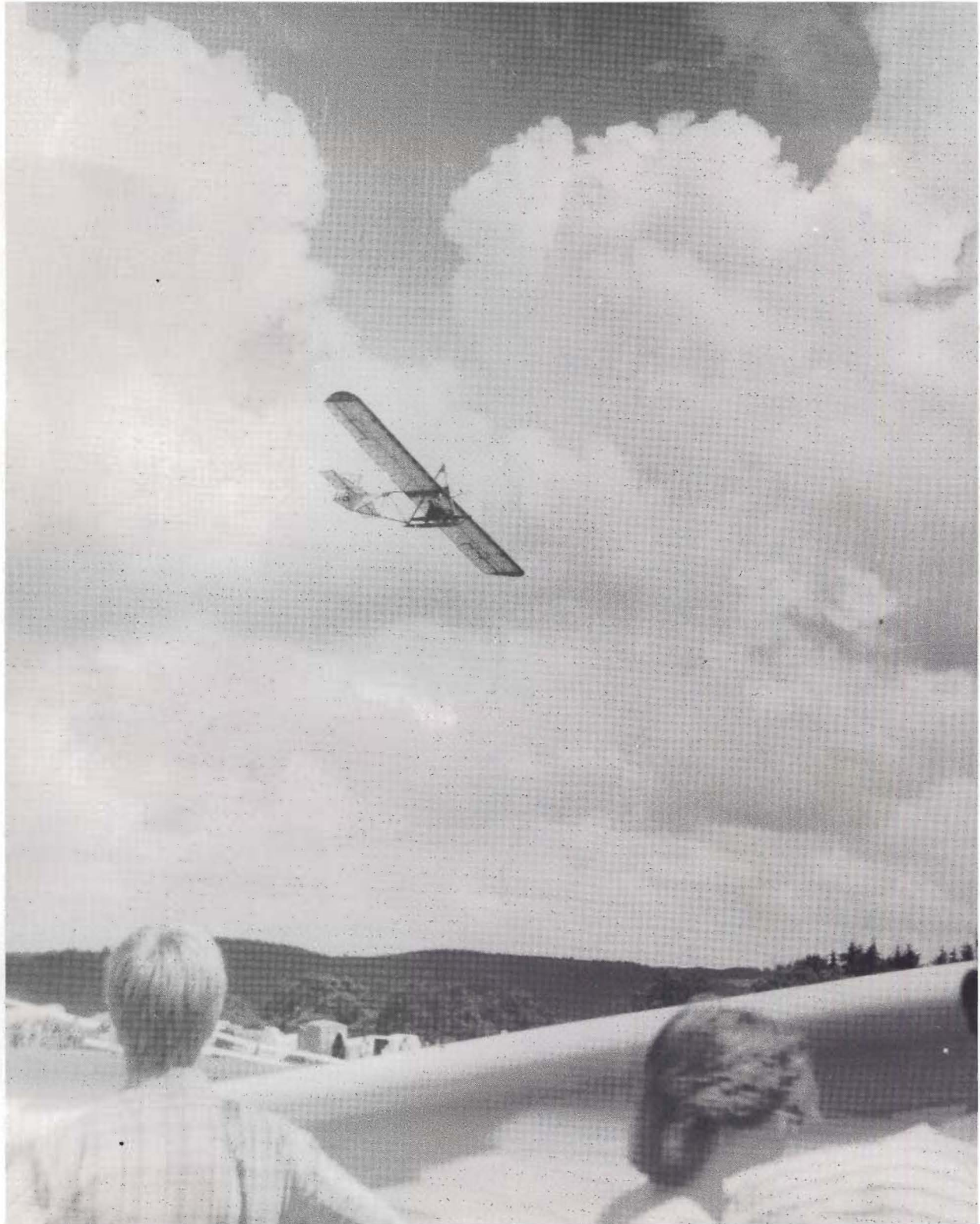
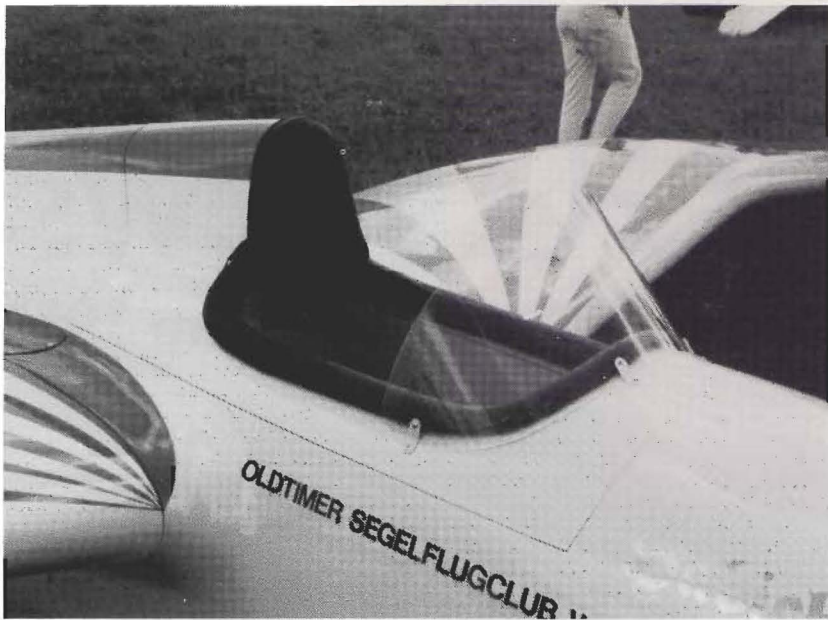




VGC News

No. 62 Autumn 1987





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- 1 Close up of the new OSC Wasserkuppe's DFS Habicht showing excellence of detail and finish in the cockpit area.
- 2 Decoration on Habicht's fin and rudder.
- 3 Detail of the Habicht's strutted tailplane.

These photographs were all taken by Hans Jurgen Fischner.

Cover photograph:

Holland's oldest airworthy glider. The 1946 Fokker ESG (Erster Schulgleiter) on final approach at Traben Trarbach at the Rendez Vous '87 Meeting, being flown by Toon Frishert, who restored it.



The Vintage Glider Club

VGC News no. 62
Autumn 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

Colin Street:	Britain
Didier Fulchiron:	France
Angus Munro:	Norway
Jan van Beugen:	Holland
Firmin Henrard:	Belgium
Imre Mitter:	Hungary
Willi Schwarzenbach:	Switzerland
Rainer Karch:	Germany

EDITORIAL

Chris Wills regrets the lateness of this VGC News. He was under the mistaken illusion that it would be possible to get all this summer's momentous events all over the world into one VGC News. So he has written at least two VGC News. The other should follow this one quickly.

It is necessary to cover events in other countries as we are an international movement with many members in different countries.

During the International Rally in Germany, we enrolled our 1000th member.

FROM THE SECRETARY

As 1987 draws to a close we can look back with satisfaction on another year of progress for the Club. Although few good flights were recorded, and most of our rallies were held in spite of the weather, the Club has continued to increase its membership at a steady rate, has greatly strengthened its financial position, and has still managed to invest a considerable sum of money in two computers and printers.

Equally satisfying are the signs that the ideals of the Club are gaining recognition from outside bodies. We refer to the splendid gesture of the Musée de l'Air, in awarding an annual trophy to the person or persons that the VGC nominates for making the year's outstanding contribution to the Vintage Glider Movement. It is pleasing to report that

your secretary has been asked to address the Annual Conference of the British Gliding Association on the subject of 'The Vintage Glider Club'. Let us hope that this is just a beginning.

Until October 16th we could enjoy a fairly normal complaint about the poor soaring season this year ... much snow in January, the warmest April most of us have ever known, a wet summer, and so on. But in the south of England and in the other countries bordering the Channel 1987 will be remembered as the year of the Great Storm. As we go to press it is not possible to assess the full extent of the damage to gliding. Certainly, many gliders in hangers and trailers have been damaged, some very badly. Empty trailers have been destroyed, the work of many months erased in a few turbulent hours. Some of our members are among the unlucky ones. We offer them our sympathy, and hope for everyone's sake that the insurance rates next year are not going to be prohibitively expensive. The Mg 19a Steinadler is safe, as is Chris Wills' Rhönbussard, we are glad to record. But whether we are happy to have escaped the worst, or are grimly picking up the pieces of our gliders, or houses, or are making our workplaces functional again, it is impossible to escape from the dreadful vision of our ravaged countryside. The woodlands of south-east England have lost an officially estimated twenty per cent of their trees, and will never be the same in our lifetime. There is an enormous sense of loss.

Prizes that were awarded at the VGC Annual Dinner 1987 at the Coventry Gliding Club, Husbands Bosworth on Saturday 26th September.

VGC Construction Prizes - for building replica vintage sailplanes.

- 1 Wasserkuppe Oldtimer Club DFS Habicht D-8002 Germany
- 2 Otto Grau Goepfingen 1 Wolf D-9026 Germany
- 3 Klaus Heyn Rhoenadler 36 Germany

VGC Restoration Prizes

- 1 Peter Deege Grunau Baby 2b PH-801 Holland
- 2 E. Jansen-Groesbeek Caudron C-800 PH-807 Holland
- 3 Fred Wevers Doppelpaas PH-814 Holland
- 4 Heiko Harms Grunau Baby D-1992 Germany
- 5 Toon Frischert Erster Schulgleiter PH-118 Holland
- 6 Achille Sevrancq Caudron C-800 00-ZDM Belgium
- 7 Jan M. Grundemann Prefect PH-198 Holland

Performance and other Prizes

- 1 Ed Hall Trophy for the best flight in a vintage glider from Lasham:
to Richard Moyse - Sky
- 2 J.E.D. Shaw and Fred Slingsby Trophy for the best flight in a Cadet or Tutor. The trophy is the creation of John Sproule, the designer of these aircraft:
to Norman James - Tutor
- 3 Rodi Morgan Plate for the best flight during the VGC Annual British Rally:
to John Smoker - Grunau Baby 2a BGA 277
- 4 Frank Reeks Trophy for the best turned out Grunau Baby or derivative:
to Jurgen Dreyer - Cumulus D-8626 Germany
- 5 VGC Performance Prize:
Keith Bell - Olympia 132km
Barry Briggs - Weihe 200km

THE INTERNATIONAL RALLY COMMITTEE MEETING AND DECISIONS

A meeting was held during the International Rally at Aalen-Elchingen.

Members present:

Britain: C. Wills - President; Geoff Moore - British National Rally Secretary; David Ballard (stand-in for Colin Street) - International Rally Committee member.

France: Didier Fulchiron - French International Rally Committee member; Christian Ravel - Angers GPPA; Pierre Prinot - Bourges.

Belgium: Johan Kieckens - Flemish Belgium; Firmin Henrard - Wallonian Belgium.

Switzerland: Willi Schwarzenbach - VGC Vice-President and Swiss International Rally Committee member.

Holland: Jan van Beugen - VGC Vice-President and Dutch International Rally Committee member.

Hungary: Imre Mitter - Hungarian International Rally Committee member; Fred Hefty.

Germany: Paul Serries - VGC Vice-President and German International Rally Committee member.

Norway: Angus Munro - International Rally Committee for Norway.

French representatives, as holders of the next International Rallies in 1988, spoke first.

