



VGC News

No. 111 Spring 2004

**Polish
Gliders:
IS-2 Mucha
and Zefir 2A.**

RLM codes.

International News.





<http://www.vintagegliderclub.org.uk>

Objectives of the Vintage Glider Club

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

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Front cover: Ka6cr OE-0630 (6148) at Kirchdorf/Inn on the German-Austrian border. Taken on 16th July 2003, on the Bavarian side. Photo: Ernst Schmuterer

Back cover: on 6th September, 2003 at Kirigamine Gliderport, Mr Kubota has the first flight of the Hato K-14 after restoration. This Japanese primary glider has been restored by the Hondagrupe after 3 years of work. Photo: S.limura

Notice to all members

The Rally Secretary is Graham Saw. Please forward details of any vintage glider rallies you may be planning to: G.Saw. 16 Prince Andrew Close, Maidenhead, Berks. SL6 8QH Tel 44(0)1628 776173 e-mail: graham@servotechnique.co.uk

Advertising rates are £35 per 1/4 page for commercial adverts and £25 per 1/4 page for others

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Please submit material to
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VGC News Editor
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Wanted

Vertical Format Coloured Prints of vintage gliders if possible, in flight, for the **future covers of VGC News**. PLEASE send them to the VGC News Editor Margaret Shrimpton:- "Fairfields", Fosse Road, Oakhill, Somerset BA 3 5HU. Photos will be returned.

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Will members please note that Technical Articles have been withdrawn from sale and are being updated. They will however be published periodically in VGC News

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Co-opted members
Margaret Shrimpton, Laurie Woodage, Robin Wilgoss.



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RALLY ROUNDUP

Vintage Kiwi, Slingsby-Sutton Bank,
RAS Old Warden, Mid America, 13thNLS,
Haddenham start on p6

CLUB NEWS

Chairmans address *Committee changes*

“Nothing is more certain than change and those who look only to the past and present are certain to miss the future” (JFK).

Recent changes caused the committee to call a ‘summit’ meeting in order to fulfil the responsibilities thrust upon us by recent events which included the sad loss of Bryan Middleton and the resignations of Peter Chamberlain and Ray Poynter. The position of Secretary has been filled on a temporary basis by Austen Wood who in turn has handed on the role of Treasurer to John Dredge. Graham Saw continues as Rally Secretary and our Sales will be temporarily reduced to the sale of merchandise at rallies only. Peter Underwood will try and ‘wrap up’ any outstanding sales queries on behalf of members. In addition, the Committee proposes that Laurie Woodage should be elected as VGC Archivist at the forthcoming AGM. Laurie is well known to UK members for his work as a co-opted member of the committee and owner / restorer of the Scud 2 and 3 vintage gliders. Laurie’s efforts so far in cataloguing VGC drawings is seen as a significant part of the archivist’s task. Margaret continues as editor whilst working towards handing over VGC News sometime in the future.

Regarding the International organisation, Hans Dijkstra has asked the executive committee to accept his resignation as Vice President and endorse the Dutch members proposal for Neelco Ossinga to replace him. This will need to be confirmed by the membership at the next AGM. New candidates nominated for the International Council are Niels Eb Gjorup and Rolf Algotson, representing Denmark and Sweden respectively. The Executive committee has supported these nominations and will submit them to the membership at the AGM for approval.

Finally, the Executive Committee sometimes receives requests for financial assistance from various projects, most recently the proposed UK Gliding Museum at Aston Down (see *Club News*) and the Felix Kracht Foundation (Horten Project). The VGC is funded from international sources (membership) and therefore there are some issues which technically should only be agreed by a committee with international representation. This strengthens the argument for the International Council to become a constitutionally elected body able to make such decisions on behalf of the membership. For the record, so far no requests for funds or donations have been actioned by the Executive Committee.

In this issue of VGC News you will see that Norfolkline is offering a discount on Channel crossings with glider trailers. For those who find the Channel crossing costly and prohibitive this offer should encourage VGC members to ‘spread their wings’ and travel to more rallies.

We look forward to Poland when, once again we can meet old friends.

David Shrimpton, Chairman

From VGC Poland

Dear friends and colleagues

For reasons entirely out of our control our web page was “off the air” for just over two weeks. Understandably questions were asked as to what is going on.

Our service provider ceased operating without giving us any notice. We managed to re-establish our Internet presence with a new provider, which gave us our own domain and a greater degree of independence. Our new address is www.vgcpoland.pl

The above could not have happen at a worst time. We do apologies for any inconvenience that that may have caused. We are back and the page is fully operational providing again full information about the 32nd VGC Rally, programmes, and the registration facilities.

From today we are publishing the list of those who registered up to 12/01/2004, which will be updated on at least fortnightly basis.

We would like to remind that to regis-

ter, beside the web page, there are also fax facilities or registration by post. Our Fax No. +48 32 270 8241

The postal address is provided with the registration form enclosed with the winter edition of the VGC News

VGC Secretary, Peter Chamberlain resigns

After serving the committee for the last 8 years, we are sorry to report that our secretary, Peter Chamberlain, has had to leave us due to promotion at work which will take him to Northern Italy. His integrity and hard work was as you would expect from someone who was brought up in the Gliding Club of the Glider Pilots’ Regiment! His devotion to duty was admirable. He not only was our secretary but collected data and information about our gliders and recently stated that VGC members in Britain had 140 (un?) airworthy Vintage gliders in their possession. The Committee has greatly benefited from having someone of his

quality and we are happy to say that he will continue to support the VGC though not in an official capacity.

Formal applications to hold VGC International Rallies

It seems that at our International Rally Committee Meetings, kind offers are often made to hold International Rallies by our members in their countries. These MUST be supported by formal proposals to the International Committee via the Chairman, David Shrimpton. For example, at our International Rally in 2002 the Austrian membership offered to hold an International VGC Rally at their site at Aigen. However, nothing has been heard from them about this Rally since.

Sales news

Ray Poynter, our sales officer, has offered his resignation having decided to move to a warmer climate. Many thanks to Ray for his efforts. Although only with us for a short time we shall miss

his commitment and energy and wish him every good luck in his new venture.

Meanwhile the Mail Order element of VGC Sales is suspended until other arrangements can be made. Merchandise will be available at major rallies whenever possible. Any outstanding orders will be handled by Peter Underwood. Any enquiries should be directed to him in the first instance. *D.S.*

Membership Secretary Chatline

Before I go off to Australia in mid January, I write to catch the copy date for the next magazine. I thank members who have responded for renewal of membership 2004. It has been absolutely tremendous, the early response has been over whelming for which I thank you. It is your club and together with your enthusiasm we move forward in 2004. The will and foresight which we move will keep the Vintage Glider Club movement ahead and alive, and lead the world in vintage and classic glider history. It is with your inputs to the VGC which keeps history in the making alive. Keep the news coming in whatever it is about, your latest project, rebuilds, flying news, modellers inputs, photos and stories from the past years from all the far corners of the world, your editors are always keen to publish the news.

The International Rally in Poland this summer 2004 will bring together once again the greatest gathering of vintage/classic gliders and the biggest number of persons enjoying themselves in the general assembly of vintage glider folks from around the world. There you will meet many old and new friends and knowledgeable acquaintances.

Happy Flying Days. *Geoff Moore*

Notice to members:

To all those who have e-mail address, please send an identifier message of some sort (even if it is just hello!) to

Treasurer:

jmd@Christchurch-financial.com

and to **Membership Sec:**

vgcmemsec@btopenworld.com

For all those who respond, both Geoff Moore and the new Treasurer can fully update their contact address books.

Photographs

Margaret will be bringing many of the photographs submitted to VGC News to Poland where she hopes to return them to their owners. In many cases no return address was provided.

Horten meeting

Chris Wills attended the following meeting in Hamburg recently. Here is his report.

The 3rd Horten meeting was held on the 21st February 2004 at the German Technical Museum's aircraft restoration facility at the IKARUS works in Berlin.

The meeting was to give Horten enthusiasts a last time in Germany to see these wonderful aircraft before they are to be returned to America to be exhibited in the NASM's wonderful new STEVEN F UDVAR HAZY CENTRE on Washington's International Airport which has cost \$65 million to put up. This super aviation museum was opened on the 15th December 2003 and so the NASM's direction has decided to "lean on" the Germans to finish the restoration of the four Horten sailplanes which the NASM had sent back to Germany 5 years ago for restoration. The German Technical museum was to be allowed to keep the Horten 2 (D-10-125) as a

reward for restoring the Horten 6, Horten 3f and the Horten tandem two seater Horten 3h. As the Horten 3 wings were returned to Germany in very small pieces, one pair of Horten 3 wings were built in quite a short time, to be shared by the Hortens 3f and 3h as both had the same wings.

The four Hortens were taken from Germany by US forces in the summer of 1945 and were examined by Northrop, which had it's own flying wing programme.

The idea was that the four Horten sailplanes would be restored by the DTM and that then they would be exhibited static in the new DTM for some time before being sent to the new Washington Museum. This is not to be, as the new DTM is not to be opened until February 2005. The sailplanes are to be sent to the USA in July 2004. The Horten 2 is already displayed in the new DTM but the museum is still closed. The centre section only of the two seater Ho 3h is already packed-up and ready to go to the USA. Thus the visitors on the 21st February 2004 were only able to admire the Ho 3f, finished in a dreamlike condition, in transparent dope and natural varnished plywood, and the unfinished Horten VI, which is being worked on to get it ready for sending it back to the USA in July this year. It is basically repaired but needs it's entire wing trailing edges inboard of the elevons renewed and its entire wing D-boxes need plywood covering. A gigantic amount of work has already been done on these sailplanes and Holger Steinle, in charge of the DTM's aeronautical department, has had to go to the German lottery for more money. Whether the Ho VI can be completed by July this year is open to question. The two Horten 3's and the Horten VI were actually new in 1944

The Ho VI was one of two prototypes. The other one was successfully flown well into April 1945. The one at present being restored by the DTM was never flown. The other one revealed quite definitely that it was the most efficient aircraft in the world. It seems incredible that these aircraft were built in Germany in 1944 as they were of doubtful value to their war effort.

One positive outcome has been that the DTM has had building plans made of all the Horten sailplanes that were with them. The second good happening is that Professor, Dr Dipl.Ing Bernd Ewald has persuaded no less than six firms and organisations in Germany to build the



Above: the 24metre span Horten VI, to be returned to the NASM, Washington in July 2004. Photo: Inga and Helmuth Walther.

components free for a new Horten IVa to fly. So the incredible story of the Hortens is not yet over!

The son of Wolfram, the eldest of the Horten brothers was present at this meeting. His father was killed in 1940 when he was ordered to take off in an He111 with a live sea mine, which destroyed the aircraft. The son of Reimer Horten could not come however as he could not renew his Argentinean passport in time.

From VGC News No.110.

Page 29 The Second International Kranich Meeting. Dr Schwinn is not the President of Airbus Industries. He is one of the second echelon of managers and is particularly in charge of the archives. The Olympia Meise was never built by Focke Wulf Bremen but Airbus Industries do have still Kranich 3 and FW Weihe 50 plans. CW thinks that he has a 3-view drawing titled FW Meise 51. In the book Deutsche Segelflugzeuge from the Aero-Verlag, Munchen 15 by Hubert Zuerl which describes the German sailplanes in production during the first half of the 1950s, the section on the Olympia 51 ends with the words. Hersteller: Focke Wulf Flugzeugbau, Bremen. Flugzeugbau Paul Siebert, Muenster/Westf. This is what gave CW the notion that the Meise plans could still be with Airbus Industrie, which has replaced FW in Bremen. CW does have many wartime printed Meise plans, which he can copy, but there are very many of them. ■

NEW MEMBERS

Welcome to the following new members

2359	Bill Bullimore	UK	2379	Jyrki Laukkanen	Finland
2360	Dylan Collins	UK	2380	Tony Cummins	UK
2361	Graham Bowser	UK	2381	Paul Barnes	UK
2362	Lee Francis	UK	2382	Ericki Aaitonen	Germany
2364	Eduard Kraus	Germany	2383	Wolfgang Beyer	Germany
2365	Juilan Ben-David	UK	2384	Heike Capell	Germany
2366	Michael Flanagan	UK	2385	Wolfgang Heller	Germany
2367	Christopher Ruff	UK	2386	Werner Jeager	Germany
2368	Janet Mare	UK	2387	Werner Kaluza	Germany
2369	John Harding	USA	2388	Karl-Heinz Niederkreuger	Germany
2370	Christopher Hill	UK	2389	Rainer Strober	Germany
2371	Guy Lauwers	Belgium	2390	Hugo Ordning	UK
2372	Koen van Roody	Belgium	2391	Adolf Wilsch	Germany
2373	Anglia Veitch	UK	2392	Trevor Cook	UK ■
2374	Michael Petty	UK			
2375	Kari Kaarakainen	Finland			
2376	Keith Brown	UK			
2377	Liana Middleton	UK			
2378	Jos van Loon	Netherlands			

We have received an email from a member relating to incorrect Christian name given on WELCOME TO NEW MEMBERS list No 110 magazine.
No. 2352 should read **ROBIN DAVENPORT**

ROBERT FLEMMING INSURANCE BROKERS (UK) LIMITED

Staple Hall, Stone House Court, London EC3A 7AX. Telephone: 0207 621 1263



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on

Direct Line—0207 621 8276 Fax—0207 623 6175

Diary Dates for 2004/2005

1-3 May

Kirby Kite Rally, Haddenham

Gayle Pearcepearce@vicinity.com
01494 872029

20-23 May

**Oldtimer Segelflug Vereinigung Schweiz
Airport Mollis OSV Treffen**

Kurt Stapfer kstapfer.vgc@bluewin.ch
0041 55 246 28 27

22 – 30 May

National VGC Rally Husbands Bosworth

Keith Cheshireoffice@thesoaringcentre.co.uk
01858 880521

22 – 30 May

**3rd Orlik @Spring Showers' Competition
Aeroclub Hronov PO Box 48, CZ 549 31
Hronov, Czech**

<http://www.volny.cz/lkvp>

26-27 June

"Whispering Wardrobes" Rally Booker

Graham Saw graham@servotechnique.co.uk

26 June-4 July

**"1954 World Champs Commemoration"
Camphill**

Ian Dunkley ian_dunkley@pgen.net

3-4 July

**Buckminster GC Vintage Rally Saltby
Airfield**

Paul Rodwell pwr@btinternet.com

3 – 11 July

**11th Czech National Old Timer Glider
Rally Aeroclub Vrchlabi, Krkonose
Mountains in North Bohemia Czech**

Mr Streda, PO Box 38, CZ 543 01

2-10 July

**Oldtimerflugwoche fur Segel und
MotorflugzeugeLuftsportverein
Gundelfingen Germany**

Wolfgang Schaeffler
wolfgang.schaeffler@arcor.de
Tel/fax 09073-2503

16.- 18 July

**V-Tail Meeting bei der SFG Donauwörth
auf dem Segelfluggelände Stillberghof**

Info: R.Heinisch 02361 59583 bzw.
<http://ralf.heinisch.bei.t-online.de/>
Link: <http://ralf.heinisch.bei.t-online.de/>
<http://ralf.heinisch.bei.t-online.de/>
Link: V-Leitwerk Treffen 16.-18. Juli 2004 in
Donauwörth
Link: Elektroflug-Meeting Recklinghausen
29./30. Mai 2004

1 – 8 August

**VGC Rendesvous Rally Jelenia Gora and
Jezew (Grunau) Poland**

mail@vgcpoland.aleja.info

6 – 15 August

VGC International Rally Gliwice, Poland

mail@vgcpoland.aleja.info
www.vgcpoland.aleja.info

27 August-4 September

Slingsby Rally Sutton Bank

Enquires to: Phil Lazenby
lazenby98@onetel.net.uk enquiry@ygc.co.uk
01845 597237

15 – 19 September

**Gleitertreffen in Laucha, Germany
Luftsportzentrum Laucha – Dorndorf**

Gerhard Maleschka
gerhard.maleschka@statistik.sachsen.de

2005

August 6 - 14

**International Vintage Sailplane Meet
(IVSM), Harris Hill, Elmira NY**

This should enable those who wish to attend the
VGC Rally or the Oshkosh Convention to do so
before coming to Elmira. Details from Jan Scott. ■

“Vintage Kiwi” Takes Off, and that must be a first.

For reasons I have never been able to understand gliding depends on the weather to such an extent that I am surprised it has survived the experience. That the first “Vintage Kiwi” rally took place during the three weeks that New Zealand experienced the worst storms and floods since Captain Cook should not therefore be a surprise. I am now firmly of the opinion that “Land of the Long White Cloud” is pure “spin”, “Land of the Big Black Cloud” being more realistic, although less encouraging to tourists.

Cleverly, the rally was run over two separated weeks, one in the North Island, at Taupo, the second across the Cook Straits, at Nelson Lakes, both excellent tourist areas. Now unlike the New Zealand National Championship held before our rallies and managing 5 out of 12, we flew 11 out of 14. I tell you that, not because I want to score points off competitions, the expensive end of gliding, but to show we try harder and obviously enjoy flying much more. Alternatively we are just plain stupid.

New Zealand has a world wide reputation for it’s gliding, but up to now little interest has been shown in its gliding history, virtually all the gliders from the 1950’s having disappeared, whilst those from the 1960’s were gradually going out of service. This despite the fact that many clubs still relied on gliders from that period. “Vintage Kiwi”, or to give it its posh name “The Vintage & Classic Glider Club of New Zealand” is intended to change all that.

The rally started at Taupo Gliding Club, who 12 months ago, in a fit of gullibility, agreed to host the event when they had no idea what to expect, that alone should tell you something about Taupo Gliding Club. A lake, big enough for “lake breezes”, a mountain behind the clubhouse that must have cost a fortune to construct, let alone landscape, an airfield, a good idea that, excellent clubhouse facilities, and members who helped make the week possible. So good in fact the Vintage Kiwi will be returning in 2005 for another session.

A week later, the second half of the rally was run at Nelson Gliding Club’s site at Nelson Lakes, a holiday area with, perhaps not surprisingly, two large lakes and less welcome swarms of sand flies, biting little blighters that make standing around hazardous. They thrive in hot

sunny weather, so frankly they were not much of a problem, what with the weather we were having, and of course glider pilots never hang a round. On the basis that next year the weather just can’t be as bad as all that, plus the fact that everyone enjoyed themselves there, we will be back there next year.

If anyone begins to feel that I am avoiding telling what went on, fear not, I will be coming to that after I have told you about the “Grand Plan”, which will be developed over the next by a Steering Group formed during the rally. This group, apart from enticing a lot of people to part with \$20 for membership will determine the exact form of “Vintage Kiwi”, form affiliations, publicise the advantages and attractions of vintage and classic flying, encourage restorations and generally do all we can to stop the loss of more aircraft and information. In other-words everything including apple pie.

The sharp eyed amongst you will have noticed a new word that has just crept in “Classic”. This word caused more discussion than did “What are we going to eat tonight” and the weather. It was decided, in the end, that the international definition of “vintage” and “classic” was not suitable for New Zealand, given that there were so few gliders designed before 1956 still flying here. So in a fit of reality, “vintage” became anything made of wood, plus fabric or steel tube, and “classic” any glass gliders, sailplanes if you prefer, designed before 1975. This left that particular perversion “metal” to the ingenuity of anyone who wanted to slot something in either group. Thus “Vintage Kiwi” became the brand name for “The Vintage & Classic Gliding Club of New Zealand”, which of course everyone will call “Vintage Kiwi”, thus making us wonder why we bothered.

At Taupo, ridge and wave on the hill, on which orographic cloud was forming, produced some magical flying, not least because the two gliders on top of the stack were both wood, lesser plastic, classic or otherwise, being consigned to lower levels. The day brought what I think was the quote of the week, over the radio, “Hey guys, are we privileged or not?” Mind you, on an earlier day I got to fly a Tiger Moth, an experience that would only have been surpassed by a Minimoa. Sorry John Pheasant, who will always be blessed, you were only second best.

At Nelson the “best day”, followed by sitting round a roaring log fire in the evening, was shall we say unstable, with some wave and produced some great flying for everyone except me, who went to

the dentist. This being part of my relentless tour of the NZ medical system, which was considerably less interesting than the mountain touring of every else.

Thanks were expressed by all to the two clubs who has stepped into the unknown in agreeing to host the rally, it being significant that in both case the person making that decision past the buck very quickly to someone else. Gullibility and delegation both receiving wine.

And that is all I have to say, except that “Vintage Kiwi” is definitely flying, there will be “Vintage Kiwi 2005”, so overseas VGC visitors please copy Nell & Hans Dijkstra, Norman Jones, Gill Pennant, and Ron Davidson who joined in this years inaugural event. After all your money is as good as anyone else’s and helps the New Zealand economy in general, “Vintage Kiwi” specifically.

Gliders present

Taupo			
Piccolo	GOQ	Dart 17	GEZ
PW5	GPG	Motor Falke	GOD
Bocian	GED	Skylark 2	GBX
Ka4	GKE	EoN Baby	GAF
Ka6cr	GLS	Ka13	GGG
Cobra	GJE	Ka6	GBU
Foka 4	GHS		
Nelson			
GID	Libelle	GFA	Ka4
GBW	Ka4	GFF	Ka6
GHH	Ka6	GET	Ka6
GDO	Sagitta		

And if I missed any off, “I assure you madam your husband was there” (If you are wondering why I reversed the Glider/Registration order, it’s just to help those poor souls to whom the number is more important than the glider).

Ian Dunkley

Slingsby Rally-Sutton Bank

Aug 27th – Sept 5th.

As always, Yorkshire Gliding Club will host the late season rally for owners of all Slingsby Gliders. That means owners of Kite 1’s or Vega’s are equally welcome. Regular attendees will know that the week is seen as an end of season opportunity for members of the VGC to get together for flying and reminiscing. As a result some unusual “Slingsby” types (Olympias, Elfe, Rhonbuzzard) have been seen in recent years! So come along whatever you fly.

The format is simple. Basically just turn up with or without your glider. It will help the Yorkshire club to plan the event if approximate numbers are known

in advance so please return the entry form or contact the club a few weeks before the event.

Although YGC are happy to lay on activities during the week, VGC members have usually been happy just to fly on the good days and talk and enjoy the North Yorkshire area at other times. There is a daily briefing at which tasks for the older gliders are set if required. A BBQ and "dining in night" are planned.

If you have flown at Sutton Bank you will know that the ridges work well when the wind is between south and north west. Wave is contacted regularly, especially in south westerlies, and vintage gliders have been seen at great heights on many occasions. And its not too late for good thermal days. The tug fleet included a Super Cub, ideal for the slow tow, and the winch is used when the ridges are working.

On-site caterers offer a good selection of reasonably priced snacks and meals. The bedrooms have been given a facelift over the winter and a few will be available for booking in advance. There is also a luxury caravan to accommodate a maximum of four people. There is no charge for camping on the site. Paid up members of the VGC will not be charged for glider trailers or temporary membership.

Make a note of the dates in your diary now. After a run of good soaring at these rallies the weather over the past couple of years or so has disappointed so if you believe in the law of probabilities we will be in for a cracking week in 2004. For more info contact YGC:-
01845 597237
e/mail: enquiry@ygc.co.uk
Website: www.ygc.co.uk.

Phil Lazenby

Camphill Rally 1934 - 1954 - 2004

from Ian Dunkley

Let me first tell you the dates, Saturday 26th June to Sunday 5th July, as you will need this information for what follows. These dates, as of course you already know, cover the patronal festival of St John the Baptist, that gives nearby Tideswell the excuse for well dressings and a week long festival, with beer, parades, flowers, WI teas, and market stalls. See what you learn by reading VGC News?

