



## *The Vintage Glider Club of Great Britain*

NEWSLETTER

March 1977

### NEWS FROM BRITAIN

The VGC sincerely hopes that all the old gliders have survived one of the wettest autumns in memory. So far, we haven't heard of any suffering damage.

#### The Duxford Collection

In starting this collection and in obtaining storage and workspace for it amid all the other aircraft at Duxford, Mike Russell has created a wave of enthusiasm for restoring Vintage gliders. There are now so many enthusiasts that it has become possible to get at least two restoration projects under way. The most advanced of them concerns the Kranich 2 (BGA 1147) which is expected to be airworthy this summer. Work is also in progress on a Tiger Moth, which will be the Collection's tow plane. Mike Russell has been collecting parts for this aeroplane.

Other gliders in the Collection are:

- a Petrel (BGA 651) in airworthy condition owned by John Byrne and Mike Russell.
- a Willow Wren (BGA 651) awaiting restoration.
- a Grunau Baby 2B (VN 148) which has never had a BGA number and has been kept in store since the end of the war. This original German machine still carries traces of original colour and wartime registration letters. It is in very poor condition and awaits restoration.

- a Dagling. This has now been positively identified as BGA 493, ex-Derby and Lances Club. Built by Hawkbridge in 1947, it was the last Dagling ever built. It has been given on long loan to the Duxford Collection by Mr. Ivor Stretch. It is in a different condition and awaits restoration at Duxford.

- an Eon Olympia 1. This is to become BGA 618. The aircraft will include parts of BGA 537, BGA 546, RAF Nr 145 and BGA 1057. A complete set of parts have now been obtained for one Olympia, thanks in particular to Ralph Jones.

- a Kranich 2A (BGA 907) built in Sweden in 1943. This aircraft has been bought recently from Mr. T. Boyle at RAF Locking by David Braham and has been taken to Duxford in Mike Russell's Petrel trailer, which has now rescued eleven Vintage gliders! David Braham, who has recently built a fiber glass Kestrel from a kit, hopes to have the Kranich restored and airworthy in Swedish Air Force colours in about two years. The aircraft is in bad condition.

Mike Russell is to be congratulated for causing this outburst of enthusiasm now shared by so many men and women working every weekend on Vintage gliders. We've heard that a motorway is to be built across one end of the old airfield. This may prevent large aircraft from landing and taking off, but will perhaps make Duxford easier to reach for many people.

#### Other glider news

Mike Garnett writes that his Scud 3 is spending the winter out of its trailer in the South Hangar at Nymphsfield. This area is unheated but the Scud has survived other winters there. Mike has been busy during the past few months making more metal fittings for his Gull 3. He had thought that there were only five per cent left to make, but the figure turned out to be more like thirty per cent. However, apart from the air brake system, about which he has not yet made up his mind, everything else is nearly finished. For the canopy, he has copied the latch introduced for Skylarks and Darts, together with similar hinges.

Rodi Morgan at Tangmere informs us that the Castel C. 25S had 7ft of 2mm gaboony ply on the side of its fuselage spoilt by a workman who was removing paint. After a long delay, it was possible to obtain replacement ply. It was hoped that the C. 25S

would be airworthy by the end of February. There was a strong possibility that members of the Havre Gliding Club would visit Tangmere during March in order to fly the Castel, which had been their Club Trainer.

Half of the new wing ribs of the Rhoensperber (BGA 260) have now been completed and the main spar for the new wing is about to receive ply webbing. It is hoped that the aircraft will be ready to fly by next June. The Rhoenbussard (BGA 395) will then be repaired. Work will be carried out during the second half of the year and should be ready some time during 1978.

Rodi now also has the parts of 2½ Eon Eton SG 38 primary gliders. Machines presently airworthy at Tangmere are Rodi's Grunau Baby (BGA 578), the Kite 2 (BGA 521) and the Fauvette (BGA 2112).

Another MU 13D. Following an advertisement which appeared in our last News Letter, Geoff Moore and partner went to Germany to buy a 1956 built MU 13D (D-1327). A superficial inspection of the craft at Dunstable revealed that, while basically similar from the outside to the 1943 built MU 13D-3 belonging to Martin Breen, it has slight differences to the leading edge of the ailerons, a push rod operated elevator and a fibre glass covered nose. On the ground, the ailerons and elevator are light to operate, and so the indications are that this machine will be pleasant to fly. Unfortunately, before it was bought, some damage was done to the D box plywood of one wing. Apart from this repair work, the owners are also engaged in frantically building a new enclosed metal trailer for the craft. Their hurry is due to their still having to fabric cover their German Grunau Baby 2B before having to get the two machines out of the barn where they have been stored. But they hope to have the MU 13D ready to fly by Easter.

