25
Wing loading	20.40 kgs/sq m (4.182 lbs/sq.ft)
Aspect ratio	17.35
Profiles	NACA 33012 — NACA 33012 at tip.

Drawings for the VGC. Our member Wilhelm Molik, has kindly sent Weihe 50 and Rhönbussard drawings A-3 size to C.Wills. These can easily be reproduced at 15p a copy for anyone who wants them. They are of excellent quality. The Rhönbussard drawings are complete except for the two main cockpit bulkheads. We are deeply indebted to Wilhelm for helping us in this way. Now these aircraft have a better chance of being repaired if in real trouble. A Rhönbussard (Firmin Henrard) will soon be restored to airworthy condition in Belgium. Anyone wanting these drawing prints should contact C.Wills. We thank Wilhelm for this magnificent donation which will give owners and modellers of Weihe's and Rhönbussards endless information.

Phil Collins says that his **Chanute** was omitted from the Entry List we published of vintage gliders at the 14th International at Lasham. We deeply regret this.

Both Phil Collins and Mike Beach are searching for another project to restore or build again. Would members at home and abroad please inform should they know of the **availability of drawings of historic gliders.** (Inform C.Wills, Wings, The Street Ewelme, Oxon OX9 6HQ. Tel: 0491-39245.) C.Wills has drawings to reproduce now of Grunau Baby 2a, Hütter H.17a, Hols der Teugel (Anfänger), Weihe and Rhönbussard. Mike Russell is holding drawings of all Slingsby types and those of Meise, Eon and Chilton Olympias, Grunau Baby 2b, Kronfeld's 2 seat Austria 2. DFS Habicht drawings are known to exist in Germany (Oldtimer Club Waku), as well as those for the Rhönadler 35. The VGC does have microfiche of these and we suppose that satisfactory prints could be produced from them.

Kite I Owners' Club This has been formed by A. Maufe because of the great number (six) of Kite Is still existing in Britain. Three are currently in operation. We hope that this club will kindle a spirit

to get a few more of them up and away! Kite Is exist at John Eagles Aviation, Staverton (currently for sale), and at Dunstable (the prototype), under the control of Terry Perkins. It is rumoured that this one may be restored soon. BGA 400, which had mainly wooden fittings for the 1940 radar trials, is with RUSSAVIA.

Hanna Reitsch's Habicht. Several aeromodellers have asked about the markings of this. Firstly, we would suggest that she did not have a personal Habicht but might have flown several Habichts at various locations, including at her home site, the Reichsegelflugschule Grunau. The recent British film "Test Pilot" on Hanna Reitsch starts showing the Habicht D-4-33 being aerobatted. The sequence ends showing the Habicht D-7-2227 being landed with Hanna Reitsch in it, and being surrounded on the ground by children. NSFK Gruppe 4 (Berlin Mark Brandenburg) had its Reichssegelflugschule at Trebbin and was administered from Berlin Wilmersdorf. NSFK Gruppe 7 was Elbe — Saale and was administered from Dresden. Silesia's NSFK Gruppe was No 6, which was administered from Breslau. So, neither of the two Habichts in the film came from Grunau.

Skylark 3, BGA 739, formerly belonging to Nick Goodhart, and holder of many British records, has now been sold to the Dutch. It was previously based at RAF Cosford and is in perfect condition. As the Dutch also own Philip Wills' world Championship winning SKY, it seems that many famous British wooden gliders are going to Holland.

Review "In Auf und Abwind — Geschichte einer Fliegergemeinschaft" by Erwin Primavesi. Printed by the Horst Maier Verlag, Kraiburg a. Inn, Austria. Translation: "In Lift and Sink. The story of a community of pilots."

