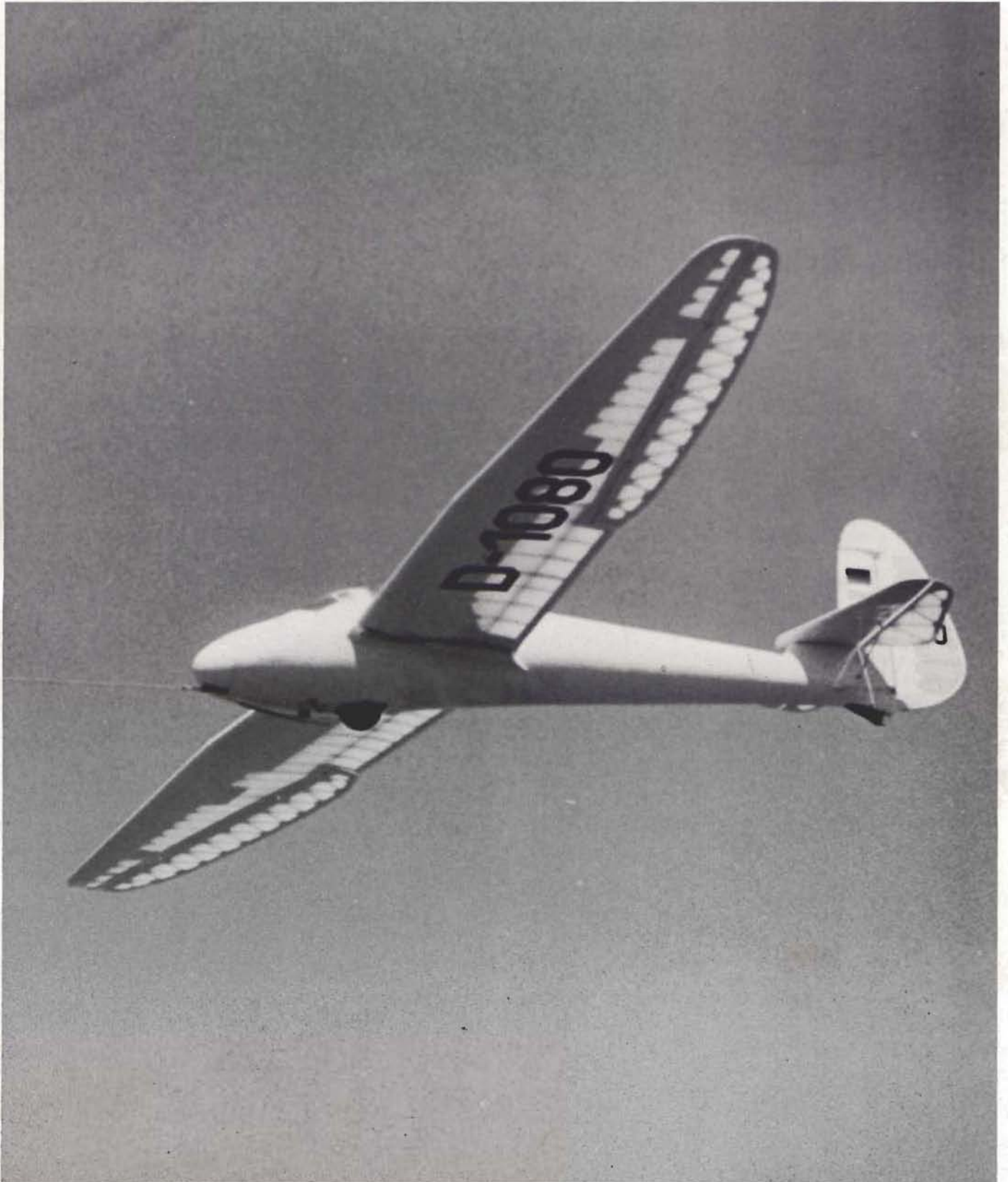




VGC News

No. 67 Summer 1989



17. NEMZETKÖZI VITORLÁZÓREPÜLŐ OLDTIMER RALLY



**BUDAPEST
FARKASHEGY
1989 JÚLIUS 20-30**

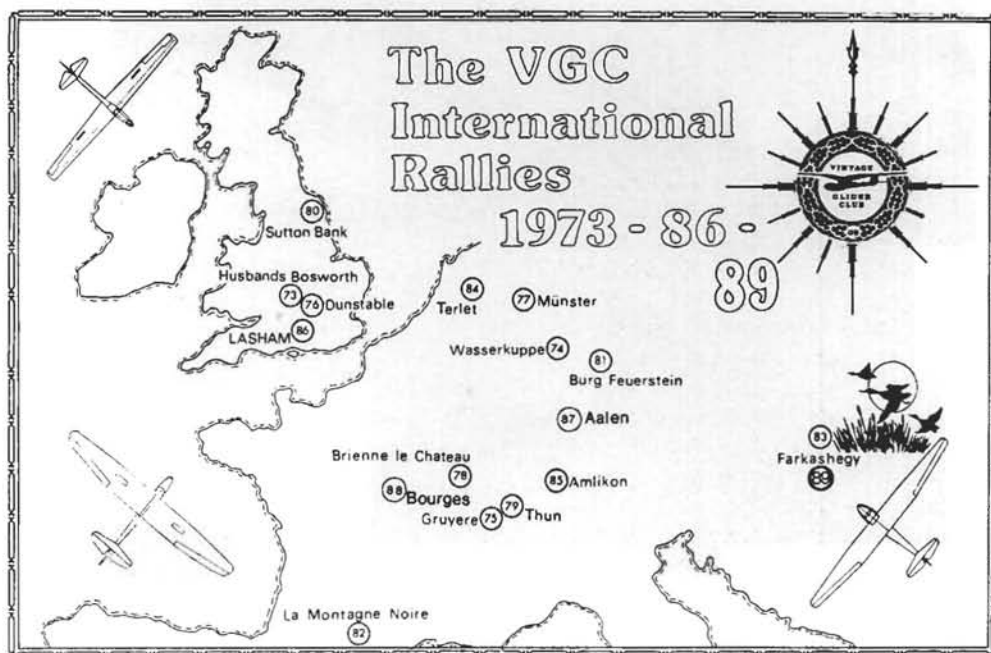
17th International Vintage Glider Rally. Budapest
Farkashegy 1989. July 20-30.

