



# *The Vintage Glider Club of Great Britain*

NEWSLETTER

November 1980

No. 38

## IN PURSUIT OF PERFECTION

Often our Newsletters omit somebody or something of great importance. This is due to the magnitude of the task of describing great events, and vintage gliding news from the whole world in limited space and time. We never mean to make mistakes. Only by our members' corrections, can we approach perfection.

We must apologise for making the serious omission in our last Newsletter of leaving out the names of the following people, as having attended the International Meeting at Sutton Bank: Otto Bellinger, who has always patronized our International Rallies, Brigitte and Rainer March, and Walter Sorge. The last was a particularly sad omission, because he attended even though he was not allowed to bring his Grunau Baby because of the too large entry. We were very glad and honoured to have the above people with us.

## CHANGED DATES FOR THE 9TH INTERNATIONAL RALLY

Because of the heavy traffic likely to be on the German Autobahns during the previously stated Opening Weekend, it has been decided to change the dates for the next International Rally to: 25th July to 3rd August 1981.

Before going to BURG FEUERSTEIN, the site of the next International Rally, there will be a RENDEZ-VOUS Rally, for those of us who can attend, at the Dutch Gliding Club of MALDEN, near Nijmegen.

ENTRY COST for the International Rally will be 150 DM (about £35.00). This will include entry of glider, pilot(s) and crews, organization, insurance, camping and landing fees, etc.

## RENDEZ-VOUS 81 - MALDEN, 18-24TH JULY 1981

A letter has been received dated 16.11.80 from Jan van Beugen, address: Mambostraat 30, 5802, LC Venray, Holland.

He and Jan Förster, have very kindly offered to undertake the organization of the Rendez-Vous 81 Rally and have reached agreement with the Nymeege Aero Club (NYAC), whose home is Malden, a small village about three miles south of Nijmegen.

They are well aware that it will be hard to beat the highly successful event organized by Colin Street and Rodi Morgan at Lasham, this year, but they are convinced that (1) such an event is necessary before our International Meetings in order to give a longer time abroad for those who have had to pay the high cost of channel crossing, and (2) that at Malden, there will be a chance of running an event at least as equally successful as the preceding one at Lasham.

Malden has the following to offer:

1. It is beautifully situated in the midst of woods
2. 1 grass runway 1200 metres long facing NW-SE
3. 1 grass runway 900 metres long facing NE-SW
4. Excellent thermal conditions (when the sun shines!)
5. Camping site on the airfield, including toilets and wash rooms
6. Restaurant with bar

7. Close to the town of Nijmegen
8. Sufficient hotel accommodation available, if booked well beforehand
9. All charges will be the same as for the local club's members
10. Probably most important of all, we shall be the sole users of the site during the week before the International Rally

Rendez-Vous 81 should certainly stimulate close contacts between VGC members. Malden was in the middle of the 1944 Arnhem (German-Arnhem) battle, and this could lead to some very interesting excursions.

One major problem still exists. Noise abatement regulations do not permit the use of powered aircraft from the site and this means that aerotowing is not at present allowed. Negotiations are currently in progress to obtain exemption from this ruling. Whether they will be successful is still an open question. At present, winch launching with a two drum, and a new 6 drum winch is available to heights of between 1,200 and 1,500 ft (400-500 metres) and will cost DFL 10.00 per launch. £1.00 is approximately 5 Dutch florins or Guilders.

Camping will cost DFL 3 per person per night. Children under 12 years of age can camp free of charge.

No entry or landing fees will be charged.

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OUR SECRETARY

I am very sad to announce that our Secretary, Frances Furlong, has decided to resign. While John, her husband, was alive the two of them gave so much to and received something from the VGC. Now Frances feels she has other commitments and should make way for new ideas and new enthusiasm. Her resignation will be at the end of May, our financial year end, or as soon as the work can be covered by one or several members.

Ken Crack persuaded Frances to be our Secretary in 1973 when we were founded, and she agreed to one year. She has stayed with us for 8 years and has worked with great energy without monetary payment.

Taken overall the work amounts to 8-10 hours a week, but this can be divided:  
Membership Secretary - dealing with general correspondence, new members, renewals, changes to the rena system, booking in cash and paying into the bank, monthly bank reconciliation, listing new members and office information for newsletter - 2-3 hours per week.

Newsletter Distribution - each Newsletter, four or five a year, entails updating rena system, running off on appropriate size envelopes, collecting Newsletters/ technical articles from typist (professional), 'paper rate' stamping European envelopes, packing, stamping and taking to post office - about 20 hours per issue.

Sales - keeping stock, selling through post (packing etc.), selling at rallies and events, ordering new supplies, possibly housing the marquee and taking to rallies as appropriate plus equipment for sales and refreshments, packed lunches etc. - as and when, say 100 hours a year.

Book-keeping (this is NOT the Treasurer's job) - if the membership secretary would like to hand over the bank reconciliation, cheque payments, and filing of receipts, paid accounts and year end reconciliation for auditor. Ken Crack as Treasurer acts as financial adviser, but is often out of the country and not available for this basic book-keeping.- about 5 hours a month.

If one retired person could be found to do the work, it would be an advantage.

We owe a great debt to Frances and will welcome her at our Rallies and events, at which she has volunteered her services as a helper.

We have six months in which to effect a transfer of the work, but obviously it would be helpful to have the whole job or some aspects of it covered as soon as possible.

Anyone with ideas or offers should write or telephone to Chris Wills, Wings, The Street, Ewelme, Oxon. OX1 1AA. Tel: Wallingford (STD 0491) 39245 or to Frances at 60 Well Road, Otford, Nr. Sevenoaks, Kent. (Tel: Otford 3277)

OPEN FORUM AT DUNSTABLE

It is always a useful exercise for an organisation to reassess its situation periodically and take stock of recent events to ensure its continued success under changing circumstances. The VGC held such an exercise at the London Gliding Club on Sunday 16th November, the day after its highly successful Annual Dinner. It was in fact the first discussion Forum of its kind to be organised by the Club. It took place for the better part of a day in the restaurant and bar of the LGC and offered an opportunity to discuss a number of important issues.

To begin with, members raised the matter of keeping adequate records of the vintage gliders and other materials relating to gliding history presently in the keeping of members. The idea was to establish an inventory of what was actually in existence today by circulating a questionnaire. Speaking on behalf of Ian Wilson, Ted Hull proposed sending a questionnaire to all members. This appears separately with this Newsletter. Readers who possess items of interest to the purpose of the VGC are kindly requested to send detailed replies to the various questions set by Ian Wilson, and are warmly thanked in advance.