Now at last is told the story of groups of German speaking pilots left behind in Czechoslovakia (Bohemia, Moravia and Slovakia) by the Austrian Hapsburg Empire in 1922. Some of their names bore witness to the old empire as they are Italian and must have originated from South Tirol, Bozen and Trieste, etc. The little groups of German speakers amid a sea of Slavs flew one hundred and sixty two gliders, including a Rhönbussard and H.28, from sites at seventy seven towns and villages between 1922 and 1938. The book traces the history of the groups which became known as VDF (Verband Deutscher Flieger) from 1898 when some of them bought a Lilienthal glider. VDF was almost the only marking on their gliders. Coverage is given to the creation of the Akaflieg Prage, the students from every faculty of which designed and built twelve aircraft between 1922 and 1932. Photographs reveal the magnificent hill sites, the most important of which was the Rannayer Berg, which could be compared to the English Malvern Hills. Photos also reveal Theodor Petera, whose Grunau Babies are still among us airworthy,

and Edmund Schneider, whose Grunau Baby factory was not far way at Grunau in Silesia. Between them they built many hundreds of Grunau Babies. It seems in the book that the Germans did not have much contact with the Czechs who were all around them but there is one photo of the first LO 105 (the 10.5m. LO100) which was built by Lothar Vogt in the workshop of the VDF at Brunn (Brno) on an open trailer before the castle of Hohenelbe which was the family home of the Counts of Czernin, who were themselves active glider pilots. From their name, it would seem that these Counts of Czernin were Czech. Late in the war, there was an unfulfilled scheme to take the LO 10.5, to rocket power and arm it!

It is quite obvious from the book that German pilots landing in Czechoslovakia during the Rhön contests would have been made to feel at home by the VDF groups. Although the above groups were sympathetically greeted by the Czech President on the Rannaya Berg in 1938, they were all forced to leave their homes and their country with nothing in 1945.

It is a story of burning enthusiasm and great achievement by a band of pilots to whom gliding gave great happiness. It is of historical importance.

Although the book is well illustrated, a slight knowledge of German would be an advantage. The book was kindly sent by P. Selinger — C.W.

FOR SALE

From C. Wills, Wings, The Street, Ewelme, Oxon OC9 6HQ. Tel: 0491-39245.

Sets of plans for H.17a and Grunau Baby 2a.

A-3 size plans for Rhönbussard — less main fuselage bulkheads, Weihe, Rhönadler 35, Go 1 Wolf (suitable microfilm only for modellers), Schleicher Anfänger (Hols der Teufel), SG. 38.

35 mm microfilm of 190 Kranich 2 drawings which could be copied or printed.

Incomplete set of A-3 size Rhönsperber drawings. 3 hour duration Video Cassettes VHS format of old gliding films.

Kite I BGA 285. Without trailer. Repaired and restored after having had some wing D-box glue failure. Offers to: John Eagles, Classic Aeroplanes Ltd, Staverton Airport, Cheltenham, Glos GL51 6SR. Tel: 0452-858661.

Original Olympia Canopy. Eric Rolph, London Road, Moreton-in-the-Marsh, Worcs. Tel: 0608-50530.

Grunau Baby 2b-2 1941 Flugzeugbau Petera built. Recently restored. With trailer. BGA 1910. Offers to: Terry Stevens, 65 Bucknalls Lane, Watford, Herts WD2 7NE.

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

Rhönlerche II (Ka 4) PH-247 without trailer. Good condition. Dutch C of A. Offers to: George Slot, Kerkenbovenveen 9, 7926 AD Kerkenveld, the Netherlands. Tel: 05286-1593.


Slingsby SKY built 1951, BGA No 694. Reluctantly offered for sale, very good steel and aluminium trailer, C of A valid until April 1988. Useful panel comprising ASI, turn and slip, PZL, altimeter, Escanier horizon, Crossfell with audio and fitted for oxygen with economizer. Almost unused Winter barograph, but parachute sadly u/s (Ministry of Defence 1941 vintage). Fabric in very good condition. A good cross country machine, superb in weak conditions. Offers around £3000. Peter Cyster, Northiam Sussex. Tel: Northiam 2531.

WANTED


Klemm K1 25 drawings by Karl Heinz Kellermann, OSC Wasserkuppe, Beethovenstrasse 64, 6000 Frankfurt I, West Germany.

Trailer suitable for a T.2lb - Bob Waddington, 47 Berry Drive, Great Sutton, South Wirral L66 4LU.

Modern enclosed trailer suitable for a Rhönbussard wanted by C.Wills, Wings, The Street, Ewelme, Oxon OX9 6HQ. Tel: 0491-39245.



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