The Eon Baby BGA 629. There has been a long silence from Tommy Gornall. We have heard that it was due to his repairing the Eon Baby BGA 629 in order to take it to the International Meeting in Munster. It has six owners who would be able to share the Channel crossing costs.

#### Personal

Joan Price. Joan is still ill, on the Isle of Wight. However, we are overjoyed to hear that when summer is here, she may be well enough to come and visit us.

Rodi Morgan spent much of last autumn in Holland helping to make the film "A Bridge too far" about the Battle of Arnhem. On the airfield of Deelen, near Terlet, the film company had erected five Horsa troop carrying gliders. Each Horsa cost £15,000 to build and looked perfect from outside. Rodi was asked whether he would fly one of them. He agreed to do so only if he could first inspect it thoroughly. The excellent external appearance of the machine belied its incredibly rough internal structure. Rodi refused to fly it but said he would be prepared to radio control one in the air. He therefore set about installing a radio control equipment designed to command compressed air pistons moving the controls by means of rams. Rodi was about to try to fly the largest radio-controlled model Vintage glider in the world! Alas, before the attempt could be made, the autumn weather set in and the Horsa, due to its very primitive construction, began to come apart through damp.

#### NEWS FROM GERMANY

##### The Deutsches Museum

Klaus Heyn, Hans Zcher and E.G. Haase sit on the Committee which decides which gliders and sailplanes the Deutsches Museum, Munich, is to exhibit. The Museum now apparently has a new hall and more space to display historic gliders. The Committee decided to keep the following types: An SG 38 Primary, a replica of the Pelzner Hanggleiter (built by Klaus Heyn), the original Akaflieg Hannover's 1921 Vampyr, the 1934 MU 10 "Milan" 2-seater, which was often flown after 1936 by Rainer Karch's father, Ludwig Karch, an MU 13D, a Grunau Baby, the 1955 HKS 3 and the first glass fibre glider, the 1957 Phoenix.

The Horten 4A is conspicuously absent from this list. It was apparently felt by the Committee that its design represented a side-line in the development of gliders and didn't deserve to be displayed.

##### Glider news

The Horten 15 2-seater at Klipperneck. This machine is in bad condition and no one wants it. Someone has apparently cut off its wing tips to fit it to a hangar. The machine is believed to belong to the Baden Wurtemberg Aero Club. Klaus Heyn says that three prototypes were built during the 1950s and that they all had bad flying characteristics. These Horten 15s were in fact Horten 15Cs and differed from the two tandem 2-seater Horten 15s which we believe still exist in Argentina by having side-by-side seating and more wing sweep-back. We believe that the two Horten 15 2-seaters and the two Horten 15 single-seaters in Argentina have good flying characteristics.

The D.28 "Windspiel". In our last News Letter, it was reported that a new "Windspiel" was being built near Leverkusen. We have now heard from Wolfgang Wagner, of Deutscher Aerokurier, that the project has been abandoned because the task was too hard. The original "Windspiel" was built of wood specially chosen for its lightness. The fuselage was formed with ultra light bulkheads spaced only six inches apart and with no longerons between them. These were covered by a tube of plywood. As plywood is considerably heavier than spruce or pine, the Darmstadt students actually made their own plywood.

The Grunau 9 "Schadelspalter" (or "skull splitter"). This machine is owned by a Belgian who is having it restored in Germany. Klaus Heyn thinks it is a very late version of the Grunau 9.

#### A word from Hans Jacobs

We've received a letter from Hans Jacobs and hope that this great glider designer will not mind us publishing it:

Siegen, 20th October 1976

Dear Mr. Wills,

Heartfelt thanks for your kind letter of September, which first reached me today as I have been travelling.

I was especially glad to see the photos of your Oldtimers. When one compares these old birds of the 1930s with today's razor sharp machines, they look like a veteran Opel alongside a modern Mercedes. In any case, I am very glad that these old birds are being cared for and still being flown.

I am very glad indeed to take up your offer of honorary membership and will, if at all possible, make every effort to be at Munster next July and get to know you and your men.

Again, heartfelt thanks  
and a lively Hals und Beinbruch!