1954 was the first time that a World Gliding Championship was held in the UK, and the first, and certainly the last, to be held at Camphill, the home of the Der-



Slingsby Rally

SUTTON BANK

August 28th - September 5th

Entry Form



Name:

Address:

Phone:

e-mail:

Glider: Type: Ident: BGA No:

**Other Crew/
Family members:**

Arrival Date:

Departure Date:

Accommodation: (Please tick one) Tent Caravan Dormitory

Club Caravan Local B & B/Pub

Other Information Requests:

Return to:
The Secretary, Yorkshire Gliding Club, Sutton Bank, Thirsk,
North Yorkshire YO7 2EY
Phone: 01845 597237 e-mail: enquiry@ygc.co.uk (website www.ygc.co.uk)

byshire & Lancashire Gliding Club. 2004 is the 50th anniversary of that event, and also the 70th anniversary of the clubs formation, so there are two good reasons to celebrate, an international event, and a local example of gliding survival.

The "Camphill Rally" for vintage and classic gliders is of course well established and one of the world's most popular vintage events. It is fitting therefore to make this years rally a "special" celebrating both events. So we have, now all we require is an airfield full of old gliders, preferably with pilots.

The existing rally formula will not change but additional evening activities are planned including the "Great Inter Club Horse Shoe Championship" for which last years winner, after a fit of conscience over his methods, offered to make a trophy. Similar useless activities will take place on nights when formal, what a stupid word, are not taking place. These will not be announced until the rally so as to avoid any pre planning of how to circumvent the rules, this not being necessary for the "Horse Shoes", as these have already been discovered.

On the first Sunday a public Open Day will be held to publicise gliding, the club, and vintage/classic flying, not necessarily in that order. This will not impinge on the rally and we will keep visitors and fingers sticky with ice cream off the airfield and the camping area. We may ask you however to park any gliders not flying where they can be seen and "Ooh ard" over. If you make a display board for it then our cup of happiness will, like rain gauges in 1954, be full to overflowing.

The last Saturday is 4th July, if you have been paying attention, the American Day of Independence. This will be ignored, unless we have Americans present and we can see some advantage, as there is a serious events taking place that day. There was a fatal gliding accident during the World Championships involving an Austrian pilot and a memorial was later erected at the scene. A ceremony will take place in the morning at the memorial restored on the site attended by the pilots widow and members of his club, and it is hoped rally pilots and our club members.

There will, or should be, a photo display together with any memorabilia that we can collect or borrow, so if you have anything please send us copies. The day will end, and the next one begin in the hangar where a band, who can hopefully play 1930's, 1950's and, God help us, 2004 music, will get us dancing to give an appetite for the buffet, and a thirst for the bar.

Further information can be obtained from the club by telephone 0044 (0)1298 872270, email or the web site, www.dlgc.org.uk. We will look forward to seeing you there.

Derbyshire & Lancashire Gliding Club, Great Hucklow, Buxton, SK17 8RQ. Tel: 01298 871270, dlgc@gliding.u-net.com, web: www.dlgc.org.uk ■



Royal Aeronautical Society 2004 Garden Party & Flying Display to Celebrate the Centenary of



Rolls-Royce

on Sunday 27 June 2004
at Old Warden Airfield, Biggleswade, Beds

A fabulous day of exciting entertainment and fun for the whole family!

Celebrate the Centenary of Rolls-Royce, one of the Society's Corporate Partners, at this years Royal Aeronautical Society Garden Party to be held at Old Warden.

The world famous old aircraft collection of the Shuttleworth Trust provides the perfect ambience for remembering what we owe to aviation's pioneers. Part garden party, part flying display, part celebration, the day will consist of a whole host of attractions:

- fly pasts and flying displays throughout the afternoon
- flying competitions
- guided tours of the Shuttleworth Collection of historic aircraft*
- classic car pageant
- pleasure flights*
- model aircraft flying and static displays
- model aircraft building competition for under 12s
- tours of Shuttleworth Manor*
- access to facilities of Old Warden Park, gardens and falconry exhibition and display
- members enclosure for RAeS & Shuttleworth Members
- a variety of public catering available ranging from a sit down luncheon to snacks to supplement your picnic.

*Additional charges apply

Entry to the Garden Party and Flying Display will be by ticket purchased in advance. Gates open at 10am and visitors will be able to enjoy the setting and explore the static aircraft, the gardens and other attractions, as well as set up their own "pitches" ready for the afternoon and evening.

The day will pick up momentum from 2pm onwards, when the flying activities start. The highlight will be a flying display of the Shuttleworth Collection starting at 6pm, when the weather conditions will allow the oldest aircraft to fly. Expert commentary on the unique aircraft showing their paces will accompany the flying display. The display will end at approximately 7.00pm.

Refreshments will be available to purchase and, with the variety of catering options on offer, no-one need go hungry. From the selection of snack bar, restaurant and buffet options, there should be something to suit all tastes. Moreover, those wishing to provide their own picnics, tables, food and drink are more than welcome to do so. Please note that in order to preserve our visitors view no gazebos are allowed on the picnic area.

As well as being a celebration, the aim of the day is to raise money for the Royal Aeronautical Society Centennial Scholarship Fund. This Fund is designed to offer financial help to enable future generations to fulfill their aerospace ambitions and play their part in meeting the challenges of the next century of aeronautics.

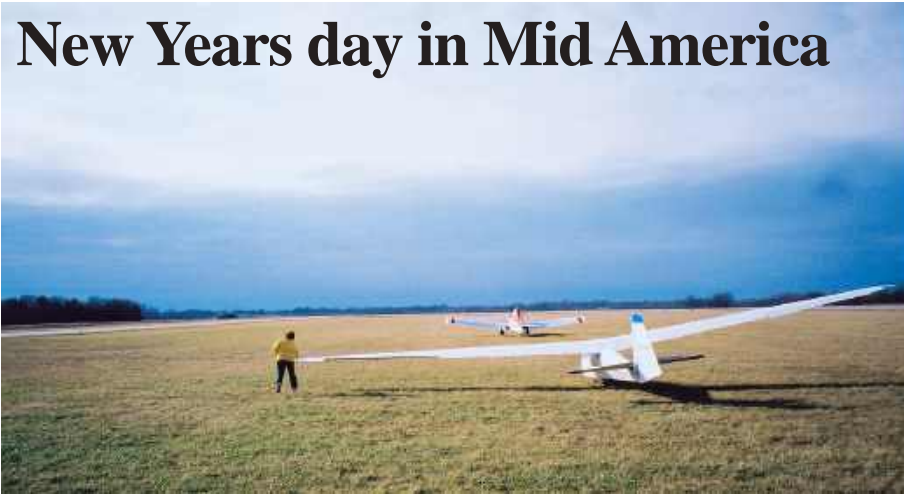
Tickets & Queries:

To book call the hotline: +44 (0)1767 627100 / +44 (0)1767 627288
Alternatively, a booking form can be obtained from our website www.aerosociety.com/gardenparty2004 and sent in the post.

Ticket prices:

Adult before 30th April £15 Adult after 25th June £20 Under 12's FREE
10% discount for group bookings of 20 or more persons.

New Years day in Mid America



admired by everyone at the dedication. The evening's speaker, Dr Paul Mac-Cready had a smile on his face as he talked about flying the Raspit Kite in bird flight research. "You know it will fly at under 30mph," he said.

Towing gliders during the weekend was the Stearman bought in 1948 for \$50 and used all these years for so many glider flights and experiments. ■

Left: 1st January 2004 and the WVSA Schleicher Ka7 takes another tow before the approaching storm. Report and photos by Lee Cowie

The Wabash Valley Soaring Association always tries to start the year by flying on 1st January and this year was no exception. The first flight of the year was made by Jim Short in the I.O.C. (International Olympia Club) Eon Olympia 2B. Not only did Jim make the first flight but also he did it wearing an Olympia tie! Flying continued for most of the afternoon until the wind picked up and a storm approached. We understand Jeff Byard was flying his Bowlus Baby Albatross in a snowstorm in California at the same time.

Jim Short preflights the I.O.C. Olympia before first flight of the year at the Wabash Valley Soaring association in Lawrenceville, Illinois.



The 13th National Landmark of Soaring

On 1st November 2003 the National Soaring Museum dedicated its 13th National Landmark of Soaring to the Dr August Raspit Flight Research Laboratory of Mississippi State University in Starkville, Mississippi. On display during all of the festivities was Bob Gaines Slingsby Kirby Kite. While it was not the same Kite flown by Dr Raspit it was

Below: L to R Dr Raspit's sons, Richard and David, and grandson Steve with Bob Gaines Slingsby Kirby Kite during the Landmark Dedication.



Wakey Wakey
shake off those cobwebs
Start the season
 at the
Haddenham
Vintage Rally
1st, 2nd & 3rd May
 A Memorial Rally for Brian Middleton
See You There

For more information, e-mail gaylepearce@hotmail.com, if not on e-mail, please call 01494 872029.

Haddenham is a grass strip with ZERO clubhouse facilities. We will hire a portaloos for the weekend depending on numbers.

There will be no actual charge for winch launching or camping, however your generous donations are welcomed to facilitate the funding of the weekend.

Just like a normal day



By Neander Stalpers & Vincent de Jong.

Normally in wintertime no snow is seen in The Netherlands. Sometimes, in the eastern part of The Netherlands, snow stays on the ground for some days but during the turning of the year also the western parts had some snow this year. Only a few centimetres of snow but everything was white. I called one of the other owners of our glider to ask for flying today. He said no problem for me; I will take some good cloths with me and let's go! At 10 am we were at the glider club and some other guys came to start with the maintenance and drinking coffee. All club-glid-ers were disassembled and in maintenance. The TOST winch was less useable and a small discussion was set between the winch engineer and me. "Well, if you only want to make some launches, it is OK for me!" he said. "Wow", I thought. I called 2 other pilots who also flew on our glider and we started to assemble our glider just outside the hangar. Filling the engine of the winch with oil and fuel, refuelling the tractor, and pulling out our start wagon was done in the meanwhile. The last thing was pushing the glider to the strip, doing a daily inspection and filling in the log-book.

The cables were brought and chutes were hooked between the cables. I settled in the rear cockpit and Vincent was sitting in the front. I was wondering why I did not bring my wind-jacket with me today. The cable was hooked on the glid-

er; I put my gloves and hat on, wearing my sunglasses and asked whether Vincent was ready too. He was sitting with his camera in his hands, not wearing any gloves. The cable was tight and there we went! A very fresh and cold wind was along my face and I pulled my jacket a little bit higher. At an altitude of 1000ft we released the cable and now we knew why we have ever bought this T31b Tandem Tutor! This was really amazing, looking to the coast without anything in front of your face and only a wide white world around you. It was marvellous! At 550ft we started the circuit and after 5 minutes of flight we landed on the strip. Cold but impressed we stepped out our T31b (BGA4926, KAA) and shook hands. This was cool! Literally!!

The other 2 pilots arrived in the meanwhile so everybody could make a flight. The winch engineer was making a flight too and of course after this flight we decided to give everybody the chance to make a flight. After 15 flights and 55 minutes we decided to put all the stuff in the hangar. We cleaned the T31b and close to the heating elements in our clubhouse we opened the cans with beer looking back on a historical day at our glider club. Thanks again to everybody who helped us this day and hope we will make it a tradition!
The T31b Team ■



AUSTRALIA

Extract from a letter from Ray Ash to C.W., dated 17th October 2003.

Ray had a mild stroke about 18 months ago when he woke up one morning to find that he had double vision. After many tests and a stay in hospital, he had no other effects and, after a few months his vision returned to normal. He had to stay away from flying for 12 months and he no longer finds that he can labour, rigging and driving the winch etc as he used to. He is 76 years old. He is lucky in that he has a scaled down Piper Cub called a 33 Kitten driven by a 35-hp Rotax engine and so he can get air-born still with little effort. However, he still has not given up gliding and, last Christmas, the person who took over his share in a K-7, John McCorquodale, invited Ray to fly with him when he brought it up from Sydney to do some cross country flying. The weather could not have been better and the first flight confirmed that Ray's ability to fly had not been affected at all and they did two hours of local flying covering about 100 kms. Two days later, we decided to attempt an out & return flight of some 270 kms westwards to Peak Hill. We had little trouble except that the electric variometers failed soon after take off (this was later found to be due to a loose connection), so we had to do the task with only basic mechanical variors. It took us five and a half hours with cloudbase at about 7,000 ft, and the return trip took us about 20 kms off track to the north as we had to follow the clouds to remain airborne. Unfortunately we ran out of day and eventually we had to out-land only 3 kms from our home field.

A few days after this, I had another opportunity to fly with John and we declared an Out & Return flight northwards to Coonamble just over 300 Kms. After about 80 kms on task, we were leaving the hill country behind and were about to enter the Western Plains, but the sky ahead was totally devoid of Cumulus with the habitation diminishing and only unsealed roads for the most part. We decided to abort the task and instead we turned westwards towards the town of Gilgandra, which we reached, with cloudbase at around 8,000 ft. The clouds still seemed limited to the higher country and so we then headed South towards Dubbo, where we then turned SouthEast back towards home at Gulgong. Not long after turning Dubbo, cloudbase rose to over 11,000 ft and at Ballymore, we were still at 10,000 ft and 60 kms from



Above: Dickson Primary with Harold Holdsworth at the controls in 1930. Hopefully a Dickson will be flying in Australia this year.

home, when we started our final glide. We passed under two fairly active clouds on the way without stopping and arrived over the home field with 4,500 ft in hand, having taken four and a half hours to cover 260 kms.

While I did not do any more flying with John, he flew both solo, and with other people, and, during the two weeks he was up there, he averaged over 200 kms cross country every day and, except for the earlier outlanding, he never out-landed again.

Other than the above mentioned flying and the ultralight flying, Ray has done little else, although a couple of weeks ago he had a check flight and then flew their Short Winged Kookaburra for a circuit only. Because of his problem, he has not flown the Dickson Primary for nearly two years but with the 75th Anniversary of the formation of the Gliding Federation of Australia next year, Ray thinks that they will want it ready to fly for that occasion. Ray has discovered that it was built in 1935.

CW adds that numbers of Dickson Primary gliders took part in the birth of British Gliding in 1930, and afterwards. None of the type still exists in the UK, but a second Dagling. (Zoegling) has been found.

BELGIUM

Fried Wevers has sent the news during the beginning of January that JOHAN KIECKENS has passed on the SPALINGER S.15, which he had been working on for many years, to KOEN VAN ROY, who we hope will make it airworthy. Koen van Roy was, at that time, doing the C of A work on a T.31. We do not know whether Koen van Roy will be the new owner of the S.15, as Johan Kieckens was not its owner. It will be the last airworthy of the S.15 s in the world and the oldest Swiss Spalinger in existence although we believe that this S.15 was built after 1945? It was very popular with the Swiss Gliding Clubs

In Belgium, Koen Van Roy hopes to make a Spalinger S.15 airworthy.



and could also do aerobatics,

From Martin Simons' book *Sailplanes 1920-1945*, we learn that Jakob Spalinger designed his S.15 in 1934 and that more than 20 were built.

MEETING AT SOVET. On the 2nd, 3rd and 4th of August, Les Fauchures de Marguerites (Daisy Cutters –the Wallonian VGC) held a small meeting on the private land of its President of Honour ROLAND d'HUART. Benefiting from formidable weather, there were many check flights on their Ka-2b, T.31 and Specht. There also present was the varnished Nord N.2000 (Meise) and a Fauconnet. A 150 hp Piper Cub and a Rallye assured aerotows. "There, you had a little of the 1950s atmosphere, which made me regret my youth". Sanitation and a "buvette" were present to fulfill the needs of those before flying. All this amidst a bucolique countryside.

Les Cahiers des Fauchures de Marguerites is available three times a year. *Firmin Henrard, 11 rue de Porcheresse, B-5361 MOHIVILLE. Belgium.*

BRITAIN.

THE NEED FOR A BRITISH GLIDING MUSEUM.

The question has been asked. Do we need a Gliding Museum? During the recent past, four old gliders have been sold to Americans. Two more have been burnt while one more has been betrayed into the hands of the power pilots (*BAC IV possibly being converted to a Drone-Ed*). The reasons behind this are –(1) there is no market for vintage gliders (or more modern gliders) at present in the UK. (2) The need for money, and (3) That the future existence of the aircraft in Britain is in danger through its owner not being able to look after it or fly it. Therefore, it was necessary to send it abroad where good owners can still be found and the weather is more clement. In other words, they are refugees from Britain. We can not believe that our owners would betray our National Heritage for money. There are certain things that one does not do for money. I believe that just one National Gliding Museum with some money behind it to buy "new" vintage gliders if necessary, might have made these disasters slightly less likely to have happened. As seems to be taking place in the Netherlands, the feeling is that Vintage Glider Museums should be a refuge where certain (if not all) old gliders can still be flown, if possible, by their owners, so that the museum should not be a

The Scott Viking I BGA 416 has been sold to Dave Almey of Peterborough Sailplanes



place for the dead. If we go on as we are, Britain may become a country without a National Gliding Heritage, which was, in CW's opinion, a very rich one, before 1940 and afterwards. We owe this to our heroes of the old days... who accomplished so much.

GLIDERS RELOCATED.

The **VIKING 1 BGA 416** has been sold to Dave Almey of Peterborough Sailplanes. It was formerly owned by Mike Beach and was flown from RAF Halton. This is the last of four Viking 1s. The first was taken to Argentina in 1939 by Phil Cooper, where it achieved some excellent flights. Two more were impressed by the military in 1940. After having taken part in the South Coast Radar Experiments in 1940 as part of the SDF (Special Duties Flight), they both disappeared probably in ATC Units and did not survive the war.

HUETTER H.17A BGA 2847.

This aircraft has been moved from the RAF Bannerdown Club at Keevil to be looked after and flown by Keith Nurcombe at Husbands Bosworth. Its owner is still Bim Molineux. This H.17a was built in Holland by Ernst Sander but it had to be taken to Kenya and restored by Bim Molineux before it could be flown. He then was able to import it with a Ka

6 CR into England. It weighs 205 lbs empty.

GRUNAU BABY 2B. BGA 2433.

This formerly belonged to Laurie Woodage at the LGC Dunstable. It was sold to David Shrimpton at RAF Bannerdown at Keevil. It was thought to have been built by a British Naval Dockyard after the war (Fleetlands?) This may have been true of the fuselage but the interior of its wings were decorated in glorious colours with NSFK stamps complete with Eagles and Swastikas! Although these gliders were not flown recently the RAF club now has improved facilities to launch them, including a Rotax powered motorglider towplane, and a light-weight winch launch cable. Before, with winch launching with a heavy weight cable, it was felt that these two gliders could not be successfully flown.

The Bannerdown Club's MUCHA 100 has been overhauled and is being painted yellow. It is hoped to fly it in two or three months time. A further T21 is nearing completion after a complete rebuild. **RHOENBUSSARD BGA 337 and MG 19A "Steinadler" BGA 2903.**

These were stored at RAF BICESTER (THE RAFGSA CENTRE.) They have been taken to the VGC Center at



Above: Huetter H. 17A BGA 2847 has moved from Keevil to Husbands Bosworth.



Grunau Baby 2B BGA 2433 was thought to have been built by a British Navy Dockyard after the war.

Lasham, where they are being looked after and will be flown, by Glyn Bradney (Rhoenbussard) and Keith Green (Mg19a). C.Wills is still their owner.

It is hoped that by relocating the above aircraft that they will be looked after and flown to ensure their better ventilation.

MINIMO A PROGRESS AT DUNSTABLE. BGA 1639.

After so many years (more than 20) of restoration (it was becoming known as the "Dunstable Disgrace"!)) has been achieved by Francis Russell. It has now been reported that a two piece canopy, similar to some of the original canopies is being fitted. Peter Underwood is now fitting it to the canopy surround, which he has built. Thus, it is possible that the Minimoa BGA 1639 might be airworthy in 2004, as it only needs painting.

The FW WEIHE 50. BGA 2602.

Belonging to Francis Russell and David Kahn, this has suffered corrosion to its main wing-fuselage fittings due to the aircraft being left out during winters and summers on a tarpaulin covered trailer. Jim Hammerton, the BGA Chief Engineer, has stipulated that new metal fitting must be made for it from steel of the original specifications. Does anyone know these please? Thus, this Weihe (the most recently built one in Britain 1953?) has remained un-airworthy for many years. It is thought that there are now only three airworthy Weihe's in Britain.

GLIDER COLLECTIONS (Museums?) The SACKVILLE LODGE COLLECTION.

Contact :- Tim Wilkinson, Sackville Farm Lodge, Riseley, Beds MK44 1BS. Tel:- (01234) 708877.

This at present consists of Ka-2B, two seater, BGA 425, which is to be used for passing pilots out to fly other vintage gliders in the collection. Among

these so far are a Dart 15 (with wooden wing spars), Mucha Standard, BGA 3862, a Skylark 3f, BGA 929, and a Pirat. The sailplanes are kept in their trailers in a collection of Greenhouses. It is anticipated that pilots wishing to fly gliders should pay a daily charge of probably £50 and then would, if successfully passed out in the Ka-2b, be allowed to fly any, or all, of the gliders. There is a 150 hp Super Cub and a Tiger Moth for towing. The operation is just starting and it is hoped later to obtain a large marquee with a free span interior, in which the gliders can be kept rigged. These are in common use in Europe to house gliders. It is planned to obtain more vintage Gliders so that, after a Trust Fund has been formed, it could become the Sackville National Vintage Glider Collection.

THE ASTON DOWN AIRWORTHY VINTAGE GLIDER COLLECTION.

Contact:- David Cotton, 43 The Beeches, Ryall, Upton Upon Severn, Worcestershire, WR8 0QQ, Tel: - 01684 592780.

This is a modern hangar outside the perimeter of the Aston Down Airfield home of the Cotswold Gliding Club. It has been proposed that vintage glider own-

ers should store their aircraft either in their trailers, or rigged on display in the hangar. It is hoped that their owners would be able to get their gliders out to fly them with the Cotswold gliding Club, whenever they wished. It is hoped that this hangar would become a home for vintage gliders. The proposal includes for the hangar to be shared with hang gliders, microlights, motorgliders and aircraft flying models, and a glider repair and restoration organization etc. Also to be based there would be the Air Cadets' Glider Collection (a Cadet, Tutor, T21b, T31, a Goevier 2. (the only surviving genuine wartime built Goevier 2), a Grasshopper and the prototype Skylark 3, which was broken during a ground towing accident last summer. All depends on a financial agreement with the Pension Fund, the hangar's owner.

CZECH REPUBLIC

In 2002, we reported that 85 old gliders had been restored in the Czech Republic, but what was not reported was that large numbers had been flying triangles and polygons etc. Seven 300 kms were flown by Orliks, the Vega flew 346.5 kms and 319 kms but the Soviet A 15 beat them all by achieving a polygon of 380 kms! This aircraft was imported into Czechoslovakia from Russia to start a production run of A.15s. This did not happen as the firm was instructed instead to build jet fighters. During the above period in 2002, Orliks carried out 18 flights of over 200 kms.

Also restored during that time were a SG.38 with nacelle, a Rhoenlerche and a Huetter H.17 was built again.

Petr Hanacek has sent some news for 2003, on the 5th January 04. During the summer 03, the 10th Annual Czech Oldtimer Rally took place at KRIZANOV. It was a very pleasant little Rally. We flew the recently restored Oldtimer LF 109 "Pionyr", which belongs to Oldrich



Orliks flew several 300k triangles in the Czech Republic during 2003.

INTERNATIONAL NEWS

Rosecky. It flew very well. In Krizanov, we welcomed the visit of Johann and Ingrid Kieckens from Belgium. They had had a holiday at Zbraslavice. Later in the summer, a newly restored

M.35, an improved Orlik from the Rana Aeroklub was test flown.

This was one of the last wooden sailplanes to be designed and built in Czechoslovakia. It has the fuselage of our VT-16 Orlik at the Aerolub of Jesenik, and the people from Rana discovered the dust covered wings of an M 35 in a hangar on the airfield of Sazena. Its restoration took place at Aveko Medlanky.

In August 2003, we spent four days at Goerlitz at the 7th little (ex DDR) Oldtimer Meeting. It was a very pleasant long weekend. The next little 8th (ex DDR) Oldtimer Meeting is to take place at Leipzig-Taucha, but we do not yet know its exact dates.