Rendez Vous '88 - Angers. 16th - 23rd July. 300kms SW of Paris. Two tow planes. Two winches. Camping possible on the airfield. Many trees. Three cheap hotels with restaurants 2kms from the airfield. No toilet as yet organized on the airfield. Hangarage possible for 30 gliders derigged on trailers. Angers is a very beautiful tourist area on the River Loire and has a château. The wines of the area are magnificent. Angers is 200kms from Bourges.

The 16th International Vintage Glider Rally - Bourges. 23rd - 31st July 1988. Bourges is situated 200kms south of Paris in the centre of France. The Bourges Association will undertake the Rally organization. Very good weather can be hoped for (and C. Wills believes that the outlanding fields are excellent, as at Issoudun). Aerotowing and winch launching will be laid on. The runway is 2000m long. Hangarage for rigged gliders is not yet certain. Entrants can stay on after the rally if they wish. Camping is possible on the airfield. However, an organized camp site is 2kms from the airfield.

Hungary

17th International Vintage Glider Rally and Rendez Vous '89 Rally. As holder of the 1989 International Vintage Glider Rally, the International Rally member for Hungary, Imre Mitter, spoke next ... translated by Fred Hefty.

Dates for Rallies: **23rd July - 4th August 1989.** The 1989 Rendez Vous and 17th International Vintage Glider Rally will be held at the two historic Hungarian Gliding sites at Farkashegy and Harmashatarhegy (known as H-H-H) near Budapest, to celebrate the 60th Anniversary of the starting of Hungarian gliding.

The intention at present seems to be to operate both rallies from both sites, one after the other, and that there would be more free airspace for us this time than there was last time.

The intention at the moment is that a third week's flying will be organized for us on an airfield some distance from Budapest where airspace is free, and from where cross-country flying will be possible.

For the rallies near Budapest, extension of air space will not be over Budapest but in the other directions, ie further to west and south. The distance between the sites is 6kms. There are four hangars at Farkashegy and there should be hangarage for all gliders! Excursion buses to Budapest. Bus shuttle service between sites during the ten days. It will be possible to contain an entry of 60 - 70 gliders. The weather should be fine! This year, when all Europe had bad weather during almost all the summer, the good weather heatwave came as far west as Hungary.

Belgium

18th International Vintage Glider Rally and the Rendez Vous Rally 1990. It is planned to hold the Rendez Vous Rally on a 700m long grass strip in Flemish Belgium, 10kms north of the centre of Antwerp. Hangars may be available for vintage gliders. Facilities are to be developed as everything is new. It is envisaged that there will be room on the field for a restricted number of gliders. The airfield is called Hoevene. Contact: Johan Kieckens, Ekenstraat 42, B-9450 Haltert, Belgium.

It was first hoped that the 18th International Vintage Glider Rally 1990 could be held at Saint Hubert but it was not

possible to interrupt the International Courses there. It is currently hoped that the rally can take place in Wallonian (French speaking) Belgium on the private airfield of Temploux which is 10kms north of Namur. There has been primary agreement with the owner of the airfield but nothing has yet been signed. A toilet, restaurant and hotel are available. They hope to engage a sponsor, as money is short. The immediate aim is to obtain a signed agreement to use Temploux. There are 800m runways for gliders and aeroplanes, a little similar to the situation at Amlikon. No radio needed in gliders.

Contact: Firmin Henrard, rue de Porcheresse 11, 5381 Hamois Mohiville, la Belgique. Tel: 083-61 21 94.

Norway

Angus Munro said that he was prepared to organise an International Rally in Norway if enough people would come. He has already carried out a preliminary investigation concerning the **Notodden Airfield**. Hotels and drink are expensive. Camping is preferred. There was recently a rally for 10,000 scouts on the airfield. Camping is next to the airfield where there is a river and beach.

There is no winch launching, but aerotows would be by Super Cubs and Rallyes. The summer days are long and thermals can be almost guaranteed to 2000 - 2500m. There is free airspace to 2000m. The field next to the airfield can be used for emergencies. Journeys there would be long. From England, there are ferries from Newcastle and Harwich to Oslo. From the European continent, the ferry would be from Denmark.

Switzerland

At a later date, Willi Schwarzenbach, VGC Vice-President, and International Rally Committee member for Switzerland, said that he had recently met an important member of the **Austrian Gliding organization**. Willi said that he would try to promote the idea of an International Rally in Austria ... somewhere not too close to the Austrian Alps, for safety's sake. (Spitzerberg?)

Germany

Paul Serries, VGC Vice-President and International Rally Committee member for Germany. Very regretfully we have had to accept Paul Serries' resignation as International Rally Committee member for Germany. Paul was one of our founder members since 1973 and has worked to bring coherence to the German Vintage Glider scene since that time. He feels that he has done the job long enough. He wishes to be no longer speaker for the German team at our rallies. We thank him very much for having worked so long and hard to organize the German vintage glider scene. We are very glad that he will remain a VGC Vice-President. He has been to all our international rallies.

The German team met and decided that **Rainer Karch** should take over Paul's arduous task. His address is: 8 München 60, Wiesengrund 6, W. Germany. Tel: 089-887563. We wish Rainer all the best for success.

Britain

Colin Street, Rally Committee member for Britain. We very much regret that he has become ill with back trouble ... and is in hospital. We remember the magnificent job he did as organiser of last year's international rally at Lasham and send him all our sympathies and best wishes for a full and rapid recovery.

VINTAGE GLIDER EVENTS FOR 1988

Rendez Vous '88 - Angers, France. 16th - 23rd July 1988.

Contact: Christian Ravel, 89 Domaine des Ecots, St. Lambert la Potherie, F-49000, France.

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

Contact: Pierre Prinnet, 25ter rue Juliette Dodu, 93100 Montreuil, France. Organization and letter writing will be undertaken by the Bourges Association (ie the central organization on the airfield). There should be space for 80-90 gliders.

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

This is to celebrate the 50th Anniversary of the design date of the Olympia Meise, the sailplane which pilots of all nations were to fly competitively in the Olympic Games. Due to the war, this never happened. However, as its drawings were distributed among nations before the war, it was built widely. Thus, the meeting for this masterpiece of a sailplane by Hans Jacobs is to be held on Winzeln Airfield in the Black Forest from 30th July to 6th August 1988.

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

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

Final entry date: 5th May 1988.

Annual Grunau Baby and Cumulus Meeting is to be held at **Whitsun 1988 on Aachen/Merzbrück airfield.**

Contact: Christian Kroll, Konzendorfer Strasse 3, D-5160 Düren, W. Germany.

British National Vintage Glider Rally 1988

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

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

Geoff Moore, Arewa, Shootersway Lane, Berkhamstead, Herts., tel: 04427 73258, our Rally Secretary, will send out more details during the New Year.

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

INVITATION TO THE SUN

C. Wills has received the following letter from our Spanish member: José M. Guillen Mendez, C/Libreros, 3 8a, 46002 Valencia, Espana (Spain):

"Valencia, Spain. 1.11.87.

Dear Sir,

I have received the two VHS cassettes of old gliding films in perfect condition.

continued overleaf

I think that Spain could be a very good place for a Vintage Glider Rally, because the weather is really nice all the year round (especially in Valencia and between May and October). If you are interested, we will be very happy to help you with everything that you need.

Thanking you in advance. We look forward to receiving your reply soon.

Yours sincerely,

J. Guillen Mendez."

Chris Wills had been in touch with the Swiss Rally Committee member, Willi Schwarzenbach, who has said that we should ask our members. Meanwhile, C. Wills has written to José M. Guillen Mendez stating that we are already scheduled to have international rallies in:

France 1988

Hungary 1989

Belgium 1990

but that perhaps in 1991 or 1992, we might be free to come to Spain. We feel that a representative of the organization which is prepared to run the Spanish Rally Committee meeting (and the International Vintage Glider Rally if possible) to state the advantages, etc of going to Spain. Valencia is fairly far away on the Spanish Mediterranean coast, but not so far as Hungary.

Meanwhile, C. Wills and no doubt José M. Guillen Mendez, would be very pleased to hear the views of our members (and Rally Committee members) on the matter.

VGC OFFICERS' MEETING, CAMPHILL, MAY 23RD 1987, 11AM.

Present:

C. Wills, R. Traves, G. Moore, P. Woodcock, S. Shepard, and by invitation, I. Smith.

- 1 The new bungee. It was decided that the following rules will apply:
 - a) for use only by members at £10 per week
 - b) launch charge £1
 - c) the hirer responsible for the rope and its proper use
 - d) an accurate logbook to be kept
 - e) when not on hire to be kept by G. Moore.
- 2 Chris Wills showed letters from MOD which offered a contract for six gliders to be hangared for six months at Hullavington for £360! It was agreed that Chris would take up the matter again with Mr. Heseltine.
- 3 It was decided to keep a list of rated BGA instructors and inspectors in order to ensure that operations during rallies would not be jeopardised through a lack of experienced personnel.
- 4 The secretary agreed to prepare a statement to members, explaining the new membership subscription rates (see VGC News 61).
- 5 It was agreed to approach Ian Dunkley about the purchase of two Amstrad PC 1512 computers, one for use by Chris for word processing, and one for Robin to enable him, in time, to take over the VGC database from Peter, and to use generally in the service of the club. It was also agreed that Robin should obtain a desktop photocopier.
- 6 Sally expressed the worry that valuable archive material might be getting less than ideal treatment. Robin agreed

to approach the Royal Aeronautical Society for advice. It was decided that VGC funds should be used to support a professional standard of archiving as far as possible, and that the club should investigate a suitable location for material.

- 7 It was agreed to invite Vice-Presidents to the AGM and Dinner in September at Husbands Bosworth. Robin to write.
- 8 Robin was asked to contact Leigh Hood, and Ian Smith was asked to supply Colin Street's new address.
- 9 Geoff's suggestion for a centrefold pullout membership form and sales order form in VGC News was accepted.

WINTER SHELTER FOR VINTAGE GLIDERS, RAF HULLAVINGTON

After writing to his Member of Parliament, who, after consulting the Ministry of Defence, targetted accommodation for our gliders on RAF Hullavington, C. Wills went to RAF Hullavington and was shown by the Commanding Officer, two hangars. One of these was empty and the other was in use by the RAF GSA Bannerdown Club.

After hoping that we could have the empty hangar, it later became evident that we would be allowed space only for six gliders derigged in/on trailers in the RAF Bannerdown's club hangar. The Commanding Officer was chairman of the Bannerdown Club and he and his club seemed most enthusiastic to have us.

However, it later became evident that we would have to obtain a Ministry of Defence Land Licence costing £360, and insurance to a minimum of £500,000, for the six trailers, for the period of six months from 1st October 1987 until 31st March 1988.

Although we were unable to obtain an insurance quote for this from Mowbray Vale, it was felt that the over £60 cost for each trailer for six months was too much ... especially as we had not heard from any member who needed this accommodation, at this price.

Thus it was decided regretfully not to accept the offer and to close down the operation.

The Science Museum at RAF Wroughton

C. Wills also wrote to the Science Museum asking if there might not be some space for our gliders derigged in trailers in a hangar on the above airfield. He received a reply regretting that the Museum had no space for our aircraft in a hangar at Wroughton.