60 ÉVES A MAGYAR VITORLÁZÓREPÜLÉS



**BUDAPEST
FARKASHEGY
1989 JÚLIUS 22**

60th Anniversary of Hungarian Soaring 1929-1989.
Budapest Farkashegy 1989. July 22.



Cover Photograph by kind permission of Ian Tunstall. The Oldtimer Club Munster's Goevier flying over Bourges during the 16th International Oldtimer Rally. It is one of the only 3 Goevier 2s still airworthy. Others being at Husbands Bosworth and in Zimbabwe.



VGC News No. 67
Summer 1989

President:	C. Wills
Vice President:	Paul Serries
Vice President:	Willi Schwarzenbach
Vice President:	Jan van Beugen
Hon. Secretary:	R. Traves
Hon. Treasurer:	W. Bishop
Rally Secretary:	G. Moore
Sales Manager:	P. Woodcock
Archivist:	Sally Shepard

International Rally Committee

Colin Street:	Britain
Didier Fulchiron:	France
Angus Munro:	Norway
Jan van Beugen:	Holland
Firmin Henrard:	Belgium
Imre Mitter:	Hungary
Willi Schwarzenbach:	Switzerland
Rainer Karch:	Germany

EDITORIAL

A British Gliding Museum?

A recent visit by Chris Wills of the VGC and Joan Cloke, representing the BGA, to the Brooklands Museum, gave the impression that the Brooklands Museum was to be a museum dedicated to revealing the history of Brooklands Airfield and Motor Race Track, rather than to Gliding, and that, although the management kindly said that they would store our drawings, it was felt by Joan and Chris that British Gliding deserved a museum run by glider pilots at an existing historic gliding site.

It was later suggested that the London Gliding Club, which was the foremost gliding site in Britain before the war, having been started in 1930, might be a suitable location. The LGC's Manager was contacted, before the Club's AGM, and he did mention that there were plans for the future to turn the entire existing Kit Nicholson-designed clubhouse and hangar into a museum, but that this hinged on whether £250,000 could be found to build the club a new clubhouse/hangar complex.

He was informed that there was some urgency to find storage space for photographs, books, documents and drawings etc, as older glider pilots and others were looking for somewhere to leave their material to. It was also suggested, as the two-year-old German Gliding Museum on the Wasserkuppe had already received 100,000 visitors, that a gliding museum at the LGC might be financially attractive.

It was noticed in May how the 1935 clubhouse had been beautifully done up and repaired since last year. Storage space for gliding archives in good conditions is vitally important and we ask whether the LGC could find somewhere for them, for its future museum? The archives would certainly grow as more and more people would leave their material to them.

VGC GLIDER DRAWINGS. It has been suggested that for security reasons, several sets for each aircraft should be copied and based at different locations (museums). C. Wills

will look into this. The copying is no problem as it can be done in Reading. Money (possibly over £500) will have to be found for it. We would be more than ready to send the German Gliding Museum on the Wasserkuppe any drawings that it needs.

RALLY DATES

July 16	Scale Model Vintage Competition Meeting, White Sheet Down, by Mere/Warminster Road, Wiltshire.
July 20/30	Vintage Glider Club 17th International Rally, Budapest Hungary.
August 21/27	International Show of Vintage Gliders, Uetersen, Hamburg. Contact: F.J. Sham, Sierichstrasse 20, D-2000 Hamburg 60, Germany.
August 26/September 3	First 'Annual Slingsby Week' Yorkshire Gliding Club, Sutton Bank, Yorkshire. Tel: 0845-597237. Contact David Chaplin as soon as possible that you intend to be there, in any case all VGC members with other vintage gliders will be most welcome during the week.
September 30	VGC Annual Dinner at London Gliding Club, Dunstable. Presentation of awards and guest speaker. Make a booking for a relaxing evening with friends. Tickets from Rally Secretary at £8.00 for a three course meal with coffee. Overnight bunks telephone LGC on Dunstable 663419. Please forward SAE together with cheque to Geoff Moore, Arewa, Shootersway Lane, Berkhamsted, Herts. Tel: 0442-0873258.

THE 17TH INTERNATIONAL RALLY AT BUDAPEST FARKASHEGY

Well over 80 glider entries have been received so it may be necessary to operate them from Harmashatarhegy (HHH) as well as Farkashegy... as well as, perhaps, from the very old Farkashegy site. More than 700 people have said that they intend to be present!!! The Austrian-Hungarian frontier is now very much less formal than it was. Indeed, it would seem that the Iron Curtain has been dismantled. Nevertheless, visas are necessary for everyone except Austrians. These can be obtained at the frontier post, as can photographs for it. However, to save time, it would be better to obtain these from respective consulates and embassies beforehand as there may be queues at the frontier. Tickets for diesel fuel (if necessary) should be bought at the frontier.

We wish the 17th International Rally and those taking part in it all the best of success.

The airfield of Farkashegy is reached by a left turn off the Vienna-Budapest main road just before the village of Budaörs, some 20 kms before Budapest.

THE 18TH INTERNATIONAL VINTAGE GLIDING RALLY IN 1990

It had been intended to run two rallies, a Rendez-Vous and the International, one in French speaking Wallonian Belgium, and the other in Flemish Belgium.