JIRKA LENIK is going slowly ahead with the restoration of a Zlin Z.24 KRA-JANEK, a replica (?CW). He is also working with German friends (Gerhard Maleschka etc.) on a replica HOLS DER TEUFEL. Both aircraft are ready for fabric covering. Perhaps they will be



Above: a Soviet A-15, seen here during the 1966 World Championships at South Cerney, American pilot Dick Schreder trying it for size.

fabric covered during this winter? Emil Sliva has been restoring an ORLIK. It is now in the paint shop. When there are no problems with the paperwork, perhaps during this spring another Orlik will fly! IN OCTOBER, we had our autumn slope soaring meeting on the Rana airfield, together with the Oldtimer Club's Annual General Meeting. The whole Oldtimer Club wishes to take part in the VGC's 31st International Rally at Gliwice. The Czech Republic's National

Rally is to take place at Vrchlabi from the 3rd to the 10th of July 2004. Vrchlabi is on the South side of the legendary Riesengebirge (Giant Mountains of Moazagotl and Grunau fame).

While, on the North side, is Jelenia Gora and Jezow (Stag Mountain and Grunau), where the VGC Rendez Vous 2004 is to be held from the 30th July until the 6th of August 04. Travelling from one to the other should not be difficult.

The above has been translated, precied and slightly altered owing to confusion with dates of the Czech National Rally and the VGC's Rendez Vous 04 Rally, by CW.

DENMARK

Five more restorations within the Danish Vintage Gliding Club can be reported; An ex-Danish Airforce Grunau baby 2b (94-943) is being restored by Jens Christofferson, both wings having their wooden structures repaired.

The SG 38 (OY-AKX) is under repair by Tage Hansen and Ove Hillersborg. The woodwork is close to being completed. The last remaining Jaskolka in Denmark (OY-XCN) is under repair by the "Billund Bandits" A team of 10 gentlemen are struggling to finish the project as soon as possible. It is hoped, although still a bit unsure, that this rare bird will be ready in time for the 32nd International Rally at Gliwice. Chris Tonks, in North Wales has been kind



Above: Jirka Lenik is building a replica Hols der Teufel. Below: he is also going ahead with the restoration of a Zlin Z.24 KrajaneK.



A recently restored LF 109 'Pionyr' was flown at the Czech Oldtimer Rally.



enough to provide us with some necessary drawings to bring us further with the Jaskolka.

The Mu 13d-2 wings (OY-MUX) are slowly moving forward and it is expected that the first wing should have its D-box covered with plywood soon. Last but not least, the Club owned Rhoenlerche (OY-DNX) has had its wings overhauled and recovered by the "Billund Team" and are now being finished by the "Viborg Veterans" Peter Bech and Neils E Gjorup.

The Danish Old Glider Club was lucky enough to receive a Swedish Kranich 2B-1 (formerly SE-SPK) in a deal between the Dansk Flyvehistorisk Forening and its previous owner Peter Kemp, who received a Klemm 35 in return. The Kranich 2 needs a major overhaul and the Da SK is considering when it is going to take place. *From N.E Gjorup*

FRANCE

During 2003, The National Rally for Old gliders took place St Remy les Alpilles. Every year, the Dedale Association organizes a week long National rally Dedale- (Daedalus) is the name for the French Vintage Gliding Club. It took in one case 12 hours to cover the 950 kms by autoroutes to get to Les Alpilles which was the site of the World Duration Record flights between 1949 and 1954, when Bertrand Dauvin was killed in a Kranich 3 trying to break the World's Single Seat Duration record when he was overcome by sleep after flying for over 40 hours. – No more Duration records were recognized by the FAI after that.

The slope was first used by Josef Thoret in 1924 when he soared an aeroplane with its propeller stationary. The site was created by the military in 1938. The first hangar was built in 1945 and the Large Hangar was built in 1948. In 1938, the Aeroclub of Avignon used the slope for soaring.

In 1945/6, the Avignon Aero Club and Aix les Milles in 1947 founded a National centre under Louis Brun. The centre specialized in Duration flights, whereas Saint Auban specialized in Altitude and Distance flying. The Centre was closed in 1961. The records were set up between 1949 and 1954 but the death of Bertrand Dauvin caused the FAI not to recognize any further duration records. The new aero club was created in 1963 and its first flight took place in 1965. In the 40 years since the restart, there have been 7,000 hours flown from



A Carmam M-200 flew at the French Rally at St Remy les Alpilles, April 2003.



Also at St Remy les Alpilles was a Breguet 900.

the site, 4 salaried instructors, 5 voluntary instructors and 260 members.

SUNDAY 27th April. Briefing was at 9.0 clock exactly. At 9.30, the World Duration Record holder CHARLES ATGER had his last flight. On the 2nd of April 1952, he was winch launched in an AIR 100 at 6hrs 21 minutes in the early morning and flew for 56 hours 15 minutes over the 12 to 15 kms long chain of hills that is Les Alpilles. The machine was often at 200 metres height and his maximum altitude was between 5 and 600 metres. He was born on the 18th of June 1921 and was a farmer working his parents' land. He started flying in 1938 at Saint Auban. After this record, he had 699 hrs 15 minutes of gliding hours. His record breaking AIR 100 is believed to be still airworthy. This was the final single seat duration record accepted by the FAI. And so, he, and France, still holds it.

There were other Duration records flown from les Alpilles. Brunswyck and Caraz flew 53 hours in a CM-7 from the 4th of February in 1952. On the 30th December 1954, Fronteau and Lebeau flew for 56 hours 11 minutes in a CM-7 and the girls M.Garbarino and J. Mathe flew for more than 10 hours in the CM.7 on the 11th of January 1954 for a new feminine World's Duration record.

So the site has a reputation that would be hard to do justice to.

At the first briefing, we were promised sympathetic weather without Mistral

during the week. After briefing, the M.200, the Breguet 900 of Claud Visse and the Ka-4 of Peter Urscheler were rigged. There were thermals which averaged 1.5 m/sec. And the view was magnificent. One could see Avignon to the North, and to the South, behind Les Alpilles, the famous Etang (pond) de Berre and to the West was Cavallon. We climbed to 1,100 m above the site.

But the lift was falling off and we had to land after 40 minutes. We had a re-light but were surprised by – 4 metres sink which obliged us to make an unconventional landing. Another launch was inconclusive and flights did not last long except for that of Claud Visse who kept his Breguet 900 up for 1 hour 30 mins. The kind welcome was again evident and all the gliders were hangared except that the local single seaters were put into a sort of gardener's shed, which was less costly than hangarage.

MONDAY, the 28th April 03. There had been storms of wind during the night. During the 9.0 clock briefing, we discovered a Westerly wind. M.200 and Breguet 900 were prepared for flight. In mid morning, Didier Fulchiron arrived with his Ka-4 and a second M.200 arrived during the afternoon with Jean Marat and Daniel Lamerand.

WEDNESDAY 30th April. There was the arrival of the pilots from Nancy an Easterly wind was blowing and the sky was veiled by Cirrus cloud. Tempera-

tures from 24-26 degrees were forecast but we were promised better weather than that of the previous day.

While some pilots preferred to have site checks others, during the afternoon, had good flights. Claude Visse flew the longest with 3 hours 40 mins but Peter Urscheler was the last to land in his Ka-4.

The aerotows became so "sportive" that it was decided to stop flying.

THURSDAY 1st May. Briefing by Stefane. Meteo: runway 16 –North. During the afternoon, the wind would turn SW. Vigilance while getting the gliders out of the hangars and because of the wind. 21 flights were made during the afternoon of between 15 and 1 hr 25 mins. I introduced 5 pilots to the M 200. Activity was intense.

FRIDAY 2nd May 03. There was rain during the morning. There was an expedition to Saint Remy where there was an exhibition of Van Gogh's work. There were a few flights during the afternoon. Lift was of 0.2 to 1.5 metres and the ceiling at least for the M 200 was 1,000 metres with Ralph, a German member of the course. Feeding swallows showed us where the lift could be found and a few rambblers waved from the summit of les Apilles. At the end of the day, Marc Bourdon flew Peter Urscheler's Fauconnet for 25 minutes.

SATURDAY 3rd May. Open Day. The Mistral was present and the weather.... Sunny.....Briefing- 0900 hrs. Remember. give way to the right. Turns to be made towards the plain. Landings to be made down wind so long as the wind did not exceed 18 knots. 18 flights were achieved by the six Dedale's machines—the Edelweiss, Breguet 900 F-CABY, M 200 F-CDDU, M.200 F-CDHC, Fauconnet and Ka-4.

During the evening, there was a good meal organized by the local glider pilots, accompanied by speeches from their President. We thanked their members for their welcome and already we were thinking of the year 2004. Could we not visit St Remy again with a few gliders?

SUNDAY 4th May. Fine and warm... Exhibition of ancient cars and engines. There were numerous elderly people, not to speak of glider pilots, pressing around our machines, while models attracted the young. But, unfortunately, everything must end. We could only think of de-rigging and our returns. Our sailplanes had had 53 flights for a total flying time of 51 hours 35 minutes. There were 7 vintage gliders present. the above-mentioned plus the Mu 13D, which is thought to be the oldest airworthy glider in France.

THE COURSE 2003 ON THE CAUSSE MEJEAN.

This ran from Saturday the 14th June until Sunday the 22nd of June. There were present the: - Breguet 900 F-CABY of Claude Visse, a Mu 13E Bergfalke, a Nord 1300 (GB-2B,) a VMA 200 Milan (Weihe) and a CM-8-13. One of these 1949 designed CM-8-13 s is restored on display in the Musee de l' Regional at Angers, as an aerobatic sailplane which, with its NACA 230—wing profiles, takes some time to recover from a spin. This one started life with a small turbojet mounted upon its back. It has had this removed during a restoration at La Montagne Noire which lasted many years. It has now a new canopy which is more integrated with the line of the fuselage than the previous one (because of the jet engine). Taking part in the course were Chris Duthie James with a Piper Cub and Barbera Reed with a Montgolfier Balloon, emigrés from Britain.

Taking part also was the Fauconnet of Peter Urscheler. 88 hours from 56 launches during 9 days. On Monday the 16th of June, there had been 5-6/8 cumulus with a cloudbase of 3,000 metres. a.s.l. with a N/NE. wind. This allowed flights of 3 hours or more.

On the next day the flights were rather more modest. Some tasks were attempted and one of them was interrupted when a vulture became completely in love with the N.1300. Flying was sometimes

limited by the tremendous heat on the ground. But, once in the air, there was often lift of between 3-4 metres / sec. On Tuesday the 24th of June, there was no flying. On Wednesday, the 25th June, the last day of the course (stage), only Peter Urscheler (Fauconnet), and Claud Visse (Br 900) got their gliders on to the runway ready for take off. They flew respectively 1 hour 40 and 3 hours 20 minutes. In spite of a forest fire, which was lit by an imbecile throwing away a

cigarette end, which destroyed 2000 h of forest, the Causse Mejean survived, the club is intact and no buildings were burnt down.

ANGOULEME.

This was the weekend of Pentecost and Dedale gliders were invited to celebrate the General Resnier, who had done much for the club. Michel Roussel with a Breguet 904 and the MILAN (Weihe) of Jacques Boulanger as well as Bert Strijks, to whom we are eternally grateful, with his Ka-4 and the C.800 of Trocellier, were present. The weather was very acceptable and this allowed fine flights together with a German gliding club, which was twinned with the Angouleme Aero Club. The Angouleme Club has invited Dedale to be present again during Pentecost 2004.

NEWS OF GLIDERS.

After having disappeared in the back of a hangar for some 15 years, it seems that the famous FAUVETTE of Grenoble (which has been modified and is no longer forbidden to fly.) has been rescued by Yves Sargentini, a glider pilot,

and there is the hope that it will be seen again in the air.

At St REMY, CHRISTIAN MATHIEU was present with his superbly restored EDELWEISS. Christian has often taken part in our International Rallies with Fauvel flying wings. We congratulate Christian on his work.

The AIR 100 at BOURGES. This was the famous Air 100 at La Ferte Alais (which Chris Wills used to fly during holidays there in 1959, 60 and 61) during a brief visit to Buno Bonneveau before our International Rally at Brienne le Chateau, we saw that it was then being restored. Later, it was even offered for sale to Chris Wills, who said (full of emotion), that he felt that this one should belong to France!) However, it seems that after that, the machine fell upon bad times and it was stopped from flying in 1986. A group of glider pilots from Bourges found it, bought it and under-



*A Breguet 904
was one of the participants at Angouleme.*



Above: an Air 100 similar to this aircraft has been restored to flying condition at Bourges.

took to give it a very considerable rebuild which meant among other things, a complete reconstruction of its tailplane and fabric covering, which apparently none in the group had ever done before. Test flying was very satisfying and we thank again Celine, Alain, Eric, Henri, Gerard, Bruno, and Florent, without whom, the work would still be in progress. It is envisaged that a new Vintage Glider Club will be set up at Bourges with its flagship, the AIR 100 F-CBHF. Chris remembers it as a marvelous machine and is overcome with joy to know that it will have a new life in France where it belongs.

Dr. PIERRE PLAN.

Since Moulin, where we held the AGM of Dedale, we learnt that he had health problems which were preventing him from flying. This did not stop him from working in the GPPA's workshop at Angers or in its office. During 2003's early summer, he telephoned to say that he would come to Vauville. We did not see him there and we learnt that his illness had taken him a few days after the

meeting. He was one of the main stays of the GPPA and had been involved in many important restorations which included a Breguet 904. He told us that he had been in French North Africa during the war but we don't know if he took part in gliding at that time, as there were French Gliding Centers there and two factories building gliders there during the war.

He was a joy to be with in the Breguet 904 and he was with us in many of our International Rallies. He will be still another terrible loss for the GPPA at Angers to whom we send our sincere sympathies. We send our sympathies also to his many friends and family.

GERMANY

1912 WORLD RECORD GLIDER "F.S.V.X" REPLICA FINISHED".

In 1909, the young Darmstadt students Hans Gutermuth, and Berchtold Becker, after a visit to the International Air Exhibition at Frankfurt am Maine,

decided to found, together with their friends, Fritz Kolb, Karl Pfannmueller and Willy Nerger, the Flug-Sport Vereinigung Darmstadt". They were all 14-16 year old students and they became so enthusiastic after the visit to the exhibition that they decided to build an aircraft themselves. In the following years, in their free time, they built the gliders FSV-1 to FSV X, which was the first type continuously improved. After the first flight tests from the Prinzenberg, which is South of Darmstadt, they went on an excursion in 1911 to the Rhoen and decided that the Wasserkuppe, the highest Rhoen Mountain, would be an ideal place to continue their test flying. In 1912, they traveled to Gersfeld, beneath the Wasserkuppe, by train and managed to get their "FSV-X" up on to the mountain with the help of horses.

With great impatience, they rigged the glider and gave it its first test flights in the region of the South slope in a fine WSW wind.

The new machine flew so well that, on its first flight, it flew a distance of 300 metres. On the 22nd July 1912, there was a light ENE wind. Hans Gutermuth flew from the steep, and the until then, untried Northern Slope, near the Abt-roder Kuppe. A witness describes how the glider leapt off the ground and went immediately to 30 metres height. After 112 seconds duration, it arrived back on the ground in one piece after covering 840 metres. This new World Record was better than that of the Wright brothers but, although it was witnessed by many people, it was never officially recognized. The boys were all killed in the First World War.

Otto Becker, with three other members of the Oldtimer Gliding Club Wasserkuppe, undertook to build a replica of this biplane type glider as a "Milestone in the History of the Wasserkuppe" and have put it at the disposal of the "German Soaring Museum with model flight" on the Wasserkuppe.

Until 2003, the glider slowly took shape using bamboo and 2mm dia. wire bracing. There were no building plans but information for the replica came from photographs and literature from the beginning of the 20th century. First to be built from bamboo tubes was the triangular girder type fuselage with its two landing skids as its forward part. Upper and lower wing surfaces are covered both above and below, with pre-washed fabric. Control is achieved by means of two handles. With the left hand one, the pilot can warp the upper wings and

Below: a restored Edelweiss was present at St Remy. The photo taken at the 1966 World Championships at South Cerney shows the Standard Class winner Francois Louis Henry briefing Israeli pilot Menachim Bar



tailplane. With the right hand one, the pilot can turn the fully flying rudder.

There were initially problems with the control cable runs, as these could not be seen in the photographs. They were tried out with binding thread instead of cables. This was then replaced with control cables which now work the surfaces. The project was finished in October 2003.

The first ceremonial cut in the ground was carried out by our friend Hubert Bleser from Luxemburg in front of many guests who donated the sum of 7,500 Euros as a legacy from his recently passed away life's companion Gisela Wernitz. This sum will go towards the further increasing of size of the German Gliding and Model Flight museum. Peter Bach, a Lufthansa Flugkapitan, invited his friends to a private party and his friends gave, instead of presents, a donation of 1,000 Euros which will go towards the new museum's finances. A similar action was taken by the Museum's Executive Committee member Klaus Heyn. Klaus has already built for the museum replicas of the Ferdinand Schulz FS-4 1924 BESENSTIEL, (Broom stick) World Duration Record glider, a GRUNAU 9 Schedelspalter (Skull splitter), a RHOENADLER 35 and now, Wolf Hirth's MUSTERLE, as well as other restorations which include an RRG FALKE, which he found in a shed at the top of a Swiss Ski lift, and the new construction of a series of vintage sailplane rudders and instrument panels. His contributions to the DSMM have already been immense.

The above was translated by C.Wills from the October Issue of DSMM POST (DSMM= Deutsches Segelflugmuseum mit Modelflug.)

Christmas 2003 news is that the superbly repaired Musterle is now the property of the DSMM, and that hard work is now going into preparing the new Museum space. In September 2003, the foundation for the new Museum building was well in place. The new building, which is attached to the older one, will have considerably more exhibition space than the former one. Josef Kurz is to overhaul a Nacelled SG.38. A Dittmar MOEWE is to be displayed and the Conдор 4 is to be recovered with fabric.

We are very glad that our VGC member GERD ALLERDISSEN has been re-elected PRESIDENT OF THE GERMAN AERO CLUB for a further 3 years. He received well over 94.3 % of the votes of the German Aero Clubs. We send him our congratulations. He and Ingrid Zibelle intend to be present at



The superbly repaired Musterle is now the property of the DSMM

some of our international meetings this year. We also congratulate the German Aero Club's Vice President ISOLDE WERDEHOF for receiving a BUNDESVERDIENST KREUZ for service to the German State.

We have noticed how several wood and fabric gliders from the post-war era in Germany are now being restored in clubs and firms. The OLDTIMER GRUPPE MAINZ is restoring to flying condition a Zugvogel 3a and intends later to restore an ancient Doppelraab. The Gruppe already has airworthy a Kranich 3 and a Ka-7. At the TRABEN TRABOCH (Mont Royal) CLUB, there is being restored a Zugvogel 3a. At Gunther Follmann's works at 54526 Landscheid, an enlarged version of the Akaflieg Braunschweig's SB-5 is being restored as well as a Ka 2B from Luxemburg. It seems that the LBA is also responsible for the airworthiness of Luxemburg's German gliders.

During 2003, an L-SPATZ was restored by a young German instructor in the colours of an American fighter on the Western Front in 1918. The job was done with some advice from Gunther Follmann. When he was not instructing, the instructor flew the machine on cross-country and finally managed to fly it 477 kms.

In 2004, he intends to try to fly it 500 kms.

OTHER GERMAN NEWS.

The new "MINIMOA 36" of Mathias VOEST, 56899 Landsberg am Lech, Haldenweg 12, Germany. It seems to be getting on well. Mathias is by trade a cabinet-maker. What he has achieved using not very good microfilm of 1936 blue prints received from the VGC is phenomenal. They came from Switzerland where the blue print drawings had

been used to build HB-282 in Switzerland just before 1939 by Herr Wullschlaeger. This MINIMOA 36, which formerly belonged to Werner Von Arx, is now a static exhibit in the DSMM (Deutsches Segelflug Museum mit Modelflug). We hope that Mathias's "Minimoa 36" will fly in 2004.

SASCHA HEUSER, who founded his small firm Holzleicht & Flugzeugbau Sascha Heuser, 14882 Potsdam, Plantagenstrasse 8, Germany. Tel:- 0049 331 7047713. Telefax:- 0049 331 7047754. E-mail:- info@holz;leicht.flugzeugbau.de, earlier in 2003, has received a contract to build a new "MINIMOA 36" and is preparing its building plans. He has recovered with fabric and redone some repairs on the "WEIHE" D-0301. He is at the moment repairing the wings of a damaged ASK- 16, which crashed at Oerlinghausen nearly a decade ago. Its new owner would like to have it repaired and converted to AS-K 16B status as its wings are broken in the "right places"! Bernd Ewald, who is managing the new HORTEN 1VA project, has given Sascha the hope of receiving an order to assemble its wings in the future. Sascha is a real Horten enthusiast and specializes in building and repairing wooden sailplanes.

FROM BERND EWALD concerning the new HORTEN 1VA project.

Extracts from a letter to CW dated 8th November 2003.

I am so busy with this project, that sometimes I neglect sending information to my friends! At some time during this year, I did not notice the exact moment, I overstepped the point "of no return". So I must go on and I only hope that my health remains good, and the patience of my wife remains as satisfying as it is up to now. Soon I will send out a progress report, but here I am sending you some

preliminary information. As you remarked, the main spar of the Horten 1V is a box with pine caps, but for three or four metres from the wing root, the spar is reinforced with Lignofol. I could find no information as to whether this reinforcement was considered necessary for more strength or for more stiffness. Since production of Lignofol ended decades ago, I have designed a new spar with identical external dimensions with caps from laminated beech Tbu 7. This material is being produced now and I have received the necessary amount as a donation from the Blomberger Holzindustrie. I transported the planks to Darmstadt three weeks ago and already the cap laminations have been cut from the planks. The fabrication length of the planks was 7.8 metres, so fortunately no overlap is necessary. I have designed the spar for approximately the same weight as the original spar, so the strength and stiffness will be some 30% higher than the original. This new spar has already been approved by the Luftfahrt Bundesamt.

The high strength material (1.7734) for the main wing fittings, I have received as a donation from the Tennant Company and I will start the construction of the fittings next week. I have built the enormous number of frames, which are within the main spar, in my own workshop, and the construction of the main spar itself will begin soon in the Akaflieg's workshop. The building of the wing ribs is underway at the DLR Flight Operations Department of the DLR at Oberpfaffenhofen.

I still have no Apprentice Workshop at hand for the building of the Center Section and the metallic parts of the control system. I am in contact with the Lufthansa Technik AG at Hamburg and I am hoping for a positive solution.

For the assembly of the wing, I have found a new German Company which I highly recommend to all vintage glider owners who need their vintage gliders repaired or overhauled. This is the Holzleicht & Flugzeubau Sascha Heuser (mentioned above). This is a one-man company and he works at very favorable rates. (He is VGC member 1493)

He very successfully started his company in May 2003. However, he has to earn a living and he must be paid. Therefore, the Felix Kracht Foundation badly needs much more money.

"The six control surfaces will have to be built in my workshop and I am preparing for their construction. (cutting wood strips and so on) "As you know, the original wing tips were built from aluminium.

Some drawings for these do exist but they are not sufficient to allow construction of the tips. So, I have perhaps decided to design new wing tips to be built of wood. Their only metallic parts will be their aluminium spars. If no one else will come forward to offer this contribution, I will have to build them myself.

The VGC congratulates Bernd for making such a positive start with the Horten 1V project and wishes him all the luck in the world.

From- 21 January 2004 Horten 1Va news. The WING RIBS are under construction by the Deutsches Zentrum für Luft und Raumfahrt. They should be finished by the end of February 2004.

The MAIN PLANE MAIN SPARS. These have been approved by the LBA and their construction was started by the Akaflieg Darmstadt in December 2003. CENTRE SECTION Construction. Confirmation is still awaited that it will be built by the Lufthansa Technik AG at Hamburg. A provisional OK has been received from their apprentice shop. The Roeder Praezision Co. is to make the metal fittings. Sascha Heuser is to assemble the wooden MAIN PLANES and knows a friend nearby who could build the metal WING TIPS. Bernd Ewald is himself intending to build the six wooden CONTROL SURFACES in his little workshop at home.