A second topic of discussion was concerned with the Newsletter. It was suggested that reprints of previous articles of Sailplane, or Sailplane & Gliding, could be used. It was also suggested that Technical Articles should have a more professional basis and include handling notes. The view was expressed that a personal feel should be lent to the Newsletter, and that members' letters should be printed in their entirety. Chris Wills pointed out that the Newsletter lacked the space to print anything but the precise and vital news that members were kindly sending him. The fact that the Newsletter attempted to give coverage of vintage gliding developments around the world also presented a problem. It was difficult to keep the weight of the paper sufficiently low so as not to make the cost of postage prohibitive. As this cost was due to rise next January, the membership fees would have to go up to help sustain it. Ken Crack pointed out that the cost of a more elaborate Newsletter could only be carried by advertising.

The problem of insurance was also discussed at some length. It was asked whether cheaper insurance rates could not be obtained because members are now being asked to pay premia which are as high as those demanded of owners of modern fibre glass gliders. There were two approaches to the problem of insuring vintage gliders: a) the policy would allow the owner to buy another glider and, b) the policy would enable one to get one's glider repaired. It was agreed that the wiser course of action was to take a policy covering any repairs to a vintage glider because these repairs could cost three or four times more than buying another glider. It was asked whether an Insurance Fund might not be set up to protect owners and repair disastrously damaged gliders such as the Weihe and the Kranich damaged at Thun. However, it was thought that the VGC could never finance such a Fund and that only the gliding movement as a whole would have a chance of doing so.

The final item for discussion was Mike Russell's "Russavia Collection". Mike was invited to speak (and subsequently prepared this part of these notes), and described how the Collection had come into being and become established at Duxford, and particular reference was made to the large archive of original and copy working drawings of gliders in the ownership or care of the Collection.

Mention was also made that earlier this year proposals had been submitted to the BGA Executive for their consideration, suggesting the setting up of a National Gliding Trust to operate a National Gliding Collection, to be created out of the existing Collection: these proposals called for considerable funding, of course, and public subscriptions both within and outside of the gliding movement had been suggested, leading to the establishment of a permanent exhibition of gliding history, hopefully, at a site where the public could be admitted.

The BGA Executive has declined support for these proposals on the grounds that they were thought to be impractical, but the Executive had said that they would examine "the whole question of preserving our glider heritage as a result of your paper". The matter had also been referred to the VGC, hence its mention at this Meeting.

Space prevents a detailed description of the aircraft so far involved, numbering 17, except to mention that only three (Petrel, Moswey, and Weihe) are

currently airworthy, and that of the rest, some, notably 2 Kranich's, 2 G.B.11b's, Olympia Project, and Dagling are either wreckage, or are in extremely poor condition. The Spalinger S.21 was a gift, from Switzerland, and was collected and given to David Braham and Ron Lake, in recognition of their supportive efforts to the Collection over recent years; and only Mike's Kranich II, under restoration at Duxford, the Short Nimbus, and possibly Willow Wren, and the Kite I could be made airworthy without major restoration or rebuild effort, when, if ever, the time comes. Several of the aircraft are owned in syndicate or are, like the Weihe and Kite I, privately owned within the Collection.

These points are made to emphasise that no attempt has been made to corner the market in airworthy vintage sailplanes; rather the reverse, as several were rescue operations to prevent total loss or abandonment. The Dagling is in this category, and the Nimbus was the subject of an offer deferred some six months to see if any other interest in it generated within the Vintage Movement.

All are carefully stored at present. They had been located at Duxford, and mention must be made of the forbearance of the Imperial War Museum, and the Cambridge University Gliding Club over 'quite a long period' in permitting this - but rent now changes hands for their storage, and this situation cannot be regarded as permanent, so that, unless some form of sponsorship or other 'backing' is found, it is possible that much of the "project" or "restoration" side of the Collection may have to be disposed of.

In regard to the archive of drawings, these include the remaining Slingsby, Elliot and Sigma ("tomorrow's history"???) drawings, in ownership; and in care for their owner, Bill Kronfeld, the surviving drawings of the late Robert Kronfeld. Further drawings for the Weihe and Kranich are in care for their owners, the VGC, and various other items (Nimbus, BAC series, Willow Wren, etc.) are held in original or copy form. Much of the early Slingsby material has been sorted and indexed by Andrew Coates; the Kronfeld material was collected after this Meeting by Frank Reeks for the same purpose, and the VGC Weihe drawings are currently with Doug Jones of Bristol (who is building one!) as are the King Kite drawings with David Jones of Coventry (who is also building one!). The VGC owned Kranich drawings are earmarked for loan to Ron Lake to help with the rebuild of Chris Wills' Kranich, which he has acquired, and lastly, the Falcon I set are currently with Chris Riddell, for copying, before a set goes to John Sproule (who is ... about to build one!) Finally, sets also exist of German Zögling, SG38, and GB II types, and possibly others.

Mike Russell's ownership of these drawings was raised, and it was emphasised that this had been undertaken to protect them, for the ultimate benefit of the Gliding-Movement-at-large, and it is well to remember that the Slingsby drawings were only rescued due to the efforts put in, in the past, by Martin Simons, who ascertained that George Burton, the then Managing Director of Vickers-Slingsby, was prepared to release them. It was not originally intended to create an archive within the Collection, but not only were the Slingsby drawings offered, as were all subsequent items; and it should be remembered that no other organisation or person within the entire movement had apparently done much in this line in the past.

As the subject was also mentioned, the Meeting was also assured that the present incumbent's family and heirs are very well aware of the intrinsic and historic value of this material; nor is any attempt made, or to be made, to "trade" it for gain.

It is quite obvious that a secure home must be found in time for all this material. Much of it ought to be copied onto microfilm, but the magnitude of this task is enormous, nor can it be usefully undertaken without first properly sorting and indexing what exists, and in many cases repair, or even retracing of some items.

Since the Meeting, an earlier enquiry of the Science Museum has established that this national organisation is sympathetic, and would be interested in helping, and is in a position to. But much will need to be negotiated, for it is the writer's belief that final ownership of all the material should remain vested in the Gliding Movement, and that access for research, and other purposes such as construction of replicas, and repairs must be assured. For the present, it should be remembered that the drawings are at least, at last, with a historic aircraft Collection, and that there are many precedents in all fields for material of

National importance to be both owned or held in the care of privately owned Collections. But this is not to say that a final secure home for this precious material is not only desirable, but should be found.