However, it has now been decided to run only one rally and that Firmin Henrard and Johann Kieckens will jointly organize it. The rally will be at the Flemish Gliding Centre of Keiheuvel, which is one of the best gliding airfields in Belgium. It is a sand plateau that has shelter for camping and good thermals in summer. The runway is about 1000m long and the club is used to organizing championships and meetings. Proposed dates for the rally are Monday 16th July – Thursday 26th July and participants can stay from Friday 13th–29th for camping and flying, if club activities allow it.

We are glad that glider pilots are helping to bring the two Belguims together. This once again demonstrates that we are all of one race. If only politicians could follow our example!

Facilities at Keiheuvel are: Camping on the field and next

to the field are swimming pool, playground for children and many recreation facilities for everyone. They hope to get hangar space for gliders and open trailers. There is also a semi-professional repair shop, and part of the hangar can be used for briefings. The beer is no problem in Belgium and there should certainly be a focal meeting place under cover.

BRITAIN

THE LASHAM CENTRE

The Team

Jane Ballard, Ian Smith, Richard Moyses, Peter and Tessa Davis, Vic Marshall, Ray Whittaker and other Lasham-based VGC members, plus one or two non-VGC members.

Progress to end of April

Undergrowth cleared from road, long grass cut, caravans removed, much rubbish removed and burned, general clean-up inside. Electric system made safe, kitchen gutted, toilets cleaned (Vic and Tessa), old stove removed, old fridge removed, old cooker removed, gutters cleaned and soffit painted.

Remaining tasks

Renew heating system, renew hot water system, rebuild kitchen and install appliances, make good the state of the centre caused by years of neglect internally and to the grounds, then redecorate throughout.