The Project still needs much more money.

News from Frits Ruth dated 18.10.2003.
**WERNER KALUZA'S HUTTER
H.28-2 HAS FLOWN!**

Flying characteristics were excellent and Werner is very enthusiastic about his aircraft. The news was received via Gunter Brodersen from Hamburg, who has been building another H.28-2. Another is being built in England, and another is being overhauled in Switzerland. We

hope that this will give encouragement to those working on H.28 s.

"The GRUENE POST". The magazine "Flugzeuge Classic" of 3.2002, reported how Helmut Regenhardt was building a replica of the 1932 Lippisch designed intermediate glider "Gruene Post". In the beginning of September 2002, it was rigged for the first time and was put on view for 10 days in Feuchtwangen on the Hesselberg, the "Cradle of Bavarian Gliding." During the winter, the struggle with the paperwork proceeded to gain it a CofA to fly. Then, on a fine spring day in 2004, it should take the air for the first time. However, already Helmut Regenhardt is working on his next project. a replica Rhoenbusard, and some of its parts are made.

The "Gruene Post" is finished in yellow and blue/green paint.

**INFORMATION FROM HEINRICH
BAUER ON H.17b, MU13D and
STROLCH**

dated 15th January 2004.

It seems that drawing plan set for the H.17b at his club, is incomplete, he has asked CW to send him copies of the H.17b plans that he has in the hope that these could complete his set. This has been done. CW now writes further...

One has the impression that the first version of the H.17b, which flew in 1953, had very severe speed limiting airbrakes. Most of the wing trailing edge in-board of the ailerons was lowered. This almost certainly caused a tremendous rate of descent, if not a stall, which could have led to severe damage to the aircraft on landing. The Heinz Bauer club's set of H.17b drawings reveal a version of the machine fitted with the far more gentle and less effective DFS rotating open (above and below wing surfaces), airbrakes. The Huetter brothers had been working on the world's first speed limiting airbrakes for gliders,



A Hutter H.28-2 was flown in Germany last year.

while working at Schempp Hirth since 1938 on the Goevier. All the NSFK's sailplanes were to be fitted with them and kits were to be obtained from two factories, to modify all existing NSFK sailplanes to have them. The Goevier 2 was fitted with them first and it was decided to use them where spot landings were necessary with a military load in their cockpits during the invasion of England. For the military load, to correct their CofG's, the type was mass produced with 1 metre longer fuselages, than the small number of Goevier 3s had, which were built during the 1950s. With the military load in the cockpit, the Goevier's Schempp Hirth (Huetter) airbrakes were not effective enough to hold speed back, and Huetter had to design 10 % more effective paddle type airbrakes. These caused an aileron to come off taking part of the wing with it during a high-speed dive. Thus, the original H.17b had a continuation of the Huetter idea for a final solution airbrake.

We strongly recommend that anybody working on the restoration of H.17b s should not use the "final solution" airbrakes and to, if possible, not to have airbrakes at all, or to have upper wing surface drag spoilers, or to build in DFS Brakes. It is possible that the LBA would not grant a Zulassung (CofA) now to sailplanes without airbrakes. T21b s are allowed to fly in Germany with BGA Cs of A with upper wing surface only drag spoilers.

HEINRICH BAUER has also sent most interesting information on sailplane production by the

Schwarzwald Flugzeugbau at Donau Eschingen, which produced the Mu 13D in quantity. We have published in previous VGC News, production figures for nearly all the important German sailplanes from 1931 to 1945 so far as are known, but we had no information on how many Kranich 2B-1 s were built by Schweyer etc, from 1935 until 1939 and we had no information concerning the Mu 13D-1 and D-2 production and knew only that 73 Mu 13D-3s had been built from 1943. Heinz Bauer has investigated the Furstlich Furstenbergische (Grand Ducal?) Archive.

But because of not much time and the great quantity of Archival material, he could only "skim the surface", and has begged us not to print the information until he will have enough time to confirm it next summer. Therefore we can only say- Watch this Space.

Heinz will visit Blumberg for an oldtimer glider Rally next summer and then hopes to visit the Furstliche Archives again. After that, he is to prepare for us a shorter and more definite article on the above.

The Mu 13 D was a very important high performance, but cheap to produce, old sailplane. All pilots in the Junior Class of the 1939 Rhoen Contest flew Mu 13D-2 s and Ingo Pasold, a London Club member from the Sudetenland, won. He and his brother Rolf owned the Rhonbussard BGA 394, which is being currently flown after restoration by the Wasserkuppe Oldtimer Club.

Of the Mu 13D-2s, only three remain. One is being restored in Denmark to fly.

The other is being flown by Francois Ragot at Saint Auban. The 3rd is exhibited in the German Gliding Museum and for model flight, on the Wasserkuppe. It used to belong to our member Ernst Walter.

Of the Mu 13D-3 s two are in Britain, one is in the USA (Bob Gaines) and three are in Germany. All of them are airworthy. They are easy to rig, high performance but slow speed, fast climbing, vintage sailplanes and are excellent for our members to own.

POLAND

On Page 33 of VGC News No110, it mentions that during the war all equipment was confiscated and put into use by German Aviation organizations or the Luftwaffe. We thought that it might be worth our quoting our records to say that in 1944 the WL (Wehrmacht Luft) Groups had 7 and sometimes 8 Salamandras and one Wrona (Crow) primary on their strength, and no other Polish gliders. However, a German officer visited Petrosani in Roumania with a lorry loaded with a Polish high performance two seater Mewa. (Gull). 6 were built of this 1936 Antoni Kocjan and Szczepan Grzeszczyk design. The German Officer exchanged it with the local gliding club for cigarettes and drink. One of the gliding club's instructors flew it, did aerobatics and broke it up. This was the end of the Mewa, and the instructor was killed. We don't know if there are any other horrific events like this? We hope not. There may have been other Polish gliders used by the Germans, but we thought that most of them were taken to Moscow on trains to be tested by Osoaviachim. The conclusion was arrived at because we thought that the great Polish Gliding Centers of Becmiechowa and Sokola Gora were in Eastern Poland, in the area occupied by the Soviet Army and therefore perhaps it is likely that the Russians took many Polish gliders from there. We know no more of this sad subject except that a Delfin was taken to Denmark and, after overhaul, it was flown for many years after the war by Danish glider pilots who liked it very much. The Delfin is probably no longer to be found in Denmark, so far as we know, as it was badly broken.

We are glad to mention that Mewa's were built under licence in Estonia and Yugoslavia, where at least one was still being flown during the 1950s. The Yugoslavs sent a complete set of Mewa

Below: the Mu 13D-3 s are easy to rig, high performance but slow speed, fast climbing, vintage sailplanes and are excellent for our members to own.



A Polish 'Mewa' was sold by a German officer for drink and cigarettes.



A Meteor has been restored and is flying in Croatia



plans back to Poland in 1947 and these, so far as we know are still in Poland. We wonder if plans for the PWS 101 are still existing somewhere stored near Moscow, for that was where the Polish gliders were taken in 1939? In the Yugoslav Air Museum, on Belgrade Airport, are also stored plans for Orlik, Komar, and Salamandra etc, as also are the plans for the beautiful Yugoslav sailplanes Orao, Meteor, Kosava etc. The Polish types were built in Yugoslavia under license, we think, before 1947? We wonder if some evidence of the "lost" Polish fleet might still be found in Yugoslavia?

YUGOSLAVIA. We have seen evidence of a stored Kranich 2B=2 in Slovenia, which we were told was awaiting restoration. 19 of these were on the Yugoslav Register in 1949. We also know that a beautifully restored all metal "METEOR" from Croatia has fairly recently been seen flying.

USA

DOUG FRONIUS WINS DUST DEVIL DASH!

The 2003 Dust Devil Dash is now history. The race was held on September the 6th 2003 and was one of the most successful contests in years. The following results are PRELIMINARY, as not all

landing cards have been received on the date this was written (September 10th, 2003). If necessary, corrected results will be published in the November issue of Southern California Soaring. Congratulations to Doug Fronius piloting an LK-10 (48). Doug has flown the Dust Devil Dash for many years, but this was his best showing yet. This year, the real contest was between Doug flying the oldest glider in the contest with the highest handicap (1.65, equaled only by the SGS 1-26 s) and Jim Payne flying the newest glider, an ASH 25 (TP), with the lowest handicap (0.68). Jim had not flown in the contest in recent years due to schedule conflicts as Region 12 Director for the SSA, but was winner of the first Dust Devil Dash in 1986.

This contest came down to different strategies. Doug chose to follow the local cumulus clouds across the Palmdale Shear line and work the San Bernardino Mountains to the east, all the way to Blythe, CA (235.14 miles). Jim took a more classic route to the North up the Sierras and White Mountains and then North East to Harriet Field, in Wells NV (457.35 miles.). Though Jim flew nearly twice the scratch distance as Doug, Doug's handicap distance was 387.99 miles compared to Jim's handicapped distance of 351.25 miles. Both of these pilots had outstanding flights.

Third place went to Marty Eiler flying

his ASW 27 to Austin, NV (309.34 miles, 272.22 hep) followed by Daniel Konek flying a Phoebus B to Overton NV (245.23 miles, 251.36 hep) another example of North versus East strategies. Chuck Griswold and John Shelton both made it to Tonopah, NV (217.65 miles but Chuck took John on handicap points. (204.37 hep vs 190.44 hep). (It is rumored that another pilot made it to Tonopah, NV but was called back to Bishop by his crew, but we are not naming names here.).

A first for the Dust Devil Dash may be that none of the gliders landed back at Mountain Valley Airport. Everyone went on course and at least got out of the valley. This may be one of the most successful contests in many years with 19 entries and good soaring weather. Congratulations to all the participants for their great flights and safe landings. Also special thanks to the crews who volunteered to make these one way flights possible.

Above account is by Ray Chillock and was copied from "Bungee Cord", Vol.29, No.3, Fall 2003.

As Doug Fronius's flight seems to have been a most outstanding effort, we thought our readers might like to have some statistics of the LK-10A. It was first built in 1942 as a training glider for the American wartime troop carrying glider pilots. In US military parlance it is known as the TG (training glider) 4. 156 were built.

It is basically a small compact, very well designed (in C.W's opinion) little tandem two seater. As its wing span is only 15.24 metres, it seems rather the opposite of the Kranich 2 from the point of view of size. We wonder if Jack Laisler, apart from basing the LK-10a on his beautiful gull winged single seater of 1937, (which was finally named "Yankee Doodle") went to look at Peter Riedel's Kranich 2, which was at that time in one of the US Army's storage facilities. Contrary to the Kranich 2, the LK-10 is small and neat and offers better visibility because of its mid wing, especially to the back seat pilot and its max. L/D of 1:22 is not that much inferior to that of the Kranich 2. (max.L/D of 1:23.5). The LK's max. L/D is achieved at 86 kph (55 mph). The LK-10's wing loading is 26.8 kgs/sq.m. (5.494 lbs/sq.ft as a 2-seater.) Statistics for the LK-10A are:-

Empty Weight- 232 kgs (510 lbs).
Loaded weight- 414 kgs (910.8 lbs).
Wing Profile at root - NACA 4418.
(This is not too distant from that of the

Slingsby Gulls –NACA 4416). The LK-10a had the design requirement of being able to spin, in order to teach pilots how to get out of them. Therefore it is recommended that they should not be flown at less than 50 mph. (CW found that there was no difficulty in flying them without spinning, because of his weight.

For comparison. Kranich 2. Wing span-18 metres. Empty weight- 253 kgs. (556 lbs). Loaded flying weight –465 kgs (1023 lbs). Wing Loading – 20.5 kgs/sq.m. (4.20 lbs/sq.ft). Wing Profile at root = Goettingen 535. Max.L/D 1:22.5 at 68.kms/hr. Empty weight of 1940 Kranich 2b-2 -285 kgs (627 lbs.)

Thus, the LK-10 might be a little fast for European weather conditions, but CW thinks that this would be rectified if the wingspan could be increased by 1 metre. Nevertheless, the LK 10A s, and the other TG sailplanes, were found to have such good performances that the soldiers stayed up too long in thermals instead of getting down as quickly, as they would have to, in troop carrying gliders.

Therefore the Pentagon ordered them all to be removed from the military, and sold to civilians very cheaply. If only we could have had such sailplanes sold to us cheaply by the military in 1946 Britain!

C.Wills has quoted all the above statistics from Martin Simons's book "*The World's Vintage Sailplanes 1908-45*". He is aware that weights, and therefore wing loadings, of elderly sailplanes will now vary, but at least they will give our readers some idea.

C.Wills wishes to thank George Applebay for kindly allowing him to fly his superb LK 10A at Moriarty Airport, New Mexico, in 1997.

THE VSA NATIONAL RALLY.

The first US National Rally was held at the Mountain Valley Airport in Tehachapi, CA from August 22nd through the Labour Day weekend.

For the most part, we had good soaring conditions for the entire week and had many visitors from all over the USA.

The idea behind the National Rally is to have a VSA event at various locations in the years between the VSM gatherings which are held every five years at Elmira. It is hoped that others will host these National Rallies at times that will not interfere with the IVSM or the regular regional meets so that experience might be gained soaring at locations other than at Elmira and at our local soaring sites. Over the course of the week, there were probably nearly 100



Above: an LK-10, TG-4 piloted by Doug Fronius won the 2003 Dust Devil Dash!

visitors from all over the USA. Unfortunately, only two sailplanes from off the field showed up. Herb Robins brought his Schweizer 1-23 and Walt and Irene cannon brought their SGS 1-21. Both gliders came down from the Bay area. Fortunately, there were enough old gliders based at the field to keep everyone happy. On the first weekend, the family Byard hosted a BBQ for all VSA participants. Jeff wishes to thank them all for their help and support. After dinner, everyone sat around the fire swapping soaring stories while watching the sky and the stars. This they did the whole weeklong.

Attendance thinned out a little during the week as many had to be at work. Those who toughed it out for the entire week were Harry Irvine who bought his Standard Cirrus (This makes it three gliders from off the field), Josh Knerr with his Ka-8, Cam Martin with his Duster and Libelle, Sam Burton with his 2-22 and Jeff Byard himself. Dan and Jan Armstrong also put in regular appearances during the week. Other visitors included Fred and Magda Heafy from Big Bear CA. Fred shared with us some stories and a video of gliding with his father in Hungary during the 1920 s. Jim and Simine Short came from Chicago IL, both having a nice flight in the 2-22. and Jim had a fine flight in the Genesis.2. Bob and Paul Gaines flew in from Atlanta, GA. Bob and Paul each gave interesting and informative talks at the SHA workshop over the

weekend. On TUESDAY, the Glider Operation was closed and we had the field all to ourselves for auto towing. We got in 14 or 15 flights with the Grasshopper. Jeff Byard thought that

they might have gained five or six new converts to primary flying. This was the only day during the week that any rain fell. As Labour Day Weekend drew nearer, more and more people began to show up for VSA Rally and the Sailplane Homebuilder's Association, Western Workshop. At the peak of the weekend, there were close to 200 visitors at the Field from the VSA, SHA, and the Civil Air Patrol and from a couple of Southern California's Gliding Clubs.

All totaled, it is thought that there were 17 gliders and sailplanes that flew as part of the VSA Rally. These included 2 TG-2 s, the Bowlus Baby Albatross, a Duster, a Libelle, Ka-8, Weihe, LK10, Grasshopper, Standard Cirrus, Schweizers 1-21,1-23, 2-22, 1-26, 2-32, Genesis 2, and an ASW 27. In addition, Wain Spahni spent some time working on his Pratt Read and had his Olympia on display. The Condor IV was also hanging up in the hangar for all to see.

As the week came to a close, Doug Fronius and Jeff Byard had double tows and formation flew their TG s. Josh Knerr towed Doug and Raul Blacksten in Doug's LK-10 while Paul Gaines and Jeff Byard flew the TG-2. This seemed to be a crowd pleaser and Jeff thinks that they may have sparked off some interest in the VSA. All in all, the first VSA National Rally was a success. Jeff hopes to be able to organize it again sometime. He hopes that after the IVSM 2005, someone will host another National Rally in their part of the country. Jeff is already organized to bring a glider!

The above has been precied by CW from Bungee Cord Vol.29, No.3, Fall 2003. He hopes that Jeff will not mind. ■

The IS-2 MUCHA

(Instytut Szybowcowa Gliding Institute)



Continuing our theme on Polish Gliders

IS-2 must mean that the Mucha was the second high performance sailplane design to see the light of day in Poland after the war. The first was the SEP (Sparrowhawk), a gull winged sailplane of which six were built. One of these can be seen in the Krakow Polish Air Museum.

In 1947, Franciszek Kotowski and Irena Kaniewska designed the Is-2 Mucha. The prototype registered SP-561, was test flown by Piotr Mynarski, who flew with the Polish team at the 1937 International Contest on the Wassekuppe. The production prototype had its first flight on 24th April 1948. With some more modifications, The IS-2 Mucha bis registered SP-887 flew first on the 21st May 1949. 19 Mucha bis were built.

Yet another improvement was the Mucha ter. The first one being registered SP-1046. It flew for the first time on 10th July 1950. During 1950/51 114 Mucha ter were built. In 1953 Andrzej Zieminski flew a new Polish distance record of 615kms with it and in 1957, Jan Gaweczki increased this distance record to 637kms. Rudolf Kopernok became the first Pole to carry out an over 500kms out & return (Katbowitz-Lesno). In the 1951 National Contest, 23 pilots flew their Mucha's to over 3000 metres height and six pilots took their Mucha's to over 5000 metres for their height diamonds. 15 pilots flew goal flights of 347 kms

Mucha ter specifications	
Wingspan	15mtrs
aspect ratio	15
Wing area	15sq mtr
wing loading	17.4 kgs/sq mtr (3.57lbs/sq ft)
Length	6.8mtrs
Height	1.6mtrs
empty weight	188.5kgs (414lbs)
flying weight	270kgs (550lbs)
max load	75kgs (165lbs)

Inowroclaw-Lublin. At this time it was already possible in Poland to hold a one-type glider contest. In 1950, the Mucha was fitted with a laminar wing profile. This was tried out on the sole example IS-7 (SP-1047).

In 1952, there was another Mucha improvement, the Mucha 100. This had some alterations to the fuselage and pilot's seat. The first prototype, SP-1400, flew on the 14th November 1953 and was test flown by Adam Zientek. The fuselage length had been increased from 6.8 to 7 metres and its loaded weight was

Left: Mucha ter, 1948 at Zare, Poland

increased from 260 to 290 kgs. (573-638lbs). Yet another improvement was the SZD 12A Mucha which was being developed and test flown for the first time on 21st September 1956. Of the Mucha 100, 350 examples were built and 70 were exported to 10 countries. *The above was translated from the German book "Die Beruhmtesten Segelflugzeuge" – the famous sailplanes -by Georg Brütting. CW.*

The wing profile of this little sailplane is basically Goettingen 549 and the max L/D of all of them, except the Mucha Standard, is 1:24. The latter's L/D is 1:27 at 75 kph. The Mucha ter max L/D is 1:24 at 68 kph.

We cannot finish without quoting the incredible story of the International Contest in Poland of 1961. In this contest 55 Mucha standards were entered, which were flown by all contestants. On the last contest day, 17th July, 25 pilots flew them over 500 kms. Among them was Renato Vitelli, who flew his Mucha Standard 507 kms, a new Italian distance record. With an out & return World record 387 kms on the 26th June 1960, Lucyna Bajewska flew a Mucha Standard for the last time to glory. 🐦