Lunch terminated the Meeting, and no apparent conclusions were reached on the matters raised in connection with the Collection. But it must now be apparent to VGC members that the undertaking is not only a large one, nor can it continue indefinitely as the efforts of a very small team of devoted enthusiasts, so it is perhaps timely to consider whether there should now be taken the first steps towards the establishment of some form of National Gliding Trust, Archive, Collection, Exhibition, Museum, or whatever - not necessarily connected with Mike Russell's Collection.

It surely therefore follows that the members of this Club should now indicate to the VGC officials whether or not, and in what direction, they should attempt to influence the BGA's Executive in the matter. (Mike Russell, 23.11.80)

#### Change of Rally Secretaries

Members were informed that Geoff Moore and Rex Moorey of the London Gliding Club had accepted the duties of Rally Secretaries. Fred and Angela Porton had regrettably felt compelled to stand down on account of their other commitments. The VGC owes them a great debt of gratitude for organising our National Rallies over a long period. We thank Geoff and Rex wholeheartedly for taking on these duties and wish them all the luck with the weather. Geoff Moore's address is: "Arewa", Shooters Lane, Berkhamstead, Herts. Tel: Berkhamstead (STD 04427) 73258.

#### ANNUAL DINNER

The weekend of 15-16th November was not entirely given over to discussions on the problems of the VGC. A Rally had been planned but was frustrated by the weather. Although it was possible to fly on Sunday afternoon, the weather being suitable for hill soaring in a rather strong wind, nobody rigged or flew any Vintage aircraft. Apart from the FW Weihe 50, Kite 1, Moswey 4, Mul3D-3, Scud 3, Tutor, Grunau Baby 2B and T.31 that normally reside at the London Gliding Club, the only visiting Vintage glider present was Rodi Morgan's Rhönsperber BGA 260. Members were able to admire it in its trailer and feel the now perfect finish of its fabric.

On Saturday afternoon, LGC members entertained us with films from the RAF Museum, Hendon. These showed a powerflying meeting that took place in Doncaster in 1909; squadrons of Bristol fighters in India and the Middle East; Hawker Furies in formation aerobatics. We were also shown the wartime Air Transport Auxiliary Film in which P. A. Wills appeared and a shortened, silent, version of Plane Sailing. The LGC organised a film show on Sunday during which we were able to see, by courtesy of Shell, pre 1914 racing cars in action.

The Annual Dinner held on Saturday evening at the LGC restaurant and organised by Geoff Moore and Rex Moorey was attended by 110 people, most certainly the largest number of people ever entertained at one time in the Clubhouse.

Prizes were awarded to Rodi Morgan, Jan Vermeer, Peter Egger, Hugo and Werner Roth, Paul Williams and Ted Hull for restoring, respectively, a Rhönsperber, Prefect, Spalinger S.18, Spyr 5, Kranich 2A and Moswey 4. Tony Smallwood received a prize for flying his Gull 1 302 km, and so did Andrew Humphries for carrying out two Silver C distance flights and a 5-hour duration during his first year of solo flying in his 1944 Fulzeugbau Petera built Grunau Baby 2B-2. Geoff Moore also received a prize for completing his Silver C in another Grunau Baby 2B-2 built by the same firm, and his own Mul3D-3.

Formal proceedings continued with the celebration of Doc Slater's 86th birthday two days in advance. Happy Birthday was sung by all present with the accompaniment of Chris Wills' horn. Dr. Slater then cut an enormous cake and gave his traditional rendering of "Eine Kleine Nachtmusik" and "Bagpipes" on his whistle. Never had it sounded sweeter.

There followed a Raffle with Ron Davidson winning the Mystery Prize, which was an air experience flight in a T.21! For those who might not know, Ron is the

Coventry Gliding Club's CFI, i.e. a man rather used to giving air experience flights. For this reason, the prize was conveniently changed to a bottle of whisky.

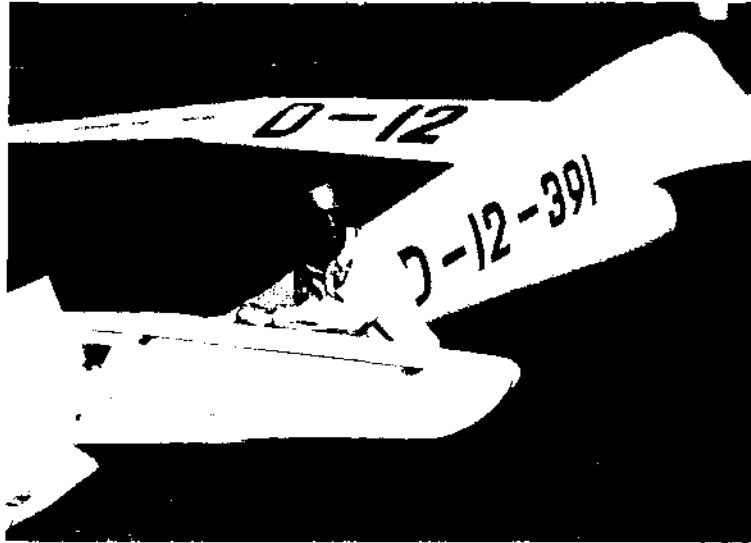
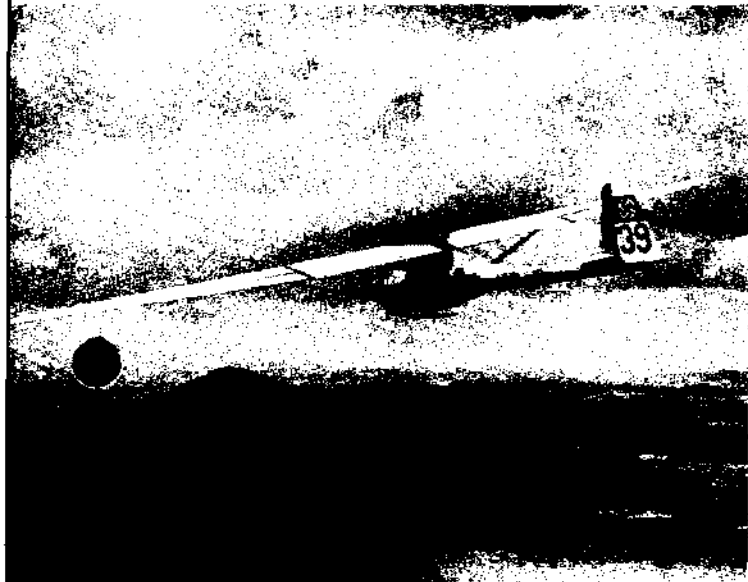
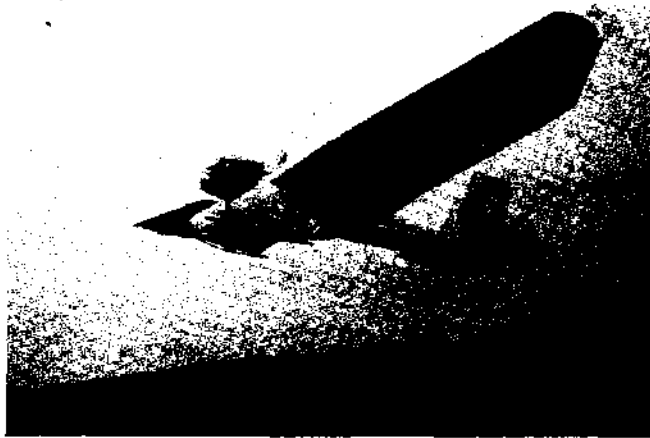
Among those attending the Dinner were pre-war pilots Geoffrey Stephenson and his wife, Beryl. Geoffrey made the first soaring flight across the channel in 1939 flying a Gull 1. Parts of this aircraft are now on Tony Smallwood's Gull 1 which made the year's best Vintage Glider flight. Also present was Jack Dewsbury, the only survivor among the prewar owners of Rodi Morgan's Rhönsperber. He once flew it from a bungee launch from Roundway Down, near Bristol, straight across London to a landing near Southend-on-Sea. The flight is still remembered as a legend by the older inhabitants of the Bristol area!

