



VGC News

No. 117 Spring 2006



French gliding history

International News

Slingsby Swallow

Glider museum in Vienna

Moswey sailplanes



<http://www.vintagegliderclub.org>

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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Wings, The Street
Ewelme
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Tel: 01491 839245

Editor
Margaret Shrimpton
Fairfields, Fosse Road
Oakhill
Somerset BA3 5HU
Tel: 01749 841084
e-mail: vgcnews@aol.com

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Photo by: Yasuhiro Yama

Back cover: a spectacular double aerotow of primary glider SG 38 and Hols' der Teufel with pilots Jiri Lenik and Jan Krejci at Rana, Czech Republic. Photo: Josef Mezera, POTK

Notice to all members

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Tom Edwards (UK)

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Please submit material to
Margaret Shrimpton —
VGC News Editor
Tel/Fax: 01749 841084.
e-mail: vgcnews@aol.com

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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VGC NEWS Back numbers of the magazine apply to:
COLIN ANSON, 22 ELM AVENUE,
WATFORD, WD19 4BE. UK.
Telephone 01923 241924
Email: AC@anson1922.freeserve.co.uk

Officers of the Vintage Glider Club

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

Vice Presidents: Willie Schwarzenbach, 52 Rte de Cossonay, 1008 Prilly, Switzerland
e-mail: willibach@citycable.ch

Neelco Osinga, Prof C. Eykmanstraat 17 7415 EK Deventer, Netherlands Telephone 0970 023139 email: kranich@zonnet.nl

Harald Kamper, Leyerstasse 161, 49076 Osnabruck, Germany
Telephone: 05221 981835

Graham Saw (details under Rally Secretary)
*Vice Presidents also vote on the International Council.

International Council

Chairman: David Shrimpton, Fairfields, Fosse Road, Oakhill, Somerset BA3 5HU, UK.
Tel 01749 841084 e-mail: chairmanvgc@aol.com

Secretary: Nell Dijkstra, Melis Blecklaan 61, 4634 VX Woensdrecht, Netherlands.
e-mail: knvvlpda@xs4all.nl

Australia

Alan Patching, 22 Eyre Street, Balwyn, Vic. 3103, Australia. e-mail calbpatc@netspace.net.au

Belgium

Firmin Henrard, Rue Porcheresse, B-5361 Mohiville Hamois, Belgium.
Tel/Fax Belgium 083/612194
e-mail: henrard.f@belgacon.net

Denmark

Niels Ebbe Gjoerup, Seglen 69, DK-8800 Viborg, Denmark e-mail: nejgjoerup@private.dk

France

Didier Fulchiron, 333 rue Louis Blanc, 38420 Le Versoud, France.
e-mail: vgcfrance@free.fr

Slovakia & Czech Republic

Joseph Ott, Panska dolina 2, Nitra, Slovakia, SK94901. e-mail: potk.josef@post.cz

Sweden,

Rolf Algotson, Aneboda, 360 30 Lammult, Sweden e-mail r.s.algotson@swipnet.se

Switzerland

Werner Rueegg, uf Rueti, CH-8498 Gibswil tel. 0041 55 246 14 32
e-mail w_rueegg@hotmail.com

USA

Jeff Byard, 13555 El Camino Real, Atascadero CA 93422 USA e-mail jbyard@thegrid.net

Committee

David Shrimpton - Chairman.
Tel 01749 841084.
e-mail: chairmanvgc@aol.com

John Dredge - Treasurer.
Tel: 07974 234955
email john@dredgevgc.plus.com

Austen Wood - Secretary (acting).

6 Buckwood Close, Hazel Grove, Stockport, Cheshire SK7 4NG Tel 0161 487 4522.
e-mail: austenwood@onetel.com

Graham Saw - Rally Secretary. (International)

Tel 01628 776173.
e-mail: Graham@servotechnique.co.uk

Tom Edwards - Rally Co-ordinator. (UK)

12 Park Glen, Park Gate, Southampton, Hants. SO31 6BZ
e-mail tom@dcy1.freeserve.co.uk

Peter Underwood – BGA Technical Representative.

Tel: 01525 221495.
e-mail: peter.underwood1@btinternet.com

Jan Förster - Technical Officer.

Peppelhoven 27, 6225GX Maastricht, Netherlands.
Tel Netherlands (0031) 43-3634069.
e-mail: jftandemtutor@hetnet.nl

Geoff Moore - Membership Secretary.

Tel/Fax 01442 873258. Arewa, Shootersway Lane, Berkhamsted, Herts, HP4 3NP, UK.
e-mail: vgcmemsec@btopenworld.com

Laurie Woodage - VGC Archivist,

28 Sollershott Hall, Letchworth Garden City, Herts, SG6 3PN
e-mail L.P.Woodage@herts.ac.uk



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CLUB NEWS

Chairmans address

Winter has now past and with it the time for reflection about our beginings, who we are and what has made the VGC so popular, prestigious and welcome around the world. The VGC can boast not only some of the finest examples of gliders in the world but also some very distinguished gliding personalities. Our International Council has brought together some of these better known persons who have the experience and knowledge to represent not only their national members but also provide a wider view on the club. The VGC is not a regulatory body or authority, and no one has to become a member just to fly a vintage glider, but on our own subject however, we are an authority and official bodies do listen to us. Amongst the twenty six countries in which we have members, many have their own vintage clubs and identity yet they still join the VGC and build a network right across the world sharing knowledge, views and providing help to each other. The result of this is that the VGC has a very large and representative voice on gliding issues. If we simply decided that National clubs were enough then we would lose the potential of our combined views to be heard. Developments in the UK show that this unity has won us a place on at least one regulatory working group in discussions with EASA.

This issue of VGC News identifies some of the individual clubs around the world that form our international membership and for newer members we have recently reprinted original accounts of early VGC events showing the evolution and foundations around which our club has evolved. Hopefully our network and friendship will continue to grow, helping individual national clubs to rely upon international support for their objectives.

Over the years we have accepted recognition of our Club by the wider aviation community and have been aware and proud of the recognition shown to our President (CW) by astute bodies within the aviation community. Now it is with pride that we can report on the award to our own VGC Vice President Harald Kamper by the FAI in Paris for leading the organisation of the internationally acclaimed exhibition of vintage gliders at Aero 2004 in Friedrichshaven and for his personal contribution to the encouragement of youth in gliding activities.

David Shrimpton, Chairman

From the president

Chris Wills thanks all members who sent him Christmas and New Year Cards. He regrets that he could not send you all cards in return, but you were with him in his heart. He wishes you the best happiness for the New Year.

NEW REGULATIONS are about to assail us and the rest of civil aviation, from Brussels. The signs are that the bureaucrats are still prepared to listen to our requirements but we have only until next summer to produce them. The requirements may be different for vintage gliders in all the different lands of Europe (the EU) and therefore CW thinks that it is vital for all the vintage gliding authorities in the above countries should get together to formulate a united front.

IN BRITAIN we have been getting along with our vintage gliders without problems, under the kind auspices of the

BGA and, in particular of its previous Chief Inspector Dick Stratton whose simple criteria was "is the glider airworthy, or not", and not where and when it was built etc. Dick has allowed our vintage gliders to flourish. If we must be administered by Brussels, could we beg them to allow us to continue as before. Our gliders and their owners have never hurt anyone. To look after our case at the BGA is :- THE SENIOR BGA INSPECTOR, PETER UNDERWOOD, 68 the Rye, Eaton Bray, Dunstable, Beds . LU6 2BQ. Tel:- 01525- 221495. He is also one of our esteemed VGC Members. We have heard such tales from Germany, Denmark and France that would curdle the blood. Let us too not be enslaved by State Bureaucracy. Let us get behind Gerd Allerdiessen, one of our members, the President of the German Aero Club and of the FAI, who has been fighting very bravely for our freedom, in the air and on the ground. If only Philip Wills

and Nick Goodhart could be here to help us. We believe that the struggle would have brought tears to their eyes.

Membership Secretary report

As I write this the days are becoming longer with more sunlight each day with the evenings longer allowing us to fly later which gives us hope to think of better things to come this year flying those vintage gliders. I have been busy with memberships subscriptions for 2006 since December which the response has been tremendous for renewals and new members joining to support our success in promoting vintage and classic gliders. We have now developed the safe online secure payment pages on the website at www.vintagegliderclub.org which has encouraged further online payments from existing members and easier for

new members to join. For current members to view and enter the members section on the website screen contact the webmaster or myself to obtain new passwords to view this section which will be forwarded by return.

Our membership increased by 14.4% in 2005 which goes to say we are popular and still growing showing the support and interest towards older type gliders presenting fun flying, renovation and cataloguing historical interest for preservation together with modellers activity supporting to build and fly models we understand and love giving a great pleasure to everyone.

At the present time the gliding movement is passing through a tough time with meetings for new legislation being introduced by the EC soon which the British Gliding Association is taking a leading role in refining to glider pilots interests. The VGC take the opportunity to thank this dedicated team for the work which they are giving to the foreseeable future of gliding in the UK.

Have fun and safe flying

Geoff Moore

Harald Kamper awarded the FAI Diplôme d'Honneur

Harald Kamper accepts the FAI Diplôme d'Honneur from Pierre Portmann, the President of the FAI. The text on the certificate says

'Osnabrucker Verein für Luftfahrt (Allemagne). Pour son exceptionnelle

NEW MEMBERS

Welcome to the following new members

2524	Martin Foran	UK	2537	Juegen Hagemann	Germany
2525	Michael Williams	UK	2538	Marianne Brandes	Germany
2526	David Wilson	UK	2539	C.T. van Leewen	Netherlands
2527	Rein Smit	Netherlands	2540	Mathias Kulesa	Germany
2528	Jan Govers	Belgium	2541	Tomasz Szlagowski	Poland
2529	Vincent Besancon	Italy	2542	Harry Clayton	USA
2530	Bengt Soderholm	Sweden	2543	Jean Claude Neglais	France
2531	Rob Gefen	Netherlands	2544	Peter Chaisty	UK
2532	Enzo Seravalli	Italy	2545	David Henry	UK
2533	Carlo Pietra	Italy	2546	Michele Martignoni	Italy
2534	Chrusciel Romvald	Poland	2547	Bengt Soderholm	Sweden
2535	Lasota Mateusz	Poland	2548	Martin Thallauer	Austria
2536	Peter Brooks	UK	2549	Steve Blundell	UK

contribution à la conservation et au maintien en état de vol de planeurs de collection, et plus particulièrement pour l'organisation d'un salon consacré aux anciens planeurs à Freidrichshafen, ce qui a largement contribue a la connaissance de l'histoire du vol à voile parmi les jeunes générations a travers l'Europe.'

'The Aeronautic Club of Osnabruck, Germany. For his exceptional contribution to the conservation and maintenance to airworthy condition a collection of gliders, and more especially for the organization of an exhibition dedicated to vintage gliders in Freidrichshafen, which has extensively contributed to the knowledge of the history of flight among the young generations across Europe'.

Archivists Report

Laurie Woodage – 2nd February 2006

Due to an invasion of mice at the VGC Centre at Lasham, action was taken to preserve the VGC Drawing Archive. On the 10th December 2005 the entire archive was moved to a room adjacent to my office at the University of Hertfordshire. The room's continuing availability depends on planning developments within the University. Currently it looks like we should be able to use it until at least the summer of 2007. There is no charge to the VGC for the use of this room. Two transit vans were supplied by Richard Moyse who was assisted in loading and unloading the drawings and cabinets by Keith Green and Paul? This was extremely heavy work and I am very grateful for their efforts.

- Now that I have the drawings conveniently located and in my direct control, I intend to carry out a proper inventory of them. (To my knowledge this has not been done before).
- Issue of the VGC CD # 2 "Slingsby T-21" has been delayed due to the work involved in moving the drawings, providing IT support to our membership secretary and responding to VGC members enquiries.
- For operational reasons it is my intention that the entire VGC aperture card (microfiches) collection is scanned and digitised. Johan van Dijk one of our Dutch VGC members works in R & D at OCE Copiers and has access to the expensive equipment to do this job. He has kindly offered to undertake the work involved. The only cost to us would be in purchasing the storage media (CD-R's probably). I have already supplied Johan with examples of our aperture cards for evaluation and he

From left to right: Pierre Portman, President FAI, Horst Ufer, President Achmer OVFG, Harald Kamper.



has confirmed that the task is achievable. Jan Forster has offered to assist in delivering the aperture cards to Johan.

- In order to efficiently manage the increasing amount of VGC digital archive material a software tool called "iView Media Pro" has been evaluated and purchased at a cost of £64.50 (A discount of 50% was obtained through my employment in education).
- I have been invited to visit Mike Rutter of Slingsby Aviation regarding possible collaboration in the scanning and digitisation of some of their glider drawings. This could be of great benefit to VGC members and I intend to follow it up with a visit early in 2006.

Please note:

Some of the projects referred to above, will require funding by the VGC. I suggest that some VGC funds are ring fenced for current and future Archivist projects. Formal requests for funding

for these projects can then be put before the VGC Committee for approval in the usual way.

Martin Simons awarded

Members of the VGC will be delighted to learn that Martin Simons has been awarded the Pirat Gehriger award by the FAI for his outstanding contribution to recording gliding history.

His three volumes 'Sailplanes, 1920-1945, 1945-1965, 1965-2000' and his definitive 'Slingsby Sailplanes' are remarkable and highly desirable additions to all glider pilot's libraries.

Before emigrating to Australia, Martin learnt to glide at Camphill, the home of the Derby and Lancs Club and was a very active member at the London Gliding Club.

Walter Kahn



Diary Dates for 2006

Sat 29th April to Mon 1st May The Haddenham Rally

Contact Gayle Pearce, gaylepearce@hotmail.co.uk, phone 01494 872029. Upward Bound Trust website, <http://www.ubt.org.uk/>,

Sat 20th to Sun 28th May. UK National Vintage Rally at Aston Down.

Contact:- Tom Edwards, Tel:- 01489-579481. (VGC Rally Secretary).

Thurs 15th to Sun 18th June. Internationales Spatzentreffen in Giessen (Meeting of Sparrows).

Information at <http://www.fsv-giessen.de>

Sat 17th June to Sun 24th June Camphill Vintage Rally,

Camphill Derbyshire. The dates have been agreed by the Church, St John, Tideswell Wakes & Well Dressing, DLGC Committee and Derbyshire Police. For future reference all the above have agreed that the Rally/Well Dressings/Carnival will in future always take place to end the last Saturday in June. Details 01298 871270, email dlgc@gliding.un-net.com

Wed 21st to Sat 24th June 18th OSV-Treffen at Buttwil airfield.

Contact Willy Fahrni, Swiss Vintage Glider Association.

Fri 30th June to Sat 8th July Pavullo, Luigi Teichfuss, Vintage Glider Meeting Italy,

Contact: vincenzopedrielli@fastwebnet.it

Sat Jul 1st to Tues Jul 4th July Vintage Sailplane Independence Day

Regatta at Wurtsboro Airport USA. Contact Richard Wyton; rwyton@optonline.net Wurtsboro is America's oldest continuously operating soaring site, having been in operation since 1927. Further information may be obtained at www.wurtsboroaairport.com (info should be posted in next few weeks) or by calling (845) 888-2791.

Sat 1st July to Sun 9th July. The 13th National Czech Rally—Skutec

Contact :- Josef Mezera, 44001 Louny, Nalepký 223, Czech Republic. Tel:- 00420 608 282 684.

Sat 16th to Sat 22nd July.

The 4th International Kranich Rally
To be held from the at Hoogeveen in North Holland, 20 kms from Groningen, near the Dutch/German Frontier. There will be a hangar large enough to hold 30 Kranichs!
Contact is :- Neelco Osinga, Prof.C. Eykmanstraat 17, 7415 EK Deventer, The Netherlands. Tel :- (0031 from Britain) 570 623139. It is hoped that a great number of Kranich 3 s and Kranich 2 s will take part.

Sat 29th July – Sun 6th August 2nd International Grunau Baby Rally, Jelenia Gora — Jezow (Grunau) Poland.

Contact:-Christian Kroll, Konzendorferstrasse 4, 52355 Dueren, Deutschland Germany. Tel:- 0049 (0) 24 2165949.

Thurs 10th to Sun 13th August. Small Vintage Glider Rally from Stölln/Rhinow, Germany.

The place for the anniversary meeting 2006 the small vintage gliders community can hardly be worthier: Stölln/Rhinow in Germany. There the community Stölln, the "Otto-Lilienthal-Association" as well the Gliding Club "Otto Lilienthal" will honour the first aviator of the world.

Sat 5th to Sat 12th August. 34th Vintage Glider Club International Rendezvous, Aeroport d'Angers-Marce, the week before the International rally at Angouleme.

Sat 12th to Sat 19th of August 2006. 34th Vintage Glider Club International Rally, Angoulême-Brie-Champniers airfield.

We have planned that, as well as flying, you and your families will be able to discover the history and the local culinary specialities of Poitou-Charentes. Visit the website at <http://perso.wanadoo.fr/vgc.2006/> and <http://planeurs.angouleme.free.fr/>. The registration forms can be found on the website in French/English/German.

Sat 26th August – Sun 3rd September. Slingsby Rally, Yorkshire Gliding Club, Sutton Bank,

Contact :- Tom Edwards, Tel:- 01489-579481. (VGC Rally Secretary. OR The Yorkshire Gliding Club, Sutton Bank, Thirsk, North Yorks. YO7 2EY, Tel:- 01845 597237. contact is the secretary at Sutton Bank enquiry@ygc.co.uk tel 01845 597237 or Phil Lazenby at philiplazenby@onetel.net enquiry@ygc.co.uk / www.ygc.co.uk

Fri 15th September. Gummiseiltraining (Bungee launch training) at Bad Ragaz airfield (bungee cord) contact Willy Fahrni, Swiss Vintage Glider Association. This is followed by

Sat 16th and Sun 17th of September Gummiseilstart (Bungee launch) at Churer Joch mountain (bungee cord) Again the contact is Willy Fahrni.

It is an interesting and remarkable fact that ever since its formation, the Air Training Corps has been exclusively equipped with gliders designed and built by Slingsby Sailplanes of Kirby Moor-side. It is true that, at the end of the war, one or two German built gliders were tested by the A.T.C. but they never became normal equipment, and the A.T.C. to this day remains faithful to Slingsby's. It is quite possible, therefore, that Mr. Fred Slingsby can by now claim to be responsible for more first flights of pilots under instruction than any other single aircraft manufacturer [In UK]. This by itself is no small distinction; but readers will also remember that it was the Slingsby T.42 "Eagle" which won the world's two-seater Championship at St. Yan in France in 1956, where it was in competition against foreign sailplanes costing many times its price; and that in 1958 a standard production Slingsby Skylark 3B, flown by Commander Nicholas Goodhart, took second place

against all comers in the World Championships held in Poland. Another Skylark 3b, flown by Sergeant A.W. Gough, R.A.F., holds the British distance record with a remarkable flight of 347 miles from South Carney (near Cirencester) to the Dutch/German border. It will be appreciated therefore that a new Slingsby design is an important event, and *Air Pictorial* was particularly honoured to be invited to fly the Swallow and describe it.

The Slingsby Swallow is a small high-performance sailplane which is designed to be suitable for assembly by amateurs from kits of parts: the kits are not dissimilar from model kits which are sold in many thousands, the main difference being that they are of course, larger. All the major structural components, such as spars, frames, and ribs are completed by skilled tradesmen before leaving the factory, and arrive with the kit ready to be assembled into the components by the builder; thus about two-thirds of the total work is done in the factory, leaving

about one-third to be completed. Full instructions, and all necessary materials are included in the kit.

The treatment permits a very low cost price: whereas a Skylark 2 costs just on £1,000 and a Skylark 3 £1,240; the complete "Swallow" kit costs only £495. Alternatively a syndicate of four members might buy the kit piecemeal and cover the cost by making say an initial payment of £50, and following with £1 per week each for the next eighteen months; therefore a syndicate of three or four is the ideal team to own and operate a Swallow, and having completed the aircraft, they would find that its market value was appreciably greater than the cost of the kit.

The essence of the Swallow design is a



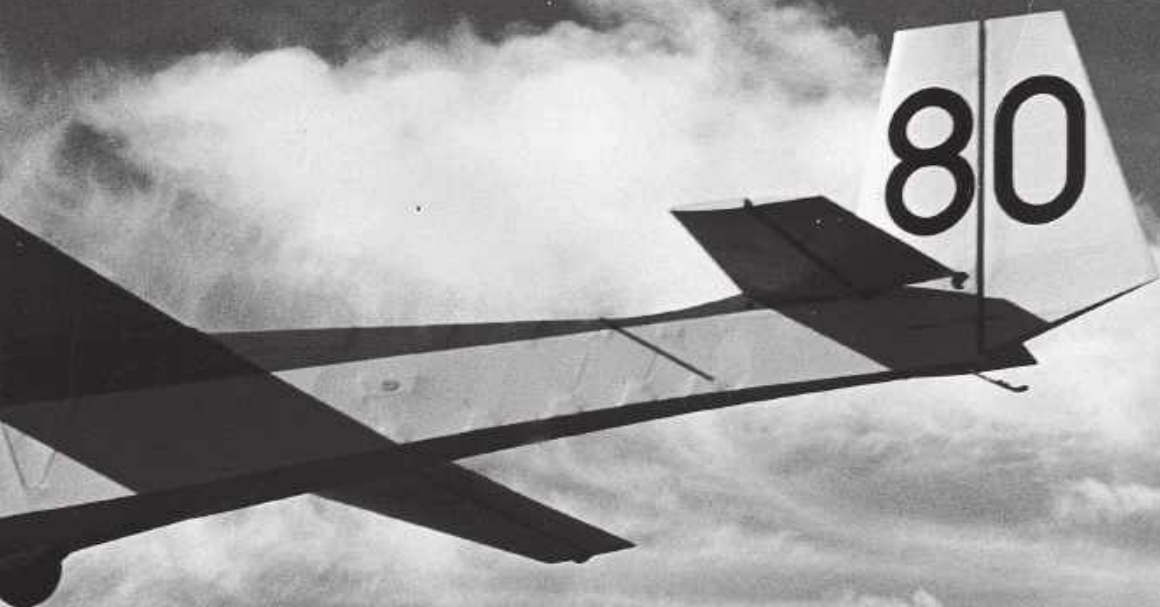
Slingsby Swallow

“A Pictorial View”

By Bruce Stephensen

In short series of original air tests, we re-discover some of those gliders manufactured during the 1950's-60's through the pen of “Air Pictorial” magazine, our first being the Slingsby Swallow. Although these are merely copies, it is felt that since that these reports never appeared in “Sailplane and Gliding”, they will hopefully make interesting reading, as it is assumed that most VGC readers will not have seen them before. The reader is reminded that at the time of writing, these were “new” types to British skies, and whilst “Air Pictorial” did, and still does enjoy a broad aviation spectrum, it is primarily concerned with the development of the aeroplane.

It is also worth reminding that, in some cases, many design layouts were being used on small aircraft for the very first time, features that we take for granted today. It has been decided to publish these reports in their entirety, and in sequence of publication by date, as some reports refer to the qualities of past gliders tested by “Air Pictorial”; it also serves to remind us of relative costs and technology of the day.

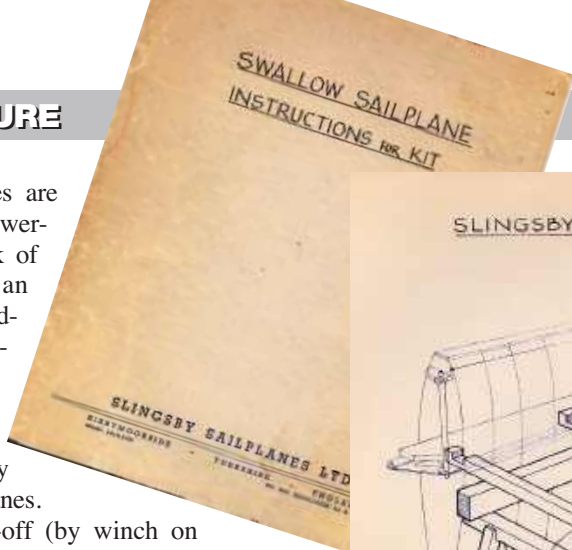


high-efficiency wing coupled to a simple square section fuselage. The fuselage is therefore very easy to assemble, and like the “Currie Wot” [light, homebuilt bi-plane] described in the December (1958) issue embodies nothing likely to be strange to an experienced model maker. The wing, which is in two halves, embodies a straight taper, but since the spars arrive completed with the kit; the only difficulty involved in this plan form does not worry the amateur builder. The fuselage lines blend effectively with the straight taper wing, and the square cut wingtips and empennage, and the completed aircraft looks particularly workmanlike and attractive. So attractive, that to see it is to want to fly it. This we were able to do, through the kindness of Mr.

Reussner, Chairman of the Yorkshire Gliding Club, at his club's soaring site at Sutton Bank, near Thirsk.

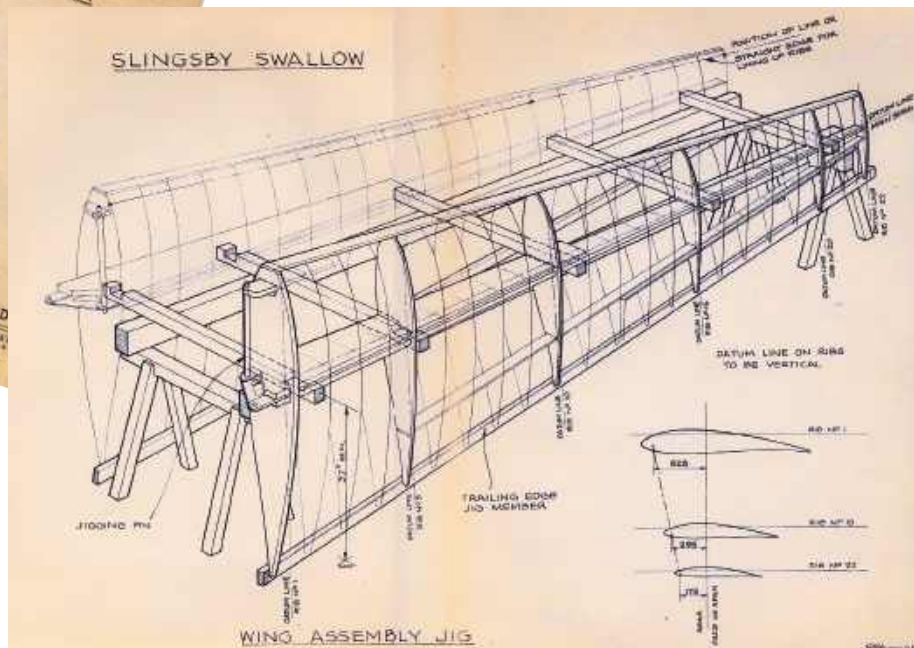
The top of Sutton Bank is just 1,000 feet above sea level, and, at the time of our visit, a 12-knot north-west wind, besides, providing moderate lift on the west-facing bowl of cliffs, was also giving a hard frost. One, therefore, appreciated the shelter of the excellent perspex cockpit canopy, which gives a clear vision uninterrupted through nearly three-quarters of a hemisphere. This cockpit visibility is an excellent feature of all sailplanes, and they set an example, which designers of many powered aircraft could study with profit. A controllable fresh air duct ensures that the canopy does not mist up. The next point of importance is comfort;

the *Air Pictorial* “pilot” is neither slim nor light, but even with full cold-weather clothing found, the cockpit of ample size, and that all controls, with the exception of the tail-trim lever, fall nicely to hand. The tail-trim lever, which is on the starboard side of the cockpit, would be better placed six inches farther forward. The rudder pedals are flat boards, hinged at the lower end; whilst they have merit of cheapness and simplicity, the more expensive stirrup pattern, hinged from the top, would undoubtedly impart a better feel to the rudder. A particularly good feature is the large and strong airbrake operating lever on the port side of the cockpit; with this control, which is light and positive in operation, very exact control of the glide-path on an approach is possible, and as



the airbrakes are large and powerful, the task of making an accurate landing in a confined space is much simpler than in many other sailplanes.

The take-off (by winch on this occasion) is straightforward, provided that the aircraft is allowed to gather adequate speed before being eased off the ground; an attempt to pull off too soon results in the tail being held on the ground, and the wing at an angle of attack at which it is reluctant to unstall. The result is a long take-off and we made this error at the first attempt. No doubt partly due to this, the launching cable broke low down so that the first turn or two on the ridge was occupied in recovering lost height. That there was no particular difficulty in this despite somewhat patchy lift, says a good deal for the "Swallow" and emphasises the fact that it is one of those delightful aircraft in which the pilot feels immediately comfortable and at home. Unfortunately lift was never strong enough to gain much more than 350 feet, so that it was not possible to try everything that the Swal-



low can do. It is of course, fully aerobatic.