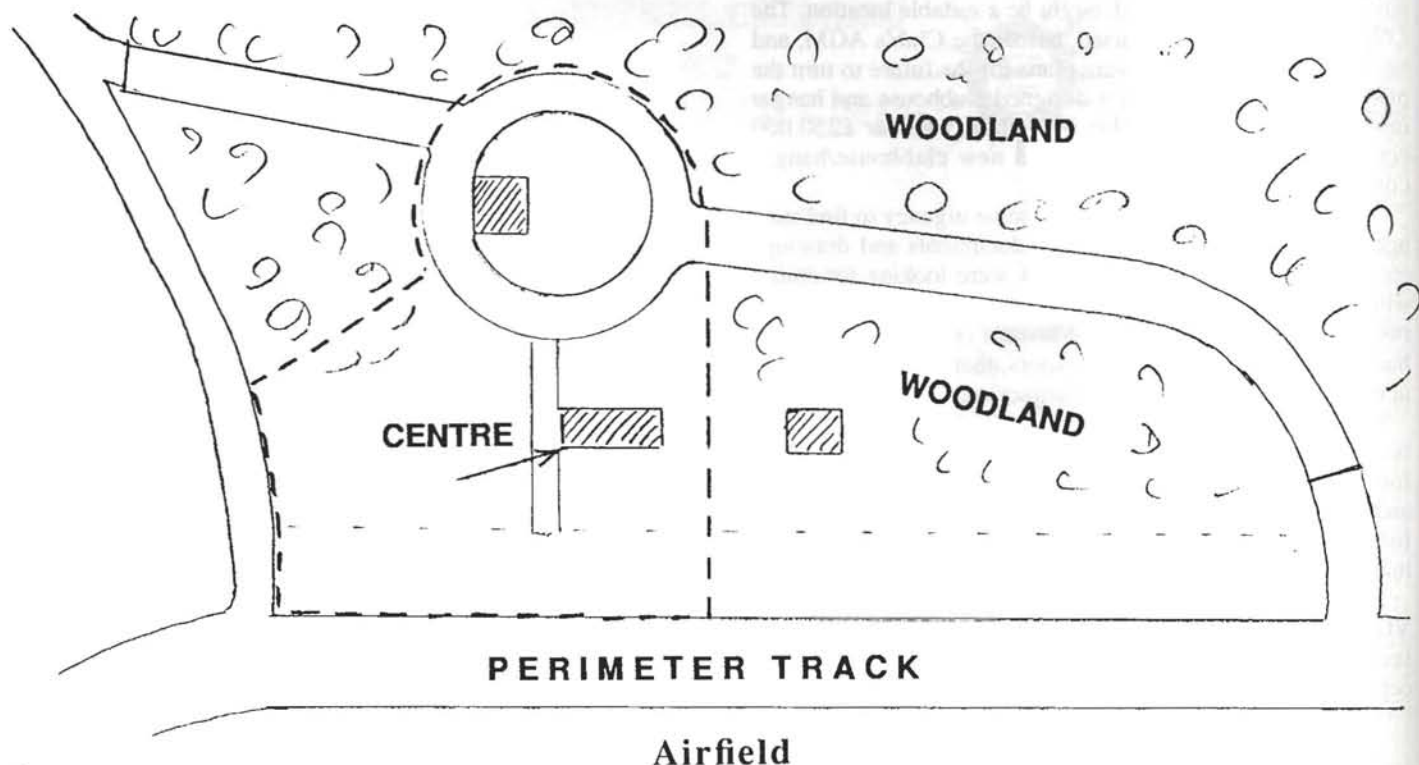
Items donated to date

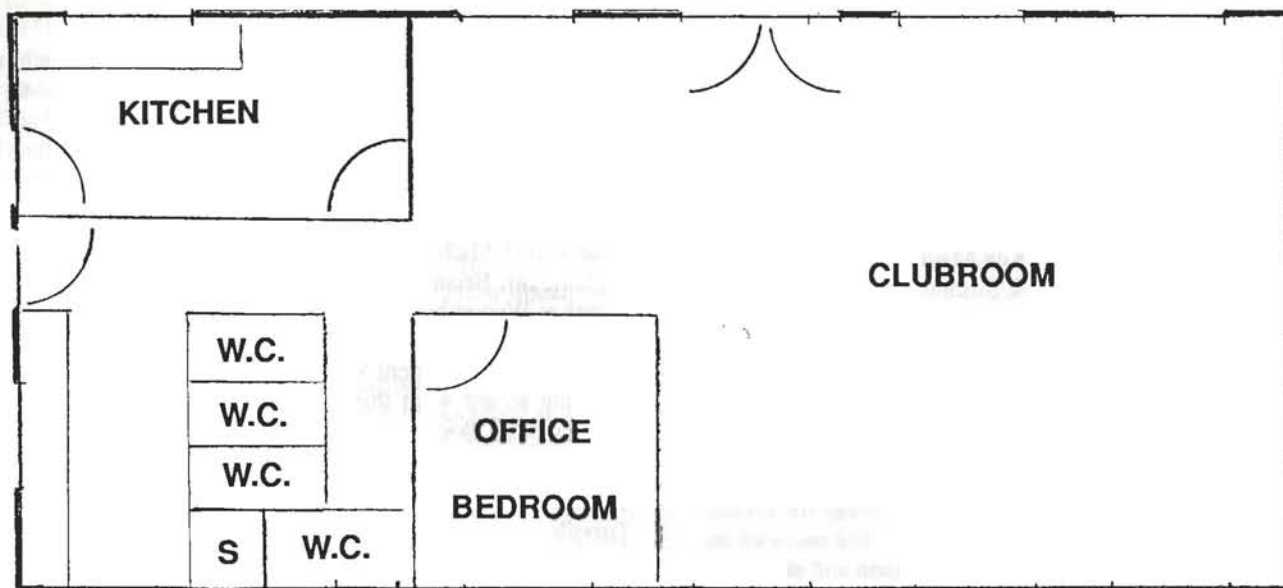
Electric cooker and fridge, kitchen unit, some shrubs.

Items required

Tables, chairs, armchairs, bunk-beds and mattresses, electric water heater, electric urn, rugs, curtains (there are eight 6' x 4' windows), shrubs and plants for the large garden, children's outdoor playground items, white emulsion paint and gloss paint, AND LET'S HAVE ALL YOUR GREEN SHIELD STAMPS. This is to be able to obtain crockery, cutlery and kitchen gear when the clubhouse is ready. This will take some months, so there is time to collect lots of lovely stamps!

It is clear that much hard work has been done already, and much more remains, but there is a fine team spirit, and progress is excellent.





Plan of Building

Tibenham Rally

From Saturday 29th April until 1st May 1989

The organisation of this rally was largely undertaken by our member John Edwards with full help from Norfolk Club members, especially the club's chairman, Evan Harris, CFI Roy Woodhouse, and treasurer Ivan Ezgate.

Evan Harris has succeeded in arranging £250,000 finance to buy the site and has been with the club for 20 years. It is a magnificent achievement quite comparable to BGA efforts pre-war.

Also there was the legendary Alf Warminger who was first encountered by C. Wills at a gliding event at the first post-war British Nationals, Camphill in 1949.

He aerotowed for the whole of Sunday with his Tiger Moth G-AODT, with which he had launched C. Wills for his Gold Diamond 323 km flight from Swanton Morley via Devizes to Lasham on 1st August 1970. Chris Wills was then flying his Ka 6E.

Taking part in this Rally were:

Ian Hodge	Fauvel AV36
Mike Beach	Ka3
Mike Hodgson	Tutor BGA 442
John Edwards	Grunau Baby 2b BGA 963
Ian Smith	T.31 BGA 3239
Vic Marshal	Olympia 463 BGA 1373
Denis Cooper & George Day	T.21b
Lofty Russell & David J. Kahn	Fw Weihe 50 BGA 2602
Alan Cutts	Olympia 2b
	(based at Tibenham)
Crowland Syndicate's	T21 BGA 3297
	(Richard Killham & Co)
C. Wills	Rhönussard BGA 337
	(which was not flown)

Other members present were Tony and Michael Maufe (without glider) and Tony Maufe's family, and Mr & Mrs Graham Ferrier.

The hospitality of the club was magnificent and particularly that of the British Hungarian/Rumanian Mr & Mrs Willi Retzler.

On Saturday and Sunday there was some good local soaring. On Sunday the thermals were rough and strong to cloud-base at over 4,000 ft.

The Norfolk weather was probably the best in the country. However, on Monday, the weather did not allow flying and everyone went home.

Before the new clubhouse could be seen a memorial to the 2nd Combat Wing of the 2nd Air Division of the US 8th Airforce, which had accomplished 280 missions from 6,323 sorties from 4th November 1943 – 28th May 1945. The Memorial was decorated with a Liberator engraved in the stone. It was dedicated on 25th May 1987. One time CO of the unit was James Stewart. There had been a reunion of the unit's members and James Stewart had flown with the Norfolk Gliding Club.

During Saturday evening, 29th April, there was an illustrated talk by Wing Commander Ken Wallis of Autogiro fame. It was entitled "A Lifetime in Aviation and the Development of the Autogiro". The talk was of such great interest that it went on for more than half the night!

We thank Wing Commander Ken Wallis for giving us his time and John Edwards, our member, who did so much to make the entire weekend such a success.

Postscript

VGC RALLY TIBENHAM

On behalf of the T21 Party from Crowland, I would like to thank all the members of the Norfolk Gliding Club and the VGC for a very enjoyable weekend. We would like to thank Woody for his donation to our trophy board, and say next year we will dig our way back. To every one at the rally we say sorry no one else won a prize, but you are all welcome to visit us at Crowland.

*P. McLoughlin
Peterborough and Spalding Gliding Club*

VGC EASTER RALLY – 25–27 March

This was held at the RAFGSA Centre, Bicester, and the organisation was largely undertaken by Harry Chapple. We thank him and the RAFGSA for having us. There was the usual attraction of a RAFGSA Club in that we could put our gliders rigged in the large hanger.