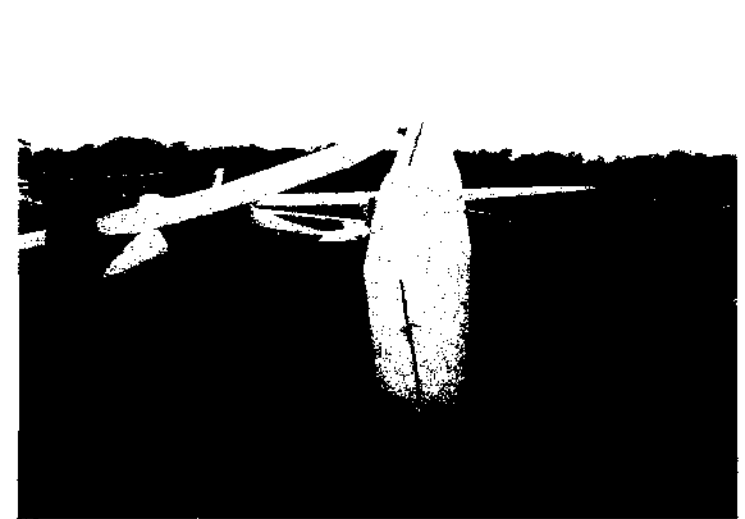
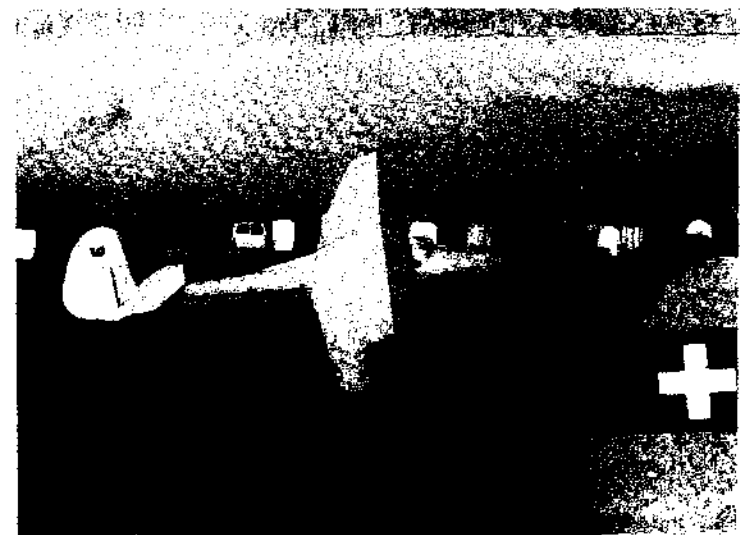
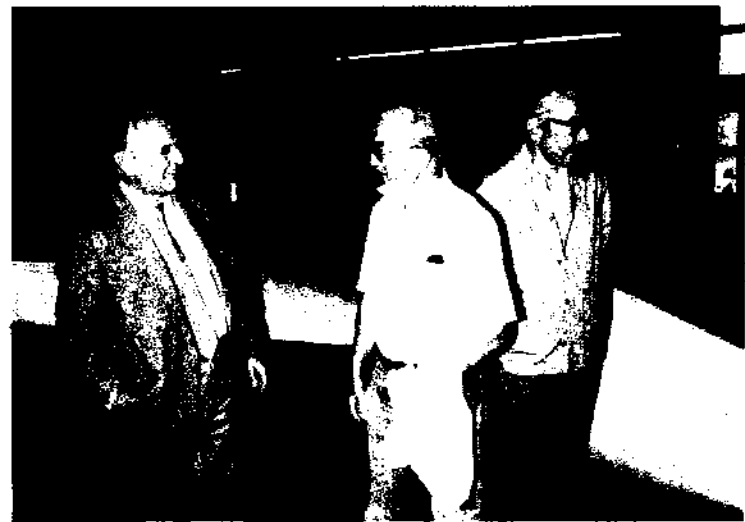
CAPTIONS TO PHOTOGRAPHS

In Honour of the FVA (Aachen University's) 60th Anniversary, which was held during the weekend of the 14-15th July 1980.

