

# VGC News

No. 118 Summer 2006



**International News**

**Slingsby Skylark 3 revisited**

**New Wasserkuppe museum opens**

**The fate of the Rhoenadler 32 in Britain**



<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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**Front cover:** FVA 10b "Rheinland" over England in 1993. Restored by David Jones, it is now in the German Gliding Museum at the Wasserkuppe. Photo: Mike Beach

**Back cover:** an Eagle and a Skylark 3 under construction at Slingsbys in 1958.

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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

No. 118 Summer 2006

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## The VGC – A statement from Chris Wills Founder and Life President. July 2006.

I founded the VGC in 1973 at our first International Rally at Husband's Bosworth, the Coventry Gliding Club) because of the wish of the participants at the above Rally, who had had great fun.

Ken Crack (VGC member no 2), noticing the enthusiasm, had quickly organised lunch in a hotel. Those present, which included a German team with a Minimoa from Münster and Swiss teams with a Spalinger S18 and Moswey III, voted that a Vintage Gliding Club should be formed and that International Rallies in different countries should be organised every year. The aim of the club was to prevent old Casein and Kuarite glued gliders from falling into disuse, and then eventual destruction, which happened so often before.

It was originally intended, by me, that

## CLUB NEWS

# Chairmans address Is the time for reflection now over?

Last time I wrote in the news I thought the time for reflection had passed. Whereas most of us thought we had satisfied the critics and established who we are, the debate has continued with more fervour than before.

The VGC is a non-profit Association, run on the basis of good will and administered by volunteers who devote their own time and resources to administer the Club. We are not a Regulatory body, nor do we believe that the membership has any desire for the Club to become one. That was the decision of the International Council last year during discussions on EASA. We reach out across the world only to seek common interest, share our knowledge and make new friends. So why has the current debate become so critical to our future?

Those of us who have travelled throughout continental Europe to attend all our International rallies over many years may rightly wonder why it is that some members remain resolute in their belief that the VGC is a British club, created mainly through efforts of British members. I make no apologies for stating my position as a supporter of the Club being a totally "International" organisation, a conclusion arrived at by the 'officers' of the Club more than twenty years ago.

Those who accuse the Chairman of leading the VGC "to the detriment of the UK membership" may wish to consider that whilst Britain has the largest membership of any of our member countries, the majority of the membership, according to the latest information supplied by the Secretary, are not British.

The simple fact is that the VGC has grown more than anyone could have hoped. It has been a big success and will continue to be as long as people understand that it is an "international" success and that Britain alone is not the centre of the earth, or gliding. How could this be seen as "destroying the UK vintage movement" in the course of strengthening the International movement, when the success of the Club has been expressed and measured in its popularity and growth throughout the world in so many countries?

The VGC, being an International organisation has to have its headquarters somewhere and for practical and historic reasons this is the UK. However it is equally clear that all its members should have the same equal rights, even if being far away from the 'headquarters' creates some practical limitations.

In addition, because our membership is spread so far and wide, there needs to be a forum at which all views can be heard. The VGC International Council provides this forum.

The Council is, and can only remain, an advisory group, because it is not possible to have several groups managing one organisation. Further, it has become evident over the years that it has become all the more important to decide who the Council representatives are and how the Council operates in its advisory role to the Executive Committee.

During the recent arguments our critics preferred to communicate using email and the VGC discussion forum. Consequently, the debate has been limited to a few individuals and indeed much of the understanding, sense and feeling has been lost or misinterpreted by not having personal contact or the involvement of the wider membership.

As for the proposal that the International Council should become independent of the VGC, what would be its goals, who would administer it and how would it be funded? These questions are fundamental. The present structure of the VGC with its International Council meets the needs of our present objectives without any need for the restructuring that our critics are advocating.

Meanwhile, I hope I can reassure the International community that their UK friends have not allowed them to be ignored in this debate. I hope that when we meet at the AGM, which is the largest single gathering of our members, we can have an open and 'level headed' discussion to clear the issues and formulate the way ahead. But as our President says in his open letter, "Let us be, as we are".

As a member of the VGC I hold the same view as our President, however the whole membership must decide.

*David Shrimpton, Chairman*

the Rally was going to be a small gathering of 'old glider' enthusiasts but the level of enthusiasm quickly indicated that this had become an International movement, and I was elected President, with Ken Crack and Frances Furlong as organisational team.

We had a logo in the top left hand corner of our writing paper, designed by Derek Ashman, with VGC GB written on it. Ken suggested later that the GB should be taken

off it, as we were clearly now an International Club.

The workload was considerable as not only gliders had to be restored but Rallies had to be organised and VGC Newsletters had to be written and sent out to members as home and abroad. The object of the VGC News was to draw attention to the fame of our gliders and their original pilots, to spread news of what was going on with

our gliders everywhere we had members. And thus, to fan the flames of enthusiasm, to cause the gliders' restoration or re-creation. In this we succeeded beyond our wildest dreams.

Other countries have produced their own News magazines concerning their national old glider restoration progress and their rallies. However, we believe that our VGC Newsletters create awareness among our members as to what is going on with Vintage Gliders elsewhere and we hope that it has been of interest to everyone. David, Margaret and all the other VGC officers and editors before them, have been responsible for this magazine and we hope that you admire their work.

The VGC's aim is to look after our members' interest at home and abroad and none of our organisational team have received any financial reward for this. If our organisation and our magazine should be stopped now, I think the VGC will largely go to pieces. Germany has no VGC and relies upon our VGC and its VGC News for information. We know that there are some among us who wish to see a British National VGC, with foreign members. To them, we say "Go and organise it as it will be for everyone's benefit in the UK. Our International VGC in Britain cannot cope with any extra workload. Let us be, as we are!"

## VGC Archivists

### Report

Laurie Woodage

● **Drawing Archive:** I have been sorting, re-boxing and cataloguing the non-drawing material in the VGC archive. The two rooms being used for VGC archive storage at the University of Hertfordshire should remain available for one more year. After that an alternative storage facility will have to be found.

● **Visit to Angers:** On a recent visit to France I visited the Musee de L'Air at Angers, and was given a tour of the facilities by VGC member and Director Christian Ravel. The Archive is impressive, as is the funding they receive.

● **Visit to Slingsby Aviation:** On the 10/4/06 Peter Underwood and I were given a tour of the factory and drawing archives by Mike Rutter who is Slingsbys Airworthiness Co-ordinator. Slingsby Aviation is engaged in diverse

## NEW MEMBERS

Welcome to the following new members

2550	Alison Hall	UK	2565	Glenn Ward	UK
2551	Gordon Craig	UK	2566	Otto Deli	Sweden
2552	Kenneth Tse	Hong Hong	2567	Didier Domning	Germany
2553	Ian Shepherd	UK	2568	David Smith	UK
2554	Carol Shepherd	UK	2569	Paul Gray	UK
2555	Clifford Wilson	UK	2570	Phil Marks	UK
2557	Joergen Kjaergaard	Sweden	2571	Klas Bask	France
2558	James Hudson	UK	2572	Frencois Renaudin	France
2559	Colin Stevens	UK	2573	Eric Littledike	UK
2560	John Norman	UK	2574	Howard Whybrow	UK
2561	Bev Norman	UK	2575	Paul Rogers	UK
2562	Brian Brannigan	UK	2576	Ian Bannister	UK
2563	Benoit Auger	France	2577	Mark Johnson	
2564	Didier Sales	France	2578	David Ryall	UK

composite work and has approximately 130 employees. Slingsby Aviation is part of the Chelton group of companies and is currently up for sale. Perry Slingsby has already been sold to an American group. The future of Slingsby Aviation is uncertain. Mike assured me that he would do everything in his power to preserve the drawings, and would let me know if any emergency rescue mission becomes necessary. Mike was given a draft copy of VGC CD # 2 "Slingsby T-21" for inspection which he subsequently approved.

*In light of the valuable service that Mike Rutter is performing in keeping Slingsby Gliders airworthy, Laurie recommends that Mike receives complimentary copies of VGC News in future.*

● **VGC CD # 2 "Slingsby T-21":** The CD is now ready for issue to members. I have arranged to collect the existing stock of VGC CD # 1's from Gayle Pearce. Until the VGC Sale post is filled I am willing to deal with all enquiries relating to requests for the VGC CD's.

● **Digitisation of Aperture cards:** Dutch VGC member Johan van Dijk has borrowed a bulk automated scanner from his employers (OCE Netherlands). It has been installed at his home and he is about to begin working on them.

● **Enquiries to Archivist:** I continue to receive drawing & technical enquiries at an average of about five E-mails per week. I endeavour to help all, but now give priority to VGC members. I am also being more cautious after being cheated out of £25 + postage by a non VGC member who got my E-mail address from the VGC website. I thought I was helping out a T-31 owner who needed a tyre desperately. I now

### Diary Dates for 2006

**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 :- 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.

believe it was just a scam from someone who hitched himself onto another genuine enquiry. In future I will want to see the money before I send off the goods. ■

## AUSTRALIA

### Vintage Times

Taken from issue 102, April 2006,  
edited by David and Jenne Goldsmith

### OLD MATES WEEK, Benalla,

27th to 31st March, 2006.

This year's Old Mates week at Benalla was again well attended, with the usual autumn weather co-operating, continued the tradition that this annual get-together has maintained for many years.

The weather during the beginning of the week was, in a word – "fantastic!" Thursday was disappointing – at least to those on the mystery bus tour didn't have to enviously eye a skyful of cu's! – and for the rest, the day was used for recovery from Wednesday night's Annual Dinner!

The mystery bus tour went to Ettamogah pub at Albury, N.S.W. This is a famous icon that started life in a favourite Aussie cartoon by Ken Maynard and was ultimately built in the flesh as a tourist attraction. Next they went to the Hume Weir, one of Australia's largest inland water reservoirs and also set up for visitors. They then went to Beechworth, a lovely Victorian town from a bygone era set up as a tourist town. Unfortunately the heavens opened up while they were in Beechworth and a soggy group of glider pilots returned to Benalla!

On the Friday some more flying was done in the Vintage Gliding Australia K4, which is owned and maintained by Vintage Gliders, and along with the Gliding Club of Victoria's aircraft (9 including a Duo Discus), John Ashford's Ka2b, and David and Jenne Goldsmith's modified Kookaburra, it was a busy week. (The Kooka is now shared with George Vasiliadis and Graham Garlick, with a small share is owned by Keith Nolan).

Among the visitors were Leo and Rob Dowling, Doug Lyon and Kevin Sedgeman.

### Second Saturday

#### Vintage Regatta Update

Unfortunately this event, proposed as a regular monthly get-together at Bacchus Marsh, has not gone ahead. Organizer Dennis Hipperson has been unable to attend due to work commitments. Dennis has decided to put the event into winter recess, and re-visit the idea when his work schedule is a little more predictable.

### Other News

The Goldsmiths report that they are continuing with their Hutter 17 project, and have booked in with Edwin Grech Cumbo to attend the VSA Basic Airworthiness course for 9 days in June. The first tick in the box was to restore bronze bearing surfaces in the trailer undercarriage to stop cutting out the tyres! The wooden open trailer was beautifully built by the original builder of the aircraft, and is more reminiscent of a boat!

Jenne has owned the Hutter since 1972. It was built in 1954 by Hain Friswell, who they report, "did a wonderful job". It was originally flown at Bendigo, and has been based at Benalla, Sydney, Armidale, Tocumwal, Euroa, and Bridgewater.

It has not flown since 1988 due to the owners working overseas. This Hutter has a slightly longer wingspan. The original wingspan was 9.96m whereas this one is 10.35m. It has no airbrakes or spoilers, and was fitted with a wheel in 1966 and has two cable releases, along with two canopies (one open, one enclosed). It is covered with grade "A" cotton fabric with a yellow two-part polyurethane paint.

Jenne completed her three legs for her Silver C in this aircraft, and although they do not have the original log-book, it has flown 342 hours from 1966 to 1988. They plan to have the aircraft back in the air soon, depending on its passing inspection. (see panel below)

### Schneider Sailplanes List

Edmund Schneider Pty. Ltd. in Australia

Ray Ash has been tracking the Grunau sailplane series in Australia. Caleb White has begun doing the same for the ES52 series, and Chris McDonnell has begun similar chase up of ES57s.

The hope is that a complete list of pro-

duction sailplanes can be made, expanded, updated, and corrected by the vintage community to contribute a baseline data base to bring the researches by others to completion.

*In the letters section the following letters were published, again with Leigh Bunting carrying on the tradition with some more heroric flights in his Grunau Baby 2, VH-GDN.*

*From Leigh Bunting:-*

We had a gobsmacker of a day here on Saturday (25th March). I did a 152km XC in the old-girl. There was less than 10kts of wind with cloud base at 9500 - 10000' and 5-6 kt thermals were plentiful to start with but a fair way between later as I had to cut across widely-spaced streets.

Since the Bordertown rally, during which I put in 20-odd hours, I've added another 17-odd with about 13 of those during March. One flight was 5hrs 10 and as high as 11000'.

So that is 16 launches for the year at an average of 2 1/3 hrs each.

I'm gradually making the flying hours approach the restoration hours. It will only take about another 75 years to make them equal.

*Also from Leigh.....*

The past soaring season in the Grunau has been the best in many years - even of years pre-restoration. I did a total of 43hours 41 minutes which brings the total hours since the post-restoration first flight on 7/12/02 to 130-odd.

This past March was a ripper. I had one flight of 5 hours and 10 minutes.

Another flight where I was at 8000' when I was joined by Mum, Dad and the kid Wedgetail Eagles. I was surrounded by feathers and felt very, very uncomfortable, as I had the distinct feeling that

### Australian News - the Hutter has flown

Well, here it is - airborne after 18 years! And what a flight! - a good day forecast for Melbourne on Sunday - South-westerly wind, rainshowers, top of 14 degrees! Very few showed up for flying - but at least the Super Cub was back. Cloudbase lifted to 3500 AGL - and the Hutter revelled in 2 knots lift for a 60 minute evaluation flight. Put through it's paces - stalls, spins, chandelles, steep turns, fast (54 knots) and slow - (27.5 knots) - small glider - big heart! It was so pleasant just cruisin' round, now I know why they tried so hard back in 1934 to design a great glider!

Of course the plastic was hopeless in these conditions - although one briefly made the height of the Hutter (near cloudbase) before it ground it's way back down! As we have seen so often before - wood on top!

Best regards, Dave Goldsmith, Australia



Mum and Dad were sizing me up as fresh meat for their kid. I left that thermal and found another - a boomer, but was quickly joined by the feathered company. That was it, I headed well west of them and found a weak thermal at a much lower level and sat in it to see what would happen. Thankfully, that was the last I saw of them.

The forecast for the 25th of March indicated that it was going to be an excellent soaring day with 9000' available but the wind at altitude was likely to be up to 15-18kts. Soarable but not much good for going anywhere in a GB. However, When the cu's started to pop, much earlier than we usually see on the uncommon days that cu actually do form in our part of the world, it looked fantastic.

It was, with cloud base between 9500 and 10000', 5-6kt thermals plentiful and big patches of lift under the cloud.

Even more pleasing, the GPS indicated light and variable winds up to cloud base. So I thought that this was it. The chance to push the little beastly across country. With cloud streets to follow, I went for it.

Three and half hours later, I was back at the airfield having covered 150km around a bunch of towns in the mid-north of South Australia. Bernard, in his 60:1, ASH25 covered 1000km. I could have gone further, but I was suffering a lot of pressure on the bladder, having drunk a lot before launch because the temperature was in the mid-thirties. Still, with a handicap of 3, the 150km is equivalent to 450km. I was very happy with that.

Over Easter, I completed the annual inspection. I am sad to say that I had to condemn the old seat base, that had been salvaged from an old kitchen chair, by the look of things. The reason being that

a hefty blighter at the vintage rally in January wanted to have a sit in the cockpit. The only way he could get in was to stand on the seat and I heard the crack as it gave. However, it didn't appear too bad at the time and supported my weight so I left it. But looking at it without the vinyl covering showed that it wasn't worth repairing, so I have been constructing a new one from 9mm ply.

Also, back in 2004, while at the Sunraysia 50th, the boys were giving away slices of hours-expired hot air balloon canopy. I thought one might come in handy. It has, I'm making PJ's for the old girl. Might look like a certain coat from a Biblical parable but the material was the right price.

*Cheers, Leigh Bunting*

**Australian Homebuilt Sailplane News**

After editing the Australian Homebuilt Sailplane for ten years, James Garay, has with sadness, announced that for family reasons that he is no longer able to continue as editor.

Vintage Times has offered to assist AHS members with editorial space, so Vintage Times will now feature Homebuilt Sailplane News, a happy but logical solution as many AHS members are also members of the VGA.

James and the AHS members have promoted the building, development and improvement of sailplanes with great dedication over the years. Also, they have flown the results of their labours with flair at many of the Australian rallies. The VGA have greatly enjoyed and been educated by their magazine, and also feel much sadness in it's loss. The VGA know, however, that the spirit the AHS fostered will live on, and be long remembered, and the VGA looks forward to assisting and being a part of

member's future activities

This issue has the first Home Builder's Corner, giving a run-down of the activities of the Australian Home Builder's Association by Peter Champness

**Homebuilt Sailplane Corner**

The demise of the Homebuilt Sailplane newsletter does not mean the end of homebuilding. Over the past 10 years four gliders have been completed:

- James Garay's Woodstock
- The Mal Bennet and Peter Raphael Duster
- Graham Betts' Carbon Dragon
- Paul Johnson's Windrose.

Several projects are still active including a Woodstock by Alan Bradley in South Australia and a Monerai by Mike Williams in Geelong. The Super Woodstock of Malcolm Bennett is expected to fly shortly. This Woodstock was the one that Mark Stanley was building and he took over the project from someone else. It can be seen that building a glider is not usually a quick activity!

A Woodstock project by Brian Berwick is currently static. Brian has incorporated some strengthening to accommodate a self launching motor. If anyone feels like taking over this project it would make a very nice motor glider. A Monerai owned by Terry Whitford and others suffered damage when a gum tree fell on its trailer! The Monerai is repairable and would suit someone less than 75 kg and 180cm tall.

*And finally, just to put a smile on the dial of those London Gliding Clubs members, here's one that we couldn't miss out!*

**A COUPLE OF LOW DIVES**


*By Allan Ash*

I've only once been involved in the crash of a sailplane. It was in 1949, the year I spent as a member of the London Gliding Club in England.

Early in the year I bought a one-fifth share in a Czech sailplane, the Zlin 24 KrajaneK (pronounced Kray-ah-nek, which means wanderer or some such thing) similar size, shape and performance to a Grunau Baby, but fully aerobatic.

During the summer, there was a fine day with a brisk breeze from the south, parallel to the west-facing ridge, so club members were hunting thermals from winch launches. We began launching from the north-south runway but later in the day the wind backed to the east and

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the CFI, Hugh Wheatcroft, decided we should switch to the east-west runway.

I was launched in the Krajanek from the north-south runway with the instructions to land on the east-west runway. Despite the crosswind I had a good launch to 600 feet and made a wide circuit to the right, seeking a thermal. I didn't find one and was soon on the approach to the western end of the east-west runway. I was at 300 feet, some 100 yards from the end of the runway, with the required 50 mph on the ASI. Then, in a moment, the bottom literally dropped out of everything!

In a split second we were below stalling speed and the Krajanek began to sag. I instinctively pushed the stick forward but we just dropped out of the sky!

The Krajanek hit the ground on its nose and I found myself amid a pile of shattered timber and plywood. I realized later that the wind blowing down the ridge, some half a mile away, had caused a curl-over that dumped me within a few seconds.

Though the sailplane had lost its nose and cockpit area, I suffered only a few scratches and a sore back.

It was a couple of weeks before I returned to the gliding field and Hugh Wheatcroft suggested that I should have a check flight with him in the Slingsby T21, an open cockpit, side-by-side two seater. I had a good launch and made a couple of short beats along the ridge in slope lift. I was a little surprised when Wheaty took over the controls, turned out of the lift, and began a crosswind leg towards the runway.

"He's a bit high," I thought, but I was confident he knew what he was doing. He turned onto final, still too high, I thought, then he suddenly pushed the stick forward and the T21 went into a steep dive, straight for the ground! My common sense told me he would not deliberately crash the club's only two-seater so I remained calm.

The steep dive recalled my mind to my sad flight in the Krajanek just a few weeks past but I continued to wait calmly to find out what would happen next.

Almost at the last second before it would be too late to pull out of the dive, Wheaty hauled the stick back and the T21 zoomed onto the airfield for a safe landing.

For a few moments neither of us said anything, but as I began to unbuckle my seat belt Wheaty said quietly, "You can fly solo again any time you like".

## BELGIUM

### LES FAUCHURES DE MARGUERITES (The Daisy Cutters)

A part from the exciting news concerning the restoration of the Spalinger S.15 at Jezow, we are glad to report that the HUETTER H.17b, which was rescued from the second storey of a house, two years ago, should by now have had its first flight after restoration ("heralded by the bells of Easter "or if not, by those of the Trinity!!!). It must be mentioned that the H.17b was designed in 1953 by Ulrich Huetter, when his brother Wolfgang was away in Argentina. It was generally slightly larger than the 1934 designed H.17a. It has an enclosed canopy and very large wing trailing edge airbrakes. We believe that Wolfgang was not entirely happy with the redesign.

Their President Firmin Henrard, has bought the BG 12 American sailplane, that was built from a kit in Belgium. In 2004, he flew this machine during our Rendez Vous International Rally at Jezenia Gora on two approximately 300m out & returns.

## BRITAIN

### "BLACK DIAMOND" GOES NORTH!

The GRUNAU BABY BGA 277 was originally built by Fred Coleman in his Leed's bedroom in 1936, with each wing, bolted together in two halves, as there was not enough room in the bedroom to build them, as they should have been built. It has been sold by its owner, and rebuilder, John Smoker, to someone at Port Moak, the Scottish Gliding Union, as its syndicate in the South had been dispersed, and it was not being flown

enough in the South of England. At Port Moak, there are two giant slopes, Benarty and the Bishop, for it to be flown over, as well as thermals and waves to give it extra height. From 1936, Fred Coleman had flown it from Camphill and it was named "Black Diamond" because of its predominately black colour. It received its first BGA C of A in August 1936. It received the civilian registration G-ALKU but received afterwards the RAFGSA number 270. It then became property of the Oxford Gliding Club at Kidlington but was in a sorry state, painted silver, with no aileron differential. After this, it was owned by the Upward Bound trust but was badly damaged.

John Smoker then rebuilt the whole aircraft, making sure that the wing main spars were no longer bolted together, but in one piece. It still has the 1936 Grunau Baby fittings and its original tailplane and was painted predominately green. It also had a landing wheel built - in. It must be the lightest, and basically the oldest, Grunau Baby in Britain. The genius Fred Coleman went on to build the Czerwinski/Shenstone Harbinger in his garden during the 1950s. May the spirit of Fred and his "Black Diamond" (and that of the Harbinger) live on for ever! .

From DUNSTABLE (LGC) comes the news that TED HULL has sold his Breguet 905 "FAUVETTE" BGA 2768 (F-CCCU) to APARAT at La Montagne Noire. This is another French light aeroplane and glider museum, but their aircraft must be airworthy. To this end, Ted had found the drawings for the required modifications to the Fauvette's rear fuse-

*Below: Ted Hull's Fauvette has gone to France.*



lage, which should satisfy the French Buro Veritas. The Fauvettes were once all grounded but were modified to fly in Britain. The APARATCHIKS have already an airworthy Breguet 901 and an airworthy Breguet 904 and so now they wished to have a Br.905. They have also a very well restored to airworthy condition N.2000 (Meise). Ted Hull has also the little fibreglass Miechta 7 ("Dream 7" or "Rossiya 2"), Russian sailplane, for light relief!

At the London GC, Laurie Woodage has now an EoN OLYMPIA 2. This was once the Polish Gliding Club's at Lasham Olympia (Polyolly) and is painted in red and white Polish National colours. Laurie already has Scuds 2 and 3 airworthy. The Minimoa BGA 1639, belonging to an LGC syndicate, just needs paint, as of mid May. It received its first BGA Cof A in March 1972 and had been formerly PH-390. Its work's number is 378 (although this number is not confirmed in Peter Selinger's book "Segelflzeuge vom Wolf bis zum Mini Nimbus").