The controls are well harmonised and light, and the rate of roll is good. The elevators of this particular aircraft, whilst being adequate within their range, are limited in upward travel; one result of this is that it proved impossible to stall the Swallow in straight flight, [a design feature of most small aircraft] and one was able to proceed along the ridge at 30 knots (a.s.i.) with the stick held hard back against the stops, and only the slightest burble to indicate that the stall was anywhere near. It would be a very simple adjustment of the stop to provide more upward elevator movement, and this alteration would much improve the already good handling of the aircraft, by allowing it to be flown to its limits; in particular one noticed the lack of elevator when going rapidly into a maximum rate turn. In all other respects, the aircraft handles beautifully, and quite obviously, despite its square fuselage and relatively small span, has a good performance; its ability to make the most of marginal soaring conditions is helped by its noticeable agility.

The approach and landing is easy,

because the large airbrakes permit a very accurate adjustment to the glide path, and are so powerful that given only moderately good judgement, an overshoot is well-nigh impossible. It is therefore possible to retain plenty of height and speed until the last moment, and, when necessary, to approach steeply over obstacles. The Swallow therefore seems especially suitable for relatively inexperienced pilots, and seems no reason why a pilot trained on a T.21 should not proceed direct to the Swallow. The point is one of particular importance, not only to clubs, but to the Air Training Corps. Since their creation, the Air Training Corps have used solo aircraft normally incapable of soaring flight. Few cadets, therefore, have ever had the opportunity to be fired with enthusiasm for real flying. What a splendid thing it would be to see the A.T.C., re-equipped with this new and inspiring sailplane. And what splendid training if they followed the example of the troop of Air Scouts who have built their own T21 from a kit.

Why not?

With kind permission of "Air Pictorial" March 1959. ■



Photo: Charles E. Brown reproduced with permission of the RAF Museum, Hendon

Spanish Swallows photographed by VGC member José Ignacio Garcia Colomo (Barcelona).



The Moswey series of sailplanes, 1935 - 1951

by Hans Peter, VGC 891

In Switzerland, in the 1930s there were three designers of glider aircraft: Hug with his Spyr designs, Spalinger with the S-series, and Hug's pupil Georg Müller, who started designing his own Moswey series 1935 after having built, together with his brother, some Spyr's in a workshop in Wald near Zurich. The name "Moswey" seems to be the local name derived from Mäuse-Weihe (Mäuse-Bussard).

The "Moswey GM 1", was very much inspired by the Grunau Baby: a strutted wing without dihedral (although of slightly different planform), open cockpit, and the fuselage almost a copy. Only the prototype was built and flown until it crashed into a forest.

Already a year later, Müller designed a radically new Moswey II, aiming at aerobatics and good overall performance. The gull-type dihedral became the feature of this and all his designs to come, as well as the very elegant and unique short nosed fuselage silhouette. The fuselage cross-frame was hexagonal, slightly curved outward in front, then aft of the wing tapering to a near-diamond, resulting in an easier-to-build construction almost as efficient as an oval cross-section. The rudder pedals were adjustable in flight by means of a screwed rod with a crank handle and the inner bays of the

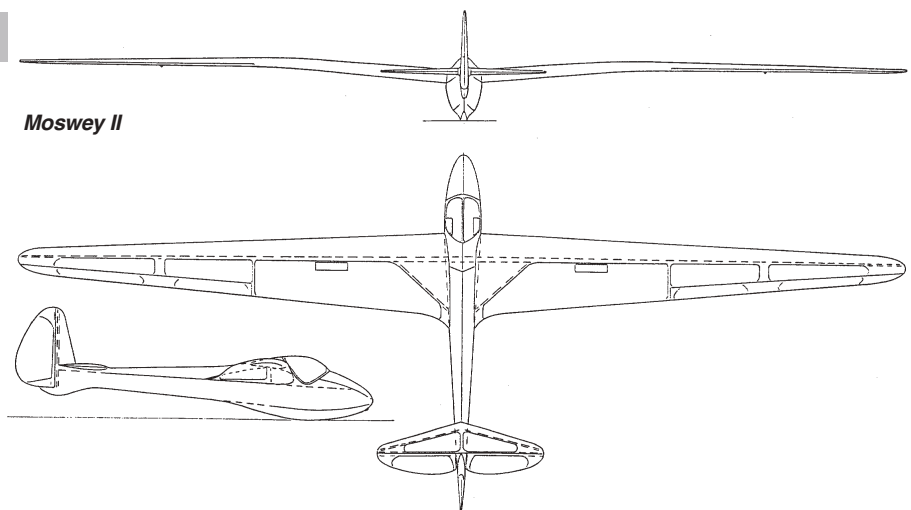
Moswey	GM1	II	II a	III	IV	IV a	VI
Year of design	1935	1936	1939	1942	1950	1951	1947
Number built	1	2	3	14	1	1	1
Span m	13.2	13.8	15.5	14.0	14.4	15.9	19.0
Length m	5.78	6.0	6.20	6.10	6.35	6.35	8.40
F m ²	13.0	12.8	13.2	13.1	13.9	14.7	21.0
b ² / F	13.4	14.9	18.5	15	15	17.2	17.2
Weight total kg	200	205	235	250	280	310	440
empty kg	120	125	145	150	180	180	240
payload kg	80	80	90	100	100	130	200
G / F kg / m ²	14.9	19.5	18.1	19.1	20.1	22.1	20.9
Glide angle max	21.5	25	29	26	30	32	32.5
Speed max km/h		?	?	210	210	200	?
min km/h		58	?	50	60	52	45
Sink min m/sec	0.78	0.62	0.63	0.70	0.67	0.60	0.58
Profile		?	?	Gö 535	Gö 535	Gö 535	?



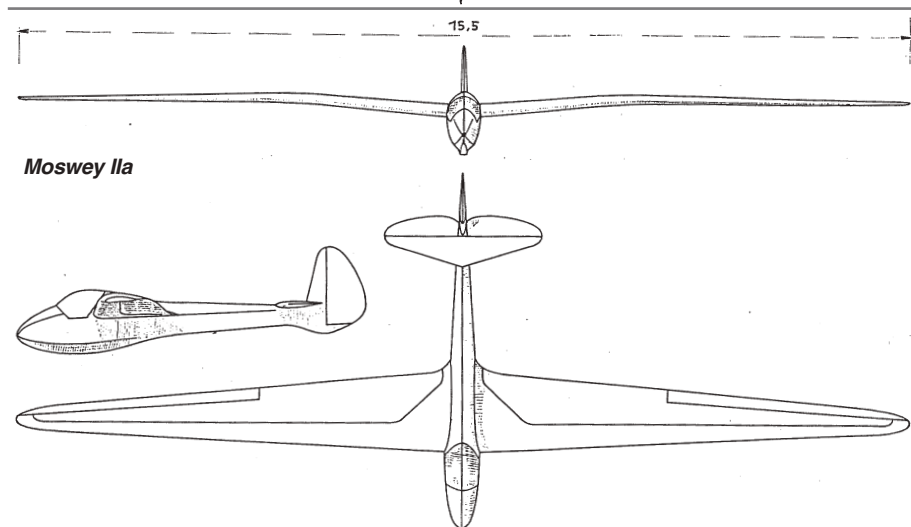
Top: HB-374 on finals at Courtelary 2001.
Right: Moswey III at rest.

wings plywood-covered torsion-resistant D-section were usable as luggage compartments. The canopy was built up of plexiglass strips, riveted together to form the bubble needed. It was stressed to 12 G, but the overall performance did not satisfy. Therefore the span became 1939 enlarged to get a better aspect ratio Moswey Ila, built in several copies. All the features above were carried over to the next designs.

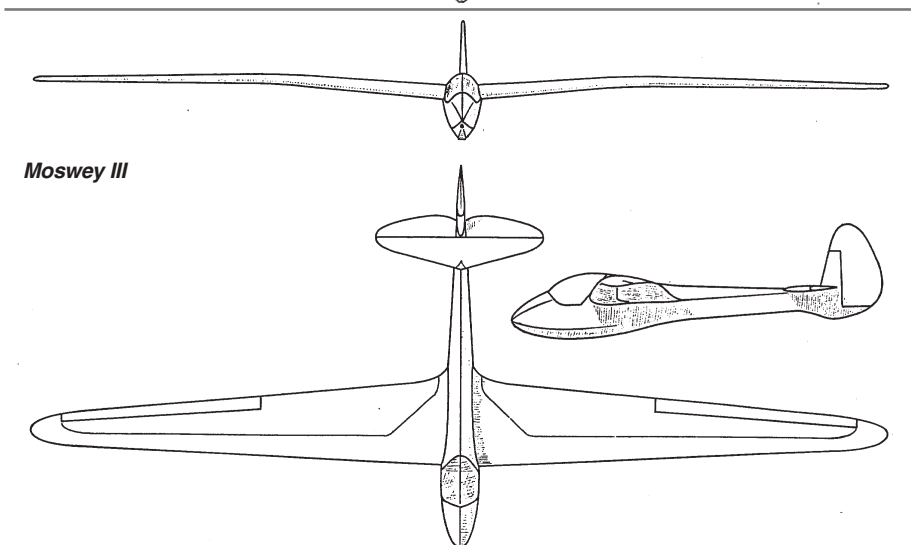
The Moswey III, first built in 1942, was refined for series production and shows the skills of a gifted engineer (by that time employed at Bührlé's Oerlikon weaponsmiths). The precision wing attachments in a Duraluminum bridge offer easy rigging, the use of push-pull rods for all controls gives precision in flight, the blown bubble canopy gives extremely good visibility, slotted ailerons (like on the German Habicht) provide a good roll rate without adverse yaw effects, the effective Schempp-Hirt-type airbrakes allow easy precision landings with very short braking distance on the skid (the dolly is dropped off after liftoff). In the cockpit, all control elements are concentrated on a central beam, allowing pre-assembly and leaving the hull free of attachment points. All covering is stiched parallelly to the ribs. A beauty with its gull wings, it is very much a Rolls-Royce of the air, and in many respects ahead of its time. It became the model with the most copies built. A series of 11 were done 1943 / 44 in a carpenters shop in Horgen at the lake of Zurich, where jigs allowed for such a precision that all parts could be interchanged, and repair parts could be provided easily if need arised. The fuselage was built around an internal tube-like, rotating jig. After quarrels about licencing rights, Müller and the carpenter split up, and no further series were done. Unluckily, all jigs were later lost in a fire. Some three more Moswey IIIs



Moswey II



Moswey Ila

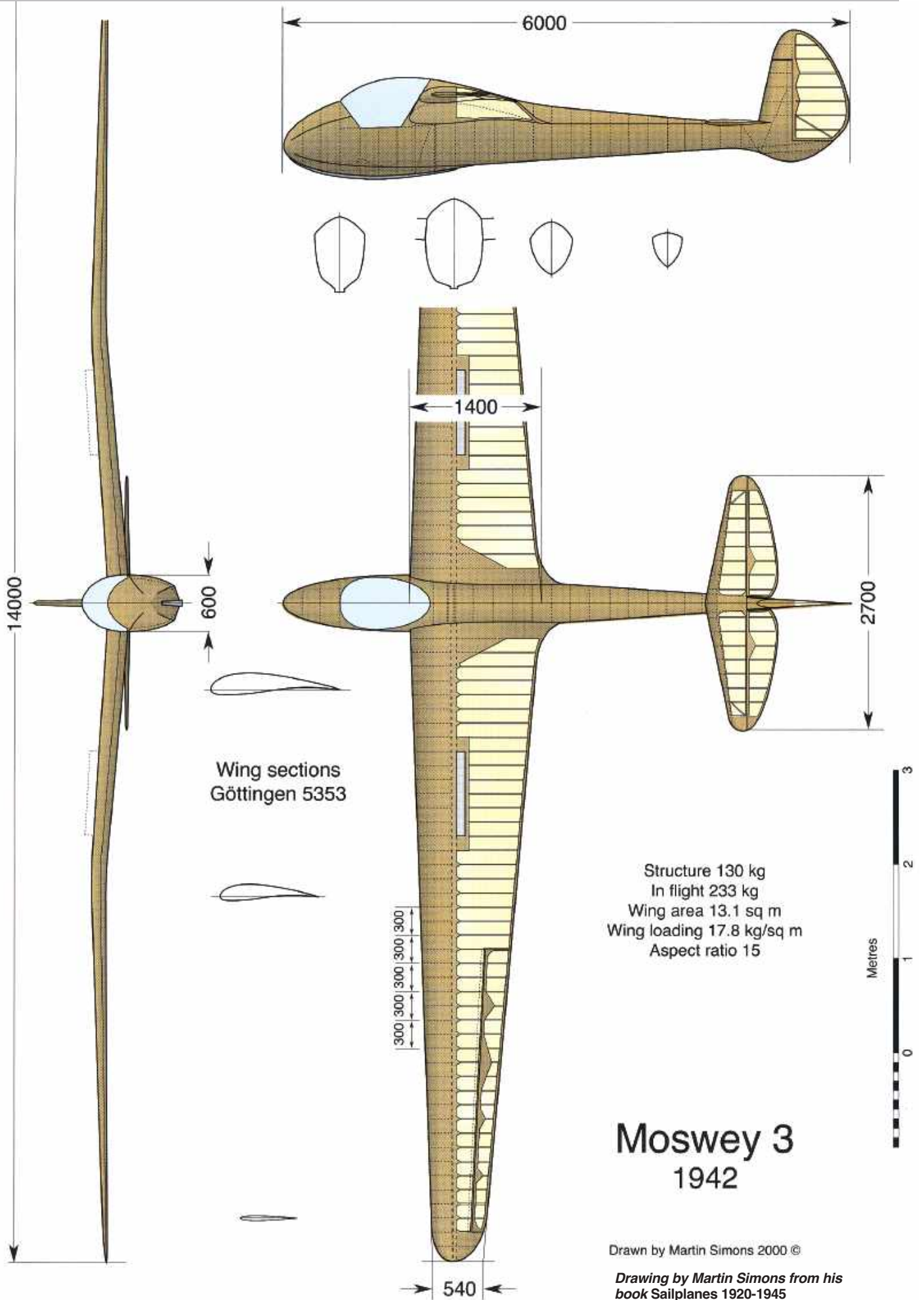


Moswey III

Moswey II	1937	participation at the Rhön contest, Wasserkuppe
Moswey Ila	1941	Swiss champion and best at the research expedition Davos-Parsenn (CH)
Moswey III	1948	World championships Samedan (CH): Third of 28 contestants First world record around a 100 km triangle First crossing of the Swiss alps S-N: Locarno - Basel
	1952	World championships Madrid (E): Eighth of 39 contestants (still very competitive after 16 years of the basic design!) By this time almost all Swiss records had been flown on Moswey IIIs
Moswey 4	1950	World championships: Rene Comte placed amidst the bigger 18m designs after having no training on the new glider due to a road transfer accident
	1951	Swiss record: Absolute altitude 10962m, gain 9056m, by Rene Comte in clouds over South Africa; probably the highest altitude ever reached in thermals (not wave). This record is still valid today.

were built privately or in clubs. Nowadays, one (HB-374) is brought to almost all VGC international rallies.

The Moswey 4, 1950, was a development towards more speed and performance. The engineering was again refined. As with the earlier model II, the performance of the prototype was not deemed good enough, and the model 4a then was built with the enlarged span as originally planned, improving also the roll rate by enlarged ailerons. Lack of finances and orders (due also to the higher costs compared to Spalingers S-series) inhibited more copies to be built, so only



the two prototypes exist. Both had their owners abroad (South Africa and England), but have been bought back to Switzerland and are now well restored recently, preserved airworthy, flown and very much cherished until today.

The Moswey 5 was designed to provide much more payload (for i.e. heavy radio and other equipment), almost a copy with many identical parts with the two-seater M-6 designed in parallel. But the financial troubles inhibited even the prototype to be assembled, although most of the parts were ready for assembly.

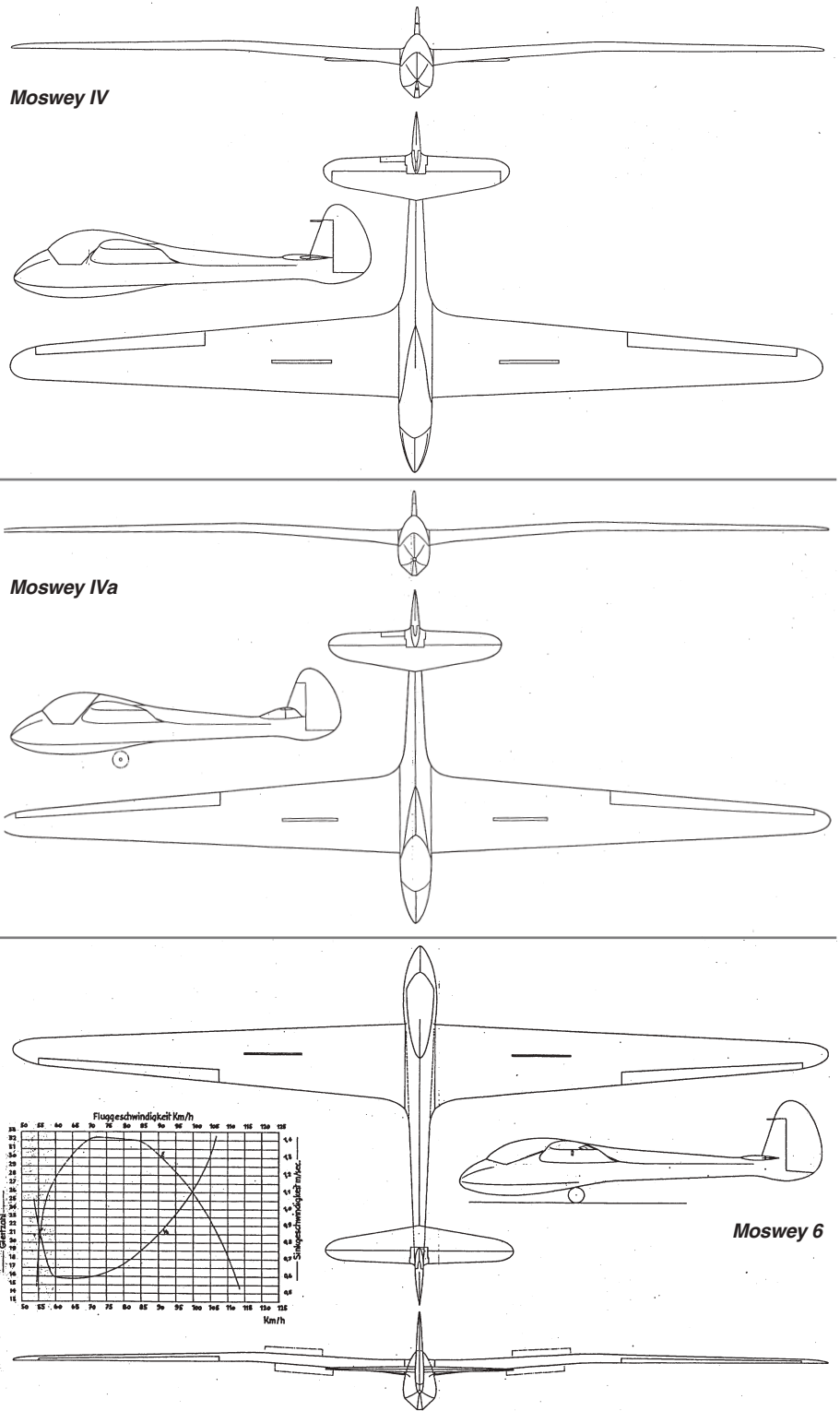
The two-seater Moswey 6 prototype was built and registered in 1947. Due to moisture, a glue failure while in an aerobatic sequence led to desintegration in flight, the pilot bailed out and survived, but the passenger was killed. This meant the end of this fine series of Swiss aircraft.

Two other projects, motorgliders M-104 with propeller, M-106 with gas turbines, never materialised.

Müllers philosophy was to design for no extremes in any respect, for good overall performance and agility with rather short span, while using supreme engineering solutions for any given technical problems. Also, spin-resistance was a concern of high priority. Since he had not got the respect of the glider world he expected and had financial difficulties, he became disappointed and did no more aircraft design work.

Copies of all the Moswey plans still exist – so modellers: how about building such an elegant and rare design? An M-4 HB-520 (span 5.75m) and an M-4a HB-522 (6.25m) have been built already and perform very well, their appearance in flight is virtually the same as the originals. An M-III HB-374 (6.25m) is now in the workshop, fuselage and empennage finished, and one wing ready to cover.

Below: Hans Peter in HB-374, Harald Kamper alongside.



Type	Registration	Year	Status	Remark	Owner
Moswey II	HB-204	1937	expecting restoration	Prototype	Fritz Zbinden
Moswey IIa	HB-257	1940	CofA		René Eibicht
Moswey IIa	HB-309	1939	CofA restored 1988	USA	Jim Stoia
Moswey III	HB-373	1944	CofA		Jurg Derendinger
Moswey III	HB-374	1944	CofA	restored 1993	Oldtimer Club
Moswey III	HB-376	1944	expecting restoration		Fritz Zbinden
Moswey III	HB-380	1944	restoration in progress		Norbert Schläfli
Moswey III	HB-485	1957	CofA	"Donald"	Fritz Zbinden
Moswey III	HB-545	1955	still in original covering		Walter Jenni
Moswey III	N379HB	1944	CofA	USA	Albert Uster
Moswey III	BGA 2474	1945	CofA	UK	Max Bacon
Moswey III	SE-SDX	1944	Display in museum Alleborg (S)		V.Larson & S Trollhättan
Moswey 4	HB-520	1950	CofA restored 2002		Fritz Gull
Moswey 4a	HB-522	1950	restored 2001 (better than new)		Willy Fahrni

AUSTRALIA

*Edited by David and Jenne Goldsmith
Taken from "Vintage Times" Issue 101
by Bruce Stephenson*

Bordertown

2006 VGA Annual Rally

7th-15th January 2006

So good was the anticipation of the Bordertown Rally this year, some entrants turned up several days early, and with a final figure of 18 gliders attending, this was 4 up on last years event.

Sunday the 8th January was probably the best soaring day, with flights up to 11,750 feet, and many cross-countries flown. The first few weekdays were overcast with some light rain, although flights were made on all days, a solid inversion about 3-4,000feet persisted on a few days, which provided a real challenge.

There were some notable flights made, Mike Williams flew his silver C distance with an 86km flight landing at Nhill, and Lyle Whitfield scoring his silver C height. Ian Patching made 3 notable flights during the rally, the longest of which was 180km. in 2hrs, Jenne Goldsmith who did a 5hr. 6min. flight, Dave Goldsmith who completed a 180km. flight in 2hrs. 17min, Wally Stott for a flight of 135km, and JR Marshall for a 100km. flight in an Oly.

Other notable flights under the 100km mark went to Leigh Bunting with a flight of 69km. in the Grunau 11, Alan Patching in the Golden Eagle, Caleb White with 27km. in the Kookaburra, and Dave Howse with a 33 km. flight in the K4. Gary Crowley managed a height of 11,300ft. during a 3hr. 29min. flight in the Kookaburra.

The presentations during the Rally went to the following:- Concours d' Elegance Award - Wally Stott for his Ka6 VH-GNO, Best Single Seater Trophy - John King and Stan Henderson for their Dart 17R, GLT, Proficiency Task Award - Ian Patching for flights in the Boomerang GTR, Best Schneider Aircraft Trophy - Lyle Whitfield for Boomerang GTK, and lastly the Geoff Gifford Trophy - for the best flight of the year went to Neil Bennett for his amazing flight of 302km. in Kookaburra GLM.

The Annual Rally at Bordertown also saw the AGM take place with about 30 members attending, which saw everyone getting re-elected to the Committee. With the successful raffling of copies of Martin Simons first class books, has allowed David and Jenne Goldsmith to continue

printing "Vintage Times" in colour, and appreciation was shown to Keith Nolan for his efforts on conducting the very successful wood repair courses which again were an unqualified success. The course raised awareness in wood repairs, and was very inspiring to students and it is hoped that this activity will continue to develop the skills of members as time goes on. [Maybe we here in Europe could take a leaf out of the Australian book and run wood working shops at our international rallies as a way of furthering our member's skills? BS]

Bendigo Regional Rally

29th October- 1st November 2005

The idea of the Bendigo Rally was to enjoy the warm spring weather, and dust off the winter cobwebs with four days flying at the Bendigo Gliding Clubs Raywood gliding field. In reality it was to be anything but a chance to wave goodbye to the winter blues, as Saturday's grey weather turned into heavy rain that transformed the airfield into a lake! However, despite more rain on the Sunday morning, it did relent and by the afternoon the sun was out, along with the gliders, and even the birds began to sing! Many pilots used the opportunity on the Sunday to regain currency on the winch, although two tugs were available if required, due to a course being held at the same time as the rally.

Ten Vintage Gliders had arrived, one as far a-field as Lake Keepit, N.S.W. (Wally Stott, son Rob, and daughter in law Judy with his Ka6), and Balaclava, S.A. (Leigh Bunting with his Grunau Baby).

Other attendees were Scott Penrose with his Cobra, Peter Champness with his Foka 5, John King and Stan Henderson with their Dart 17R, Pete Boreham's

Kookaburra, Peter Raphael and Mal Bennett with the Duster and Woodstock, and the Bendigo Club's K7 and Bill Hughe's Bocian.

With the deluge of the Saturday over, Monday and Tuesday certainly went some way in making up for it all, as a blue sky presented itself dotted with what everyone loves to see, cu's, which allowed cross-countries to be carried out.

Scott Penrose joined the cross-country coaching course that was being run concurrently with the rally, where he did some very creditable flights, including his first cross-country.

Overall the Rally was very relaxed with no formal program or tasks being set, however notable flights of height, duration and distance were announced at briefings the next day.

The pilots enjoyed the freedom to do what ever they wished, and flew a number of aircraft other than their own, whilst the K7, and Bocian were also in full demand.

Monday saw Wally Stott with the best distance on handicap at 151km, and best duration of 3hr. 51min., whilst the highest altitude gained went to Scott Penrose with 5,003.3ft being logged rather accurately on his electronic logger!

Tuesday's best distance was 116km., again by Scott Penrose, with the longest duration flight going to Wally Stott with a 3hr. 51min. flight. Peter Raphael and Terry Whitford took the highest altitude of the day at 4,600ft. In what was most probably the most hotly contended competition, Wally Stott was the winner of the all-important "Best T-Shirt competition!"

Most of the visitors to Bendigo camped in vans or tents on the airfield, and thanks go out to the Bendigo club for providing such a great venue, comfortable facilities, and more importantly,



19 Vintage Gliders participated in Bordertown 2006. Slingsby Dart 17R VH-GLT is in the foreground.

their excellent hospitality for their regional rally. Special thanks also went to Helen Dirks and family for providing that all important ingredient, the catering, which was of an excellent standard!

Old Mates Week At Benalla Gliding Club of Victoria.

The Old Mates Week at Benalla is due to start on the 27th to 31st of March, with a dinner planned on the Wednesday night, and a mystery tour on the Thursday, everyone is welcome and we look forward to a report on this event in the next issue of VGC News.

In the letters section, Ray Ash wrote of "Christmas at Gulgong" (non-Vintage Gliders Australia event) in searing conditions where temperatures hovered around 40-45 degrees C. Those who made the effort to fly were rewarded with 10-knot thermals to over 10,000 feet where the cooler air was a welcome reprieve from the heat on the ground.

John and Sue Fleming came down from Queensland with the K13 in tow and spent the first couple of days giving it a good overhaul as it hadn't flown for about three years, and was rewarded with a thermal straight off tow that took them to 9,500 feet at an average of 7-10 knots, finally reaching 11,500ft. where they had to terminate the flight due to John getting cramp in one of his legs.

Neil Bennett flew a Kookaburra a couple of times, getting to Goolma (30 km.) and back and reaching 11,000 feet. On another day he tried to repeat his last year's effort of 300 km but had to give it away after about 150 km. after a couple of anxious low points.

Dean Kramer, a United Airlines Captain and his son Nathan visited on one of the days, and were obvious Vintage Glider enthusiasts and showed great interest in both the Dickson primary and the Kookaburra.

Dean had won first prize for the best restoration of his 1942 Cinema two seater at the recent International Vintage Sailplane Meet at Elmira in August, and was keen to meet up again with Alan Patching in Melbourne. He was disappointed that his schedule required him to be back in the USA the meeting at Bordertown.

Most people elected to go home early to escape the dreadful heat, but the week was reasonably successful despite this.

Lastly to end with, it has been reported that Ken Ueyama's T21 and EoN Olympia, (see last issue) have now arrived in Australia, and are now flying

and based at Tocumwal N.S.W., which helps boost the number of older machines based in Australia.

BELGIUM

From LES FAUCHURES DE MARGUERITES (Daisy Cutter's) Periodical (The Belgian Veteran Glider Club) from the first part of 2006. Editor: - Firmin Henrard, rue de Porcheresse 11, 5361 MOHIVILLE, Belgium.