Photographs top to bottom - left to right

1. We had hoped that this was the FVA 1 "Black Devil", but its ailerons do not seem to be the right shape for either it, or the "Blue Mouse" (the FVA 2), which flew a year later. Perhaps, it was modified. The FVA 1 was built during 1920 in the then Belgian military occupied zone. All building and transporting of aircraft was not allowed. In order to take it to the Rhön, it had to be transported in secret at night by rail through the 200 kms of the Belgian, the French and the British/American zones, and thus, it was thought that black might be the best camouflage colour. Arriving at the Wasserkuppe for the last days of the contest, it was flown so successfully by Wolfgang Klemperer that it made the first Rhön Meeting a success.
2. Wolfgang Klemperer made the 2nd Rhön Meeting in 1921 a success by flying the FVA 2 "Blue Mouse". After the contest had to be discontinued for financial reasons, Klemperer flew the "Blue Mouse" from the top of the Wasserkuppe to a landing before Gersfeld. This flight lasted 13 minutes, and its distance of 4.6 kms was a World Distance Record. Three "Blue Mice" were built. The photograph shows one of them in England where it was flown by Mr. Jeyes at the 1922 Itford Hill Meeting.
3. The FVA 9 "Blue Mouse 2" taking part in the 1934 Rhön Meeting. For some years after 1925, the FVA students did not design any more gliders, but spent their time with aeroplanes. In 1933, Hans Sander and Karl Doetsch decided to rekindle the enthusiasm for designing sailplanes among the FVA students. They called their sailplane the "Blue Mouse 2" hoping to remind the students of their university's past glory. The FVA 9 weighed only 89 kg empty. It was an exceptionally fine sailplane and stayed up well in thermals and hill lift, but lacked penetration for cross country flying. Hans Sander has often participated in our International Rallies.
4. A production FVA 10b "Rheinland" in about 1938. This machine was designed to fly faster than the Blue Mouse 2, for cross country flying.
5. The Rheinland prototype (D-12-99) taking part in an International Meeting. This very aircraft may now be stored by the Polish Aviation Museum at Krakow.
6. The "Eifel". This was an 18 metre span 1939 development of the "Rheinland". Whereas both the FVA 9 and 10 had used the Goettingen 535 (Grunau Baby) wing section with high aspect ratios for their performance, the FVA 11 "Eifel" used the new (for that time very fast) NACA 23 wing profile for cross country speed. It was hoped to slow the machine up for thermal flying with fowler flaps which lowered and also increased the wing area. The King Kite had also used this wing section in 1936. The "Eifel" was flown by Felix Kracht in the 1939 Rhön Contest but scored no points as it was felt that the machine was too new to be flown in cloud. An accident bore this out. It was not possible to include several planned alterations in the design before the outbreak of war. The "Eifel" did not survive the war.
7. A photograph taken during the FVA's 60th Anniversary (15th July) showing David Jones' FVA 10b "Rheinland" of 1939, together with the FVA 20, the FVA's latest design, which has automatic flaps, which was finished this year.







CAPTIONS TO PHOTOGRAPHS

The FVA's 60th Birthday, 14-15th July 1980

Left to right - top to bottom

1. Felix Kracht talks to Hans Sander. Right ... is Arthur Getto. Felix Kracht was "father" of the "Rheinland". After designing, building and flying the first prototype he, with Ferdinand Schmetz's help, put it into production. Outbreak of war terminated production after 29 had been built. During the war, Felix Kracht became Director of DFS. He has recently retired from the Airbus Industrie at Toulouse, but is continuing to work "round the clock" as Senior Vice President. Hans Sander, "Father" of the FVA 9 "Blue Mouse 2", became the Chief Pilot and Engineer for the firm of Focke Wulf until 1945. He is now one of the leading spirits behind the Trans European Gliding Contest, and he has often attended our International Rallies. Arthur Getto, together with August Schulte, Walter Trapp and Benno Sann, designed and built the FVA 10A "Theo Bienen", the forerunner of the Rheinland, during 1935/6. One of its problems was that the wings were installed on the fuselage at a minimum angle of attack and this caused the fuselage nose to be 1.5 metres above the ground during landing hold offs. The aircraft was destroyed during a field landing during Easter 1938.
2. Felix Kracht talking with Frau Schmetz. The late Ferdinand Schmetz saw the possibilities of the "Rheinland" design and allowed Felix Kracht to use a small workshop outside his needle factory to put the "Rheinland" into production. The Schmetz needle firm at Herzogenrath was, during the war, converted into the ultra modern glider building firm which built 601 Olympia Meises. After 1951, the firm built some Condor 4s and then, in 1953, started building the revolutionary HKS sailplanes.
3. David Jones, owner of the last airworthy "Rheinland", which was displayed in the air and on the ground during the anniversary weekend, talks with Otto Bellinger, an early glider pilot and now a prominent gliding historian. Otto has often attended our International Rallies.
4. Photographed during our October Rally at Husbands Bosworth, 16 year old Andrew Humphries, about to start in his original 1944 Flugzeugbau Petera built Grunau Baby 2B-2. During his first year of solo flying, he has completed two Silver C distances and his Silver C five hours qualification. He only failed to get his Silver C height, although he was at over 6,000 ft (2,000 metres) during his first cross country, due to a barograph malfunction. For his spirited flying, which is an example to us all, he was given a prize at our Annual Dinner.
5. The Rhönbussard, BGA 337, at Husbands Bosworth. This aircraft is owned now by C. Wills and Steve White. It was built by Schleichers during 1937, when it was brought to Britain to be flown by Joan Price (then Joan Meaken) as part of Sir Allen Cobham's Air Circus. After the war, it was owned by the late Frank Foster who flew it into the first few places during two National Contests.
6. Ted Hull's now superbly finished Moswey 4. It could not have looked more beautiful when new. In the photograph are Ted Hull and Margaret Richardson.
7. Peter O'Donald's Kite 2 at Husbands Bosworth.
8. The Skylark 1 which, built in 1953, was Britain's first laminar flow wing profiled sailplane (NACA 63 series). The fuselage was converted from that of a Prefect. One other Skylark 1 was built and it almost certainly still exists in South Africa.

VGC RALLY AT HUSBANDS BOSWORTH

The VGC held a National Rally at Husbands Bosworth on the weekend of 20-21st October. We were very well received by members of the Coventry Gliding Club but unfortunately the weather did not match their reception. It was stormy and windy. The wind only dropped to within our limits on Sunday afternoon, but the few thermals that there were eluded most of those that took to the air. Peter O'Donald (Kite 2, BGA 698), Ted Hull (Moswey 4, BGA 2277), Peter Woodcock (Skylark 1, BGA 725), George Bolton (Gull 4, BGA 565), Andrew Humphries (Grunau Baby 2B-2), Pat George (Prefect, BGA 1152), Bob Arnold (Goevier 2, BGA 1992) and

Chris Wills (Rhönbussard, BGA 337) all had aerotowed launches. It will be noticed that most of these sailplanes were not entered at Sutton Bank. The Goevier 2 was flown almost constantly on both days. The Gull 4 (1948) and Skylark 1, which was built in 1953 as Britain's first sailplane with a laminar flow wing profile, are both unique.

The weather prevented Rodi Morgan, Ron Davidson and Lou Glover, respectively, rigging their Rhönsperber, Petrel and Viking 1.

A fancy dress party was organised on Saturday night to mark the end of the Coventry Gliding Club's soaring season. On Sunday morning, participants were entertained with a show of beautiful colour slides sent by Peter Selinger of the International Meeting at Sutton Bank.

#### RESTORATION NEWS

We learn that Douglas Jones at Nymphsfield has started building a new JS Weihe with the help of drawings formerly stored by Russavia. At Tangmere, Rodi Morgan has transferred his labour force from the Rhönsperber to an Isaacs Fury (a replica small size Hawker Fury) which is being built to become the Collection's tow plane. Work is also under way to complete the Collection's Castel 25S.