The LGC based KRANICH 3, BGA owned by Paul Davie was, during late May, bought by a German group of owners and has returned to Germany without its LGC based trailer. At its new home, there is another KRANICH 3 in use. This was Hans Jacobs's last and best sailplane design. He designed it at FW Bremen in 1952 as one of Germany's first sailplanes to be designed and flown after the war together with his Meise 50 and Weihe 50, which were put into production by the same firm. The Kranich 3 had immediate success when it came

2nd flown by Dr Ernst Frowein, and 3rd flown by Hanna Reitsch, in the two seater class of the 1952 World Gliding Championships at Cuatro Vientos near Madrid in 1952. This was also in spite of their German pilots not having flown gliders, or in Gliding Contests, for a long time. Because of FW' Bremen's unexpected overhead's prices, the Kranich 3 could not be sold cheap enough and only 42 Kranich 3 s were built. 19 of these were still flying at the beginning of 1993 in Germany.

**AN AIR CADETS' MUSEUM AT RAF FEIGHFORD.**

This has been quietly organized by DAVID COTTON. His address is:- 43 The Beeches, Ryall, Upton upon Severn, Worcestershire, WR8 0QQ. Tel:- 01527-526189. Mobile:- 07802 413941. Apart from most of the gliders that were ever operated by the Air Cadets (formerly the ATC ie Air Training Corps), it has the 1931 replica MANUEL CRESTED WREN, which was found in a Welsh Barn exposed to the rain, and has bad glue failure in its wings, an EoN BABY, this one of the early Eon Babies, as it has a curved back. It was in the past brought to our Rallies by Peter Moran of the Blackpool & Fylde Club. It looks as if it could be made airworthy now.

The prototype SKYLARK 3. Its fuselage was badly damaged during ground handling. The 1943 GOEVIER 2 in NSFK markings and colours. It received it's first BGA Cof A in July 1974 as BGA 1992 as Works Number 557. It had formerly been D-5233, and had been brought to Britain to be sold by the RAFGSA, together with some their other pre 1945 built German sailplanes.

Its Air Cadet gliders are:- Grasshopper, (Cadet Mk 1), Tutor, (Cadet Mk 2). T.31 (Cadet Mk 3), T.21b Sedbergh.

The collection may now also include a Prefect and Swallow?

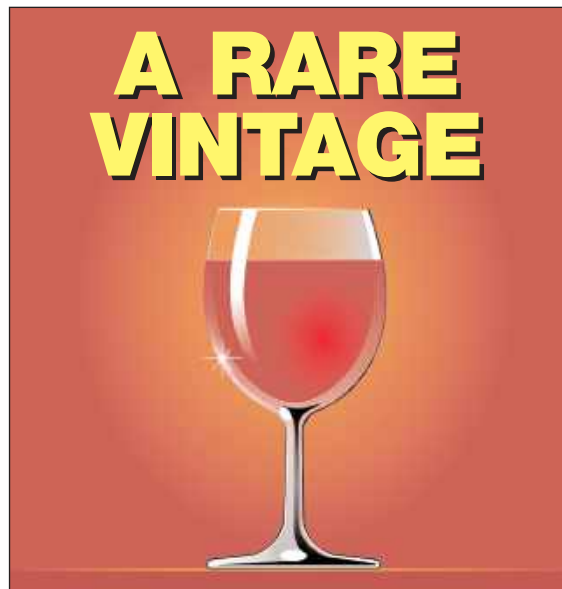
OTHER COLLECTIONS OF OLD GLIDERS IN BRITAIN are at KEEVIL (RAF Bannerdown,) AL STACEY has put into the air gliders that were once used by the RAFGSA. They are all being painted in RAF Colours, as they were in the old days ie. Silver, with Yellow or Orange bands around their fuselages and wings.

AT BROOKLANDS (Twickenham). MIKE BEACH COLLECTION, consisting of the original Willow Wren, a replica Scud 1, the original GULL 3. and a BAC DRONE. Contact:- Mike Beach. El:- 01737 833633.

AT BICKMARSH. Moreton in the Marsh. Gliders include a Slingsby SKY, Ka-RHOENLERCHES, etc.

SACKVILLE FARM. Gliders include MUCHA STANDARD. Manuel HAWK, OLYMPIA 460, DART 15, Ka-2 etc. Owner is Tim Wilkinson. Most gliders are airworthy. Tel:- 01234-708877.

SUBSTANTIAL AIRWORHY COLLECTIONS of vintage gliders are owned and flown by our members at :- The LGC, Dunstable, ME-7, 2 original 1935 SCUD 3s, 1 original SCUD 2, 1 OLYMPIA. 1 MU 13D-3, RHONSPERBER, MINIMO, SWALLOW etc. Contact:- Geoff Moore:- tel:- 01442- 873258.



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AT BOOKER, WYCOMBE AIR PARK. there are :- SKY, KITE 2, KRAJANEK, Ka-2, TUTOR, T.21, LUNAK, PETREL, JAVELOT, HUETTER H.17A Contact Graham Saw on :- Tel:- 01628- 776173.

LASHAM:- WEIHE, SKY, KITE 2, GRUNAU BABY 2b, OLYMPIA, MG 19A, RHOENBUSSARD, GRASSHOPPER, CADET, TUTOR, T.31 (probably) T.21b, the oldest BOCIAN and the oldest KA-13. etc. Contact:- Glyn Bradney Tel:-01420 88149. Mobile:- 07900283667.

The Lasham Group has only about 20 members and needs more to sustain its mighty fleet. They have even planted an elegant garden, which has to be seen to be believed, to encourage their lady members and others. There was the coldest April and the wettest May but June has turned very hot, and this has prevented the rest of Lasham from using water ballast. (Oh, how sad!) as there is a National Drought.

There are other collections attached to BGA clubs. We hope that these will not be for sale abroad, as the country has already lost Petrel, Viking, Weihe, 2 Kranich 2 s, Kranich 3, 2 Rhoenbusards, T.21bs, T.31 s, Rheinland, Hols der Teufel, Olympias, Kite 1, while replicas King Kite and H.28-2 have been destroyed.

MUCHA 100 RESCUED. This aircraft has been lying for some time at Dover. It has been rescued by Jan Szladowski, who we believe intends to put it, in its trailer, in a container, to be transported to JEZOW in Poland to be overhauled. The tailplane needs a complete rebuild, and another may have to be searched for in Poland. Wings have rebuilt D-boxes. They are recovered and resprayed. Fuselage is ply covered but all fabric has been removed. Its tailskid needs repairing. Its trailer is closed but is fibre glass covered. The glider has been for disposal for some time, but Jan found it on the internet.

## CZECH REPUBLIC.

From *Zpravodaj Plachtarskeho Old Timer Klubu No 32..2006. the official News magazine of the Czech Oldtimer Glider Club which kindly sent to CW by Petr Hanacek.*

Apart from the recently restored Sohaj etc, there is a photograph of the beautifully restored by Jiri Lenik KRA-

JANEK. On its rudder can be seen written that it belongs to the National Technical Museum which we know is in Prague. We wonder if the museum paid something for its restoration and whether it will be allowed to be flown for some time? We are not quite sure of its colour but there is no disguising its transparent fabric and the excellent craftsmanship. Behind it is the famous HOLS DER TEUFEL, now repaired. Both represent hours of painstaking work by Jiri and others and Arno Anders at Eggersdorf and Gerhard Maleschka, who worked also on the Hols der Teufel. The photo, in which is also the OSC's Grunau Baby and other German registered gliders, was taken at RANA. JAN POSEJPAL is building a new HUETTER H.17 a. There has been for some years another H.17a in the Czech Republic.

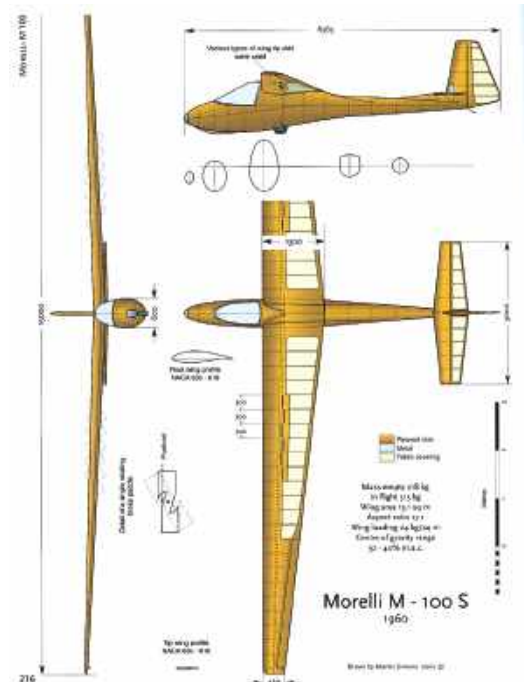
A DECENTRALIZED COMPETITION FOR VINTAGE GLIDER PILOTS is also being run. This is to encourage cross country flying for distance and speed. At the moment, 103 pilots are taking part. Apart from Czech pilots, Hans-Jürgen Krause, in a Pirat, and Wolf Dieter Keuterling from Eggersdorf Muncheberg, from Germany are taking part in 10th and 11th places in a PIRAT and a FOLKA respectively. Also OTTFRIED BALGA from Austria is taking part flying a BERGFALKE 2 and a MUCHA, in 27th place. He is making good progress rebuilding a GRUNAU BABY 2b. At present, leading the contest is VOJTECH BARTOS in a VT-116 ORLIK, who has carried out flights of 410 kms on the 23.4.05, 401 kms on the 25.5.05 and 377 kms on the 19.6.05. Surprisingly for us, an OLYMPIA 419, is taking part in 71st and 80 places, flown by Martin Piska and Hradec Jindrichuv. Is this the Olympia 419 from Slovenia? Miroslav Sima is in 79th place flying an A.15. Perhaps there were two Soviet A.15 s in the Czech Republic? If so, one of these is now with Peter Ocker in Germany.

## FRANCE

From a previous issue of *Dedale*:

The Rescue Of A Mesange, (Bluetit). TF-CDKP. An M.100 which was built in France. This is not an advertisement for the Amiens Protective Society for Birds, but the result of an escapade during a Saturday in April 2005, by Denis Auger and Didier Pataille. "One evening, I received a message from the President of the gliding club at Morestel, Laurent

Gros, He informed me that unless a "Mesange" was rescued within 15 days, it would be taken to the scrap heap. In fact, a "couple" was moving house and Madame had found in the attic, the wreck of a glider. The damage was due to an eventful landing of her first husband. Contact was made with the "couple", and we decided to launch operation "Mesange Rescue". I removed the club Libelle's trailer and departure was scheduled for evening after work and a rest was proposed at Semur in Auxois. Arrival was in the early morning and after having greeted the owners, the President of the Morestel Club arrived with



Above: Morelli M-100. See USA news for a photo of a Morelli 200. Drawing from *Sailplanes 1945-1965* by Martin Simons

two friends to give us a hand. This was very sympathetic of them. First examination of the machine gave the impression that its wings and tailplanes were in a good dry condition, as they had been stored, standing on their leading edges, against a wall for 20 years.

Concerning the fuselage, its nose did not exist any more. In other words, its cockpit was destroyed. The fuselage was also broken at its rear, under the fuselage/elevator fittings. The machine was stored in the upper storey of a building and the size of the opening to get it out was questionably large enough. After several attempts, and the installation of two ladders, the wings were extracted and installed on the trailer. The descent of the fuselage will remain in our memories. At mid day, all was on the trailer

and we thanked our hosts, (who were very happy to see the Mesange out of their way). We then left for Morestel Club which was 20 km away, where we were invited for an improvised lunch. There were a few sympathetic speeches and the Club's President proposed the organisation of DEDALE'S next National meeting on the 1st of May at Morestel.

The return went without problems and the machine now rests in Denis Auger's hangar. These are the following observations concerning the rescue. a) Thanks to our internet site, contact was achieved. b) In all the clubs, there are pilots who are prepared to help with the conservation of our national gliding heritage. c) without our action the glider would have been destroyed.

A little history of the machine. After the Fiche Navigabilite (C of A) No.80 of the machine dated 2nd January 1968, Edition 2, it seems that Carman Morelli built the type M.100 (which is essentially an Italian sailplane built in France. CW). Certificate Type No 24 was delivered on 8th February 1963. It has a cantilever wing of 15 m span built of wood and fabric. VNE is 215 kph and minimum thermalling speed is 65 kph. The type first saw the light of day in January 1956, when there was a competition organised by the Italian Aero Club for the design of a single seater standard class sailplane for training and performance flying. It was stipulated that it should be cheap to build, and easy to inspect and repair. That is why Alberto and Piero Morelli designed the sailplane and it won the contest. The first M-100 had a 14 metre wing span, with the possibility of changing it to 16 metres. In December 1956, a prototype was ordered from the firm of Nicolotti of Turin, with rigid operation of controls and cables. In June 1957, the M-100 had its first flights at Turin and awaited its first C of A. During the autumn of the same year, it was transferred to the National Gliding Centre of RIETI to be submitted to the judges of the contest. About 200 examples of the M-100 were built in Italy and France. There are differences between the Italian M-100 and French M-100. The M-100 had a 14 metres wingspan and the M-100S had a 15 metre span. The M-100 had a wing area of 12.25 sq. metres, For the M-100S, the wing area was 13.1 sq. metres. During this operation, the max.L/D was increased by about two points to above 1:30. In ITALY, it was built by AVIONAUTICA RIO S.p.A. In FRANCE, it

was CARMAM (Cooperative d'Approvisionnement et de Reparations de Materiel Aeronautique) at Moulin, which built 87 M 100 S Mesanges, between 1966 and 1972, of which five were delivered to Italy. After this, the M 200 "FOEHN" side by side two seater, of which the prototype was built between 1960-1964, had its first flight in 1964. 59 examples were built in France. There was a single seater M-300 of the Standard Class, with retracting wheel, which was designed from 1964-1969. Its performance was 1/38! Only one was built. The M-100 received a very good flight test report by Paul Lepanse in France. *Translated by CW.*

## GERMANY

It is now definitely established that the Stephen.F.Udvar Hazy Centre on Dulles International Airport is exhibiting the 1944 built HORTEN V1 V.2, the 1944 built HORTEN 3F and the 1944 HORTEN 3G's Centre Section only. They are together with the DORNIER 335, (Pfeil 'Arrow') push, pull twin-engined fighter that was also restored in Germany by the Dornier firm. The restorations of the Hortens were undertaken by the German Technical Museum ,(the DTM ) Berlin, in its store facility, the gigantic ARGUS engine works, which were undamaged during the war. The DTM is now also exhibiting the HORTEN 2 , which the Americans have let them keep as part payment for the other Horten restorations. The restorations were managed by Dr. Holge Steinle and are of the highest standard. The Hortens and other German aircraft were taken to America in 1945 as war booty. In case they could influence the Northrop Plant's flying wing programme. None of them were ever flown after the spring of 1945 in Germany. The good news is that the DTM has made building plans for them and so, they could be built again and, we hope, flown. There is no news yet of the restoration of the HORTEN 1X V.2 twin jet fighter, which the NASM also has in store for the Udvar Hazy Centre.

We are happy to report that differences between the owners of the KRANICH 2 D-6048 (formerly BGA 1022 and BGA 1258) at Achmer, have been resolved and that the machine is flying again. This leaves no less than three more KRANICH 2s in Germany still needing to be repaired or rebuilt in Germany. These are ex BGA 907 (Swedish 2B-1) at Eggersdorf and

the Mraz built 1943 ex-BGA 1142, at Bad Toelz. and D-0031. (B-2 Mraz built 1943), which was severely damaged, when landing down-wind at an Air Day. It still needs an owner.

As at the beginning of June, the new built REIHER 3 at Achmer is still waiting painting. SEPPL KURZ told CW at the Wasserkuppe that the owners of the OSC's REIHER 3 had objected to its weight while ground handling. It took five people to push it and it had to be lifted up to replace its undercarriage. He said that its flight handling and performance were superb. It has been put into the German Gliding Museum with Model flight and is on display, hanging up with the RHEINLAND (ex BGA 1711). The OSC's DFS HABICHT, D-8002, will now be flown by the OSC instead of it. HERMANN BEIKER, from Hamburg has now finished, except for fabric, one wing of his Spanish A.I.S.A. built WEIHE. He has finished the main spar and D-box of the second wing and is now installing the renewed structure behind the D-Box. (Currently the Air Brake Box). He has not yet started the rebuild of its fuselage. The Weihe is covered by the LBA for amateur building. It is clearly having a complete rebuild. We wish him all the luck. It is wonderful that one Weihe will be flying with new glue and wood.

HEINZ SCHEIDHAUER. We have heard that he is in a retirement home and that his health is not good. Theo Rack of the German Gliding Museum with Model flight on the Wasserkuppe, has been often visiting him. Heinz Scheidhauer was the Horten brothers official test pilot, who went to Argentina with Reimar Horten after 1945 to help continue his work on flying wings. After the Argentinian Government stopped supporting flying wing development, Heinz had to make a living crop dusting at night, so that the dressing should not be blown around by thermals. Heinz often came to our VGC International Meetings.

## SWITZERLAND

*from Daniel Steffen*

Thomas Fessler is working on his Olympia Meise HB 384. Because of missing room it was difficult to install a new radio and a Flarm system. We are wondering if Hans Jacob could imagine that his gilders would be equipped, 70 years later with a collision warning system.



**Top: perfect fitted canopy on the Austria**  
**Below: comfortable seat for the Austria**  
 under construction. Photos: Willi Waelty

**Top: fuselage of the Olympia Meise HB 384**  
 in the workshop of Thomas Fessler  
**Above: the tail of the Meise did not fit into**  
 the small workshop of Thomas Fessler  
**Below: the new instrument panel of Meise**  
 HB 384. Take note of the FLARM (collision  
 warning equipment). Photos: Thomas  
 Fessler



**Top: new covered V-tail of the Standard**  
 Austria S HB 1299  
**Above: overhauled air brakes of the**  
 Standard Austria  
**Below: installed mechanical parts in the**  
 main section and end of the fuselage of the  
 Austria. Photos: Willi Waelty

The restoration of Willi Waelty's Standard Austria S HB-1299 is in good progress. Willi installed already the overhauled mechanical parts and fitted a new canopy on the fuselage. The V-tail is covered again. Willi prefers to sit comfortably. Therefore he investigated many hours to build a perfectly shaped fiberglass seat. Why should the drivers of the Formula 1 Racing Cars have a better seating than a glider pilot?

Even the homepage of the Swiss Vintage Glider Association ([www.osv-ch.org](http://www.osv-ch.org)) was in need of restoration. From a sleepy state (as this is the fate of many others) the fresh webmaster Andreas Platten, brought, with intensive work our homepage to new, clear and attractive life. Congratulation to Andy! May our members supply heaps of information (texts and photos) on him, securing by thus the regular updating of our [www.showcase!](http://www.showcase!)



## USA

### Southern Hospitality.

From our regular correspondent in USA – Lee Cowie.

The Vintage Sailplane Association held two regattas, thousands of miles apart on the same weekend, May 26 – 30. The Southern Regatta was held at the Chilhowee Gliderport in Tennessee near the southern end of the Appalachian mountain range. The prominent ridge that parallels the runway to the east is the beginning of the Cherokee national Forest and when the wind is out of the west, long ridge flights are possible. Unfortunately, winds were light and variable all weekend.

Molly and Dennis Barton ran the regatta almost single handed. Knowing there would be more pilots than planes, Dennis brought 4 of his own. He used his Ka2 and T31 for field check outs and then turned the ships over to others with time in the types. He also brought his Ka1 and Ka10. Barry van Wickevoort-

## INTERNATIONAL NEWS

Crommelin made the longest flight of the weekend in the Ka10. (I know it was the longest flight, I was waiting for a turn....). The IOC brought the Olympia from Illinois and 5 pilots to fly it, which added to the pilot surplus. The Kramer boys from Pennsylvania were also sharing their L-Spatz too.

Pilots and crews were on their own for lunch but each evening, they would all dine together. The organisers were concerned they had not made adequate plans for these meals, but those eating the meals were more interested in the conversations of flying and rebuilding old gliders and the food was just an excuse to join together. The weekend passed all too quickly and gliders were disassembled and packed for their trips back to where they had come. We have already heard that as soon as we left the ridge started to work and they had thermals to 8000ft. We hope we will be invited back again next year. ■



From the top: the IOC brought its' Olympia and 5 pilots to keep it flying. Dennis Barton gives VSA President Dave Schuur a field check out in his Schleicher Ka2. The Kramer boys flew their L-Spatz. Above left: Paul Gaines made the first flight on Sunday in his Phoenix. Left: Bob Ball makes a solo flight in his Morelli M200 after assembly, before taking passengers. Below: L to R, the Barton Ka1 and Gaines' Ka3 waiting for tows. Photos: Lee Cowie



# With the Moswey 4 into the Stratosphere

*René Comte's report on his record flight  
30th December 1951*



It was very hot in Johannesburg these days between Christmas and New Year: according to Pretoria's weather station they were the hottest days of the last thirty years. While in the shop windows Christmas trees with artificial snow and Santa Clauses in fur coats prevailed (no doubt, for the southern hemisphere a Santa Claus in bathing suit should be invented), we perspired like race horses.

Luckily, we were off duty these days and spent most of the time in the swimming pools. Ours was out on the airfield of Baragwanath, belonging to the Flying Club as well as the clubhouse and the bungalows where we resided, the tennis court and the aircrafts. So we alternately went swimming and laid lazy around and watched the comrades circling in their gliders above our heads. Thermals were exceptionally forceful and the air dry, so that the cloud base reached

almost 3000 m above ground (4700 m above sea level).

On December 30, at 2 pm, I spotted in about 20 km distance a cloud growing to incredible height. This tempted me so much that about 40 minutes later I was towed in my Moswey 4 by a Tiger Moth after having mounted the batteries, filled up the oxygen and had the barograph plumbed by a commissioner. In order to reach the maximum altitude gain, the tow pilot was instructed not to go higher than 150 m above ground. He flew a wide circle over gold mines, dumps, the distinguished features of Johannesburg, and turned back to the airfield, where I released amidst a thermal.

First, it climbed about one meter per second, but slowly the vertical speed increased, showing at the base +4 m/s. Immediately I set the course towards Germiston, where the towering cumulus

had built an enormous anvil. It was high time, because at the base some downdraft developed, and only after some minutes searching I found a narrow, turbulent thermal underneath. Nearing the base, I prepared the helmet and the oxygen mask and switched on the artificial horizon.

The thermal brought me up to about 6000 m AMSL, where the air became so turbulent that I hardly could keep control of my glider. I was surrounded by a dark grey fog, and some big hail corns smashed against my plexiglass canopy. But I thought this could not be the main updraft of the cloud, because to my experience the best updraft is where the cloud is bright, sometimes even snow white. So I turned to a straight course hoping to find somewhat more suitable.

After two minutes, I came sideways out of the cloud and found myself in a downdraft dropping like a stone. Very fast I had lost 1000 m while flying along the cloud. Shreds of mist darted around me, but suddenly I spotted some strips of fog shooting up in high speed. I flew towards them and immediately I was in this updraft while the cloud closed around me.

This updraft was somewhat less turbulent than the first one, but biting my teeth I turned one cycle after the other. Soon I was up again at 6000 m, the vario showed +7 m/s, external temperature about zero degrees, and I started to breathe artificial oxygen.

The thermal's kernel was rather narrow

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*Left: Willy Fahrni's 1950 Moswey 4a HB-522*

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so I had to circle with about 45 degrees on the artificial horizon. The turbulence stayed about the same. Funny enough, icing was little, and there was no hail nor lightning, opposite to my flight four weeks earlier, where the hail pattered with a big noise onto my glider. I think, the absence of hail was due to the extremely dry air.

The ascent to the top was now rather fast with +15 m/s average, reaching 33 m/s in some gusts. Reaching 10800 m AMSL I entered again a very turbulent zone and was suddenly thrown down 200 m by a downdraft. Because I already could feel the sunbeams through the haze, I thought I had reached the top and therefore set course straight on. Only a few seconds later I was out in the bright sunshine, but had no sight out of the canopy because it was covered completely by ice. Trying to see more I tried

to circle around, but the glider sank so much that I entered a fog sea and set again course with the instruments.

I was quite astonished to have found thousands of ice crystals giving the impression of true snow. They covered a layer of clear ice on the wings nose, and some crystals had entered the cockpit. Also the instrument board was completely covered by snow, produced by condensation. I wiped off the white layer and read  $-30^{\circ}$  C external temperature, while still having  $+7^{\circ}$  C within the cockpit thanks to the absolutely tight canopy.

Shortly after I came into sunlight again and got distance to the cloud, opened the little window again and held my hand out... Phew! It felt ice cold. In the cockpit, temperature fell to zero, but I was astonished to feel comfortably warm in spite of wearing only my polo shirt. The sunshine, which also dried up the ice of the canopy was so forceful that I didn't feel cold at all.