Yours,

Hans Jacobs

#### FROM SWITZERLAND AND SOUTH AFRICA

##### Elfe Rescue Operation

Willi Schwarzenbach writes that a Mr. H.P. Baumann now owns the first of the diminutive Elfe 1s, which he has brought back to Switzerland from Germany. Mr. Baumann says that the gliders structure is still sound but that it will need recovering and painting. As he appears to be too heavy for this small glider, he has decided not to recondition it for flying, but only for display purposes. He has offered it to the Transport Museum in Lucerne. However, the Museum, which already has on display a Spalinger S 21, a Spyr 3 and a Zogling, is at present waiting for more space. Mr. Baumann says that a second Elfe 1 is still in Germany, in bad condition, and that a third, built by the Swiss pilot Mr. Widmer, is still in Germany in bad condition.

During the early 1930s, there were very few high performance sailplanes in Switzerland. One of those was the minute Elfe 1. It was designed by one of Switzerland's great designers, Mr. Pfenninger, an aerodynamicist far ahead of his time. Like the Huettner brothers, he could design a sailplane with the same performance as those of other designers, but of much smaller size. His designs were never built in quantity because of their refinement and the costs involved.

During the war, Pfenninger designed the Elfe 2, which was larger than the Elfe 1 and was intended for ultimate performance. Together with the Mustan wing sectioned Horten 4B, it must have been the world's first sailplane with the then newly-developed laminar flow wing section. Unfortunately, the Elfe 2 crashed during its first flight through tailplane flutter. I believe that Dr. Pfenninger designed two more sailplanes after the war before he left for the United States. We think that the Elfes now being built by Alfred Neukon are only related in the distant past to the Elfes of Dr. Pfenninger. But the legend of the diminutive Elfe 1 - that could be carried over mountains to the gliding club by three men - still lives on. Let us hope that at least one example of this historic Swiss sailplane can be made airworthy again, or at least preserved for display.

The story of a Moswey 4

Dick Stratton has kindly sent us a letter from a Mr. K.P. Davidson, of 68 Langenhoven Laan, Welkom 9460, Republic of South Africa. It refers to a Moswey 4 just acquired by the "Goldfields Gliding Club". The glider's original Logbook indicates that it had been HB 520 on the Swiss register. Its builder was G. Muller of Moswey-Technik, Zurich, and it was built in 1950. The Logbook contains weights, permissible speeds and loadings but little else. Mr. Davidson asked whether any more information could be sent on the type, particularly with regard to limits of CG positions and polars.

This Moswey is well known to us in Britain through the uncomparable gliding film "Whispering Wings" which was made by René Compte flying among the vultures in South Africa. Furthermore, we know that René Compte flew this machine, representing the USA, in the 1950 World Gliding Championships in Sweden. He came 12th.

We sent copies of Mr. Davidson's letter to contacts in Switzerland. As usual, Willi Schwarzenbach sent us a wealth of information. In fact, together with our reply, it is likely that Mr. Davidson received a barrage of information from Switzerland. Willi informs us that he found out that the Moswey 4 was, in 1950, G. Muller's final high performance single seater design, which was followed only by the ill-fated tandem two-seater Moswey 6, which broke up during aerobatics (we have never heard of a Moswey 5).

The Moswey 4 was originally designed as a 16.5 m span fast climbing, high performance machine with a performance that would compare favourably with the best sailplanes of the time. The prototype was built for René Compte to take to the World Championships. René probably asked that it should be fast. The span was therefore clipped to 15m. Wing profile and fuselage were clearly different from the Moswey 3 but the construction was quite identical, with wooden spars and plywood-fabric covering. René said that it was very fast but difficult to climb in poor lift. HB-522, called a Moswey 4A, was then built as a 16.5m ship as intended in the original design. This machine is still in excellent condition and is flown regularly in Switzerland. Its owner has been informed by Paul Serries about the next International Rally at Munster.

René Compte and Mr. Widmer made comparison tests between the two differently spanned Moswey 4s but didn't obtain final results before René left for South Africa with the Moswey 4 in 1954. He said the HB-222 was similar to a Slingsby Sky and flew with comparable performance.

All this resulted from Willi making one telephone call. Many thanks, Willi!

NEWS FROM AMERICA

Dean Macmillan has sold his Baby Albatross to Mike Shoen, of 1256E Medlock, Phoenix, Arizona, USA 85014. His reason for parting with this machine was that it was getting too heavy for safe flying in rough weather. When he bought it, the pod was broken and the wing had been repaired twice. She was 404lbs empty (the Baby Bowlus was originally stated in 1938 to weigh only 250 lbs!) Dean weighed 200 lbs. Because his seat couldn't be moved back nearer to the CG, 19lbs of lead ballast aft were needed. This brought the machine up to 643 lbs flying weight less parachute.