David Jones has assembled the fuselage bulkheads of his King Kite on a jig in his living room in Coventry. The fuselage is not yet ply covered as it is awaiting metal fittings. The main wing ribs are now complete. Alterations have been made to the 1936 Slingsby design which it is hoped will improve its flying and spinning characteristics. These include a cockpit placed 2" further forward; the use of a laminar flow Wortman wing profile; and a rudder similar to the one it had before it was increased in size to counteract any spin. It is certain that Fred Slingsby and Peter Shaw made considerable alterations to the design originally conceived by Mungo Buxton who, at that time, was making a career in the RAF. David Jones is being assisted in his project by Thoby Fisher who was working for Slingsby's in 1935-36 as draughtsman, designer and stresser. It is hoped that the King Kite will be complete by 1982.

We have not heard from Mike Garnett (Gull 3) but believe that he is "snowed under" with projects. Andrew Coates is presently painting his Weihe with its original Swedish registration letters and is going to restore its original canopy. The Gull 3 which suffered glue failure some years ago in one wing inboard of the ailerons might be restored shortly. Telephone enquiries to Fred Rawlings in Deddington, Oxon, revealed that this glue problem was all that was wrong with the aircraft. The torsion box is believed to be sound. The aircraft can unfortunately not be moved because the wing is in a jig. Fred was hoping that Eric Rolph would work on it.

#### OTHER GLIDER NEWS

A Grunau Baby 2B-2 has been found a good home. We are pleased indeed to report that the GB 2B, D-1128, which formerly belonged to the Fliegende Holzwürmer Gliding Club at Butzweilerhof airfield, Cologne, has been sold to Richard Cowderoy and John Knowles and their wives, who are members of the RAE Gliding Club at Farnborough. The Grunau Baby will be kept in a heated hangar and will take off from a stair carpet on the runway to protect its wooden skid!

The Science Museum. It must be said that very few museums in Britain show any interest in displaying gliders or even having gliding archives. One exception is the Edinburgh Museum which displays an unmodified Gull 1. In view of this situation, we contacted Mr. D. Bagley who, with three other people, runs the National Science Museum's Air Transport Department. Although the Museum has an original Lilienthal glider, a Pilcher glider replica, and is thinking of possibly obtaining a fibre glass glider, it is not at present interested in displaying gliders or in having archives of photographs and drawings.

No Reiher at Farnborough? Mr. Bagley, who worked during and after the war at the RAE Farnborough, thinks that no more than three Empire test pilots could have flown the Horten 4A, LA-AC, presently being restored in America. He thinks that

the crate, marked DFS, which had a German sailplane rotting in it, may well have contained the DFS 228 pressurized, prone piloted, high altitude, reconnaissance glider, and not the Reihel which came to England.

### THE PROBLEM OF NUMBERS AND VINTAGE GLIDER CLASSIFICATION

The day is not far off when only the largest of airfields in Britain will be able to play host to VGC International Rallies. According to Sailplane & Gliding (October/November 1980), 53 sailplanes were entered and only 50 could take part due to lack of space and facilities. This is not quite correct, since 51 sailplanes took part and over 60 had wished to enter. The fact remains that 30 other gliders could easily have entered from Britain alone and that, in such a case, there would have been serious problems in letting everyone fly. The British owned machines conspicuous for their absence at Sutton Bank included 4 JS Weihses, 5 Kite 1s, 6 Grunau Babies, 1 Gull 4, 1 Mul3D-3, 1 Rhönbussard, 1 Avia 40P, 2 Meises, 2 Nord 2000s, 1 Moswey 4, 1 Short Nimbus, 3 Skys, 2 Kite 2s, 1 Scud 3 and countless Eon Olympias, T.21s, Tutors, Prefects, T.31s, SG 38s and a Cadet. Most of these sailplanes have their certificates of airworthiness. In addition, a Caudron C.801, a Kranich 2, a Castel 25S and a Scud 3 are at an advanced stage of restoration, while a Wren, two Goeviers, a Rhönbussard and several other machines are awaiting restcration.

The problem of numerous entries will get more acute as the number of "vintage" gliders grow with the passage of time. We might well remind all future rally organisers of the hundreds of Spatz and Mul3E gliders that were built since 1951 and of the thousands of Ka6s and Skylarks built since 1954. In view of this, future rally organisers will have to give pricity of entry to the oldest types, bearing in mind that our aim, as a movement, is to prevent the extinction of a species (of glider).

At Sutton Bank, Neelco Osinga said that "if a boy has been labouring for years to get an old machine ready to bring to a Vintage rally, in no way should he be stopped from coming. Furthermore, everything should be done to encourage him to get it there. If there is too much activity in the air and on the ground for safety, then launching should be stopped to await a calmer moment. If this is done, we might not have to restrict entry numbers."

While applauding the above sentiments, we still fear that the situation might get out of hand if gliders of later design are allowed to enter. The situation is not the same in America and Australia as in Europe because in these countries vintage gliders are spread out over large areas, so that there have never yet been too many entries for safety at any given rally.

The problem of "vintage" classification is well worth studying. We have received interesting suggestions in this respect by Jan Scott, President of the Vintage Soaring Association of America. In a letter which we're publishing so that readers can express their views on this matter, he suggests that the recently formed International Committee should not only co-ordinate future vintage glider rallies but also be involved in establishing a standard for vintage gliders. He adds the following:

"The question before us is 'what is a vintage glider?'. The generally accepted '25 year old' rule is not going to be adequate much longer, since hordes of Ka-6s and Schweizers and others are about to join the ranks, and some glass ships like the Libelle are not far behind. Our International rallies are already filled to capacity, and it now becomes necessary to recognise the old classics and protect their status! So - what should we do?

"The standard established by the American VSA in 1974 states that a 'vintage sailplane' is any glider out of production since 1950 or a more recently built glider with appearance, performance and construction characteristics similar or comparable to those manufactured prior to 1950. Such gliders will be defined as a vintage sailplane for the purposes of the Association.

"The following timetable is proposed in order to provide a systematic approach to vintage age dating. The present base would apply to an

aircraft 25 years old and would progress to 30 years old by 1985. This timetable establishes the eligibility for recognition as a vintage glider for the purposes of the Association.

<u>Calendar Year</u>	<u>Year of Manufacture</u>	<u>Age</u>
1980	1953	27
1981	1953	28
1982	1954	28
1983	1954	29
1984	1955	29
1985	1955	30

"This is not a satisfactory solution, but it served us well for the first years. Perhaps we need two categories: a Silver Veteran (gliders built after 1950) and a Gold Veteran category for the older ones? We need your ideas!"