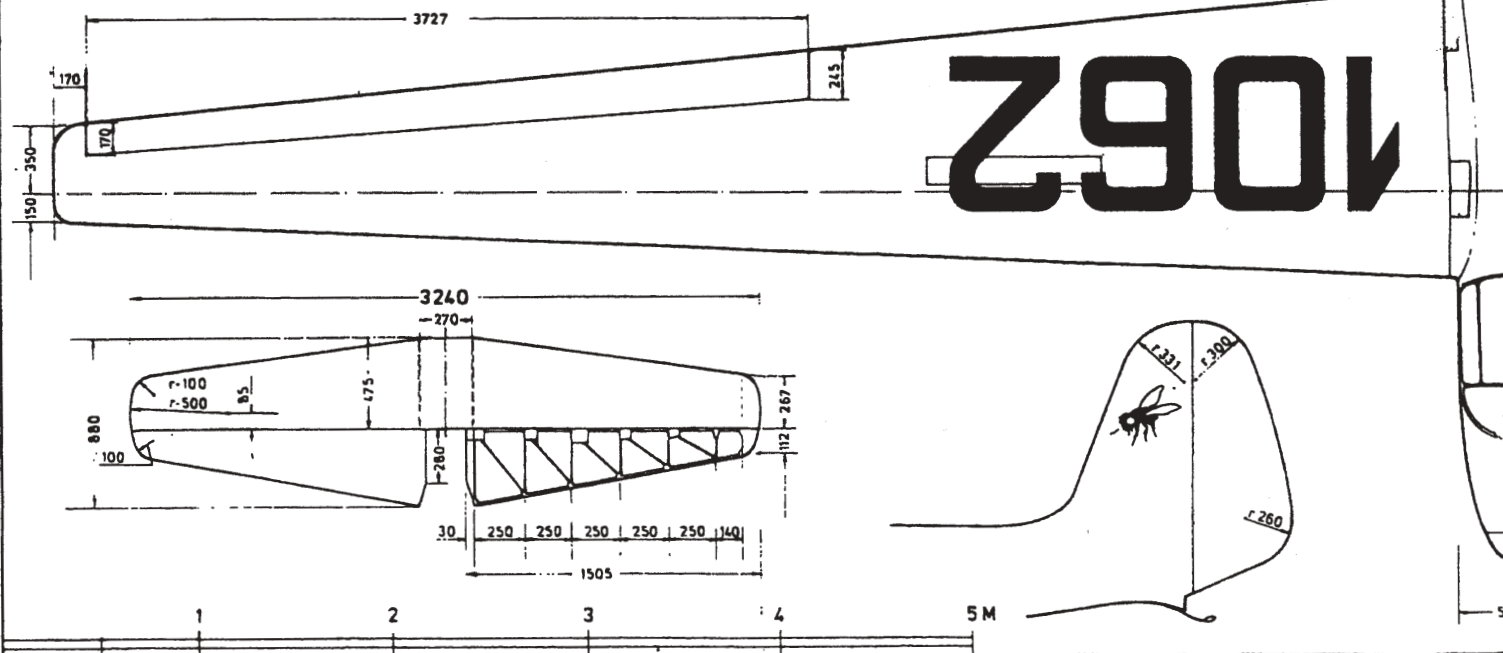
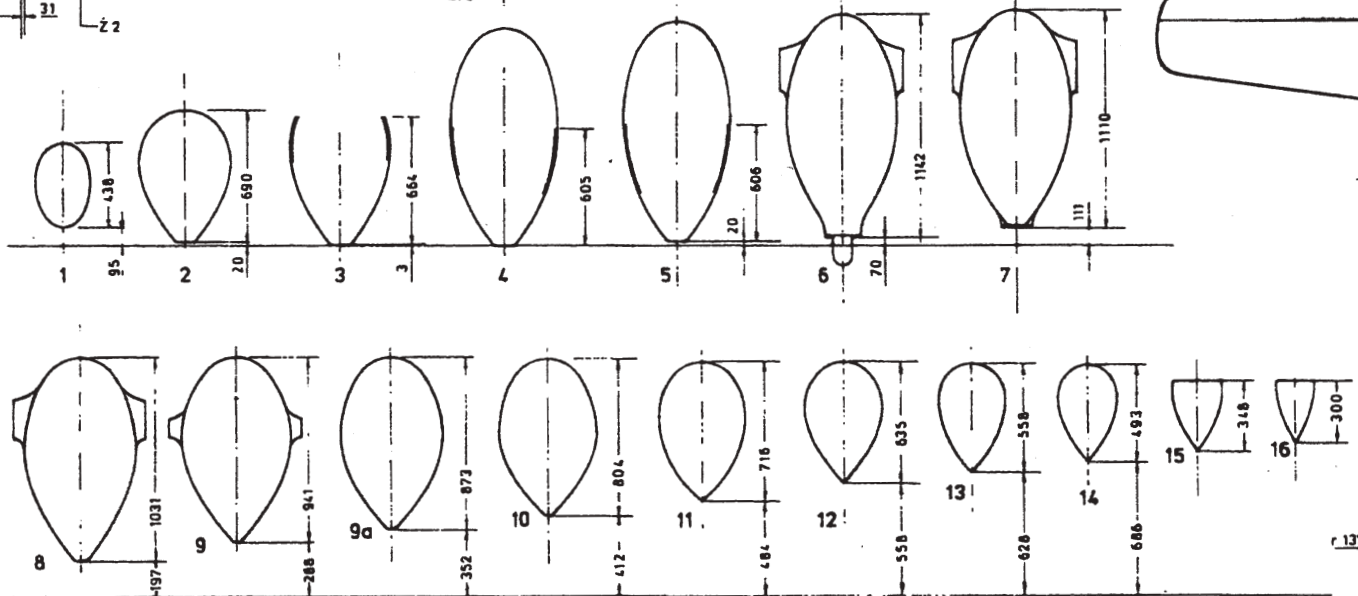
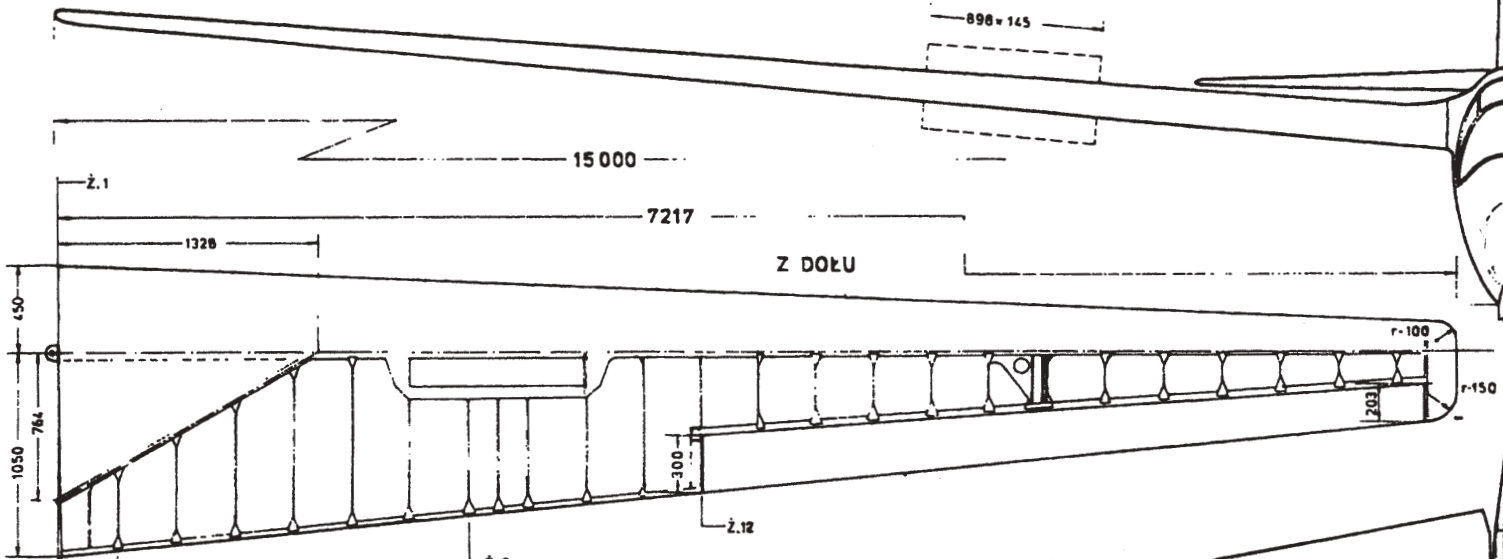
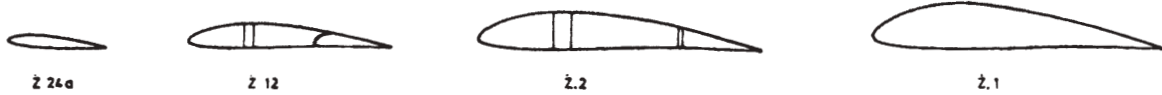
From a Czech/Polish source comes the following Mucha production figures:

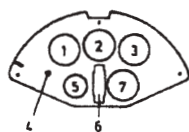
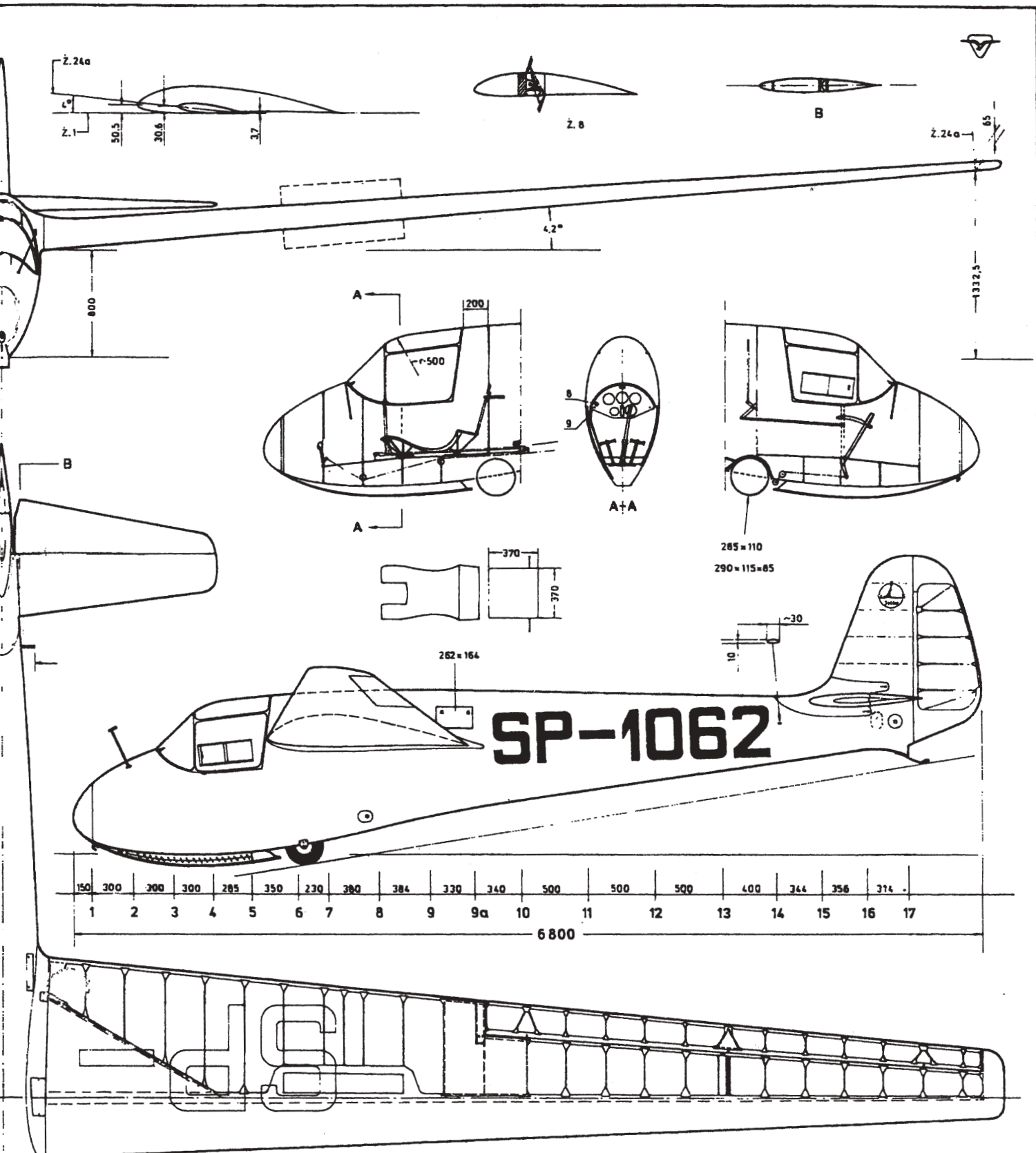
IS-2	1948-49	136	Mucha "bis" and "ter" versions
IS-7	1950	1	Mucha with laminar flow profiles
SZD12	1954-59	289	Mucha 100, 100A, Standard A, B,&C
SZD22	1959-63	286	Mucha Standard versions A, B,&C

Thus, a total of Mucha's built comes to an incredible 712!

Below: a group of glider pilots in training. On the right is Pilot-Instructor Jerzy Pomianowski, with the Mucha ter about to be launched. Photos – from the Chris Wills collection







1:10

- 1 SZYBKÓCIOMIERZ
- 2 ZAKRĘTOMIERZ
- 3 WARIOMETR
- 4 SYGN. WYCZEPU
- 5 BUSOLA
- 6 CHYŁOMIERZ PODŁ.
- 7 WYSOKÓCIOMIERZ

IS-2 MUCHA

TER/50

© KREŚLIŁ ZBIGNIEW LURANC

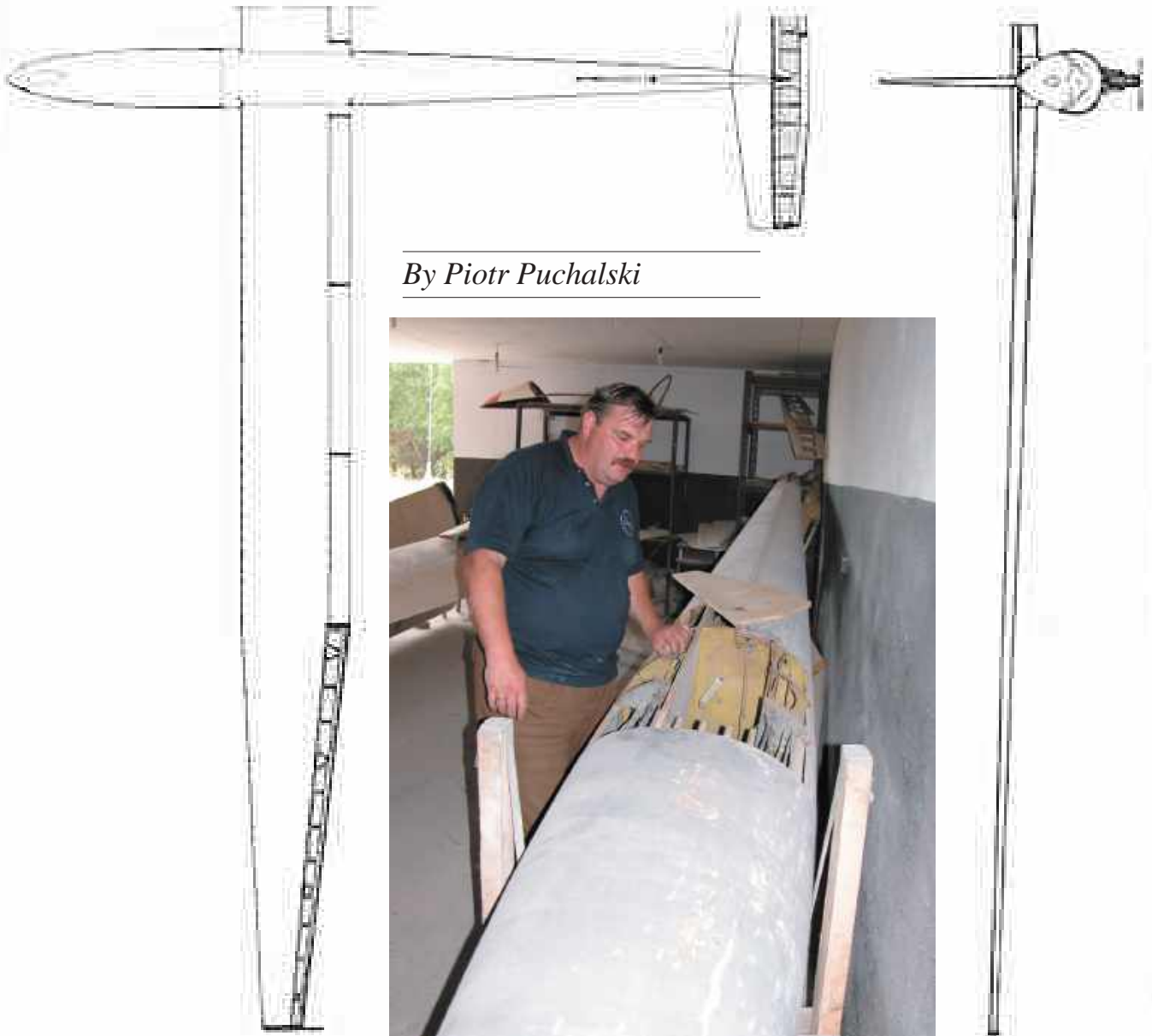
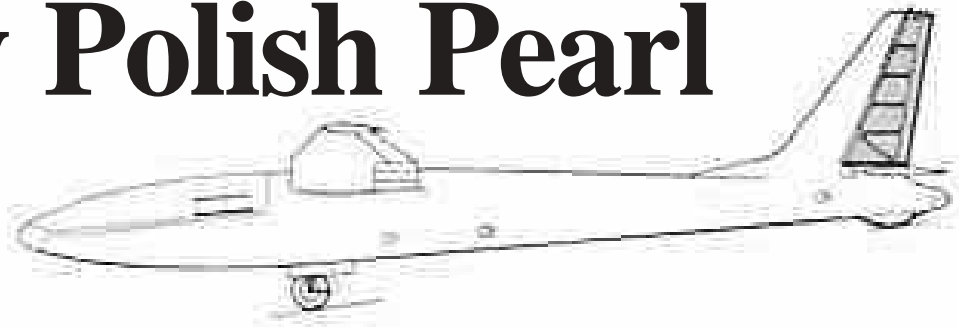
Picture gallery from Denmark

Niels Ebbe Gjørup sent us a CD packed full of pictures taken on September 27th, 2003 by Erik Frikke at LØNSTRUP. We print a selection here.





My Polish Pearl



By Piotr Puchalski



One of the last and not that well known Polish wooden constructions is the glider, Zefir 2A. For a short period, before the era of “glass” took hold in 1970s it contributed highly to the reputation and international achievements of the Polish pilots. Designed and construct in SZD at Bielsko-Biala it was code named SZD-19-2 Zefir 2.

It is worth remembering the history of

this glider for two reasons: firstly, although only 23 were made, the design concept at the time introduced several technical innovations which found its way to designs of several other gliders in Poland as well as in other countries in 1960s and 70s, and secondly, the Zefir helped Polish pilots achieve much praised international success.

What is the history of this glider?

Following an agreement on the technical specification, the decision was made in January 1957 that a high performance glider of a new design would be produced to equip Polish pilots taking part in international competitions.

The new design was codenamed SZD-19 X Zefir. The Zefir and Mucha Std were to be the main workhorses of the

Polish team taking part in the 1958 World Championships in Leszno. Whilst the design and construction of the Mucha Std was completed just in time for the Championships where Adam Witek flying the prototype registered SP-1748 won the title in the standard class, the Zefir undertaking proved too ambitious for such a short timescale.

The main technical innovations employed in the new design required specialist tooling which exceeded the SZD capabilities at the time. Delays followed which resulted in the prototype registered SP-1841 being able to be test flown for the first time only on 31st December 1958. The design and construction team was led by eng. Bogumil Szuba. The "avantgard" design, brimming with technical innovations required thorough and often lengthy technical assessments and testing. It soon became apparent that the appearance of the prototype at the World Championships was a dream, which would remain unfulfilled. Although the full specification was made available to the SZD Bielsko Biala workshops in the third quarter of 1957 the degree of new and innovative proposals required a thorough evaluation of all the manufacturing processes. It considerably delayed the speed of setting up the production line. WSK Mielec, another state run aviation manufacturing plant, was entrusted with the production and supply of several metal parts and subassemblies. The physical distance between the two establishments in southern Poland combined to cause further delays. The Mielec

that the gross weight was now 432kg and well over the design limit.

There followed a period of static evaluation tests upon the completion of which the first, short unofficial flight took place on 31st December 1958. Stanislaw Skrzydlowski officially flew the prototype on 4th January 1959 and reported several faults. The canopy locks developed a fault, damage to the flaps linkages, which together with a number of other reported faults stopped testing until April. One of the major concerns was the high degree of concentration, which was required of the pilot to maintain accurate flight. The incorporation of the aerotow hook on the leg of the undercarriage wheel added a further demand and concentration from the pilot as the glider lacked pitching moment stability. The release at full flaps settings could be made at speeds of about 65km/h, the ailerons effectiveness on aerotow was best at speeds not less than 100 km/h, but the best aerotows were achieved with flaps setting as for thermalling. The approach and landing required the highest degree of skill and technical precision, as, in order to preserve the laminar flow over the whole wing area, the dive breaks were omitted from the design. The low profile of the plexi canopy considerably interfered with the forward visibility for the pilot flying almost in the fully reclined position.

The general flying characteristics, However, were considered good with excellent lateral response of controls even at slow speeds. The spin entry was

allel on Jaskolka L. These confirmed a much better performance by Zefir in straight and level high speed flights as well as circling in thermals. The comfortable, reclined pilots position was also liked, especially in longer duration flights.

The wealth of experience gained whilst testing the prototype together with observation of the new, foreign, high performance constructions at the 1958 Leszno World Championships confirmed that the initial design approach was correct and that by deploying the lessons learned together with the observed innovations, an improved Zefir was feasible and desirable.

The first prototype was stored for a number of years at SZD Bielsko-Biala works and subsequently transferred to the Polish Aeronautical Museum in Krakow.

The second prototype was codenamed SZD-19-2 Zefir 2. The modifications extended to the completely redesigned fuselage, revised designs to the spar mountings, ailerons, flaps, the undercarriage and the canopy. A drogue chute of circular ribbon construction was added and could now assist the landings. Much attention was also devoted to the wing design, to further reduction of the induced drag and the reduction in the empty weight. The hydraulic assistance to operate the undercarriage and flaps was abandoned in favour of a mechanical solution. The much modified prototype (SP-2067) was test flown on 11th of March 1960 again by Stanislaw Skrzydlowski from the Aleksandrowice airfield (Bielsko-Biala).

A few days later Adam Zientek towed the prototype to Leszno for formal but abbreviated series of tests which included stability in all three axes, the effects of controls, stalls and spins, never exceed speed, and L/D performance. This prototype proved much better than its predecessor. The installation of drogue chute proved problematic and unreliable, mainly difficult or failing to deploy altogether or self releasing whilst open. The landing technique required precision and excellent judgement. Edward Makula and Jerzy Popiel, who were to represent Poland at the Cologne World Championships in 1960 took possession of the glider for intensive training in Leszno. This was the period when most of the irritating glitches were ironed out to the instruction from the two pilots. Some, however, remained difficult to resolve. Efforts to improve the poor visibility by integrating a flat window in the forward part of the canopy



works produced wing assemblies, hydraulics for the flaps and the undercarriage. The innovation deployed in the design of several of these parts required that frequent testing, modifications, and where necessary further testing had to be completed and accepted before parts were sent to Bielsko Biala. Only then the Bielsko Biala works could complete the prototype. Then it was realised, following the assembly of the complete glider

steep but the recovery response was immediate. The glider responded well in all acrobatic manoeuvres although the "play" of the aileron controls gave some concerns. One of the main design disappointments was the excessive strength required for the deployment of hydraulically controlled flaps, which responded to the input from the pilot with some delay. For the evaluation and comparison of the data tests were carried out in par-

were only moderately successful. The complex landing gear caused several “belly” landings. The aerotow characteristics were improved only marginally still requiring a high degree of concentration. Finally, following quite serious incident it was decided to move the tow hook forward from the integral location with the landing gear and locate it directly underneath the pilot’s seat.

The Cologne Championships could not come too soon. Makula won silver and Popiel bronze in the open class. Generally, however, it was felt that the points system was unfair and deprived the duo of gold and silver as in four out of six competitions both pilots came first and second.

Following on from the Cologne success the serial production of the improved glider, codenamed SZD 19-2A Zefir 2, began under the leadership of eng. Roman Zatwarnicki. The modifications in the 2A version included the enlargement of the elevator surface, redesign of the drogue chute mechanism, which could now be deployed more than once in one flight; the undercarriage also has undergone substantial modifications. The first Zefir 2A to come off the serial production line was SP-2370 and was test flown on 24th January 1962.

In 1962 the Makula – Popiel duo took Zefir 2 again to the now distant World Championships in Argentina in Junin. This time there was no opposition. Gold and silver was theirs. Makula also received the Lilienthal Medal for his flight of 717.5km. From 1964 most of the 2A version models were modified to 2B version, which comprised further modification to the still unreliable drogue chute mechanism.

The 1960s saw many Polish records set by Zefirs e.g. 100km triangle speed of 102.1km/h, and 200km triangle at 93.9km/h all by Edward Makula.

From the production line of 23 Zefir 2 gliders, most were exported to countries such as Soviet Union (3), Romania, Argentina, France, Belgium, and USA. Those which remained in Poland were still flying till 1980s.

Two weeks in March 2003 unexpectedly became very exiting for me. As a result of an advertisement in a popular Polish magazine “Aviation Review”, unexpectedly I become the owner of one of a very few Zefirs whose whereabouts were known. Records show that only

four can be traced, one, SP-2371 can be seen on display at Krakow Polish Aeronautical Museum, a second has been bought by a new owner in Germany and is being restored at ZS “Jezow”, the third is mine SP-2485, and the last one SP-2433 is stored somewhere near Poznan, no doubt awaiting better times.

The Gliwice VGC club have a Zefir in their collection but it is Zefir 4, a completely different glider.

Some of the interesting facts associated with my Zefir 2:

built by SZD Jezow on 31 December 1963 with works No. P-424. It was subsequently purchased by the Bydgoszcz

ples of the market economics were visibly taking roots. His ambitions of restoring SP-2485 were, however, unfulfilled for some time as the skills and contacts required exceeded his realities.

Why me? Having dreamed for a long time about owing a Foka, owing a Zefir 2 was a dream at a different level, one that I have not dared visit where Makula and Popiel were the kings.

I am one of the early privateers. Having spent all my teenage and adult life training, flying, instructing, and being in charge of the technical side in my Olsztyn club, I set up my own Aviation Service Workshop. Technically, restoring this rare Zefir 2 is a challenge I relish.



City Authorities as a gift to Jan Wroblewski in recognition of his World Championship title won in South Cerney in 1965. It remained in Bydgoszcz aeroclub until following a ground loop which damaged the undercarriage it was retired to the back of the hangar with 546 hours total air time.

Following the political changes in Poland in 1990s (Zbigniew Jezierski gave a short account of the impact of these historic changes in Poland on the organisation of the gliding sport, in the winter issue of the VGC News) the Polish Aeroclub divided the “state owned stock of gliders” between the regional clubs. My Zefir,

however, was “technically” owned by the Bydgoszcz city authorities. An uninformed official taking the inventory allocated this “ship” to the leisure and recreation department who managed a large sailing club. Accompanied by dinghies and kayaks there it remained for several years. A glider pilot who also was a keen sailor decided to make the city authorities an offer which they did not refuse. The new politics reality and the princi-

The beaurocracy, which comes with it, is a different story. Some changes cannot be imposed and have to move at their own pace. The Polish Aeroclub views the new reality at its own pace which visibly is out of step with the reality the rest of us wrestle with. But these are exciting times in Poland.