When Dean flew his first Baby Bowlus, he was 22 years old and weighed 175 lbs. The Baby Bowlus weighed 312 lbs, adding up to a flying weight of 487 lbs. The Baby Bowlus was thus flying 156 lbs heavier than at the beginning. This resulted in a higher sink rate as the increased wing loading gave the machine more speed and more drag from the 53580 airfoil. The same happened to a Zanonia. It weighed 484 lbs and required an extra 20lbs as ballast in the nose. The ship was repaired by a Texas State owner who poured in more wood and glue. The wings were busted up and spliced, as were the fuselage aft and the tailplane. All this helped to turn the snip into a "lead sled".

Mike Shoen is starting a Museum, but still hopes to fly the Baby Bowlus. He also has a Bowlus Super Albatross (N. 21739) which was said by some to be America's most beautiful sailplane. Its only repairs so far have been to its pod. The wings are still original. Despite the pod being filled with Auto filler and being covered with heavy fabric, the "Super" weighs a light 321 lbs. The machine is not airworthy at present and will need much work done to it. Dean Macmillan says that he would now like to obtain a floater such as a Meike or an MU 13D. Any offers? He says that with his new house, he now has a garage large enough to store the "Big Albatross", as William Bowlus called it. With its 62ft span, it was really the 3rd Bowlus DuPont Super Sailplane. Its performance at 35mph is really something. Its minimum sink varies from 1.6 ft/sec to less than 2ft/sec at its max L:D of 1:30! And yet it is not fast.

Dean says that thermal conditions over the Nevada desert are absolutely terrific and that he sometimes finds it hard to get down even in his Taylorcraft. Conditions are so good that one really only needs a pure sailplane. The problem is how to get

launched up into the thermals. Dean adds that the Orlik, the last airworthy pre-war Polish sailplane, is being expertly rebuilt by his friend Frank Kelsey, in Salt Lake City.

Geoff Steele, President of the American Vintage Soaring Association, has written saying the Horten 4A (IA-AC) is still owned by Ed Maloney, of the Planes of Fame Museum, in California. He has it fairly well protected and refuses absolutely to part with it. It seems that he had been trying to obtain it for fifteen years.

### THE NEXT INTERNATIONAL MEETING

It will take place at Munster, northwest Germany, from the 9th to the 17th of July. Paul Serries writes that plans are going well ahead for the meeting. It is hoped that aerotows to 2000ft will cost only 10 DM, or £2. Entrance fee to the meeting will be 100 DM or £20.

Details of the cross-Channel fare are as follows: Summer season charges for a single journey are £25.20 for 4.7 m length plus £2.40 for every 30cm over 4.7m. For a 4.7m (15ft) car with an 8.8m (29ft) trailer, this works out at £84. Add 2 passenger fares (£20.00), 2 couchettes or equivalent (£4.00) and one arrives at the advertised total of £108.60, or £217.20 return, on the Harwich - Hook route by Sealink. Sheerness to Flushing (Olau) is £202 return, Felixstowe to Zeebrugge (Townsend) is £212.40 but can be £170 on a concession basis. Those intending to use Sealink should note that Summer rates apply Sundays to Thursdays from 4th July to 4th September, the Fridays 8th July and 2nd September, and on the Saturdays 9th July and 3rd September. They must also remember that Summer Weekend rates come into force on Fridays and Saturdays from 15th July to 27th August. This involves pays £29.40 for 4.7m and £2.80 for every 30cm above. But this rate can be avoided by those who reserve and pay for their tickets before 1st May.

The cost of taking part in the Meeting might therefore work out as follows: £210 for return boat fare, £20.00 entry fee, £20.00 aerotows, £20.00 food and £50.00 petrol - or roughly £320 without accommodation (details of which will be given later).

It looks like it might be cheaper to aerotow over and back or to get one's trailer onto a freighter!! If anyone has ideas on how to avoid these high cross Channel fares, please make them known as soon as possible to C. Wills, Huntercombe End Farm, Nettlebed, Oxon (Tel 04918-650). Thank you!

More details on the Meeting will be given in our next issues.

### GENERAL INFORMATION

#### A new magazine

The magazine "Vintage Aircraft" is to publish an article on the Vintage Gliding Club, illustrated with photographs of our machines, in its April 1977 issue.