From the above, it is possible to imagine that our aircraft are not officially regarded as part of Britain's national aeronautical heritage.

THE POLISH AIR MUSEUM AT KRAKOW

Hoping that the Directors might follow the magnificent lead of the Musée de l'Air, Chris Wills wrote to them asking whether they would allow their German vintage gliders, which they are known to have in store, to go to some of our members in Germany for restoration, to be if possible flown as a reward for labour.

continued overleaf

Unfortunately, although the director said that it sounded a good idea, it would not be possible. Like everything else in Poland, the museum is desperately short of finance for restorations, etc.

So far on view, the museum has some postwar Polish designed gliders and some prewar types which were built with modifications, again, after the war. Among them are DFS Kranich 2, which were built in Poland in 1951 and named Zuraws. They still have five German types in store. These are believed to be Rheinland, Rhönsperber, Mü 13d, Meise and Weihe (as well as we believe the very sparse remains of a Horten 4? and a Motor Baby?).

The content of the Polish letter from Director Wacław Kiscinski of the Muzeum Lotnictwa i Astronautyki, 30-369 Krakow 28, skr. pocztowa 17, Aleja Planu 6-Letniego 17, Polska, tel: 4471 81:

"Dear Sir,

Thank you for your letter dated March 17th. At the moment we have 36 gliders including motorgliders, the vast majority of them being postwar Polish designs. Of twelve prewar sailplanes, there are five of Polish origin, four exhibited, one stored. A Lilienthal hang glider and DFS Kranich are exhibited too, so there are only five German gliders stored now.

Your idea, although looking sensible, seems not interesting for our museum, we regret. However, you are still welcome to visit our sailplane exhibition.

Sincerely yours,
Director."

A LETTER

received from Hans-Joachim Wefeld Ing (grad), D-1000 Berlin 39 (Wannsee) Endestrasse 2c, West Germany, tel: 030 805 1483.

"23.9.87

Dear Mr. Wills,

I received from your member Martin Pleizier (currently studying at the Akaflieg Berlin) your VGC News no. 61 and was very excited over the cover photograph and the information on page 30 (concerning the Berlin Sailplane B8).

I am historical specialist for:

- a) the Akademische Fliegergruppe Berlin ev
- b) the former Flugtechnische Arbeitsgemeinschaft Berlin (1936-45).

We of the Akaflieg Berlin were until now of the impression that our aircraft B5, B6, B8, and B9 were all destroyed in 1945. Now we discover from the VGC that a B8 reached England and was flown there. Of the B8, there were two versions. Therefore, in order to get the matter clear for the history of our Akaflieg, could someone kindly inform me:
i) where was the B8 in English hands?
ii) which registration did it have? Was it D-4-660, as in the Felix Kracht photo on the front of your News ... or was it D-4-694?

Our archives still have the calculations and drawings for the B5 and B8!

For your information, I am sending you the journal of our Akaflieg 'Chronik Akaflieg 1920-76', one list of the

sailplanes of the group, one data sheet for the B8 and AFH10, one photo of the Rhönbussard once owned by the FAG Berlin.

I would be very glad to hear from you.

H-J. Wefeld."

Should anyone have information, concerning which B8 was in RAF (BAFO) hands after the war, would they please write or telephone C. Wills at Wings, The Street, Ewelme, Oxon OX9 6HQ, tel: 0491 39245.

Members of our armed forces gliding clubs in Germany at that time (the late 1940s) may have information or photographs of the aircraft, which they knew as the 'Berliner'. D-4-660 had very much dihedral (V-form). D-4-694 had no dihedral. This should be clearly revealed in any photograph of it.

Chris Wills could only inform Herr Wefeld that (i) the B8 never came to England and that (ii) it was probably on the BAFO (British Air Force of Occupation) airfield of Gütersloh and was used by BAFO pilots in their contests of the late 1940s.

Chris Wills and Hans-Joachim Wefeld would be very interested to hear more about this aircraft to set the records straight (and also about the Hannover AFH-10 in BAFO hands).

RENDEZ VOUS 87 INTERNATIONAL MEETING, TRABEN TRARBACH - MONT ROYAL

by Friedhelm Bier.

Before the meeting at Aalen-Elchingen, many of the entrants went to the above site which is on a hill around which flows the River Moselle. (It was a magnificent area of hills and vineyards but we had the impression that there was almost no possibility of safely outlanding around the site - CW). We were guests of the Deutsch-Amerikanischer Segelflug Club (German-American Gliding Club).

"Forty-three of the finest Oldtimer gliders in the world and their owners were received as guests by the Deutsch-Amerikanischer Segelflug Club and performed in the air above Traben Trarbach. So it was that two of the three still flying Minimoas, S38s, Skull-splitters, Harbinger, T21s, T31s, etc. could all be observed flying.

High point of the event was the celebration of the Münster Minimoa's, and Chris Wills' Rhönbussard's 50th birthdays. This was held together with the christening of the club's new ASK 21. Glider design development of 50 years could be compared.

The small host gliding club did its best. Only the weather did not do so well. The weather developed from a relatively weak Saturday to a magnificent Sunday with good adequate thermals for Oldtimers. Saint Peter then felt guilty for doing so well. Monday produced no more good weather and although we were in a beautiful wine country, what came out of the sky was nothing more than pure water! On Tuesday, only two hopeful starts for television were possible, which gave us 90 seconds of television time. From Wednesday, the weather improved. Thursday had passable weather and on Friday we were rewarded with sunshine and thermals. Saturday was departure day for the 15th International Oldtimer Rally at Aalen-Heidenheim-Elchingen. Saint Peter

for this day programmed absolutely hideous weather that gave the impression that the guests were to be 'poured away'.

The Deutsch-Amerikanischer Segelflug Club did everything in its power to make its guests' stay as pleasurable as possible. Everything that the Moselle could offer was made use of. There were slide shows of the countryside and its people, customs, etc., a grill evening with musical renderings. On Wednesday model aeroplanes were demonstrated and Thursday gave us an evening boat trip on the Moselle with wine tasting on board. Friday found all the glider pilots with their combined strength finishing up the remains of the food and wine that had been got in during the week.

Throughout all, right from the start, there were excellent relations and camaraderie between the guests, the local inhabitants and hosts on the 'Koeniglichen Berg' (Royal Mountain)."

Taken from an article in Aerokurier no. 9, September 1987, by Friedhelm Bier and translated by C. Wills.

Chris Wills would like to thank Friedhelm Bier and the Deutsch-Amerikanischer Segelflug Club for having us. The relaxed atmosphere of the entire meeting impressed us all. The selfless dedication of club members to make our stay really pleasurable was most evident. Gisela Mitscher was fantastic at all times. She was the heart and soul of the club and worked hard to make every phase of the meeting a success. Thanks also must go to Horst Dahlke, Helmut Probst - Club Manager, Karl Kroop - Chairman and Dieter Staedler - Flying Instructor. Above all, we thank Friedhelm Bier for organization, before and during the rally. He has invited us all to come back either with or without our gliders. I am sure that many of us will take up the kind invitation.

Participants:

Aircraft type	Reg.	Built	Owner/Rally pilot
Slingsby T31	BGA 1376	1952	'Blue Brick' Syndicate
Slingsby T34A Sky	BGA 685	1952	Ballard/Smith/Moyse
T31-Tutor	BGA 3181	1953	Jan Förster
Kirby Kite	BGA 251	1936	Bob Boyd
Slingsby T21B	BGA 711	1954	D. Brown & Syndicate
MG19A Steinadler	BGA 2903	1955	C. Wills/D. Chapman
EON Olympia 460	BGA 781	1962	D.D. Copeland
Slingsby T21C	BGA 1030	1957	'Street Gang'
Grunau Baby	PH-801		P.A. Deege
Grunau Baby IIb	D-3637		Jürgen Delzeit
Gö-4	D-1080	1952	Oldtimer Club Münster
Gö-4	PH-210		Ravenstein
S 18 III Spalinger	HB-458	1944	Peter Egger
E.S.G.	PH-118	1946	A.C. Frishert
Nord 1300	F-CRGN	1947	Didier Fulchiron
Slingsby Prefect	PH-198	1951	J.M. Gründemann
Breguet 904	F-CCFR	1958	Guy Hamon
Weihe 50	D-5862	1953	P.C. Jansen
Cumulus IIIf	D-6059		Christian Kroll
Condor IV	D-8306	1954	Haltergem. J. Kruse
Weihe 50	D-8239	1943	Hans Mayer
Kirby Kite I	BGA 310	1937	M.H. Maufe
J.S. Weihe	D-0700	1949	Uli Seegers
Zugvogel	D-8773	1954	Luftsportverein Schwarzwald

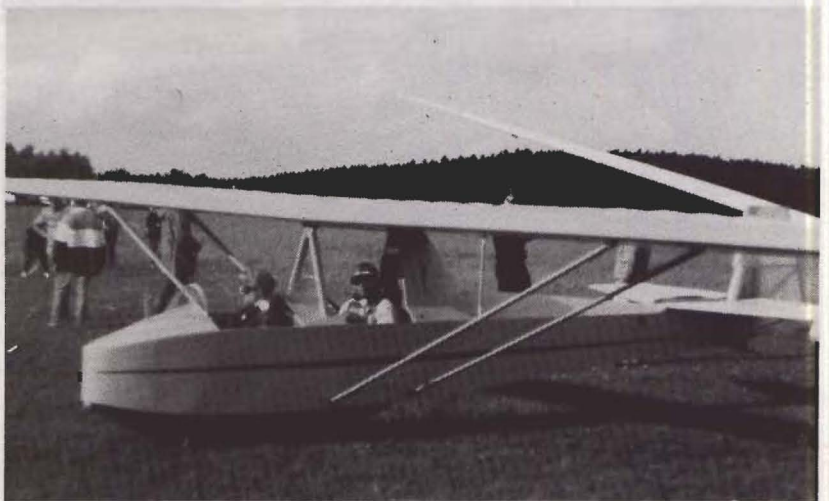
Schweizer SGU2-2200-DAC		1946	D. Quaeysaegens
Rhönsperber	BGA 260		Francis Russell
Doppelraab VI		1958	Hartmut Sammet
Minimoa	N-2664-B	1937	Jan Scott, Washington DC
T31B	BGA 3241	1954	Ulrich Seegers
Minimoa	D-1163	1937	Oldtimer Club Münster
Harbinger MK II	BGA 1091	1957	Harrison/Wood/Sharman W.J.C. Smith
Skylark III			
Slingsby T31B	BGA 3229	1953	Ballard/Smith/Marshall/Moyse
Caudron C 800	00-ZDH	1947	Servranckx/Verdoot
Rhönlerche II	PH-247	1956	George Slot
Weihe 50	D-0301	1958	Günter Solms
S 18 III	HB-510	1939	
		1959	D. Steffen/R. Barth
Weihe 50	D-7080	1958	Werner Tschorn
Slingsby Prefect	PH-192	1951	E.J. Vermeer
Mü-13-d-1	D6293	1936	Ernst Walter
Rhönbussard	BGA 337	1937	Christopher Wills
DFS Olympia			
Meise	D-1420	1938	Dr. Jörg Ziller
SG-38	D-7051	1952	O.S.C. Wasserkuppe
Prefect 2	LN-GLV	1958	Pette Lindberg

CHRIS WILLS REPORTS ON TRABEN TRARBACH - THE RENDEZ VOUS '87 RALLY

Having slept three hours in a cabin on the ferry, C. Wills was able to drive to Traben Trarbach via Bastogne, in one day, after a short sleep in a Belgian rest place, from which he was awoken by two London Club members who pretended that they were his dog, who had crossed the Channel after him despite the British frontier controls. Here he was able to pitch tent but was awoken during the next morning early by David Jones who had spent the night in the Rhönbussard trailer, having arrived from Liège by taxi! A hole in the Brussels ring road had finally caused the corroded trailing arm rear suspension of his ancient Triumph Dolomite to snap. His car, which is part of VGC legend, had finally collapsed even in spite of having passed its MOT test, and was stranded in Liège with the King Kite. Thus, Chris spent Saturday fetching the King Kite. Sunday was an excellent soaring day.