After some endeavours to shoot a few pictures - which were not a success - I speeded up my descent in order to go swimming again. The flight had lasted only 1:40 hours when I landed at Baraganath.

The two flights in December 1951 to

9600 and 10800 m AMSL showed me, that with the progress of technique the flight in clouds has come to the forefront again. What was boldness 13 years ago and cost some pioneers lives, is with todays means absolutely feasible. We no longer depend on waves, which develop only on certain locations of the world, to reach the stratosphere, we are able to do this in thermal updraft, provided a suitable well instrumented aircraft is at hand.

During a flight like this, the glider has to withstand higher loads than in stationary waves. It is essential that the aircraft has (1) high stiffness, (2) first class instrumentation for blind flight, (3) a control system unsensitive to temperature, (4) good flying and control characteristics, (5) enough stability in all axes. I enumerated these in order of their importance as I see them. Most important the stiffness is first, and in this respect the glider construction has had the most progress in the last years.

Many readers may be astonished to find stability only last. Certainly, good stability is desirable, but it never can replace the instrumentation. The most stable glider with a Turn/Slip indicator is, even piloted by the most skilled, a

nervous aircraft and defeated by an aircraft equipped with an artificial horizon. During my flight four weeks earlier, the pattering hail produced such a noise that I couldn't hear the wind of the speed at all. The speed indicator was of course covered by ice, and I had to fly curves with  $45^{\circ}$  bank in order to stay in the updraft. I also got distracted by the oxygen device, because the provision of oxygen is to be monitored carefully as well. Under such circumstances an artificial horizon is almost indispensable, specifically in such turbulence, for even the most stable glider is thrown around like a playball. An electrical artificial horizon is priced high, but cheap compared to the cost of the aircraft.

Third is the control system. The temperature difference between ground and the stratosphere is about  $70^{\circ}$ C. In a metal aircraft, cable controls may eventually be sufficient although aluminum and steel contract differently. In a wooden glider, cables would be extremely dangerous, because the cables have to have quite a bit of slack, but become so tight in the altitude that they may become damaged or get stuck. Only control rods can give total satisfaction, because the cold doesn't

## My pet's name is Moswey 4

By René Comte

A glider is like a pet: it becomes cherished very fast. Often, one is confronted with mishaps and inconveniences, but then come the nice moments of gliding giving satisfaction for the labor and troubles.

The prototype Moswey 4 had its first flight 25 June 1950. It was in a hurry, because already a week later it should participate at the world championships in Sweden. We were tired and overworked after that night, and our unshaved faces didn't match the beautiful lines of the new bird; but we were lucky, the weather that Sunday was beautiful, so we could start flying it.

I started the maiden flight at 2 pm; we towed to about 800 m. Everything went smoothly, and I was somewhat disappointed that this flight wasn't much different to a Sunday's sightseeing flight. Supposing a test flight to be a dangerous undertaking full of adventure and sur-

prises - but nothing alike happened.

Striking me immediately most was the wonderful sight, which I hadn't experienced in a glider before. The huge, one-piece and teared down far onto the fuselage plexiglass canopy offers a roundsight only matched by the Dagling. In addition, with the Moswey 4 the rearward sight is free, so that one can see its own empennage. Involuntarily I was reminded of the saying that "gliders are deck chairs with adaptable view"; and with the thick rubber cushion I really felt like sitting in a deck chair.

Striking me next was the lightness of its controls. Already a step forward in the right direction in the Moswey III a further step is now done with the Moswey 4. No slack, no noise and light operation, as well as the new pitch trim provide a maximum of comfort, and make flying a joy, especially on the tow or in clouds. After a few circles I went straight on in order to check the glider in different speeds. Astonishing was its good sliding. Reduction in overall drag

against the Moswey III by choice of a different profile and better forming of the fuselage was a goal of the design, and it really was fully achieved. The glider offered over the full speed range from 50 to 210 km/h total satisfaction. Harmless near the stall, even with full pull on the stick, the glider stays steerable with ailerons and rudder, just dropping finally its nose to gain speed again. A spin can happen only by inducing it voluntarily by simultaneous rudder and aileron; by crossing the controls it leaves the spin and recovers by itself.

Just after the test flights we packed things up and prepared for the trip to Sweden. After having driven three days and nights with only six hours of sleep, we landed offroad 50 km before reaching Oerebro. I wasn't amused by this incident, because I was cheated of the most wanted sleep and training. But luckily, the heavily damaged wing was repaired just in time to start at the world championship. This was very interesting and instructive. I thought that it takes serious preparation and a little bit of luck to achieve a rank in front. A good glider is of importance, but never deciding. Nevertheless, my Moswey 4 performed well



instigate any additional load. Moswey 4s push/pull rods are to be applauded as a result of first class engineering.

Maneuverability is required to get over the turbulence as best as possible and depends on the rudders efficiency as

**Left: Willy Fahrni's 1950 Moswey 4a cockpit**

well as the control system described above.

During the past flights to high altitude

I had the opportunity to test my Moswey 4 in new and most heavy loads. This glider did fully satisfy me in all respects, and I congratulate the designer, Mr. Müller wholeheartedly.

*(translation by H. Peter, VGC 891)*

and was finally the best glider with small span (14.4m) behind some large ones with 18m or more, followed by as many large ones.

After my return to Switzerland I flew many more tests with the new bird, especially studying its behavior in clouds and aerobatics. In both disciplines I was 100% satisfied.

It is true that it takes a lot of exercise and skill to fly with a light glider as i.e. the Moswey III in clouds. Especially in turbulent clouds a short unconcentrated moment can lead to unintended aerobatics. Nevertheless, some pilots have shown that it is possible. An artificial horizon is highly desirable in such gliders in order to fly in most turbulent clouds.

The Moswey 4 is much more stable than the Moswey III and so easier to control in clouds. Most of the time I flew with an artificial horizon, with which it is as simple to fly with 30° or 45° curves as to fly with sight of the ground. I also tried to control with the Turn/Slip indicator without the horizon, and this presented no difficulties. The glider is stable enough to protect the pilot of brisk surprises. The trim, missing in the Moswey III, is an additional help to find the normal stick

position again and again.

Some of the flights in late summer will stay for good in my memory. A glider well equipped for flight in clouds gives a pilot undescrivable more than one without such equipment. And reassurance. The search of updraft without sight, then the unbelievable ascent speed, the turbulence, the cold, the hail, the ice - each one of them is an adventure by itself. And then comes the most striking moment coming high out of the clouds and into the warming sunshine, while left and right the gigantic cloud towers impress.

I remember a flight in August, where the air was rather instable. There were no big thunderstorm clouds, but little cumuli grewed and disappeared in a fast sequence. We towed to the lake of Hallwil towards the next clouds, where I released at 600m over Brestenberg. The updraft was weak, and only with much patience I reached the base at 1500m over ground. I therefore decided to follow the clouds towards south in order to find better lift. Near the lake of Baldegg, I climbed with 3 m/s, and in the following flight in cloud I reached 3800m AMSL. Having seen before a good

cumulus developing over Zug, I took course East as soon as the lift stopped, and I reached that cloud about in the middle between base and top. Coming from the sunny side and the cloud shining wonderfully, I hoped to climb in it to 5 or 6000 m in order to change to the mount Bachtel, where a Cb went even higher. But entering the cloud, to my disappointment, I just came out again on the other side into the blue, for only a frontal wall was left instead a round cumulus which had looked so good and inviting in the sunshine.

I tried several minutes to find lift in those remaining shreds, but in vain and the sky became more and more blue, and when I decided to head home, I was over the lake of Zug, 42 km away and 2200 m above the airfield. I headed North and accelerated, and landed 25 minutes later at the home base Birrfeld. With the prevailing slight headwind, my speed was 110 km/h; this accounted for about 1.4 m/sec sink at this speed. True, the Moswey 4 is a fast glider, and I believe a Piper had to go full power to follow me.

My pet's name is Moswey 4 !

*(translation by H. Peter, VGC 891)*



# The New Wasserkuppe Museum

The German Wasserkuppe – Berg der Flieger (Flyer’s Mountain) - is a place of pilgrimage, not only for pilots of sailplanes, hang gliders and paragliders. Its picturesque scenery attracts hikers, bikers, and many tourists. On May, 20th 2006 the Wasserkuppe acquired a new attraction. The sailplane museum has reopened with a huge extension hall of 3000 sqm. Also the museum now includes a new realm, the history of aeromodelling. So the place is now

called "Deutsches Segelflugmuseum mit Modellflug"

The museum began in a small garage in Gersfeld, then moved to a hangar next to the airfield control tower and then to the interesting circular wooden building opened in 1994. Starting with only a few gliders the number of sailplanes belonging to the museum increased from year to year. Many of them had to be stored, derigged, in the cellar. An extension was necessary.

The museum is run by a committee of enthusiasts, who were unable to finance the project unaided. Great efforts were required to raise funds from Fulda county, the Hessen state, the German government and the European community. Many donations from ordinary people helped to make the project possible.

As there are hundreds of glider designs worthy of conservation, the committee decided to restrict the collection to those of special significance.





Beginning with the Lilienthal glider and continuing to the first GRP designs, 44 carefully chosen aircraft are displayed. More await restoration in the museum cellars. Among those now shown are the famous Darmstadt D-36 Circe and its successors: Waibel's AS 12 and Lemke's LS1. Some from the former GDR (Eastern Germany), hitherto neglected, have also found their way now into the display. All exhibits are in a perfect state. Some have been built or restored by well known Josef "Sepp" Kurz and Klaus Heyn, both members of the committee. Sepp is responsible for the large workshop in the basement. There he is at present rebuilding the famous rocket powered Opel glider. The museum archives contains thousands of books, photographs and construction plans.

The model aircraft department is 800sqm in area. It occupies the gallery linking the old and new museum. Not only gliders but all kinds of powered models are shown, and there is an immense collection of 300 model engines and lots of radio control devices.

The museum is open all year except Christmas Day. From 1st April to 31st October the times are from 9.00 to 17.00 hrs, from 1st November to 31st March from 10.00 to 16.30 hrs. Anyone interested in the archives should contact the office in advance to make an appointment since there is only a very limited staff.

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*Klaus Fey*



**Far left: dedication of the museum by Catholic and Evangelical Priests, Friedhelm Dauner (in white) and Wolf-Benjamin Gittermann. Klaus Scheer is on the right.**

### Gliders displayed in the new Museum (R=replica; O=original)

Type	Registration	First Flight	R/O
Lilienthal Normal Segelapparat	–	1894	R
Lilienthal Standard Doppeldecker	–	1895	R
Pelzner Hängegleiter	–	1920	R
Vampyr "Hannover"	–	1921	R
Schulz F.S.3 Besenstiel	–	1922	R
Hol's der Teufel	–	1923	R
RRG Falke	HB-16	1928	O
Laubenthal "Musterle H2PL	–	1929	R
Grunau 9 ESG 29	–	1929	R
RRG Falke	HB-16	1931	O
Rhönbussard	"D-Hesselberg"	1933	O
GrunauBaby Ila	D-1079	1933	O
Rhönsperber	D-6262	1934	O
Rhönadler 35	D-Guenther Groenhoff	1935	R
Kranich II	D-8-11 / D6260	1935	O
Mü 13 D Atalante	D-6293	1935	O
Mü 13 E Bergfalke	OE-0138	1935	O
Göppingen 3 Minimoa	HB-282	1936	O
Habicht	D-8002	1936	R
FVA 10 B Rheinland	BGA-1711 / D-12-354	1937	O
Schulgleiter SG 38	–	1938	O
Weihe 50	D-5862	1938	O
DFS Reiher 3	D-7033	1938	R
Goe 4	D-1084	1939	O
DFS Olympia Meise	D-4679	1939	O
Goe1 Wolf Experimental	D-15-2	1943	O
Kranich 2	D-8-11/D-6260	1943	O
Mü 13 E	OE-0138	1950	O
Ka 1	D-4328	1952	O
Grunau ES 49	D-5069	1952	O
Condor IV	"D-Condor" / D-1092	1953	O
Horten Ho33V1	D-5331	1953	O
Ka 6 BR	D-4339	1955	O
L-Spatz	LX-CBX	1955	O
Phönix T 402	D-8353	1957	O
Lommatzsch Libelle Laminar	DM-2668	1958	O
FES Lehrmeister	DM-3308	1959	O
Zugvogel IIIa	D-5855	1961	O
Favorit LOM 61	DM 2704	1961	O
BS1	D-9389	1962	O
D36-V2	D-4686	1962	O
Rhönlerche II	D-7125	1962	O
AS 12	D-4311	1965	O
LS1 V1	D-4723	1967	O



*Chris Wills was invited to the official opening of the new section of the German Gliding museum with model flight on the Wasserkuppe on Saturday the 20th May 2006. This is his report.*

The Opening took place at 15.30 hrs but many of those people present had been there from 11.00 hrs for the museum's AGM. The Opening was performed in the presence of Hessen's Minister for Economics, Travel and Land Development, Dr ALOIS RHIEL, who had supported the museum financially after having noted the enthusiasm and free labour of those running the museum and restoring its 44 gliders, and the great possibilities of the museum's economic future owing to its magnificence, which is likely to attract great numbers of visitors on 7 days a week. Also present was MARGIT TRITTIN, the Mayoress of the town Gersfeld, which is at the foot of the Wasserkuppe. GERD ALLERDISSEN, VGC Member and PRESIDENT OF THE GERMAN AEROCLUB and WOLFGANG WEINREICH, THE PRESIDENT OF THE FAI. The Opening was very impressive with very well played band music played between the speeches by the "Caecilia" Musik Verein of Poppenhausen. Towards the end of the occasion, C.Wills made a speech bringing the museum the good wishes of all the International VGC's members etc. which was appreciated. There were also speeches by THEO RACK, the museum's chief curator, and the ceremonial handing over of the museum's KEY by its architect WERNER KRAMER to Theo Rack, and a speech by the president

of the museum's curatorium the former Ju 88 night fighter pilot (22 victories), Lufthansa Flugkapitaen, and lawyer KLAUS SCHEER. The new section of the museum was dedicated by the Catholic and Evangelical Priests. Friedhelm Dauner and Wolf-Benjamin Gittermann at 17.10 hours. At 17.30 hrs, everyone was invited outside to a tent for refreshment. The major finance for the building of the museum had come from two Trusts. The museum had formed a Trust around some land which was suitable for industrial building on, and that of a fantastic international collection of model aeroplane engines.

Its deceased owner's widow had said that according to the last will of her Husband, Dr.Gerhard Rubin, the German Gliding Museum with Model Flight Gliding Museum could have the trust fund providing it would display the model aeroplane engines in lit-up glass cases around the walls of one of the museum's display rooms. During the Opening day, the weather raged and stormed, which made unskilled photography in at least the old museum almost impossible. There are 44 gliders displayed ranging from Otto Lilenthal's first gliders from 1891., via the first post WW-2 Mu 13E - Condor 1V and Kranich 3, Goevier 3, Ka-1, Ka-3 etc etc. to the fibreglass sailplanes of 1967-8. The Members of the OSC Wasserkuppe (Oldtimer Segelflug Club) and built new the 1911 FSV 10, which the 15 year old Darmstadt students had built and flew from the Wasserkuppe before WW.1. The replica was built without drawings,



but from photographs, almost all of which showed different construction (after accidents?) and bracing wires. The new VAMPYR was also magnificent, as also was Werner von Arx's Swiss built MINIMOA 36. KLAUS HEYN had built replicas of the F.S.-3 "BESSENSTIEL" of 1922, the GRUNAU 9 "SKULL SPLITTER" of 1929, "RHOENADLER 35 and the MUSTERLE of 1929, as well as many rudders of old gliders. All are built to the highest standards. SEPPL KURZ and the OSC Wasserkuppe, as well as working on many of the Museum's gliders, to bring them up to museum display standard, had built the replica REIHER 3, and had repaired and completed the HORTEN 33, which looked magnificent and must have been similar in size and form to the HORTEN 3s which had taken part in the 1938 and 1939 Rhoen Contests. Its tandem two seated centre section is claimed to have only reduced its max. L/D from the 1:28 of the prewar Ho 3s, to 1:26. Only their 20 metre spans would have



made them inconvenient for hangarage as their flight handling was said to be perfect. A specially good impression was made by the REIHER 3, the RHEINLAND (from England), the Lommatzsch MEISE, which CW thought had the finest Meise wing that he had ever seen. The completely transparent fabric covered MU 13D (formerly belonging to our member ERNST WALTER) which

looked aetherial, the HOLS DER TEUFEL (built by Mike Beach in Britain). A surprise was to see the little GRUENE POST replica, which was revealed in our last VGC News No. 117 on page 21. We wonder if the replica was ever flown? There was so much to see, including the models, that CW had not enough time to see it all. In the Museum's workshop could be seen an H.17 a

fuselage being restored. We believe that its wings were seen without fabric covering, seemingly new, in the museum above. Also in the workshop was a new 1928 Lippisch, 1928 rocket powered "ENTE" (Canard) which was being built from plans drawn up by Siegfried Lorenz. (of the museum's drawing staff). Plenty of Museum space given to OTTO LILIENTHAL and his gliders. A superb



*Top left: Chris Wills wishes the museum every success on behalf of the VGC.  
Above from the top: East German Libelle Laminar, 1955 Horten 33 restored by Seppl Kurz  
and the OSC, and FS-24 Phönix.*



replica of one of these was displayed, built in 1991 by ALFRED LOHMEYER of Karlsruhe. At the museum's entrance, there were many wonderful souvenirs, (including Models), to buy. There are many superb photographs on display. It is impossible to do justice to this museum by writing this and urges all VGC members to go forth and visit it. This is a Glider Museum worthy of the Wasserkuppe (as the Holy Mountain of Gliding). CW thinks that it deserves many visits and should attract Glider Pilots, Aeromodellers, Women and Children from all over the world, and thanks Manfred Penning for making his participation in its opening ceremony possible. Many of our German VGC members were present, including Fried Wevers from the Netherlands. and Fritz Hoeller



who was the workshop foreman of Terlet, the Dutch National Gliding centre. We were very glad to see them.

A very good book "Segelflugzeug-Geschichten" (Sailplane Histories") on the gliders and sailplanes in the museum has been brought out by Peter Selinger and it may be obtained at the Museum's entrance. It is at present only in German.

There are only four museums, as of 2003, in the world, which are dedicated solely to gliding. In the USA, the NSM on Harris Hill at Elmira, in Australia, at Alleberg in Sweden, and the unfortunately shut museum at Planierskoye (Koktyebyel in the Crimea, and in the Ukrain. It is hoped that this one on the Wasserkuppe, the highest of the Rhoen Mountains and "Mountain of the Glider Pilots", will make up for there not being others. CW

On the way home, Manfred Penning took CW to visit Heinrich Weinert, a member of the Akaflieg Darmstadt and glider inspector, who is currently building a small 2-seater vintage aeroplane, a Siebel 202 "Hummel" (Bumble bee) of 1938. It is powered by a little 4 cylinder



Top: Chris Wills is shown the workshop. Far left: well equipped workshop. This photo shows a Kaiser Ka-1.



in-line Czech Walter Mikron engine. Sepp Kurz of the OSC Wasserkuppe, has built the only other one in existence. If Sepp Kurz and his OSC could build us

just one more sailplane... a two seater HORTEN 33, as we are sure that it would fly well, and safely, and would make a tremendously good impression. ■

# YOU MUST REMEMBER THIS

## Part Three

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

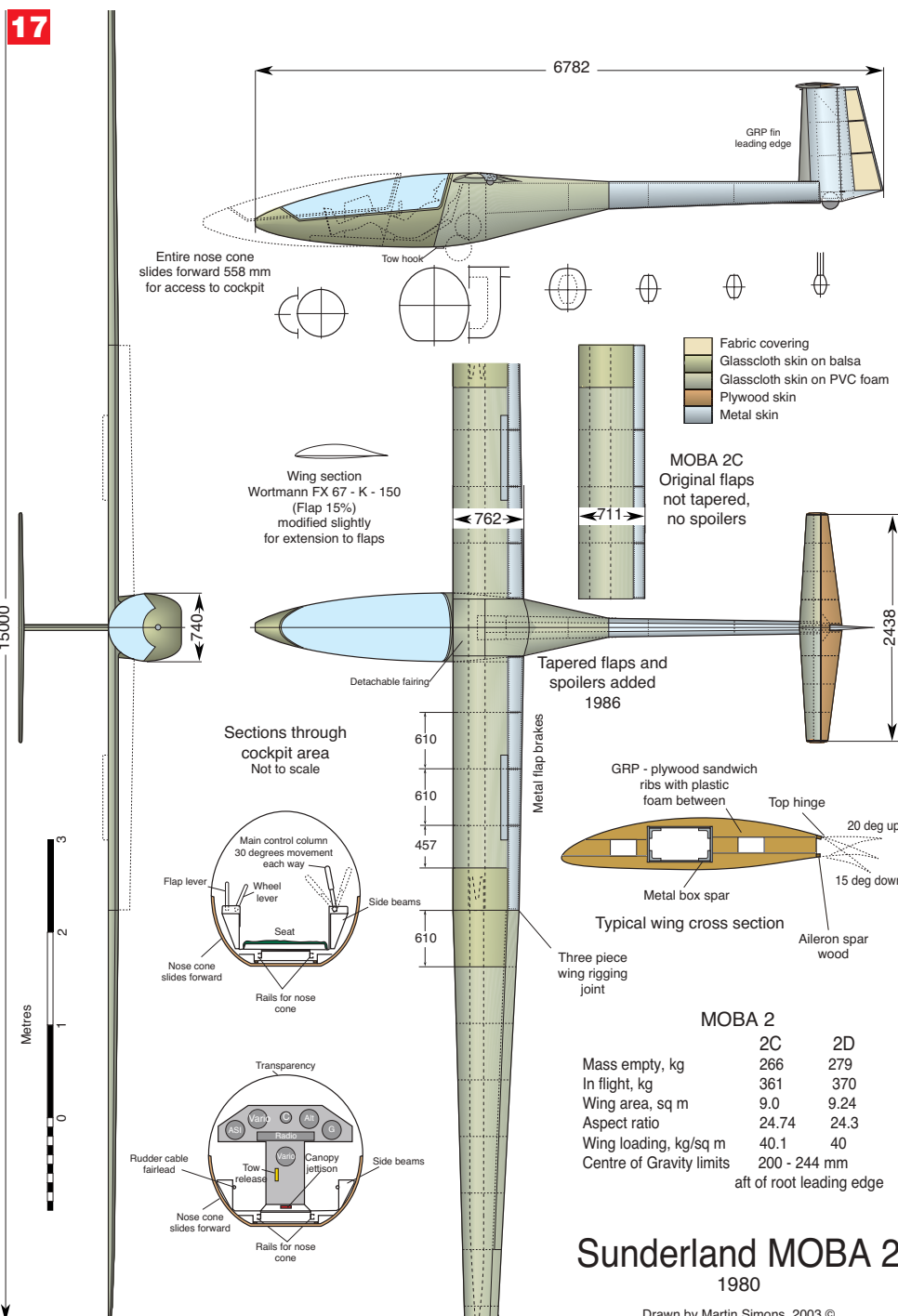
(Notes from a talk at the Friedrichshafen Aero 2005. The copyrighted drawings used to illustrate this item were extracted, with permission, from the three volume series 'Sailplanes' by Martin Simons, published by Equip Werbung & Verlag, Hauptstrasse 276, 53639 Königswinter, Germany. Together, these volumes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