Three members of the Fauchures visited the Dedale Meeting at the Causse Mejean that ran from 18th -26th June 2005. They had with them the Ka6E OO-YDE of Pierre Pochet. The Causse is absolutely vast with a moon-like landscape. Apart from some storms, the weather was super and very hot. Once gliders could climb to over 2,500 metres a.s.l. On Tuesday the 28th June, we were joined by Jose and Lilianne Debacker, so there were now three Fauchures present without counting the French, who were affiliated to the Belgian club. On one occasion, Pierre was able to visit the fantastic viaduct of Millau. Not only is it a record breaking viaduct but its architecture is magnificent. Viewed from afar, it gives the effect of lightness, which integrates it perfectly with the landscape. Among other machines present was Jean Michel Ginestet's "new" Bocian, Peter Urscheller's Fauconnet, a magnificently restored N.2000 (a 1947 French built Meise) F-CAOP, from A.P.P.A.R.A. T. at La Montagne Noire, and the Breguet 900 of Claude Visse. Unfortunately, one air brake came out on take off and, after a safe landing, it had to remain in the

hangar for the rest of the week.

New Prices for the Belgian National Gliding Center at Saint Hubert. Glider de rigged in the hangar :- 600 euros for a year.

Glider de-rigged under shelter: 450 euros for a year.

There is an additional 50 euros per month for a rigged glider. (in the hangar?) Landing fees are included.

BRITAIN

LONDON GLIDING CLUB, Dunstable.

Work was proceeding fabric covering the wings of a Slingsby Swallow which was bought in Scotland two years ago. Laurie Woodage is repairing glue failure in the wing tip main wing spar of his Scud 3 BGA 283. Since the sad death of Terry Perkins, who was running a glider repair operation near the London GC, a Reinhard Cumulus is having to be found a new home. The latter aircraft has no paperwork and may probably have to be returned to Germany. Geoff Moore has it at the moment.

Also found in Terry Perkins's workshop must have been the 1935 prototype Slingsby Kite 1. BGA 236. This aircraft can be recognised by its Grunau Baby 2 rudder. It is thought that its general condition must be now so bad after years of being left out in its rotten trailer in the rain at the LGS, that only its metal fittings may be worth saving. This aircraft, which gained its first BGA Cof A in November 1935, has been rescued by Peter Underwood. BGA 236 is of course a very important aircraft for the VGC to save. There was also the Flugzeug

Ka6cr OO-ZAB from Jean Pierre Schollaert after Firmin's paint job in his workshop





EoN Eton from CW collection.

Peterer 1944 built Grunau Baby 2B (with increased wing span). We do not know what has happened to this aircraft but it belongs to David Kahn. A Ka-4 has gone up to somewhere in Yorkshire. Terry was such an enthusiast for our cause, that he sometimes forgot to send out bills for the work he had carried out on aircraft. He was an unforgettable character, as so was his dog "Honey". There were also an SHK and an ASW 20 in his workshop. Peter Underwood has said that work is proceeding on the Minimoa BGA 1639, which has a new, covered in, aluminium trailer. The Minimoa still needs painting but the signs are that it may be airworthy this year. This was ex-PH-390 and it received its first BGA CofA in March 1972. It was grounded through some glue failure in 1975 and it has taken about 30 years to get it to this stage. Peter Underwood has for some time been going to the Shuttleworth Trust at Old Warden to lead a team which is restoring an EoN Eton (SG 38) to flying condition. He is enjoying the work and there is great enthusiasm among the aeroplane enthusiasts to learn wooden glider restoration technology. It is the first time in living memory that the Shuttleworth Trust, which has been keeping airworthy many old aeroplanes, has had anything to do with gliders. It all stems from 1922 when the British held their first International Gliding Contest. The two British hopes quickly crashed and the French Alexis Manerol managed to win on the last day with his incredible Peyret tandem glider. There followed in 1923, the first motor glider Meeting at Lympe. The French

hero of the 1922 Itford Hill contest was killed and the British felt able to announce that the way forward was clearly to fit engines and propellers to the machines. Thus, there was darkness concerning gliding in Britain for the next eight years, when no proper records were kept. Thus, all the airfields, hangars and Government subsidies went to the Light Aeroplane Movement, which stole an eight year lead over the British Gliding Movement. On the 6th December 1929 the BGA was formed in the Comedy restaurant in London and the 1928 German Champion Robert Kronfeld and Carli Magesuppe were invited by the BGA and the "Daily Express" to make gliding demonstrations all round England to found the British Gliding Movement in 1930. This is why the British powered flying movement has always been separate from the British Gliding Movement, which was founded seven years after the former. At last, Peter Underwood has started to bring the two movements together, after such a long time (Bravo Peter!) In most other countries, powered flying and gliding have not been so far apart. During the war, almost 9,000 SG.38 s were built in factories in Holland Germany and Austria. Many more were built by groups in Europe. So the 1938 designed SG 38 became very famous. It is believed that about 90 Eon Etons were built but many of these were not fully completed and ready for sale. The EoN first flew in February 1948. The Slingsby Type 38 Grasshopper TX Mk.1 first flew in 1952 and had the wings of a 1936 designed Slingsby Cadet, which were much influenced by the wings of the 1926 Lippisch Zoegling. 115 of these were built, although they were considered inferior to the EoN Eton. They had to be built because the British Civil Service had felt that Horace Buckingham, the chief of Elliotts of Newbury, had questioned whether or not they were giving preferential treatment to Slingsby sailplanes? So, many of the Etons were not initially sold. Both Etons and Grasshoppers can be aerotowed as they were stressed to BCAR requirements before they were built. They were a Government order for gliders that could be launched by bungee ropes from school playing fields. German built SG 38 s are not approved for aero-towing in Germany.

News from Wycombe Air Park Booker. The Kite 2, with Skylark 2 fin and rudder, has now been painted and has been test flown. We congratulate everyone

who has worked on it (and especially Robin Wilgoss) and finished the project. This will be the third 1947 Kite 2 airworthy in Britain. BGA 751 had received its first BGA CofA in April 1956. Its CofA expired in September 1963. Its restoration has taken many years of painstaking work. Its colour is sky-blue with transparent fabric..

We have just heard of a John Morgan who has a collection of the following vintage gliders. One Ka-4 Rhoenlerche and many spare components for them, two Swallows, one Sky (formerly that of Brian Spreckley), one T.21B, and one Grunau Baby 2B. Some of them are airworthy. He flies from Bickmarsh.

Jan Sladowski has rescued the Tutor BGA 904. This was SSK/FF934, which received its first BGA CofA in October 1959. It was later modified to T.8 Tutor standard. We believe that this evidence suggests that it was an Air Cadets' (ATC) aircraft which was built a long time ago. It seems to be in good condition and we wish Jan all the best luck with it.

The Huetter H.17A. BGA 2847. (Its Dutch Registration had been PH-269.) This aircraft was built in Holland by Ernst Zanders and team. It had to be exported to Kenya to get a CofA. It was overhauled there by Bim Molineux, who



Huetter 17a BGA 2847 photo David Shrimpton

was helped by African labour, which also built the trailer, which is a work of art. Bim Molineux, then managed to bring it, together with a Ka-6CR, to England, where they were entrusted to reliable owners. (who we believe quickly demolished the Ka 6). The H.17 was entrusted to C.Wills who quickly found out that it was a faultless aircraft which was real fun to fly. He took it to our International Rally at Terlet, to show it to the Dutch, who had banned it, and to allow its builder Ernst Zanders to fly it. It quickly made friends in Holland. It was then delegated to David Shrimpton at the RAF Club at Keevil where it was rarely flown owing to there only being

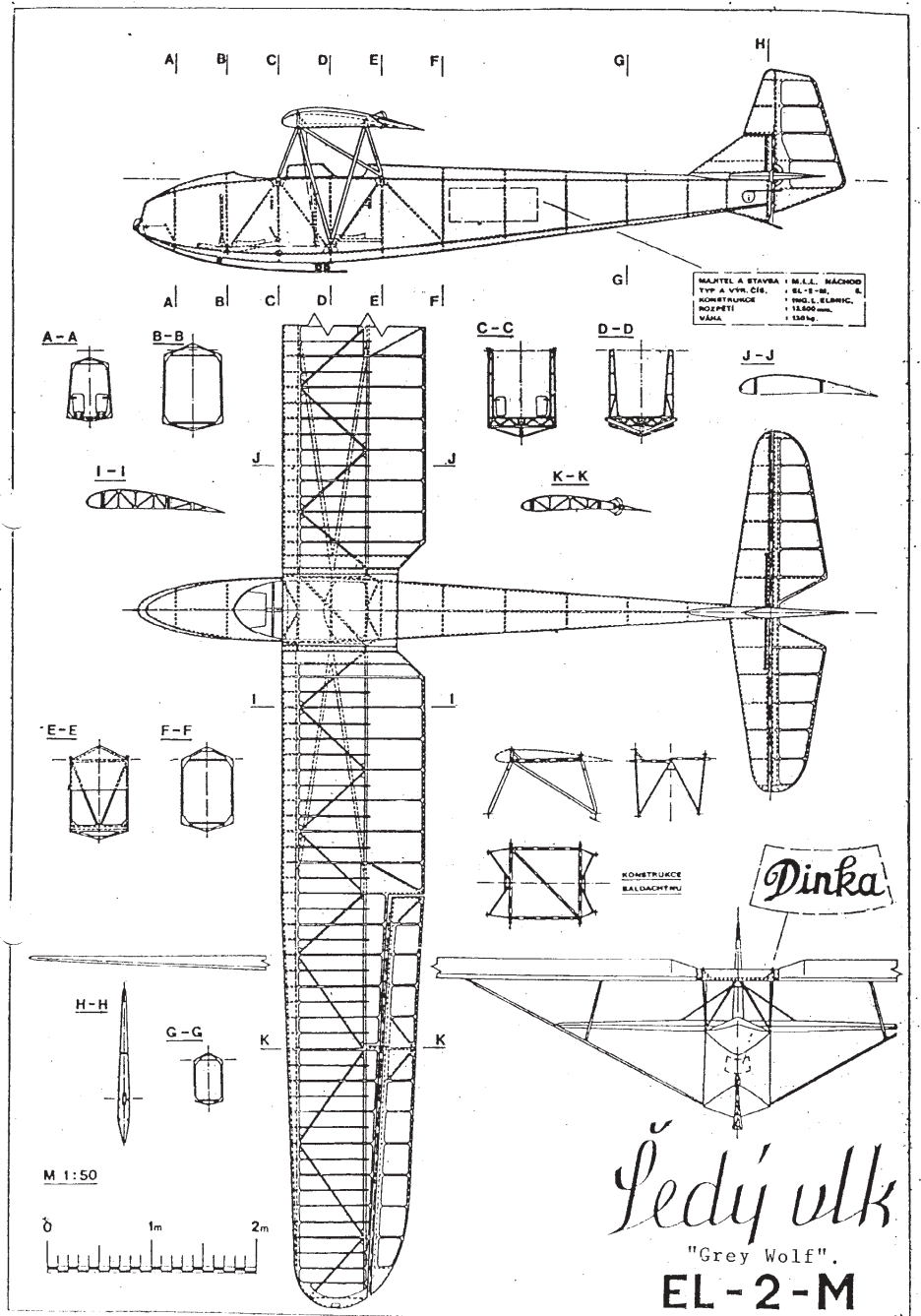
winch launching available and it was felt that it would not get enough height to be able to complete a circuit before landing. The H.17a was then delegated to Keith Nurcombe at Husbands Bosworth, who had done very well flying vintage gliders, especially Tutors. He formed a syndicate around it, but it was discovered that almost no one could fit in to it. Also, Keith became so busy at work that he had no time to take advantage of the little H.17a. Thus the H.17a has been passed back to the David Shrimpton at Keevil, where there is now a powered tow plane to launch it. Let us hope that it will be flown more often and in safe hands. The H.17 was found to have excellent flight handling and climbing ability, but horizontal performance is somewhat limited, although it can be a surprise.

CZECH REPUBLIC

NEWS FROM ZBRASLAVICE sent by Lubomir Hodun in mid December 05.

There is very active gliding at Zbraslavice. "Now we have three new hangars and our members own 19 private gliders. This summer, we obtained many excellent results. (i.e. one 1000km flight, ten 750km flights, and many 500 km cross country flights. We received an FAI Diploma in Paris for the enthusiastic Development of Sporting Aviation. The Lunak and Demant are in airworthy condition and are being flown all the time by club members for pleasure." We remember the VGC Rallies at Zbraslavice and the friendly people that we met during those times. So we wish to say hello to them all and to wish them a Happy Christmas and New Year.

Very recent news from the Czech Republic (especially from Jesenik). From a letter to CW from the Hanackovi family dated 26 January 2006 (extracts from letter)." We had very excellent weather in the autumn (2005) with some good wave flying. We held a small contest to try for distances in the waves. The frontier with Poland was "open" (Jesenik is on the frontier). It was possible to fly from Jesenik to Jelenia Gora (formerly Hirschberg) and this was very interesting for Polish pilots also. It was wonderful. Zbigniew Jezierski was there also and gained Gold C Height. (it does not mention whether he was flying his Jaskolka). Other pilots gained their 5000m. Diamond heights. We (Jirina and Petr Hanackovi) flew a 200km out & return to the mountain "Wielka Sowa" in



3 view of Sedy vlk

Poland and back. Our friend Milos Pajr from Jicin flew 911 km in 9 hours 51 minutes from Jesenik to Jelenia Gora and return many times. (It seems that the Moazagotl may awake wave to a new exciting life. CW). All this was put into the Internet but unfortunately not in English. (www.aeroklubjesenik.cz). In May, there is going to be another (Czech) Orlik contest at Hronov from 21 May until 28 May. Petre is to take part in a borrowed Orlik. Honza Krejci at RANA is building a replica of the "SEDY VLK" (Grey Wolf) two seater of which about 24 were built from 1934-1938. Another builder is helping him.

This will be the only pre-war designed Czech glider airworthy. A Sedy vlk can be seen statically displayed hanging up in the War Museum at Kbely near Prague. At Jesenik there is very much snow (in late January CW) and a temperature of -29 degrees C. we were frightened that the hangar would not stand the load. It was impossible to fly from the airfield." (translated by CW)

Taken from Czech News
 Gottfried Balga from Austria is building a Grunau Baby.

We believe that plans for the FVA 11 "EIFEL" (with its NACA 230 wing profiles and fowler flaps) 18 m span super ship, do still exist with the FVA Aachen. This sailplane did not survive the battle

for Aachen in 1945 and there are no plans to build it again (although it did have a max. L/D of 1/33.) It was broken in 1938 and was never repaired.

The Aeroclub Raná u loun have kindly offered VGC members the opportunity of stopping off here on the way to Eastern Europe for the International Rally. "Members of the Aeroclub Rana and POTK (Czech gliding Old Timer Club) would participate in this rendezvous under the patronage of home members VGC Josef Mezera and Jiri Lenik" signed Milan Bene_ (Chairman Rana Aeroclub) and Tomá_ Mezera (Chairman POTK) DS.

DENMARK

Danish Gliders which took part in the 33rd International VGC Rally in 2005 at Eggersdorf were: - 2G Primary, Lehrmeister, Eon Olympia, L-Spatz 55, Grunau Baby 2b, Jaskolka and ASK 14. The VGC congratulates the Danish Historical Glider Club members on their most worthy entry.

News from Niels-Ebbe Gjoerup from Christmas 2005,

"Everything being considered, I can conclude that the gliding season of 2005 was quite good, despite of insufficient weather in general. A period of unemployment helped to get the optimum out of it. Now, back in business, I can only hope that the weather in 2006 will be fantastic! We sold our syndicate T.21b (WB 985) to a German buyer. After having built two enclosed trailers for my Baby and Bussard (between Christmas and New Year), I shall soon be focussing on restoration again. We are still trying to raise money for a new hangar facility for our vintage gliders at Arnborg (the Danish National Gliding Centre CW).

FRANCE

NEWS from DEDALE'S Lettre of Information (now with coloured photos) No.86, Spring and Summer of 2005.

The Annual General Meeting of Dedale took place at Bourges during the 1st May 2005. Dedale (Daedalus) is the French Vintage Gliding Club. Didier Pataille is Dedale's President. Peter Urscheller is Vice President. Marc Weibel is Secretary, Jean- Maurice Keller is Treasurer. One must not forget Denis Auger, without whom nothing would happen ! Didier's short word at the beginning of the News letter No, 86, "We are

fixed with the objective of producing an Information Letter quarterly.

The President has asked owners of vintage gliders in France to send in information concerning numbers of hours flown during the season 2005. The response showed that 700 hours had been flown during the year. (there were 788 hours flown in 2004, 427 in 2003, 568 in 2002, 263 in 2001). DEDALE had 75 members in 2005, about the same number as 2001). Thus, the Dedale membership can be considered stable. Recently flown have been one NORD N.1300 (Grunau Baby 2b), three AIR 100s, one NORD N.200 (Meise), one Milan (Weihe), and one Breguet 905 Fauvette, Among the two seaters 59 WA 30 Bijaves have flown 3,700 hours, four M 200 s have flown 129 hours, and four Bregeuet 904 s have flown 178 hours. All this information has come from an official source, but it is not sure that it includes the hours flown by VGC members Claude Visse (Breguet 900), and Didier Fulchiron (Ka-4).

The Congres Historique de Vol a Voile (Gliding) took place during the 30th November 2005 at the Musee de l'Air et de l'Espace at Le Bourget. 24 Dedaliens took part in the Assemblée Generale with 10 gliders. Also present was Yves Soudit, representing A.S.P.A.C. at Persan Baumont. The President asked for one minute's silence to remember the deceased Andre Trocellier and our dear member Bert Strijks who had been to so many of our rallies with his little Ka-4 and even smaller Japanese camper towing car.

The events of 2004 in which Dedaliens participated were also remembered.

We remember Jacques Lerat, the President of the Commission Historique, who raised another question about the maintenance of our machines (CDNR.CDNS).

The Dedale Web Site has been (visited) four times a day by Dominique Gatard who has found the time to work on it.

The events for 2005 included Bellegarde for the fourth Jurassique Meeting during Pentecost for those passionately enthusiastic about old gliders, Terlet during May for the Spatz Meeting, La Causse Mejean in June, Schmerlat also in June, the Swiss Old Glider meeting organised by the O.S.V. which was joined by three French A.60 Fauconnets (Spatz), the VGC Rendez Vous Meeting at Oerlinghausen followed by the 33rd International VGC Rally At Eggersdorf/ Muenchberg, Saint Remy De Provence

in August and a Bungee Launch meeting which was again organised by the Swiss Old Glider Club also during August.

The 2006 Dedale National Rally is to take place during the week 30th April-8th May at Troyes and is to be organised by Maurice Renard, who lives near there. Other Grand Events during 2006 will be the VGC International Rendez Vous Rally at Angers and the 34th International VGC Rally at Angouleme during August (and all kind, and good hearted members of Dedale are asked to assist.)

A.P.P.A.R.A.T. of La Montagne Noire. On the 27th of April, a Commando of "Apparatchiks" (translated by members of l'Apparat") visited the G.P.P.A. Store at Angers. The team consisted of Bernard Gabolde, Jacques Dubs and Jeannot Lozio. They came to search for some exchange wings for a Nord 1300 (Grunau Baby) the wings of which had been judged as rotten. (plus one complete Emouchet, plus one HM8). On this occasion, they also loaded onto their trailer a "Pou Glider" (the engine was AR No.1) which was the Cosandey version. But had Crose type wings. It had been built by Alain Rochblave between 1967 and 1970. The "beast" had had a long history but had certainly never been flown. In short, since its birth, it has looked in vain for a "master" who would let it take to the air. In 1989, it was rescued by A.S.P.A.C. from Torchefelon in the Isere, where there was, at the time, an association called the "Ploucs Volants"(Torchefelon is a little village which is 3.5 kms from the gliding site of Cessieu La Tour du Pin). After its arrival at Paray (the home of A.S.P.A.C.), it was decided that safety left much to be desired. Doubtful glue, slack fabric, cables without tension etc. Replacement of metal fittings, connections for cables. Unfortunately, in 1991, the A.S.P.A.C. member Pierre Plassard sadly died and work on the project ceased. Lack of anyone competent to work on the machine, and also the lack of means to get in to the air, a machine with a VNE of only 90 kph, was a daunting prospect. A few years later "Lulu" Lustieres was interested in the machine and took it to Yonne in exchange for a "Fauconnet". In short, it was put in to the G.P.P.A.'s store at Angers. Let us hope that "Apparat" will manage at last to give it its "aerial baptism", which has awaited the aircraft for 35 years. Let us not forget that the Swiss Louis ossandey, during the 1930s, learnt to fly alone on such machines, simply by letting them roll down slopes into wind !

The Montagne Noire slope would lend itself well to such an adventure, with the help of a small length of elastic to give it acceleration for take off!!!

This Pou de Ciel (Flying Flea) seems to be painted in a very "fetching" similar to wartime German camouflage colours of light and dark grey. (at least its fuselage is) We find it very good that Christian Ravel, President of the GPPA, is prepared to release from the GPPA's Store, parts of, or complete, old gliders to people or organizations in France, which are likely to restore them.

NEWS FROM THE MUSEE DE L'AIR REGIONAL AT ANGERS, seat of the G.P.P.A., as of November 2005.

Work is still proceeding on the Fuselage A-Frame and Nacelle of the AVIA 152A. Primary Glider. Its wings and tailplane are believed to be finished. When completed, this should be a true *Objet d'Art!* It is being worked on by three carpenters:-Jacques Faure, Michel Riau, and Jean-Claude Fasseu.

It will not be the only airworthy AVIA 152A in France, as The Avia Histori Club owns another one, and an AVIA 11 which is not airworthy. The AVIA 152A started life as the AVIA 15 in 1932. It was a follow on from the AVIA 11 Primary, which had a poor performance. In 1938, the AVIA 15, became the AVIA 151. This, after some redesign, became the AVIA 152 in 1942, which was built in great numbers. There was even a production line in Algeria at the Caudron Boufarik firm, which went on building them, as well as the AVIA 40P (or Avia 401 s?) until well after the war. Some were existing airworthy in France during



the 1950 s. Firms building them in France were Roche Aviation and Wassmer. It was the most used primary training glider in France.

Translated by CW.

From a letter dated 25th January 2006 from Francis Humblett.

He has changed his address to :- Les Aires, 05400 Veynes, France. " I have retired and manage, for fun, a classic gliding club with a Rallye tug, Bijave, Ka 6e, twin I, Phoebus and JP 15/34. So, if you come and see us you will be back 35 years in time just like that !

Many moons ago, you wrote about some DFS 230 s which had been moved from Vercor to Le Bourget. In fact, there are only three fuselages. Progress is slow and enclosed is a photo copy of the state of renovation of one fuselage. It is unlikely that the wings will be rebuilt.

Finally, there is a photo copied photo of the "MINGO"... a glider which came to France in 1945. It flew at Cherance when Pierre Vaysse was there. It did not fly very well and it was finally scrapped at Montargis in the fifties. What do you know about this Minimoa look- alike? I guess that it was a one off ?

I am still keeping my glider production list up to date and look forward to your definitive work on German glider production".

It is the first time that CW has ever seen a photo of the "MINGO". It clearly is not related to a MINIMOIA. and might have been named "MINGO" in France after it arrived in 1945, because the French did not know what it was. It had high (shoulder) mounted, gull wings... a high mounted, fully flying (?) tailplane and an aerodynamically balanced rudder rather in the style of a CONDOR 2A or CONDOR 3, but its fuselage had the form almost of that of a REIHER. Do

Poor quality photos of the 'Mingo'.

any of our members know what the MINGO was?. If so, please could they let CW know. He could, if Francis would allow, send copies of the photocopy t could be sent out to some experts in Germany who might be able to help.

GERMANY

The Mu 13d-3 at Weissenberg. After visits by Geoff Moore and Heinz Bauer with their Mu 13D-3s, it was decided by club members that they would like to have a Mu 13d-3 also. Club members had originally built Geoff's D-3 during the 1950s. It was remembered that Francois Ragot at Saint Auban had had a Mu 13d-2 and a d-3. Francois had restored the Mu 13d-2 but the d-3 was in such bad condition that he did not think that it could be restored. Both Mu 13s had been flown in France since 1945. The d-2 had been at Pont Saint Vincent and the d-3 had been at La Ferté Alais, near Paris. Both had flown countless hours and at least the d-3 had flown many 300km distance flights as well as some of over 400 kms. Francois kindly allowed the Weissenberg club members have the d-3 for the symbolic sum of 1 Euro! Since that time, club members, some of whom had worked on Geoff's d-3, in the old days, have renewed every part of the d-3. Fuselage and tailplane are done and the wings have had all the ribs and the wing main spars built new. The main fittings have to be attached to the wing spars with tubular rivets by the Scheibe Flugzeugbau at Munich and then the wings can be reassembled. The aircraft completion date might be in two to three years' time, but the Mu has to be got out of the club's workshop during winters to allow the club's aircraft to be CofA'd.

Joerg Ziller writes that his group at Oberschleissheim has restored to airworthy condition a Ka-4 "Rhoenlerche" and they are now working on a trailer so that it will be more attractive to owners. The Vintage Glider group at Bad Toelz has built a replica Udet "Flamingo" D-1202, with its original Siemens radial engine and it was successfully flying during AERO 2005 at Friedrichshafen. The Munich Oldtimer Club had also an Mg 19a "Steinadler", a T.21B and a Mraz 1943 built Kranich 2B-2, which has still to be restored. AEROKURIER of November 2005 gave its first five pages to the "Flamingo" in glorious colour. Between 1925 and 1929, 125 "Flamingos" were built and it became quickly





Black Forest Glider Club's Mu 13 D-3 seen at Dunstable in 2002. A similar glider is being restored at Weissenberg. Photo: P Chamberlain

the most loved school and aerobatic aeroplane of its time. It took seven men 8,500 hours to build the "new" "Flamingo".

From OSC Aktual No 26 of The Oldtimer Sgflugklub Wasserkuppe. Which was received in January 2006 by CW.

The Oldtimer Club Wasserkuppe's members are finding that its new Reiher 3, which they recently finished building, is very heavy to rig. Presumably they mean its 9.5 metre per half span mostly plywood covered wings. Its performance is however very good. They are therefore trying to persuade the German "Gliding with Model Flight Museum" on the Wasserkuppe to exchange it for their Habicht, which the museum has had now for sometime. (The OSC's REIHER 3 is now hanging up in the museum having been exchanged with their HABICHT E, which the OSC built under the direction of SEF.KURZ - Ed). The Museum has been arranging its exhibits, in its recently finished new section, which it hopes to officially open on 6th & 7th May 2006. It was felt that the previous exhibition space for gliders in the museum was too small in area, especially after the arrival of some of the former DDR's sailplanes, as well as the HORTEN 33 etc. We hope that some performance trials (comparisons) with the Reiher can be arranged before it is confined to a museum forever. This was the best high performance sailplane produced in Germany before 1940 and, as none of the eight built survived 1945, we wonder how its performance compared (regarding max. L/D at speeds) with those of the first laminar flow wing profiled sailplanes built during the mid 1950s? (i.e. the Ka-6s, Skylarks, etc). Its performance must compare well with those of the Kranich 3 and Condor 4, which were among the first German sailplanes designed and built post war (in 1952).

2005 was yet another very successful

year for the OSC. The following events were organised and participated in: -

In April The 2nd Flying and Building weekend on the Wasserkuppe was a very successful meeting. The first such weekend had to be cancelled due to snow and cold. With some wave lift, excellent thermals on Saturday and average thermals on Sunday, their Ka 2b could be launched 17 times and spent five hours in the air. At AERO 2005 (Friedrichshafen) the OSC was represented by their Rhoenbussard D-7059. It was in part of the International static exhibition of old sailplanes, which took up the whole of hangar 5A. The OSC also participated at WELS in Austria (selected as the venue for the VGC International Rally in 2007-Ed). The OSC also held several further "flying weeks" during the year which amongst the visitors attracted Werner Kaluza with his wonderful self-built Huetter H 28-11, Gerhard Maleschka and Jiri lenik with their newly built Hols Der Teufel, and visits from Herb Robbins (America) and Kai Miyazaki of Japan. On the 27th of August, the OSC's newly restored SG.38 was test flown for the first time. The OSC's new bungee rope was also used for the first time and 209 bungee launches were accomplished during the week.

At the 33rd International VGC Rally at Eggersdorf, the OSC was represented by their Reiher 111 and Ka 2b. Peter Lengruesser had wanted to bring also their Rhoenbussard, but was prevented from doing so because of his work. On the day before the Rally Hans-Georg Mischo arrived with their fully laden support wagon with the OSC'S tent, beer table, Grill and 50 litres of Kreuzberg Beer for the International evening and Camp evenings. Also Martin Wallmer with his Johanne, departed on 24th July with the OSC'S Udet "Flamingo" in the direction Eggersdorf. Unfortunately, due to undercarriage problems, it could not undertake the planned joy-rides at

Eggersdorf. OSC member Eberhard Jauer came from Sweden with his "STIEGLITZ and friend Leif Nilsson, who later became a member of the OSC.

Apart from the OSC's gliders, the following OSC members took part with their privately owned sailplanes. Rolf Algotson - Sweden (Specht), Gottfried Balga-Austria (Bergfalke 2), Hermann Beikert (Grunau Baby 3), Josef and Markus Kurz (Ka 6BR), Wilfried Vahrenholt (Grunau Baby 3). A superb vintage model glider, a 1942 R40 was also present.