This is a new magazine of which only three quarterly issues have appeared so far. Copies can be bought from 137 Onslow Gardens, South Woodford, London E18 1NA (Tel 01-530 4994) for 40p. Annual subscriptions are available at £2.40 or 5 dollars overseas. Crossed cheques should be made payable to "Vintage Aircraft Magazine". Sole Agents for North America are Bill Dean Books Ltd, 166-41 Powells Cove Boulevard, Whitestone, NY 11357, USA. The magazine needs to sell more copies to break even.

#### Dacron fabric, randaeryl paint, butyrate dope adhesives and thinners

The above materials and many others can be obtained from Van Dusen Aircraft Supplies, Turdock Road, Bicester OX6 7HB, Tel 08692 -43381 (Telex 83406). With CSE in Kidlington, this firm is probably the main British supplier for these American products. Three photocopied pages from the official instruction booklet on how to apply the products can be obtained from C. Wills, Huntercombe End Farm, Nettlebed, Oxon (04918 650) at 5p each.

#### Weights and weatherproofing

Published specifications for old glider types often state much lighter empty weights than those of the gliders as they are now. These weight increases can be due to the following possibilities: 1. The published empty weights could be those of the prototype before modification and weatherproofing for general club use. 2. Repairs. 3. The introduction of filler material. 4. Absorption of moisture by the wood. 5. Modifications.

The prototypes of our machines were often clear doped and varnished, but not painted. Coats of paint can however have a lot of weight. Before being repainted, the machines may have had their previous coats of paint rubbed down and not removed. This may be the secret of a good final finish, but it can only add weight. Still, these modifications and the extra paint have made your aircraft into a robust and

watertight job. They have almost certainly been responsible for bringing the aircraft through from the 1930s or 1940s to the present day. Increasing weight hasn't often had an adverse effect on the flying qualities of your aircraft, although it may well have flown like a feather when it was new. The excess of strength designed into Vintage gliders has been enough to sustain them although they are now of course being flown faster because of their increased weight. American machines have often undergone considerable weight increases because of all the repairs they have gone through and the lavish application of filler and even fibre glass cloth. This means that the max L:D of some old American gliders occur at higher speeds. For the Weihe, the Americans claim a max L:D of 1:31 at 51 mph. The original Weihe had a max L:D of 1:29.5 at 42 mph. Owing to these higher speeds, one can have doubts as to whether some of the Vintage gliders in America are still strong enough to withstand the maximum rough gust situations that can be encountered in some areas of the United States. Neither are we too certain whether the old airfoil sections still work efficiently at these higher speeds. Our experience, however, is that they should. The Grunau Baby's wing section still works very efficiently on the Kranich, which is a rather faster glider.

We should finally like to advise any of those stripping their gliders of all paint and fabric to try to bring them nearer to their original form, colour and weights. Unless you are SURE that you can keep your machines REALLY DRY at all times, give them enough coats of paint or dope TO MAKE THEM AS WEATHERPROOF AS THEY WERE BEFORE! They owe their continued existence to their previous weatherproofing!

### Insurance

Would all those interested in obtaining cheaper 3rd party or comprehensive insurance cover for their Vintage gliders please contact Martin Breen, the Old Post Office, Amersham Rd., Haslemere, Bucks. Tel High Wycombe (Code 0494) 35005. It will be a Lloyds Policy. Its cost will depend on the number of gliders to be insured.

### FOR SALE IN GERMANY

A Grunau Baby 2B built in 1959. German Cof A until 11.7.77. With open or closed canopy, and trailer. Also a 1953 built Berkfalke 2. Address: Postsportsverein Nurnberg E.V. West Germany. Tel 0911 470-550 until 15.30 and/or 0911 432-683 after 16.00.

A Meise Olympia in excellent condition with instruments and trailer. Tel. 091 51 26 38. These advertisements were seen in the January 77 Aerokurier.

A Kranich 3 in excellent condition with Cof A. DM. 6000. Offers to Wolfgang Hadebank, Neue Heimatstrasse 14, 7517 Badbronn 1, West Germany.

### MORE ON THE GRUNAU BABY

We realized that the technical article of our latest News Letter on the Grunau Baby lacked in details on the differences between the various versions of the type. Following our request for more information, we received two replies, one from Barberer Lederer, who collected details during a conversation with her father, Herr Steinle, and Klaus Heyn, and one from Hans Polgmann.

From Barberer Lederer we learn the following:

Grunau Baby 1: No air brakes, aileron spar parallel to main spar, no diagonal auxiliary spar, nose of fuselage shaped like a boat.

Grunau Baby 2: Diagonal auxiliary spar, lengthened fuselage.

Grunau Baby 2A: Aileron spar slanting inwards towards wing tip, round steel tube wing struts.