Jan Scott flew his Minimoa and it was the first time that this machine had flown in Europe since it had been Wolf Hirth's private glider. It was the first time that a machine with US registration had flown at one of our rallies. The Rhönbussard had to be brought down from a soaring flight, after one hour to attend its 50th birthday which was being celebrated with that of the Münster Minimoa. This was in conjunction with the christening of the Deutsch-Amerikanischer Club's new fibreglass two-seater. As considerable alcohol had been inbibed, those taking part could fly no more during the day. It was only a shame that it should have to happen on a good soaring day, which, unknown to us then, we were not to have many of.

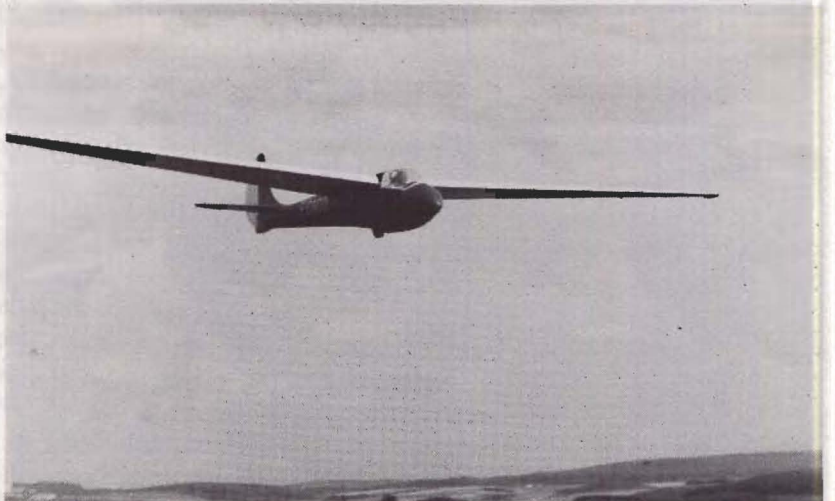
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- 1 The famous London Gliding Club's syndicate owned T31, the 'Blue Brick'. It has participated in many international and British national rallies. Although it is hard to identify the two pilots, we imagine that it is Colin Anson in the rear seat.
- 2 Neelco Osinga (Holland) and his fine Grunau Baby 2b, PH-214. Putting parachute on is Rainer Karch, one of the Rally's organisers. On the right is Daniel Dinucci from New York who was always helping everyone. We hope he will come again. He is soon to write a book on how to import two T21s into the USA!
- 3 C. Wills approaching to land with the Angers AIR 102. This was repaired after its unfortunate accident at Terlet. Chris is particularly fond of this type as he flew his Gold C distance in one in 1959.



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- 1 Jan Scott is about to fly his Minimoa for the first time in Europe for many years. It was also the first flight of an American registered sailplane at any of our rallies. By the nose is VGC founder member, Rainer Willeke from Münster. He brought back (bought back with a crate of beer) from France (Montargis) the Münster Minimoa and is now responsible for it, having restored it for the second time.
- 2 The American Minimoa starts down the strip at Traben Trarbach. Over the end of the field and to the right, there were abrupt slopes descending to the Mosel River.
- 3 Two Kite Is at Traben Trarbach. The one in the foreground belongs to Michael and Tony Maufe. The one flying belongs to, and is being flown by, Bob Boyd.
- 4 A scene at Aalen-Elchingen. In the centre is Josef Kurz, who led the Oldtimer Wasserkuppe team which built the DFS Habicht. On the right, with bicycle, is our founder member, and Vice-President, Paul Serries from Münster. He has just resigned from being German Rally Committee member and official VGC organizer of the Vintage Gliding Movement in Germany, and the work has now been taken on by Rainer Karch.

During the evening, Chris had the fairy tale experience of visiting the Prinz Friedrich Wilhelm Fürst zu Wied and his Princess, whom he had last seen forty years before, and spending a night in the Schloss at Neuwied am Rhein.

Then followed rather bad weather. We feel that it was to the greater glory of casein and Kaurite glue that our vintage gliders survived the warm humidity of the next few days. After a landing in a rainstorm, we were able to watch the Rhönbussard's ailerons filling with water. Chris was then able to seize a small drill (bought in Woolworths) and to make dozens of drain holes through which the water poured, (still during the storm) so the holes must have been in the right places! The Bussard was allowed in the hangar for the night rigged so that there was every hope that it would dry out.

During the next day it was given a three hours and thirty minutes flight to give it a good airing. The flight was ended when, during a quiet thermal climb over a small German town on the Moselle an American jet fighter passed so close that Chris could smell its burnt fuel and feel the beginning of its wake turbulence. Its companion had parted with it behind the Bussard and was climbing up on the other side, further away. They were always in pairs low down, from the great air bases of Ramstein, etc. Richard Moyses in the Sky said that he had never seen so many jet fighters. Suddenly the popular song of the Gliding Club 'Absturz von Tausend Meter Hoch' (Straight in from 1000 metres) took on a new and definite meaning, and Chris having no parachute, sure that the next jets would certainly get him, decided to return to the club. (Actually, it is almost certain that the jet pilots see gliders and deliberately pass close by to give shocks). We feel that 50-year-old gliders, with pilots without parachutes, should be given wider berths.

The club site sloped downhill with trees on the approach with steep slopes at its end, and along one side, down to the Moselle. Thus any failure to land on the site would end in a descent to the Moselle, where it was thought that it might be possible to land only in one field. Those of us who saw the field had reservations about this. There was an amusing moment during the first Sunday, when an SG38 was seen to lurch over the end of the site ... and someone was heard to say 'one SG38 gone and its only 2 o'clock!' Actually the machine did manage to land alright at the far end of the site. Because of the downhill sloping site, approaches over the trees of gliders without effective air brakes had to be made very low. Landings the other way uphill were possible, providing there was no traffic in the other direction. There were so many slopes in the neighbourhood and along one side of the site that providing there was sun and wind, there was certain to be lift somewhere. Jan Scott's American Minimoa, in spite of its high weight (over 600lbs empty) proved that it could soar very well, even in poor conditions over the slope.

The small Deutsch Amerikanischer Segelflug Club had never run such a large meeting before, and managed to achieve the event with minimum equipment and some improvisation. The single drum vintage winch managed wonderful launches with its cable being retrieved at high speed with a VW Beetle. This poor vehicle broke down and had to be replaced by a VW bus.

The rally was a success largely due to the quiet

unassuming organization of Friedhelm Bier and the hard work and enthusiasm of club members who gave up any thought of flying themselves. We, and German visitors, were absolutely astounded by the relaxed, free and easy, flying operations that were allowed at this German gliding club. We are glad that we did not betray their trust in that we had no accidents. We had a delightful rally in spite of the often far from perfect weather, and Friedhelm Bier has invited us all to return. We wish to thank them all.

The journey to Aalen-Elchingen on the Saturday was not pleasant in terrible weather conditions. Chris Wills needed over eight hours to travel the 450km distance. It was during this journey that the Mg 19 trailer got out of control on the autobahn and was damaged, so that the glider, although undamaged, never reached Aalen-Elchingen. Its tow-car was 'written off'. Our condolences go to its two drivers, David Chapman and John Slater. We can only say that we are glad that no one was hurt and that no other cars were damaged. All other members reached Aalen on schedule.

THE 15TH INTERNATIONAL VINTAGE GLIDER RALLY: AALEN-HEIDENHEIM-ELCHINGEN ON 25TH - 31ST JULY 1987

This was an airfield dedicated to an Americanized power flying training operation, which was deemed large enough, with a suitable infra-structure, for an International Vintage Glider Rally with 80-90 gliders taking part. It is situated 50kms east of Stuttgart on the edge of the Schwäbische Alb, where there is normally good weather. It is also free air space. Apart from the power flying training, there is also a large gliding club there.

However, contrary to Wycombe Air Park, the hard runway, which the power flying must use, runs parallel, and adjacent, to the hangar, control tower, hotel building complex ... and all gliders must be taken across it, to fly from the other side of it, no matter what the wind direction. At Wycombe Air Park, glider operations normally take place between the control tower and the power flying runways and all aeroplanes have to be taxied through the gliding area in normal SW wind direction. This seems the better way round as aeroplanes can move faster than gliders on the ground.

At Aalen, the controller was frightened by the possible invasion of the power flying taxiway and runway by the over 80 vintage gliders, their crews and families. Thus, he imposed the rule that all cars on the airfield must have red flags and that only five of them be allowed on the airfield, towing gliders across the power flying hard runway to the launch point, at any one time. This produced a scene reminiscent of a Communist Revolution with cars, bottled up within the infra structure, dashing around with red flags on them, trying to get onto the airfield. One was even seen flying a Skull and Crossbones! In the event, when things quietened down, it was found far less dramatic to simply push the gliders to the launch point. As the weather was bad, we regret that there were never many gliders on the launch point, and few families, who were not supposed to be there, by Control Tower order. We regret also that, because of the bad weather, some of the gliders were not even rigged

during the whole week.

During the last weekend, the airfield authorities found that motorcycle racing would be more lucrative financially than our rally and all vintage gliders and trailers had to be off the airfield by Friday night, and the entire Vintage Gliding Club had to be off the infra structure by Saturday morning, there being only one emergency exit available to us ... (all others, and entrances, being used by motorcycle fans). After 1951, when the new German gliding was organized, there were 800 gliding clubs, all efficiently running from small sites. Because of this, they were able to more than match the launch rate and flying hours of the rest of the entire world's gliding. Even on large sites such as Oerlinghausen, gliding clubs operated independently of each other. Thus, we wonder whether there still is a large German gliding site, principally dedicated to gliding, with a single organization, that could have us? If there had been fine weather at Traben Trarbach and Aalen, we wonder if they could have coped with us. Aalen had a Piper Cub that rather soon failed to get airborne and a Stampe and Rallye (which were good). The Robins had difficulty in towing us slow enough as some tow pilots could manage to tow at 90kph while others could not get below 110-120kph. Winch launches were all very good.

The organization. This was undertaken by Wolfgang Schaeffler, Rainer Karch, Renate and Silke Heyn and others. We cannot speak highly enough of their efforts. Much of the excellent spirit of our rally was due to them. We thank them warmly for being so kind and sympathetic at all times. Aalen Gliding Club members completely vacated a hangar for us while some of our gliders could be fitted in other hangars rigged, or on open trailers.