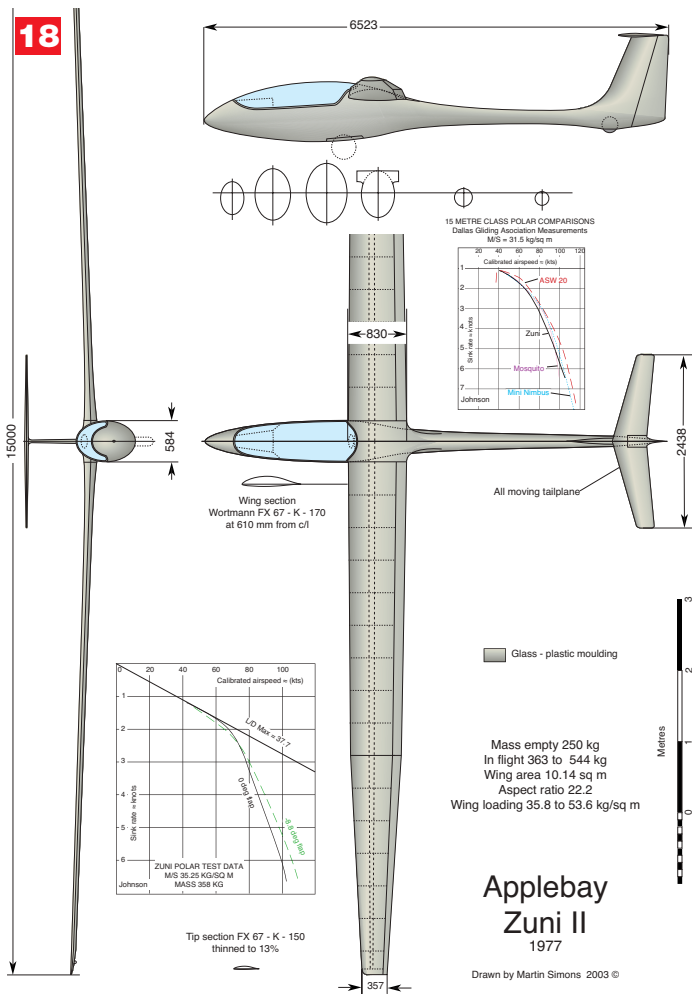
### 17 The Moba 2

It was Gary Sunderland's ambition to have, some day, 'My Own Bloody Aircraft', and with it win a day or two at the Australian National Champion ships. It would truly be his own aircraft in the sense that he would design and build it himself. He was well qualified for such a project and as a pilot very

familiar with the wonderful Glasflugel Libelle H301 He hoped at least to equal this in performance. He began preliminary design work on his 15 metre MOBA in 1970, but was diverted for a few months while he prepared the MOBA 1, a 13 metre span version for the Australian Gliding magazine design competition. This placed equal first, on paper, with an all-

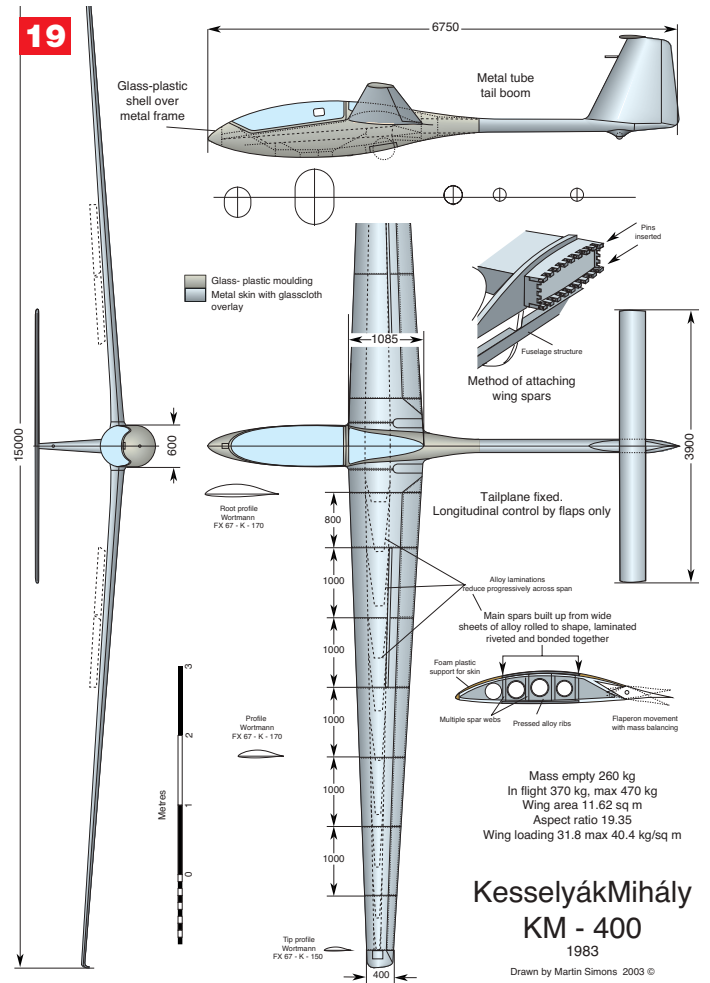
metal sailplane by Imre Bano from Hungary. Neither winner was ever built. The MOBA 2, with which Sunderland persisted, had many innovative features, among them a sliding nose cone instead of the usual hinged cockpit canopy, a side-mounted control column, and an ingenious wing structure which he could build without costly moulds or machinery. A large metal box spar was the basis, around which a sheath of urethane plastic foam was glued and cut accurately to profile, finishing with a glass cloth skin. What went wrong? Time. To complete the design, do the construction, test fly and make a few minor modifications, took too many years. Moba 2 did not receive its certificate of airworthiness until 1980, thirteen or even fourteen years from the first conception. When it did fly, it proved to perform as Sunderland had hoped but the world had moved on. In competition now he must fly against such sailplanes as the ASW 20, LS 4, SH Ventus A and so on. He never did win his day at the Nationals. Worse, in the longer run, the plastic foam used to give the wing its profile, turned out to be less stable than expected and moved enough over the years to require a thorough re- shaping and re- finishing to bring it back into shape. It was all too much.





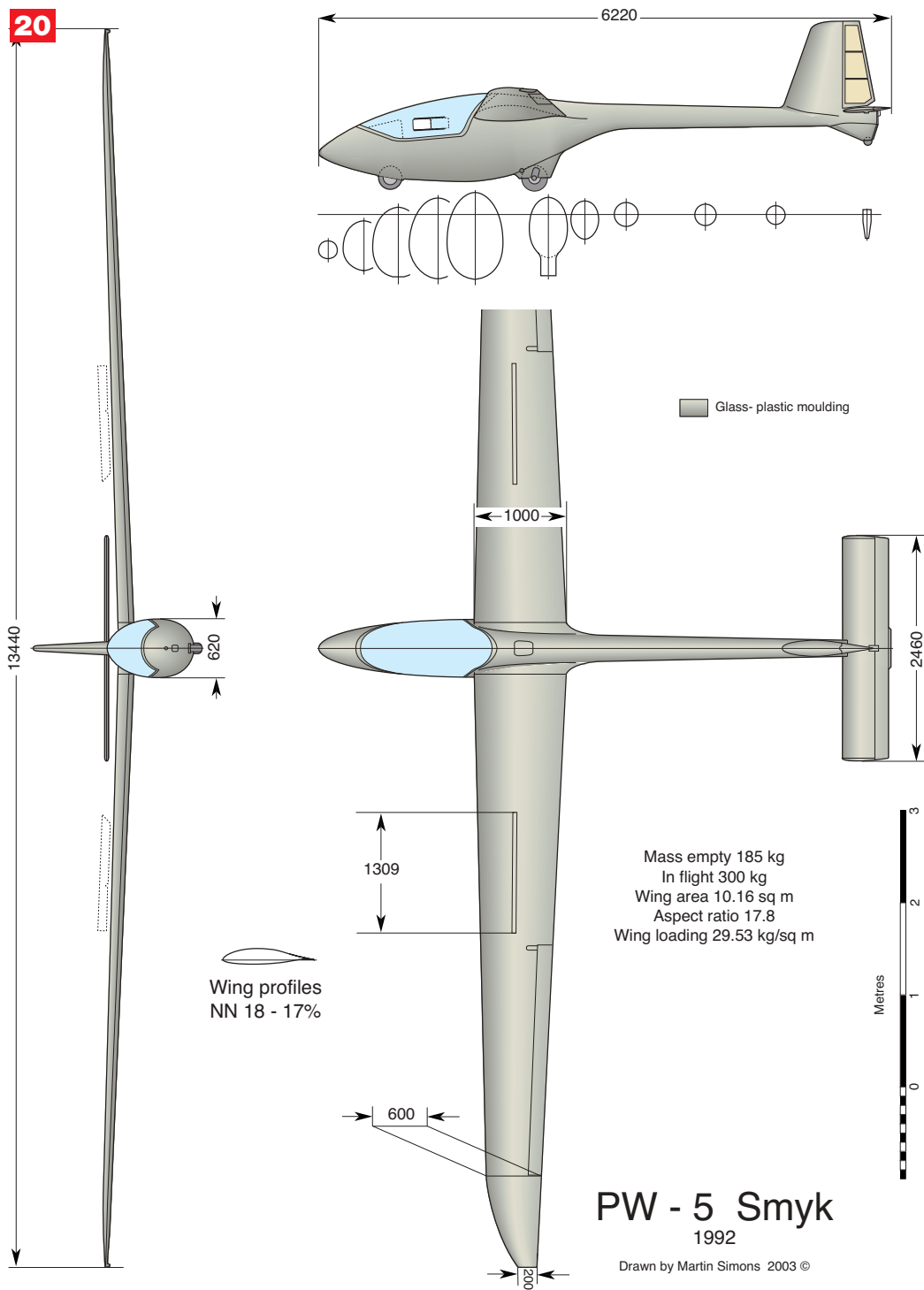
**18 Zuni**

The Zuni, named after an indigenous New Mexican tribe, was the second American plastic sailplane to achieve production status. The first was the Concept 70, which did not attract many orders and ceased manufacture after the designer and entrepreneur, Arthur Zimmerman, died prematurely in 1974. The Zuni, designed by George Applebay, was first flown in 1976 and seemed very promising. It had an outstandingly attractive appearance. There was every reason to expect the performance to be equal to current European sailplanes of the same class. Production by the Aero Tek Company began in 1977. Early flights were encouraging but were overshadowed by a fatal accident when a Zuni flown by Tom Brandes disintegrated in the air. Whatever the cause, such an accident so early in the development, did grave harm to future prospects. In 1978 the Aero Tek Company was forced into liquidation by the subsequent court action. Applebay formed a new company and re-started production. Soon afterwards flight tests carried out at Dallas by Dick Johnson's test group, indicated that the Zuni had rather 'soft' aileron controls and a somewhat uncomfortable cockpit arrangement. Many pilots found the side-mounted control column tiring. Probably more damaging to long-term prospects was the test polar curve showing the Zuni not equal to the current ASW 20 from Germany. The Zuni 2, considerably improved and better engineered, entered production in 1980 but currency exchange rates at this time allowed contemporary European sailplanes to be imported to the USA at prices less than that of the local product. A total of only 20 of all the versions of Zuni, had been built when production ceased in 1983.



**19 The KM 400**

Kesselyak Mihaly, of Hungary, entered the Australian Gliding 13 metre span design competition in 1970 with an all-metal sailplane. The outstanding feature was that control in pitch would rely entirely on the wing camber flaps. There would be no elevator, only a fixed horizontal tailplane which would be only a stabiliser. There was little chance that this would win the competition which had specified a simple structure suitable for amateur construction. Even if the judges had accepted the control system, (which they hesitated to do) Kesselyak's structure was such that even a professional workshop would have had difficulties. Kesselyak claimed many advantages for his control system, which he patented. The KM 400, with fifteen metres span, was eventually built in the MEM workshops and flown in 1983. The structure was still very complicated and required advanced machines to roll the thick wing skins accurately to the required profiles. The strong alloy side beams carrying the pilot's seat and instrument panel, were enclosed in a refined glass-plastic shell. Flight tests began with the horizontal tailplane at first pivoting as an ordinary elevator. This proved satisfactory so it was arranged for the tail to be lockable in flight to assess the result with the flaps alone. This proved that Kesselyak's system did work as expected. This point made, evidently nothing further was done. Sailplane pilots are, perhaps, conservative. Most of us would need to be convinced by some strong arguments and, doubtless, a good deal of practical experience under instruction, before taking off in a sailplane with a solidly fixed elevator.



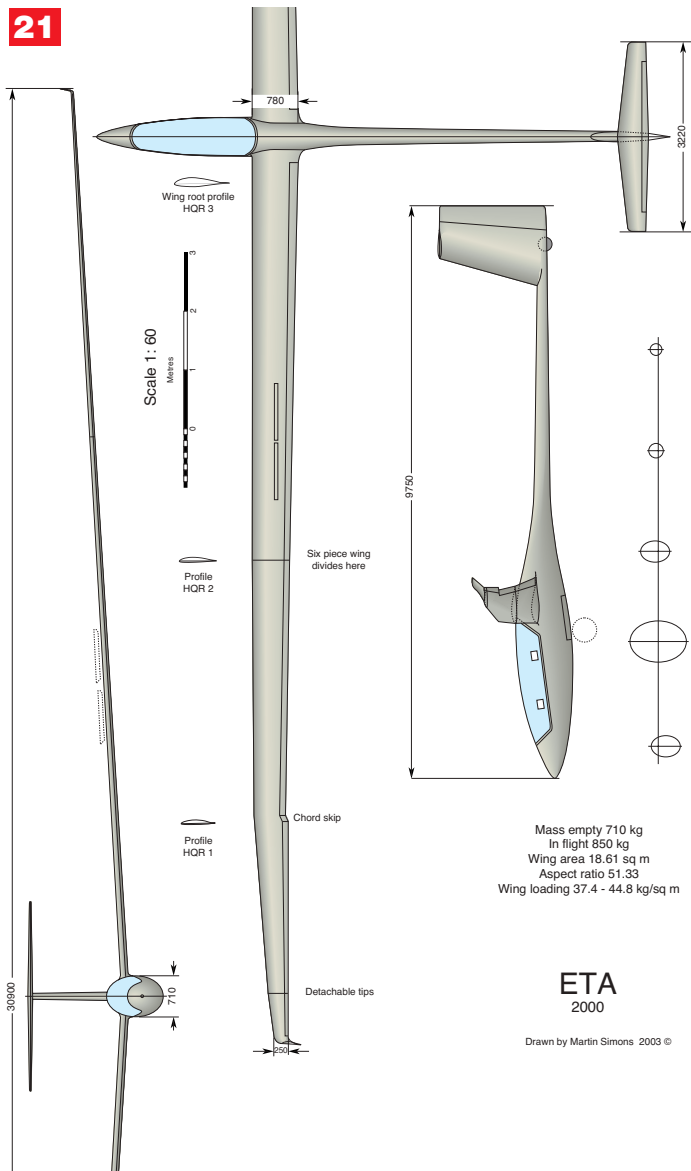
The Polish ones were in fibre reinforced plastic. Oran Nicks built one partly in metal but died in an accident and I have not heard of anyone else building their own PW-5.

The World Class has not, so far, been greeted with great enthusiasm. There is a special category of records for the type and a World Class soaring association has been formed in the USA where about 70 PW-5s are currently reported to be in service. There have been some competitions and a World Championships (as part of the World Air Games) which attracted 19 competitors. The World Class Championships for 2003 were cancelled because there were only a dozen entries. Since then it seems the Class is being treated as a sub-section of the Club Class and it cannot be pretended there has been an encouraging response. Production seems to have ceased now after about 260 of the PW-5 were completed. Compare this figure with more than 300 for the Junior (which was also a contender in the design contest), over 1000 for the Discus (in its various marks). There is little sign of any revival of interest. It has been suggested that “we should draw a line under the PW-5 and start afresh.” (Jay Rebbeck in *Sailplane & Glider*, November 2004 p 9.) but a formal move in this direction has been rejected

**20 The PW-5**

I have chosen three relatively modest sailplanes to finish this survey. What might be said in ten, twenty or more years time, about them? The PW-5 was the winner of a design competition intended to bring into being the so-called ‘World Class’, a cheap, easy to fly and popular type of sailplane. In contests all pilots would fly similar aircraft and so would be on equal, or nearly equal, footing. This idea goes back to the original 1938 - 9 Olympic Games ‘one design’ idea, which led to that most successful sailplane, the German Meise or ‘Olympia’. The idea of the World Class was to fix the aerodynamic design, but to allow any materials to be used. In October 1992, six prototypes were submitted for judging. None of them was considered entirely satisfactory but the PW-5 came through best and entered production in Poland.

by the IGC at least for the next ten years or so. The fundamental difficulty seems to be largely one of price. From the beginning it has been possible to buy, second hand, a sailplane such as the LS - 4 or ASW 19, which have better performance than the PW - 5 and actually cost no more. Competitions are not everything, but if a pilot does want to compete, the main expenses come in travelling with a towing vehicle and trailer, crewing accommodation, and ancillary equipment. The cost of the glider itself is only a part of the final account and the PW - 5 is not especially cheap anyway. The pilot who does not fly in competitions will not buy a PW-5 if there are better performing second hand sailplanes available.



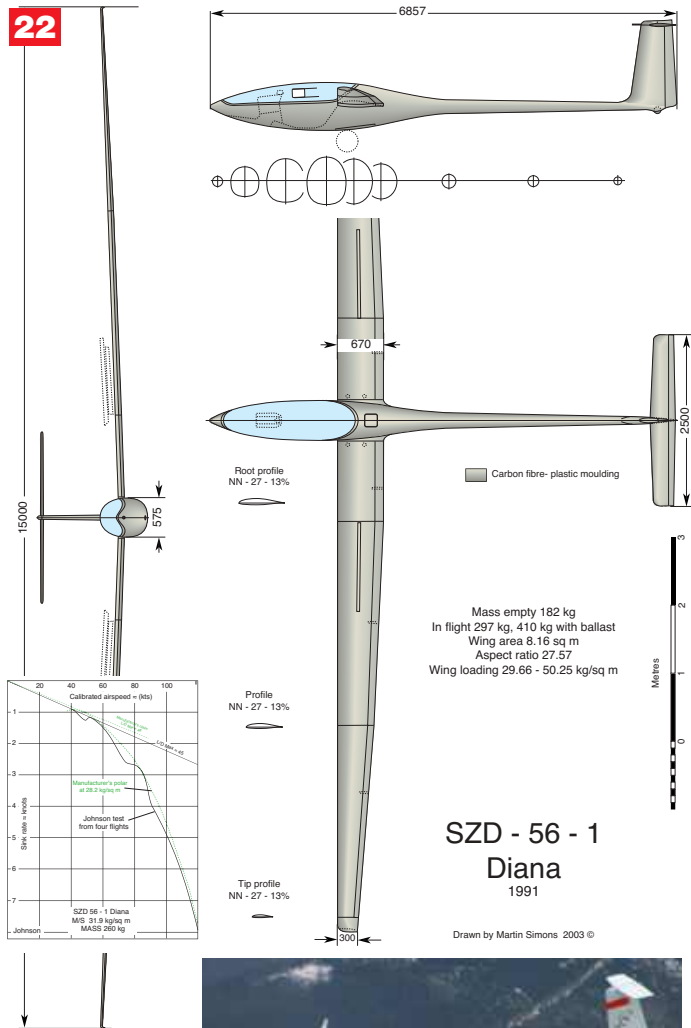
**ETA**  
2000  
Drawn by Martin Simons 2003 ©

**21 ETA**

At the other end of the scale, in size and cost, is the ETA. This is technically a magnificent achievement. I have already been taken to task (by Hans Wemer Grosse) for some remarks I made about the future of the Open Class if the ETA is fully successful. I am inclined to stick to my argument. From about 1970, big sailplanes began to dominate the Open Class contest scene. In 1972 there were 39 entrants in the World Championships (Marfa, Texas). The Nimbus 1, 22 metres span, won. It became clear from this time that to win the Open Class a large and expensive sailplane was essential. The Open Class was in serious danger of pricing itself out of existence. By 1981 there were only 12 entries, 19 in 1983, 17 in 1985. A revival came with 27 in 1993 but entries were down again to 15 in 1995, 18 in 1997. No longer 22 but 26 metres seems necessary to compete now.

It seems clear that competing in Open Class Championships is already too costly for many pilots. It is easier to enter one of the smaller classes. I suspect if the ETA does prove to be a consistent winner, the Open Class entry list will be reduced further. The IGC may before long be unable to run a meaningful World Championships in the class.

Will the Open Class be included as a sub-class in another contest? The prospect is not especially attractive. Let us be wise ten years from now!



**SZD - 56 - 1**  
**Diana**  
1991  
Drawn by Martin Simons 2003 ©

**22 Diana 2**



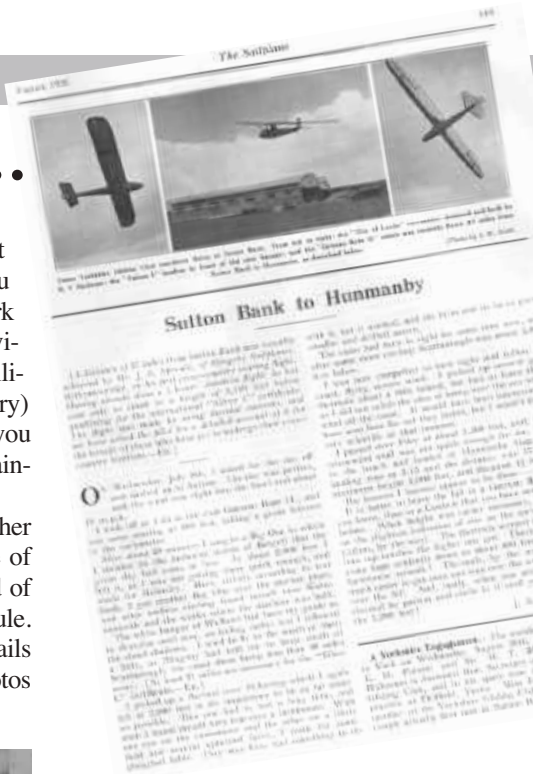
The first Diana, SZD 56, was claimed to be the most technically advanced sailplane in the world when it first flew in 1991. It has been very successful in setting new records but only a handful have been produced. The Diana 2 prototype is now flying and may represent the first of a new generation of very high performance fifteen metre sailplanes. We have become used to having fifteen metre sailplanes with optional span extensions to seventeen and eighteen metres. We should expect this to continue. We are also, now, expecting every sailplane to be available with self-launching ability. So far, the Diana does not have these options but maybe it will soon. At present there is apparently no large manufacturing facility ready to start commercial production. This too may change. But there are no secrets in sailplane design and construction. If the Diana succeeds there will be developments everywhere along similar lines. I will end here with one more point. The fuselage of the Diana is light, beautifully refined and narrow. Many pilots will not be able to fit into the cockpit. This may be its chief handicap. There is only one sailplane designer I know of who has recognised the increasing difficulty of selling sailplanes to very broad pilots. The HP - 24 produced by Bob Kuykendall, may set a wider, and in the long run possibly more popular, trend. I have only one further phrase to utter: Watch This Space! ■



# The other day...

You know how it is. You've known people for years in an environment as far away from vintage gliding as you could get (in this case, at my place work which is in the Customer Service division of well known manufacturer of military helicopters here in the west country) and you start to talk and bingo(!) you realise that you've got a mutual acquaintance.

That's what happened to me the other day when I found out that a colleague of mine, Trevor Smith, was a good friend of mine, Trevor Smith, was a good friend of Sandy Sproule, the son of John Sproule. What happened next was a series of emails from Sandy, sending some family photos to VGC News reprinted below – Ed



**Left and below: John Sproule in a Camel at Dunstable, 1938.**  
**Right: John in a Slingsby Type 5 Grunau Baby 2. The news clipping is from the August 1936 Sailplane describing John's Silver distance in the GB2.**  
**Top right: John flies a Slingsby Kadet over Sutton Bank in 1936.**



## Do you want your pride and joy painted at an affordable price?

Zbigniew Janik is an aviation painter, specialising in gliding inspired subjects at affordable prices.

Many may have seen his work at our international rally at Gliwice and will be able to vouch for his high quality of work as can be seen with the attached pictures, and has even been commissioned to develop a series of paintings for next years Polish Vintage Glider Clubs annual calendar.

So for under £100, this makes an ideal Christmas or birthday present, or maybe you have that special flight you always remember, that special day over Jesow, or that magic moment soaring over the Yorkshire downs, it can be recreated with your pride and joy as the subject.

His prices are very competitive and

cost quite a substantial lot less than many painters of this quality here in England, offering truly affordable paintings for those of you whom wish to have their pride and joy immortalised on paper. His standard size of painting is 600x420mm, and will be painted in Zbigniew's preferred medium of acrylic, at a cost of 140 Euros (£95), but he will paint to a smaller size if desired at less cost.

All Zbigniew needs is a good photo of the subject you'd like him to depict, and if you have a specific scene layout in mind, a good background photo for the subject if it is to be painted in a particular setting.

Normal time from order to finishing a painting takes approximately one month,



and there is a 10Euro (£7) charge for postage.

So if you want to place an order, you can do so by looking at the Zbigniew's website: [www.aviation-art.prv.pl](http://www.aviation-art.prv.pl), or by post at: Ul. A. Struga 39, 41-800 Zabrze, Poland. Alternatively you can visit Zbigniew's web site via the VGC Website, or if you prefer, within the U.K. by contacting Bruce Stephenson on 01476 564200.