Other Rallies attended by OSC members with their SG38 included OPPENHEIM, end May. This flying day was held under the motto of "The Flying Legends over Oppenheim." The legends included a Swiss Ju 52, Yak 55, a Spitfire and an ME 109. The latter making a great impression. Also in May, "50 Years On" at the Huensborn Airfield. At this time, there are four gliding clubs on this field. The Luftsport Vereins Ferndorf, Freudenberg, Lennestatt, and Netphen. Above all, it is a gliding site but model flying and powered flying also occurs there. To help celebrate the Birthday, the OSC'S SG.38 was invited. With help from glider pilots on the site, the SG 38 was rigged and took its place in the line up with a GB-3. The high point of the proceedings was when Hubert Jaensch offered an aerobatic flight in a Zlin 526. He was five times German Aerobatic Champion and vice World Champion for glider aerobatics. And at the moment he is employed at the powered aerobatic school at Vrchlabi in Czechoslovakia. With Hubert Jaensch's Lo 100 that is based at Hunsborn, the director of the LSV Freudenberg Ralf Kehl gave us perfect glider, and powered aerobatics.

Naturally, the OSC'S SG.38 was bungee launched several times with the new bungee rope. The Huensborn volunteer fire brigade gave a demonstration, when fires were extinguished in two cars, which had an accident on the airfield! To end with, there was a mass take off of hot air balloons. The OSC Wasserkuppe's members had a really good time. Also attended by invitation, was the Oldtimer and Airfield Fete at Bad Sobernheim in June where old cars (a 1959 Austin Healey), motorbikes, a Bucker Bestmann and an AN-2, were also on display.

The SG 38 was flying again at Bundes Luftsport Youth Meeting in September. Even during the rigging, the youth showed great interest in the SG.38 and 37 of them wished to fly it. At 18.30 hours, we left for home sure that we had introduced the first steps in gliding to many young people. SG.38 flying is now available on the Wasserkuppe during weekends to guest flying groups.

The OSC has helped to keep alive tradition by restoring gliders for the new addition to the German gliding museum on the Wasserkuppe. The new additions to go on display have had to be overhauled and put back into their original condition. Among these aircraft have been the FSV.X, Vampyr (both built new), Horten 33 and the Kranich 3 D-1398, which during the 1950 s was used by Dr Manfred Reinhardt for height measuring experiments. It had been for a long time in a shed on the Wasserkuppe and it needed a complete overhaul. Dr Manfred Reinhardt also contributed towards part of its equipment of the time and for the reconstruction of its cockpit.

“Der Werft Verein” (Hangar Association) This association is dedicated to restoring or repairing the aircraft of the German museum’s major aircraft collection which are displayed on the 1912 Bavarian Imperial Airfield at Oberschleissheim near Munich. Among the notable sailplane exhibits which have been restored, are the

Horten 1V LA-AD of 1943 and the Mu 10 “Milan” which was built by Egon Scheibe and the Munich Akaflieg in about 1930 and became known as the Conqueror of the Alps (flying over, through and round the Alps) and was the only two seater ever to win in 1937, a Rhoen Contest against all single and two seaters outright. During its heroic era, it was flown usually by Ludwig Karch. Our Member Joerg Ziller has sent us the Werftverein’s “Aktuell” for December 2005. He is the Werft’s Chairman.

This year has been spent moving the Verein’s premises to new rooms in the Cattle Clinic of the LMU (Ludwig Maximilian’s University) at Oberschleissheim. This has meant converting the rooms into workshops for tools and materials. Everything is now finished except for the moving of heavy machinery into the old Schloss. Their Swiss member, Max Widmer, has donated to them a Ka 6E, which was no longer allowed to fly in Switzerland because of water damage. It seems like new and is perfectly suited to being a Museum exhibit. There are just small repairs that

need doing. They badly need more finance to pay for the hire of the rooms in the Schloss and for electric power, water and heating because of the incredible humidity. This will not stop their restoration work. The rooms are warm and comfortable and do not smell of cows, their former inhabitants, too much. Their former President, Bernd Junkers, has decided to leave them, as he is no longer based in Germany, but he remains as one of their members. Their new president is Erich Kuehl.

From the February 2002 “Flieger” Magazine, we were surprised to learn that our member Michael Diller, who co-founded the Verein zur Foerderung des Historischen Segelflugs (the Association for the furthering of old Gliding) has been building a Klemm L.25 and two pages of coloured photographs reveal that he has almost finished its woodwork. He has had help from the OSC Wasserkuppe, which had built such an aircraft themselves about 15 years ago. Sef Kurz let him have drawings and stress calculations for the project, and Peter Hanickel, of the Flugwerft Oberschleissheim, has made its metal fittings and undercarriage etc. About 600 of the type were built until the outbreak of war in 1939, the L 25 was the most popular sporting aeroplane of the time in Germany. It was first built in 1928. When Michael is not restoring or building gliders and the Klemm, he is a Captain in the Luftwaffe, serving as airport controller for the aeroplanes at the nearby Bavarian airfield of Neuberg. During the last International VGC Rallies, he has taken part flying his association’s Lehrmeister. The Klemm project has already taken Michael 2000 hours and he has learnt how to do aircraft woodwork during the time. The Oskar Ursinus Vereinigung (OUV) is involved.

Soviet Antonov A 15 OK- 7906. is now owned by VGC member Peter Ocker. This is a 1959 designed by O.K.Antonov all metal record breaking Soviet sailplane and was the first historical Russian sailplane to be found in

Western Europe, except for the damaged A-15 which is owned by Petter Lindberg in Norway, which was previously in Iceland. Peter Ocker still needs a trailer for his A-15 and of course, there is still the paperwork to be overcome. OK-7906 did manage to do some long distance flights in the Czech Republic. (a 370km polygon two years ago). The Russians originally hoped that the type would be put in to production there but the factory had to build a jet fighter instead. Another is also in Hungary. A.15s established Soviet National and

International records (in one of them a 714 km goal flight was flown by Michail Vierietienikov in the Soviet Union.) The A 15 was first built in 1959 in Kiev and was in production until 1967, by which time 60 had been built. It’s max. L/D is 1:40, and it flew four world Records and ten National Soviet records. Its wing profile at the root was NACA 64 3618 changing to NACA 63 3616 at the tips. The A-15 is an all metal

17 m wingspan sailplane with fowler flaps, to ensure a good low speed performance, to give it an all round performance, which made it comparable to most of the Open Class sailplanes of that time. It gave excellent service to the Soviet gliding movement for many years. Peter has been trying to buy it for four years. He also owns the Swiss privately built (by Benno Mueller) JS WEIHE D-0700, in which he had a 3 hour flight during the International VGC Rally at Eggersdorf. Alexander Hurrle also flew D-0700 for five hours at the above Rally. Peter Ocker is still working on his book on Hans Jacobs and requires more material for it, but he has been helped very considerably by Michael Jacobs, the son of Hans Jacobs.

During September 2005, the beautiful replica Hols Der Teufel was crashed, after it had been flown in to the lee of the slope

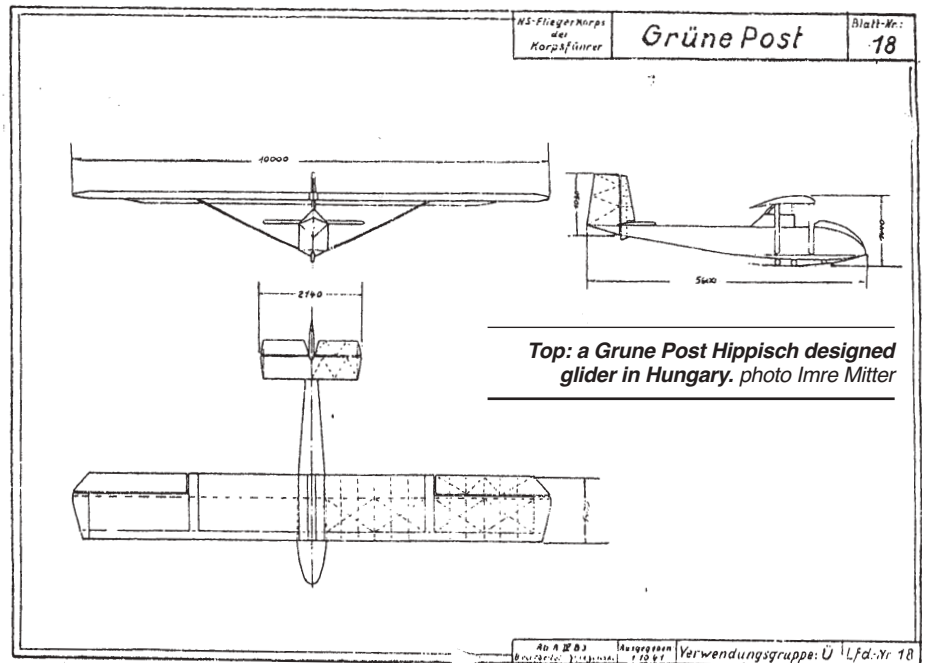
Below: Antonov A 15, seen at South Cerney during the 1965 World Championship. photo via Sailplnes 1945-1965 by Martin Simons
Right: SwedishWeihe grounded by the LBA



of the former Reichssegelflugschule Laucha. However, Arno Anders at Eggersdorf is repairing one wing and the nacelle. Jiri Lenik is repairing the other wing at RANA. It will fly again during 2006; Arno Anders at Eggersdorf is also restoring a Lom Libelle, a famous high performance sailplane from the former DDR (East Germany). When he has finished this, he will start restoring the Swedish 1943 built Kranich 2B-1 (formerly BGA 907), which will be a long-term project. There is clearly a good spirit for restoration of old gliders in the former DDR.

As of January 2006, the Reiher 3 at Achmer is about ready for painting and its components may be going to be painted at Jezow. The 1943 Swedish Weihe at Achmer, although it has been restored three times, is still being deadlocked by the LBA. We have no idea why no Kennblatt is available for Swedish built Weihe's, (only Kennblatts are available for Weihe 50s). Their Kranich 2B-1 is still grounded owing to a dispute between its owners. Hermann Hackmann, the Achmer club's Master Craftsman, celebrated his 83rd Birthday on the 1st January 2006; we send him our warmest congratulations.

In August 2003 there was a marvellous exhibition of photographs, models etc on the Hesselberg Gliding Site at Feuchtwangen in Bavaria. Among the models was a full size replica of the 1932 Lippisch designed Gruene Post glider, which had been built by Helmut Regenhardt. We do not know whether it has ever been flown, as probably the LBA would have had no Kennblatt for the type. However, Helmut Regenhardt had decided to continue by building a new Rhoenbussard, for which the LBA certainly does have a kennblatt. This is a



small card, upon which are all the details for a given glider type. In the Feuchtwangen Exhibition were also the beautifully constructed components for a Rhoenbussard, but they were said to have been built by Wolfgang Herold.

From this information, can we dare to hope that soon in Germany we shall see airworthy a new Rhoenbussard?

NEW ZEALAND

C.WILLS wishes to officially thank Ian Dunkley for exporting the spirit of our movement to NEW ZEALAND. His energy and enthusiasm has been beyond measure. He has also produced a very beautiful magazine called the "VINTAGE KIWI" in colour, which is believed to have widespread circulation in Australia. It's second edition for Spring 2005 has been received by CW. He is currently having his FAUVEL AV 22 flying wing restored at JEZOW in Poland. Just getting it there must have been a great achievement. As far as we know, there are only two other airworthy AV 22 s in the world and both of them are in France (at Pont Saint Vincent and Angers).



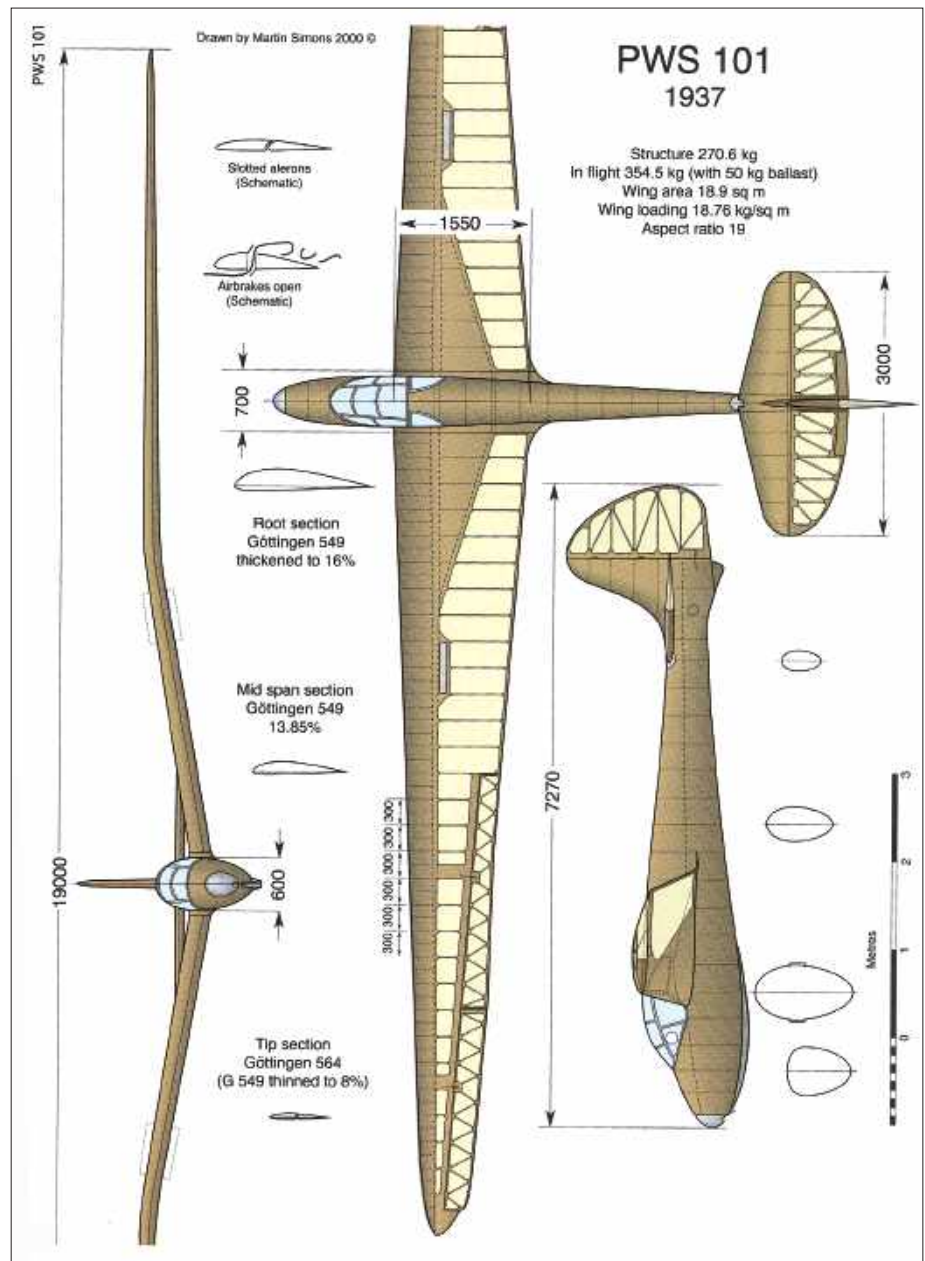
POLAND

From GLIWICE mid January 2006.

Snow had to be cleared from the Shangar's roof to avoid overloading roof. Six members are working under the direction of the ground engineer Witek, repairing a T.21b, which was retrieved by lorry from Camphill. Ian Dunkey's AV 22 FAUVEL was also included in the lorry's cargo. There were several components of T.21 s. At first, the ground engineer thought that it was rubbish, but the T.21b components are not in such bad condition, as one can expect from Slingsby's gliders. Some T.21b plans have been obtained from England. The T.21b's tailplane and elevator are repaired. The Gliwice SALAMANDRA is still having its wings worked on. We believe that the part in question is its main wing spars. The fuselage is well on towards being finished. The new SALAMANDRA at Jezow needs only two weeks for finishing. However, Henryk Mynarski's firm is so busy working on other wooden gliders, which have to be finished "quicker than yesterday" that there is no time at present to finish the SALAMANDRA. The PZL firm is also building the new PZ 6 s. One of the gliders being restored there is a T.21b. Another is the AV 22 flying wing from Ian Dunkley. The Jezow firm is now a great glider repair and building industry. (like it was before 1945, when it was known as Edmund Schneider RSBG (Riesengebirge), Grunau. THE PWS 101 Project. Polish pine has been cut down for it, from the Masurian Lakes district of Poland. This is near the former East Prussia and the present Lithuania). The wood is stored waiting, so that it can be of the right specific gravity (ie moisture content). Meanwhile the PWS 101's drawings are being prepared in Warsaw by a very good designer/ draughtsman for a symbolic price. The legendary and famous author of Polish Old aeroplane and Glider books, Andrzej Glass, is assisting him. The plans should be finished in two months. A great deal of money is being collected for the project, which will need a minimum of two years to complete. We believe that the new PWS 101 will be built at JEZOW.

PWS 101 – Flying replica project VGC in Poland ; January 2006

After months of research, making vital contacts and agonising about the wisdom of such an undertaking the decision to go ahead was taken. The New Year, 2006, has seen the official launch of the



A replica of a PWS 101 is to be built in Poland, funding permitting.
Drawing courtesy Martin Simons' Sailplanes 1920-1945'

PWS 101 project the aim of which is the construction of a fully airworthy glider from until now widely dispersed information, incomplete drawings and specifications. The technical excellence and beautiful lines of the PWS 101 occupy a premier position and mark a significant milestone in the history of glider development and construction. We want to recreate that which is remembered by a increasingly smaller circle of gliding veterans and share it with those to whom wood and fabric will only be a distant romance of the aviation beginnings.

In the months before the launch we were busy finding all available information however incomplete, collecting photographs, accurate descriptions and have undertaken to reproduce all the working

drawings so vital to this undertaking.

The project would not be viable without dedication and personal support from Jerzy Mularczyk, a well experienced and seasoned aviation engineer who, living in Warsaw, also undertook the challenges which the Civil Aviation Authority with the headquarters in the capital, is likely to throw at us. Andrzej Glass, is another valued and well known engineer and aviation historian who takes active interest and pledged his supports to the project. Jerzy and Andrzej collaborate in the production of drawings for the fuselage and the wings which should in looks and performance appear as close to the original as practically is possible.

The specification should be complete

by the time of the 34th International Rally in Angouleme. We are sure that we will bring with us to show some of the key drawings as well as will be able to report further progress.

The support and publicity for the project is also provided by *Przegląd Lotniczy* (Aviation Review) through the pages of this national aviation monthly.

Included with the signed up supporters are several aviation firms who declared their production capacity to making of all the necessary construction jigs and metal fittings for the fuselage, controls and the canopy.

The next six months will be spent on sorting out the financial regime and selection of and purchase of the aviation grade wood.

With 2000 zł in the kitty we opened dedicated bank account. We estimate we need 150 000zł (39 300 EUR, 47 100 USD, 27 000 GBP)

Financially, the project is dependent on donations and an honorary subscription to a scheme devised for the project.

The bank account No. for all the donations and gifts is as follow:

**Bank Spółdzielczy w Gliwicach : 62
8457 0008 2008 0055 6419 0002**

We structured the funding of the PWS 101 project, over the development period, through progressive issues of the "CEGIELKI" ("bricks" in Polish) which can be subscribed to by VGC members and pilots, enthusiasts and sympathisers from all the points of compass in the world. The project welcomes financial support from those for whom the experience of seeing this historic glider flying is an ambition and honour. Ownership of the "CEGIELKA" is a collective ownership in this glider.

"CEGIELKI" come in various sizes. The smallest denomination is 50 zł (about 13 EURO, 16 USD, 9GBP) and go up to 500zł (about 131 EURO, 157 USD, 90GBP). There is no limit on how many one can subscribe to.

All "CEGIELKI" carry certificate starting with No. 00 000. We are currently auctioning the "CEGIELKA" No. 00 000 on the Polish internet auction web site www.Allegro.pl/

On 15th January 2006 the bid for this historic, and no doubt sought after collector certificate, stood at 620 zł.

Late News: The PWS 101 restoration campaign is gathering momentum.

The first 50 zł "Cegielka" certificate No 00 000 was auctioned on Polish internet auction site www.allegro.pl/ and was sold for 670 zł. Subscriptions are

coming in not only from Poland but also from other countries. To date the account stands at 3669 zł; 370 USD 120 CAD.

Amongst the subscribers are: Marek Malolepry from California, Tadeusz Maj from Chicago, Lukasz Siecz from London and several subscribers from Poland including Stanislaw Basiak, Zbigniew Jezierski, Fyderic Rzymek, Tomasz Szelagowski.

Gliwice - Salamandra Project update

We are progressing with gluing of the wing spars. As time allows we will be progressing with the assembly of all the made up parts. Target date for the completion of all the construction work is end of 2006.

Komar – this is a new construction project by VGC Poland wing in Olsztyn Aeroklub.

Members of the club decided to undertake construction of the flying replica of "Komar", a training glider designed by Antoni Kocjan. Designed in 1932/33 the glider was produced in Poland and also under licence in Finland, Estonia, France, Bulgaria, Yugoslavia and Palestine. Nearly all the "Komars" were lost during the war. After the war, the wife of the designer, murdered in 1944, Elzbieta Kocjan donated all his "Komar" plans and specifications to SZD Bielsko-Biala

where design engineer Marian Wasilewski strengthened the construction of fuselage and begun production of "Komar 48" and later 49 versions. Up until 1939 80 "Komars" were produced. After the war the production extended to 30 gliders. "Komars" were exploited for training purposes in Poland until 1965, 32 years since the original production.

The Olsztyn Aeroklub project group plan to complete the project during next two years.

Slingsby T21b

In Gliwice we are also busy with reconstruction of the Slingsby T21b which we acquired from the UK in October 2005. With the help from my Gliwice club colleague Krzysztof Mlynarczyk, better known as "szwagier" (brother-in-law) we brought two fuselages and three wings for peppercorn payment of one pound (and some beer) to Ian Dunkley and Peter Underwood. The Anglo-Polish restoration syndicate intends to register it with the BGA and fly at many European vintage rallies. In between being extremely busy in the Gliwice workshop each week-end with the restoration work, especially testing with outside temperatures falling to -210C and snow above 50 cm deep, we are searching for information, drawings of many parts and patterns of Air Cadets paint scheme.

Slingsby T21b in Gliwice, bought for £1 and some beer.





Slingsby T21b to be retired in Gliwice

meeting could not be better.

The major step in development of the group and the reason for the inaugural meeting was the agreement from the Bydgoszcz Aeroklub to include, as a standing item on the monthly meetings agenda, the “VGC Group matters”. Assured of its status with the club the group formed the committee with Tomasz Szlagowski as the Chairman and Krzysztof Jakubowski its Deputy, Wlodek Paluszkiwicz the Treasurer and Grzegorz Nadolny the Secretary. Other non-executive committee members comprise Boguslaw Wegierski and Jan Szlagowski.

Having agreed the funding arrangements the VGC Bydgoszcz Group set themselves a plan of activities for 2006 which, it is anticipated will become a template for rolling forward and expanding the range of events in the following years. It all sounds very serious. Well it is but the group intends their work and activities to be as enjoyable as it should be when people with passion for historic gliders and gliding meet regularly and strive to find, secure and restore many more gliders such as “Mucha”, “Bocian”, “Lis” and perhaps even another “Jaskolka”.

The immediate plan for as yet small but ambitious group is:

- 1) to securing a hangar space for VGC Bydgoszcz asset – SZD 9bis Bocian 1D, presently hungared in Olsztyn, and making it available for the group’s activities in coming season attracting new members,
- 2) to take care of the “Gliding Mountain”, restoring the three gulls emblem and joining with the Bydgoszcz Aeroklub Seniors in caring for the Icarus statue and its environment,
- 3) to secure a visit as a “guest of honour” by an established VGC Poland member with a historic craft for demonstration flights and, what also is a well established tradition, in sharing of memories and experiences over a meal and a drink at the HQ in “Tobiasz” cafe-restaurant.
- 4) to establish a funding regime for the intended activities from members and sponsors.

The Group recognises that the “2006 Plan” is only modest but it is also open-ended. As the Group’s experience and membership grow, their activities get noticed and recognised there is scope for the local gliding traditions to be

Suggestions would be very much welcome. We are all determined to restore this glider to fly it at the 35th International Rally in Nitra.

Zbigniew Jeziernski

Translat by Jan Szladowski

VGC Group at Bydgoszcz Aeroklub

One of the perhaps less appreciated successes of the 32nd International Rally is the increasing number of enthusiasts who, inspired by Zbigniew Jeziernski and his colleagues at Gliwice Aeroklub, now have the confidence to come together and form VGC groups in a number of gliding clubs throughout Poland. We are not witnessing an epidemic yet, but the emerging news is encouraging. With such an illustrious history in gliding achievements Polish Aeroklubs provide a reach seam for pilots with enthusiasm and energy such as Zbig’s to develop many local VGC groups.

One of such people is Tomasz Szlagowski in Bydgoszcz who fell in love with and with the help from Piotr Puchalski* workshop restored “Bocian” (SZD – 9bis) SP- 2446. Bydgoszcz in common with many well established clubs in Poland has aviation traditions dating back to 1920-ties. Surprising as it may be in a lowland landscape of northern Poland it also has a “Gliding Mountain” at Fordon where it’s gliding traditions begun. Enough to say that until few “hot heads” with an early primary to share climbed this hillock few hundreds feet to try their flying skills the mountain was simply called “Czarna Gora” (black mountain). With the help from Tomasz I am compiling the early history of the air-

field and gliding activities at Fordon which I hope to share with VGC News readers in the next edition. The attached picture of the mountain as it is now with the statue of Icarus at its foot certainly requires further explanation.

The inaugural meeting of the VGC Bydgoszcz steering group took place in early December 2005. Lead by Tomasz the group comprising Krzysztof Jakubowski, Grzegorz Nadolny and Wlodek Paluszkiwicz met at café-restaurant “Tobiasz” in the Bydgoszcz city, whose owner is an ardent enthusiast of everything connected with aviation as is evidenced by many trophies and memorabilia amassed at the bar. The ambience and the atmosphere for the very first

Statue of Icarus at the foot of the mountain



researched and publicised more widely. Through its work the group also aims at establishing contact with pilots who trained and flew at Fordon with a view to making an archive of individual memories, stories and old photographs.

Report compiled by Jan Szladowski in England via e-mail and internet

* Piotr Puchalski wrote an article on his restoration work on SZD -19-2 "Zefir 2" in No 111 issue of VGC News

SWITZERLAND

from Daniel Steffan and Willi Shwarzenbach

We reported in the last VGC News about the Spyr 4 HB-336 which was brought by Fredy Gulz to the International VGC Rally 1974 at the Wasserkuppe and 1975 at Gruyères (Switzerland). Since that time it disappeared from flight activity. "SPYR" is the Swiss word for "SWIFT". August Hug designed the Spyr 1 (1931), Spyr 2 (1932), Spyr 3 (1934), Spyr Trainer (1940), Spyr 4 (1941) and Spyr 5 (1942). The Spyr 4 was a strong and performant glider for cross-country-flights. The span is 16,4m, flying weight 260 kgs and the L/D was claimed 1:30. However this was obviously too optimistic.

Two Spyr 4s were built, the Spyr 4 HB-328 was registered in 1941 and crashed in April 1950. Marcel Godinat owned this fine machine from 1941 to 1945. The Spyr 4 HB-336 was registered in 1942 and was then flown by various owners. Fredy Gulz sold it 1976 to Urs Villiger who started the restoration work. Until today this has well progressed but is not yet finished. In 1990 Urs purchased a closed trailer and stored parts of the glider in it. Unfortunately the thunderstorm "Lothar" turned it upside down and left some damage to its content. Urs lost a bit of his verve and the interest in leading the restoration to term. He decided recently to sell the full "stuff" to Thomas Fessler, a professional cabinet-maker and carpenter. Thomas is still involved in restoring the "Meise" HB-384. We are now confident to see this fine Spyr 4 back in the air one day.