The weather. A high pressure system over the North Sea caused clockwise rotating sea air from the North Atlantic to sweep across Germany and almost the whole of Europe. Although it had had to come across 600kms (at least) of Germany via Schleswig Holstein, it still had not dried out before it got to the Stuttgart area. In the system, there were small fronts, with hardly any clearances between them. Last year, the European High (Ost Klimat) came almost to the channel coast, but not to England, and gave all Europe a perpetual heatwave. This year the good weather did not come further west than Hungary, where there was a heatwave. Chris Wills feared that this would happen by the law of averages. Perhaps next year will be better.

We have held four International Rallies in Germany (Wasserkuppe, Münster, Burg Feuerstein and now, Aalen). At each one the weather was often far from perfect. We wonder if we are holding them at the wrong time of year? The Black Forest area near Stuttgart is certainly known for thunderstorms at this time (end July/August). We have experienced them at the Klippeneck and Blumberg. If it is a question of getting at least 1000kms from the Atlantic to ensure good weather in the prevailing westerly airstream, then we would have to hold our rallies in Austria or Hungary.

France is likely to have three basic weather systems: maritime, central plain and mountain. Angers is within 60kms of the sea with nothing to relieve the weather of moisture from the Atlantic. Moreover, it used to be said at La Ferté Alais that the weather always changes at the River

Loire. If it is good on one side, it won't be on the other (by the Loire, they meant the Orléans area). However, Angers has held many International Gliding Contests (Les Huits Jours d'Angers) and these have often been successful. Perhaps, by late July, when we are there, the damp Atlantic systems will have quietened down a little. Bourges is central France and could have good conditions.

The machines.

DFS Habicht. Taking part for the first time were the OSC's DFS Habicht and Otto Grau's Wolf. These were a triumph of construction as both are new! The DFS Habicht was designed in 1936 by Hans Jacobs and his team at DFS to meet the need for a fully aerobatic sailplane that could take part in an aerobatic contest during the Olympic Games. Such a contest has never happened. Nevertheless, the Habicht was the finest aerobatic sailplane of the period. Its empty weight is over 500lbs which is considerable for a 13.6m span sailplane but this surprisingly does not prevent it from being soared well at 60kph.

The plywood on the fuselage has double curvature for tremendous rigidity. The only way this could be achieved was by having closely spaced bulkheads with many pieces of plywood. The plywood around the wing leading edge is 3mm thick ($\frac{1}{8}$ "!) again for tremendous strength. How was this got round the leading edge ... in two layers? Many of the best German pilots aerobatted Habichts. These included Hanna Reitsch and Otto Bräutigam.

According to a plan (LP 227) of 15th December 1944, one hundred and twelve 108-53 E-1 13.6m versions were to be built by Ferdinand Schmetz, Herzogenrath. One hundred and fifty three 108-53 F 8.0m versions were to be built by F.S. Herzogenrath. Twenty F 8.0m versions were to be built by the NSFK. One hundred and ninety three G 6.0m versions were to be built by Schmetz, Herzogenrath. Thirty G 6.0m versions were to be built by the NSFK. Of these on the 30th November 1944, eight 8.0m span Habichts, and nine 6.0m span Habichts were built by the Flugzeugbau Ferdinand Schmetz and of these only six (or two) were actually delivered. Wolf Hirth in Nabern had in the meantime had the Habicht 13.6m span in production. Between 28th February 1942 and 30th September 1943 his firm built fifty 13.6m span Habichts, although some of their components were built by other firms.

Unfortunately, we have reason to believe that the Allied occupation powers in 1945 decided that Habichts were military aircraft and were therefore to be destroyed. We have information that one was kept by the RAF (BAFO) club at Oerlinghausen while another one went to France, where there was already one, which had been flown by Marcel Boret before the war. The latter has been on view for years in the Musée de l'Air. The OSC Wasserkuppe's 'new' Habicht is the sole example which is airworthy.

The Göppingen 1 Wolf. Together with the Habicht, representing Germany for the first time was the Göppingen 1 Wolf which was built by the retired motor mechanic Otto Grau. He built this aircraft on his own and his achievement is even the more creditable as it was his first exercise in woodwork! The Wolf, as the Göppingen 1, was originally designed and built in 1935 by the Sportflugzeugbau Göppingen 1 before this firm designed and built the Göppingen 2 and Göppingen 3 Minimoa prototypes during

the same year. It was a sailplane in the Grunau Baby Class but was stronger and suitable for aerobatics. More than one hundred Gö 1 Wolfs and Gö 3 Minimoas were built. However, the Wolf was grounded between 1938 and 1944 because of unsatisfactory spinning characteristics. Otto Grau's machine has the modifications that were decided on to eliminate these spinning characteristics. These were modified ailerons, with slots in the wings running parallel to them, and a Grunau Baby's rudder. (A drawing for the altered rudder is dated 1939). The slotted wings transferred air from below the wings to the wings' upper surfaces and ailerons, thus producing more lift behind them. Thus, they may have actually increased the aircraft's performance.

From Germany came also a **Condor 4**, which was in such good condition that it could be aerobatted. This was from a syndicate at Uetersen where there are other vintage gliders (Weihe, Grunau Baby - for sale). This airfield in north Germany is well known as the location of the Luftwaffe (Air Force) Museum. Other old gliders included the Minimoa and Goevier 2 from Münster in fine condition and many Grunau Babies, Cumuli, Bergfalke, Doppelraab and of course the Mu 13d of Ernst Walter which every year becomes more and more original. This is the only airworthy pre-1943 Mu 13d in existence.

The Jan Scott **Minimoa** from the USA is to remain in Germany for three years for a basic overhaul, by Horst Kiefer at Münster Greven, to as near as possible original condition. Jan will of course be able to fly it at our International Rallies, and we hope, on other occasions, when he is in Europe. This aircraft was formerly Wolf Hirth's private aircraft and so it knew the Göppingen area well. Thus we had three Minimoas taking part in our rally.

From Hungary came the **PO-2**, the Soviet 1927 biplane, which was repaired after last year's accident. With it was the **Cimbora** two-seater. This is a three year old replica of a Rubik type that flew first in 1941. The **Futar** was not there. Contrary to information in the last VGC News, only one Futar was built in 1944. Ten more were built after the war. The Futar that has been restored is the 1944 prototype! It would seem that the Hungarians are so short of hard currency that they will only send to the west, to air displays, aircraft which can earn hard currency by taking passengers. Thus, the single seater Futar could not come. Perhaps the Hungarians are saving up their aircraft to give us a great surprise when we go to our international rallies there in 1989.

Belgium - Achille Veranck's **Caudron C.800** had been successfully restored in a short time and was towed by an old east German Wartburg two-stroke (also successfully). We were very glad to see it.

Holland - the appearance of so many restored gliders from Holland gave the impression that our movement must be really lively there. There was Peter Deege's fine **Grunau Baby 2** that had once been Austrian. There was Toon Frishert's **ESG** (Erster Schulleiter), ie Grunau 9 Schaedelspalter, which is currently the oldest airworthy glider in Holland. **PH-118** is superbly restored and has also a beautiful glass trailer so that the glider gives the impression of being cocooned in glass on wheels, when derigged. Whether this trailer is UV proof is doubtful. The Prefect **PH-198** also seems to have been superbly restored.

Denmark - for the first time a Danish glider was taking part. We are glad to see that the Danes are keeping the **Eon Olympia OY-FIX** in very good condition. The memory of another Eon Olympia which started its journey to Denmark in 1948 with no pilots in it or its towplane, with similar registration (OY-FUX), from Lympne, came to mind. We wonder if that one still exists in Denmark as, after repair, it still went there.

France - the beautiful **Arsenal 4-111** was present. Also we could see the **AV 22** flying wing two-seater which was repaired at Angers after its slight accident at Lasham. Also at Aalen was the fine **AIR 102** which had been damaged at Terlet. This was flying as well as ever. There were many other fine gliders at Aalen. Especially represented were **T31s** and **T21bs**. These were very popular as passenger carriers.

The flying. The weather curtailed this, but those of the fleet of over eighty aircraft, that were flown, managed to put up one hundred hours of flying during the week. Chris Wills managed to win one day's flying with his Rhönbussard for a duration flight (1 hour 57 minutes on 28th July 1987). Otherwise, clearly the best flights were put up by Werner Tschorn in his Weihe. It was notable that all his flights were carried out from winch launches. His longest flight was 3 hours 56 minutes. We are glad to report that, although there were two short landings in maize, there was no damage done to gliders during the week. There were no cross-country flights.

Our members. Once again our members, with their superbly high morale, made the week what it was. Comradeship, cooperation and happiness was universal. Expeditions were made to aviation museums and places of merit. We were especially grateful to have with us an *American team*. They were Daniel Dinucci and his daughter, Mr. and Mrs. Dale Busque, Jan and Mai Scott, Fred Hefty, and Mr. and Mrs. Harold Buck from Columbus, Georgia. We really enjoyed meeting them and we hope that they will come again. To have also the American Minimoa with us was a real treat. The German and the International Evenings were top class social events; the food, drink and entertainment were tremendous. Our members were fantastic! We are sure that they made a good impression on everyone. We hope that we will see them all again, if not before, at our next international rallies where we *must* have good weather (Saint Peter, please note!).

Final Prize Giving. This was achieved on Friday morning, as we were not to be there on Saturday because of motorcycle racing.

The **First Prize of the Rally** was awarded to our Chief Organizer of the Rally, **Wolfgang Schaeffler**, because he had achieved so much, been through so much, was still going through so much, and had even managed to fly his Grunau Baby in spite of all. The prize had been created by Imre Mitter jun. It is a superb prize and was the result of his graduation work in a design course in Hungary. We understand that the prize is to be awarded annually for three years and then another prize will be created. We thank Imre Mitter jun. with all our hearts. What he has done for us is much appreciated.

The Musée de l'Air Prize. This has been created by the very forward-looking French National Air Museum at

Le Bourget (Paris), to be awarded annually to the best restored, or replica, vintage glider throughout the world. This year it was awarded to the Oldtimer Club Wasserkuppe for their construction of the magnificent Habicht. It was a difficult glider to build. When it was in production during the war, it was the most expensive glider. C. Wills had great pleasure in handing the prize to Josef Kurz, who led the team that built the Habicht from 900 drawings, which were obtained from Turkey. The beautiful Musée de l'Air prize has to be seen to be believed.