Grunau Baby 2B: Schempp Hirth Dive Brakes, wing profile shapes wing struts.

Grunau Baby 2B-2: Undercarriage Dolly fixed permanently to skid (not jettisonable)

From Hans Polgmann:

Grunau Baby 2: Many improvements due to experiences with its forerunner the GB 1, stronger structure and stronger main wing spar, plywood skin in cockpit, and since 1934, wing struts made of steel tubes (they had been made of wood hitherto)

Grunau Baby 2A: This type originated in 1937. A removable cockpit fairing was installed. The aileron chord was increased out to the wing tips.

Grunau Baby 2B: This was first built during 1940-41 and was the first Grunau Baby to be fitted with air brakes.

### Power pilot training on Grunau Babies

In our Grunau Baby story, we wrote that the glider was used at one time as the sole method of training for combat pilots. Some of our German members have rightly pointed out that this couldn't have been possible, because otherwise the Me 109 pilots wouldn't have lived to tell the tale, the fighter having a terrific piston engine torque, a high hold off angle on landing and high flying speeds. Our apologies



for these errors which we hope have offended no one. After the war, stories were circulating about German teenage pilots going straight from Grunau Babies to Me 109s and we obviously took them a little too literally. The facts, as Klaus Heyn, Barberer Barberer Lederer and Hans Folgmann point out, are that, after 1942, when fuel became short, the standard method of training was for pilots to start on the SG 38 and then to fly it with nacelles before moving on to the Grunau Baby. At this point, those that were suited passed on to a power flying training school. Others pursued their training in gliding with Kranichs and Goeviers, graduating to higher performance machines such as the Habicht before going on to powered aircraft.

Hans Folgmann recalls that when fuel became really scarce, some pilots could not take the air and had to fight on the ground. In fact, many pilots served in the Hermann Goering Panzer Division.

Adolf Galland's book, "The First and the Last", relates how, in September 1944, Generaloberst Keller, leader of the NSFK, was given the task of getting 16, 17 and 18 year old boys straight from gliders on to the HE 162 Volksjaeger jet fighter. It was no doubt felt that the new jet fighters would present less of a problem for glider pilots with their absence of piston engine torque and their minimum hold off angles due to their tricycle undercarriage. For this training, considerable hopes probably rested on the Stummel (clipped winged) Habichts, which would have given pilots some training in high speed aircraft. However, to the best of our knowledge, not many Habichts or Stummel Habichts were ever built.

#### THE FATE OF SOME FAMOUS GLIDERS

One of our members recently asked whether it was possible to find out about the fate of some of the great sailplanes of history.

Thousands of sailplanes were destroyed in Germany during and immediately after the war as a result of enemy air attacks, systematic destruction by the Germans before the Allied advance in March and April 1945, destruction and acts of vandalism by displaced persons and refugees who went on the rampage before the Allied authorities were established, destruction by the allied forces who had been ordered to destroy all aircraft, ships and military installations. It is unlikely that more than 200 of these gliders were ever made airworthy again to serve the needs of Allied troops who had eventually decided to use them in rest centres set up at former gliding sites.

The information we have gathered so far has enabled us to find out about the fate of the following famous gliders:

The Fafnir 1: It was repaired and modified considerably after Groenhoff's fatal accident in 1932 by Peter Riedel. It was taken out of the air in 1935 and placed in the Berlin Museum where it remained until its destruction in an RAF bombing raid in 1941.

The Grunau 8 Moazagotl: In March 1945, this 66ft span forerunner of the Minimoa was derigged and stored in a hangar at the Hornberg Gliding School. Shortly thereafter the workshop foreman was ordered to take it out and burn it to prevent its falling into enemy hands. He carried out these instructions and Klaus Heyn has seen the spot where this holocaust took place. The foreman died last year. Talking on his deathbed to Klaus Heyn, he kept saying over and over again: "I burnt the Moazagotl, I burnt the Moazagotl".

The Darmstadt D.30 "Cirrus": This was the most efficient sailplane of its time and had a measured max L:D of 1:37.5. After the capitulation of the German government rampaging displaced people took the D. 30 out of its trailer and threw it into a 120ft deep stone quarry.

The Fafnir 2 "Sao Paolo": This was Lippisch's final sailplane masterpiece. On its third flight, at the 1934 Rhoen Contest, H. Dittmar broke the World distance record by flying it 376km into Czechoslovakia. Dittmar later won the 1937 International Contest with it at the Wasserkuppe. Its fuselage was seen by our member Stanley Sproule pitched on a bonfire where it had been placed in April 1945 by members of the RAF regiment acting under orders. He did not see the wings.