Entries were:

Weihe 50	Francis Russell & David Kahn
Ka-3	Mike Beach
Mü 13d-3 BGA 2269	Geoff Moore
Mü 13d-3 BGA 2937	Harry Chapple
Grunau Baby 2b-2 BGA 2237	Harry Chapple
T.21B BGA 2720	John Duncan, Peter Groozee, Sean Buckner, John Nelson
Rhönlerche Ka-4	Terry Perkins
Eon Olympia BGA 796	Ken Maynard & Susanna Blair-Mooring
Perfect	Al Stacey

An excellent barbecue and disco were offered by the RAFGSA on Sunday night and we were able to renew many old friendships. A prize of a bottle of wine was given to Harry Chapple for his part in organizing the Rally.

During the Sunday there were many soaring flights of over an hour's duration, although the wind was strong for vintage gliders and the thermals were only to 3,000ft. For many of our pilots, these were their first flights of the season and all acquitted themselves well. Our member Dick Stratton, who is also the BGA's Chief Technical Officer, ran the take off point and we thank him once again warmly for his hard work.

Restoration

BAC VII Project. Work has slowed up on this, due to the weather being so fine during the winter, that its owner flew his Kite I for 30 hours.

Weihe JS. Swedish 1950. BGA 1093. SE- SHU. Andrew Coates reported this as "coming soon" at Christmas. So we believe that this may appear very soon.

Gull 3. New. This is being built by a syndicate at the Blackpool & Fylde Club, Lancashire. Keith Emslie has reported that regular work has been done on this throughout the unusually mild winter weather. In May, the aircraft was reported rigged with woodwork completed, awaiting control cables and fabric covering.

Eon Eton SG.38 (Pocklington - Yorkshire). This was to be repaired and recovered in a standard Elliotts' colour scheme during the winter.

Hols der Teufel. Woodwork is complete and aircraft is awaiting fabric covering (May 23rd 1989).

Eon Olympia RGA 512 has been bought by Robert Shallcross and Syndicate to replace the Swallow BGA 1107, which was "written off" due to damage by cattle following a field landing. The "new" Olympia is Works No.012, a Mk.I (later modified from having a jettisonably dolly to having a fixed u/c). It received its first C. of A. on 29th May 1947. Its logbook reveals that it was flown for about 25 hours during the 1957 National Contest at Lasham but its pilot is unnamed. It is in excellent condition for its age and it will now be based at the Kent Club, Challock. It is hoped that it will participate in VGC events this year. Robert Shallcross lives at 23 Wycroft Avenue, Grays, Essex RM17 6AN. Maybe someone can help him with more of his Olympia's history!

Grunau Baby 3. Richard Killham of the Peterborough & Spalding GC. Aircraft to be rebuilt and fabric covered. Richard already in a T.21b syndicate.

Slingsby SKY BGA. Graham Kench has bought this aircraft from Aboyne. It was once owned by Hans Nieltispach and is still in Swiss markings. A searchlight is fitted in the nose for night flying. Graham bases the SKY at the Peterborough and Spalding Club. He has also many *Grunau Baby components*

and spares which he obtained from Eric Rolph's Aladdin's Cave at Moreton in the Marsh.

David Epton has now the British built 1938 (homebuilt) **Grunau Baby 2A BGA 370.** First BGA C. of A. received on 1st October 1938. Built by J. Hobson. David Epton, Harften Grange, Grantham, Lincs NG32 1PP, is now rebuilding his aircraft with the help of VGC's Grunau Baby 2 drawings.

Scud 2. BGA 231. This aircraft has now been sold by Peter Bourne and Michael Thick to a syndicate comprising David Richardson, Brian Spreckely, Graham McAndrew and Alex Evans at Wycombe Air Park. The Scud has some glue failure but nothing that Dave Richardson cannot put right. Brian Spreckely is the current World Champion and so it will be interesting to see what this, the oldest airworthy glider in the world (1932), does in such expert hands.

Kranich 2. BGA 964. This was bought from Paul Williams by C. Willis in January. Since that time it has been at a farm at Turville Heath, near Wycombe Air Park. Its trailer (C. Willis' old Kranich trailer) has been very much done up since that time by John Pressland, Geoff Perks and C. Willis. Both John Pressland and Geoff Perks were CFI's of RAF Gliding Clubs in Germany after the war and so know Kranichs well. David Jones has been assisting and making parts for the Kranich. G. Willis is very much indebted to these three, without whose assistance such progress could never have been made.

Thanks to the efforts of no less than five inspectors: Mike Beach, Michael and Tony Maufe, Colin Inwood and friend, and David Jones, the Kranich 2 was granted a C. of A. during the VGC's National Rally at Dunstable, at the end of May. Over 11 hours were flown from ten launches in three days. The Kranich also achieved the tasks on Saturday and Sunday and may have been the only glider to do so. So it can be said that BGA 964 still flies very well!

SWITZERLAND

Hugo Roth writes that **Thommi Aebersold** has been staying with him. He has not yet recovered from his very bad Ka 6 accident. Thommi wants to go back and work on his **Moswey 2 prototype** but he cannot do so yet as his right foot is still in plaster and his movements are very slow. He still has to endure much therapy.

Hugo has been working in his **T.31** which should by now have flown again. At the end of June he plans to go for a week's gliding at Palerzell, a small airfield near Munich. A member of his syndicate will then go on to Hungary. Hugo's holiday this year does not coincide with the period of the International Rally, but, next year, it should be exactly right for the International Rally in Belgium.

He has heard from the son of Mr Schäfer, a restorer of the S.21. His father died shortly after completing the work and was not able to see the first flight of his **Spalinger S.21**. This is the S.21 prototype and we gather that its first flights were successful. It is the last airworthy S.21, the most built Swiss high performances two-seater from the old days.

(David Braham has another in England awaiting restoration.)