Participants

Great Britain:

Mr. Colin Anson - T31 - BGA 1376
22 Elm Avenue, Watford, Herts. WD1 4BE.
Mr. David Ballard - T31B - BGA 3229
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Mr. Bob Bickers - T31 - BGA 550
3 Laffang Road, Odiham, Hants. RG25 1LN.
Mr. Bob Boyd Kirby - Kite - BGA 251
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Mr. David Bramwell - T31 - BGA 1376
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Mr. Derek Copeland - Olympia 460 - BGA 1308
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Mr. Robin Traves
Rose View, Marden Road, Staplehurst, Kent, TN12 0JG.
Mr. Chris Wills - Rhönbussard - BGA 337
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Mr. Laurence Woodage - T31 - BGA 1376
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Fr. Gisela Dreskornfeld - Gö IV - D-1080
Piusallee 177, 4400 Münster.
Hr. Gerhard Dreher
Heusteigstr. 16, 7921 Hermaringen.
Hr. Jürgen Dreyer - Cumulus IIf - D-6026
Hermann Ruhe Str. 12, 3220 Alfeld/Leine.
Hr. Jürgen Etter - Doppelraab - D-9083
Maybachstr. 2, 7434 Riederich.
Hr. Jochen Ewald (Cassius) - T31 - OO-ZXN
Melatenerstr. 111, 5100 Aachen.
Hr. Klaus Heyn u fam. - Meise - D-1420
Klingenstr. 23, 7332 Eislingen/Fils.
Fr. Marianne Hirt - A-Spatz W.1 - D-9140
Glatterpfad 36, 7803 Gundelfingen/Frbg.
Hr. K.H. Kellermann - ES 49 - D-5069
Beethovenstr. 64, 6000 Frankfurt 1.
Hr. Erich vom Hövel - Baby IIf - D-7215
Dürener Str. 18, 4000 Düsseldorf.
Hr. Bernhard Kiefer - L-Spatz - D-0955
Heitersheimer Str. 1, 7801 Ballrechten-Dottingen.
Hr. Alfred Klimmer - Meise - D-1420
Hosterbacher Str. 58, 5300 Bonn-Oberkassel.
Hr. Christian Kroll - Cumulus 3f - D-6059
Konzendorfer Str. 3, 5160 Düren.
Hr. Josef Kurz - Habicht 53E - D-8002
Bergerstr. 53, 6000 Frankfurt 1.
Hr. Heinz Nierholz - Zugvogel 1 - D-8773
Im Tännle 7, 7823 Bonndorf.
Hr. Hans Mayer - Weihe 50 - D-8239
Wächtersbergstr. 91 7277 Wildberg.
Hr. Heiner Morsch - Baby IIf - D-7215
Dahlienstr. 1, 4134 Rheinberg 1.
Hr. T.C. Raffe - Prefect - PH-198
Borstels Ende 37, 2000 Hamburg 65.
Hr. Roland Rigling - A-Spatz - D-9140
Glatterpfad 36, 7803 Gundelfingen/Frbg.
Hr. Wolfgang Schäffler - Baby IIf - D-1658
Westpreußenstr., Gundelfingen.
Hr. Michael Schirmer - Condor IV/3 - D-1146
Im Eichenborn 2, 6384 Schmitten.
Hr. Werner Schleicher - ES 49 - D-5069
Blumenauergasse 4 1/4, A-1020 Wien.

continued overleaf

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- 1 Three of our members who have built 'new' vintage gliders. From left: Klaus Heyn who has finished his Rhönadler 35 after seven years' (not continuous) work; Otto Grau who has just finished a 1935 Göppingen 1 Wolf with the later modifications; David Jones who built a King Kite in three years in his Coventry home.
- 2 Harold Buck from Atlanta, Georgia, USA. He was a wartime US Navy fighter pilot from the Pacific. We were very glad to make his, and his wife's acquaintances and hope that they will come again. Behind him, in the line up can be seen a German restored Doppelraab, Neelco Osinga's Grunau Baby 2b (from Holland) and Jörg Ziller's Meise, etc.
- 3 The fine JS Weihe belonging to Ulli Seegers, (in front of its port wing) and Jurgen Dreyer who can just be seen behind the wing on the far right. The gothic script on the nose is as it was on the first Weihe in 1938 (this was black on a cream finish). This JS Weihe was built by Bernhard Müller in Switzerland and he won a day with it in the 1960 Cologne World Gliding Championships.

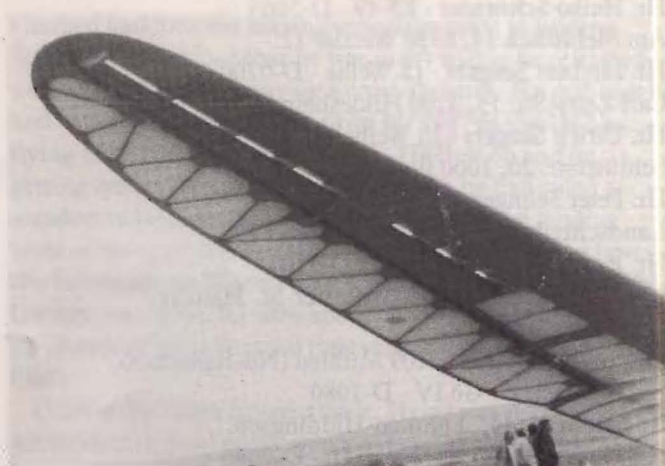


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- 1 The 'new' 1935 Göppingen 1 Wolf on approach to land.
- 2 The Wolf, showing wing slot position in upper surfaces of wings. This was a wartime modification to cure unacceptable spinning characteristics.
- 3 The Wolf's wing undersurface showing later designed aileron and position of slots in wing's undersurface to ensure airflow over the ailerons at low speed. This modification seems to have been successful.
- 4 Wolf about to take off at Aalen. Note, the later (1939?) Grunau Baby rudder. One other Wolf in original condition is believed to be airworthy in South Africa.
- 5 The Oldtimer Club Wasserkuppe's new 1936 DFS Habicht. This is now cleared to fly up to 270kph and for full aerobatics. It can also be soared at 60kph.
- 6 Competitors in 1941, but now friends. Heinz Scheidhauer, after flying the Horten 3s in the 1938 and 1939 Rhön contests, comparison flew the Horten 4a against Hans Zacher, in the Darmstadt D30 'Cirrus'. They were the two most efficient aircraft in the world in 1941. The 'Cirrus' had a practically tested max. L/D of over 1/37! Hans, on the right, is still a glider test pilot and an honoured old member of the Akaslieg Darmstadt. Both were guests of honour at our Rally.



3



4



5



6

Hr. Heiko Schneider - ES 49 - D-5069
 Am Mehlstück 14, 6330 Wetzlar 12.
 Hr. Herbert Seegers - JS Weihe - D-0700
 Carl-Zeiss-Str. 15, 3200 Hildesheim.
 Hr. Ulrich Seegers - JS Weihe - D-0700
 Schlüterstr. 20, 1000 Berlin 12.
 Hr. Peter Selinger
 Landschreiberstr. 21, 7000 Stuttgart 75.
 Hr. Paul Serries - Minimoa - D-1163
 Agnes-Miegelstr. 1, 4400 Münster-St. Mauritz.
 Hr. Walter Sorg
 Pinkmühlenweg 13, 6109 Mühlthal (Nd-Ramstadt).
 Hr. Ingo Tegen - Gö IV - D-1080
 Rödderstr. 4, 44.. Dülmen-Hiddingsen.
 Hr. Werner Tschorn - Weihe 50 - D-7080
 Soldiner Str. 49, 5000 Köln 71.
 Hr. Ernst Walter - Mü 13 D - D-6293
 Altes Pfarrhaus, 2856 Sandstedt-Wersabe.
 Hr. Frank Weidner - Condor IV - D-8306
 Rotenhäuserstr. 62, 2102 Hamburg 93.
 Hr. Rainer Willeke - Minimoa - D-1163
 Finkenstr. 6a, 4400 Münster.
 Hr. Jörg Ziller - Meise - D-1420
 Bruckner Str. 20, 7032 Sindelfingen.
 Hr. Adolf Zöllner - Libelle D-8564
 Ahornweg 2, ..12 Rheinstetten.

Netherlands:

Mr. Wim van Beek - Gö IV - PH-207
 Laan van Vollenhoven 1807, 3706 GK Zeist.
 Mr. Jan van Beugen - T31 - BGA 3181
 Mambostraat 30, 5802 LC Venray.
 Mr. W. van der Bij - Prefect - PH-198
 Gordelweg 83 A, 3037 AK Rotterdam.
 Mr. Peter Deege - Baby IIb - PH-801
 Meidoornlaan 8, 1231 CB Loosdrecht.
 Mr. Hans Dijkstra
 Westlanderstr. 7a, 5301 XH Zaltbommel.
 Mr. Jan Förster - T31 - BGA 3181
 Peppenhoven 27, 6225 GX Maastricht.
 Mr. A.C. Frishert - ESG - PH-118
 Ceresstraat 40, 4011 CD Breda.
 Mr. Jan Gründemann - Prefect - PH-198
 Sterrenlaan 45, 2402 AT Alphen aan den Rijn.
 Mr. D. de Jonge
 Vlie 27, 1273 WK Huizen.
 Mr. Martin Louwinger - Gö IV - PH-207
 Sixmastins 6, 9051 HB Stiens.
 Mr. L. Mol - Ka 2B - D-5079
 Beyerstraat 16, 6118 CS Nieuwstadt.
 Mr. Oostermeyer - Gö IV/3 - PH-210
 Raam 431, 5306 TL Uden.
 Dr. Neelco Osinga u fam. - Baby IIb - PH-214
 Professor-Ejkman-St. 17, 7415 EK Deventer.
 Mr. M. Pelzers - B-Spatz - D-2399
 Beekstraat 10, 6151 CT Munster Geleen.
 Mr. George Slot - Rhönlerche 2 - PH-247
 Kerkenbovenveen 9, 7926 AD Kerkenveld.
 Mr. Jan Vermeer u fam. - Prefect - PH-192
 Goudplevier 27, 3831 GP Leusden.

France:

Mr. Hugues Beslier - Arsenal 4111 - F-CAAH
 4 rue Paul Gauguin, F-78280 Guyancourt.
 Mr. Marc Bourdon - Arsenal 4111 - F-CAAH
 Hameau de Rames, Moulis, F-09200 St. Girons.
 Mr. Daniel Clement - AV 36 - F-CBRK
 67 Bvd. Jaques Millot, F-49000 Angers.
 Mr. Henri Degoul - Air 102 - F-CAGQ
 G.R.R.A. Aérodrome, F-49240 Avillé.
 Mr. Didier Fulchiron - Nord 1300 - F-CRGN
 7 rue Louis le Cardonnel, F-38100 Grenoble.
 Mr. Guy Hamon - Breguet 904 - F-CCFR
 17 rue Mercadet, F-75019 Paris.
 Me. Danielle Jouen - Breguet 904 - F-CCFR
 17 rue Mercadet, F-75019 Paris.
 Mr. Pierre Plane - Breguet 901 - F-CCCU
 Sauron, Ecoflant, F-49000 Angers.
 Mr. Pierre Prinnet - Breguet 900 - F-C...
 25ter. rue Juliette-Dodu, F-93100 Montreuil.
 Mr. Christian Ravel - AV 22 - F-CCGK
 89 Domaine des Ecots, F-49000 St. Lambert la Rotherie.
 Mr. Maurice Renard - Castel 301 - F-CRBJ
 B.P.38, F-10150 Pont Ste. Marie.
 Mr. Jaques Teissier - Arsenal 4111 - F-CAAH
 29 rue Rene Descartes, F-86000 Poitiers.
 Mr. Claude Visse - Breguet 900 - F-...
 56 Les Boulangeons, F-05130 Tallard.
 Mr. Marc Weibel - Arsenal 4111 - F-CAAH
 56 bis rue du Val d'Or, F-92150 Suresnes.