Generally the glider is in a poor state, but capable of restoration. I have managed to establish that with the Civil Aviation Authorities and have received their authorisation to commence the necessary works within precisely specified limits. The canopy is missing, the main damage however, is from water in the landing gear box, and there is also some minor damage to flaps and ailerons. My battles with the inspectors are however aided by the almost complete set of records and documentation. My initial intentions were to restore my Zefir 2 in time for the 32nd International Vintage Glider Rally in Gliwice in August this year. Regrettably it looks unlikely. Synchronising that aim with the Civil Authorities inspectors’ schedules is, I feel, a task too far.

Technical data:

Zefir 2A/B – is a single seat high performance, mainly of wooden construc-

Technically, restoring this rare Zefir 2 is a challenge I relish. The beaurocracy, which comes with it, is a different story.

tion, high plane glider with classic configuration of controls and a retractable undercarriage.

The fuselage is of monocoque design with narrow elliptical section. Two sections, one in the wing fuselage transition area and the other, fuselage and fin transition area, are made of laminates. The cockpit is equipped with pilot's almost fully reclined position seat made of laminate and permanently fixed with adjustable back and headrest. The adjustable rudder pedals have 3 settings and can only be set on the ground. The one piece canopy is set in a duro frame, which hinges forward with a fully open rest on the right side and is equipped with a jettison spring loaded mechanism. All the 5 instruments are placed on a central, columnar panel together with a battery switch, a turn and slip instrument switch, one handle to the wheel break and another to the drogue chute mechanism. The flaps lever, trimmer handle, the lever to the drogue chute winding mechanism and the emergency cut/release mechanism are all located on the left side of the cockpit whilst the controls for the undercarriage are located on the right. The total energy probe is located on the fin with two inlets located in the front on either side of the cockpit. Controls for the setting of the undercarriage levels are located within the control stick. The fully retractable undercarriage comprises of a single arm wheel mounting, suspended with the aid of rubber wheels which is coupled with an signalling system indicating settings levels. The rear skid is of metal construction. The rudder controls are applied by pushrods whilst the elevator is controlled through push rods and cable mechanism. Ailerons and flaps are controlled by pushrods. The undercarriage control is activated by cable mechanism. The compartment housing the drogue chute and its controls is located at the very end of the fuselage. The multiple deployment and winding back of the chute is carried out by repeated "pumping" action of the control lever with a ratchet mechanism which has free return movement. It is thought that it is this mechanism that was occasionally prone to the accidental guillotining of the cable of the deployed chute.

Wing: two part of unswept rectangular-tapered plan is a composite construction of three subassemblies; the forward D-box assembled with foam ribs covered with ply composite and PVC foam, the middle section torsion box of wide wood/ply construction and the trailing

edge covered with ply. The aerofoil was – NACA 632-515. The precision made wing is varnish finished and highly polished. Extending over the half of the wingspan are 35% displacement flaps of type VZLU, three sectional, with ply/foam 3 mm covering. The wood ailerons, which are mass balanced and with fabric covering, account for the remainder of the trailing edge. The duro-metal fixings are riveted to the spars, which are mounted onto the pyramidal steel plates permanently affixed to the fuselage. The whole assemble is held together with two mounting bolts tightened with the aid of purpose designed dynamometric key. The aileron and flap are coupled with pushrods.

Steering: Integral with the fuselage is the fin which is covered with ply. The rudder has fabric covering. The two-part single plane elevator is covered in ply with the control section surface which is covered in fabric.

Equipment: the cockpit instrument include altimeter, ASI, variometer with 5m/s and 30m/s readouts, slip and turn indicator, oxygen flow controls. The compass is fitted onto the forward part of the canopy.

Colour scheme: the first prototype was painted light willow green with darker

Zefir 2A specifications

SPAN	17.00 m
LENGTH	7.20 m
HEIGHT	1.64 m
WING SURFACE	14.00 m ²
ASPECT RATIO	20.6
MAX EMPTY WEIGHT	330.0 Kg
MAX ALL UP WEIGHT	415.0 Kg
MAX WING LOADING	30.0 Kg/m ²
L/D	34.5
SPEED TO FLY at min sink	87.0 km/h at 0.72 m/s sink
MAX SPEED	220.0 km/h
STALL SPEED at flaps +10	70.0 km/h 62 km/h

accent lines and the stylised name Zefir painted on both sides of the fuselage near the cockpit area. The registration code and the wing tips were also painted in dark green with orange colour letter "P" painted on the rudder, which signified "prototype".

The colour scheme for the serial production models was devised by eng. Zygadlewicz and comprises light beige fuselage (almost white) with dark beige horizontal style bands and black registration code and Zefir 2 name underneath the cockpit area on both sides. The SZD firm name is painted at the base area of the rudder. ■



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Horten IV project.

Progress Report No 2, 01 December 2003

Sometime in 2003, I did not notice the exact date, I crossed the point of no return with this project. So I have to go through it and hopefully it will successfully result in a Horten IV flying in free air.

1. Progress in Construction

Rib Construction:

The complete set of ribs is under construction at the DLR (Deutsches Zentrum für Luft- und Raumfahrt) flight operations centre at Oberpfaffenhofen. The ribs are constructed truly following the historic structure but using very sophisticated methods. The templates are made by NC-milling in flake boards and the battens and fillets are laid into the milled grooves, see photos *overleaf*. Glue is added to the surfaces and raw cut plywood strips are added. Then the templates are closed and pressurised. After the gluing process the templates are opened again. In the NC milling machine the excess plywood is trimmed off. Finally the correct thickness of the rib is machined in a grinding machine. The results are the finest wooden ribs I have ever seen. Rib construction will be finished at the end of February 2004.

Main Spar Construction:

The main spar was redesigned as a box spar with laminated pine caps (TBU 7). The newly designed spar is already approved by the Luftfahrt-Bundesamt. The TBU-7 planks are a donation of the Blomberger Holzindustrie. The fabrication length of the planks was 7.8 meters, so no tapered overlap is necessary. The caps strips are already cut from the planks see photo *below*; the construction

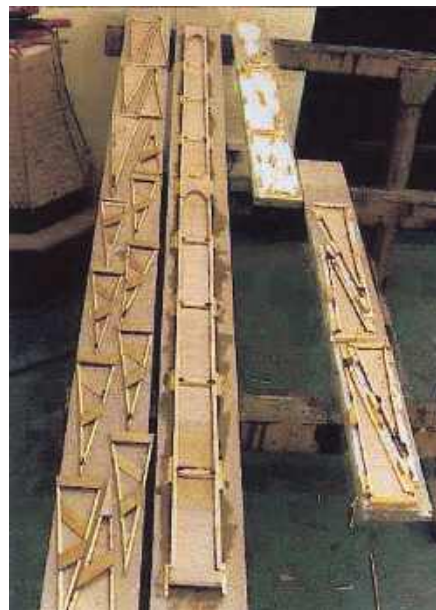
of the main spar will start at the beginning of December in the Akaflieg Darmstadt workshop.

Control Surfaces Construction:

The construction of the control surfaces I reserved for my own little workshop. One inboard control flap is already under construction (see *overleaf*) and I will start with the other five soon.

Center Part Construction:

I am still searching for a training workshop, where the centre part and the metallic parts of the control system can be fabricated. Nevertheless there seems



Left: cutting the spar caps from the TBU-7 planks

Above: inboard control flap. Spar and ribs. Right: left inboard control flap under construction.



*Above: Horten IV, Werk-Nr 25
(Photo Mississippi State University, ca 1954)*

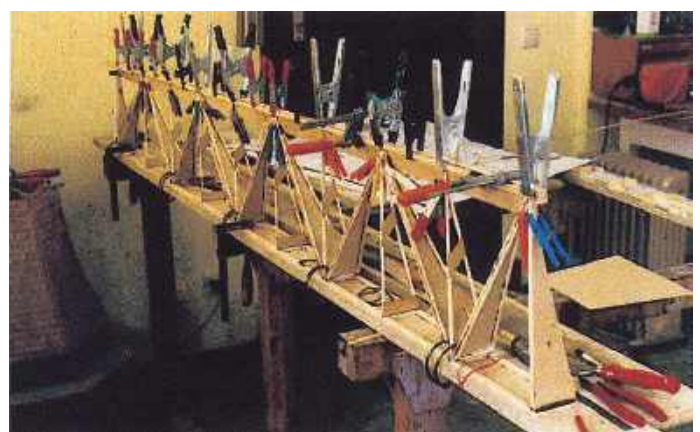
to be light at the end of the tunnel, the training workshop of EADS military company is interested.

Assembly:

For the wing assembly and plywood covering of the wing we look forward to the help of Sascha Heuser, who recently very successfully founded a small company for repair, overhaul and reconstruction of wooden vintage airplanes near Berlin and who is a keen fan of the Horten IV (see also www.holzleicht-flugzeugbau.de).

Wing tips:

Originally the Horten IV had detachable metallic wing tips with 2 m half span (only the fixed part of the wing tip; the outboard control flap is a conventional wooden structure). No original drawings are available for these wing tips, so a redesign is necessary. My favourite solution is to design the wing tips in conventional wooden structure. Anyone interested in building the wing tips?



2. Public Relations

On 16th of November I gave a lecture on the Horten IV project at the Congress 2003 of the DGLR (German counterpart of the Royal Aeronautical Society) at München. The lecture created much interest in the project. The lecture will be published in the Horten IV Internet page, which is under construction (www.horten-iv.de).

3. Funding:

A most welcome support to the project was given by the "Flughafen Frankfurt Main Foundation" for material procurement. Nevertheless for the successful realisation of the project Horten IV still more donations to the Felix Kracht Stiftung are needed. So I ask all members and friend of the VGC to contribute to the magnificent target to get a Horten IV in the air again.

*Rohrbach, 1. December 2003,
Bernd Ewald*

*Progress Report No 3.
March 2004.*

Description of rib fabrication.

The most ambitious project of rebuilding a new but truly historic Horten IV is developing very well. If progress continues at the pace of the last months, we can await the Horten IV ready for the maiden flight in about two years from now.

The rib fabrication (148 nose ribs, 74 rear ribs, only two each ribs have the same shape, right and left wing) is well under way at the DLR (German Aeronautical Research Organisation) Flight Operations Centre at Oberpfaffenhofen. Details of the most interesting technology used for the fabrication are given below. Rib fabrication will be finished in the first half of 2004.

The fabrication of the newly designed main spar is under way at the workshop of the Akaflieg Darmstadt and will be finished before end of April 2004. The main spar is designed as a box spar with caps of laminated beech TBu7.

The original detachable wing tips with 2 m half span were built as an aluminium structure. Nearly no drawings of the original wing tips are available, so a completely new design was necessary. The design will be done by Sascha Heuser (see below). Boris Koletschka, a keen Horten enthusiast, will construct these new wing tips.

The final assembly of the wings and the plywood covering will be done by

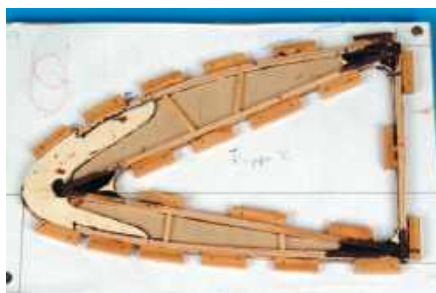
Sascha Heuser, who since about one year very successfully runs a small company for restoration, repair and even newly built historical wooden planes, mainly sailplanes (see his very interesting home page www.holzleichtflugzeugbau.de).

The fabrication of the centre section of the Horten IV, which is a welded steel tube structure, caused much concern, but finally a solution was found. This part will be fabricated in the training workshop of the Lufthansa Technik AG at Hamburg. Certainly a first class address for this part of the airplane ! This work is planned to be finished in about half a year.

The three surfaces at the trailing edge of the wing for aileron and pitch control I will fabricate in my own little workshop. I started with the inboard surface and I found out, that after nearly forty years of inactivity in this field I am still sufficiently experienced in the art of woodworking.

They were a little bit disappointed about the very primitive template and for the training of their apprentices they wanted some more sophisticated method.

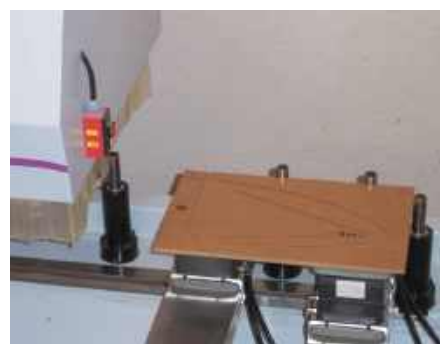
When some month ago I visited them again and had a look on the progress of their work I really was fascinated. From the former Horten reconstruction work of Edward Uden CAD-drawings of 10 main ribs were available. All other ribs I had drawn on my old drawing board by hand. They scanned these hand drawings and converted the scanned data into CAD-files, so all ribs were available as CAD-drawings. From these CAD-Files they created a programme for a NC-milling machine. Then they milled grooves for the rib strips and fillets in a high quality flake board and a mirror image in another flake board, see below. They demonstrated this process for me. They laid two plates in the milling machine, pressed a knob and in less than one minute the template and its mirror



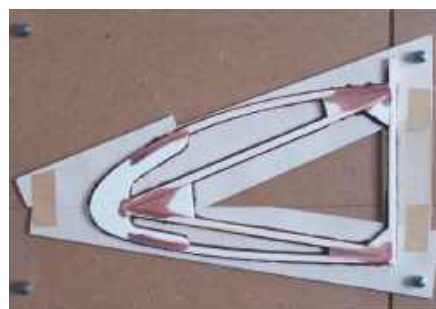
*Above: example of rib built in conventional template.
Below: milling of templates*



*Top: rib template, with battens and fillets installed, ready for glueing.
Above: impregnating the templates.
Below: rib after glueing.*



Now let us go back to the rib construction. The rib construction method developed by the DLR may be very interesting for all VGC members. This method brings modern technology into our old-fashioned wooden airplane structures. The target was to build ribs in exactly the historic wooden structure. So in the beginning I built an example for demonstration in a quite conventional template, see Figure 1. With this specimen I went to the DLR and told them how one normally builds wooden ribs.





Above: template with finished rib.
Below: final grinding of rib.



image was milled. These templates were impregnated with lacquer, strips and fillets were laid into the grooves and strips and fillets for the other side of the ribs were laid in the mirror image template. Very roughly cut plywood strips are added, glue is added on everything and the two templates are pressed together, see. After the gluing process the rib is put into the milling machine again and the excess plywood is trimmed away. Now the rib still has 0.5 mm thickness oversize on both sides. This oversize is grinded away in a broad band grinding machine. The result are the finest wooden ribs I ever have seen.

The precious high-tech templates will be carefully stored if somebody else is so crazy as to build another Horten IV !

2 March 2004, Bernd Ewald ■

Obituaries

RON WALKER.

Extracted from The TIMES Newspaper, Monday Dec.1st 2003, by CW.

Shot down over Germany during a raid on Dusseldorf in May 1941, Ron spent the remaining four years of the war in captivity, very largely at Stalag Luft 111 Sagan in Silesia. There in the bitter early months of 1945 he took part in what has become known as "the Long March" of PoWs from the Eastern territories of the Third Reich to camps further West.

Born in Hampstead in 1921, Ronald Walker was educated at Aldenham school, from there he embarked on an engineering apprenticeship at CAV (Lucas). At the same time he joined the London Gliding Club at Dunstable, gaining his International "C" Certificate in 1939.

When the war came in September 1939, he volunteered for the RAF, was commissioned and, after qualifying as a bomber pilot, joined a squadron of Hampden bombers in No 5 Group based in Lincolnshire. After the dreadful losses sustained in the early daylight sorties of Bomber Command, by 1941 its aircraft had switched to night operations, even choosing "dirty" weather, which gave the aircraft greater protection (and obscured targets). It was in such conditions that Walker returned to base with his bomb load, only to be reprimanded for risking a landing with it. On a further occasion when an electrical fault prevented him from releasing his bombs, it was represented to him that he ought to have "ditched", rather than attempting a landing. His retort was that it would have very likely led to the loss of the aircraft and its crew... "ditching" being a most hazardous proceeding in the unquiet waters of the North Sea, especially at night.

Finally, later in the month, his luck ran out when his Hampden was attacked by an ME 110 nightfighter as he returned from a raid on Dusseldorf. Baling out, he came to earth in a cabbage field near Maastricht, and was subsequently taken prisoner.

Repatriated to England, Walker resumed his career in the motor manufacturing industry, intercalating a couple of years managing a pub on the edge of Dartmoor. Thereafter, he joined Lucas where he worked as an area manager until he retired. He devoted his spare time to gliding at Lasham in Hampshire and was airborne on his 80th birthday.

He was also a keen small boat sailor.

Walker was three times married and widowed. He is survived by a daughter and son.

Ron Walker, was born on April 29th 1921. He died on October the 28th 2003, aged 82.

HASTINGS BRYAN MIDDLETON


a tribute from Richard Cooper

Bryan, who died on December 10th aged 59, came from a family of Dorset landowners of Norman origin. Following family tradition, he joined the Army where he learned to glide at Oerlinghausen with the Army GSA, continuing at Bicester. After serving in the Borneo confrontation, he left the army and took an American CPL in 1970. He then worked at Perth instructing foreign airline students, continuing his gliding at Portmoak, at White Waltham, in the Sudan, Vietnam, and in Florida where he acted as the target for the new generation of air-to-air guided missiles. He would



annoy the testers by dodging the incoming missiles, revealing unwanted flaws in the system. When unoccupied he amused himself by banner-towing. Returning to the UK he got a job with Brymon flying Dash-7's out of London City Airport, moving via Manx at Cardiff to Scotair at Luton where he flew Dorniers. All this time he carried on gliding from Dunstable, being a stalwart on the tugs and always ready to go on a road-retrieve.

He owned shares in an AsW20 and in a vintage Sky, known as "Gertie", whose



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Vintage Sailplane Association
1709 Baron Court
Daytona,
FL 32124 USA



fiftieth birthday he celebrated by producing a formidable home-brew which then became known as "Old Gertie". He was also the outright owner of a Lak 12, about which he absorbed numerous jokes with excellent humour.

During his career he accumulated more than 18,000 flying hours, equivalent to two whole years airborne, of which most was two- and four-engine turboprop aircraft. He was a prominent member of the Vintage Gliding Club and a familiar figure at their international rallies.

Bryan married a fellow glider pilot, Liana, in 1980, and she now intends to join the club in order to keep Gertie flying.

Bryan was one of the Old School, brave, loyal, and prizing loyalty, generous to a fault, intolerant of duplicity, and a stalwart friend. He will be much missed.

ROBERT (BOB) SHARMAN

19 December 1922 – 1 February 2004

Born in the Bourne area, Bob was the son of a farmer who later started the successful rose nursery that was situated at the top of this village (Haconby).

Different people will remember Bob Sharman in different roles because he had such a full and varied life.

Joining the Lincolnshire police as a sixteen year old cadet, his career was interrupted by wartime service in the Royal Navy, where he served aboard Motor Torpedo Boats around the British coast and as far afield as the Baltic, European waters and the Scandinavian coast. He even went as far as the northern edge of Russia. He had wished to follow his elder brother Ted into the RAF but after Ted's death this would have been against the wishes of his parents who both rest in the graveyard of this (Haconby) church.

Despite this disappointment, Bob would go out of his way to get several rides in bomber aircraft during hostilities.

Bob had a distinguished naval career culminating in the award of the DSM for his part in saving his boat when by rights it should have been abandoned (as ordered by the captain). His refusal to abandon did not go down well initially but that was typical of Bob Sharman. Ultimately, he went to Buckingham palace where he was presented with his medal by King George VI.

On another occasion, his MTB was

sunk by enemy fire in the North Sea. Unfortunately there was not enough room on the life rafts for all the survivors so Bob swapped places with a wounded man and set off to swim ashore to 'get help'. He was a very strong swimmer which was just as well because the shore turned out to be twelve miles away. And when he did get there he almost got shot by an over zealous Home Guard. But eventually the rest of the crew were saved and Bob received a second DSM.

Following the war he returned to the Lincolnshire Police where he soon began a rapid (for those days) climb up the promotion ladder, eventually retiring as a Chief Superintendent at the age of 44. During this whole time he made every effort to get airborne whenever possible. For example, long before it became the norm for police forces to have an Air Support Unit he persuaded his superiors that it would be a good idea



to use a light aircraft on police business. Those who know Bob will guess that, just possibly, he had an ulterior motive and wanted another excuse to fly.

In the early 1950s, Bob discovered a great way to do this was by gliding and threw himself into it with his usual gusto. He eventually became a civilian gliding instructor for the Air Training Corps; going on to be commissioned into the RAF VRT and assuming the post of OC of the Air Cadet Gliding School at RAF Hemswell and, if invited, he would instruct at Cranwell, Syerston, Spittalgate or anywhere else if he possibly could.

Following five years as sub-postmaster in Sleaford, Bob's third career was as a driving examiner, one of those people who issue you with a full driving license. As always he did not do it by halves. He went on to be an examiner's examiner on

HGVs, cars and motorcycles. He also found time to instruct at, and be Chairman of Peterborough & Spalding Gliding Club.

When civil service rules meant retirement from this line of work, Bob would still not sit still. Just so he wouldn't get bored he took to lorry driving as a part time enterprise. Not just the local stuff and not that part time but all round Europe and often overnight. He eventually gave up this when he was 79 because it was beginning to interfere with his time for gliding because as always Bob was leaping into the air in gliders and light aircraft at every opportunity. Throughout, he would travel all over Europe to attend the annual Vintage Glider Club Rally. He was a popular character at these rallies. He had so many friends in the VGC across Europe and was always ready with a helping hand or a word of encouragement.

Following the death of his first wife, Mary, Bob visited relatives in Australia. This was a grand way of doing a spot of gliding down under. It was on one of these visits that he met Sylvia (now Mrs Sharman). Bob went back several times and eventually Sylvia came to England and they were married in June 1995. Sylvia took to gliding and under Bob's guidance became a pilot in her own right. Sylvia has been Bob's dearest companion and supported him in his activities throughout. She has expressed her intention to continue flying. Bob also leaves behind a son, Richard, and a daughter, Annie.

Bob and Sylvia were regular Church goers, either in Peterborough, Crowland or even here in Haconby. Last November at the Remembrance Service Bob laid the first wreath.

Someone once said that it is a shame that Bob never wrote an autobiography. He led a full and active life. There is nobody who could write the biography for him as nobody knows the whole story.

If anyone was to have asked how Bob would wish to go, I think that we all know the answer. He left us as a fit and active participant. Last year at the Gliding Club, a member was heard to say "I hope I am as fit as that at 80". Bob was playing rounders with the kids and launching water bombs at the time. He is a great loss to the gliding community.