# Taupo and Nelson Lakes, New Zealand



*Taken from Vintage Kiwi Newsletter.*

The measure of a successful rally is not just how many attended, but how much those who took part enjoyed themselves at Taupo. Everyone did, we flew everyday, which is more than the Nationals managed, we had three BBQ's, an evening trip on the lake, a chaotic Horse Shoe competition, won by a Canadian gliding visitor, and an A4 Paper Aeroplane event that failed to show much "No 8 wire ingenuity" despite rules that encouraged deviousness. To this lot can be added, a day when we all went up and got double tow ratings, and other days that enabled scratching and survival techniques to be practised. At Nelson Lakes the rally was as usual combined with the annual club week and visits by the Marlborough and Canterbury Clubs as a "Vintage, Classic and Future Classic" event. This explains how not only why two ASH25's were there but also why the winner of the A4 paper aeroplane competition was Chris Garton. Where else would you find the same pilot flying at the extremes of performance? Quite a fleet had assembled ranging through the club's original Rhonelark, various Ka6's, a Cobra, Blanik, Dart 17 and a lay up of



classic and future classic that included a yellow Pik 20. This proving that Henry Ford had got it wrong with "Any colour as long as its white". Again we

flew everyday, both locally and in the mountains, with one or two of the visitors not even bothering to come back. No manners these high performance guys.

The third of our four annual rallies

will take place at Matamata over the Easter weekend and followed by Norfolk Road to provide some action over Labour Day weekend. To these will probably be added a fifth in the South Island again over Labour Day. ■



*Above: Nelson's Rhone Lark departs.  
Left: VK syndicates Ka8 and BG12b.  
Top left: Bleinham's tin at Nelson # C96.  
Far left: Bocian and EoN Baby at Taupo.*

## The May Day Spring Bank Holiday Rally Haddenham /Thame

This, our first rally of the season, has always traditionally taken place at the above airfield every year on this date, to commemorate the founding of the Glider Pilots' Regiment in 1941, using Kite 1s, the only Slingsby Sailplane of consequence that was built in large enough numbers after 1935. However, there were no Kite 1s present this year, although five of them still survive air-worthy.

A northerly wind ensured good winch launches, into a cold unstable air stream, which often put cumulus clouds in line with the winch.

**Glidors present were :-**

Slingsby SKY, BGA,	Richard Moyse
Zlin 24 KRAJANEK, BGA 655,	John Dredge
SCUD 3. BGA 684,	Ted Hull and Peter Parker
T,21b. BGA 3160,	Upward Bound Trust
OLYMPIA EoN 463. BGA 1394,	Derek Phillips
PETREL BGA 651,	Graham Saw
Ka-8 BGA 4666,	Tom Edwards

Ka-6 CR BGA 3142	Mike Andrews
Ka-6 CR BGA 2483	Richard Morris
SKYLARK 4, BGA 1100,	David Weekes
OLYMPIA EoN 460 BGA 1171,	Tim Wilkinson

Tim arrived by air, having flown his Oly in thermals from his Sackville Farm airfield, on the Saturday afternoon. During the Saturday, Richard Moyse flew his SKY during the morning for 2 hours 32 minutes to Bicester and return, and during the afternoon to Shennington and return which was 100 kms., in 2 hours. John Dredge also flew his KrajaneK to at least 4,500 ft. under cumuli and stated that he thought that there were several inversion levels and that thermals would only get through them if they were sufficiently strong.

During the evening, there was a fantastic barbecue organized by Gayle Pierce. David Cornelius was able to donate beer and wine obtained "beyond the frontier" as he and Geoff Moore had

just returned from a gliding holiday in Spain. We thank them very much. Gayle had managed to borrow her scout tent for the proceedings.

The Sunday gave us not so good soaring weather, but also another wonderful barbecue.

On Monday, in spite of apparently good soaring conditions, the wind was rather too strong for vintage gliders.

We thank Gayle Pierce and Chris Raine, (he gave us wonderful winch launches during the Rally), for their hard work, which stopped him rigging and flying his Kite 2 BGA 698. We must also thank Mike Clarke, the Upward Bound trust's CFI, and David and Ginnie Perkins, as well as Peter Conannon, who were instructing. All winch launches were free but contributions were gladly received to the Trust's fund. It was as usual a very successful Rally. ■

# The history of the GLIDING SITE OF RANA



The story begins during the spring of 1932, when students of the German Technical High school in Prague (and also members of the Akaflieg) were searching for a favourable gliding site. Not far from Prague, at the southern boundary of the Czech Central Mountains, near the town of Loun, one was found. Here was a 1.5 km long mountain, with at first a gradual slope, which becomes a knife edge at its summit, so that gliders can be launched in both directions. This was a picture book gliding site with soaring slopes in both directions.

The three months left of the season were not enough to conquer the “paper war” to get permission to start gliding operations, however, at last the Akaflieg of the German Technical High School in Prague, received authorisation from the Ministry of Works to be recognised as the official owner of the Gliding Site “Rannayer- Berg”.

On the 1st of September, a caravan consisting of two trailers carrying Zoeglings and a tent to live in, left Prague for Rana. After erecting the tent between fruit trees the first glider launch occurred during the morning of the 2nd September, and this signalled the official beginning of the history of Rana as a gliding site. The first flight, which only lasted a few minutes, was accomplished by Erwin Primavesi, the 21-year-old founder of the Akaflieg. During the summer camp, 37 pupils took part, who got into the air 490 times. Seven of them achieved their 'A' Certificates and a further two of them achieved their 'B' Certificates. The gliding operations were watched by spectators for whom the

gliding site offered ample space. During this first camp, a weak wind did not unfortunately allow longer duration flights. On the 13th November 1932, Erwin Primavesi was able to keep up a Zoegling with nacelle (known as a Hi nacelle as it had been designed by Wolf Hirth) for two full hours and 25 minutes. For this flight he gained his “C” Certificate. Watching this flight was Josef Ryll from Loun, who was a technical member for a group of the Masaryk Flug Liga (MLL i.e. Masarikova Letecká Liga). Still during the same year, on the 29th October, the MLL Flying Group acquired a “SKAUT” Primary glider and brought it to the village of Hradek nearly below the Rana Mountain. After rigging it, the 17-year-old Prague instructor Jaroslav Spitalski carried out the first 46second duration flight (*by a Czech pilot? CW*) on the western Slope. Because the Loun Gliding Group had created such curiosity, on the 30th October the great Czech Champion Ludvik Elsnic came to inspect the Rannayer Berg gliding site.

An engineer, Elsnic had studied in the Technical School at Mittweida in Saxony. He had taken part in two gliding courses at Grunau in 1929 and 1930, coming into contact with gliding for the first time, and was the first Czech glider pilot to gain gliding’s “C” Certificate. Elsnic was the great organiser and leader of Czech gliding and made himself world famous because he designed the two-seater glider “Sedy Vlk” (“Grey Wolf”, one of which is a static exhibit in the Prague technical Museum CW). Also, one day he brought a “Praha” glider designed by the engineer Slechta,

(also on view in the above museum CW) to Rana. However, his pains were not rewarded, as the wind was too weak and he had to land after five minutes. However on the 20th November, Elsnic succeeded in flying in an Easterly wind, for one hour 4 minutes.

This flight signalled the start of a new epoch in Czech gliding. A more favourable gliding site could not have been found for the members of the MLL and the members of the Akaflieg Prague. These latter members now called themselves one of the groups of the VDF Verband Deutscher Flieger in der Czechoslovakie (*Band of German flyers in Czechoslovakia. Their gliders were only marked with the letters VDF and little else. CW*). The VDF members at Rana regularly held their own summer gliding camps on the Rannayer Berg. And so the glider pilots from the whole region, the Sudetenland and Prague regularly met on Saturday evenings and Sundays at Rannayer Berg for flying. Also, youth showed great interest and soon formed a profound comradeship notwithstanding language differences. It is possible to relate many examples of their working together for the common good of their gliding activities. During the following year 1933, the glider pilots from Loun built their first secure hangar out of scrapped railway goods wagons, on the East side of the mountain. Also, for the planned Central Gliding school for the MLL (Ustredni Leteska Skola MLL) a small log cabin as administration building was built. Later, two further wooden buildings were put up to complete the flying school complex. During 1933, the German Akaflieg put

up as usual their camp on the Western Side of the mountain. Taking part also was a great number of guests who were not part of the Akaflieg. In their number was the Natural Science student Gerhard Pischak who, on the 15th of September broke the Czech Duration Record with a flight of four hours 17 seconds. A further high point came in the 1934, during the 1st Czech National Gliding Championships at Rana. The best performance was by Gerhard Pitschak who flew for 8 hours 15 minutes. The 2nd Czech National Gliding Contest took place at Rana in 1935. MLL pilots A. Purok and V. Rodovski harmoniously flew up and down the short slope for over 10 hours! After two years of preparation, in 1936, the MLL's Central Flying School was opened. Its goal was to train instructors for the various MLL gliding groups. From the opening of Rana's Central Gliding School, until its closing in 1938, 736 candidates had been trained, with 17,272 launches from which they had flown 108 "C" Certificates. These five years of gliding school activity had brought about great progress in Czech gliding.

After the altering of the political situation in Europe, in particular with the Czech/German connection in 1938, the 5th Czech National Gliding Contest took place at Rana and this time German glider pilots were taking part. When in October 1938, Wehrmacht soldiers marched in to the Sudetenland and the demarcation line was fixed corresponding to the language change, Rana was now 'abroad' for Czechs. From now on, gliding at Rana was no longer an ideal peaceful sport with the sun and mountains, wind and clouds, and cross country flying was soon completely forbidden. Gliding training was now related to war activities. During the course of

WWII, Rana was now a satellite gliding site for the N.S.F.K. which trained military pilots for the Third Reich. During this time, a large walled hangar was built on the West side of the Mountain.

1945, the end of the war - During the evening of the 8th May, Soviet tanks rolled into Rana and the administrator of the Gliding School, Franz Pueschel handed over the keys of the hangars, which were now fully stocked with 40 primary gliders and sailplanes, to the new Czech Mayor of the village (*Hradek? CW*). A further 135 sailplanes arrived from Grunau, under the patronage and orders of the Soviet Marshal Koniev, and these were distributed around Czech gliding sites. The Germans were resettled. Apart from the activities of other Czech Aero Clubs, there were alone at Rana in 1946, 41,367 launches, from which 1,401 hours were flown. During the gliding school's training courses, 962 students were trained to pass on their experience to new Czech Aero Clubs that had been founded. As it had done before the War Rana also brought together the gliding groups from Loun and its surroundings and in 1948 the Gliding School and the Aeroclub united as the Aeroklub Rana. The old buildings, which had been put up before the war, were by the labours of its mem-

bers, transferred from the East side of the mountain and put up again near the village of Hradek. Here was founded a new airfield with a permanent hangar and facilities which were more becoming an important and central gliding site.

The Aeroklub RANA dedicated its full attention towards high performance flying and the organisation of contests and was very successful in these directions.

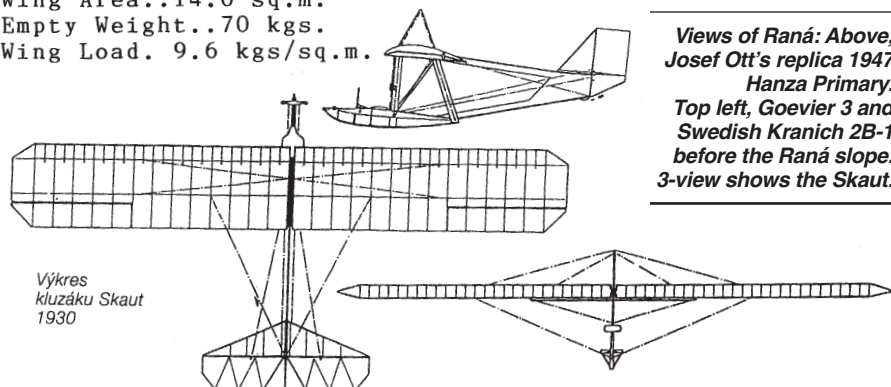
On the airfield of Rana during its history, a great number of International Contests have been organised. Of special note was the National Gliding Contest for women. (PRMZ). With the installation of the airfield on the western side of the mountain and the moving there of the old hangars and buildings in 1948, began the training for powered flying and parachuting.

Some of the personalities over the years at Rana included Erwin Primavesi, founder of the Prague Akaflieg. He achieved the first glider flight from Rana During the war, and was also an NSFK Gliding Instructor. After 1946, he was still gliding in Germany. After his return to Rana, he again showed his loyalty to the Rana Aeroclub. He was in the Academy until 1991. He died early in 2001 and left us forever for the glider pilots' heaven. Josef Ryll was the first glider pilot of the MLL Loun in 1932. He later



Technical Details.

Span.. 10 m.  
Length..4.72m.  
Wing Area..14.6 sq.m.  
Empty Weight..70 kgs.  
Wing Load. 9.6 kgs/sq.m.



Výkres kluzáku Skaut 1930

Views of Raná: Above, Josef Ott's replica 1947 Hanza Primary. Top left, Goevier 3 and Swedish Kranich 2B-1 before the Raná slope. 3-view shows the Skaut.

became a gliding Instructor. During the years 1932–1933, he became very much involved with the building of the sailplane MO-1X "LOUN". Jan Bartos was the first glider pilot and participant in a Gliding Course at Rana. In 1934, he built a Grunau Baby 2 and flew it most expertly. Unfortunately this aircraft was confiscated in 1947. In the course of his flying career, he set up a National two-seater record in the legendary Kranich. Jiri Benes Sen. "President" (1924- 1984) He was a legendary personality during

the post war years on the airfield of Rana. He was holder of several National Records and took part regularly in National Contests and always came within the first ten competitors. In 1965, he became the first holder at Rana of a Gold C with three Diamonds. Dipl.Ing Frantisek Malek (1933-2000) was another important glider pilot on the airfield of Rana. He flew the first 700km distance round an enclosed course in the Club Class over Czech territory. Jiri Benes Jun. (1950-2001). He was the youngest holder of a "Gold C" in Czechoslovakia. He later obtained the Diamonds. Also, he was the first pilot from Rana to achieve a 500 km flight over Czech territory from Rana (Chomutov-Poprad) He also trained very hard in powered flying aerobatics and since 1976 and was member of the National team.

Dipl. Ing. Jana Treflova apart from being one of the best women glider pilots at Rana is also member of the National Team.

**At the present time at Rana in the hangar are:**

4 L-13 two seater "BLANIKS",  
3 Club Class VSO-10 "GRADIENTS", one L-13SW "VIVAT" motor glider, two Zlin 226 towplanes, and a further two Private sailplanes, a "CIRRUS" and an ASW-15. Also at RANA is an unofficial Gliding Museum, which is the second largest collection of Oldtimer gliders and sailplanes in Czechoslovakia. These are an SG 38 "Schulgleiter", which can be flown with or without a nacelle, a "Hols Der Teufel", a Ka-4 "Rhoenlerche", an LG-125 "Sohaj-2", one LK-425 "Sohaj 3", one VT-16 "Orlik", two VT-116 "Orlik 2s and the Racing prototype M-35. All the gliders and sailplanes are airworthy. (CW believes that the fleet has been increased with a 1946 "Krajanek", which has been restored in the old style.)

The airfield consists of two grass runways which can be used for aerotowing and winch launching. The Rana Mountain near by presents ideal possibilities for bungee launching and slope soaring.

**Airfield information:**

Rana (LKRA)  
122.600 MHz. Elevation :- 269m/883 ft.  
Geographical co-ordinates:-  
N 50 degrees, 24' 14 "  
E. 13 degrees 45 mins. 07 sec.  
Address :- Aeroklub Rana, Hradek  
1,CZ440 01 Louny. Czech Republic.



WWW-Pages..http://www.lkra.cz.  
E-mail:- RanaINFO@LKRA.CZ.  
CONTACTS FOR THE OLDIES are:-  
Jiri Lenik:- E-mail:lenik@glanzsoff.cz  
Josef Mezera:- E-mail.potk.jose@post.cz  
Tomas Mezera: potk.tomas@volny.cz  
Jan Krejci:- E-mail:- Krejci.jan@quick.cz

*CW writes -*

During May 1945, Franz Pueschel, as Chief of the Rannayer Berg Gliding School, received orders from Berlin to destroy all gliders and equipment, to prevent them falling into the hands of the enemy. However, Franz Pueschel was a proper Glider pilot, and as he refused to do this, he was taking a risk with his life. Because, should the front pass over Rana from one direction or the other (or perhaps from both directions, he would have been liable to be shot for disobeying a Fuehrer Order. Luckily, this did not happen, and he handed all his gliders over to the Czechs. Thus, Rana, with its prewar history and by this last act, is still a friendly place for most Germans to visit.

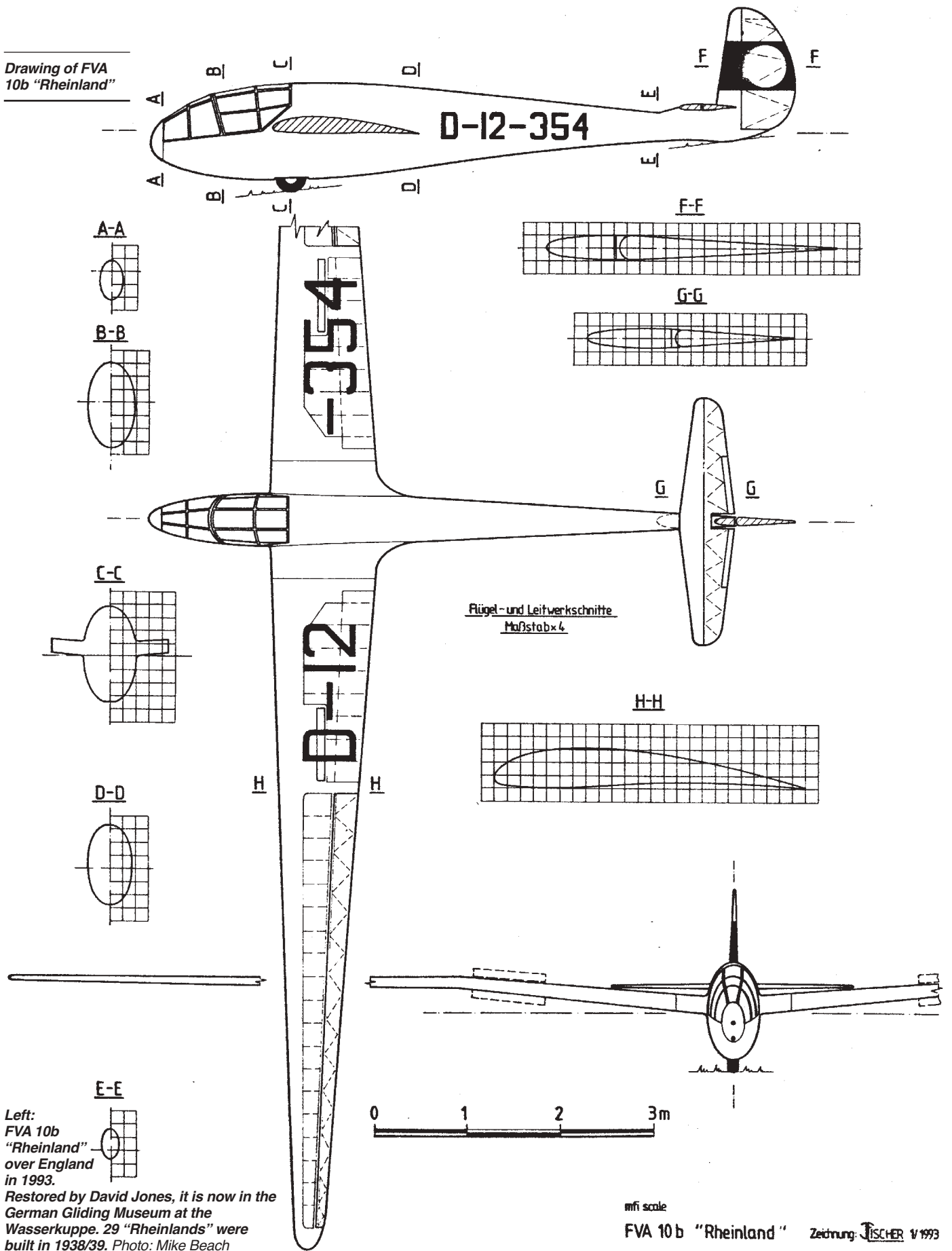
Among the 135 GLIDERS RECEIVED FROM GRUNAU, may well have been the RHEINLAND, which was seen by Werner Tschorn in a Grunau Hangar in 1945. This would have been the second Rheinland in Czechoslovakia. The other one was spun

in and destroyed at Kralupy and may have been registered OK-8232. The other one was suddenly "spirited away" by aerotow to Poland and may well be the one that is now in the Polish Air Museum at Krakow, which was registered in Poland as SP-051. There is a rumour that this aircraft could be now being restored by the Polish Air Museum at Krakow. It may well be that the Poles may have claimed this aircraft as the Russians had caused it to be taken away from GRUNAU, which had then become JEZOW in Polish territory.

Thus, out of the 29 Rheinlands built by Felix Kracht, in a small workshop behind Schmetz's needle factory at Herzogenrath near Aachen, we have only discovered the whereabouts of three of them after 1945. The third was in RAF Germany's hands. Later, it was brought to England in 1963 and sold to civilians. David Jones was able to repair most of it in the unforgettable Eric Rolph's workshop and kindly allowed many VGC members to fly it. This aircraft was later sold to Mike Beach who, after painting it, sold it on to the German Gliding Museum with Model Flight on the Wasserkuppe, where it is on static exhibition. No building plans exist for the "RHEINLAND" and we still hope that some may be produced by Siegfried



Drawing of FVA 10b "Rheinland"



Left: FVA 10b "Rheinland" over England in 1993.

Restored by David Jones, it is now in the German Gliding Museum at the Wasserkuppe. 29 "Rheinlands" were built in 1938/39. Photo: Mike Beach

Lorenz at the Wasserkuppe. The "RHEINLAND" in Britain was BGA 1711. It received its first BGA CofA in April 1972, after repair by David Jones. It had been brought to England by the RAF from Germany and had advanced glue failure in its wings. Its retracting

undercarriage had been fixed in the UP position but there was never any problem about landing it on its soft tyre on smooth surfaces. (i.e. airfields). Its RAF Number had been RAFGSA 521 and it was a superb aircraft to rig and fly. Ailerons were driven from their roots by

torque tubes that came directly from the fuselage. Thus, ailerons were very light to use and automatically connected with a torque tube in the fuselage during rigging. BGA 1711 may have been the last "Rheinland" to be built in 1939, before outbreak of war stopped production. ■

The name SLINGSBY has become so well known wherever sailplanes are flown, that it would be easier for most gliding folk to think of Marks without Spencer, or Bryant without May, than Slingsby without Sailplanes. Slingsby Sailplanes have been constructed at Kirby Moorside in Yorkshire for many years, and the Skylark 3 which is the subject of this air-test report follows a long line of Slingsby sailplanes, beginning with the early Falcon, and following through, the pre-war Kite, Gull, Hjordis, Petrel, and King Kite; to the post-war "Sky". The first Slingsby sailplane to take part in a world championship was the King Kite, and two of these went to the Wasserkuppe in 1938 and were flown by Philip Wills and F/Lt. Willy Watt. The Hjordis was also present, Wills electing to fly this machine after the somewhat ominous start displayed by the King Kite. In 1952 Philip Wills became World Champion, flying a Slingsby "Sky"; and in 1960, the World Open Championship was again won by a Slingsby sailplane;

this time a perfectly standard Skylark 3b, such as anybody could buy off the shelf from Kirbymoorside for £1,350. Since then, a newer model, the Skylark 3F, has been introduced, having various detail improvements, such as aileron servotabs; but it is basically the same aircraft as the 3b model which became World Champion and which is described in this report. The Skylark 3b is widely used, both in Britain and overseas, and it has undoubtedly set standards by which other sailplanes will inevitably be judged.

#### The Skylark Series

The Skylark 1, of which only two were built, first appeared in 1953. It had a wingspan of only 45ft. [12metres], and bears little resemblance either to the Skylark 2 or 3, except for its use of the N.A.C.A.-6 laminar flow wing sections. In appearance it looks much more like the Slingsby Swallow of similar dimensions. [Published in issue 117 VGC magazine.] The Skylark 2 with a span of 48ft., and a rounded monocoque fuselage first flew in the autumn of the same

year, and was really a completely new type. The Skylark 3, with a similar fuselage to the Mark 2, but with a wing span increased again to within a few inches of 60ft.; first flew in July 1955, and successive detail improvements to the Mark 3 have been indicated by adding a letter to the Mark number; thus the latest in the series is the Mark 3F.