Switzerland:

Hr. Werner von Arx - Minimoa - HB-282
 Rainallee 51, CH-4125 Riehen.
 Hr. Peter Egger - Spalinger 18 - HB-458
 Mechaniker, CH-1717 St. Ursen.
 Dr. Jost Frei-Wüthrich - Kranich III - HB-...
 13 Route du Chili, CH-1870 Monthey VS.
 Hr. Rene Gutknecht - Mucha - HB-686
 Neuhusstr. 5, CH-6045 Meggen.
 Hr. Erhard Hunziker - Mucha - HB-686
 Bienenweg 6, CH-5734 Reinach.
 Hr. Alois Koller - Mucha - HB-747
 Postfach 11, CH-6000 Luzern 10.
 Hr. Willi Schwarzenbach - S18 II - HB-419
 52 Route de Cossonay, CH-1008 Prilly.
 Hr. Roman Sommerhalder - Mucha - HB-686
 Alpenstr. 7, CH-6373 Ennetburgen.
 Hr. Daniel Steffen - Spalinger 18 - HB-510
 Im Moos 7, CH-8307 Effretikon.
 Hr. Fridolin Vogel - Meise - HB-384
 Gassmatt CH-6025 Neudorf.
 Hr. H.P. Wigger - Mucha - HB-686
 Sonnenweg 9, CH-6010 Kriens.
 Hr. Attila Ziermann - Moswey IIA - HB-309
 Rigistr. 2, CH-6374 Buochs.

Belgium:

Mr. Fernand Bekox - L-Spatz 55 - OO-ZME
 Av. du Centaure 11, B-1200 Bruxelles.
 Mr. Jean Choffray - L-Spatz 55 - OO-ZME
 Av. Montjoie 230, B-1080 Bruxelles.
 Mr. Claude Darquennes
 Les Forges 28, B-5340 Gesves.

continued overleaf

Mr. Firmin Henrard - T31 - OO-ZXN
Rue de Porcheresse 11, B-5361 Mohiville.
Mr. Servranckx Achille - Caudron C800 - OO-ZDH
Marius-Duche Str. 18, B-1800 Vilvoorde.

Denmark

Ms. Kirsten Damgaard and
Mr. Niels Ebbe Gjørup - Eon Olympia - OY-FIX
Silkeborgvej 2, DK-7400 Herning.
Mr. Willy Jørgensen - Eon Olympia - OY-FIX
Prinsessegade 18 A, DK-9400 Norresundby.
Mr. Lars Boye Mortensen - Eon Olympia - OY-FIX
Otto Rudsgade 6, DK-9000 Aalborg.

Norway

Mr. Petter Lindberg - Prefect II - LN-GLV
Edward Munchsgt. 10, 1500 Moss.
Mr. Angus J. Munro - Weihe - D-0700
Arengveien 2, 1360 Nesbru.
Hrn. Bjarne Reier - Grunau 9 - D-1161
Th. Kittelsengate 9, 1500 Moss.

Hungary

Mr. Ferenc Erdelyi and
Mr. Zoltan Appel - Cimborá - HA-5035
Aruhdz ter 1 III/15, H-1212 Budapest XXI.
Mr. Imre Mitter and fam.
Rath György Ut. 17/B, H-1122 Budapest XII.
Dr. Laszlo Takacs - Cimborá - HA-5035
Sportelep Ut. 26, H-2462 Marton Vasar.

USA

Mr. Jan Scott - Minimoa - N 2664 B
Scott Airpark, Lovettsville, USA, VA 22080.

A lunch with Heinz Scheidhauer. High point for C. Wills was an invitation to lunch with this greatest of all Horten test pilots, who was present at Aalen-Elchingen. He was invited to lunch in Scheidhauer's motor caravan.

Heinz Scheidhauer quickly prepared the lunch in fifteen minutes although on one hand he had only one finger and thumb, the others having been frozen during the last tremendous days of the 1938 Rhön contest when he had abandoned his Ho3 at 5000m and then ascended by parachute to 8000m in the powerful lift (thunderstorm). He had spent seven months in hospital recovering from this as his entire body had been frozen from the parachute ascents and descents, lasting six hours.

As he deftly prepared lunch, it was possible to imagine how he could have built the intricate Pianifero flying wing in the Argentine (HoX). He had previously related how he had flown a Horten 4a for over 1000 hours and his longest flight over Goettingen had been more than nine hours. He said that the Ho4a started to flutter at 140kph but that this could be damped out with simultaneous application of the two wing tip drag rudders. (Hans Zacher said that the Ho4 started fluttering at 110kph). (C.W. thinks that even if it fluttered at any speed above 100kph - 60mph - it would be worth having as we don't often fly our vintage gliders so fast). He said that the Ho6 started flutter at 110kph but this also could be damped out with the drag rudders at wing tips.

He related how the Ho2 and Ho3s had not fluttered and had been perfect. He told how he had flown a Horten 2 past some high officers (Hohe Tieren!) at 400kph. He had

climbed and lowered his undercarriage prior to landing. Suddenly he noticed that he was in lift and so he retracted u/c etc., and circled away on a cross-country. He told how he had won the best goal flight prize for 1937 in the Ho2 by flying from Bonn to Baden Baden. He flew on and on getting lower and lower and then, just as he had spied a meadow to land on, he found that there was the landing cross of the goal that he had declared. He mentioned how the fore wings on Werner Blech's Ho3 during the 1938 Rhön Contest were good for slow speed thermalling but of no use for distance flying because they were not adjustable for faster flight.

During the Eben Emael attack, Heinz was used with the other best German glider pilots to land on the almost impossible objective, in DFS 230s. He was part of the second wave that came in at dawn, and flak opened up. To avoid the flak, he put his DFS into two spins ... first one way, and then the other. Apparently his nine parachute soldiers thought nothing of it. He came out of the second spin below the fortress and pulled up to effect a landing on a grass strip between the fortress wall and a wood. What the reconnaissance photos had failed to reveal was a barbed wire entanglement half way along the strip. Into this he went and the DFS came apart, the wings going forward. Some of the soldiers were badly hurt and Heinz had to administer rather more than first aid to them. Meanwhile, Erwin Ziller in another DFS shot past overhead to land beyond the barbed wire intact. (It seems a cruel destiny that Germany's best glider pilots should be squandered in such a desperate operation. CW).

When asked about the Ho9 jet fighter, Heinz said ... What can one say ... about this machine? It only made three flights.

After the war, Heinz emigrated to the Argentine with Reimar Horten. The two Horten 15s were built there and taken to the 1952 World Gliding Championships in Spain. They were much cheaper (simpler?) to build than the Ho4a ... José Ortner hit a rock during the practice period and turned his over, seriously breaking it when the wings went forward. Ricardo Bazet, who flew the second one, was a less able pilot, unlikely to win a world championship. Now Cuadro ... he was another matter. If he had been the pilot, it would have had a chance. At the time, Wolf Hirth in the German magazine *Thermik*, wrote: "Kamerad Scheidhauer, why could you have not shown us what it could do?" Scheidhauer was in Spain as technical adviser and helper for the Argentinian team. Heinz said that, as he had a dual passport, he did not think that he could legally represent the Argentine in the World Gliding Championships. Pertaining to the small lightweight flying wing 'Kolibri', Heinz said that its starting accident was in no way due to the French Storch (Salmson radial engine) but was due to the Kolibri's C of G being too far aft.

Concerning the crossing of the Andes in the Urubu, Heinz said that it was only about 140-160kms but that there was absolutely nowhere to land. Previously, he had managed to land on a race track and a football field. He had spent some time in the Argentine, crop dressing at night with torch holders as markers to guide him flying a Piper Cub. It had to be done at night because, during day time, the thermals and winds blew the spray all over the place. Twice

he went into the sea, once, after take off ... into the harbour. His mechanic was drowned. He was rescued by the Commander-in-Chief of the Argentinian Air Force who jumped into his car and drove frantically to the harbour mouth to haul Scheidhauer out.

The Argentinians had Lancasters also but flew them into the ground with limited maintenance. The wartime German bomber ace Werner Baumbach was killed flying one of the Lancasters for a pointless reason. The Argentinians also had Ju52s from Spain. Heinz often took his dog, a white Spitz called Polten, with him. "When Polten was there, things had to go right". There was even room for him in the Horten 4, underneath his arm. It is said that Polten was aboard during the famous tests against the D.30 Cirrus, the world's most efficient aircraft, in 1941 (pilot - Hans Zacher).

Heinz Scheidhauer had a beautiful bungalow in the Argentine. This was sold to buy his present motorized caravan, in which he has toured Europe up to the Arctic Circle and beyond. After the Falklands Campaign, his Argentinian pension dropped to 150DM a month so that he can no longer afford to eat in restaurants or anywhere else. He now has to live in an old peoples' home but can go out in his motor caravan. He mentioned how Rudi Opitz had had no experience flying Horten flying wings before flying the Horten 4 (LA-AC) in the US Nationals in Texas in 1952. But he was a top Rhön contest pilot. This enabled him to fly the Horten twice over 300 miles and once 220 miles. This enabled him to come only seventh as he became lost on the last day. Opitz was 2nd-in-command under Späte, of the rocket fighter wing (Me163 Komet) during 1944. Heinz said that Chris Wills would fit into a Horten 4.

During the lunch which lasted two hours at least, we listened to concerts by Frederick the Great (who composed something like 130 symphonies ... and very good music too), as well as South American folk music. 20% proof wine was drunk, so that at least C. Wills was so inebriated that he was almost unable to dash out to save gliders from yet another cataclysmic downpour. They had been taking advantage of a short spell of weather to fly. Heinz Scheidhauer seemed very full of life and C. Wills hopes that he will have the privilege of meeting this very special, expert, Horten flying wing test pilot again.

Heinz had had a stroke last year, and, because of this, he does not want people to write to him as it would take too long for him to answer their letters. Because of the above, he sometimes cannot remember events of the past.

IN MEMORIAM

'Onkel' Max Müller. We are very sad to relate that on the 17th May our much loved member Max Müller died in Münster. He was 76 years old. He it was who restored the Minimoa that Rainer Willeke managed to organize back from France. He was part of the Münster Team that brought it after restoration to our first International Rally at Husbands Bosworth, and therefore, he was one of our founder members. He also built the Minimoa's and the Goevier's trailers at Münster Telgte. He unfortunately never

got to the Münster Minimoa's 50th Birthday Celebration which was held at Traben-Trarbach at the end of July.

A few details of Max Müller's career.

He once told me that he had been present when Robert Kronfeld landed in the Wein after his record flight along the Teutoburger Wald on **15th May 1929** (102.2kms).

1938 - he came from Bielefeld to Münster to be workshop foreman and instructor at the Institute for Physical Culture at the Münster University.

During W.W. II - Max was at Paderborn Airfield as a gliding and night flying instructor. It was at this time that he flew over 700 hours at night in Goevier 2s!

1945-1954 - 'Onkel Max' was vehicle driver for the Münster University.

From 1954 - he became again workshop foreman and instructor for Münster University. In 1954 he started gliding again. At this time he built a Grunau Baby 3, and a Doppelraab. In nine months he, and his son, and a friend, privately built a Fauvel AV.36 flying wing.

In 1955 - he achieved his Silver C in an L-Spatz.

In 1959 - he became a German Aero Club approved parachute packer.