75 years ago, the Swiss gliding movement stood at the very beginning and the best national performance flights were



Above: the condition of the Spyr 4 HB-336 after 30 years of restoration. Thomas Fessler
Below: Spyr 1 on the snowfield of the Jungfrauoch. Archives R. Sägesser
Bottom: Willi Farner is ready for takeoff in his Spyr 1 on the 3540 m Jungfrauoch in June 1931. Archives R. Sägesser
Inset: Difficult ground on the Jungfrauoch in order to bring the Spalinger glider to the launch point. Archives R. Sägesser



*Der Schweizer Flieger Farner auf H.1
 startet vom Jungfrauoch zu seinem
 Rekordflug von 1 Std. 43 Min.*



Spyr 1 after takeoff on the Jungfrauoch in June 1931. Vier Schweizer Fliegererzählen, 1934

more than modest compared with the international (mainly German) top performances as the comparison from end of 1930 clearly shows in the table below:

In June 1931 the Aero Club of Basel invited and supported a German delegation with the famous glider pilot Günther Groenhoff for the Jungfrauoch-Expedition, from 9th-20th June, 3460 mASL. When the Swiss glider pilots became aware of this fact, the Germans were already on the way from Basel to Inter-laken. No wonder that the Swiss could not accept that a German should have the honor of the very first launch in the Swiss Alps. Under the leadership of Jakob Spalinger a Swiss Jungfrauoch-

off. That was on Wednesday, 10th June 1931 at 14.13 h. The bungee launch failed. The all moving elevator hit the ice and broke off. The heavy "Fafnir" slid downwards and reached flying speed just before the break off of the icy slope. With half the elevator gone, Groenhoff managed luckily the difficult flight and did a safe landing at Inter-laken.

The next day, early in the morning Willi Farner was successfully launched on his brand new "Spyr 1". He found some lift and soared over an hour. An elevator defect forced him to shorten the flight and to land at Lauterbrunnen after 1h 43min, establishing a new National duration record!

The other Swiss pilots of the Expedition were Oskar Baroni, Emil Traxler (both on Spalinger S 11) and Hermann Zollinger (Spalinger S 9). They all did remarkable flights, either from the Joch as well from the "Kleine Scheidegg". On the last day of the Swiss expedition, 16th June, Willi Farner reached Sarnen, distance 52 km from the Joch.

Groenhoff did all in all 4 flights, but at the 3rd launch he lost control of the rudder but again landed the "Fafnir" near Inter-laken.

Rudolf Sägesser, (92) at that time a 17 years old apprentice was involved in the finishing work on the "Spyr 1" 15 m span, empty weight 112 kgs. He remembers having accompanied the pilot Willi Farner to the Jungfrauoch and been responsible for the maintenance and the repair of the gliders. Later, Ruedi cut out all available newspaper-reports about the Joch



December 1930	Swiss National records	International records
Duration	1 hour 6 minutes	14 hours 43 minutes
Distance	16 kilometres	164 kilometres
Altitude	250 metres	2'560 metres



and he is still keen to show this collection.

AeroRevue, the The Swiss Aviation-Magazine celebrates this year their centenary.

The cover-page of the issue January 2006 shows (instead of a cover-girl) the Fauvel AV-36 Monobloc HB-568 flying wing. Charles Fauvel from Cannes, France, designed the AV-36 in 1950. The span was just 12 metres and the empty weight 135 kilograms. The prototype flew on the 31st December 1951. Eric Nessler realized a long distance flight over 460 km in July 1952. This performance impressed many pilots and three AV-36s were home-built and registered in Switzerland between 1957 and 1961 (HB-532, HB-560 and HB-568).

All three Swiss Fauvels survived but only one of them is at present airworthy: This is the Fauvel AV-36 HB-568 produced by the team Suter, Polla, Baltensberger, Luedi and Saegesser. The first flight, 2nd June 1957 ended in a trench and the canopy was smashed. The second flight was successful. The HB-568 was grounded in 1967 after 219 starts and 95 flying hours. 22 years later someone decided to burn this AV-36 but just before, luckily, Pierre-Alain Ruffieux took it over, brought it to Montauban (France) where the restoration began.



Left: the perfect restored Fauvel AV-36 HB-568 is owned by the group, Les Ailes du Passé, simples'. Raymond Clerc
Inset: front cover of the AeroRevue issue December 2005 / January 2006
Above: the AV-36 HB-568 under construction. The main spar was delivered by Maalberg in Lauterach at Bregenz (Austrian). Egon Polla
Right: Pierre-Louis Ruffieux, the eldest son of Pierre-Alain Ruffieux, beside the Fauvel AV-36 HB-568. Raymond Clerc



However, one day the Fauvel felt from the roof of the workshop. This created again much damage. Michel Mahé in Rennes, France, started 1992 to rebuild a "new" AV-36 out of the wreckage and in 1999 it was brought back to Switzerland, this time in one piece. Pierre-Alain and his two sons finished the wing and the first flight took place in 2001. Pierre-Alain Ruffieux fulfilled a remarkable effort in bringing the HB-568 back in the air. Congratulations!

Koen Van Rooy, Belgium informed us, that finally his Spalinger S 15 k OO-ZIW will be repaired by SZD Jezow, Poland. There is more work to do on this glider than initially expected, as certain caseine glue failures, due to damp, appeared. The restoration should be finished at the end of the year.

Willy Fahrni, on request from Koen, could assist him with the documents of the (not airworthy) Spalinger S 15 k HB-327. We look now forward to see the Swiss/Belgium Spalinger S 15 k back in the air. The S 15 k was the first Spalinger design using a strutted gull wing. We assume that Jakob Spalinger was influenced by the gull wing of the Fafnir which he had seen on the Jungfraujoch in June 1931.

USA

We are glad to hear that Bob Gaines, of Jasper, Georgia, has been spending the winter restoring his Petrel at his workshop at home. This was BGA 418, which received its BGA C of A in 1939. It was the second of the three Petrels built. It came 5th in the 1939 British National

Contest at the Derby & Lancs GC, when it was flown by P.M.Watts. Bob is thinking of restoring it to its original clear varnished plywood and transparent doped fabric (its original 1938 finish) if its condition below its present paint allows him to. He is also renewing its canopy. It should be going to be a magnificent sight when finished. It is now obvious that some wooden aircraft builders do exist in the USA. (especially after the appearance at the IVSM of Jeff Byard's magnificent 1938 designed Baby Bowlus, which won the First Restoration Prize at the IVS Meet, Elmira 2005.) - CW

A gliding tradition: - from Lee Cowie
 Many gliding clubs have traditions that other clubs may not understand. The Wabash Valley Soaring Association (Midwestern USA home of the VGC) has a tradition to fly every News Years Day if at all possible. They have flown in rain and they have flown in snow and on rare occasions they have even had soaring conditions. 1st January 2006 dawned windy and overcast. The wind was out of the Southeast and when Mary Cowie made the first flight of the year, the ceiling was under 2000ft. But that didn't



Above: Mary Cowie made the first flight of the year in her ASK 18
Below: Leland Cowie flew his Grunau baby with the closed canopy. Photos: Lee Cowie



matter, as she was flying. All day the overcast lifted and by the time flying stoppd for the day people were getting 3,000ft tows. A club ASK 13 made the most flights and was flown by the most different pilots. The higher you got the stronger the winds were, and a Grunau baby made one circle in lift and gained some altitude but spent the rest of the flight flying into wind to get back to the field. Following the flying it was time for a party, but maybe that was the reason we went to the airfield in the first place....■



30 years ago

The 3rd International Vintage Glider Rally

19th to 26th July 1975 at Gruyere in Switzerland. By Karl-Heinz Kellermann, Wasserkuppe Vintage Glider Club

In the Spring 2005 issue of the VGCNews, no 114, Karl-Heinz Kellermann provided us with a report on the 2nd International Rally at the Wasserkuppe. Here, he has once again provided us with a captivating view of the 3rd Rally, in Gruyere, Switzerland. Many thanks to Karl and also to Colin Anson who translated it for us.

At the 2nd International Vintage Glider Rally of the VGC on the Wasserkuppe in 1974 Willi Schwarzenbach had already extended an invitation to all Vintage Glider friends, to come to Switzerland for the next Rally in the following year (see Wasserkuppe Oldtimer News OSC-AKTUELL No.25). The formal invita-

List of participants sorted by country				
Pilot	Nationality	Glider Type	Reg.n	Year built
Aeberli Eugen,	CH	Hütter 28	HB-223	1935
Badertscher Martin,	CH	Moswey 2A	HB-257	1937
Bischof Willi,	CH	Moswey III	HB-374	1942
Bruttishausen Martin,	CH	Spyr 4	HB-336	1941
Buricod Georges,	CH	Meise	HB-381	1939
Derendinger Alois,	CH	Moswey III	HB-373	1942
Egger Peter,	CH	DFS Meise	HB-388	1937
Fliss Georg,	CH	Spyr Va	HB-509	1943/44
Frei Jost,	CH	Weihe 50	HB-530	1938
Notter Rene,	CH	Meise	HB-384	1939
Roth Werner,	CH	Spalinger S 19	HB-225	1937
Schäfli Norbert,	CH	Moswey 3	HB380	1943/44
Schwarzenbach Willi,	CH	Spalinger S 18 II	HB-411	1935
Von Arx Werner,	CH	Minimoa	HB 282	1936
Ziermann Attila,	CH	Moswey 2A		1936
Frey Günter,	D	Olympia Meise	D-0042	1937
Martini Erwin	D	Olympia Meise	D-7504	1937
Müller Max,	D	Minimoa	D-1163	1935
Scheurer Hermann,	D	Grunau Baby IIb	D-7087	1933
Tschorn Werner,	D	Weihe 50	D-7080	1938
Walter Thomas,	D	Grunau Baby IIb	D-1197	1933
Zöller Adolf	D	Libelle L10		1954/56
Davidson John,	GB	Petrel	BGA 418	1938
Jones David,	GB	Rheinland	BGA 1711	1937
Hull Edward,	GB	Slingsby Kite 1	BGA 394	1935
Morgan Rodi,	GB	Grunau Baby IIb	BGA 578	1933
Munro Angus,	GB	Weihe	BGA448	1938
Russel Francis,				
Saw Graham,	GB	Rhönbussard	BGA 337	1934
Wills Chris,	GB	DFS Kranich	BGA 1092	1935

tions were sent out in March 1975. The organisers introduced themselves as the Association of Gliding Veterans of the Swiss Aero-Club. The invitations took the following form (excerpt):

Purpose of the Rally

- promotion of international contacts among vintage glider enthusiasts and exchange of information.
- exhibition of gliders of historical interest on the ground, and demonstration in flight for a wider public.

- recreational and comparison flights in the vicinity of the airfield.

Organisation

- patronage: Association of Gliding Veterans of the Swiss Aero Club
- preparatory arrangements: Central Secretariat of the Swiss Aero Club
- Rally Director: J. Frei, Monthey, in co-operation with the airfield management and some of the old-timers.

Location and Dates

- Gruyere Airfield
19th to 26th July 1975.

“La Gruyere” was the ancestral possession of the once mighty counts of Gruyere (Greyerz), their seat being the eponymous castle and small town. The population of this lovely area is still mainly engaged in dairy production and continues to observe the old traditional



*Chris Wills's Kranich II.
Photo: K.-H. Kellermann*



25 km away to the South-West as the crow flies. 5km to the North is the southern end of Lake Greyerz.

The "Gesellschaft zur Förderung des Segelfluges auf der Wasserkuppe" (Association for the Promotion of Gliding on the Wasserkuppe) was represented at Gruyere by Karl-Heinz Kellermann (Vice President) and Karl Aha (Director of the Gliding Museum) with their wives, but unfortunately without a vintage glider as the Oldtimer Segelflugclub Wasserkuppe (OSC) ("Wasserkuppe Vintage Sailplane Club") did not yet exist.

Operational

Jost Frei and Willi Schwarzenbach gave a daily briefing about operational arrangements, launchpoint organisation, weather, peculiarities of flying along the edges of, and into the Alps. The daily programmes for excursions and sight-seeing were introduced by Mr.R.Dumas. During the first briefing the rules for hillsoaring were discussed in detail, because on the slopes of the "home hill" by the side of the airfield you can gain several hundred meters of height even in the absence of thermals and in light winds, and stay up. Even the weather god was merciful, and granted flyable conditions for 5 days running, except for one day. Small tasks were set for the pilots, such as duration flights, spot landings and estimates of the size of fields (length and width) in the vicinity of the airfield. For these latter tasks the markings of target fields were constantly changed. All the pilots found it to be a special experience to be able to fly in this attractive landscape almost within touching distance of the alpine moun-

values. Only during the last two decades or so has there been an increase in tourist and industrial development. Gruyere airfield was originally opened for powered aircraft use. Apart from some brief meetings, a permanent gliding presence was only established quite recently. After gratifying further development, supported by local interest, the local organisation is about to finalise its affiliation to the Swiss Aero Club.

Gliding Conditions

clear of airways and control zones, are favourable for our Rally:

- in the hilly areas to the West and North of the airfield, good thermals often until late afternoon, and good outlanding opportunities.
- along the pre-Alpine ranges, slope lift and detachment of thermals, merging

into alpine gliding conditions suitable for experienced pilots complying with meteorological advice.

The above excerpts are from the exhaustive 4-page invitation handed to interested parties, together with registration form and brochures "La Gruyere" and "La Gruyere Aerodrome". The following stipulation among the conditions for participation is of interest:

- All types of glider developed prior to 1945 qualify for registration, which includes faithful replicas of later date!

The small town of Gruyere with its castle is situated on a hill in the French-speaking part of Switzerland. The capital city of the Kanton is Fribourg (Freiburg). The eastern end of Lake Geneva is about



Top: Minimoa of the Oldtimerclub Munster.
 Photo: K.-H. Kellermann
Above: Rodi Morgan's Grunau Baby II;
Foreground right: Eugen Aeberli, K.-H. Kellermann getting ready to launch.
 Photo: Karl Aha
Right: Angus Munro's Weihe.
 Photo: K.-H. Kellermann



tains. There were several flights exceeding 6 hour's duration. The longest, prizewinning flight of over 6 hours was achieved by Erwin Lehmann flying the Moswey III.

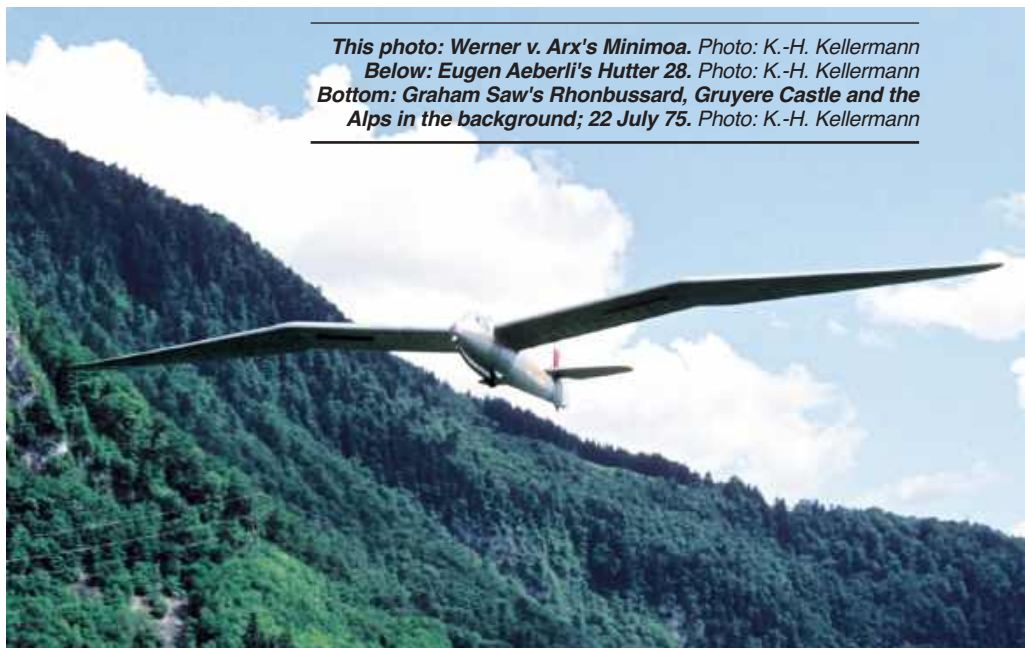
At the end of the Rally the organisers were able to heave a sigh of relief. There had been no accidents, except for a spinning incident during hill soaring due to insufficient speed, fortunately without serious consequences as there was enough height to recover. Supplementary Programme during the Rally:

The following bad-weather and leisure programmes were offered:-

- visit to the Nestle chocolate factory at Broc, to a cheese production exhibition at Epagny and to "Gruyere" castle.
- excursions to the summit of the "Moleson" (2002m) by cable car, the
- "Valsainte" monastery (no entry for ladies) continuing with a visit to an Aim restaurant; also an excursion to the Lucerne Traffic Museum.
- excursions to the market at Bulle and to the Kanton capital Fribourg.

On the first evening we gathered in the "Tea Room" at Gruyere Castle for a companionable cheese fondue. Other communal events included a "Banger-and-Beans Evening", and a Swiss "Raclette" in the hangar on the final evening. Willi Scharzenbach gave a showing of his transparencies, and Chris Wills of historical films (rally at Davos with bunjy launches and powered aircraft performing aerobatics. We also saw the video transcription of a film made by Gunter Brinkmann during the Vintage Rally on the Wasserkuppe in 1974.

On July 23rd the veterans of the Swiss Aero-Club paid us a visit and admired



*This photo: Werner v. Arx's Minimoa. Photo: K.-H. Kellermann
Below: Eugen Aeberli's Hutter 28. Photo: K.-H. Kellermann
Bottom: Graham Saw's Rhonbussard, Gruyere Castle and the Alps in the background; 22 July 75. Photo: K.-H. Kellermann*



the old "plywood birds".

During a meeting of the pilots it was decided that the 1976 Vintage Rally will take place at Dunstable/England. In 1977 the Oldtimerclub Munster would like to organise the Rally. All participants received a Souvenir Diploma.

On the final evening Willi Schwarzenbach presented our President, Chris Wills, with a large Swiss bell with the stipulation that it shall be used to "ring in" the start of all future Vintage Glider rallies, and "ring them out" at the close. This has indeed been done ever since.

Chris Wills invited all those present to England for 1976 and closed the "3rd International Vintage Glider Rally" by ringing the bell in accordance with the new regulation; quite a sweat, considering the size of the bell. ■

YOU MUST REMEMBER THIS

Part Two

(How we learned about sailplanes - from our mistakes) By Martin Simons

(Notes from a talk at the Friedrichshafen Aero 2005. The copyrighted drawings used to illustrate this item were extracted, with permission, from the three volume series 'Sailplanes' by Martin Simons, published by Eqip Werbung & Verlag, Hauptstrasse 276, 53639 Königswinter, Germany. Together, these volumes contain approximately 360 similar drawings and many photographs. The books may be purchased from the publisher via E-mail <eqip@eqip.de>.)

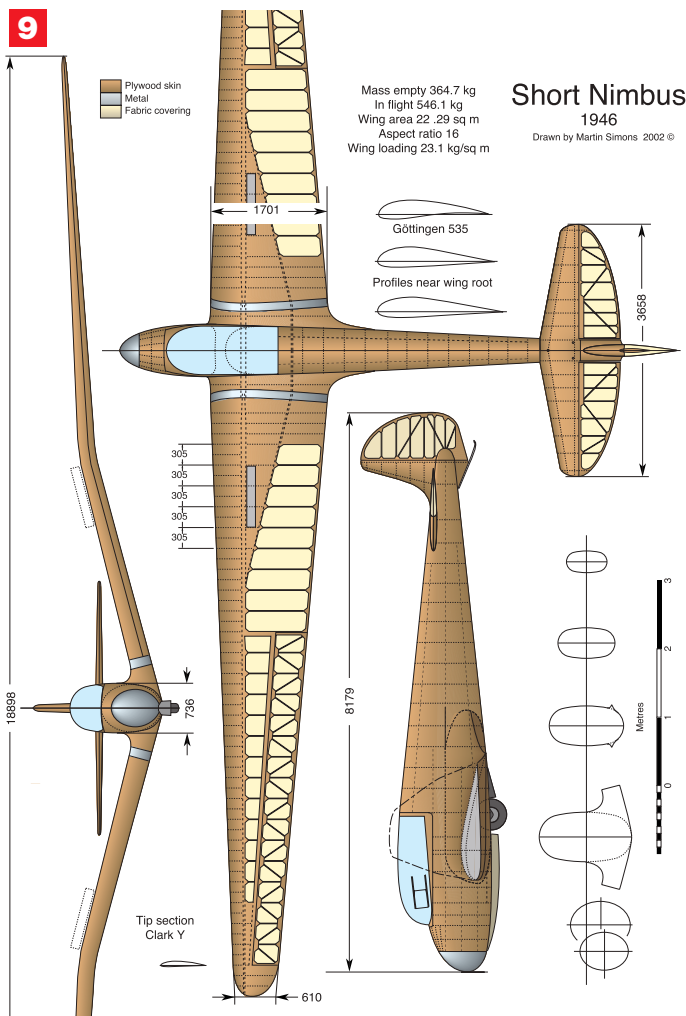
9 The Short Nimbus

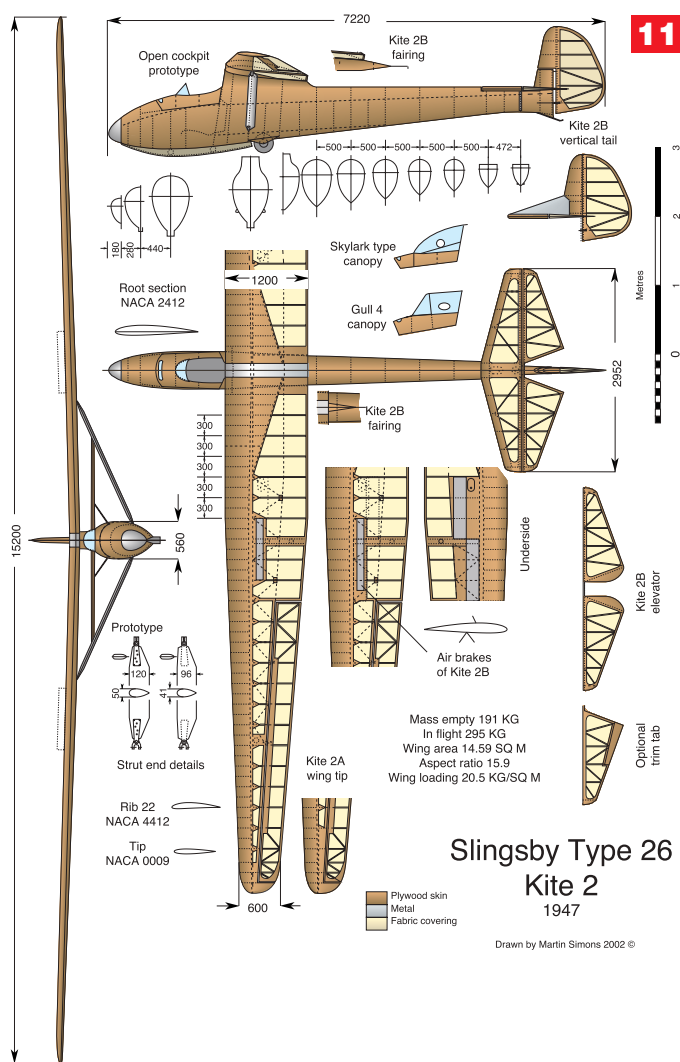
In 1947 The British Gliding Association announced a design competition for a high performance two seat sailplane to allow advanced instruction in cross country flying. It was supposed to be a design contest on paper. No actual prototype was required. The Short Nimbus was already flying. It had been built at Rochester in the workshops provided by the Short Aircraft Company. It was 2 feet (~610 mm) larger in span than the specified limit and should, if the rules had been applied strictly, not have been admitted to the competition. It nevertheless won third prize. It was unusual in several ways; the most obvious was the low wing mounting. This gave some aerodynamic trouble with flow separation and tail buffeting at low flying speeds. This was never fully solved. It also made difficulties in the cockpit. The rear seat was above the main spar, which, with the fully upright posture for the pilots, increased the height of the fuselage considerably. The Nimbus

was bigger and heavier than other two seaters in common use at the time. It required more powerful launching winches than were available to clubs in England. (They were mostly using war-surplus balloon barrage winches.) It would have been costly to produce, and the performance was not very good. Only the prototype was ever built. It was never flown very much, lay neglected for years, and apart from a brief resurrection in 1957 has been allowed to lie idle ever since.

10 The Kendal K-1

The winning design in the BGA competition was by Hugh Kendal; the Kendal K - 1, which looked promising. On paper, it was all wood, had NACA 5 digit wing profiles, side by side seating for the pilots in semi-reclining position, an all-moving tailplane with anti-balance tab and a landing wheel. A lot of care was taken to prevent the strongly tapered wing from tip stalling. If it had been built like this, it would very probably have done well. I have no drawing to show here. A photograph will have to do. Perhaps it was unfortunate that before being built the K - 1 was completely re-designed. New NACA low drag profiles were adopted, very ambitiously aiming at 60% laminar flow in the boundary layer. The fuselage was shortened by 1.22 metres with an all-moving V tail. These changes may have been the first mistake. In a far-sighted but premature decision, it was then decided to make the wing in fibre-reinforced, thermosetting plastic. The fibre was asbestos, tailored felts, laid up in heated concrete moulds. The material, devised by RAE at Farnborough, had been tested and seemed to be excellent. A test wing for the K - 1 was built in the Miles Aircraft factory at Redhill in Surrey. Hearsay has it that George Miles at this time used to carry a sample of the plastic material in his pocket to demonstrate, when asked, how strong it was. One day he was embarrassed when his sample cracked and crumbled as he took it out to show. Whatever the reason, the plastic wing collapsed under structural test. The decision was taken to build the K1 in wood. This was done by Elliotts of Newbury. Test flying began in 1954. It became apparent very soon that the handling was quite unsatisfactory, indeed, dangerously so. Recovery from a spin found the glider emerging semi-inverted in a steep dive with the airspeed rising far above the allowed limits. Despite desperate attempts at modification, the K - 1 was never made safe and was never awarded a certificate of airworthiness. One of the other entrants for the BGA competition, which won fifth prize, was built in two examples, the Harbinger. One of these, built by Fred Coleman, is still airworthy; the other is in a Canadian Museum.

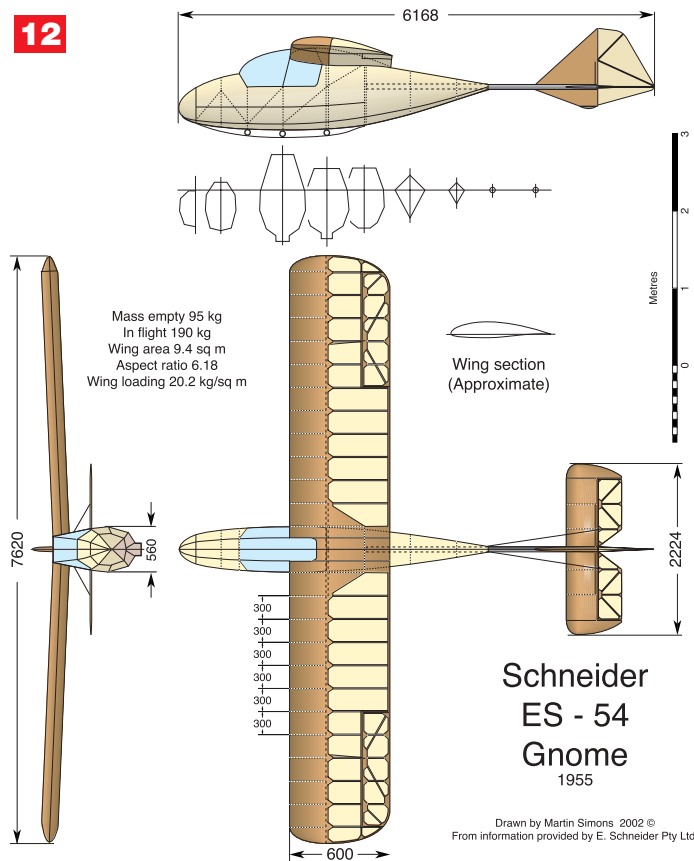




11

Slingsby Type 26
Kite 2
1947

Drawn by Martin Simons 2002 ©



12

Schneider
ES - 54
Gnome
1955

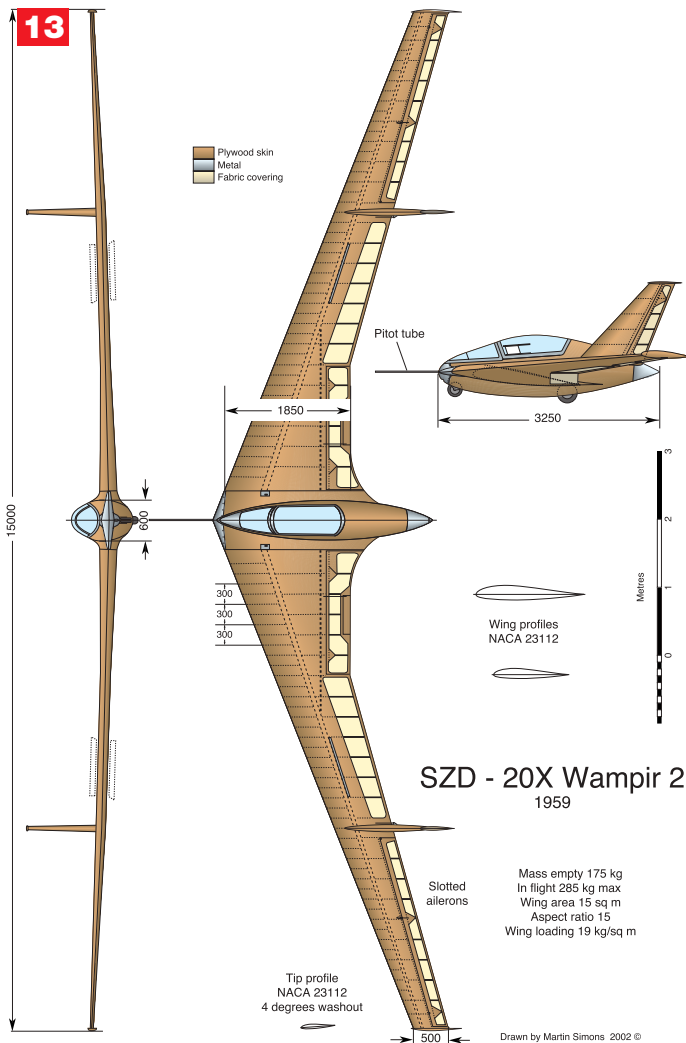
Drawn by Martin Simons 2002 ©
From information provided by E. Schneider Ply Ltd.