The D. 28B "Windspiel": This ultralight sailplane was also in Darmstadt during 1945 and was seen there by a British investigation team. The machine was eventually stowed aboard a freighter for transport to America but was destroyed during the crossing by heavy sea.

We now recall the fate of some famous gliders in Britain:

The Cambridge, a much appreciated Cambridge University sailplane was burnt because of glue deterioration, on the suggestion of an inspector, at RAF Dishforth during the late 1960s.

Two Falcon 3 2-seaters were burnt or destroyed by a Mr. Kuhling in South Wales during the early 1960s. These were Slingsby Type 4s which were first built in 1935 and, being a development of Lippisch's 1927 Falke, were among the very few training 2-seaters in Britain before and during the war. A Falcon 3 was part of the British entry to the 1937 International Meeting at the Wasserkuppe. Flown in Britain by

W. Murray and Stanley Sproule, it set up the world's first 2-seater duration record of 9 hours 20 minutes. Nine were built. Price new in 1935 was £200.

The last King Kite was retired at RAF Dettling through failure in about 1950. It was almost certainly destroyed after this. Ken Riley flew it at Dettling during this time.

Dudley Hiscox's Westpreussen was seen at the Lee on Solent Gliding Club after the war. A Kassel (20 or 25) was also there. Ken Tripp might be able to supply details of this. We would also like details of the fate of Eustace Thomas's Dittmar Condor 2. We believe that this famous machine was seen at Camphill after the war. We think that Kronfeld's Hien was sold to a Belgian before the war. Bill Kronfeld is trying to trace what happened to it. We also have no idea of what became of Kronfeld's 2-seater Austria 3 which was also in England during the 1930s.

We also believe that the remains of Carli Magersuppe's (now called Marsens) Professor, which went into the sea off Skedgness, were still being preserved together with some of Addyman's gliders during the 1950s. We would be very grateful if any of our members could trace the fates of some of these famous old gliders.

#### EDITORS

May we inform readers that there has been a change in the Editorship of the News Letter. After holding this office with distinction for three and a half years, Frances Furlong has decided to retire and given us the challenging task of following her in her footsteps. This is why we've added a new name to the list of people responsible for the News Letter. If you're wondering where a fellow with a name like this can come from, the answer is that he's Swiss. How did he come into contact with the VGC? Through Len Crack, whose wife Edith happens to be Swiss, and who encouraged a budding interest in gliding. So far, this interest has only materialised in a week-course at Booker comprising 14 flights under instruction. But we mean to go a lot further than that and feel sure that the VGC will provide an ideal environment for practising this fascinating sport called gliding. We very much look forward to making new friends in the VGC and in participating in your activities. Editorial contributions from members are naturally always welcome!

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 Angus Munro, 22 Grangeway Gardens, Redbridge, Essex IG4 5HN  
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 Pierre Béguin, 4 Cresswell Gardens, London SW5



RALLIES FOR 1977

by MARGARET DICKENS, Rally Secretary

The first Rally will be held at the Blackpool and Fylde Gliding Club at Lower Cock Hill Farm, Fiddlers Lane, Chipping, Nr. Preston PR3 2WN, on the Easter Bank holiday 8th to 11th April inclusive.

This will be a Safari Rally. There will be caravan and tenting facilities on site for which a modest charge will be made. Other accommodation is at local bed and breakfast places or hotels - see list below. There is a Clubhouse with toilets and washing facilities. Lunches of the pie and beef-burger type are served in the Club, but those who will be camping on the site will need to bring their own food for breakfasts and suppers. This can be cooked in the Club's kitchen at a small charge per head for the use of gas (probably about 10p). Alternatively there are several local restaurants and inns that do meals varying from bar-type snacks to three course meals, listed below.

The Club itself is situated on lower land, surrounded by ridges, which are soarable with varying degrees of ease in most wind directions. There is winch launching only, at 65p per launch. Daily membership is £1.08 per flying member. There may be a few spare places at Blackpool & Fylde's Annual Dinner on Friday, 8th April. Details on request from Margaret.

Please complete the enclosed form and return it to:

Mrs. Margaret Dickens  
14 Rockingham Court,  
Rushden,  
Northants NN10 9HQ

It is important to return the form if you plan to come because the Club needs to know how many will be coming and the number who will want to use the kitchen.