Jan Scott would therefore like readers of the Newsletter to let him know their opinion of this matter so that he can compile all the replies received and have the results published in the official newsletters. The final rule could be established next summer at Burg Feuerstein.

Readers are kindly asked to express their views on the following possibilities for classifying vintage gliders:

- A. A sliding scale as used by VSA
- B. A vintage glider should be designed prior to the year ....
- C. Gold Category when designed before ... or ... years old  
Silver Category when designed after ... and at least ... years old
- D. Only pre-1945 designs should be eligible
- E. Other suggestions.

Please send your comments to Jan Scott, Scott Airpark, Lovettsville, Virginia 22080, USA.

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NEWS FROM GERMANY

In order to raise funds for the new Gliding Museum he is hoping to create on the Wasserkuppe, Helmut Dette completed the second of his planned fund-raising flights. With his Condor 4 loaded with thousands of postcards specially franked to mark the occasion, he landed on Thursday afternoon, 8th September, on Frankfurt's International Airport after having been towed from the Wasserkuppe in good thermal conditions. It had unfortunately not been possible for him to use these favourable conditions because of the nature of his mission. Indeed, he had to land punctually to be greeted by a reception committee. This landing was a prelude to the ceremonial opening of a gliding exhibition organised by Karl Vey, the official archivist of the German Aero Club, with the assistance of Otto Bellingier, in Frankfurt's Terminal Hall B. After landing, the Condor took its place among the exhibits. These included an SG 38, a replica of Ferdinand Schlulz's FS.3 and a Lilienthal glider. The Condor 4 is painted yellow/orange and marked D-Condor, as was Heini Dittmar's first Condor. It has transparent fabric. The exhibition which also included photographs and documents lasted till 19th October.

Two days before this ceremonial flight, the Wasserkuppe was the scene of celebrations to mark the 55th German Luftfahrertag (literally, Air users' day). Georg Brütting, President of the West German Aero Club, was voted to a new term of office on this occasion. He has written many historic gliding books including "Die Beruhmtesten Segelflugzeuge" ("The Most Famous Sailplanes").

Among the famous people present were Frau Klara Hirth, wife of Wolf Hirth, Pieter Riedel, Heinz Scheidhauer, the famous Horten flying wing test pilot, Wolfgang Späte, winner of the 1938 Rhön Contest on the Reiher V.1, Heinz Huth, twice World Champion and also a prewar Rhön Contest Reiher pilot, Max Beck, Count von Hardenburg, a famous prewar aerobatic pilot and Hon. President of the German Aero Club, Countesse von Hardenburg, Professor Madelung and countless other witnesses of flying history. Wreaths were laid in the Ehrenhalle (the glider pilots' chapel) and below the Fliegerdenkmal (glider pilots' memorial, which is a

bronze eagle mounted on a stone on the West slope).

As regards glider developments, we hear that the Münster Club intend to take their Goevier and Minimoa (types GÜppingen 3 and 4) to many air displays next year. One of these displays should mark the opening of the World Gliding Championships at Paderborn.

Klaus Heyn is making excellent progress with his Rhönadler. The fuselage is now almost completely skinned with plywood. Knowing that the tailplane, rudder and wing ribs are all complete, we imagine that the next task will be to build the main wing spars and to start assembling the wings. Because of their great span and wing root chord, we wonder whether this will be possible within the confined space of his garage!

#### NEWS FROM AMERICA

The Sixth Annual Washington Vintage Glider Meet took place at the Scott Airpark on September 20-21 with ten sailplanes participating in addition to the eight already based there.

Jan Scott is extremely pleased with his Pratt & Read. It was fully restored, complete with authentic Navy colours, in time for the meeting. Jan was kept busy giving passengers rides in this glider which is America's only side-by-side two-seater design. These rides once ended rather abruptly when a tow rope broke, compelling a field landing with a female passenger, who enjoyed the experience. The glider was unscratched.

"The Pratt & Read is truly delightful to fly", says Jan. "Ball bearings and excellent balancing throughout the control system takes all the work out of handling it. The Navy had much stricter standards than the Army and I am amazed how well built it is compared with the other TGs (training gliders built during the war). It has a cyclic and collective stick (there is a 2 ft long spoiler/wheel brake handle between the seats) and glass all around. It is MUCH larger and roomier than the Goevier and one feels more as if one is in the cockpit of a B.29 ... A Pratt & Read is still the World Record Holder for altitude in a two place ship (44,255 ft). I sure would like to find a way to get it to Burg Feuerstein next year!"

On another matter, "Bungee Cord" has published a letter from Lt. Col. Walter Horten, who lives in retirement in Baden Baden, saying that he is sure that his brother Reimar, who is retired in Argentina, would still prefer to be designing and building flying wings. Reimar is at present writing a book on the Horten tailless designs which is to be published by Motorbuch Verlag, Stuttgart. Walter feels that the "swing of youth has not yet left them" and that if the two brothers could be united, perhaps in America, the climate in Germany not being very sympathetic to their design work, they could start designing and building the wings again, as in the days of old. Walter urges that this must happen soon, because they can't remain young enough for ever.

Jan Scott reports that his plea for a young designer to carry on the Horten design work has brought forth two Americans and one Norwegian whose credentials were substantial enough for recommendation to Dr. Reimar Horten. In addition, a Texan manufacturer is looking into the possibility of producing the "Pierniferos" in kit form using composite materials.

As stated in the last Newsletter, two Piernifero ultralight flying wings were designed. One had a 7.5 m span and the other a 10 m span. While the first was test flown successfully from autotowed and aerotowed launches (take-offs were usually made from the pilot's legs which were "retracted" through a large cavity in the undersurface of the wing), the second has not been completed. It still needs covering. The Argentinian authorities have refused to certify these ultralight machines, but officials have shown interest for a 15 m version. However, Reimar says that the 10 m aircraft must be completed and finished before the 15 m version is started. The 10 m version would no doubt serve to test some of the theories that might be embodied in the 15 m version. Reimar's son Dieter, an airline pilot, has shown little enthusiasm for designing but has apparently

tried to buy the Horten 1B some years ago. The aircraft as it seems still being flown at a gliding club and may be the last airworthy Horten flying wing in existence.

The 18 m span Horten flying wings built by the Argentinian Government Institute at Cordoba were two IA.34 "Glen Antu" tandem 2-seaters in 1949, two IA.34M "Ala Volante" single seaters in 1951 (which took part in the 1952 World Gliding Championships near Madrid), one IA.41 "Urubu" side-by-side 2-seater in 1953. Another aircraft of this type known as the Ho 15c was built in Germany during the 1950s and after many years of storage at the Klippeneck, is now supposed to be restored for the Glunzberg Collection by an American living in Austria.