11 The Kite 2

In the period just after the end of World War 2, Slingsby urgently needed a sailplane for sale to gliding clubs. His chief rival in the market was the Olympia, being built in quantity by Elliotts of Newbury and selling well already in 1947. The Olympia was an excellent sailplane but not very easily repaired when broken. It was decided to produce a simpler and more robust aircraft, a new version of the pre-war Kirby Kite. The Kite 2 prototype was flying in 1948. The prototype Kite 2 was sent on a promotion tour of English gliding clubs. With its strut-braced wing, open cockpit, spoilers rather than brakes, it was not especially impressive. The tail unit hardly changed from the old pre-war style and had no elevator trimmer. The performance was not as good as the Olympia. It might nonetheless have suited the clubs as a sailplane for less experienced pilots. Unfortunately, during the demonstration tour, the prototype span into the ground from several hundred feet while slope soaring at Camphill. It was totally wrecked, fortunately without injury to the pilot. Examination of the outer wing design revealed inexplicable changes of profile and angles of incidence over the outer two metres of the span. Tip stalling was almost inevitable. With the wings modified, about a dozen were eventually sold at a discount, but there could be no comparison with the Olympia. It was the worst possible beginning for a new club sailplane and the Kite 2 never recovered.

12 The ES 54 Gnome

There was a vigorous campaign in the nineteen forties and fifties, for small, cheap sailplanes. The most vociferous advocate was the Australian pilot, Fred Hoinville. Edmund and Harry Schneider, who had emigrated from Grunau to Adelaide and had their glider factory there, resisted the pressure until it seemed to Harry in 1955 that it might be worth building a very small sailplane with one of the NACA low drag laminar flow profiles, to see if the performance gain was sufficient to make such a sailplane acceptable on the market. The result was the Gnome, 7.62 metres span, which flew in 1955 with Harry himself in the cockpit and Hoinville as a witness. The Gnome was quite safe in flight, handled well, but the performance was so limited that it seems to have silenced Hoinville. The campaign for small gliders ceased. Hoinville himself died in a motor glider accident a few years later. If he had lived, he might have seen hang gliding as his vindication.



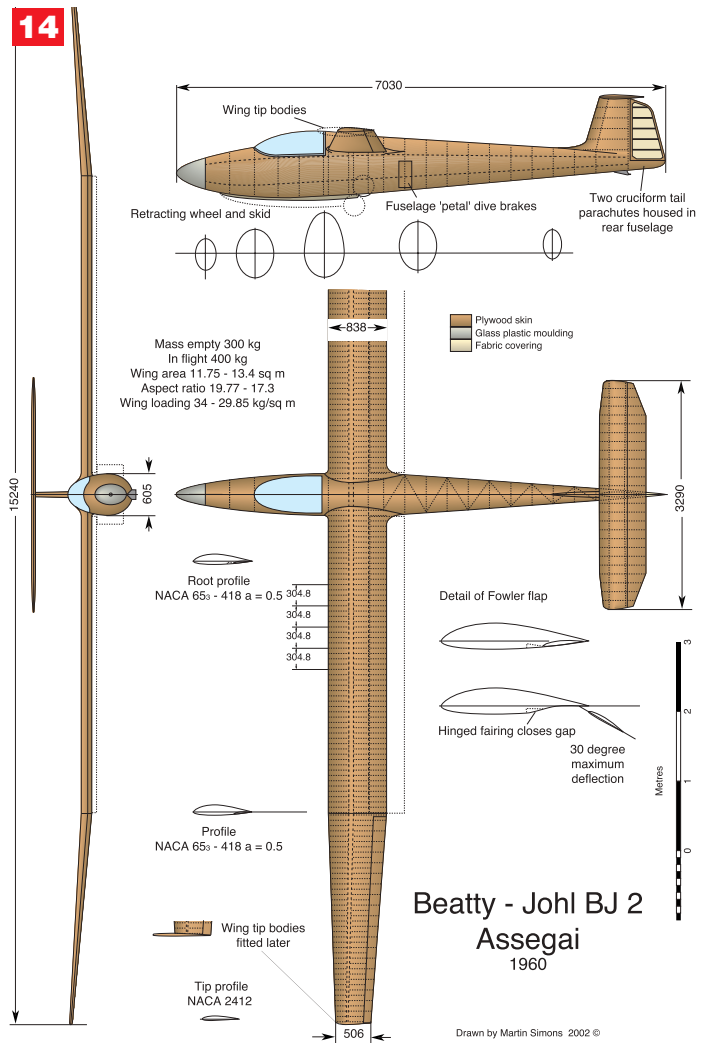
SZD - 20X Wampir 2
1959

Mass empty 175 kg
In flight 285 kg max
Wing area 15 sq m
Aspect ratio 15
Wing loading 19 kg/sq m

Drawn by Martin Simons 2002 ©

13 SZD-20X Wampir

The SZD 20X was the last of a series of Polish experiments with unusual sailplane layouts: the IS 5 Kacka (Duck), a canard, and the IS - 6X Nietoperz, (Bat), tailless with whole range of different control systems for trial. It was thought at last that enough had been learned to go ahead with a tailless design that would handle as well as an orthodox sailplane. The performance ought to be better with no drag from the tail or rear fuselage. The reality was quite different. Take off from anything but a perfectly smooth runway proved almost impossible. When rotating for take off, the sweepback allowed both wing tips sometimes to hit the ground together and cause a sharp forward pitch. Many starts ended in ground loops when one wing went down and would not come up again. During aerotows, to get into the slipstream of the tug led to nearly complete loss of control. When approaching to land the airbrakes caused serious, barely controllable trim change. After some few flights, the very first stalling test produced an irrecoverable spin. The pilot, Adam Witek, bailed out safely. Experiments with tailless sailplanes ceased in Poland, apparently forever.



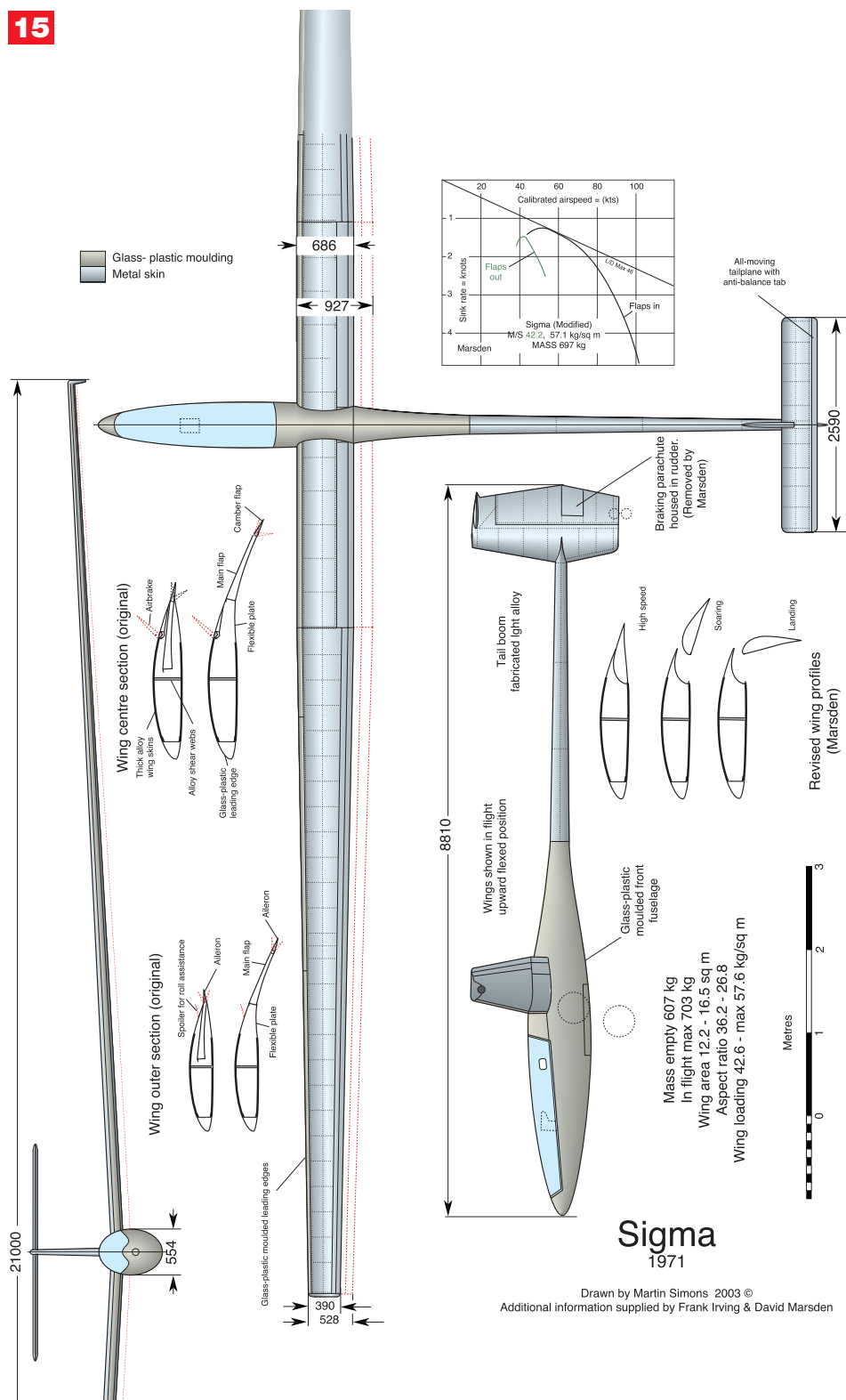
Beatty - Johl BJ 2
Assegai
1960

Drawn by Martin Simons 2002 ©

14 The BJ - 2 Assegai

It may be thought unfair to say the BJ - 2 was a mistake. Pat Beatty won the South African National Championships with this aircraft in 1960, and made a series of brilliant times round large triangles, although, for bureaucratic reasons, these records were not recognised internationally. The idea was to deploy large slotted Fowler flaps over the inner two thirds of the wing, to bring the stalling speed down for circling tightly in thermals, then retract the flaps for very good glide ratios at high speeds. There was a parachute airbrake and two fuselage-mounted air brakes. The flaps did bring the stalling speed down but the climbing performance when they were out was not good. By far the largest source of drag at low flying speeds, as when thermalling, is the vortex-induced drag caused by the crosswise airflows near the wing tips. This is more than all the rest of the drag put together. When Fowler flaps like those of the BJ - 2 are deployed, a new, powerful vortex is generated at their outer ends. It is almost like having a wing with two tips. There is a very substantial increase in total drag and the rate of sink is much increased. In strong thermals this might not matter much, but in strong thermals it is not usually necessary to turn so tightly anyway. The rate of climb, which is what counts, is better without the extra vortex drag, even if the sailplane has to fly with large radius turns. When the BJ - 2 came to England for the 1965 World Championships, with a very experienced pilot, Bert Domisse, it placed 34th out of 41 entrants in the Open Class. The BJ - 2 was of course not the last sailplane to fly with variable area wings. But no one now uses partial span Fowler flaps. If there are to be flaps, they must extend across the entire span.

15



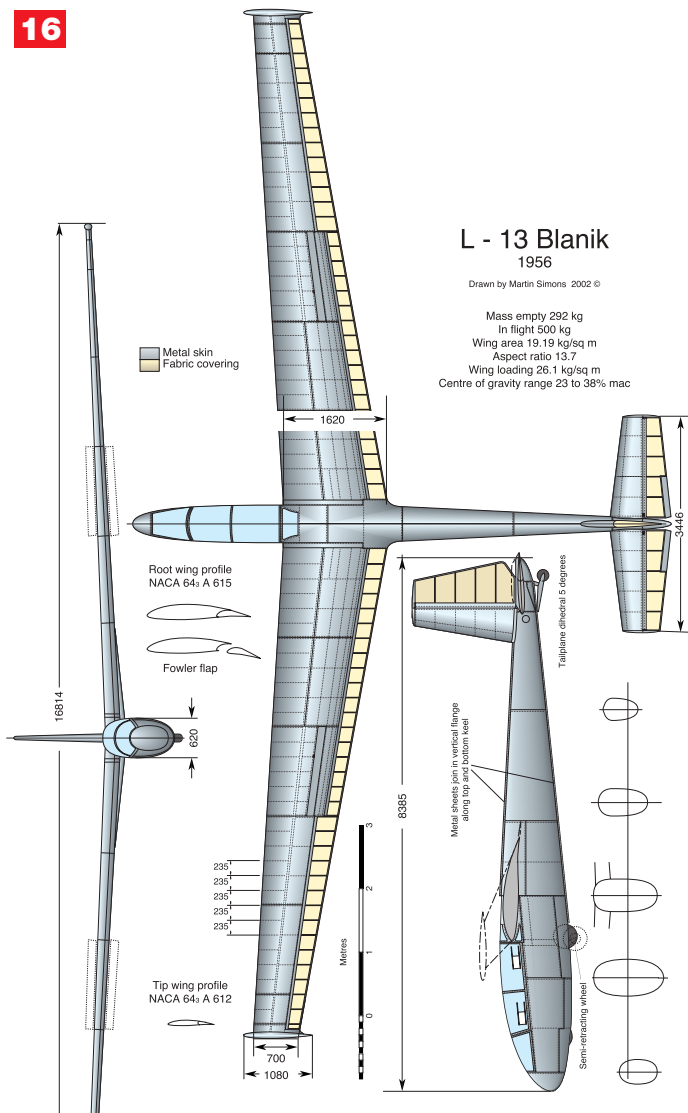
15 Sigma.

The fundamental idea behind the Sigma project was, like the BJ - 2, to have the advantages of a low wing loading when soaring, with small radius turns and low rate of sink. After the climbs, the wing area would be increased greatly by retracting flaps for fast, flat glides. This time, the flaps would extend across the whole span. The project began with high hopes in 1966 when a committee was formed to put Britain once again in the forefront of sailplane design. The committee members, very distinguished pilots and engineers, knew well that design by committee was to invite failure. Preliminary studies laid down general guidelines. Variable geometry was seen as the

best way ahead. At this time the possibilities of building such a sailplane in plastics seemed remote. Metal construction was chosen. A new low drag profile with hugely extensible flaps was designed and tested by F X Wortmann in Stuttgart and a qualified chief designer was appointed. As the drawings began to emerge it would be wrong to say that the Committee agreed enthusiastically with their designer about the flap mechanism, but they did not intervene. Construction began in a workshop provided by Slingsby in Yorkshire. Things went seriously wrong in November 1968 when the factory fire at Slingsby's destroyed the partly built Sigma and all the jigs and tooling. The chief designer departed from the project soon afterwards, though the fire was not his fault. Work began again at Heathrow in a spare hangar. The first flight was made in 1971 at Cranfield. Difficulties were immediately apparent. There was rudder flutter. Sealing of the large flaps was never satisfactory, which spoiled the performance. Far more serious was the fact that the flaps proved virtually immovable in flight. They were supposed to be driven by a hydraulic system, the pilot required to pump up the pressure from time to time by disconnecting the rudder and pushing on the pedals like a rower in the Oxford/Cambridge boat race. Even with this power, the flaps were reluctant to move. The whole basis of the project was destroyed. There was no prospect of adequate financial resources to carry out what was evidently needed, a thorough re-design and rebuilding. At last in 1977 the Sigma project was wound up. David Marsden in Canada undertook to develop the aircraft further. He replaced the Wortmann flaps with simpler slotted flaps. With these the Sigma proved satisfactory, performed well, and is still active in Kansas, having broken some records there.

However, by this time such types as the Nimbus 3 and ASW 22 were in production and if the Sigma had any advantage in performance it was hard to demonstrate. Helmut Reichmann won the 1978 World Championships in the 15 metre SB 11 which had the Wortmann type flaps, similar to those of the Sigma. But Reichmann said afterwards that any performance advantage was insufficient to show up in practice and the flaps gave the pilot too high a work load, distracting from the more important business of finding the best thermals. The same would probably be said about other wonderful experiments with variable geometry like the Darmstadt D 40 and the telescopic winged FS 29.

16



16 The Blanik

How can the famous Blanik be included in a description of faults and mistakes? The type had enormous success and was one of the most popular two-seater sailplanes ever. Production ran into thousands. The mistake was that most of the customers did not see, or did not read, or did not take sufficient notice of, the detailed information available from the manufacturers. The all-metal Blanik was designed for a fatigue life of 3000 hours or 2500 hours if used for aerobatics, a maximum of 15,000 launches and a useful life of 25 years on the calendar.

This might have been adequate for European gliders. 3000 hours, in fact, applied also to the earlier glass-plastic sailplanes in Germany. In Australia, about a hundred Blaniks were in regular use and they were often used for aerobatics. The soaring weather is usually good and the bigger gliding centres operate continuously. It is fair to say that no one was even slightly concerned about metal fatigue. In August 1976 a bulletin was issued by the Czech airworthiness authorities drawing attention to the limitations. When, in March 1977 the Australian government authority remembered to pass this bulletin to the Gliding Federation, all the older Blaniks in the country were grounded overnight. It was a serious blow to the larger clubs who relied on them for all their training, including full-time courses. For some smaller clubs it meant instant bankruptcy because their precious sailplane was suddenly worthless. The loan they had taken to pay for it, could not be

maintained because no flying fees were coming in. I remember this particularly well because, as editor of the magazine Australian Gliding at the time, in April 1977, I included a hasty stop-press item in which I said the 3000-hour limit had been known for some time. Indeed it had. I knew it. What I did not know, and never thought to check, was the detailed flight statistics of the Blanik that I sometimes flew myself, and took passengers in, at Waikerie. For that aircraft the total was something over 10,000 hours. I, and everyone else concerned with our magazine, was served with a defamation writ for publishing what we did, the implication being that the importing agent had known of the limitations and had omitted to inform his customers. The matter never came to court. Some of the Australian Blaniks were scrapped. Those surviving still (well beyond the 25 years now) are subjected to careful inspections and allowed to continue in use if all is well, as it usually is. A few have been modified. By the way, have you checked the design fatigue life on your own sailplane?

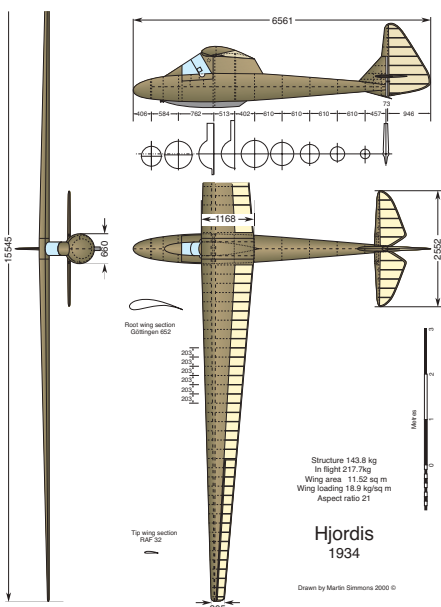
**Snippets
Hjordis/ King Kite**

CW wishes to comment on the Hjordis and King Kite information, as given by Martin Simons on pages 34 and 35 of VGCNews no.116 winter 2005, and feels that he ought to reveal it as he had received it first hand.

MUNGO BUXTON did design the Hjordis for his friend M.P.A.Wills, who was his best friend at school and who had married Racey Fisher the daughter of Admiral Sir William Fisher who, after being the C in C Mediterranean Fleet became C in C Portsmouth in 1937. She was Philip Wills's wife Kitty's First and Second Cousin.

The Hjordis was the Nordic Heroin, who slew the Dragon FAFNIR, which was the name given to the most beautiful and successful high performance sailplane, which was designed in 1930 by Lippisch but, in 1935, when the Hjordis was built, the Fafnir was already confined to the Berlin Museum, where it was destroyed by British bombs in 1941, although why it had not been evacuated to Krakow together with many others of the museum's aeronautical exhibits is beyond imagination. The Hjordis was a very brilliant revolutionary glider design incorporating many new ideas. The first was pendulum lateral stability for the wings, which did the same job as dihedral. The fuselage was carried by a neck from the wings which were giving almost all the performance they were capable of. Speed was then needed for the new art of cross country flying and so, it is a little strange that the slow Goettingen 652 profile should have been chosen. But this was the profile used for the Fafnir, Rhoenadler (then the best high performance sailplane in Britain) and for the little Scud 2, in which Mungo had flown to a height record in 1934 of over 8,200 ft in a thunderstorm above Sutton Bank. The wing was very clean and had the high aspect ratio of 21. Its wing loading of 19.9 kgs/sq. m was supposed to give it speed for cross countries. Mungo thought that the pilot's frame could fit into a circular cross sectioned fuselage and that the pilot's head could fit into the neck carrying the wings. There was no room to move the stick laterally in the fuselage. Lateral control was by means of a wheel. At that time in 1935, drag producing wing spoilers were only being fitted to gliders for the first time. (ie the new Rhoensperbers were actually being modified to have them during that year's Rhoen Contest!) So the only way to bring Hjordis down (other than by flying it very

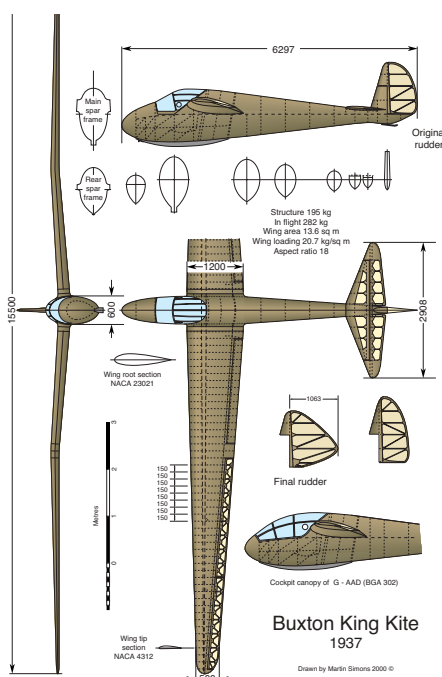
fast) was by side slipping. As the fuselage cross section was round, it did not produce drag, (the only side areas to produce drag were the fuselage neck and the fin) and thus the Hjordis would float forever side ways across fields during landings and, during the 1937 International Rhoen Contest, it actually ended up by going half in to a stream and could only be kept out of the water by its pilot sitting on its rear fuselage. We believe it was rescued that time by Thoby Fisher arriving with a team of Oxen, which retrieved it. During ground loops, it was possible that the fuselage neck broke, such was the leverage on it. The Hjordis was sold to South Africa but was never flown after the war due to glue failure. It



was seen stored in the hangar roof of the Rand Airport post-war. It is believed that the South African pilots did not think that it was fast enough for their conditions. In it, Philip Wills had held the second British National Distance record of 104 miles. (the previous one was 98 miles flown by Eric Collins in his Rhoenadler 32).

The King Kite. In 1936, Mungo Buxton, had written to the best Honours Graduates at Cambridge University asking if they could undertake the project. (*I have seen the letters. CW*). Most said that they did not feel able to manage it. However, one, a brilliant mechanical engineering Honours Graduate Peter Shaw, who knew nothing about aircraft, said that he would be prepared to try. Thus, Peter Shaw, as Chief Designer, and John Sproule, as Chief Draughtsman (who had had some experience working as a glider designer (on the CADET in 1936), were set up with their drawing

boards in a small design office, where they were occasionally visited by the 18 year old Thoby Fisher, who occasionally lent them a hand. Mungo Buxton was busy at that time carving out a career for himself in the RAF. Peter Shaw, with John Sproule keeping him on the rails, did a fantastic job of designing the aircraft. MUNGO, in RAF uniform, put his head round the door and was asked “which wing profile did he think they should use? Mungo said, “Oh, I should try the NACA 230 series”. This was a new American profile which had not been properly tested and was known to stall from its Leading Edge first. This is what got the King Kite in to trouble. It was the fastest wing profile in the world (used to assist the new art of cross country flying) and it was hoped to slow it up with flaps. The Akaflieds in Germany used this profile later as also did the Poles, the Americans (with the LK-10A, Schweizers) and the French. (Arsenal 4-111, CW-8-13 and CM 8-15 of 1949). All of them had “sharp stalls”, although the profile was successfully used for aeroplanes which do not have to be flown so slowly as gliders. None of the gliders ever used such a thick profile as the NACA 23021, which the King Kite had at its wing root. Fred Slingsby told Peter and John that they had to Gull the King Kite’s wings as this was the fashion that year. Mungo would never have gulled its wings (according to Thoby Fisher). It would seem also that no one ever checked the aircraft’s C of G. No one bothered about it at that time (according to Thoby Fisher). It was found that the rear fuselage twisted if



torque was applied to it. Therefore, the thickness of rear fuselage’s plywood was increased. After the spinning problem manifested itself, its rudder area was progressively increased, putting its C of G even further aft. Nevertheless, the aircraft at first revealed superb flight handling qualities and speed. It moreover had plenty of cockpit room for the pilot’s comfort which was something very rare at that time. Both Thoby Fisher and David Jones, when designing and building the new King Kite, said that its wings were not originally built with wash-in as Slingsby’s workers were not that bad. The problem was its Aft C of G as it sometimes spun and sometimes did not, perhaps according to its pilot’s weight. It must be said that later gliders with NACA 230 profiles often had vast wing area altering, as well as camber changing, flaps to make its low speed characteristics docile. (these gliders were FVA 11 EIFEL, ASENAL 4-111, JASKOLKA and CM-8-15 etc). CW did not think that the NACA 44 series profiles, used for the Slingsby Gulls, while offering a better speed performance, also were not docile at low speeds, as were the Goettingen 535 and 549 etc profiles. The first good, safe, NACA profiles for gliders were the post war NACA 63, 64 and 65 profiles.

During the first bungee launch of the British team at the Wasserkuppe, in 1937, the King Kite was never properly flying and rotated straight into the ground after the launch. Its pilot, Willy Watt, practically landed on his feet, unhurt. (Perhaps he was trying to follow Kurt Schmidt, who had just been launched and was climbing away in his incredibly slow Mu 13 “ATALANTE”, which had also flaps. (as if its low speed performance was not sensational enough already). A few days later, Willy Watt flew another King Kite all the way to Cheb (Egger) in Czechoslovakia, most of the way in cloud. The new King Kite was designed with its cockpit 2 inches further forwards to correct the C of G. They gave the wing less incidence on the fuselage and the wing had a modern Wortmann profile. The result was magnificent. It was an aircraft of real quality and had a better performance, (with its 16 m. span wing) than a Ka6. Dudley Hiscox, who was part of one of the three King Kite teams at the World Championships in 1937 on the Wasserkuppe, told CW that the original King Kite was very nearly an excellent aircraft. One only had to fly it slowly with a little flap lowered and it would not spin, as the whole wing outboard of

the flaps would be washed out. Thus Peter Shaw (not Fred Slingsby or Mungo Buxton) had managed to design a magnificent sailplane which was only got into trouble by the wrong wing profile, which was chosen by someone else. The brilliant Peter Shaw later died of Cancer during the war. It is a tragedy that the new King Kite is not still with us. Willy Watt, as one of the RAF's leading blind flying experts, was killed during the first week of the war, when taking off in a powered plane, blind at night, on a beam, which directed him through a hangar (so far as is known).

IN VGC NEWS No.116, Page 29, we congratulate Ian Wilson on being allowed to see a room in the Polish Air Museum's store, which we did not see when we visited there in 2004. Likewise, he apparently did not see the room that we visited. Thanks to our visits, it is now established that their MU 13 is a wartime built MU 13D-3 (and not a Mu 13 "Atalante" as it is sometimes referred to). The second ZURAW (Kranich 2B-2) has now been revealed. The only German glider which is still in question is the Weihe SP-029. As we think that we found a 1938 Weihe's canopy in the room which we visited in 2004, we hope that SP-029 will be revealed as a 1938-39 Weihe, of which, according to Hans Jacobs, 60 were built. Only two others exist in the World and these are in Finnish museums. In the other room, we established that the Rhoensperber is of the later version with the longer fuselage, and the Rheinland is of the 1938/39 production run, when 29 were built by Felix Kracht and assistants, in a small workshop behind the Schmetz Needle factory, until the outbreak of war stopped Rheinland production (before it

Chris Wills remembers the Scud 3 crashing even though he was just 4 years old at the time



became an ultra modern glider building factory which, during wartime, built 601 Meises.)