#### Construction

The airframe is built entirely of wood, and metal is used only for fittings and controls; control surface, and the rear half of the wing surfaces are fabric covered. Glass-fibre reinforced plastic is used for the fuselage nose, and some fairings; the wing surfaces are smooth, and extremely well finished, and the manufacturers stress the importance of keeping them in good condition and polished in order to maintain the aircraft's high performance. In passing, it is worthy of note how well soaring pilots look after their aircraft compared with the majority of power pilots. The wing is constructed in 3 sections, and a good

Airtest No 2

# Slingsby Skylark 3

## "A Pictorial View"

By Bruce Stephensen



crew can de-rig a Skylark, and have it packed into its trailer, and ready for towing away well inside ten minutes. To make this possible the wing attachments are all especially designed, and quick release fittings and control circuits which join up automatically, are provided. These features are necessary in any sailplane, and confer the added advantage that Sailplanes need not involve the owner in heavy hanger charges. A particular advantage of the Skylark 3 is that the three-piece wing permits the use of a trailer little longer than 25 ft., and the aircraft can be rigged and de-rigged by four people easily, and only three if necessary. For such a big span, ground handling is unusually simple. Pilots unaccustomed to this kind of aircraft will get some idea of its cleanliness and smooth finish when they know that in still air from a height of only 5,000 ft., the Skylark 3 can glide for well over 30 miles.

### Controls

The aircraft has conventional ailerons, elevators, and rudder, and there are no trimming tabs on the 3b series, except on the elevator, where there is a large tab on the starboard side, controlled by a trim lever on the starboard side, of the cockpit.

The only other flying control is the D.F.S. pattern airbrakes. These take the form of a vertical fence, housed inside the wing when retracted, and which, when extended project equally from the top and bottom surface of the inner portion of the mainplane. They are controlled by a lever on the port side of the pilot's cockpit, in a position where a power pilot would look for the engine throttle; this lever may in fact be used rather like a throttle, to produce any desired degree of braking; at "full throttle" the brakes are

closed; and in the "throttle closed" position, full braking is applied; when the airbrakes are fully extended the single undercarriage wheel is also braked, so that one control lever serves both purposes. It is interesting to note that the airbrakes used in the Avro Vulcan are of similar pattern.

Peculiar to gliders is the launching cable attachment and release. The hook is positioned underneath the fuselage, about 30 in. aft of the nose, and the release is operated by pulling a yellow knob on the left-hand side of the cockpit just below the instrument panel.

### The Cockpit

The single seat cockpit is ahead of the mainplane and enclosed by a large single-piece

In air test number 2, we re-discover the Slingsby Skylark 3 through the pen of "Air Pictorial" magazine. 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 first and foremost.

It is also worth reminding that, in some cases, many design layouts were being used on small aircraft and gliders 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.

### Specifications

#### (1) DIMENSIONS

Span	59.6 ft.
Length	25 ft.
Height	5.75 ft.
Wing Area	173 sq.ft.*
Aspect Ratio	20.5 to 1

#### (2) WEIGHTS

Weight (empty)	611 lb
Maximum permitted all-up weight	830 lb
Wing loading	4.8 lb./sq.ft.

#### (3) LIMITATIONS

Never exceed	108 knots*
Aero towing (never exceed)	108 knots
Winch launching	71 knots
Airbrakes limiting speed	108 knots

\*In the Skylark 3D model, this limit is raised to 116 knots.

blown canopy of excellent quality. The canopy hinges open to starboard, and permits easy access to the cockpit from the port side; when closed, the canopy is locked by a single lever on the port side, and, on this particular Skylark, the lever itself was then guarded by a small webbing strap which makes accidental release impossible. The canopy is designed to be jettisonable in flight if a quick exit becomes necessary. On the starboard side, there is a clear vision panel opening inwards; when open in flight it gives rise to a soft and not unpleasant organ-like note, which in fact is an exceptionally accurate oral air-speed indicator. There is also a small controllable airscoop in the coaming just in front of the canopy; this is an important feature, since together with the clear vision panel it is the principle means of preventing the inside of the canopy from misting up; it would be more effective if it were adjustable to admit more air, and if the incoming air were directed by means of perforated tubing so as to discharge directly on to the inner surface of the canopy. On some later models, this has been done. There is, of course, no engine to supply heat, and misting canopies are a difficult problem.

A conventional stick, and stirrup-type rudder pedals are used; the hammock seat which provides for a back-type parachute has a back which may be adjusted, something like a deck chair, in three different positions; this is neat, simple, and light, and the result is a particularly comfortable cockpit which can

be used by a wide range of pilot sizes. The width of the cockpit at seat level is 19 in., and, with the seat in the middle position, the distance from the pilot's eyes to the centre of the instrument panel is 22 in. The particular Skylark 3b used in the air test is property of the R.A.F. Gliding and Soaring Association, and is very thoroughly instrumented. Besides the A.S.I., reading from 10 to 130 knots, and the normal sensitive altimeter calibrated in feet, there is an electric turn-and-bank; an artificial horizon, electrically driven, and fully free in all axis; a Cook magnetic compass; and two sensitive variometers. The latter are, of course, special sailplane instruments; one by Horn, calibrated from +1 to -1 metres per second reads normally; the second by Crassfell, is calibrated from +10 to -10 ft. per minute in sensitive setting, and from +30 to -30 in course setting, and was linked to the total energy head. There is also an oxygen system, and a single-channel V.H.F. radio. This is a fairly costly range of equipment and represents an addition of something like £500 over and above the cost price of the standard Skylark. A less comprehensive but adequate instrumentation, omitting oxygen and radio would add about £100 to the cost of the standard aircraft.

#### Handling

The first thing that the pilot will notice is the perfect vision in nearly all directions, and the fact that all controls are comfortably positioned. Since flights of up to five or six hours duration are not infrequent, and comfort affects efficiency,

this is important. Glider pilots use a variety of pre-takeoff cockpit checks[?]; but the two most important are to ensure that the airbrakes are "In" and "Locked", and that the canopy is securely locked. When these, and other appropriate checks are completed, the pilot signals "Take up slack", and the tug aircraft moves slowly forward to do so; when the tow rope is taut, and the sailplane beginning to move, the signal "All out" is given, and the tug opens up to full power.

There are no particular tricks on take-off; the Skylark leaves the ground smoothly, and all controls are fully effective from the lowest speed. As the glider is airborne before the tug, in this case a Chipmunk, it is necessary to fly level a few feet up whilst the tug gets airborne; the most comfortable tow position seemed to be one in which the top of the Chipmunk fin was in line with top of the tug pilot's head, though if one wants to help him, one can do so by flying about half a span (on a short rope) out to starboard, thus relieving some of the left rudder load on the tug pilot's leg! The maximum permitted aerotow speed for the Skylark 3b is 71 knots; the majority of tows on these tests were done in still air, the Chipmunk/Skylark 3 combination climbed at 240 ft. per minute, and over several launches averaged 13 minutes from take-off to 3,000ft. A.G.L. During tows it was found convenient and comfortable to use both hands on the stick, not because of any excessive stick forces, but because arms then rest comfortably, elbows on legs, and it also



makes precise positioning on tow easy in rough air. Since both release and trim controls can be reached quickly and easily from this position, there is no disadvantage in it. The cable release operated easily on each occasion at a pull of about two pounds.

In free flight the Skylark 3b has a speed limit of 71 knots in rough air; air brakes may be opened up to a limiting speed of 108 knots; and since a steep dive is needed to achieve 71 knots with airbrakes open, this means that, for all practical purposes, the airbrakes can be used at any time to keep the aircraft within its limits; for an aircraft intended to enter turbulent cloud, this is a valuable feature. The minimum sinking speed is given by the makers as 1.8 ft./sec. at 38 knots. In the particular aircraft which is the subject of this report, and which was loaded up to the full permitted limit of 830lb. a.u.w., the sensitive variometers suggested that the maximum sinking speed was obtained at 42 knots A.S.I., which corresponds to 40 knots when corrected for position error; at this speed the aircraft lacked the kind of stability normal in a powered aircraft. If trimmed level and then left to its own devices, it would eventually go into a turn, which increased in bank, and slowly develop into a steepening spiral; aileron control is rather heavy, and rate of roll low, but against this must be set the fact that this lateral instability, coupled with lack of any sort of aerodynamic aileron balance gives the Skylark 3 the characteristic of feeding back through

the stick and so to the pilot just the sort of feel that he most needs when centering in a thermal. The classic Weihe designed by engineer Hans Jacobs, and produced in very large numbers in Germany and elsewhere had this same feature, and in its day was the most successful sailplane in production. It was noted that as speed increased, the lateral stability of the Skylark 3b also improves so that at 65 knots it will fly level by itself for long periods unless disturbed.

The same thing applies to fore-and-aft stability. The powerful tail trimmer can be adjusted to free the stick of load at any speed within the range of 40 to 70 knots; if trimmed to 40 knots, and a small fore-and-aft disturbance is introduced, and the aircraft then allowed to fly hands off, the oscillation will gradually increase until the aircraft stalls in a nose-up attitude. At higher speeds stability improved, and if the aircraft is trimmed to fly hands off at 58 knots, and the same experiment repeated, it oscillated gently between 54 and 62 knots, but showed no sign of build-up beyond these limits; perhaps most important, if the stick was left free, and the airbrakes extended at any speed whilst this fore-and-aft oscillation was in progress, it was immediately dampened out, and, after a slight initial dive, the Skylark settled down in each case to a steady descent within one or two knots of the speed to which it had originally been trimmed. Further experiments in dives with the airbrakes extended led to one conclusion that in this configuration, it

would be virtually impossible to exceed limiting speeds, and, in fact the aircraft is then quite capable of looking after itself whatever the difficulties an inexperienced pilot may fly into.

The rudder is large, and is effective at all speeds to well below the stall. There is not a very large area of fixed fin, and at the lowest speeds directional stability, with feet off, is not very great; aileron drag prevents accurate turns without using a good deal of rudder when going into, or coming out of a turn; but again, directional stability improves as speed increases, and at 60 knots, if the aircraft is disturbed, then left to fly feet off, it will return to its original heading, and remain there. With the exception of the ailerons, control forces are low at all normal speeds. It should be remarked here that the 3F model, which has aileron servo-tabs is reported to have altogether lighter aileron control, together with an improved rate of roll.

In some ways, therefore, the controls of the Skylark 3b are very different from that expected in a modern powered aeroplane. But it must be remembered that whereas most powered aircraft are designed so as to insulate the pilot to an increasing extent from the effects of movements of the outside air, in sail-fly-



ing, the air is the pilot's source of power, and he is vitally interested in everything that it is doing. The sailplane pilot therefore requires a different sort of feedback, and consequent feel on the controls, and the Skylark 3 does in fact talk to the pilot who understands it in a manner which no amount of instrumentation could replace. Noise is also a factor in this; and the soft murmur of the air at soaring speeds changing to a gentle rumble near the stall, or to taut organ notes at high speed becomes ultimately a musical speed indicator of great accuracy, and great delight. Thus the understanding pilot may develop an affinity with his sailplane akin to that possible between man and horse. Clearly if this is to happen, the sailplane must be an aircraft of considerable character; and this is perhaps the secret of the Skylark 3, and may to some extent explain why a perfectly standard Skylark 3 was able to win the World Soaring Championships competing against sailplanes, which on paper at least, had a higher performance; and incidentally cost many times its price.

The stall is interesting, but uneventful. At about 37 knots a faint rumbling noise is audible from somewhere behind the centre section, and as it increases a vibration is felt on the fin. At the same time the rate of sink begins to increase; by 36 to 35 knots the stick must be held well back to keep the nose up, and the rate of sink will have increased to something of the order of 160ft. per minute; finally as the stick reaches the fully aft position at 34 knots, the true stall occurred; at this point the nose drops, and one or other wing may drop also; recovery to normal unstalled flight is almost instantaneous as soon as the speed increases, and a slight relaxation of the rearward pressure on the stick is sufficient to remain unstalled.

With airbrakes fully extended, stall characteristics are similar, except that all speeds are increased by one or two knots; even with the tail trimmer in the

extreme position, a fairly strong pull is required to keep the nose up, and the speed down in order to reach the stall; an intentional stall with the airbrakes extended ought, therefore to be virtually impossible in normal flight. But the rate of sink just prior to the stall is relatively high, and if the aircraft has been allowed to slow down to the point at which initial break away indicated by the rumbling behind the centre section and the vibration on the fin can be heard and felt, speed is certainly too low if, for example, one is on the approach to land.

The approach and landing are straightforward, and demand no great skill. The airbrakes are powerful and if the approach is planned so that it is done with the brakes about one-third extended, then closing them results in the aircraft shooting ahead almost as though opening the throttle of a powerful engine; and opening them fully gives powerful additional braking; holding the airbrake lever in the left hand, one can thus use it as though it were a throttle, and by this means, landings, even over obstacles and into small spaces, can be made with quite astonishing precision after a little practice. The approach speed will naturally vary a great deal according to wind speed, wind with a gradient, and turbulence; but with such effective airbrakes there is no need to use unduly low approach speeds, and for all-round purposes when windspeeds are low, 50 knots after completing the final turn in is about right.

The actual landing technique more resembles a seaplane on smooth water than anything else; the single wheel of the undercarriage is about where the step on the float would be, and the perfect landing is one which lowers the wheel on to the ground, and allows the aircraft to remain balanced there as long as possible. With the Skylark this is fairly easy; and if a short run is required, holding the airbrake lever hard back also applies the wheel brake, and brings the aircraft

quickly to rest. The brake is powerful enough when used on a runway, to produce a smell of hot rubber!

**What it Costs**

It is not easy to assess the cost of a Skylark or any other sailplane, as one might a power aeroplane, or a car; running costs and maintenance depend to such an extent upon the work done by the owner, and upon the care, less cost-that no two will ever be the same. Then flying time itself cannot be used as a standard measure, because expense is incurred in launching and on the ground; actual flying is free, like sailing; the owner with the greatest skill will get most flying for his money. It therefore seems best to list plain costs of essential equipment, and to leave it at that, bearing in mind that the owner of a sailplane and trailer who is a member of a gliding club is in fact subject to few of the charges, and none of the licensing requirements which affect the operator of a powered aircraft. These costs relate to the 3F, the latest model.

First cost of Skylark 3F, less instruments	£1,385
Instruments-to owners requirements-but say	£100
Cost of Trailer	£350

Finally, the Skylark 3 is a difficult aircraft to sum up; it grows on one the more one flies it, but certainly not every pilot will like it immediately, especially those accustomed to engines. Some will probably never like it at all, for it has a strong and distinctive personality, which must be understood. But those who fly it enough, and who learn to understand it will discover that the Skylark 3 speaks to them in a language of its own. It is the language of enchantment, and those who have listened to it are unlikely ever to be quite the same again.

*With kind permission of "Air Pictorial" February 1961.*

*Our thanks to Laurie Woodage for supplying the photos. ■*

**CLASSIFIED ADVERTS**

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

**FOR SALE**

**SLINGSBY SKYLARK 2B BGA899.** Regn BEA. CofA. Basic inst plus Cambridge vario. TM6 glider radio to connect (has anyone a wiring diagram they could let me have please) good canopy. Tow out gear. Blue/white finish.

Kept hangared. Nice all round condition . Original covered trailer. Based Wiltshire. Tel 01249-782031

**Dart 15** 1966 Store 8 years. Good condition, basic instruments also Comet trailer modified to take Dart 15 but requires finishing. Offers to David Stabler tel. 015089 531779 mobile 07778 545157

**WANTED**

A copy of Lawrence Wright's '**The Wooden Sword**' published 1967 by Elek. Call Ron Davidson 01455 553362 or E-mail rondee44@hotmail.com

Information in relation to the "**first alpine glider competition Gaisberg 1935**". I have the silver trophy from this competition. Any information in relation to this item gratefully received. If you have, please e-mail @ daviddorran@bigpond.com.au

## An Open Letter to the Chairman

Dear David,

Alice and I are greatly disturbed by the threatened destruction of the VGC by what seems like an aggressively organised "hostile take-over bid" by a group that wants to reduce our worldwide family of friends to a narrow, inward-looking and exclusive national club.

If anyone wants to found a British Vintage and Classic Glider Club, I'm sure no-one could object. Its members would be free to be members of the VGC or not, as they please, like members of any club. But the VGC was never restricted to national, regional or any other boundaries. It has always been simply a Club, open to all who love vintage gliders and gliding and cherish its history and roots. This was again formally confirmed in 1994 (It was initially decided in 1986 - Ed.) by deciding to remove the GB from its title, to underline its international nature.

The VGC Committee includes members from overseas, the club's assets are contributed by the subscriptions of its international membership and by year-round world-wide sales. Above all, it grew and thrived by building the network of personal and club contacts, not least through its excellent magazine and the ever growing and hugely successful International Rendezvous and Rallies. I believe its membership from 36 countries makes it the biggest gliding club of all.

We know of no plans to make regular payments from VGC funds to other clubs, organisations or individuals, here

or abroad. But the club has always supported suitable causes in line with our stated objectives, usually by way of repayable loans, for instance to help in organising rallies, or in support of members who would have been prevented from attending rallies by financial, currency or political obstacles.

We do not feel that any parochial-minded faction has a right to hijack our club or its assets, by an aggressive approach incompatible with its whole spirit and character, and which seems at times to have stooped to a very unpleasant personal level and even to threats and intimidation. This runs counter to its stated Aims and Objectives and the spirit in which Chris founded it.

Now in our 80s, we no longer have the physical or mental energy to travel to rallies, but we should be distressed by the end of the VGC as a world-wide family of friends which we loved, which rescued the roots and history of gliding from being lost, and which has given so much happiness in the past.

With every good wish for an amicable outcome, from *Alice and Colin Anson*

## Wanted, gliders for restoration

We are a group of glider enthusiasts on the south coast seeking out non flying gliders. Being interested in old wooden gliders for some considerable time and being involved with restoration of not only gliders but also the odd powered aircraft I decided to try and locate some of the old long forgotten gliders that might just still exist.

Over the past few years it has become

apparent that there are probably a fair number of long lost gliders sat in trailers or in hangar rafters slowly rotting away. Since we discovered a Grunau Baby in a badly water damaged in a trailer for over ten years (now in a museum), a K4 decaying in a barn for nearly 20 years and a Grasshopper in a college outbuilding for 18 years, it really got us thinking.

Coupled with the recent discovery of a EoN Primary in a trailer for nearly 15 years we thought it about time we tried to find out what exactly still exists out there and maybe given the opportunity try and save something. The difficult task is that many of these gliders have been dormant for years and, much like the owners they are becoming difficult to locate. So the best way we thought was to start with each individual club to enquire if they had any knowledge of any long forgotten inmates in the trailer park, hangar or outbuildings.

We are not looking for flyers, just gliders that can be restored to a state where they can be offered to museums and exhibitions and so in turn preserve a little piece of gliding history. Sadly the UK lacks a dedicated gliding museum of any kind. Condition is not a problem and we are happy to collect, as we are a non commercial group of enthusiasts. We would hope to be looking in terms of donations as with our previous gliders as all our current funds go towards the restoration work. So if you ever wondered what was in that collapsed overgrown trailer down the end of the field or you keep tripping over that rotting T21 fuselage in the corner perhaps you could let us know and hopefully we can rescue a poor old girl or two from a slow demise.

We look forward to your reply and hope you can be of help. Happy Landings.

*Bob Kent, Cumulus Restorations,  
Shoreham Airport, West Sussex  
rhonlerche@litepix.co.uk*

## The true facts

Dear Editor,

Being a Vintage member of the London Gliding Club I was invited to the 2005 meeting in June, I purchased a number of the VGC News Magazines and on reading no: 110 winter, 2003 I was appalled to read the article on page 14 Past Restorations by Chris Hughes.

I was a member of the Southdown Gliding Club from June, 1947 to June, 1949 soon after which the club was compelled to leave the site as the ministry had no more use of it as a military airfield (war time) and passed it back to the

*Our good friend Vincenzo Pedrielli has written to VGC News with news of his recent project (below). By the time VGCNews 118 goes to print, Vincenzo should have flown this beautiful aircraft - Ed*



*"This is the glider I restored with a friend of mine (the real expert). Next week the Italian Civil Aviation should make final inspection and give approval to fly. I hope to fly with it in Pavullo at the International Vintage Glider Meeting. Looking forward to hearing from you soon. With best regards, Vincenzo"*

farmers

The true facts are; On or after September, 1948 a severe storm hit the South coast of UK and the hanger with club's aircraft collapsed and the T21 carried the immense weight of a number of roof trusses. The Grunau glider was very badly damaged. The wings and fuselage were broken. Scud II squashed but not too bad. The T21 was surveyed and found to be undamaged to everybody's astonishment. I bought the Scud from the owner and hired a garage in Eastbourne and repaired it to flying condition. At the time the Air Registration Board had new post war rules about gliders and my repairs were inspected and the work certified registration letters being G-ALOT. I took the Scud II to Dunstable London Gliding Club and after being checked out on the T21 two seater joined the club and spent many hours flying the Scud II.

At Friston, Southdown Gliding Club I did a number of flights in the Grunau G217 one being the first to clear the Birling gap and pick up the cliff up draught and get to Beachy Head and return. Yes, in September, 1947 I did damage the Grunau undershooting the field hitting a fence post with the starboard wing. I could not repair the wing as I did not have the facilities, so the wing was taken to Mr. Boltons Hawkrigge glider repair workshop in the Ottley Building, London Gliding Club site at Dunstable and three weeks later I was again flying the Grunau.

In May, 1948 I took it to a height of

2100 feet on a cold front landing away near Eastbourne. It was a problem to retrieve as there was no trailer. Mr. Ray Brigdon Chairman of the Southdown Gliding Club passed the smashed Grunau to Pop Pinniger after the hanger collapsed. The Southdown Gliding Club moved to Firie Beacon with a northerly facing slope and after repairing the Geoff Stephenson Blue Gull, I took it there for a weekend flying. The Southdown Gliding Club now flies at Parham airfield at Storrington 21 miles north of Bognor Regis. Bognor Regis is where I resided till December, 2004 moving to Nottingham. Ray Brigdon still visits the club.

Yours sincerely *Vic Ginn*

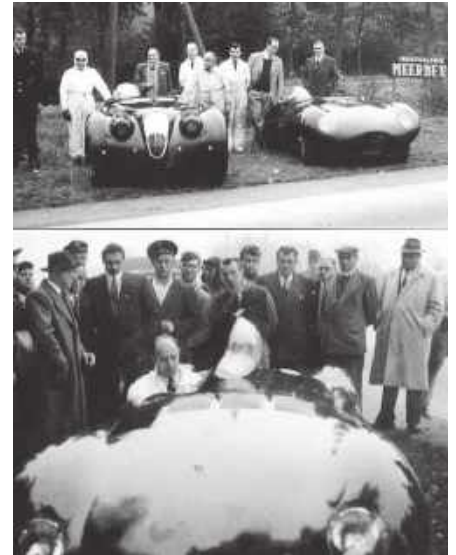
### Jaguar's Slingsby canopy

Dear Mr Shrimpton,

This is a slightly unusual request, but I am hoping that someone with knowledge of Slingsby gliders of circa 1953 will be able to help.

That year, Jaguar Cars did some speed runs at Jabbeke in Belgium, and an XK 120 sports car achieved 172mph, and a sports car prototype 178mph. This was some going for 1953, and the driver in both instances was a man named Norman Dewis, who was Jaguar's chief development test driver. Where Slingsby comes in (as you may or may not know) is that a 'bubble' type glider canopy was used on both these cars to streamline the driving compartment, these said to have been obtain from Slingsby.

Norman is now 85 and I am writing



*Image of Slingsby canopy on record breaking Jaguars, 1953, as mentioned. I hope this may be enough for the glider type to be identified.*

his life story, which of course includes the Jabbeke episode. I was wondering whether anyone could identify the type of glider that the canopies would have come from. By another e-mail I am sending you an image, in case you have not seen pictures of this event before.

Many thanks if there is anyone from the BGA (or VGC - Ed) who could shed some light on this.