I am sure that if Bob had a parting message it would be:

*GET AIBORNE ME BOY,
THERE'S LIFT ALL OVER THE SKY*

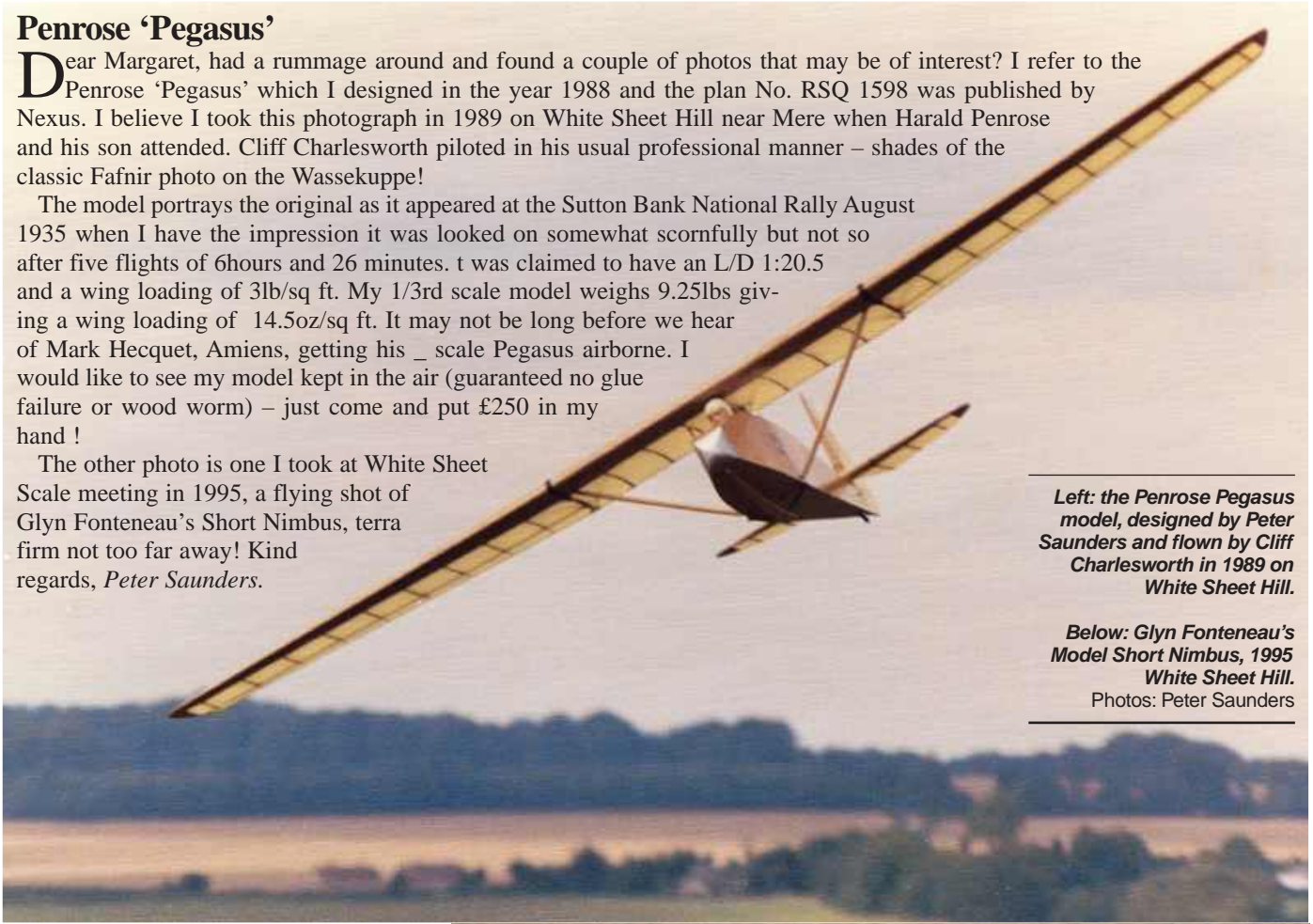
Martin Ewer ■

Penrose 'Pegasus'

Dear Margaret, had a rummage around and found a couple of photos that may be of interest? I refer to the Penrose 'Pegasus' which I designed in the year 1988 and the plan No. RSQ 1598 was published by Nexus. I believe I took this photograph in 1989 on White Sheet Hill near Mere when Harald Penrose and his son attended. Cliff Charlesworth piloted in his usual professional manner – shades of the classic Fafnir photo on the Wassekuppe!

The model portrays the original as it appeared at the Sutton Bank National Rally August 1935 when I have the impression it was looked on somewhat scornfully but not so after five flights of 6hours and 26 minutes. It was claimed to have an L/D 1:20.5 and a wing loading of 3lb/sq ft. My 1/3rd scale model weighs 9.25lbs giving a wing loading of 14.5oz/sq ft. It may not be long before we hear of Mark Hecquet, Amiens, getting his 1/3 scale Pegasus airborne. I would like to see my model kept in the air (guaranteed no glue failure or wood worm) – just come and put £250 in my hand !

The other photo is one I took at White Sheet Scale meeting in 1995, a flying shot of Glyn Fonteneau's Short Nimbus, terra firma not too far away! Kind regards, Peter Saunders.



Left: the Penrose Pegasus model, designed by Peter Saunders and flown by Cliff Charlesworth in 1989 on White Sheet Hill.

Below: Glyn Fonteneau's Model Short Nimbus, 1995 White Sheet Hill. Photos: Peter Saunders

Vintage Models!!!

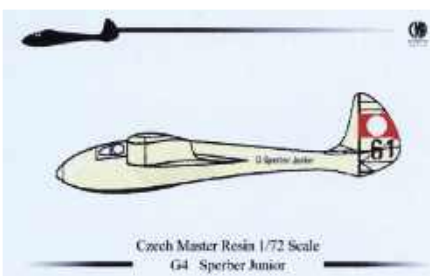
Possibly some VGC readers may already be aware, but for those who are not, maybe you will be interested to know that I have found a fantastic range of famous pre-war and post-war model gliders that have to be a must for every VGC members study.

The range is excellent, with many famous names like *Minimoa*, *Fanir*, with even the *KU4 Austria* and mighty *Horten*, to name but a few.... what more could one ask?

The majority of the kits are made by a company called Czech Master, who are well known in the model industry for their high quality resin mouldings.

Each model retails for around £7.50, and they are all available in the popular 1:72 scale.

The range is just fantastic, as can be



seen below, and has to be a useful source to organisations such as museums and clubs, as well as modellers alike wishing to provide a glimpse at what some of these famous ships once looked like.

So to just wet your appetite, here's some idea what's available:- *FVA Rheinland*, *Fanir*, *Rhonsperber*, *Sperber Junior*, *Sperber Senior*, *Olympia Meise*, *Rhonbussard*, *Rhonadler*, *Kranich*, *Habicht*, *Stummel Habicht*, *GO1-Wolf*, *GB1&2*, *Weihe*, *Minimoa*, *GO-4* and the formidable *Horten IV!*

Also available are examples such as the *Slingsby Kirby Cadet* and *Schweizer SGS 2-8* from countries other than Germany, whilst the more lesser known types, such as the *Hirdens Flykorps 2* and *Opel Sander RAK 1* are also available.

In addition to the above range, there is a good range of post-war gliders, such as

the *Blanik*, *KA8*, *Foka* etc.

So if you are on the lookout to brighten up the study, or looking for that present that's just a little different, then this could be for you.

They can be purchased over the internet within the UK with a company called, Hannants, who's main office is located in Lowestoft, with an additional shop located in Hendon, London. (0208 2056697)

If ordering over the internet, with the following web address, their home page will open on:-

www.hannants.co.uk

I have found their search engine to be very specific and has to be said, is not the most user friendly, as it is important what you actually type in to bring up the range. I have found it is imperative, as instructed below, that you type in the word "glider" as opposed to the word

“gliders”, in order to quickly locate their range of glider models, its that specific!

So to make your job easier, once you have located the home page on the address above, simply type in on the right hand side of the home page where the site search engine is located, the following parameters:-

Under “Scale”, select **1:72**, - “Type”, select **All Aircraft**, - “Keyword” type in the word **GLIDER**.

This should present you with 2 pages of goodies in which to choose from.

You will note that many of the choices hide away towards the bottom of the page, so look carefully!

A picture, as illustrated above, can be selected by clicking on the type description to get an idea of what the kit should look like.

For those of you who have limited access to the internet and would prefer to order by phone, you can telephone them to place a mail order at their Lowestoft office on (44) 0 1502 517444, Fax (44) 0 1502 500521

I have found other vendors who also stock this range of kits, one located in USA (www.aviationusk.com), another in Germany (www.classic-plane-mrr.de), with no doubt countless others, but so far Hannants is the only company I have located within the UK that can supply them readily. (maybe I should be asking for commission!)

If anyone else out there can expand on the ranges of sailplanes and gliders available in this popular scale, why not write in and tell us about them?

Happy modelling! *Bruce Stephenson*



Minimoa/Sandhays

Our member, Chas Andrew, sent us an e-mail and some photos....

A photo of a Minimoa (a Chris Williams plan, 1:3.5 scale, this model built by John Goldson. VGC member), we still have the canopy and a few other pieces to do, before she gets her first flight. You may notice the wings for the second one... (on the wall) We are hoping to have them both flying by Summer.

The tandem falke; A Cliff Charlesworth plan, at 1:4 scale. This model built by Keith Bowsley. Photo taken at Sandhays Scale Gliding Association, an association started in Lincolnshire for scale glider enthusiasts!!?? www.ssga-online.co.uk

Best regards, *Chas Andrew.*

P.S. Do you know where I can “beg, steal or borrow” photo’s for the OTHER Minimoa? I am building mine in pre-war German colours, i.e. with swastika and would like some reference/number markings!



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Unit 1A, Sycamore Business Park, Copt Hewick, Ripon, North Yorkshire, HG4 5DF.

32nd VGC International Rally

Dear Members and all Supporters of the Vintage Glider Club, this is our first information bulletin concerning the preparations and the arrangements for the 32nd VGC International Rally. Further bulletins, which will be posted on our web pages, will provide regular bilingual Polish/English updates. Currently available are:

**Rally Program,
Application Form
Schedule of Charges / Prices.**

Some of our facilities, such as hangarage space for single seaters are finite and can only be allocated on a first come first served basis. Early applications are strongly encouraged especially if you wish to take advantage of these facilities.

There are two options for finding /arranging personal accommodation:

- 1) camping within the designated and serviced area within the airfield,
- 2) in locally available hotels.

Gliwice Aeroclub has designated and will service an area of approximately 250 m x 75 m. Services, which will be provided, comprise about 80 power points, 5 sanitary units (2 comprising showers, 2 with toilet facilities and 1 with a washroom). This is additional to the regular facilities located in our club building which provide 9 toilets and 5 showers.

Local hotels – there are several providing a range of accommodation. For comparison it is possible to book a two person room priced at about 30 Euro to 70 Euro dependent on the standard preferred. We are happy to assist with hotel bookings provided the type of accommodation is specified and we have this information well in advance. We will be posting updates on the availability of the hotel accommodation in our future bulletins.

Food – our club restaurant will cater for all the essential needs. An independent restaurant “Goscinna” (Welcome) is located within 500m distance from the airfield, as are a few neighbourhood grocery shops.

Our website: www.vgcpoland.aleja.info and e-mail: biuro@vgcpoland.aleja.info

Colditz Cock

Further to my last letter (7/01/04) I am enclosing a couple of photos of the wing-build on my Colditz Cock project.

The first shows the ‘spread’ of all the steel fittings for the wings, prior to painting, sitting on top of the port wing panel. The second photo shows the aileron

being offered up to the starboard wing panel, so you can see that progress has been achieved since last I wrote!

There is still loads of work yet to be done before the wings will be anywhere near complete, I have set myself a target for completion by the end of June, but this is not

based on a particularly scientific approach, it is merely case of ‘gut feeling’.

My inspector, Peter Teagle, continues to give me ‘nods of approval’ which is most encouraging, and I presently have a whole ‘raft’ of work which I can approach with confidence; although I can only work on one wing panel at a

time, I’m trying to keep each panel up to the same phase of construction and this is working out well thus far.

Best of luck to you,

Martin (Francis).

Chanute glider

Peter Chamberlain forwarded us a copy of a communication he received recently

Yesterday HRH The Duke of Edinburgh opened “The Milestone of Flight Exhibition and The Grahame-White Factory”. You will be pleased to learn that the “OLDEST” exhibit in this new building is the Chanute Glider on loan to the RAF Museum from the Royal Aero Club. You may recollect that the



Above: steel fittings, prior to painting

Below: aileron being offered up to starboard wing panel. Photos: Martin Francis





Prefect prototype BGA599 at North Hill, September 2003.



In suitable company at the annual Watchford Farm fly in

RAeC Council of the RAeC agreed around 18 months ago to this glider being restored at no cost to the Club, by the RAF Museum, Hendon.

You may not be aware of the background. It was in the mid-1980's that, following some comments by former 'House Members' of the RAeC that we discovered that 'our' glider was in the Science Museum. Thanks to further informal information obtained from John Bagley of the Science Museum who was, at that time, also the Chief Handicapper of the RAeC Record, Racing and Rally Association.

Although at that point in time we had no official record that it was on loan to the Science Museum, they kindly agreed to return it to us. It was not in a good condition. Our then Chairman, Ian Scott-Hill, OBE was able to persuade his company - BEA, to have it repaired /restored by BEA apprentices, at no cost to the Club.

Dr John Tanner, the then Director of the RAF Museum, Hendon and a friend of Ian S-H, agreed that since it was a unique and historical item of equipment it should be exhibited at the RAF Museum.

Several years ago, well after we had recovered this glider a (pre-WWI) Minute Books of the Royal Aero Club was found. The Minutes of a meeting held 26 November 1912 contained the following entry:

Chanute Glider. Mr F K McClean asked the Committee to sanction the loan of the Chanute Glider, which was presented to the Club by Mr F. Scully, to the Science Museum. This was unanimously agreed to.

In the Minutes of a meeting held on 4th March 1913 was the following entry: *General Correspondence. A letter was read from the Science Museum dated 24 February 1913, asking for the loan of the Chanute type Glider to the permanent collection of the Museum. It was unanimously resolved to lend the*

Chanute Glider for a period of twelve months.

From that time (1913) onwards, until the mid-1980's the glider was 'so to speak' lost to the Club.

The reason for circulating this PR plus some additional comments is that you may like to have a look at this glider when you next visit RAFM. The electronic legend of the display mentions that it is property of the Club and its full history.

This e-mail note may also be of interest to you and your organisation, particularly the BGA, and you may wish to inform Editors of your magazines/newsletters about this.

Regards, Fred Marsh

Prefect Prototype

Just in case any body thinks the Prefect prototype BGA599 has disappeared for ever, I attach some photos of it (above) at North Hill in September and the day after when it joined suitable company at the annual Watchford Farm fly in. When the photo was taken at North Hill on 13th September, the Prefect had just completed its 14125 launch whereas the K21 in the center background was about to do its second (first ex factory).

Regards, John Hopkins

Bryan Middleton

It came as a big shock to learn of Bryan Middleton's sudden illness, and death in so few weeks, to us at the London Gliding Club. Flying was his work and hobby which he lived for, especially vintage gliders.

I have known him as a great friend and fellow enthusiast for many years, always to able to help others in need whether it was a long road retrieve or help around the club. In the last two years he volunteered to come onto the VGC committee to help out as a Rally reporter.

Bryan renovated his beloved Sky 'Gertie' together with Peter Underwood

into immaculate condition to fly it at Achmer International Rally in 2002.

In 2001, a suggestion was raised at LGC that it might be quicker to fly to Zbraslavice due to the limited time some of us could afford (see VGC News No. 104 page 12). Bryan immediately volunteered to hire an aeroplane to take six of us and pilot it there himself. In 2002 Bryan visited his old flying club in Germany at Oerlinghausen with others for one week to meet up with friends from former years where he was welcomed back from his early days in the 1960's as an army soldier, learning to fly.

In 2003 he decided he wanted to go to Jami and brought tickets and formed a group of us to fly by commercial airline to Helsinki for the International Rally - where he then flew a number of gliders at the generosity of the owners. He was in his element and enjoyed himself as no others could image especially at the International evening. During the summer of 2003 Bryan learned of a Slingsby Swallow --- going for free --- in the North of Scotland and immediately set about retrieving it to its new home at LGC where he formed a 20 man syndicate to build a trailer and renovate the glider. I must say, progress has already been made and a trailer now built, and at this present time work will soon start on renovating the glider to new condition and, we hope, in lasting memory of him.

A great character, always to be remembered dressed in a bright Hawaiian coloured shirt - so sadly missed - I pass my condolences to all his family.

Geoff Moore

Dear gliding friends,

Coming home from three weeks holidays on the Canary Islands with only limited access to the internet, my wife Edith and I myself learn to our deepest sorrow that our good friend Bryan Middleton has left our world far too early.

We met Bryan first in the sixties, when

he — just 18 years old and serving in the Rhine Army of Germany — entered the German Herford Gliding Club and was flying with us at the airfield Oerlinghausen. It was an honor and a pleasure for me to be the CFI of our club and by this responsible for Bryan, who at this time already was holder of the Bronze C. He proved to be an extremely talented and enthusiastic glider pilot and, beyond that, a valuable member of our youth group and a good friend of our many youngsters.

Later I heard from Bryan and his wife now and then and met them once when they visited Oerlinghausen by aircraft.

I am happy that I have been able to be of some help for him, when he—together with a few friends—came to Oerlinghausen before the Vintage Glider Rally 2002 in Achmer-Osnabrueck, and - enjoying the excellent thermal and ridge soaring conditions of this airfield—experienced a short visit in the happy days of his young years.

We express our heartfelt sympathy with Bryan's family and his gliding friends. We and all his German gliding mates at Oerlinghausen will keep him in faithful remembrance.

*Fred and Edith Weinholtz.
E-Mail: frwweinholt@aol.com*

A surprising find in Arizona

*from Terry Beasley,
President of Montreal Soaring Council*

Since my retirement I escape the Canadian winters by spending my winters in sunny Arizona. I was very surprised to find an interesting photograph pinned on the notice board of a local car repair garage. The photograph was not an original but looked like a Xerox or a scan and the quality was not very good. A scan of the picture is presented below. The handwritten caption on the original reads: - "Al Quiche with homebuilt glider 1938 Verdun, Quebec, CAN: I was 20 years old"

I asked the garage proprietor how he got the photo and he told me that he had been helpful to a Phoenix motorist who had car trouble earlier this year. He received the photo in the mail with a brief note of thanks, unfortunately with no return address.

On my next trip to Phoenix I will check the phone book to see if I can find a Quiche. The glider looks like an RRG Zogling variant with some strange looking fairing around the 'A' frame. It will be interesting to see if I can dig up some more pre Montreal Soaring Council history.



Above: the Phoenix and below, the McMillen Cadet. Photos: Lee Cowie



SSA convention

Greetings, last week we went down to Atlanta, Georgia to help our friend Bob Gaines run the Soaring Society of America convention. Bob was in charge of the show floor. The VSA and VGC had two ships on display, the Gaines boys had Paul's Phoenix serial number 6 and Jim Stoia had his Baker McMillen Cadet on display all among the new ships. It

was interesting how many people thought the Phoenix was the latest design.

As an aside, while helping at the VSA booth (seen behind the cadet in the photo), several people asked for VGC membership forms and were directed to the website. In future it would be nice to have some type of information to give them. (noted: Ed) *Lee Cowie.*



Caption on the back of the photo reads "Al Quiche with homebuilt glider 1938 Verdun, Quebec, CAN: I was 20 years old."



Reiherr type 1 photos found on the internet.

Reiherr type 1

I came across these two remarkable pictures on the net of the Reiherr type 1 (see above). There was only one ever built and other pictures around are all poor resolution. These excellent pictures

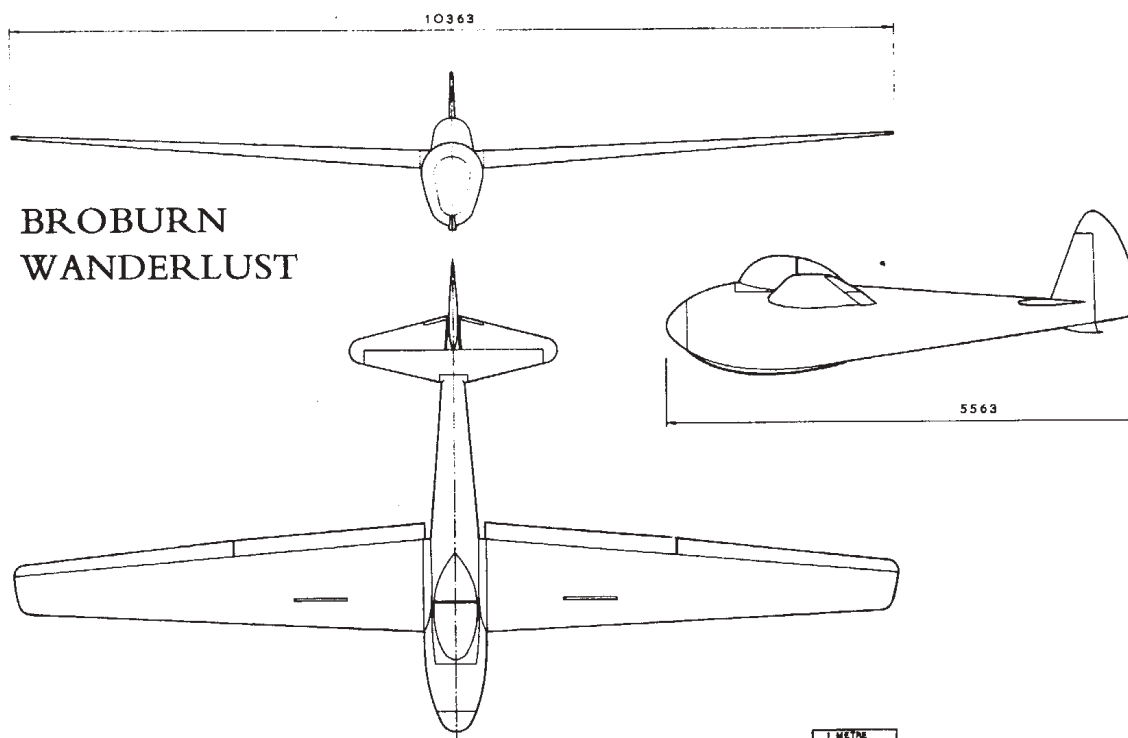
show clearly the difference in the canopy of the Type 1 and the later models as well as the smaller rudder profile.

I tried to contact you by phone some weeks ago about the Reiherr to inform you that the dimension on the 3 view for the fuselage length was my interpreta-

tion of the VGC 3 view and it is probably incorrect. If you have a clearer 3 view then maybe you can give me the correct dimension. I did e-mail the Wasserkuppe but they had no records themselves of the actual fuselage length of the type 1.

Vince Crocket

Snippets



**BROBURN
WANDERLUST**

A single-seat small sailplane of conventional wooden construction, designed and built by Broburn Sailplanes Ltd., at Woodley, Berkshire, in 1946.

Wing span: 10.36 m., 34' 0". *Length:* 5.56 m., 18' 3".

Wing area: 6.97 sq.m., 75 sq.ft. *Aspect ratio:* 15.4.

Wing sections: Root NACA 23021, tip NACA 4312.

Airbrakes, trailing edge flaps and drooping ailerons were fitted.

Undercarriage type: Main skid with motor-cycle inner tube as shock absorber.

Weights: Tare 113.4 kg., 250 lbs. A.U.W. 204.12 kg., 450 lbs.

Wing loading 21.97 kg./sq.m., 4.5 lbs./sq.ft.

Min. sink: 1.98 m./sec. at 153 km./h., 6.5 ft./sec. at 95 m.p.h.

Speeds: Cruise, 56–60 km./h., 35–37 m.p.h. Stall, 52 km./h., 32.4 m.p.h.

"Broburn Wanderlust" and the "Nyborg"

No doubt the letter sent in questioning "Wonderlust" had many members reaching for their copies of NORMAN ELLISON'S "BRITISH GLIDERS & SAILPLANES, 1922-1970"

I've been told, by enthusiasts far more expert than me, that though extremely well researched, the book does contain some errors (I can confirm that the Colditz Cock is one such entry!) However I've enclosed here Mr Ellison's information on both the "Broburn Wanderlust" and the "Nyborg" – now that was a

fascinating article, and well worthy of a follow up! At very least, it begs the questions "how many were built?" and "is one of them still stored at Coventry?"