Concerning the SCUD 3 information on page 7 of the VGC NEWS 116, its accident was witnessed by C.Wills who was all of 4 years old. (He can remember it vividly.) It took off towards the Dunstable hill and climbed very, very slowly.

The wind was blowing down the hill and the Scud 3 was turned very steeply at the last moment to avoid going into the hill. It then disappeared out of sight low down having spun. There were cries of "B... y, power pilot" etc. Its repair by Ron Clear and friend went on well in to the war. After its repair, it was illegally test flown on a beautiful summer's day in hill lift. The Home Guard advanced upon them with bayonets fixed etc and the matter caused a great stir in the War Office. "a large German invasion glider had landed in Southern England" etc. However, when the excitement was ended, they were handed over to the civilian authorities and were locked up, with their shoelaces removed, in case they thought of cheating the hangman. Luckily for them, their judge was an ex WW-1 RFC (Royal Flying Corps) pilot who came out leniently in their favour with a £15 fine for Ron, and a Bound Over sentence for his friend, as gliding was illegal for civilians in Britain from Easter 1940 until Easter 1946. It took about six years to repair the Scud 3 which is now owned by Ted Hull. ■

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Pirat flys

Wednesday January 11, 2006 First post-restoration flight celebration for SZD-30 Pirat glider BGA No. 1470; BGA Competition No. 303; BGA code letters - CDX

For the last six months two members of the Newark & Notts Gliding Club have been undertaking the restoration of a Polish SZD-30 Pirat glider on behalf of the Newark Air Museum.

The SZD-30 Pirat glider was originally owned by the Polish A.F.A. [Air Force Association] Gliding Club and was

donated to the museum by Mr Cynalski. A member of the Newark & Notts Gliding Club collected the Pirat in May 2004. The single seat aircraft was allocated the BGA number 1470 and its first airworthiness certificate was issued on June 4, 1968. Until recently its last full inspection was in June 1999 when the



Log Book indicates that it passed with no problems.

Mike Davies a member of the Gliding Club took around fifty [50] hours to complete the restoration work and the project was managed by vintage gliding enthusiast Brian Waters, a well-known face in the world of aircraft preservation in the UK. Today's flight was undertaken by Mike Davies and was used to test the aircraft for its BGA [British Gliding Association] certificate.

"After so much hard work has gone into re-building the Pirat, it seemed a shame not to return it back to the air", commented Brian Waters. He concluded, "It is always a pleasure to work on such an unusual glider and now that it has been awarded its BGA certificate we hope to keep flying it on behalf of the Newark Air Museum for some years to come". ■



Left: SZD-30 Pirat on Winthorpe Airfield waiting for its first post-restoration flight. Top: Pirat is readied for its first winch launched post-restoration flight. Photos: Howard Heeley

Snippet Wasserkuppe 1974

VGCNews has received an article extracted from the Dutch publication 'Thermiek', sent by VGC member no 69, Ary Ceelen. He has given us per-



mission to publish some of the photos from that article and says that "Chris Wills knows all about that special meeting, with a small international group and 'real Vintage Gliders'". He particularly wanted us to see the picture of a very youthful Chris Wills glueing a sticker of the KNVvL onto the tail of the former Dutch (Hans Disma) Minimoa, PH-390. ■



A BRIEF HISTORY OF French gliding

French Gliding started officially in 1922 (as did British Gliding) with the First Experimental Congress at Combegass, in which no less than 50 gliders took part. Eric Nessler, who is considered as the Father of French Gliding, took part with his self-built biplane glider.

In 1930, the AVIA Society was founded by Abrial Fauvel (of the flying wings), Jarlaud and Nessler with the aim of designing the gliders that the young French Gliding Movement would need. They had become inspired after visits to the Wasserkuppe. In 1932, was the birth of Algerian Gliding and the first AVIA 41P was designed in great secret. It was flown for the first time on the 7th of December by Georges Bouvier. This was an 18.75 metre wing span high performance strutted sailplane, which had been very much inspired by Kronfeld's WIEN. It weighed 165kgs empty. Unfortunately, this sailplane was too expensive to build and only five of them were completed. Nevertheless, it was France's first World Class sailplane. On the 17th April 1938, Eric Nessler flew the first prototype 397km from Beynes to Chatellaion Plage for the French distance record. This flight beat his own previous record of 337 km between Beynes and St Pere en Ritz, which he

had flown 8 days earlier. He accomplished the 397km at an average speed of 78 kph. His first attempt had resulted in a field landing. He was retrieved quickly enough for him to try again from a winch launch. On the 30th September 1938, Nessler took a Minimoa to 4,200 metres, which represented a gain of height of 3,604 metres, in a cumulo nimbus. This gave him France's first GOLD C which was the 4th Gold C awarded in the world after those of Heini Dittmar, Hermann Zitter and Philip Wills. This does not include the pre- No.1 Gold C flown by Eugen Wagner in a Rhoenbusard. In 1935, the AVIA firm had designed and built the smaller AVIA 40P, which was more suited to the French Gliding Movement of the time for cross-country soaring. 25 AVIA 40P s were

built and production continued until the end of 1942, which means that nearer 50 AVIA 40P s were finally completed.

By 1936, Robert Castello had arrived from Spain and had set up business as the second important glider designer and builder in France. He became famous for his C.30 intermediate sailplane, (24 built in 1936) and for his C.24 tandem two seater. The former achieved huge production during the war as the C.301S (315 were built), and the latter, as the C.242), with redesigned wing, became known, after the first had flown in December 1941, as France's first high performance two seater. 12 were initially built at Castelnaudary but 10 more were later finished in 1945 by Fouga. Of the Castel 24 two seater built in 1935, only two were built. In 1936, one was

Right: Avia 40P restored by Mike Birch at Wycombe Air Park, now at St Auban.
Inset: Eric Nessler, holder of France's first Gold C.
Below: Castel C 301 owned by Maurice Renard photographed at the VGC International Rally at Farkashegy near Budapest.



built as the Castel 24S.

In 1937, due to the lack of suitable high performance sailplanes in France, a Minimoa, Spalinger S.18, Habicht (for Marcel Doret), Rhoenbusard, Rhoensperber and Goevier, had been imported. Also a Salamandra Polish training sailplane had arrived at Pont Saint Vincent in 1938. As its fuselage was soon broken, a new conventional wooden fuselage was built for it in the Centre's workshop which had been inspired by Albert Mangeot., Pont Saint Vincent's Chief pilot.

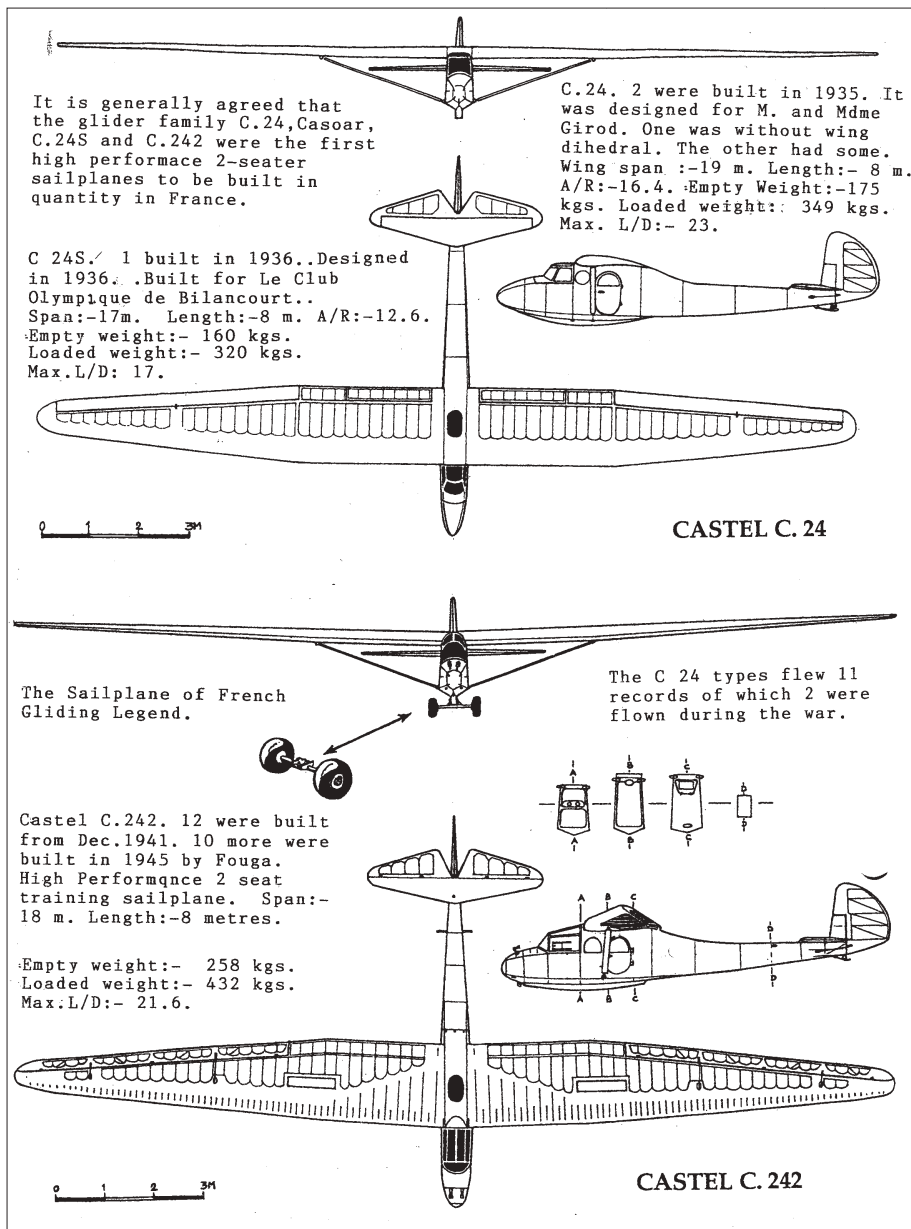
Thus, the first Emouchet was born,

and this was followed by a second one.

During wartime it was soon discovered that the armistice terms did not preclude the practice of gliding, and 106 airfields were neutralised for the sport in the unoccupied zones. When German soldiers arrived at Pont Saint Vincent, all the gliders there including the two Emouchets and the Avia 41P prototype, were taken to Germany and we do not know what happened to them. Also, 12 or more Delanne 60s, which were found in their packing cases as new aircraft, were also taken from Beynes near Paris to Germany. We do not know what happened to these new intermediate sailplanes. Only the prototype was not found as it was carefully hidden. The German controlled Armistice Commission continually said that the Emouchet should not be mass-produced, as its performance was too similar to that of the C.301S. Examples of this sailplane can still be found with Maurice Renard and at A.S.P.A.C. at Paray le Monial. Another has just been found by Dedale and it might be going to be restored. (277 C.301s were built from 1941)

After the rebirth of French gliding in 1941, the year turned into the most successful year for French gliding so far. Its leader was the tennis hero, Jean Borotra, who had become famous after having taken part in the First World War. He was taking part in the second as a French soldier. He was on his way to join the free French in England, when he heard that the British had just sunk most of the French fleet at Mers el Kebir and so he turned round and volunteered for service in the Government of the Maréchal (Petain). As a tennis player of international fame he became known as the "Galloping Basque" by the British. Nev-

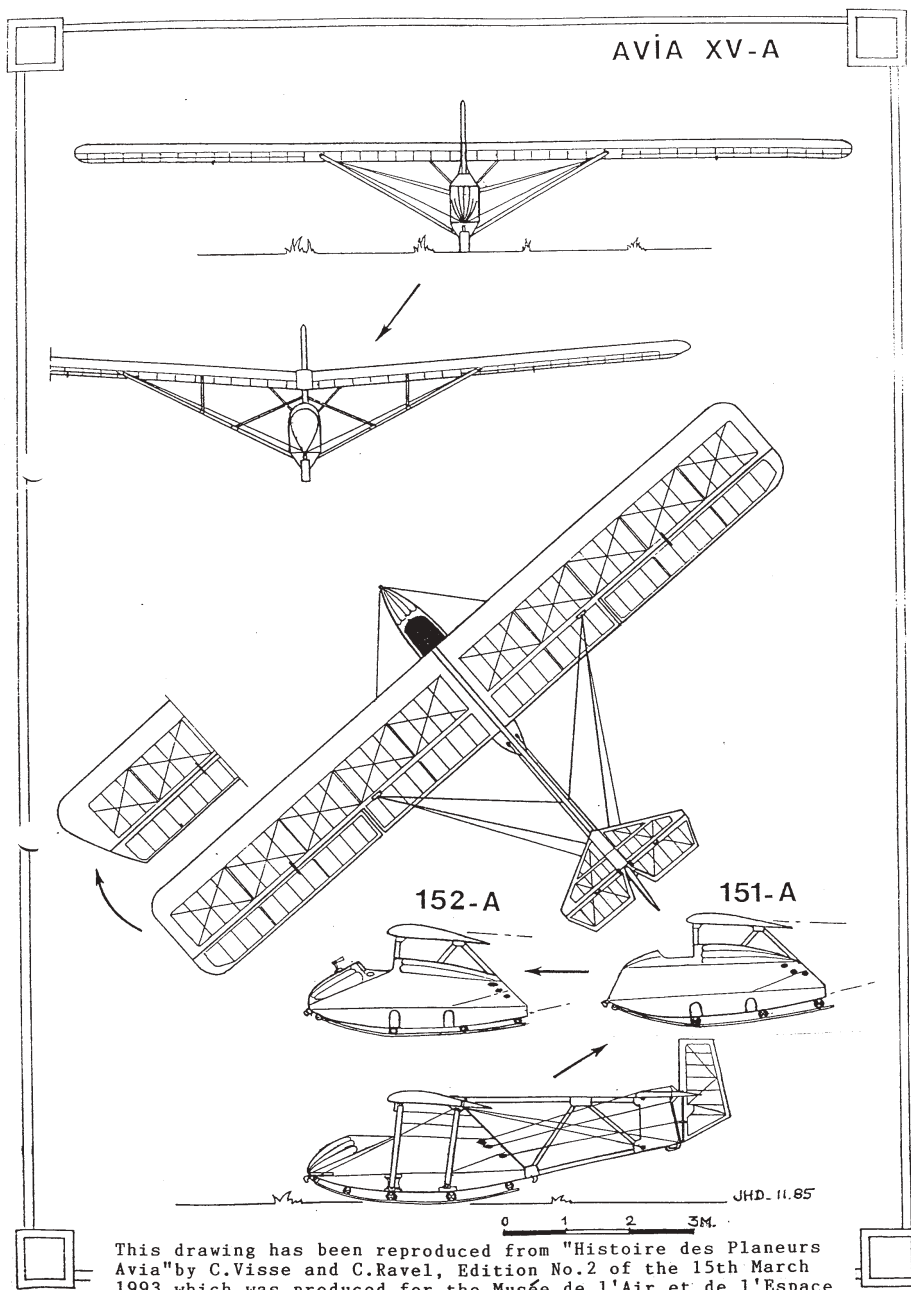
Right: the fuselage of a C.242 displayed in the Musee de l' Air, Le Bourget, Paris.



ertheless he was an inspiration to French youth. Les Sports Aeriens organization was founded and was part of the Ministry of Education. Jean Borotra thought that education should be accomplished through sport. He was given his first flight in a glider, in a specially prepared C.24 two seater at La Montagne Noire in 1942. The French youth organisations involved with gliding were La Jeunesse et Montagne and the Chantier de Jeunesse. The French gliding training still used the ab initio solo method and for this large numbers of Avia 151s and 152, primary gliders were being built in

France and Algeria, We may be lucky enough to have at least one flying with us at Angers and Angouleme. Nevertheless it was known that the future in gliding training lay in two-seater instruction. To this end two prototypes each of the Caudron C800 and Castel C.255s with side by side seating flew in 1942 and were thought very highly of. Eric Nessler was involved with testing the new aircraft. Also to make a good impression were the Guerchais Roche 103, 105 and 70. The last was a 17.5m span gull winged single seater with a max. L/D of 1:29.4, which had been

designed in 1938. The side by side two seater GR-105 made an excellent impression and Eric Nessler said that it was the best sailplane that he had ever flown. In spite of its side by side seating, its max.L/D was 1:29 and its purity of line rendered the C.800 only worthy for an "antiquities' museum!" The GR 103 was a glider in the class of a Grunau Baby but might have had a slightly superior performance. None of them went into production. On the 9th July 1941, the all-metal gull winged high performance single seater SO-P-1 had its first flight. The design of the prototype was

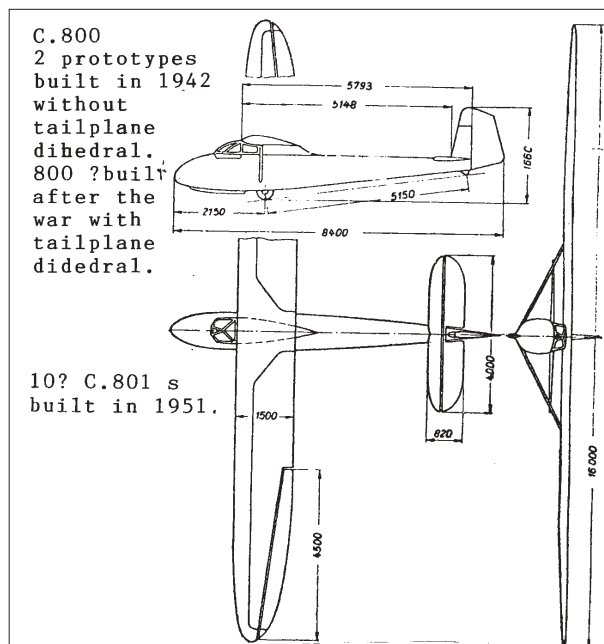


obatics. The Caudron C810 and C 811 was an intermediate sailplane designed to compliment the C.800 two seater. The C 810 (two were built in 1941) after being damaged by bombs during the war was not chosen for production. The design of the AIR 100, which had been started just before the war, was a completed by the engineers of the Group de l'Air (Clamamus, Delivee and Lescure). It was designed around the number 18. (18m wing span, aspect Ratio 18, wing area 18 square metres.) It also had a moulded canopy. It was inspired before the war by the best German designs.

The inevitable Raymond Jarlaud who lived at Toulouse came to lend a hand and recalculated the dossier. The first two AIR 100s were built in 1946/7. (20 further Air 100 s were built in 1947. 25 Air 102 s were built up until 1955). A third Emouchet was built in secret in 1941 and the parts for a fourth were being prepared. However, this aircraft also went into very large-scale production in France after the war. (SA 103 Emouchet -200 were built. SA-104 Emouchet- 40 were built in 1950.) There was also the extraordinary Max Hoste MH-20P all metal twin boomed sailplane. Although this aircraft was finished, it was destroyed in a massive allied bombing attack on the Paris region in 1944.

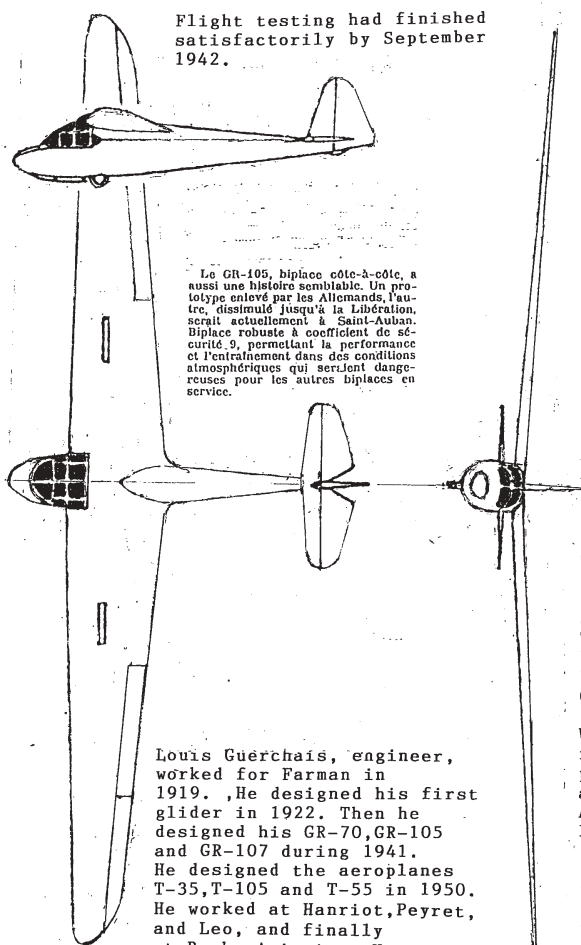
During the June 1942, Eric Nessler flew one of five Spalinger S.18s in France for 38 hours 21 minutes 24 sec. over La Montagne Noire, which broke the 1933 Kurt Schmidt World record of 36 hours 36 minutes in a Grunau Baby 2 over the East Prussian Sand Dunes. This later record was bettered by Ernst Jacht-

undertaken by the young Lucien Servanty who was responsible in 1940 for the formidable Bloch 157 capable of over 700 kph fully armed. The SO-P1 had a 16m span and an Aspect ratio of 16, which gave it a max.L/D of 1:27. It was the first sailplane in France to have a moulded plexiglass canopy. Its first flight was from a winch launch. It suffered from an excess of lateral stability and poor penetration for a sailplane of this class. Nevertheless it took part in the 1947 US Nationals in Texas and flew a French distance record. Also flown in 1942 was the PM-200 side by side two seater. Robert Castello designed this glider which was inspired by the Goevier. It had a 15m wing span, a max. L/D of 21 and two prototypes were built by Caudron. These existed for a long time after the war and were often used for aer-



mann who flew a JS Weihe over the sand dunes of Brusterort on the Baltic Sea for 55 hours 51 minutes 22-24- September 1943. Previous to this, Eric Vergens had flown a JS Weihe for 45 hours 28 minutes over the Spitzerberg during November 1943. These last three duration records and others were not recognised by the FAI as it had been agreed not to recognise wartime-flown records. Nevertheless Nessler's 1942 duration record gave a great boost to the low French moral. There were other very interesting designs of that time which

It was very strong having been stressed to a Safety Coefficient of 9. It was a side by side seated 2-seater which could be flown in turbulent and strong wind weather conditions in which other sailplanes in France could not be flown.



Flight testing had finished satisfactorily by September 1942.

Le GR-105, biplace côté-à-côté, a aussi une histoire semblable. Un prototype élevé par les Allemands, l'autre, dissimulé jusqu'à la Libération, serait actuellement à Saint-Auban. Biplace robuste à coefficient de sécurité 9, permettant la performance et l'entraînement dans des conditions atmosphériques qui seraient dangereuses pour les autres biplaces en service.

Louis Guérchais, engineer, worked for Farman in 1919. He designed his first glider in 1922. Then he designed his GR-70, GR-105 and GR-107 during 1941. He designed the aeroplanes T-35, T-105 and T-55 in 1950. He worked at Hanriot, Peyret, and Leo, and finally at Roche Aviation. He died in 1978.

Allongement	13
Longueur totale	6.96
Surface	25 mc
Hauteur totale	1.70
Charge alaire maximum	18 kg.
Finesse aile seule	32
Finesse planeur complet	29
Vitesse verticale de descente sur la trajectoire	0.73
Vitesse à la meilleure utilisation	70 km.-1
Vitesse minimum sur la trajectoire	46 km.-1
Vitesse de sécurité de descente en piqué	175 km.-1
Coefficient de sécurité	9

This was a two seater training sailplane of 18 m. wing span, with a max. L/D of 1:29. Two prototypes were built..One was taken by the Germans from Clermont Ferrand in 1943. It was on Wehrmacht Luft strength in 1944. The 2nd prototype was dispersed and hidden around St Auban until the liberation. Empty weight..265 kgs. (583 lbs). Loaded weight..445 kgs (979 lbs.). Length..6.96 m.. A/R..13.

Planeur biplace d'entraînement G.R.-105.

Eric Nesler, Father of French Gliding and Inspector General of French gliders from 1941, once said that of all the gliders he had ever flown, both two seaters and single seaters,, the GR-105 was the best. It was of such excellence as to render the C.800 only worthy of a museum for antiquities.! It is strange that, after the war, none of the three Guérchais Roche gliders were built again, and the C.800 went into large scale production as France's standard training two seater.

never were finished and space should be given to them. However some of their 3 view drawings are hardly adequate. The French were short of gliders suitable for silver C distance aspirants. However a 301S with an extended and better wing had been designed. This was the C.31P. 63 had been ordered and at least one had

been flown. We have seen no records that they were delivered to the clubs. It is possible that they were still being tested. The type was mass produced as the C 310P after the war.

As one C. 310 P was flown over 300 km, it should have been very suitable for Silver C distance flying. There was also

the C 3010, which was the C 301S with the improved wing. Very interesting also was the Castel Jalon. This was a 14.10 wing span high performance tandem two seated sailplane designed for research, which had an incredibly good performance at speed. (NACA 230 wing profiles). One was built but was removed to Germany in 1943. A second Jalon was built later and CW thinks that he saw it stored at La Ferté Alais in 1961. (ask F.L. Henry, who became World Champion standard class in Edelweiss at South Cerney. He saw the Jalon in 1961 at La Ferté also)

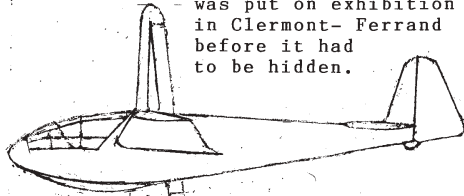
In 1942, Professor Dr Walther Georgii was invited to visit the new French Centres. From the ones that he saw, he said that Saint Auban was not suitable as the wind coming up the Durance Valley was cold and stable and the slope (Les Penitents) on the other side of the river Durance was too far away from the site to allow gliders to get there and back to the site if the slope did not work. He said that the high alpine lift was not easily accessible. When he was there, the site only included two buildings, one for the administration and one for motorised vehicles. There were no gliders there then. However, on the 11th October Gaudry accompanied by his pupil Foucaud climbed to 3,600m, which represented a gain of 3,060m above Les Penitents, on board a C.24. The flight had lasted 8 hours. In the same machine, during the same week with the same pupil, Decoo remained airborne for 11 hours 29 mins. These were two national records. Decoo disappeared shortly afterwards to join the F.A.F.L. (resistance CW?) Dr Georgii visited then La Montagne Noire that he said had everything going for it. Generally, he said that weather conditions over central France were very suitable for high performance soaring. When informed that cross-country flying was limited to within 5 km of the sites, but that this had not been kept to, he said that he would get this officially changed so that Silver C 50km distance flights could be achieved. He said that the main gliding centres were not badly equipped with gliders but were generally smaller than those equivalent centres in Germany. He said that the equipment of the smaller Aero Clubs was insignificant compared with that at the centres.

In 1941, the following Centres were

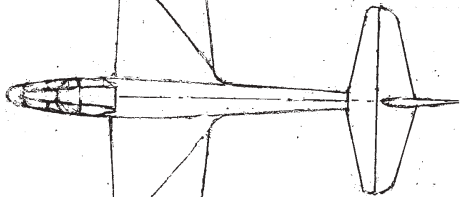


Left: Castel C. 310P at the VGC International Rally at Brienne le Chateau

The flight tests of this machine were almost finished before the Germans invaded the Southern Zone of France. Unfortunately, instead of finishing the tests, it was put on exhibition in a shop in Clermont-Ferrand before it had to be hidden.



There was no other comparable glider in France. It was strong enough for cloud flying and could have been used for Gold C and record attempts.



Poids total en charge (pilote, parachute: 95 kg.)	345 kg.
Envergure	17 m.
Longueur totale	7m85
Hauteur totale	2m20
Surface	17 mq.
Charge alaire maximum	20 kg.
Finesse aile seule	38,7
Finesse planeur complet	29,4
Vitesse verticale minimum	

Le GR-70 est un monoplacé à queue ovoïde, aile en M d'une ligne remarquable. Voici ses caractéristiques:
Poids total à vide..... 25%

Originally designed in 1938.
Span:-17m.
Empty Weight:- 550 lbs.



Fatal Crash in 1946 due to fabric coming off one wing during aerobatics.

Planeur de performance G.R.-70.

The GR-70 was a high performance single seat sailplane of 17m. wing span. It was very strong as it was stressed to 16g, Two prototypes were built in 1941.

The first was taken by the Germans from Clermont Ferrand in 1943. It was on Wehrmacht Luft strength in 1944.. The second prototype survived the war in France but was broken up in the air by a pilot in 1946. The design had great promise, but it was not built again.

Louis Guerchais was a good French aircraft designer. He died in 1978. Roche Aviation built the glider and many others.

up and running.

La Banne D'Ordanche, equipped with a C 30, A Via XVA, Avia 32e (intermediate sailplane), Avia 40p and the last surviving Avia 41p. The Chef du Centre was Colonel Guertiau. La Banne D'ordanche Centre was closed down at the end of 1942 and its equipment was distributed elsewhere. This was the French 'Wasserkuppe' but was very much higher than the Wasserkuppe. It was thought to be too high up for thermals!