S.21 - HB-280

Markus Schäfer sends following details:

Span	17.30m
Built	1939
Length	7.63m
Empty weight	264.50kgs
Max take off weight	480kgs (581.9lbs and 1056lbs respectively)
Max Glide	about 1:21

"The Logbook from before 1954 is missing. In 1956 6,000 launches and 550 hours were entered. By April 1966 7,249 starts and 851 hours were entered. From 15 October 1970 the aircraft was grounded by the Segelfliegergruppe Churfürsten. In about 1978 the aircraft was taken to the Birrfeld airfield and stored in the roof of an old aircraft hangar. In Autumn 1985 the aircraft was taken down out of the roof by Hans Schäfer of Lenzburg. Unfortunately, in the meantime a family of martens had made their home in the wings. Several of the ribs had been eaten through as if with a saw. Hans Schäfer with help from Paul Büchli of Staufien managed to restore the aircraft in three years. At the beginning of October 1988 the aircraft was finished. On 14th October my father died of a severe illness. On 26th October 1988 I managed to testfly the aircraft after its restoration without problems. Until today (9.5.89) the aircraft has flown six hours from ten flights.

Photographs included:

Three of the S-21 HB-280. One photo of the Zoegling HB-190, which my father also built.

With Friendly Greetings, Marcus Schäfer."

FRANCE

GPPA Anglers – Musée des Ailes Anciennes de L'Anjou

On Saturday, 25th February, the realisation of a dream came true. The Regional Musée de L'Air of Anjou was opened. This is in the form of a great hangar on the airfield of Angers. Many important visitors were present, including Jean Monnier, the Mayor of Angers, and Michael Pecout, President of the Aero Club of the West.

We imagine that the museum has been partly paid for by the state, which owns the Musée de L'Air in Paris, which is responsible for the safeguarding of most old gliders in France, which are owned by the state.

As there are so many of them, the Paris Musée de L'Air has entrusted provincial organisations, especially the GPPA at Angers, with the restoration of old gliders and aeroplanes and, with great foresight, has said that they can be made airworthy and flown, as reward for their restoration.

This is a very different situation from that in Britain, where old gliders were never state property (except during the time of the war, when the state impressed nearly all of them).

We are sure that the town councils of Angers and Avrillé also financially assisted the creation of the Angers Museum.

So far as we know, among the aircraft in the museum are Fauvels AV. 22 and 36, Breguets 901 and 904, C.800 and Air 102. Aeroplanes include a Morane 505 (Jacobs powered Storch) and the Potez 60.

During the opening, the Coup d'oeil was a Weihe, F-CBGT (ex-F-CRMD). This is one of four Weihe's held by the Musée de L'Air (although at least two of these may be 1949 French-built VMA 200 "Milans"). F-CBGT is casein glued and, therefore, it can be restored. It is probably the last of the fleet of gliders which the French removed from Germany in 1945, which is now airworthy. The Musée de L'Air and François Ragot do hold a very few others, but all the rest were grounded by state authorities, and then destroyed during the 1960s.

The Weihe

F-CBGT has been re-covered in linen and has been restored to the colour scheme it had when it was flown by Max Gasnier on the French Distance Record in July 1949. We would like to know how far this was, as it may have been the furthest distance ever flown by a Weihe. We think that F-CBGT will be the oldest glider flying in France.

The Morane 505

This is also nearing completion and it will be one of the museum's town planes.

Already in the workshop to replace the Weihe, is the Fouga CM-8-13, fully aerobatic single-seat sailplane, a forerunner of the "Magister". This should not need much restoration. Also, they are thinking of a Morane N, First World War fighter.

We congratulate Christian Ravel on the success of the GPPA and the museum, and we hope that he has now fully recovered from his damaged "undercarriage".

ASPAC

Association de Sauvegarde du Patrimoine Aéronautique du Charolais, B.P.2, 71600 Paray Le Monial. Tel: 85 81 51 51.

This organization has completed restoration of the SNCAN Nord 2000 No.13, F-CBFR, painted in Armée de L'Air colours, from when it was in Algeria.

The 5th National Meeting for Vintage Gliders in France was held from the 4-8th May on the Aerodrome of Aspres sur Buech in the High Alps. This was organised by Dédale with participation from AVVB and the Tacot Club Gavot.

A Meeting for Old Gliders was held at the former National Centre on Pont Saint Vincent, near Nancy, during 13, 14 and 15 May.

This is the Aero Club A. Mangeot, Pont Saint Vincent. M. Mangeot was the "Chef du Centre" of Pont Saint Vincent before the war.

There was a large hangar for the old gliders, rigged and on their open trailers.

The 7th French Championships for Oldtimer Gliders: to be held at Brienne le Chateau from 31st July-10th August, 1989. Gliders must be older than 50 years. Address for all correspondence: Pierre Bonnet, 44 Rue de L'Abbe Didelot, 54520 Laxou, France. Tel: 83 28 43 37.

Organisers are L'Aéro Club de L'Est at Nancy and the Comité Regional de Lorraine.

LUXEMBOURG

CERCLE LUXEMBOURGEOIS DE VOL A VOILE

The success of last year's three-day Oldtimer Glider meeting was such that this year, by popular demand, a similar event was run (one week). The festival was noted for good wine, good company and a beautiful countryside. Alex Krieger, 12, rue de la Toison d'Or, L-2265 Luxembourg (Grand-Duchy of Luxembourg).

A PAGE DEDICATED TO THE WORK OF THE LATE HANS SCHÄFER AND PAUL BÜCHLI.



Captions for photographs on Page 6

Top to Bottom

- 1 The Spalinger S.21 H HB-280. This is the only airworthy S.21. If its empty weight really is 581lbs, it is a very light, high-performance, two-seater. We believe that it was the prototype S.21. Entry to the rear cockpit is by means of a door on its left-hand side behind the front cockpit. It could be flown with the door off, to give the instructor further visibility, or the door could be used as a drag device, by opening it!
- 2 This photograph also came from Marcus Schäfer. Is this the S.21 wing?
- 3 An RRG Zoegling also HB-190, also restored by Hans Schäfer. We believe that this is an RGG Zoegling as opposed to a Karpf Zoegling because of its single fuselage frame. The Karpf Zoegling has two in V-form to carry its tailplane. Note the Zoegling's sprung skid. Originally Zoeglings had no skid and no springing.