ACCOMMODATION LIST FOR BLACKPOOL & FYLDE RALLY 8 - 11th April

Local Bed and Breakfast Houses:

Mrs. Knowles	'Phone Stoneyhurst 438	1 double + 2 bunks
'Walkerfols'	2 miles from site	1 double + 1 single
Chaigley	3 rooms	1 double
Nr. Clitheroe		
Lancs BB7 3LU		
Mrs. A. Tiffin	'Phone Stoneyhurst 390	1 double + 2 bunks
'Barracks Farm'	2 miles to site	1 double
Chaigley	2 rooms	
Nr. Clitheroe, Lancs		
Mrs. Higgins	'Phone Chipping 444	2 doubles
'Mead House'	1 mile from site	1 twin
Green Lane	3 rooms	
Chipping		
Nr. Preston, Lancs		
Mrs. J. Raich	'Phone Chipping 462	1 double
'Leagram Mill Farm'	1 room	
Chipping		
Nr. Preston, Lancs		

Hotels

Hodder Bridge Hotel, Chaigley, Nr. Clitheroe, Lancs 3 miles to site  
Stoneyhurst 216

Whitwell Hotel, Dunsop Bridge, Nr. Clitheroe, Lancs 3½ miles to site  
Dunsop Bridge 222

Restaurants: Brick House Restaurant. In village 1 mile from site  
Water Wheel Restaurant In village 1 mile from site  
Blacksticks Farmhouse Restaurant ½ mile from site  
The Sun Inn, Chipping Does very good bar-type snacks all day

SECOND RALLY at the AQUILLA GLIDING CLUB, Hinton in the Hedges Airfield, Brackley, Northants, from 3rd to 7th June inclusive.

Aquilla are prepared to put on a 'rally to remember' with competitions (for those who want to take part), and End of Rally prizes for the winners, and a Barbecue on one of the evenings. As this will obviously involve Aquilla members in a lot of work and some expense, they are asking that a minimum of eight gliders turn up (plus pilots and crew) to make it all worthwhile.

From the talks I have had with Derek Godfrey, Aquilla C.F.I. they seem very keen to have us and are really prepared to put themselves out to make this a successful rally. So make the 3rd to 7th June a Rally date in your calendar, fill in the form enclosed and send it to me by the 23rd March. This is important because if I only have one or two replies by the 23rd March, the Rally may have to be cancelled.

If you are not sure if you can come, but thin it possible you might be able to, please let me know so that I can make a list of definites and possibles for Aquilla.

The Club has space for caravans and tents. Other accommodation is at local hotels, B. and B. etc. Temporary membership is 75p per day - winch launches 45p each, aero-tow to 2,000 ft. is £2.10 - each extra 500 ft. is another 40p. The aero-tow pilots are experienced at towing as slow as 45 kts if required. There will be flying from noon on Friday, 3rd June and there is a Club with bar for apres-flying.

Meals - breakfasts are self-catering on the Club stove. Bring own food and there is 10p charge for the use of gas  
mid-day: there are snacks to be ordered in advance  
evening - ploughman's/buffet type meals notified in advance

THIRD RALLY is the Fifth International Vintage Glider Rally at Münster.

The dates of this Rally have been confirmed as 9th to 17th July 1977 inclusive. If you have not received Notams 1, 2 and 3 direct from Paul Serries - please let Frances Furlong at 60 Well Road, Otford, Kent - know immediately, that is if you want to come with glider or as possible crew.

Paul Serries plans to let us have entry forms in March, so please let Frances know if you are unlikely to get one direct.

FOURTH RALLY - the Annual Dinner week-end which this year will be a much more 'social' event without films or slides, will be at Camphill, home of the Derby & Lancs Gliding Club who gave us such a marvellous time before: week-end 1st and 2nd October. The Annual Dinner will be on the Saturday, further details in the next News Letter.

HOTELS AND INNS for Hinton in the Hedges with Aquilla 3rd to 7th June 1977

All are 1 to 3 miles, or 10 minutes away from Aquilla.

The Cartwright Arms, Aynho. Tel: Croughton 218 Bed and breakfast

'Douglas' Tel: Brackley 702596 One or two doubles

The Brackley Private Hotel Tel: Brackley 703202

The Red Lion Tel: Brackley 702228

A very posh place is: The Crown Hotel Tel: Brackley 702278

COMPETITION ENTERPRISE at Devon & Somerset Gliding Club, North Hill, 11th to 19th June 1977 inclusive.

Our members are offered a specially reduced entry fee of £28 plus 8% VAT instead of £33 plus Vat.

Entry forms from: Ian Patterson  
20 Windsor Road  
Sidford, Sidmouth  
Devon, EX10 9SJ