Montagne Noire was equipped with an XVA, 32E, 40P, C-24 C.30 and Spalinger S.18. Chef du Centre was Duchesne.


Saint Auban Sur Durance was equipped with an X1A, X V A, 32E, and 40P. Chef du Centre was Froton.

Djebel Diss (Algeria) was equipped with an XV A, 40P. The Chef du Centre was Costa. The operation was handicapped through lack of fuel. Horses were used to pull equipment along the ground. Gazogene (Charcoal Gas) powered winches, which were not the last word for reliability, were used for launching. In 1942, the German Ambassador complained that Jean Borotra was training his glider pilots for revenge (the recapturing of France). Thus, he had to be replaced and he left at once to join the

Free French Force in North Africa. However, he was intercepted by the Gestapo at Biarritz, (on the French Spanish frontier) and sent to a concentration Camp in Germany. The King of Sweden, who had been one of his tennis partners noticed that he was there, and had him transferred to a Fortress prison in Germany, with other prisoners from the French Government. Here, he organised a table tennis contest and tried to escape several times. After the war, he was put in Prison in France for having been a member of the Vichy Government but was soon let out. He was once again in French government three years later. 1942 had been a still better year for French Gliding than 1941 as regards numbers of launches, hours flown and FAI qualifications achieved. On the 8th November, the British and Americans invaded North Africa and threatened the French Mediterranean Coast. On the next day, the Germans invaded the Free Zone to defend that area of France. On the 5th December, all gliding was forbidden in France and La Montagne Noire had to become a centre for aeromodelling. During 1943, the Germans removed to Germany 14 Avia 40P, the GR 70, one each of the prototypes C.25S and C 800 two seaters, a C 301S and the Jalon.

Another Jalon was built later in France. In 1944, there were only 9 AVIA 40P's on the WL's books. In 1943, a tandem 2 seater Emouchet, the Eider, was worked on in secret by Jarlaud at (or near) La Montagne Noire. It did fly after the war until it was replaced by a C.25S on the 6th June 1949.


To be continued in VGC News 118



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Worldwide newsletters

VGC News receives a number of vintage gliding related newsletters and magazines from our members across the world, many of whom are well known participants at the International Rally each year. These magazines are the source of much of our international news, usually translated by Chris Wills and I thought it would be of interest to our members to provide contact details for each magazine we receive. If there any more members who have a local magazine which they would like to get mentioned in VGC News, then please send a copy to your VGC News editor. – Ed.

Belgium

Les Cahiers des Faucheurs de Marguerites

The Belgian Veteran Glider Club,
Member of the International VGC.
Member effectif de la Fédération Francophone de Vol à Voile
Membre effectif du Comité International des Planeurs Anciens (International VGC)
Club de planeurs anciens possédant un planeur biplace basé à Saint-Hubert.
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President and Editor: Firmin Henrard.
Rue de Porcheresse 11, à B5361 Mohiville.
Email: henrard.f@belgacom.net.
Web Site: <http://users.skynet.be/jd/faucheurs.htm>



Denmark

FØNIKS POSTEN

Medlemsblad for Dansk Svæveflyvehistorisk Klub.
Formand: Johannes Lyng.
Arkiv + Redaktørens: Niels Ebbe Gjørup.
Email: negjoerup@mail.dk



France

DEDALE

Association des Amateurs de Planeurs Anciens, 33 rue Pasteur, 44410 Herbignac. Tel/Fax (0)240889075. Email: Dedale.planeurs-anciens@laposte.net; homepage: www.dedale-planeurs.org



Germany

OSC. AKTUELL

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Redaktionsanschrift (Editor): Karl-Heinz Kellerman, Beethovenstrasse 64, 60325 Frankfurt.
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Der Lilienthaler

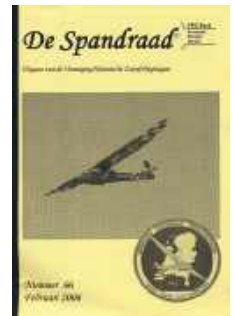
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Voorzitter: Hugo Ording, Sirmemalaan 22, 5261 JZ Grave.
PR & Redactie Spandraad: Sylvia von Aalst, Begonia straat 30, 6641 BS Beuningen.
email: Spandraadvhz@hotmail.com.
Website: www.zweefhist.nl
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Switzerland

OCS-Times

Informationsblatt des Oldtimer-Club Schänis
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Frank Irving

Frank Irving who has died at the age of 80, was born in Liverpool on April 7th 1925, and was educated at St Edward's College, from where he won a state scholarship to Liverpool University. He graduated in 1944 with a First in Engineering. Owing to the exigencies of war, he was sent to the Aircraft and Armament Experimental Establishment at Boscombe Down. There, he was employed as a civilian flight Test Observer and flew in Lancaster and Mosquito bombers and he described his experiences as "immensely stimulating". He attended the Empire Test Pilots' School, a rare distinction for a civilian observer and completed the year long course in September 1945. At the time, the Ministry of Aircraft Production had devised a scheme to send young engineers to Imperial College to develop their aeronautical engineering expertise. He was selected and, after a year's lecturing, he became involved in the design of small supersonic wind tunnels. Over the next few years, he rose steadily through the ranks to become Senior Lecturer specializing in performance, stability and control of aircraft. He continued to design and built more advanced supersonic wind tunnels. In 1950, he was appointed Warden of Beit Hall, one of the Halls of Residence adjacent to the Albert Hall. He served for 25 years and was recognised for the masterly way he guided the students along the fine line between discipline and freedom. An invitation to dine in the warden's flat was prized; dinner would be for six students plus a leading figure from the aviation world- chosen to leave a lasting impression on young minds. Frank's lectures were both witty and entertaining.

The post war revival of the Imperial College Gliding Club coincided with Frank's arrival at the College in 1947. (He presumably filled the shoes of the great Professor Brunt of the pre-war Imperial College GC and Captain of the British Team taking part in the first World Gliding Championships held on the Wasserkuppe in 1937. CW). The post war Imperial College Gliding Club was established initially at Redhill, but was moved together with the Surrey gliding Club, to Lasham in 1951, where it continues to operate today. Weekends were spent gliding at Lasham. He flew in National Contests, twice winning the team class and was among the then small group of pilots which explored mountain

lee waves to climb to heights in excess of 20,000 ft. In 1961, he gained his Gold C and, by the end of the year, he had added two Diamonds to it. He was one of the earliest British Pilots to do so. He was appointed President of the Imperial College Gliding Club and held this post for 30 years until he decided to stop solo flying. Frank was Chairman of the BGA's Technical Committee for 25 years. He was a member of the BGA's No 1 Test Group, at Lasham, which laid down requirements for strength, reliability, flight handling and safety during the 1950s, which made the Gliders the envy of the world's gliding fraternity. (Infact some of the later ones were unspinnable). Slingsby and EoN Gliders were built to



Frank Irving preparing for flight.
Photo: Charles E. Brown

withstand rapid and severe changes of temperature, humidity and rough use. They are very reliable, will last a long time and are therefore good propositions for restorations. On May 14th 1955, Frank flew as co-pilot with Lorne Welch, in the prototype Slingsby T.42 "Eagle", from Lasham to Louvain in Belgium, covering a distance of 254 miles, which was the British 2-seater Distance record. They had climbed to 8,000 ft over England near Dover and had crossed the 22 miles of Channel to arrive over Calais at 3,700 ft, (ie. the Eagle had needed 4,300 ft to cross the channel). Wally Kahn started before them and got to Dover (Hawkinge) in the Surrey Club's Weihe, BGA 448, but thought that he had enough height to achieve the crossing.. A production Eagle went on to win the two Seater Class in the 1956 World Gliding

Championships at St Jan in France, piloted by H.C.N.Goodhart and Frank Foster. (*CW was Duty Pilot on the start line at Lasham on that day, as a punishment!*) Later, Skylark 3s won the World Championships in 1962 (Hossinger-Argentina) at Cologne and did well in many other contests, winning some of them. All this was possible due to the very sound work of No 1 Test group at Lasham. British Gliding was administered by the BGA, which was delegated to do so by the Government Controlled CAA at Redhill. The CAA was proved right in doing this, and thus British Gliding became the envy of every foreign Gliding Movement, who were not free from State controls. Frank Irving and No 1 Test Group were very much responsible for this, as they never let the CAA down, and it has to be said that Frank was not in favour of casein glued (or with any other glue except Aerolite and later Aerodux) vintage gliders. After all, had not Aerolite glued the Mosquitos) Vintage Gliders, but the BGA was able to give Vintage Gliders much more of a chance to be made airworthy, than they had in any other country in Europe. Thus, during the early days of the VGC, foreign pilots of vintage gliders flocked to us with their aircraft and this changed the attitude to Vintage gliders of many European Gliding Movements. ("the British are allowed to fly Vintage Gliders, and so, we must be allowed to do so also"). Frank also designed the "Irving Tube" variometer, an instrument which has been used in gliders ever since. He was also very active on the International scientific and technical organisation for gliding (OSTIV). Between 1954 and 2001, he presented 21 Papers to OSTIV Congresses and, in 1981, he won the Diploma for the best Technical Paper at the congress held at Paderborn. His widely read books included "The Soaring Pilot" (1955), and "The New Soaring Pilot" (1968), which became the glider pilot's bible. In 1999, he published "The Paths of Soaring Flight". He used to be often a prominent member of British Teams at International Contests. Although gliding remained his great passion, Frank enjoyed scuba diving off Cyprus looking for aircraft wrecks. He could be a hard man to please, but his praise was sincerely given. He wore his wisdom lightly and his sense of humour was only just below the surface. He was excellent company, especially with a glass of malt whisky to hand. Frank became a member of the Royal Aeronautical Society in 1948 and was later elected a Fellow of the Society.

He was unmarried. CW says that when he joined the Surrey Gliding Club at Redhill in 1951, he saw the club's Weihe, 4 Olympias, 2 Tutors and a T.21b in the hangar. However there was one other sailplane among them. It was the silver painted Frank Irving and partners' 1947 Kite 2, which became much modified in the Dive Brake area. It was the only privately owned glider in the hangar. Relatively recently, the original owners, heard that their Kite 2 was languishing at the London Gliding Club at Dunstable and therefore an expedition had to be made to retrieve it. This was successfully accomplished and the Kite 2 was immaculately restored. The syndicate has sold out of it now, because of various reasons but their Kite 2 remains resplendent in red paint, owned and flown by some members of the Lasham Vintage Glider Centre, where it will be in perpetual memory of Frank Irving, Bill Tonkyn (who once flew it 300 km from Lasham to Cornwall for his

Gold C 300 km) and of Ralph Hooper. (the later two are very much alive.)

We send our sincere sympathies to all Frank's friends, to the Imperial College GC and to Lasham. A brilliant light from the past of British Gliding has gone out!

Vernon Jennings

We very sadly also report the death of Vernon Jennings, who was one of the few amongst us who had actually flown Horsas. He had been part of the Glider Pilots' Regiment and had been among the founders of the Upward Bound Trust at Haddenham Thame, of which he became the Chief Instructor.

His character is unforgettable and he was one of the corner stones of the Trust as well as of our movement. Chris Rayne has taken over his L-SPATZ, which he is preparing, so that it can be flown by qualified members of the TRUST at Haddenham in his memory.

Peter Rivers

Derby & Lancs Club and VGC. Peter died in hospital after being knocked down by a car near his home. He had always been involved in aviation, having been an aerospace stress engineer. He had been gliding for many years and, in his early days he had flown in competitions, Although not solo for some time, he still enjoyed a flight in a two-seater and remained a good soaring pilot. He was often seen around the launch point welcoming visitors, and explaining gliding to them. David Salmon from S & G. Dec.2005 –January 2006. He had attended several of our International and National VGC Meetings and had made many VGC friends. He will be sadly missed. He clearly regarded old gliders and oldtime gliding with nostalgia. Our sympathies go out to his family, friends and to the Derby & Lancs Club. ■

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FOR SALE

Bergfalke 11/55 2-seater. Fitted with later Mk3 fuselage and bubble type canopy. No reasonable offer refused. Contact Gerry Sturgess on 01980 653252.

Bergfalke IV. Crash damaged. £500. Also, **Bergfalke III.** Only one in UK ex John Fielden record holder. Complete £1500. Contact: Barry Pearson. Eaglescott Airfield, Burrington, Umlerleigh, North Devon, EX37 9LH. Tel: 01769 520404.

Scheibe L-Spatz 55, Much 100, Slingsby T31, all in good condition with roadworthy covered trailers. Tel: 00-353-1-2694823.

Ka6CR. HPQ. CofA to MAR 07. Basic Instruments, Parachute and Trailer. P&SGC, Crowland based. £3900.00 ono. Tel Annie 01778 570424.

A partially restored **MUCHA** and its fibreglass closed trailer. Its wings have been rebuilt with new plywood on their D-Boxes.. Its fuselage has had fabric renewed, but has slight damage in the tail skid area.. Its tailplane has been damp and will need rebuilding. It has a new canopy. OFFERS should be made to :- Ron Wood, Saint Budeaux, Crabble Avenue, Dover, Kent CT17 0JB. Tel:- 01304-206762.

1935 PROTOTYPE KITE 1. It needs a complete re-gue. Sensible offers should be made to :- Peter Underwood, 68 The Rye, Eaton Bray, Dunstable, Beds LU6 2BQ. Tel:- 01525 221495.

RHÖNLERCHE 2(Ka4). BGA No. 1789 Offers Invited. Glynn Booth 0151 336 2830

Variometers (1000 ft/minute). 80 mm diameter- 75 Euros

Electric Turn & Slip indicator 75 volts. 85 Euros.

Parachute for a pilot of less than 20 years old. Two **Parachutes** for over 20 years old pilots. A Large **Russian Artificial Horizon** (a collectors piece) – 50 Euros.

U.L.M. 3 axes very agreeable and easy to fly. It is in good condition.- 2000 euros.

Ka 2B two seater. OO-ZRE. Airworthy with C of A, 1 new altimeter, 1 new variometer, a new trim, and an open trailer. 4,000 Euros. Photos are available.

Ka-2 (15 meter span).

Artificial Horizon with Venturi tube. 400 euros.

NEW INSTRUMENTS.. Altimeter in feet with three hands. 225 euros.

Variometer in 100 ft/min. 150 euros.

Compass .. 85 euros.

Air Speed Indicator 30 – 100 k/h.

KA-6E with trailer.. restored as new.

CONTACT:- Firmin Henrard :- Tel/fax.

Evenings):- (0)83/612194.

henrard.f@belgacom.net

Paramotor Sail NOVA; Zanzoterra M235-25 hp. With electric starter. Contact :-Josef Crapanzano (0)83 213-891.

MUCHA (which version?) good condition, open trailer. Original Instrumentation. Turn and Bank 4.5 volts. Vario up to 1 metre/sec. Vario up to 5 meters/sec. Altimeter to 10,000 meters. Compass original as new. 1,500 euros plus T.V/A.?. Contact:- Frans Baeton, (0)89/659701. info@limbatech.be

A Quarter share in an **EoN OLYMPIA 2B**, which is based on the Long Mynd, for about £500.. The Olympia is fine and has a current CofA, but its closed aluminium trailer needs a lot of attention. Two other syndicate members are seeking another assistant, who would help them either with money or labour. Anyone

interested should telephone David Wilson. VGC member 2093. Tel:- 01902- 339696. or e-mail :- daveselling@blueyonder.co.uk. His address is:- 11.Tudor Crescent, Wolverhampton WV2 4PX. Photographs are available if necessary.

KA-7 FOR SALE IN GERMANY. Contact is :- Manfred Penning, (0049 from Britain) 6131 6221062.. Address:- Am Finther Wald 5880, 55126 Mainz, Germany.

MRAZ 1943 built KRANICH 2B-2 D-0031 with a badly damaged fuselage with, or apart from, its relatively recently built closed all metal trailer. The trailer was built specially for for 0031 and its rear door is not wide enough for the wing root of a Kranich 2B-1, but it could be modified. Copies of Mraz drawing plans are available via :-Pavel Kucera, Aerodynamics Department Manager, AERO Vodoshody, Ltd,25070 Odelena Voda, Czech Republic. Tel:- 420-2-685 80 41-9, ext. 2813. FAX 420-2-685 82 43.. 420 –2-688-17-35. E-mail:- aeorrd @ bohem-net.cz

0031 was stalled in the lee of trees, while being landed with a passenger down wind, during 2004. 0031 then turned over about its fore and aft axes. So its nose must have been destroyed and its rear fuselage was broken off. Wings, tailplane, fin and rudder may not be badly damaged. The pilot who damaged it, and his friend, bought the broken aircraft from Jochen Kruse and said then that they would repair it. This has not happened and so, offers to repair it should still be made to Jochen Kruse, Ortbrook 23b, 25436 Uetersen, Germany. Tel:- (0049.from Britain) (0) 4122 41254.

WANTED

A T.21B.

A low pressure **Pitot** (venturi) old model.

CONTACT:- Firmin Henrard :- Tel/fax.

Evenings):- (0)83/612194.

henrard.f@belgacom.net



Visit to Vienna

by Ian Wilson

In June 2004 I was fortunate to be able to visit Vienna to attend a technical conference, and even more fortunate to find that there was a museum full of gliders not far away! There was an added bonus in that my daughter's university choir was performing in Vienna in the same week.

When my conference ended I had a free day and took the train to Wiener Neustadt. On arrival I found a taxi. The driver had no idea where the museum was, and failed to realise that Ferdinand Graf von Zeppelin Strasse might be near an airfield - obviously not an aviation person! Not only that, he seemed gen-

uinely surprised to learn that there was an airfield. After he insisted that I must be in the wrong town I showed him a small map, close to my objective was a sports arena, he knew that at least. At last we reached "Flugmuseum Aviaticum", next to the Diamond Aircraft factory on the edge of the airfield.

This museum is quite unlike any other I have visited. It is light and airy, and the gliders all appear to be in excellent condition, without even the film of dust that often settles on old aircraft. The museum has captured the vitality of the exhibits in a unique way, it is quite a feat to take such a dynamic device and display it statically yet retain the essential spirit of its purpose. It really felt as if you could

open up the doors, push a glider out onto the airfield and go flying. The atmosphere was more like a gliding club on a quiet day than a museum - enough dreaming! I had arrived quite early in the day, and for most of my visit I was alone with the aircraft, it really was impossible to prevent the mind wandering with memories of types flown and fantasies about good flying days. The gliders do not carry too much evidence of restoration, or more importantly over-restoration. They are all in used, but loved and cared for condition.

Apart from the gliders there is a good



Top left: Condor IV OE-0981 with AFW 8 OE-0523 suspended in the background. The wing in the foreground belongs to Goevier OE-0104.

Above: AFW 8 OE-0523 with Hütter H 17b OE-350 and Mg 19a OE-0197.

Left: Musger Mg 23 OE-0425 showing the tail modification, in the background is Rhönlerche II OE-0884.

Below: Hütter H 17b OE-350 in a striking pose .



selection of models, and other forms of flight are represented including balloons, parachutes, hang gliders and microlights. This museum is almost entirely devoted to flying for fun, there are no commercial or military aircraft here. There is one powered glider, and



for the enthusiast of early aircraft, excellent replicas of the Etrich Taube and the Santos-Dumont Demoiselle, and a da Vinci style gliding apparatus. There are displays of photographs, documents and artefacts. Some of the photographs in the displays showed familiar faces from the VGC! Strange to think that people I have known have become museum exhibits along with the gliders.

The museum facilities are excellent with the Restaurant Katana Kaffe close by. There is also a pilotshop and museum shop. Also close by it the opportunity to take a half hour flight in an Antonov 2 biplane for 49. If you are in the area with time to spare, it is well worth a visit, if not have a look at www.aviaticum.at for more information. The museum is not open on Mondays. ■



Top right: Mg 19a OE-0197 with Doppelraab OE-0333.
Above: Scheibe Specht OE-0290 suspended from the roof of the Aviaticum museum at Wiener Neustadt.
Below: Emouchet OE-215.



The gliders on display represent a good selection of European gliding history from the SG38 up to the 1960s, there are no glass-ships here other than models. Many of the gliders are suspended from the roof, and some of the presentation is particularly striking, especially the H 17b. All of the gliders on display carry Austrian registrations.

Air SA 104 Emouchet	OE-215	Suspended
Akaflieg Wien AFW 8	OE-0523	Suspended
DFS Olympia-Meise	OE-0124	
Dittmar Condor IV	OE-0981	
Göppingen Goevier-II	OE-0104	
Grunau Baby III	OE-236	Suspended
Hütter H 17	OE-050	
Hütter H 17b	OE-350	Suspended Inverted
Musger Mg 19a Steinadler	OE-0197	Suspended
Musger Mg 23SL	OE-0690	Suspended
Musger Mg 23*	OE-0425	Modified tail
Raab Doppelraab IV	OE-0333	Suspended
Scheibe Bergfalke IV	OE-0307	Suspended
Scheibe Mü 18 B-Spatz	OE-387	Suspended
Scheibe Mü 18 L-Spatz W	OE-0699	
Scheibe Specht	OE-0290	Suspended
Schleicher Rhönlerche II	OE-0884	
Schleicher Ka 6CR*	OE-0636	
Schulgleiter SG 38	OE-0107	Suspended
SZD-9bis Bocian 1 D	OE-0562	
SZD-22 Mucha Standard	OE-2262	

Note: OE-0636 & OE-0425 do not appear on the museum's published exhibit list. Some gliders are marked with three digit registrations as I have shown, although the museum's list shows all as four digit (0 in front).*

What Happened to the Datschi?

By Thorsten Fridlitzius

From 1928 to 1931 a young Swede named Anders Johan Andersson, 'AJ', worked at the Bayerische Flugzeugwerke AG (BFW) in Augsburg under the direction of Willy Messerschmitt. AJ was responsible for stressing. Later he worked with Carl Clemens Bucker at the Bucker Flugzeugbau Berlin-Johannisthal and Rangsdorf, 30 km south of Berlin. There he designed a number of well-known aircraft like the Bucker Jungmann, Jungmeister, Student and Kornett. His last design at Bucker was the Bucker Bestmann, test flown in February 1939 and chosen as a standard trainer for the Luftwaffe. When the war began AJ left Germany to work for SAAB in Linköping in Sweden. There his signature appears on drawings of the very successful SAAB Safir, exported to twenty-one countries and also produced

under licence in the Netherlands.

Of more interest to glider pilots, during his time in Augsburg AJ developed an intermediate training glider named *Datschi* for the Augsburgischer Verein für Luftfahrt. The club wanted a cheap, agile glider with a low sink rate. AJ noted the standard dimensions of plywood panels, 1.2 metres, and used these to skin the wings. Each panel was glued to the upper spar flange, wrapped round the leading edge and glued to the spar on the underside, without waste.

To minimise frontal area, AJ seated a man against a board and drew the fuselage outline around him. The result was a diamond cross-section, like the British *Scud* and *Scud 2* which appeared in 1931 and 32 respectively. The *Datschi* was

earlier, described fully in the German magazine *Flugsport* already in January 1931. The *Grunau Baby*, conceptually similar, also came slightly later. Like the *Scuds*, the *Datschi* had an all-moving tailplane. AJ was proud of his wing



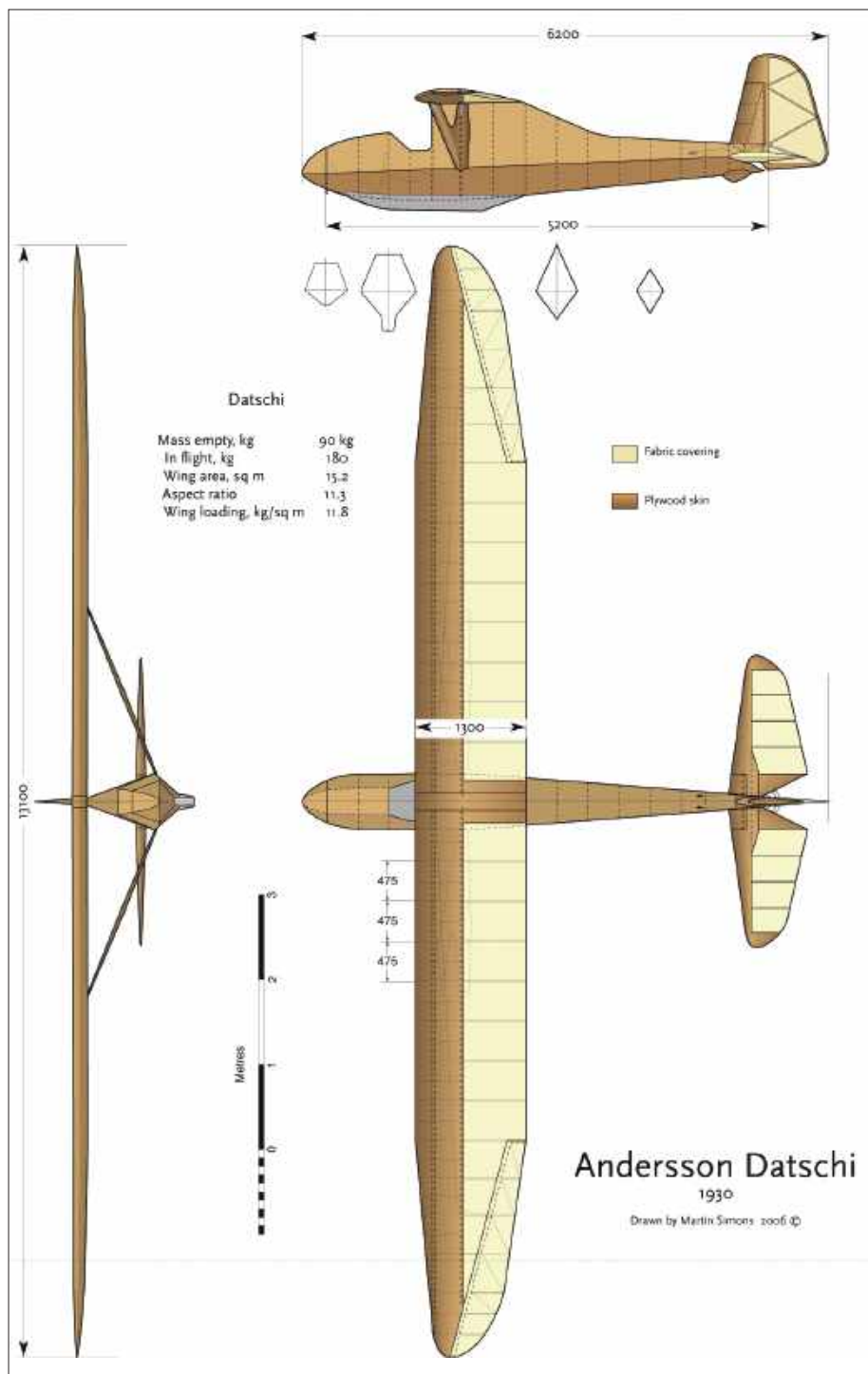
Right and far right: *Datschi* at the Rhön Competitions 1931. Pilot Wetter. First name unknown.
Photo collection: Dehla Obs

Segelflugzeug "Datschi"			
Entwurf: A.J. Andersson			
Reizart von der Segelfluggesellschaft des Augsburgischer Vereins für Luftfahrt			
Bauweise	kg	Flächengrößen	m ²
Rumpf, komplett, mit Sitz, Aufh., Steuerung, Antriebsvorrichtung, Seitenflanke	31,5	1 Tragwerk, exakt, Querruder	15,28
Tragwerk, komplett, mit Querrudersteuerung, 2 Querruder, Spaltabdeckung und 2 Stiele	52,5	2 Querruder	1,60
Leitwerk	6,0	Seitenflosse	0,40
Flugzeug komplett	90	Seitenruder	0,77
		Höhenruder	2,06

M 9-20
Augsburg, 8. August 1931 gezeichnet: Eugen Weyger

struts, which had an airfoil cross-section to produce enough lift to equal their own weight.

Working every day as a stress man, AJ was especially interested in the load factors of his glider. He estimated a structure weight of 110 kg and a load factor of 7.2. When actually completed the weight was 90 kg, which allowed the load factor to be increased to 9. The *Datschi* could



therefore be used for aerobatics.

What happened to this glider, one of very few Swedish-designed sailplanes? Nobody seems to know. I myself have been in contact with AJ's son, Jan, and the still-existing Flugzeugverein in Augsburg. There has been no result. Can anyone give us a clue?

We are very, very interested in what happened to the "Datschi" and hope our VGC News readers can help us with information.

If so, please write to:
 Thorsten Fridlitzius, UD/Colombo,
 SE-103 35 Stockholm, Sweden, or
 E-mail: fridlitzius@slt.net.lk

Thanks to Martin Simons for editing the text and for his beautiful drawing. Related article: Vem var "AJ"? by Carl-Gustaf Ahreman, Ikaros 1992. ■

As a curiosity: We can't understand what the name "Datschi" comes from. One theory says; "Zwetschgendatschi", a good German cake with prunes on the top. To be eaten together with whipped cream.