Some of the IA 18 m span flying wings may still exist in Argentina in an unairworthy condition.

#### NEWS FROM SWITZERLAND

Willi Schwarzenbach has decided that the time had come to give his Spalinger S.18 a basic overhaul - the first in 23 years! He is hoping to cover it with transparent doped aerolene.

#### NEWS FROM FRANCE

As reported in our last Newsletter, Guy Hamon told us of the existence of a 1926 French sailplane. We believe he mentioned that it had been designed by a Mr. Chapeau. This gentleman was responsible for a very elegant little gull winged sailplane of which we found a photograph in an early issue of "Sailplane".

Didier Fulchiron told us that more than fifty gliders stored at Villacoublay airfield are in the hands of the military. We are sure that they are being kept for the Musee de l'Air and that if one wishes to see them, one need only ask the Directeur of the Musee de l'Air for written permission. This museum is believed to be keeping aircraft and gliders at other aerodromes as well.

#### NEWS FROM AUSTRALIA

Seven sailplanes and a primary glider attended the 4th Annual Regatta of the Vintage Glider Association of Australia at Mildura, Victoria, over the weekend of 11-12th October. Flying was restricted by rain which fell in heavy showers on both mornings. A strong and often gusty wind added to these generally poor conditions.

The aircraft included five Schneider designs (two Nymphs, a Kookaburra, a Kingfisher, a Grunau Baby 3A). There were two Olympias (both built in Australia) and a replica Rhönranger Primary, which was built in Adelaide in 1975.

Conditions cleared on Sunday afternoon to allow 15 aerotows by Tiger Moth and 10 winch launches but there was no lift to be found. Pilots had to be content with a spot landing contest and with exchanging flights in each others aircraft.

Alan Patching and Allan Ash were respectively re-elected President and Secretary/Treasurer at the Annual Meeting of the Association on Saturday evening. Awards were made for the oldest aircraft at the Rally (Keith Nolan's Olympia "Yellow Witch") and the best maintained aircraft (Kimba Soaring Club's and Garth Hudson's Grunau Baby 3). Garth Hudson took the spot landing prize after landing on the same spot in two successive flights. The most inspected aircraft was the Rhön Ranger which made several flights despite unsuitable conditions.

The "Yellow Witch" Olympia was built to Chilton drawings and first flew in 1948.

Martin Simon's book

"Vintage Sailplanes, 1908-1945", the book being prepared by Martin Simon, should be published during the middle of next year. At least 80 classic types are to be illustrated with black and white and colour photographs, paintings and three-view drawings. This book should be of the greatest interest to Vintage Glider Club members, to gliding historians and aeromodellers. The VGC has sent Martin all its best photographs and so have many other people in Britain, Europe and America.

This will be a large book of which 4,000 copies will be printed, if present plans are carried out. This represents a considerable financial outlay for the Publishers who are naturally worried. They have asked their Agents in Britain about likely sales here and have received the incredible reply that little gliding is done in Britain and that the Movement does not even have a magazine. We can only imagine that the Agent is power flying orientated. It appears that a pre-publication offer will be made at reduced price. We suggest that anyone interested in having what is probably going to be the most superb book ever produced on vintage gliders from every country should contact the Publishers, Kookaburra Technical Publications Pty Ltd, PO Box 648 Dandenong 3175, Victoria, Australia (Tel: 560 0841), if only to offer them encouragement! Leaflets advertising the book will be sent out with a future Newsletter.

MORE DRAWINGS

The VGC has now discovered the whereabouts of construction drawings for the following types: Weihe, Meise, Kranich, Habicht, Rhönbussard, Rhönadler, Rhönsperber (only a very few), Minimoa (Werner von Arx 1936 version), Hutter H.17A, Grunau Baby 2B, SG.38, Karpf Zoegling, Moswey, Spalinger, Horten types, Slingsby types including Falcon 1 (Falke), Kronfeld's Austria two-seater, Eon Olympia, Chilton Olympia, Eon Baby, the Polish Komar, the Bowlus Albatross, Grunau 9, BAC7, Scud and Hols der Teufel. The last named was mentioned to us by Ray Ash at the last Internationals. He informed us that he had a set of Hols der Teufel construction drawings in Australia. This craft was an enlarged soaring version of the Lippisch Zoegling of 1926. As it happens, Australia is the only country where there is still an airworthy 1926 Lippisch Zoegling.

In America, the VSA has managed to microfilm drawings of the H.17A, Grunau Baby, Horten and some others. Sets are available at moderate cost from the VSA.

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FOR SALE

In Argentina

Spalinger S.18. It will be delivered free of cost to any point in Europe, by Argentinian Airforce Hercules. The S.18 will be delivered in two packing cases, one for both wings, the other for the fuselage and tailplane. The price should be negotiated with: Theo Altinger, Salta 164, RA 3100 PARANHA, Argentina. The S.18 was previously advertised in our Newsletter, but Mr. & Mrs. Altinger have just been away for two months in Europe.

In Britain

Grunau Baby 3, uncovered with fabric and needs a little woodwork, especially to wingtips. Otherwise, the aircraft seems to be in reasonable condition and can be inspected at RAF Bicester. Enquiries should be directed to the RAFGSA, Gliding Section, RAF Bicester, Oxon.

Doppelraab economy two-seater, with basic instruments and trailer, with C of A. Price £1,500 o.n.o. Tel: Brian Nichols, Oxford 60418 (evenings). The aircraft can be inspected at the RAF Chilterns GC at RAF Halton.

Grunau Baby 2B-2, 1/5th share, with increased wing and tailplane spans for better soaring capabilities. 1944 German built, with C of A. Based at Dunstable. Apply: Andrew Humphries, 11 Linwood Grove, Leighton Buzzard, Beds. Tel: Leighton Buzzard 372997.

NEW MEMBERS

V8cs8k	Imre Mitter Budapest XII Rath Gyorgy utca 17/B H 1122 Hungary	SZD 8A Jaskolka	Jeremy Menzies Edgewater 55 Northshore Road Hayling Island
Assoc	Dolf Smits Boulevard 9 6881 HN Velp Netherlands	Assoc	Graham Chappell 23 Yew Tree Close Eaton Bray Dunstable, Beds.
Assoc	Peter Hamblett 13 Ironside Close Bewdley Worcs. DY12 2HX	Assoc	Wilfred Jennings Ashcroft Hull Road Hornsea N. Humberside