Best regards, Paul Skilleter, PJ Publishing Ltd, 38 Farm Lane South, Barton on Sea, Hampshire BH25 7BR Tel: 01425 612669

## OBITUARIES

### Otto Bellinger

At the Wasserkuppe in June, we discovered that Otto had died late in 2005. He was one of the last very old pioneers of gliding and strongly believed that flying and particularly gliding, should be used for national and international friendship and not for wars. For this end, a video film has been made called "Flying Friendship" in which Otto took a leading part. He also helped with Hermann Steinle to restore the Wasserkuppe's Ehrenhalle's (Hall of Honour's) stained glass window, which is said to have been broken out by a British Soldier with a rifle, in the hope that it should have religious significance in remembering the lives of fallen glider pilots in every country. Otto used to come to our International Rallies and

*Left to right: Ted Hull, Willi Schwarzenbach, Klaus Hegn and Otto Bellinger at Harmashatar Hegy near Budapest, Hungary in 1983.*



flew with Chris Wills in his Kranich 2. He had a very considerable archive of gliding photographs, films and books. We shall never forget him as a very kind, quiet, considerate and thoughtful person. He will be missed very much and we send our sympathies to his family and friends. *CW*

## Jacques Menei

We regret that we have to report the death of Jacques in a motor accident last winter. He was one of the veteran French glider pilots and had been an instructor at various clubs. He mentioned how, as a boy, he had looked through a crack in a hangar door at the Banne d'Or-danche Gliding Centre 1943 and had seen dust covered gliders stored, (even that was not allowed) as gliding had been stopped in France during late 1942 owing to the war situation and only aeromodelling was allowed. He had got to know the English while in the military, when he had played rugby against them. He had an alsation dog, Cassius, as the redoubtable guardian of his camper van. One day, he was seen running at great speed through a hangar, shouting Bon Dieu, Cassius, who had broken free from the camper van. We at first wondered if he was not practicing for le Rugby. He had been present at most of the Dedale Rallies, as well as at many of our International Rallies. We send all his friends and relatives our sincere sympathies. This has been a sad loss to Dedale.

## Ruedi Sägesser (Sägi)

1914-2006

Ruedi passed away peacefully on March 8th 2006 at Langenthal hospital, after gradual decline of health, a few days before his 92nd birthday. His mind was surprisingly sharp up to his last weeks and he enjoyed talking with friends and visitors, calling souvenirs out of his long life.

Sägi was known as part and legendary figure of the Swiss gliding and glider story in which he was enthusiastically involved for almost 60 years.

Already as schoolboy he was a keen aeromodeller with innovative ideas.

In 1930 he joined the world of aircraft builders at "Karpf Brothers" in Zürich, being the first apprentice in the newly created trade named "Flugzeugschreiner". By some people this profession was considered as a "career of no future"!

The Karpf's four-men enterprise pro-

duced, among some boats, the "Stamer-Lippisch" primary, known as Karpf-Zögling and some years later the Karpf-Baby, derived from the Grunau-Baby II and they were busy in repair and maintenance work on light airplanes.

However the apprenticeship went not by as smooth as expected, a fire destroyed the Karpf-workshop. Sägi was placed for a couple of months with the "Alfred Comte Aircraft factory", near Zürich. Here he had the opportunity to work on the wooden wings for AC airplanes and on the prototype of the "AC 3," a 2-engine bomber designed for the Bolivian army! As soon as the Karpf's were again operational, in other premises, Sägi had to return there, regretting to leave this exciting factory.

October 1933 was the time to undergo the final examinations at Dübendorf. He produced a brilliant performance and



Sägi at Tibbenham.

received his "Lehrbrief" out of the hands of his examiner, no other than Jakob Spalinger, the famous Swiss glider designer!

Being a professional now, he joined Comte again until these works had to close down due to economical problems.

It is noteworthy that Sägi, then just 20 years old was not only a qualified craftsman but had already got a name as innovative glider builder. Hadn't he produced, in his free time and mostly on his own a "Hafa 9" hang-glider and flown it from a slope nearby? And a "Zögling"? And (1933/34) the light glider "WS.1 Lilli", a common design with W. Studer and with some assistance from W.Pfenninger?

From then on he decided to work on his own. In spite of the difficult prewar years and the economical depression he managed to produce, near Bern, a batch of 10 Grunau Baby's for the Swiss Aero-Club, later he built 3 Hütter 17 for gliding-clubs, a Weihe, S-18 and some other gliders. Often he assisted beginners in finishing their "Rhönadler", "Bussard" and "Grunau-Baby's". A great job was

the repair (1937) of a badly damaged but cheaply acquired "Condor 1" for his own. Within the same period he built Pfenniger's revolutionary lightweight "Elfe 1", 9 m span, 43 kg empty weight.

A "Spalinger S-21" 2-seater was produced by himself within and between military service (1942/43), this was his preferred glider for many years. Sometimes, when orders lacked, he was within the ALPAR organisation (Bern-airport) for maintenance and repairs jobs on gliders and aircraft and as gliding instructor.

1943 was the beginning of the most fascinating period of his life. He joined the new Isler premises at Wildegg which became under his leadership the most experienced and advanced sailplane work. Masterpieces out of these enterprise were the very sophisticated wings for the 14 m "WLM 1" (1947), 16m "WLM 2" (1954) and the highly demanding "Elfe PM3" (1953/54).

Sägi got married in 1944, tragically both their sons died early after illness.

In 1955 the Sägi's removed the works from Wildegg to Herzogenbuchsee and finally to Thörigen, still doing, together with his wife Hilde, excellent restoration and repair work on gliders and aircrafts. After the death of Hilde, Ruedi ceased progressively working, but remained open for advice, he let his shop to people doing maintenance on their own glider, he invited school-classes and taught them about gliders and gliding and showed them aviation films, sometimes from a huge 72 mm projector, in his backroom cinema!

Never he missed Oldtimer activities, he was present at all our VGC-Rallies in Switzerland. René Comte took him over to Tibbenham (GB) in 2000 to see again "their" Superelfe, superbly restored and brought back from America by Graham McLean.

Sägi was great personality and a friend. We shall miss him.

As it was his last will, his ashes were thrown by his friends into the wind on Belpberg where he used to fly, 60 years ago, for hours. *WS* ■

### Errata

On Page 17 of *VGC News* (No.117), it was mentioned that YVES SOUDIT and A.S.P.A.C. were at PERSAN BEAUMONT. This is wrong, YVES and A.S.P.A.C are at PARE LE MONIAL in Charolais.

# The fate of the Rhoenadler 32 in Britain

This was the first high performance German sailplane imported in to Britain and its first BGA CofA was dated August 1934. Its BGA No. was 171 but this became BGA 286 which was issued in November 1936. It had been bought for Eric Collins by his father, whom he had not seen for 8 years because he could not get on with his stepmother. His father had read in the press about his son's prowess at gliding at Dunstable and had bought for him what was then the finest contest glider which was in production in Germany. Eric had become Britain's first Silver C pilot and had taught himself to fly in thermals and to cloud fly with only basic instruments. He had got away from half way down the bowl at Dunstable without a variometer and had soared the Rhoenadler to Holkham Bay in Norfolk, 95 miles away for the British Distance record and had to land on the beach. He arrived over Holkham Bay with still 3,000ft height.

field during that year's Easter weekend. (where Chris Wills saw it and helped rig and launch it). It had no undercarriage and so it had to be pulled along the ground with a team on a rope. C. Wills was immediately struck by the magnificence of the aircraft which was still in its original 1934 condition with mahogany stained and varnished plywood and transparent doped and varnished fabric. He also noticed how low its fuselage was on the ground, how thick the wing profile was at the wing roots and how flexible the wings were on the fuselage. If you moved one tip up and down, the other one moved up and down in sympathy. It had flown very well during the Rally and had won the height prize getting to 7,500 ft in cloud.

For the next portion of this essay, we are indebted to Raul Black-

father. One of the real pioneers of gliding in Britain.

As regards the plight of the Rhoenadler, which I recall as a sheer delight to fly and soar as its highly cambered wing (Goettingen 549 or 535 or thereabouts) (*Goettingen 652. CW*) enabled it to climb in the lightest of thermals (not much use for cross countries though, as it did not have much of a speed-range). I had always thought that the Rhoenadler was owned by Ralph Slazenger. I had never even heard of an Eric Collins and had donated it to the Cambridge University Gliding Club of which I was then an instructor. We would often tow it into the air behind a Tiger

Britain was simply not big enough for him at least in that direction. He had in 1935 visited the Hornberg to take part in one of Wolf Hirth's aerobatic gliding courses and had done so well that Wolf Hirth had allowed him to fly his Musterle. On returning to England, he was killed attempting an outside loop in a Grunau Baby 2 at Sir Alan Cobham's Air Display. Then, one simply did not know that such manoeuvres should not be undertaken unless in special aerobatic gliders. The Rhoenadler passed on into a syndicate's hands at Dunstable and John Fox flew it 140 miles in 1938 to recapture its distance record for a few days. Before this, Kit Nicholson had broken the record by flying his Rhoensperber 112 miles to Bigbury on Sea, and after this, Philip Wills flew his Minimoa 209 miles into Cornwall to gain Britain's 1st Gold C (and the 3rd Gold C in the World).

During the war, the Rhoenadler somehow escaped from being "acquired" by the military and was put into store. Later it was in Ralph Slazenger's hands, and he later donated it to the Cambridge University's Gliding Club, until the 24th of March 1946, which was the last day of the BGA's officially allowed first Gliding meeting after the war at Rearsby air-

sten, the editor of Bungee Cord

(the Newsletter of the Vintage Soaring Association of America) and VSA archivist, who has been in contact with Ray Wigewardina in Sri Lanka. Ray, as a young undergraduate at Cambridge, was flying the Rhoenadler on the fateful 22nd April 1946. Here is an extract from Ray's e-mail of the 25th Nov, 2005.

"What an amazing recollection from nearly 60 years ago! I believe I recall Chris Wills as a fair tousle-headed lad in company of his distinguished father, the revered, (by all the gliding fraternity) Philip Wills. I believe at that time, Philip Wills was flying the gull winged Minimoa which was later owned by the Thai Prince Bira Bongse. (*C.Wills mentions that his Father was then flying his Weihe, almost for the first time, and that Prince Bira was present flying the Minimoa, which he already owned.*) "Chris will be about 10 years younger than my present age of 82, as I expect Chris has if he is able to recall events from over half a century ago, which I had forgotten until prompted by him. Please convey my most warm and best wishes to Chris, and ensure him that I will always have the most TREMENDOUS respect for his

Moth, or an Auster, or occasionally behind Ralph's twin-engined Miles Gemini (which, Because of its Fowler flaps, could also be flown very slowly too!) Despite its 18 metre (I believe) (*17.6 metre. CW*) wing span, it was light on its controls, and had 'spoilers' on its wings for quicker descents, otherwise it would keep floating around. We did our best training in the German built two place Kranich 2, which was large and cumbersome on the ground, but light as a feather once its wings produced lift.

Whatever happened on the occasion of my mishap in her is excellently described in Chris Wills' note (I am amazed that he was able to recall the event so clearly, as the post landing report was taken down on the spot – by Ann Welch (Another gliding 'guru' of that period). Yes, we did get into some buffeting air which lifted my seat, threw off the canopy and slammed me back into a different 'slot' in the cabin floor which was forward of the regular position of the seat, thereby also slamming the stick, (which came up through an opening in the seat) forward and precip-



itated a dive, from which I then tried to 'pull-back'. I believe it came back with a 'jerk' which must have put severe strain on the pendulum elevator. (Chris's description on an anhedra was absolutely right). It was then that I encountered the wing twisting in flight which needed continued correction by aileron until we landed (amazingly without any further damage) in a ploughed field. Dead Silence! Yes, the aircraft inspectors did locate a crack (break) in the D-box forward of the spar, all around the leading edge (perhaps thereby reducing its torsional strength) and claimed that the plywood (and urea-formaldehyde glue, used to stick it together) had all aged (it must have been constructed well before WW-2, perhaps 20 years earlier?) (12 years before. CW). I have not the slight-

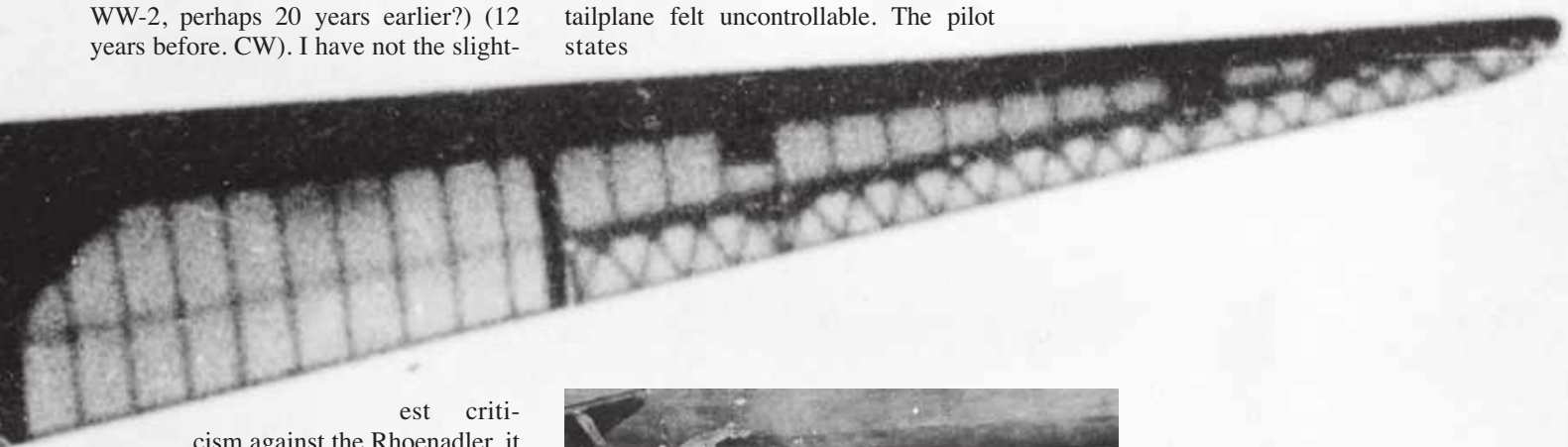
est criticism against the Rhoenadler, it was a truly delightful aircraft of its period, and I had had earlier many happy hours of soaring in her. I believe that I still have the barograph trace of that flight in my Log book of the time.

Your comment, "sounds as if you were lucky". Yes, I am sure that that applies to a great number of us who have flown "experimental category" and home-built aircraft for near on half a century as I have. I still recall my days trying (and even occasionally succeeding) to launch a training glider (a Zoegling?) off a gentle slope at the Long Mynd in Shropshire, England, and also (in 1947 Czechoslovakia) with a very purist gliding group which insisted on "no motive power" on the gliding field (was this the BGA expedition to Czechoslovakia to Kralupy?) (perhaps there was no petrol? CW) and we had to use a plough horse to tow the glider back up the hill (balmy days?) (This could have been where Charles Wingfield flew a Rheinland? The visit took place from the 8th to the 22nd September 1946. CW).

Extract from a letter concerning the

Rhoenadler accident by John Pringle, Chairman of the BGA's Technical Committee. "During the flight, both on aerotow, and on entering rising air, knocking and creaking noises were heard, but the flying characteristics of the machine appeared to be normal. While circling at 5,200 ft at a rate of climb of 2 ft/second in relatively calm air, the pilot decided to return to the aerodrome and set course at 35 mph. Suddenly a crack was heard in the wings, and immediately the machine started bucketing laterally and, on this being corrected, also in the fore and aft plane. While, jamming the stick forward and, while the pilot was attempting to pull the seat back, the cockpit cover opened, the bucketing continuing. The tailplane felt uncontrollable. The pilot states

that he looked at the starboard wing and it was flexing up and down and twisting. He pulled the cover shut, but the violent movement threw his feet about, and the instrument panel broke away. The up and down movement got more serious, the A.S.I being seen to indicate 120 mph, and the pilot considered bailing out, but decided to try to damp out the oscillations. By this time the cockpit cover had blown right off. The bucketing kept pressing him down in to the seat and then throwing him up on the straps so that he was able to see the tailplane over the top of the wing. He could not even keep hold of the stick. Slowly he managed to damp out the oscillations by not forcing the stick to counter the oscillations. The



**Above:** the Rhoenadler's transparent doped and varnished fabric clearly visible in this photo.

**Left:** John Fox in the Rhoenadler in 1938, note the size of the cockpit.

**Below:** Eric Collins and his Rhoenadler 32 at Dunstable Downs in 1934. All photos Doc Slater via Chris Wills



machine then got quieter and glided down without lateral control due to the flexing of the wing, but it was a struggle to keep it gliding properly due to the persistence of the bucketing. He looked for the aerodrome but decided that it was too far away and brought the machine down safely in a ploughed field, but sharp lateral movements of the stick were necessary to keep it level. After the landing, it was seen that the A.S.I. was jammed at 108 mph.

The weather at the time was fine with the wind NW varying from 5–15 mph. From other pilots it is known that the thermals were in the region of 15 ft/sec maximum and they were not very turbulent. Cloud base was at 5,500 ft. The aerotow was by a Taylorcraft piloted by Hugh Kendal and was normal.

**BGA Technical Committee's Report.**

- 1/. It was decided that the sailplane's structure might have suffered during aerotows carried out at too high a speed, leading to subsequent failure in free flight
- 2/. Information available did not enable the location of the initial failure to be fixed and it was agreed that the structure should be stripped and examined to discover further evidence on this point.
- 3/. As result of this accident, it is recommended that
  - a) all gliders should be placarded with limited towing and free flight speeds, and that these should be strictly adhered to. (These are given on the C of A)
  - b). No design of seat should be approved which could in any circumstances become displaced and restrict the movement of the pilot's controls. Seats should be securely fastened to the fuselage's structure."

G.O.Manning (who shortly afterwards was killed in an H.17a) said that he had had the previous flight in the Rhoadler from a winch launch and had noticed nothing abnormal. Gerry Manning's accident was a terrible loss for British gliding. The H.17 just did not have enough height to make its final turn in after a low circuit, and struck the ground with a wing tip and then its nose.

C.W. says that it was a privilege for him

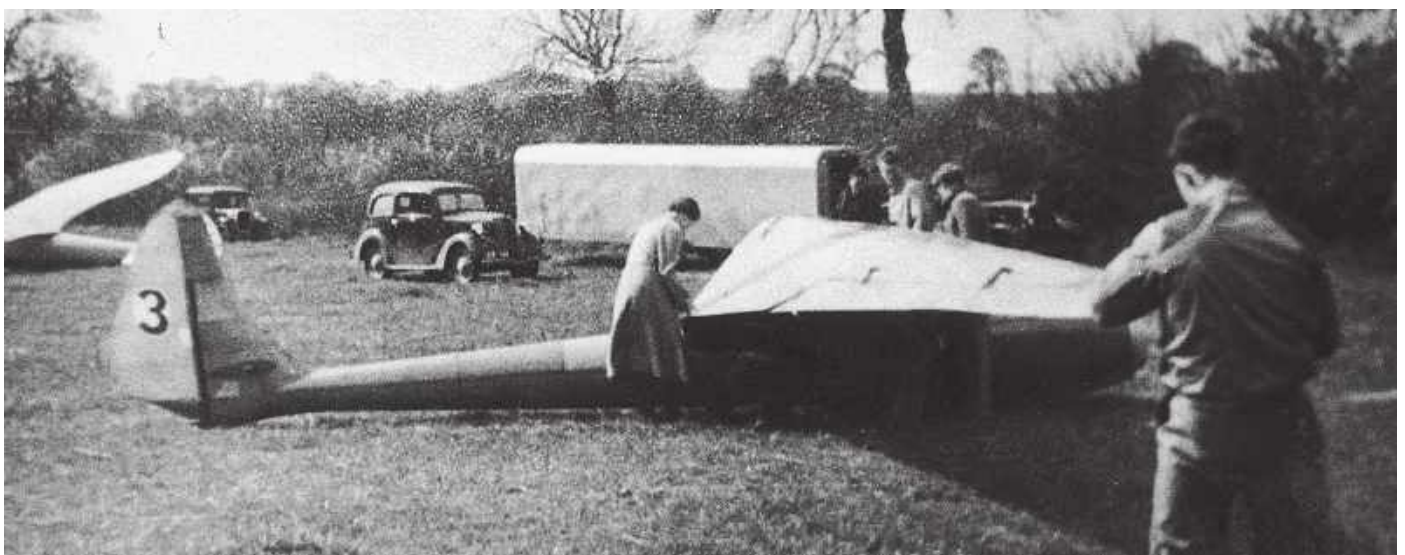
to see, touch and help rig this holiest and most historical of sailplanes, which was so much part of early British gliding, and that it was an absolute tragedy that it was decided to burn it. Sic transit Gloria Mundi ... and so it was in those cruel times. The true magnificence of this machine can be seen in the Shell film "PRELUDE TO FLIGHT" which was professionally made at Dunstable in 1938. (the film lasts 8 minutes) and it is possible to notice that its instrument panel is fitted with a Collins Variometer, which, built by Eric Collins, its original owner, must have been the second variometer type ever built in Britain.

Ray Wigwardena is now 82 years old and is high member of the Sri Lankan Government, which has recently awarded him a title, which translates into English as "National Treasure". We congratulate him.

We wish that we could have our National Treasure, the Rhoadler 32, back. Ray Wigwardena said that he saw the Rhoadler, after the accident, in the Cambridge University Club's hangar and it did seem very brittle. CW does have some drawings for it. ■



*Above: connecting the ailerons?  
Below: lowering the wing on to the fuselage.  
Bottom: rigging wings on fuselage.*



# Memories from Rhodesia 1970 – 1980

By Vic Ginn.

I joined the Salisbury Gliding Club at Warren Hill Airstrip in April, 1970. A Club House and a moderate sized Hangar existing on the site able to accommodate three K6's, a Bergfaike and a Blanik, both two seaters.

Rhodesia being a tropical country, hairy spiders and snakes can often be found under objects in corners of the hanger floor. Early one morning when I arrived at the hanger a gazel antelope was grazing nearby. Termites were another problem, creating hard soil mounds on the runway and had to be cleared regularly. A few months after joining Salisbury Gliding Club, in August I was watching a K6 taking off and only a few feet aloft, it was hit by a strong cross wind (thermal). The tow aircraft crashed into the trees and the K6 into the runway. The pilot of the tow aircraft was unhurt but the glider pilot suffered two fractured ankles and was taken to the hospital. The club committee called the K6 a write off and wanted to discard it, but I offered to repair it if I was supplied with material necessary to carry out the repairs. Some thought I was crazy to offer and an Irish visitor remarked, "I often hear pommies claiming miracles".

I set to work at my garage at the house nearby and after eight months it was ready to fly again. I produced the cockpit and nose in fibreglass using another K6 as a mould for the two half sides and I joined them together and fixed it to the bulkhead.

The K6 took part in the Rhodesia National Gliding Championship. A number of South Africans also took part. The Championships lasted for a fortnight. While carrying out the repairs I lowered the wings on the fuselage and modified the wing leading edges at the root two metres which I was told improves the glide considerably, (see Photos of the crash).

After this accomplishment I became a founder member of the Rhodesian Amateur Aircraft Building Association. Later I was commissioned to build a light aircraft, this took about six months to complete and was built at Norton Airstrip an old WW1 site for training pilots. It was test flown for the Directorate of Civil Aviation by John Barry ex test pilot for Hunting Aircraft UK, and certified. Due

to the political situation, the following year Mr. Battershill (the owner? – Ed) moved to South Africa with his family and the aircraft.

On the occasion of going for a flight in the Bergfaike 2 seater with Mike McGeorge and climbing to 4000 feet in steady lift, we slowly overtook about 30 Adben storks, one or two which were still flying undeterred by our presence slowly slid over the wings. I was sorry I never had a camera with me.

I had a number of flights with John Battershill, thermals were strong and easy to find. While at Norton airstrip one evening about 6 pm, it was getting dark when I heard a whistling sound and out of the gloom appeared John Saunders in

his Schemp Hirth SK. On landing, climbing from the cockpit he said, "I am lucky to find this place" as he could not get back to Warren hills 15 miles away in the dark; he had been airborne over 6 hours. Soon after that a few weeks later, he landed on a rather rough field breaking the fuselage in two, so another big repair job for me was requested. John Battershill is a remarkable man due to the bone disease in his legs when young, although now cured he is like the late Group Captain Bader who had no legs below his knees but carried on flying. Father Brendon Conway also built a Jodel 2 seater light aircraft. Rhodesia is now Zimbabwe; -so I doubt if the site or Gliding takes place anymore. ■

THE SUNDAY MAIL, OCTOBER 11, 1970



AFTER THE CRASH last August the Kab was a tangled mess of wreckage. It looked as if she would never take the air again.