When such restorers of the calibre of Hans Schäfer have gone, who will there be to replace them?

All photographs by Marcus Schäfer

ARGENTINA

We have received this letter from Aimar Mattano, an Italian/Argentinian airline pilot. Address: Via Puglie 11, 07026 Olbia (SS), Italy. Extracts: "I don't think that I will be able to attend the International Rally near Budapest, but I will try to go to another meeting, maybe in Germany. I was always interested in the Flying Wing Concept, especially the gliders - from the Horten designs to the Polish Vampyr (eventually I came to the conclusion that the concept is worthless). Anyway, when I was in Argentina, I tried to found a small private museum for flying wings (some years ago, I tried to recover an 1Ae 38a but it was impossible). (1Ae 38a was transport aircraft, we think that he must mean the 1Ae 34a single seat Horten 15 which was built to take part in the 1952 World Championships near Madrid. CW)

To my knowledge, there remains now only one 1Ae 42 (we think he must mean the 1Ae 41 'Urubu' Horten 15c side by side two seater) and one 1Ae 38m? in airworthy condition. Legally they are owned by the state but they remain in club hands. The clubs are reluctant to sell these unique aircraft to private owners, as they hope to save them for the National Aeronautical Museum. (Of course they are right!) However, after some negotiations, at least one of them agreed to sell theirs.

At that time, I left Argentina for Italy, and now the clubs became worried that their aircraft should leave the country.

By the way, who wrote page 15 Vol 65 'Horten News'? I don't believe in the existence of stupid people! Maybe there are stupid bureaucrats (see the fate of the two seater Horten 3 in the Smithsonian). But real people are normal, all around the world!

In Argentina, there exists a National Aeronautical Museum near Aeroparque Airport, Buenos Aires, with metal aircraft in the open and some wood/fabric aircraft in halls. However, the halls are too small to enclose any more delicate birds. Thus, a new building is taking shape near Ezeiza Airport, Buenos Aires, but, because of the financial crisis in Argentina, the project is taking time! So I don't know the end of all this (I have also in Argentina a Fauvel AV. 36) I don't like aircraft in museums. I prefer them to have endless lives in the air! **Condor 1** There was one in the Albatross Club of Buenos Aires. It was destroyed in a cloud flying accident many years ago. (This aircraft flew 500kms in Argentina after the war. CW) **Rhönbussard** Maybe there still remains one, in very bad shape, without a C. of A. near Buenos Aires. (This may be the one that was flown 267 miles. CW)

Heinz Scheidhauer - address: Schlossgasse 9, D-7813 Staufen/Breisgau. Tel: 07633 8904. Heinz recently lost his wife Marguerite, his lovely companion in a life of adventures and uncertainty. He needs help from his friends.

Dear Chris, congratulations on your hard work with His-

toric Gliding Research. I hope to meet you one day,

Cordially - Aimar Mattano."

(C. Wills thinks that the Horten 15s are by no means airworthy in Argentina. However, it is possible that the "Urubu" could be restored.)

GERMANY

Grunau 9 "Schaedelspalter", stored on Gatow airfield - Berlin?

We have heard from our friend Geoff Parks that he saw a Primary Glider stored in a hangar for the Verkehrsmuseum in Berlin, on the airfield of Gatow, which is used only for British and American flights to and from Berlin. The aircraft was marked Grunau 9. Hersteller - Edmund Schneider, Grunau in RS GB (Riesengebirge) (i.e. Giant Mountains which cause the Moazagott wave cloud). The machine has on it the Serial Number SSK RF 2000 and was seen in 1986.

Oldtimer Club

(OSC) Wasserkuppe

(Incredible activity and progress!)

OSC - Aktuell No. II (OSC magazine) announces that since finishing and flying the Habicht in 1988, the **Grunau Baby 2b D-3856**, which had severe glue failure, has been rebuilt, restored and flown. Extensive work had to be done to fuselage and wings. In March 1988, she was fabric covered and painting followed in April. On 8th May, the Baby was inspected by Herr Werner Kampelhardt, as he is inspector on the Wasserkuppe. One week later, Josef Kurz, the OSC's workshop foreman, gave it its first flight. It received its C. of A. from the LBA on 24th May.

By the end of the flying season, D-3856 had flown 12 hours from 36 launches.

Thus, the OSC has now 4 aircraft flying, an **SG.38** finished in 1983, the **ES.49**, the first postwar-designed German two-seater, the "Habicht", and now the Grunau Baby.

Besides finishing the Grunau Baby, the **Projekt Klemm 25d**, as towplane for the fleet, is well advanced.

In spite of advertisements by Hans Deutsch in Aerokurier and C. Wills in the VGC News, no drawings could be found for the type. However the undefatigable Josef Kurz found an unairworthy KI 25d in Böblingen and was able to take dimensions of all parts, so that drawings could be prepared in the Fachhochschule (Profession Training School) Schweinfurt. It is thought that the now relaxed rules, which allow individual aircraft types of historic value to have C. of A.s in Germany, will enable this unique Klemm 25 to fly so that the OSC Wasserkuppe will have its own towplane and method of launching. Then they will never again have to wait hours in launching queues before they can fly.

As of May 1989, the Klemm 25 is nearly finished and is being fitted with a 100hp Hirth 505 engine, instead of its usual 60hp Hirth 105 engine, so that it can tow the "Habicht"!

As well as working on the Grunau Baby and the Klemm 25d, members have repaired the wings and painted the Yugoslavian built Weihe for the German Gliding Museum on the Wasserkuppe. The wing leading edge D-boxes have been well ventilated because of rain getting into them while on a fabric covered, open trainer, during the very wet summer of 1987. The Weihe was repaired during July 1988.