From 1972 - when he was retired, he fully overhauled the Minimoa D-1163 which had returned to Münster from France. With it, he took part in the 1st International Vintage Glider Rally in 1973, where it won the first Concours d'Elegance Prize. During the following years, he looked after the Minimoa and took part in many rallies.

1979 - he did the first flights with the Goevier 2 D-1080 which he fetched from Wuensiedel (where it had been built in 1951 and continuously flown as club trainer). He was 70 years old when he made his last launches after he had done altogether about 20,000 flights! Max Müller had built trailers for all the gliders that he had built and for all those which belonged to the Münster University. His most masterful performance was to build trailers for the Minimoa and Goevier 2. The trailer for the latter aircraft was his 21st trailer and also his last in the workshop.

1983 - Max Müller entrusted the safekeeping of the Minimoa to Rainer Willeke. However he remained strongly attached to the Oldtimer Club Münster. He would have liked very much to have been with the Minimoa at the celebration of its 50th Birthday at Traben Trarbach on the 19th July 1987.

The Vintage Gliding Club sends its heartfelt sympathies to his wife Hedwig, and to his son Udo and daughter Adelheid and to all his friends ... and especially to the Oldtimer Club Münster. Everyone will miss him very much. CW.

W.L. Manuel. It was with heartfelt sadness that we learnt of the death of Bill Manuel in July. Not only was he a link with gliding history from the period before the BGA was founded, when he built his first glider, a biplane, in 1926, but he was also a great character who made a considerable impression on the modern gliding fraternity until the end of his life.

While serving with the RAF in Hawkinge in 1931, he designed and built the glider type with which he will forever be associated, the Wren. At that time, he was involved with the Daily Mail sponsored cross channel glider race, which was won by Kronfeld and his Wien, and with the first aerotows in Britain. In 1931, he flew his Crested Wren, the

first of the Wren series, which Siebert Humphreys, Jack Dewsbury, and others, described as delightful. It can be said that the Crested Wren was one of the first British designed gliders to make a country flight although Eric Collins had taken BAC 7s away before this. Bill said that the Wren was a simplified, and diminished Professor, which in 1931 were the only German high performance sailplanes in Britain.

In 1932, Bill was the Channel Gliding Club's instructor. In 1933, he established a small workshop at the London GC, Dunstable, which was known as the Wren Works ... and he built the second Willow Wren there. At that time, he advertised complete Wrens at £90 and Primary Gliders at £45 each! In January 1935, he joined the Dunstable Sailplane Co. and built a developed Willow Wren which was known as the Dunstable Kestrel.

In January 1968 he retired from his position as Chief Planning Engineer of AC Cars Ltd., having already designed his Hawk, which he then built at Fair Oaks Airfield. During his retirement, he designed and built the Hawk, condor, Gnat, two ultralights and his first Crested Wren again. The Condor was the result of him being asked by a group of aeromodellers to design a hang-glider for them. 'Don't be silly' he said, 'I will design you a real one'. The result was a side-by-side nacelled primary two-seater after the style of the Poppenhausen!

His Gnat was perhaps his greatest offering to the modern gliding world. Here was a delightful to fly, super simple (and thus cheap) to build sailplane using a modern Wortmann wing profile.

Finally, announcing that 'his First would be his Last', he started building a new Crested Wren, his great success of 1931, sponsored by Barbara Reed and Chris Duthy James. The work was carried out in his flat at Kingston-on-Thames and at Brooklands Airfield. During the summer of 1985, he was severely afflicted with arthritis. All through the cruel winter he worked, finally hardly able to move, to finish the aircraft so that both he, and it, could be present at the VGC's 14th International Rally held at Lasham during 1986. Of all the seven Wrens and Kestrels that he built (others were built in Australia, where one is currently being restored, and New Zealand) only two still exist in Britain ... the original Willow Wren, with RUSSAVIA, and the 'new' Crested Wren which is at Lasham. In all his later gliders, the techniques and finishes of the 1930's, with modern innovations, were evident.

We are sure that Bill will remain, as he is now, a legend among British glider pilots. We shall remember his upright figure and forthright character and humour. His first and second wives died before him but our sympathies go out to his relations and friends. The Vintage Gliding Movement is particularly sad to have lost him. CW.

Doc Slater. We are very sad to relate that someone who was very close to the heart of British Gliding since its very beginning has died. Dr. Slater passed away during the morning of the 10th October. He was 92 years old. He was well liked by many of our members and no British gliding meeting of the old days was ever complete without him ... he and his note book, his old cap, his penny whistle and many other instruments. He was one of the finest natural musicians that I have ever known, as well as also being a glider

pilot. We heard him once play bells on a bicycle and also bottles attached to a string with varying degrees of water in them. In his early days he was very interested in passenger liners and merchant ships. To this end, he collected thousands of ship postcards, all the great liners of the past ... and these went back to the turn of the century. From an early age, he also showed an interest in aviation and arrived on his bicycle at the 1922 Itford Hill Daily Mail sponsored Gliding Meeting ... the very first gliding meeting ever held in Britain.

We believe that he attended every Rhön Contest from 1924 until 1937 and knew the Wasserkuppe so well that, when we held our 1974 Vintage International Glider Rally there, he arrived on the top in a fog in the middle of the night having bussed from Fulda and walked up from Gersfeld. None of us ever did that. When we held a vintage glider rally at Dunstable in 1983, he was our guest of honour and none of us will ever forget his rendering of 'Eine Kleine Nachtmusik' on his penny whistle. We were celebrating his 87th birthday. He was found sheltering under a wall on Dunstable Downs while walking to the club from Dunstable railway station ... so well did he know the way to the club, of which he was a founder member in 1930.

From 1930, he became the editor of the 'The Sailplane', the British gliding magazine. One only has to look at a copy from those days to see how well it was produced and written. One could say that it was then the finest gliding magazine in the world, although there may hardly have been many others devoted entirely to gliding at that time. In July 1950, he became editor of 'Gliding', which later became 'Sailplane and Gliding'. At that time, its price was 3/6d. He attended all the post-war world championships until 1968, those at Leszno in Poland. During the previous World Championships at Leszno in 1958 one of the Russian pilots, Victor Gonsharenko, was a singer from the Kiev Opera. He at once recognised Doc's musical talent, referring to him as 'Maestro'. With Doc playing piano accompaniment, the two of them gave impromptu concerts on the airfield (probably without music). During his life, he established a tremendous reference library of gliding books, magazines and photographs etc. first at Dell Farm, Whipnade, and then at a house in Cambridge which he, and his secretary, Glenna Dixon, bought half each. From here, he used to take the very powerful Labrador dog, Major, out for three walks a day ... to keep fit. Or, maybe, it was Major that took him for the walks! He used to own a little open Austin 7 tourer. He always believed in fresh air for fitness. Even towards the end of his life, he could provide lucid accounts of gliding events of the past and still wrote them up for 'Sailplane and Gliding'. He was also a member of the Interplanetary Society.

During his last years, he was put into retirement homes, which was an awful fate for someone who believed in the freedom of the outdoors and especially gliding. For years, he had not been able to see properly ... but he could still hear. Thus, we hope that the VGC made his last year a little more pleasant by sending him his two pianos, which he could still play. Our sympathies go to his family, to Glenna Dixon, and to his many friends. Something of British gliding has gone now, which will never be replaced. Younger generations should do well to remember that it was men like Doc Slater who made British gliding what it is today, an achievement that should not be taken for granted. CW.

WANTED

3-view drawing and details of ORAO 2c for the construction of a model. Please contact: Eugene de Velder, Hertogenwijngaard 22, B-3000 Leuven, Belgium.

Small, high, closed, roadworthy trailer needed for 13m span glider. C. Wills, Wings, The Street, Ewelme, Oxon. OX9 6HQ. Tel: 0491 39345.

Scheibe 'Falke', recent model (post 1980). Must have folding wings. Single sprung wheel, vgc including cockpit interior. D. Collisson, 5 Glamis Drive, Chorley, Lancs. PR7 1LX.

FOR SALE

JS Weihe D-5648 DM15000. Grunau Baby 2b D-6621 DM9000. SG 38 with nacelle DM14000. All airworthy, prices negotiable. Jochen Kruse, 2082 Uetersen, Orthbrook 23b, Germany. Tel: 04122/41254, 43724, 7756.

Original plexiglass canopy for Spalinger S.18. Jettisonable undercarriage for Weihe. Just expenses. Rene Wenger, Segelfluggruppe Thun, Seidenweg 9, CH-4512 Bellach, Switzerland.

Moswey 2a HB-309 built 1939, fully restored in 1981. 1000 flights, 1000 hours. Basic instruments, trailer and cover. S.Fr.21000. A. Ziermann, Ingenieurbureau, 6374 Buochs, NW Switzerland.

Caudron C.800 (1947) two-seater in good flying condition. Owner flying instructor. £3000 approximately. Francis Daspect, Aeroclub de Luchon, Bagneres-de-Luchon, Haute Garonne, France. Tel: 61 79 00 48. (French only spoken).

From 'Sailplane and Gliding', October/November 1987:

Eon Olympia 2b, C of A to June 1988. Enclosed trailer, basic instrument panel, turn and slip indicator, barograph, parachute. £2500 or near offer. Tel: 0592 84275.

L-Spatz 55, good condition, basic instruments, covered trailer. Contact: Simon Clark, EXSF Gutersloh, BFPO 47, W. Germany.

Hütter H17, completely restored to perfect condition. Will consider part-exchange for fibreglass two-seater. Contact: Basil Rushforth, Box 35, Harare, Zimbabwe.

L-Spatz 55 1957. Rebuilt 1981, new winter variometer, excellent wooden trailer. Complete outfit £2900. Tel: Bob Carterton, 0993 845073 evenings.

Nord N.2000 1947 built, with trailer. Airframe was professionally restored. Needs covering and instruments. First adequate offer secures. Lacock (Wilts) 0249 73 329.

Breguet 'Fauvette' with instruments and parachute. Very easy to rig. K-6 performance. Overhauled timber/glass trailer. £3750. Tel: Fakenham 0328 51517.

T.42 Eagle. Broken. RAF GSA Bannerdown Club, RAF Hullavington. For repair. Some drawings available. Apply: C. Wills, tel: 0491 39245.

FOUND

On the airfield of Traben Trarbach - yellow/black plastic box containing various sizes of split and safety pins, - Fockenädeln und Sicherheitsnadeln German writing on box. Apply to: Peter Malloy, 164 Wingletye Lane, Hornchurch, Essex RM11 3AR, England.

- President:** Christopher Philip Wills
Wings, The Street, Ewelme, Oxon OX9 6HQ. Tel: 0491 39245.
- Vice President:** Willi Schwarzenbach
52 Route de Cossonoy, 1008 Prilly, La Suisse. Tel: 010 4121241725.
- Vice President:** Paul Serries
Agnes Miegel Strasse 1, 44 Münster/St Mauritz, W. Germany.
Tel: 010 4925131391.
- Vice President:** Jan van Beugen
Mambostraat 30, 5802 LC Venray, Holland. Home tel: 4780 85762. Work tel. in England: 0707 323434 x3937.
- Hon. Secretary:** Robin Traves
Rose View, Marden Road, Staplehurst, Kent. Tel: 0580 891625.
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