MR. VICTOR GINN, the man who rebuilt the Kab, seen last week with the glider, which is taking part in championships again.

## HOW THE Ka6 GOT OFF THE GROUND

Sunday Mail Reporter

Two glider enthusiasts busily examining the wreckage it looked as though this Kab would never fly again.

Under tow and only a few feet aloft, the glider, built in West Germany in 1964, was suddenly caught in a stiff cross wind.

Down came the glider and two pilots and three men were lucky to step out of the wreckage alive.

Aircraft designer Mr. Victor Ginn agreed that rebuilding the glider seemed a hopeless task, but he promised to give it a go. Slowly, laboriously, working in his spare time, Mr. Ginn put the pieces together.

Today the Kab flies again—in the Rhodesian national gliding championships at Warren Hills, Salisbury.

It is the first aircraft Mr. Ginn has rebuilt. He ran an aircraft repair and building business before leaving Britain three years ago. He is a former member of the Rhodesian Amateur Aircraft Building Association, which commissioned him to build Rhodesia's first home-grown aircraft, the Taylor "T115". The plane flew successfully for the first time in January but it failed on a commercial proposition. The gliding club expects not to be flying again.

### Search abandoned

HALIFAX, Nova Scotia, Saturday — The rescue centre here has called off a major search for three fishermen missing in the Atlantic since September 21.

The search was stopped up when an orange-coloured object was spotted bobbing in the Atlantic but it was later found to be fishing gear.

POOLS  
2051

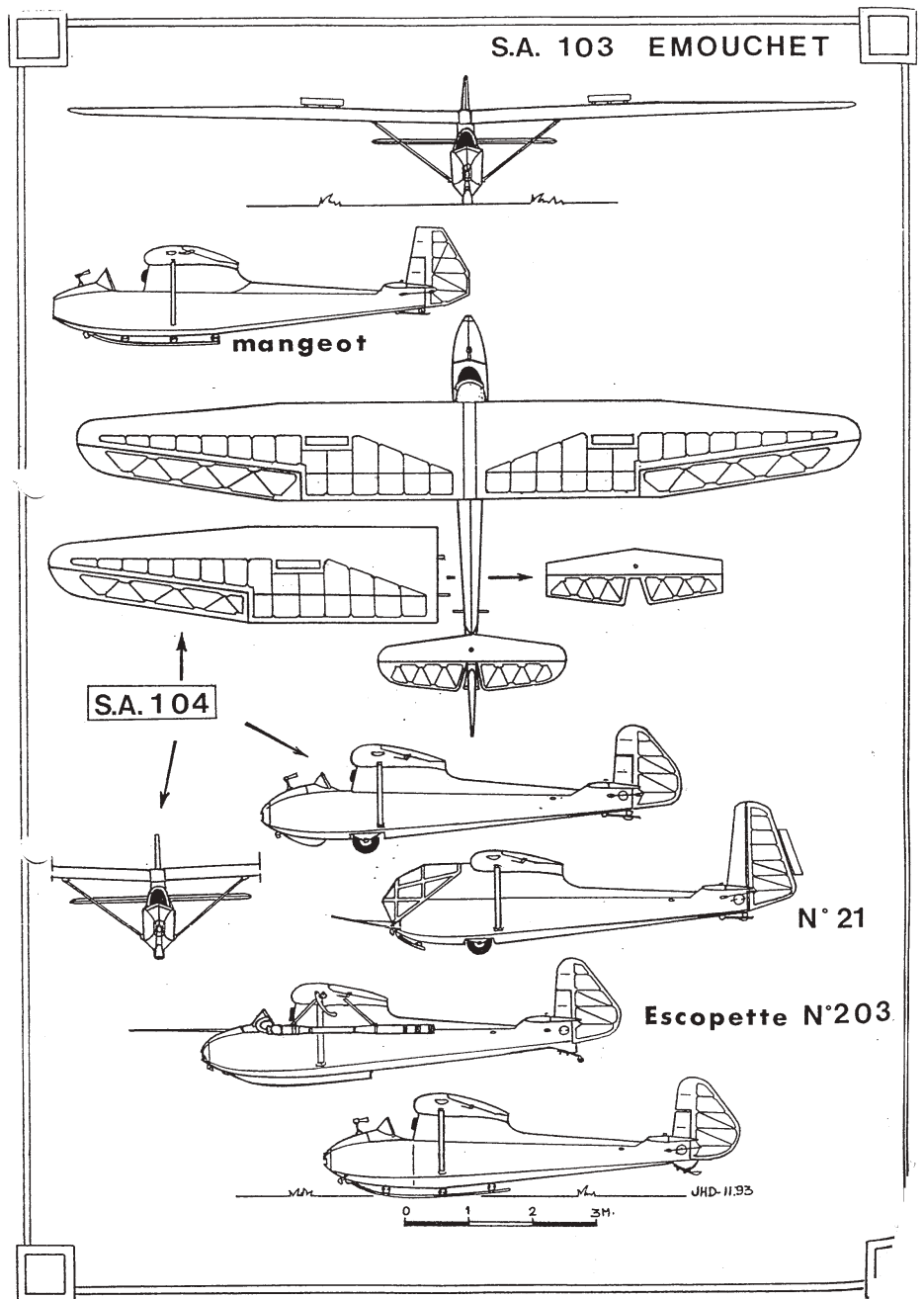
There are excellent Business Opportunities in the Smalls.

# A BRIEF HISTORY OF French gliding *Part two*

In 1945, the French removed 378 Gliders from Germany, after very great destruction by the soldiers. It was also noticed how the British did not hesitate to enter the French Zone to remove gliders. Whereas, after similar destruction in the British Zone, the British tried to concentrate the gliders on airfields and in rest centres for the relaxation of their forces, the French removed the gliders to France and some were destroyed by Germans when they realised that they would never see them again. Among the gliders removed to France were an indefinite number of SG 24s? and SG 26s? 175 SG 38s; 118 Grunau Babies; at least 12 Meises; about 20 Weihs (one of them was a 1938 Weihe); 40 Kranich 2s; the only Reiher 2 was burnt at Strasbourg; a Rhoenadler was burnt at Hirtzenhain; about 6 Rhoenbussards; one Rhoensperber; two, probably three, Habichts; about 20 Mu 13Ds; the prototype Mu 13b Atalante; one Wolf; about 10 Minimoas and about 12 Goeviers. All this was in spite of the Internationally agreed and signed (US inspired) Morgenthau Plan which stated that all German aircraft had to be destroyed. CW wonders whether the above list is accurate, which came from the Histoire du Vol à Voile Français by Reginald and Anne Jouhaud. These gliders were grounded by the Buro Veritas during the late 1950s and 1960s for being glued with Kaurite glue and most were destroyed for taking up hangar space. It is sure that, unlike in Britain, they had been State Property and flown very much and banged about a bit, and this would have caused glue to fail. At first the French did not like to obtain the heavy German two seaters as they considered that their C.800 and C 25S were better for training. The Germans had had no new two seaters since the pre war designed Kranich 2s and Goeviers and had had nailed their colours very firmly to the mast of ab initio (solo) training for the health, fitness and Esprit du Corps of the youth etc. The French quickly evolved their Salon du Provence most civilised method of dual instruction,

where their side by side training gliders would stay up for many hours training their pupils until they had learnt a great deal about gliding including field land-

ings etc. These hours would be achieved quickly. The pupil would be sent solo and would continue to fly for many hours locally before being released for cross-



Left: Emouchet SA 604 'Escopette' with four pulse jets modified in during 1950 to see what minimum power could get it airborne.



country flying. CW saw a boy fly a Mu 13D-3 (this was the Mu 13D-3 which was rescued by Francois Ragot and is now being restored to fly at Weissenberg in Bavaria) for 80 hours during his first season's gliding at La Ferté Alais in 1960. It would have taken a long time to have gained so many hours so quickly then at Lasham. The Castel Mauboussin Cm-7 high performance two seaters were designed during the war but only two of them were built in 1947 because of lack of finance. These were to be the front runners for two seater record breaking to replace the 40 Kranich 2s. This they managed to do.

The SO-P prototype was finished during 1941. During 1947 it took part, together with the first two prototype AIR 100s in the Wichita Falls National American championships in July. Lepanse opened the festival by flying it 354 km, breaking the French National Distance record. Parts of the machine are still supposed to exist now.

It was an all metal gull winged sailplane.

Air 100 and Air 102, the first prototypes were finished just in time to take them to the above Championships. On the 13th June, Valette flew one 436 km and then Nessler on the next day, flew one 505 km, increasing the National single seat distance record with each flight. After these achievements, the Americans wanted to buy the machines and asked the French to build more of them. The Minister envisaged the construction of 60 AIR 100s. Arsenal could not build them and so Roche Aviation took on their construction. After several problems including that of cost, only 15 of them could be built during 1948/49. However, a second series production was later launched and this was the AIR 102. It was slightly heavier than the AIR 100, but one could not notice the difference between the two aircraft. They were the stuff of legend, having a good performance, very light ailerons and efficient Schempp Hirth (Huetter) dive breaks. Speed had to be reduced to close them but this was no inconvenience. They were supposed to replace Weihs but rigging and de-rigging was not so easy, being more similar to that of the Olympia Meise system. The AIR 102 s had built in landing wheels. Five Breguet 900's were built between 1949 and 1950. They had 14metre wingspans and flaps (the prototype did not have flaps. and was named La

Very elegant, this was a twin-boom performance sailplane constructed entirely of sheet steel and magnesium. Its cockpit, which was largely glazed with moulded perspex, was suspended beneath the wing. Its tailplane was carried on the twin booms. This magnificent glider, the first all-metal French sailplane, disappeared unfortunately beneath the debris of a violent bombardment of the Paris region during the 22nd June 1944". Its details:

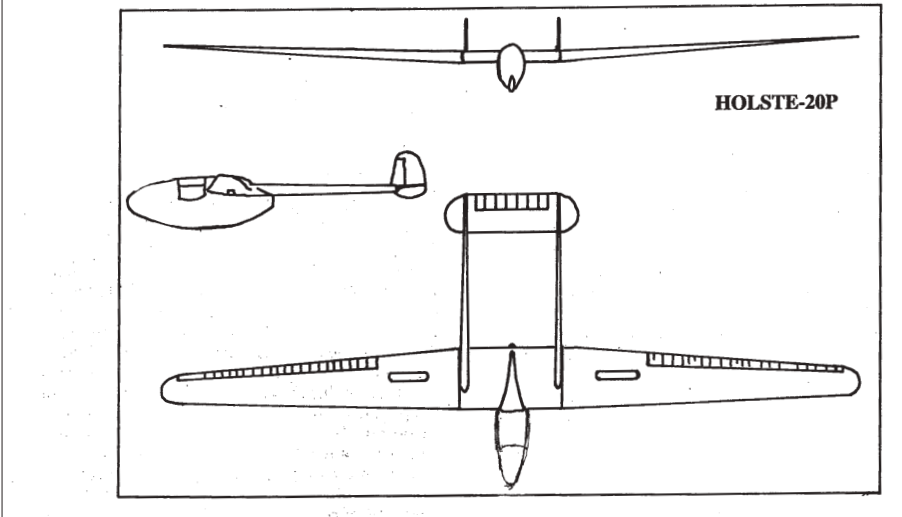
- Wing Span: 17.50 m.
- Length: 7.20 m.
- Height of fuselage: 3.50 m.
- Width of fuselage: .60 m.
- Width between booms: 2.20 m.
- Span of tailplane: 3.10 m.
- Elevator:
- Wing area: 13 sq m.
- Aspect ratio: 17.

(One wonders about derigging the sailplane and how it could be trailered - CW). The above information

has come from *Dédale - Lettre d'information* number 19.

We wonder if the information above that the Holste 20P was the first all-metal French sailplane, is correct. In the book "The World's Vintage Sailplanes 1908-45" by Martin Simons, it states that the French all-metal SO-PI flew first in 1941, and survived the war to set up a French distance record of 354 kms, while taking part in the 1947 US National Contest at Wichita Falls in Texas.

We believe that the Holste 20P was the second French prototype sailplane to have been destroyed by aerial bombardment during the war. The others were the two Caudron C 810s, a single-seater, comparable to a Grunau Baby, designed to complement the 2-seater C.800, designed by Raymond Jarlaud in 1941. It was test flown. A third prototype was built after 1945 but it was not built in quantity. For a drawing of the C.810, see VGC Newsletter No 44. Summer 1982.

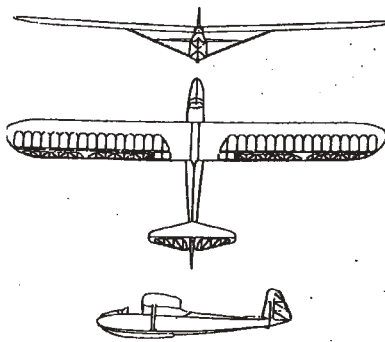


Louisette after Louis Breguet). It had a good performance and was able to outrun the AIR 100s. The Castel C 311P's were built during 1950. It had a circular cross sectioned semi-monocoque fuselage and strutted wings. These were designed to be training sailplanes but 45 were built and their quality assured them long lives. The Arsenal 4-111, two prototypes of this super ship were built in 1949 having designed by Jarlaud. The wings have the NACA 23 series profiles and giant fowler flaps, tailplane incidence can be adjusted in flight. The wings consist of a very wide rectangular aluminium box main

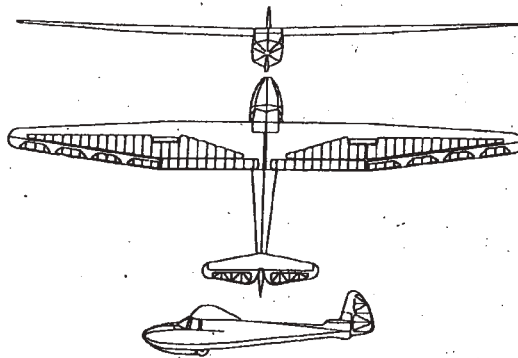
spar from which ailerons and flaps are hung. Airbrakes are within about 5cms of the wing leading edge. At slow speed, these with the NACA profile, will cause a very abrupt stall and should be used with care. It has a wingspan of 19 metres and it is delight to fly. The construction was very expensive and it did not break the records or win the championships it was supposed to. Nevertheless, both 1949 prototypes still exist and one as been flown at our international rallies. The Fouga Cm-8-15 was a small spanned high performance sailplane fitted with fowler flaps and a V-tailplane. Its wing



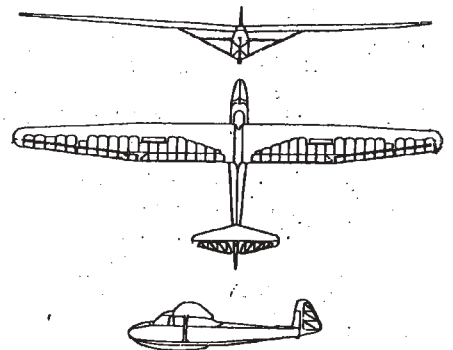
Right: Breguet 900



C.301S.



C.25S.



C.310P.

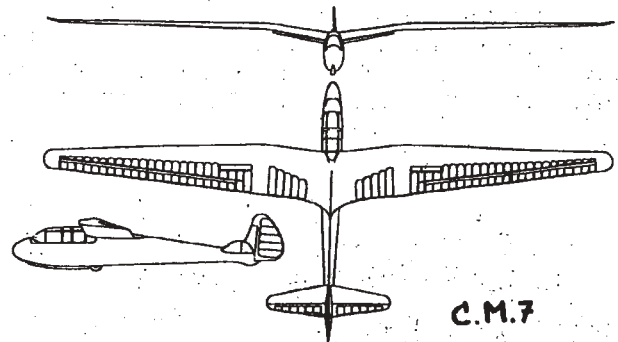
24 C 30S s were built from 1934/1936. Atleast 315 of a slightly modified version, the C 301S, were built from 1941. C 25S. Two of this very good training 2-seater were built in 1942 but they were taken to Germany for service with the WL in 1943. 130 were built after 1945. 63 or 70 C 31P s were built in 1941, but we are uncertain if they were delivered due to their having to be tested. One broken one was taken to Germany in 1943. They were in service in the Clubs after 1946 as the C.310P. They were very suited for cross country flying. The C 3010 was a C 30 with C 31's wings. 5 of them were in service from 1942.

One Castel Jalon two seater Laboratory high performance Sailplane was built in 1943, But it was taken to Germany for WL use in 1943. A second Jalon was built in 1945



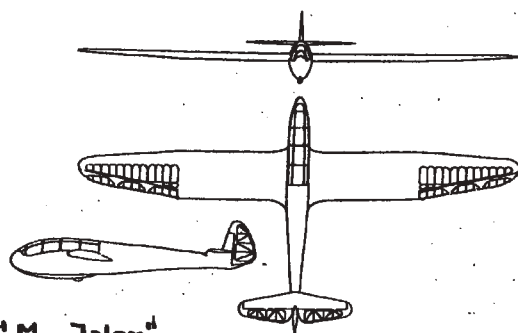
*Performances et poids des planeurs Castel-Mauboussin .*

	C 301 S	C 25 S	C 310 P	CM 7	CM Jalon
Max.L/D. Finesse . . . . .	18	22	22	27	26
Min.Sink:- Vitesse de descente en m./sec. . . . .	0,90	0,80	0,70	0,68	0,90
Vitesse au meilleur angle de plané en km./h. . . . .	59	68	60	78	95
Vitesse optima en km./h. . . . .	50	58	52	66	85
Empty w Poids à vide en kg. . . . .	140	256	157	320	320
Flying w Poids enlevé en kg. . . . .	87	174	87	180	205
Wing Span Poids total en kg. . . . .	217,9	430	244	500	525
Aspect R Poids au m <sup>2</sup> en kg. . . . .	15,5	21,5	16,6	23	28,5
Envergure en m. . . . .	12,28	16,0	14,0	18,0	14,1
Surface en m <sup>2</sup> . . . . .	14,66	20,0	14,7	21,7	18,4
Allongement . . . . .	10,5	12,8	13,3	15	10,8
Facteur de charge . . . . .	9	9	9	12	9



C.M.7

CM 7. It was designed during 1942. Two were delivered in 1948 for records.



C.M. "Jalon"

The C 301S was baptized "Ailette" (fin)  
The The C.31P was baptized "Aigrette" (feather)

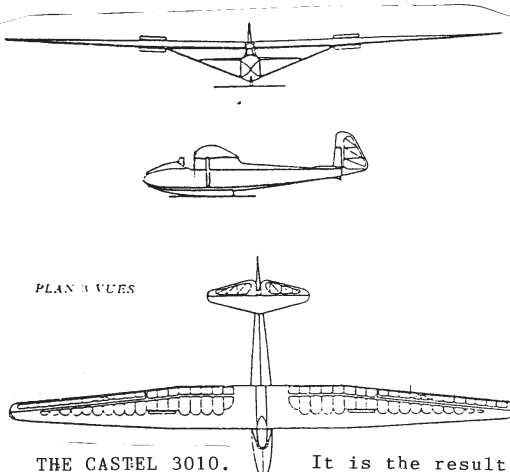
Christian CASTELLO

span was 15 metres. Gerard Pierre, after having been leading, flew it in to second place during the World Championships of 1952 at Cuatro Vientos near Madrid, in Spain. It became the best sailplane in many Gliding Clubs and was preferred to the Breguet 901 at la Ferté Alais for triangles etc. It had also NACA 230 series wing profiles. The CM-8-15, (known at La Ferté Alais as "Le Sputnik"! ) is now stored in the Musée de l'Air Regional at Angers Marce. There were several aerobatic and jet powered versions of it and its design led to the Fouga Magister jet aircraft.

Where are they now? The fuselage and tailplane of one Castel 242 can be seen displayed at the Musée de l'Air et de l'Espace at Le Bourget. The last Kranich 2 in France was destroyed during the great fire in the above museum's store facility. Francois Ragot saved from La Ferté Alais, a Rhoenbussard, a Mu 13d-3 (which is now being restored at Weissenberg), a MU 13D-2, which he has restored to fly. (it was not at La Ferté Alais but spent much of its life at Pont Saint Vincent near Nancy.) A Milan (Weihe), and has restored to fly a Spalinger S.18 which he obtained from Belgium. Francois has also bought and had restored an AVIA 40P, which was in England. It had been finished by Roche Aviation at the very end of 1942 and may well have never been flown in France.

We are all much indebted to Francois for saving so many vintage gliders in France. A Milan is displayed at the Angers museum and another is on display in the Musée de l'Air at le Bourget. As reported in our last VGC News, six or seven Milans still exist in France but only that of Jacques Boulanger is at present airworthy. Two others may follow it. Of the German built gliders, almost none are left. Two Emouchets do still exist airworthy. One C.301s is airworthy as are some of the 165 N1300s (Grunau Baby 2B s) built in 1947 and the 100 Nord 2000 ( Olympia Meises) built in 1947. Piece de Resistance at Angers we hope will be the replica AVIA 152 primary, which has its origin well before the war as the AVIA 15. Only Claude Visse's Breguet 900 remains airworthy of the 5 built. Another is in the Musée de l'Air au Bourget as a static exhibit, as also are another AVIA 40P and the last AVIA 41P.

France still does have a rich glider heritage airworthy and much is due to the efforts Christian Ravel and his G.P.P.A. Musée Regional de l'Air at Angers Marcé and of Dédale. ■



PLAN 3 VUES

**THE CASTEL 3010.** This machine was the result of a 1942 order by the organizers of Les Sports Aeriens for a machine to equip the first Gliding Centres in the Occupied Zone.

It has the fuselage of a C 301 and the wings of a C 31. As far as we know, at least five were built.

It is the result of a mixture of the fuselage of a C.301 with the wings of a C 31.

There was also an order for 63 C.31 s, which had had enclosed canopies but, as this type had to be test flown, we do not know if any were delivered. They were flown after the war as the C 310P.

**CARACTÉRISTIQUES**

Envergure	14 m
Surface	13 m <sup>2</sup> 53
Longueur	6 m 200
Allongement	14 m 35
Hauteur	1 m 780
Facteur de charge	9

**RÉPARTITION DES POIDS**

Poids de cellule	135 kg.
Equipements fixes	5
Poids à vide	140 kg.
Poids enlevé	87 kg.
Poids total	227 kg.

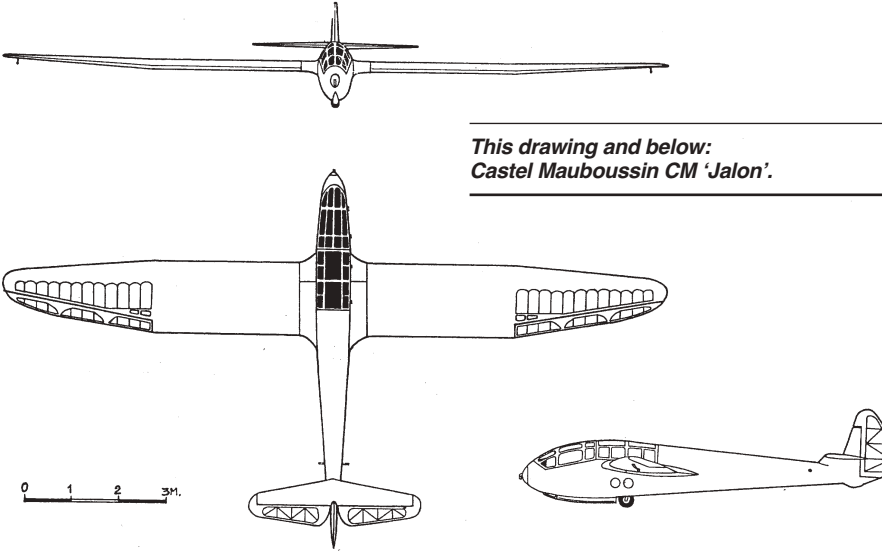
**PERFORMANCES**

(Poids total P = 16,6 kg m<sup>-2</sup>)

Finesse	21
Vitesse de descente verticale	0,76 m sec.
Vitesse au meilleur angle de plané	59 km h.
Vitesse à la vitesse de chute minimum	53,5 km h.
Vitesse de descente verticale à 100 km/h.	2 m sec.

Wingspan was 14 m.  
Length was 6.2 m.  
Empty weight was 140 kg.

This sailplane, with its max. L/D of 21 would have been suitable for Silver C 50 km flights as one was flown 300 km after the war.



**This drawing and below: Castel Mauboussin CM 'Jalon'.**

0 1 2 3m.