Martin Francis

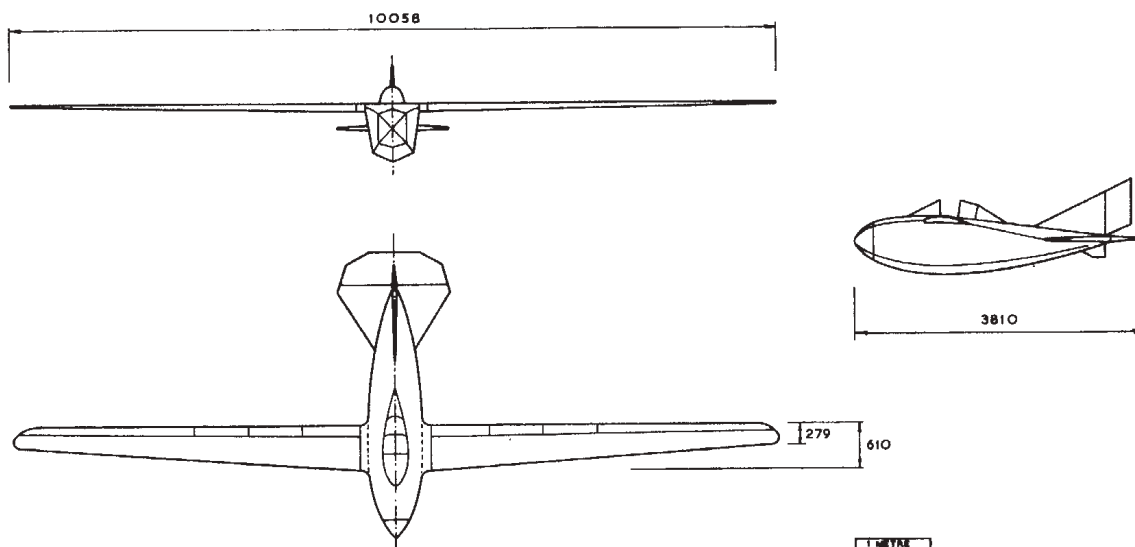
(See Martin's report on his Colditz Cock project in this issue – Ed)

CHEAPER PLYWOOD.

While attending the 31st International VGC Rally in Finland, the group from Achmer visited the firm that makes aircraft released Finnish Birch Plywood and were able to obtain some at a much cheaper rate than if it had been obtained through the Finnish firm's agent in Germany. They were able to let

Zbigniew Jezierski have some perhaps for the Salamandra. It is possible that in Finland, there is a firm which sells aircraft quality Baltic pine, although this is certainly growing also in Germany and Poland. These are the basic woods in most of our vintage gliders. In Britain, the Polish or Baltic Pine was replaced with spruce.

NYBORG T.G.N. 1



A single-seat experimental sailplane of wooden construction, the wing was completely covered with plywood but, otherwise, it was of conventional construction. It was designed and built by T. G. Nyborg, of Worcester, after a period of over 30 years studying bird flight and the construction of many models, plus a monoplane aircraft built at Newcastle-on-Tyne in 1909.

Wing span: 10.06 m., 33' 0". *Length:* 3.81 m., 12' 6".

Wing area: 4.65 sq.m., 50 sq.ft. *Aspect ratio:* 21.8.

Wing section: A Nyborg special section. A cantilever wing, of two pieces of 15 feet span each with a small centre section. Full-span ailerons were fitted, with the inner pair of ailerons connected differentially to give smaller movements than the outboard ailerons. The inboard ailerons were also depressed to act as airbrakes or camber changing flaps.

Weights: A.U.W. 204.12 kg., 450 lbs.

Wing loading: 39.06 kg./sq.m., 8.0 lbs./sq.ft.

Min. sink: Various reported as being between 0.61 and 2.44 m./sec., 2.0 and 8.0 ft./sec.

Number built: either one glider that was considerably modified over the years, or three different gliders. The first flight was in 1932. No C. of A. was issued. The G.A. drawing shows the early version of the glider.

The last flights of the Nyborg glider (or the last glider) were made near Worcester in the late fifties, and this glider is now preserved by the Midland Aircraft Preservation Society, Coventry, Warwickshire.

Jerzy Popiel

Just to add a little snippet of information. From the list of those who already signed up to attend the 32nd Rally, I see that Jerzy Popiel who flew Zefir 2 in Cologn and Janin and is referred to in the article will be attending. He signed up to fly SZD-25 Lis which is one of the treasured gliders in the Gliwice collection.

Regards,
Jan.

Szladowski
@trafford.
gov.uk

Small advertisements are free to members and are charged at the joining rate for non members. Send your adverts to The Vintage Gliding Club, address on inside front cover.

FOR SALE

Cumulus III . (Grunau-Baby with steel frame fuselage) built in 1953, restauration in 1984 130 lunches/35 hours after restoration, basic instruments plus compass, safety belt and hook (front and gravity) new in 1998, open canopy, closed canopy needs work, transport rack (no trailer!) for the complete glider in very good airworthiness condition but in the moment without C of A. Ask for details: dreyer.wb@w-funke.de. price: for best offer . Member No.2346, Jürgen Dreyer

Pilatus B4. PC11AF, freshly overhauled, 600 flights, 800 hours since new, built 1977, for sale. Please contact dietmar.poll@bluewin.ch, www.ewms.ch

Bergfalk IV. Starboard wing and tail-plane badly damaged (had an argument with a cow on ground run!). Complete hull in covered road trailer. Make us a silly offer and restore a great soaring machine. David Trotter. 01939 261722

Wolf Hirth Gö-4 III, side by side two-seater; PH-207 built in 1954 . Open trailer and one man tow out system. Hangar dollies. Maintained in pristine condition by the late Jan Vermeer. Aircraft was specially made for the Netherlands and therefore glued with Aerolite 306 instead of Casein glue, which was normal in those days. All original paperwork comes with the aircraft. New C of A till December 2005. Offered with extra pre-war style canopy, metric set of instruments, full set of Jaxida All Weather covers and Askania venturi for T & B. Set of original drawings available. Offered for EUR 25.000
For more information, photo's etc; hans.disma@hccnet.nl, fax: +31-55-5064703, ph +31-55-5064703. Hans Disma, "de Koningshof" , Koningsweg 45, 7361 TB Beekbergen, the Netherlands.

Restoration project, **Kirby Kite** BGA 327. A complete set of wings will need to be built. The fuselage is 75% restored. Struts, rudder, tail plane , log book and complete set of drawings available. For further information contact Tony Maufe, Osprey House, Lying Road, Sparham, Norfolk NR9 5QY [telephone 01 603 872737]

A partly built **BJ 1B "Duster"** This sailplane was designed in the USA in 1961. Its performance is marginally better than that of a Ka8 but it is faster. Dennis Ratcliffe is 77 years old and has just not got round to building it, but he would help someone to complete it . He has just sold his Olympia 463 to someone living in Brussels . This was BGA 1355 which he had not flown for 14 years . Once a Duster was built by five men in 5 days from a kit. On the sixth day it flew. The type may not be entirely unknown to the BGA as one was flying which was owned by someone in Somerset, it may well still be flying there. He has drawings for his one. Offers should go to Dennis Ratcliffe, 11 Purton Road, Horsham, West Sussex. Telephone 01403 241556

Slingsby Kirby Kite 2B BGA 663. The widely admired red one with the superb "barn door" airbrakes. Structure built in 1947 but completed as a "A by Slingsby in 1951, then extensively

modified by the original syndicate. Sold on in 1957 and bought back in 1992 for 21 months work, gaining the grand restoration trophy. Based Lasham with current CofA. Non-aerobatic category, cockpit load limits 200-250lbs. Basic instruments plus audio variometer. Ply covering of commodious wooden trailer is in poor condition. Offers Ralph Hooper 020 8948 2581

Slingsby Skylark 3b. Built 1956. Regularly flown with CofA to April 2004. Standard panel plus XK10 electric vario. Total energy system fitted with mount and wiring for Icom radio. Parachute and GPS included. Very strong weatherproof aluminium trailer, recently serviced. Very reluctant sale £3500. Contact dave.chisholm@btinternet.com telephone 01832 270055.

KA6cr. Excellent condition, said to be the 'Best in Europe'. On open trailer. Also,....

Ka2. Average condition, enclosed trailer (weatherproof but not roadworthy). Both have been in store for several years. Must sell. Offers on both. Contact Rob Ellis on 01604 831168.

WANTED

Information on the **CONDOR 1** that was being flown in Argentina during the 1950 s. Was it the first Condor 1 that Heini Dittmar built himself, which was taken to Argentina with the German Soaring expedition in 1934 and then flew a World's height record in a thunderstorm in Brazil ? Hanna Reitsch seems to have sold her

Grunau Baby 2 while she was out there in 1934. It is still in Brazil now ! Heini Dittmar would have been working on his new much faster Condor 2, which he flew in the 1935 Rhoen Contest, after he returned from Argentina in 1934. Please send information to C.Wills, Wings, The Street, Ewelme, Oxon OX10 6HQ,England. Tel (0)1491-839245

Production figures for **KRANICH 2B-1** by the firm of Flugzeugbau Schweyer from 1935-1940. C.Wills requires them for his records. This is the only information that he has lacking from all the important German sailplanes built between 1932-1945. Should anyone have the information , please send it to :- C.Wills, Wings, The Street, Ewelme, Oxon OX10 6HQ. England. Tell0)1491-839245. He could then send the information on all German sailplane production of before 1945 to anyone who needs it.

Venturi blast pipe Askania **Ldü 35** for pneumatic turn-and-bank indicator. Jürgen Dreyer . dreyer.wb@w-funke.de

Copies of **Ersatzteillisten** of the following gliders; SG-38, Grunau Baby, Kranich, Govier, DFS Olympia, Bussard and Weihe. All information welcome. Please contact Raymond van Loosbroek, Deken van der Cammenweg 19, 5384 LV Heesch, Netherlands. Telephone 00 31 412 451401.

Slingsby T31, with CofA and Trailer to be based at Cosford for the Air Cadets Heritage Collection. Tel. Vaughn Meers on 0121-357-5780. Daytime, not Sundays.



Wanted: Horten 33 motorglider centre section. Seen here in 1974 somewhere near the Wasserkuppe, the centre section has gone missing and the German Gliding Museum would like it back. Does anyone know where it is, and what is the name of the village in the lower photograph? Any answers to CW please!



RLM codes

by CW

In VGC News No.109, Summer 2003, on Page 47, the RLM's (Reichsluftfahrt Ministerium's) wartime code system for gliders, which would replace the gliders' names on their building plans, was reported i.e. The number 108. (for gliders) would be followed by the glider's number). It was also mentioned that we did not know them all and we asked our members whether they knew any more of them. Well, CW has discovered another of them. 108-54.

This refers to the pre-war glider version of the DFS 228.

After the unfortunate happenings during the final three days of the 1938 Rhoen Contest, when seven sailplanes broke up, causing the deaths of three pilots, due to turbulence at high altitudes flown in thunderstorms (which the pilots thought that they needed, in order to reach the next Cumulo Nimbus, so that long distance flights could be carried out as points were awarded for distances... not for height). Professor Dr Walter Georgii, who led DFS (The German Experimental Institute for Gliding) felt that the way forward was to create a stratospheric sailplane, complete with a wooden pressure cabin for the pilot. Thus, the wooden DFS 54 was designed and building was started and was 80% complete before outbreak of war stopped work on what seemed to the RLM to be a sporting glider.

DFS was constrained to work on military wooden aircraft projects. Nevertheless, in 1943, thanks to the demands of the much decorated reconnaissance pilots Theodor Rowehl and Siegfried Knemeyer, (the latter having become the very intelligent, and excellent pilot, go-between the RLM and the aircraft industry), asked for the DFS 54 project to be restarted but that it should be rocket powered with a Walther HWK 509C, to reach the then fantastic altitudes of approximately 83,000ft or more. Then, by gliding and further rocket-powered climbs, it was to take photographs of the ground using special infra red film cameras.

Thus, three DFS 228 s were built and the two prototypes, the first of which had a seated pilot and the second of which

had a semi prone kneeling pilot (which was the definitive solution), were carried to 33,000 ft on the back of a Dornier 217 and were given approximately 40 test glides. About 22 people were engaged with the project at Ainring in Bavaria, amid beautiful alpine scenery.

War-weary senior RLM officers would like to come to Ainring to relax. Afterwards, as thanks, they would feel more inclined to increase DFS' Research and development funding. So long as the team could work, they were less likely to be called up for military service. Each man was working 17 hours a day, 7 days a week but DFS did have other projects to work on. The late brilliant Felix Kracht was in charge of the project DFS 228. Rocket powered test flights were not attempted, owing to the wooden Pressure Cabins (built by Rolf Moedel using a plywood-aluminium foil-plywood sandwich) leaking, in spite of all efforts, which lasted until 1945. Apart from this, Felix Kracht, designed and Rolf Moedel

the DFS 54 project should be rocket powered with a Walther HWK 509C, to reach the then fantastic altitudes of approximately 83,000ft or more.

built three basically wooden pressure cabins. Probably, had they been built of metal they would have been successful.

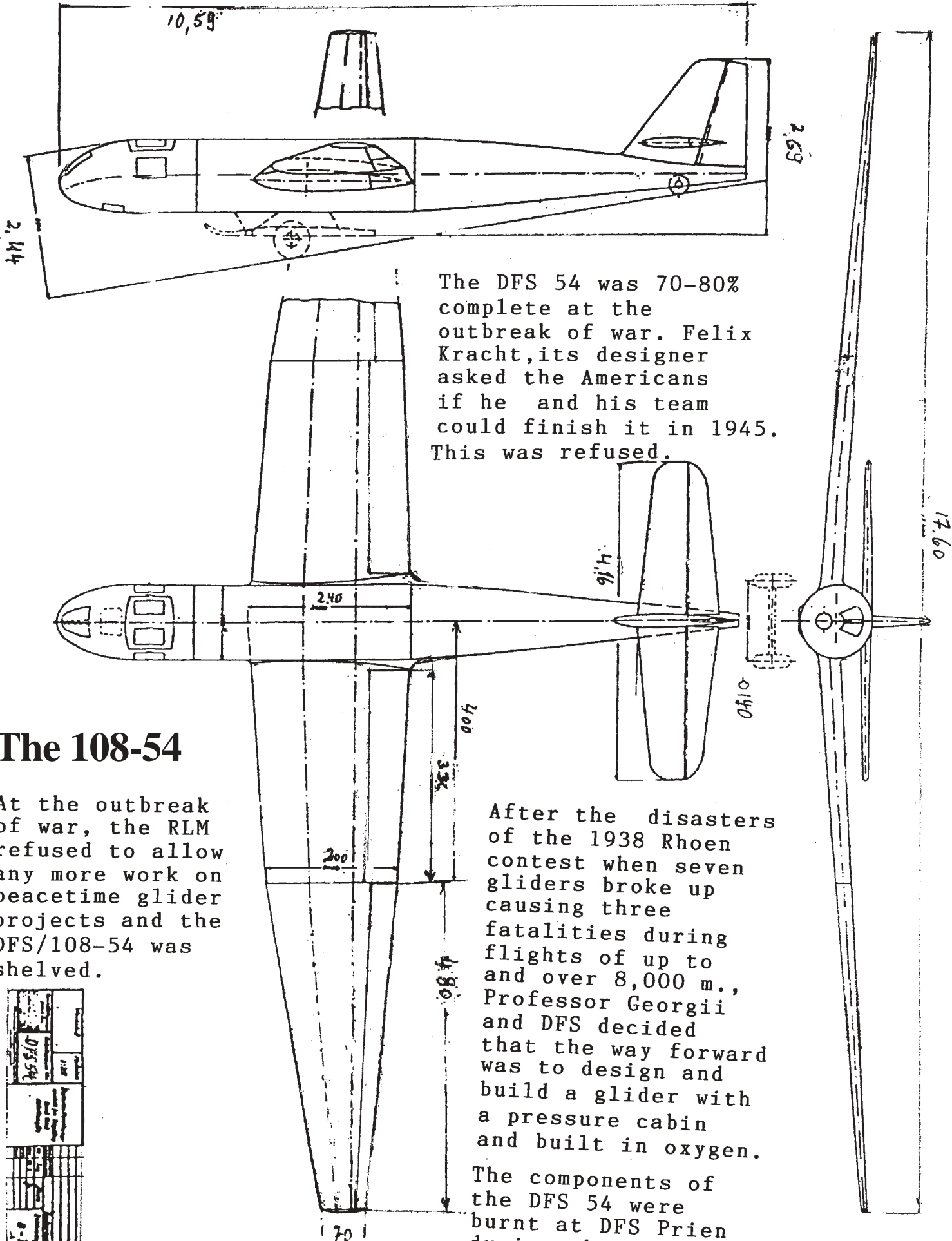
A masterpiece was the Felix Kracht designed pilot ejection system. DFS was an organization connected with the design and development of wooden gliders and so no one there had any experience of working on metal aircraft. After three wooden DFS 228 s had been built, their further production was to be transferred to metal aircraft firms. Concerning the follow-on DFS 346, this was to be built from the beginning of metal. The RLM Coding for the DFS 228 was now 8-228. the 8 being the RLM prefix for a powered aircraft. The next development was the DFS (8) 346. which was also designed by Felix Kracht. Whereas the 8-228 was designed to fly at Mach 0.7, the 8-346 was designed to fly at Mach 1.7 and tests of models in the Berlin Adlershof wind tunnel indicated that the aircraft were very likely to achieve these Mach numbers.

The DFS-346 was later built in the Soviet Union, after the personal of the whole Siebel firm had been taken there, complete with their families and test pilots etc. Information on this aircraft has now at last been released from Russia. In 1953 the DFS 346 was flown by the German test pilot Flugkapitan Wolfgang Ziese, who was then the only foreigner allowed to fly over Russia. After having been taken to altitude by a B 29 Super Fortress, which had accidentally landed in Russia, the DFS 346 V.3. was released and its single HWK 509D rocket motor was ignited. It steadily climbed through 12,000 metres altitude. At this height, the starboard wing stalled. The DFS 346 started to spin, and Wolfgang Ziese could not get it under control in spite of all his efforts, and had to eject, first from the Pressure Cabin and then, himself (no less than three parachutes were involved!). He arrived safely on the ground, and that was the final flight of the DFS-346 project. It had not been supersonic but the Felix Kracht ejection system worked well.

The aircraft, which was to follow the DFS 346, was to be a rocket-powered delta. Wolfgang Ziese later died of cancer in the Soviet Union. Felix Kracht died during 2002 in Germany having retired from Air Bus Industrie. In 1945, he had asked the Americans if he could have permission to restart work on the 108 (DFS) 54 promising to finish it in a few months. Permission was not granted. So we have to realize that the DFS 228 and 346 were the final

achievements of Germany's DFS. (Germany's Research Institute for gliding.). The DFS 54 was its final glider which the war prevented from flying, except in DFS 228 form, which was to have been the fastest and most high flying powered glider in the world.

All the above information has come from David Myra's brilliant book DFS 228 in which he publishes conversations which he had with all the people involved with DFS, including Hans Jacobs, who founded his own firm during the war (Jacobs Schweyer). There are also photographs of the 228 and 346 on the ground, in flight and landing, as well as digital images of the aircraft. which look like photos, and photographs of the people involved including digital images, of the 8-346, three prototypes of which flew over the Soviet Union, under rocket power from two combustion chambers. Both it and the 228 were true ancestors of the U-2. We have to admit that some of the titles of the aircraft and sailplanes in



The DFS 54 was 70-80% complete at the outbreak of war. Felix Kracht, its designer asked the Americans if he and his team could finish it in 1945. This was refused.

The 108-54

At the outbreak of war, the RLM refused to allow any more work on peacetime glider projects and the DFS/108-54 was shelved.



After the disasters of the 1938 Rhoen contest when seven gliders broke up causing three fatalities during flights of up to and over 8,000 m., Professor Georgii and DFS decided that the way forward was to design and build a glider with a pressure cabin and built in oxygen.

The components of the DFS 54 were burnt at DFS Prien during the clearing up of the base in 1945

the book are not right. Nevertheless, CW found the book a riveting and unique document. David Myhra publishes interviews with Felix Kracht-Chief Designer and Project Director Eberhard Meyer; former head assistant to Felix Kracht, Hans Jacobs, Rolf Moedel constructor of several Felix Kracht designed Pressure Cabins. Werner Nestler. DFS's specialist on the HWK 509D bi-fuel liquid rocket motors. Hans Niess. assistant to Felix Kracht and project leader of the ME 328 miniature fighter interceptor. Erich Kloeckner. DFS Test Pilot and one of the test pilots in the DFS 228 V1 program. Hermann Zitter. - DFS Test Pilot. Their own words are printed. The interviews took place during the late 1980 s. CW thinks that David Myhra should be congratulated and thinks that others of our members will think so also. (It is a Schiffer Military History Book Atglen PA)

Letter received from HEINZ BAUER, Jahnstrasse, 1/EG, D-82223 Eichenau, Tel: (0) 8141/71340. evenings. (0)89 /1489-3443 Days. Fax. (0) 89 /1489-97574. E-Mail- Heinrich. Bauer @ mu.mtu.de

re - RLM Numbers and H.1b building plans.

Received on the 4th Dec.2003. Chris Wills writes a précis of the letter.

Dear CW, In the last VGC News No.109. Summer 2003 Page 47, Concerning RLM Coding for pre-war and



Above: Huetter H.17b, some drawings and plans are available.

wartime built German gliders, I do not agree with your published RLM Code 108- 62 referring to the Grunau Baby 11a. This number was reserved for the Schwarzwald Flugzeugbau, W.Jehle Donaueschingen's training glider named "STROLCH" (Rascal). In the Fuerstlich Fuerstenbergische Archives in Donaueschingen, there is a full set of drawings for the "Strolch" V.3. I found them during my investigations concerning the Mu 13D. I am enclosing herewith a 3-view drawing of the "Strolch" (right).

In the same article, you print information concerning "small plans" for the Huetter H.17b. owned by my home gliding club, there are also drawings available for the type. Maybe, we could put

them together to make up a full set of drawings for the type? Its official "Kennblatt" is also available.

Heinz Bauer.

CW has sent him copies of the H.17b drawing plans at his home.

CW. printed an official NSFK list of the RLM 108 numbers, and is sorry if it is not quite correct. He assumes that as the Schwarzwald Flugzeugbau's plans refer to the "Strolch" V3, that the V.1 and V.2 first and second prototypes at least, may have been built and flown.

CW thanks Heinz for his most interesting letter and especially thanks him for the 3-view of the "Strolch". CW has never been able to discover anything about this sailplane before. The Archives at Donauesching contain also plans for the Mu 13d and Mu 13d-3 and so they are most important archives for us. ■

The Germany Civil Service Gliding Club!

It seems that the Deutsche Reichsbahn (German State Railways before 1940, and afterwards in the former East Germany), had about 300 gliders (this was about the total number of gliders registered by the BGA since 1930, in Britain at that time). A strange (to us) registration was seen in a photograph of a Deutsche Reichsbahn Primary glider of that time. It was GG-10-372. The GG was replacing the usual D for Germany.

The Reichsarbeitsdienst.(RAD) State Labour Service. Also had its own gliders, for its workers, should they not be tired out after building the Autobahns etc. We had thought that everyone could fly every other state organizations' gliders (NSFK and WL etc) in Germany should they need to. 1936 was the year of the Berlin Olympic Games and German sailplanes during that year carried the

Olympic Rings to advertise the Games.

However, as GG-10-372 is basically an NSFK registration of NSFK Gruppe 10 and, as these registrations were not obligatory until after 22nd October 1937, one has to realize that this registration was from after 1936 and that it has intermingled with the 5 rings of the Olympic 1936 period. We believe that most groups, together with those of the Deutsche Reichspost and the Reichsgruppe Lufthansa, would have had NSFK registrations on their gliders after 22.10.37. An exception were the gliders in Danzig.

The REICHSBAHN also encouraged membership in the Reichsluftschutzbund (National Air Protection Organization) and the Deutsche Luftsportverband (German Air sport's Association)

After the Machtergreifung (seizure of

power) and the founding of the National Socialist Fliegerkorps NSFK (in mid 1937),Heiges was appointed Standartenfuehrer in the Korps Staff.(Colonel in the Staff Corps of the NSFK). The Reichsbahn formed its own Segelflugsportabteilung (Glider Sports Division) in Krefeld and in 1939, it possessed 300 gliders, 65 workshops,90 land vehicles and retained 60 instructors. About 1,000 Eisenbahner (Railway Workers) trained each year in glider operations. By the outbreak of war in September 1939,over 4,500 Eisenbahner had passed the A,B, and C Certificates for gliding, and 2,500 had joined the NSFK. Many of these skilled young Eisenbahner later joined the Luftwaffe. The VGC thanks Frits Ruth for sending the above information. He got it from the Internet! ■