Even in addition to the above work, the incredible members of the OSC have restored and repainted a badly damaged AV.36 and Olympia Meise for the Frankfurt Airport's static glider exhibition. Both are now so perfect that it is a shame that they won't be flown. The Meise, with its original canopy, completely recaptures the purity of line and form, as originally conceived by Hans Jacobs.

Members of the OSC hung up both machines for exhibition above the Departure Hall C of the Frankfurt International Airport, during the night of 13th and 14th July.

The VGC salutes the OSC members for their enthusiasm for work and wishes that they could have some of the above superb aircraft to fly.

A New Flying Wing

The SB-13 is christened "Arcus".

This is almost the first flying wing designed and built in Germany since the sensational Horten designs. On 4th February, it was christened "Arcus" by Dr Karl Nickel, an enthusiast for flying wings ever since he flew the prone piloted Horten 3f in 1944. The christening was celebrated with a Flyers' Ball.

It was the culmination of over 25,000 hours' work in six years by 29 active members of the Akaflieg Braunschweig (Brunswick). This was a fantastic performance in work outside their studies.

Hans-Jürgen Berns performed its test flying and Dr Karl Nickel gave much encouragement and assistance during its design and building.

The design has a 15 metre span, with 2 metre turned up 90° winglets, to which are attached the two yaw rudders. The very small central fuselage contains the pilot, tandem retracting undercarriage, as well as several rescue parachutes, on which the glider and pilot could descend in an emergency. This gives the impression that the new fibreglass technology allows a wing loading far higher than that which was ever conceived for the Hortens.

Dr Karl Nickel, in his christening speech, said that the "Arcus" would be a bridge between the old and new flying wing designs, which he hoped would soon occur. "A bridge that would never again be broken, as it had been in the past." The "Arcus" design, and its name, have no relationship with anything of the past. Testing has revealed that, although the "Arcus" might not be the club sailplane for everyone, it is pleasant to fly and has good performance.

The German Gliding Museum on the Wasserkuppe

(From Aerokurier, Feb 1989)

About 100,000 visitors have visited this museum since it was founded in August 1987. About a quarter of the visitors were young people. Changing exhibitions make it an especially interesting museum to visit.

New acquisitions are a Yugoslavian built Weihe (from Holland) and the Werner von Arx Minimoa, which has now been sold to the museum with all its building plans. This Minimoa was built in Switzerland before the war.

Currently under restoration are Ka-1, Goevier (3?) HKS-1 and Rhönlérche.

Visitors can see a Multivision show called "Fascination of Gliding". With a video large picture projector, comprehensive film material can be shown.

The museum is still searching for historical gliding material, i.e. photos, films, clothes, medals etc. Those with material contributions should contact DAeC Vice President, Theo Rack, Unterer Dallenbergweg 10, 8700, Würzburg.

We can imagine that 100,000 visitors' entry fees should make it possible for the museum to expand and to acquire further new aircraft. We only hope that the museum will find new space for expansion. The German Gliding Museum would like building plans for sailplanes. It is not known whether it has copying facilities for them.

Restorations

Ka-3s in Germany. Two Ka-3s have been restored and are now flying in Germany.

These are D-3621 and D-6167. This type is typical of the small practical type of sailplanes that it was found necessary to design in Germany during the 1950s, when it was quite clear that it was no longer possible to build sailplanes in the pre-war style economically. The Ka-3 was the third sailplane designed by Rudolf Kaiser in 1952/3.

Its forerunners were the Ka-2 two seater (a cheaper modification of the Heini Dittmar Condor 4) and the wooden fuselaged Ka-1. The Ka-3 is as the Ka-1 but with a metal tube fuselage.

The most recently restored Ka-3, SD-3621, is based at Tarmstedt, while the one which has been flying longer, D-6167, is at Buckeberg.

(No less than three Ka-3s are in Britain, all flying. They are owned by Leigh Hood, Mike Beach and John Smoker.)

A Minimoa 36. Jürgen Etter, Maybachstrasse 2, 7434 Riederich, BRD has started building this from plans received from different sources.

Does he know that the Minimoa 36 blueprints are now at the German Gliding Museum, Wasserkuppe? By last Christmas Jürgen had already finished its rudder.

He has received official approval from the LBA to go ahead with the project.

A Rhönbussard. This is being built new by Klaus Flatter, who is closely connected with the LBA, and Marko Schmied. Klaus' address is Taubenweg 1, 3300 Braunschweig, BRD. A complete set of drawings was sent them by the VGC. Both are aeromodellers.

A Weihe 50 to be repaired near Stuttgart. 141 Weihe drawings were sent by the VGC to Günther Penzkofer, Jurastrasse 31, 8409 Tegernheim, BRD. It is hoped that his Weihe 50 will be repaired to fly by 1990.

As of 16 January 1989, the German Aero Club announced that the following old gliders are airworthy in Germany

1	Av 36 C	1	Delfin 4
18	Grunau Baby 3s	4	Doppelraab 4
24	Bergfalke 2s	1	Doppelraab 5
52	Bergfalke 55a	3	Doppelraab 7s
63	Bergfalke 3s	1	ES 49
19	Bergfalke 4a	2	Geier 2s
1	Condor 4	2	Geier 2bs
1	Condor 4/2	1	Göppingen 3 Minimoa
1	Condor 4/3	1	Göppingen 4 Geovier 2
1	Cumulus 2F	1	Greif 2
1	Cumulus 3F	28	Grunau Baby 2bs
		1	Grunau Baby 5
		1	Grunau 9

1955

1	Habicht E	1	LY-542K Stoesser
2	Ka 1s	3	Mü 13ds
10	Ka 2s	3	Mü 13E Bergfalke
27	Ka 2bs	1	Mü 17
3	Ka 3s	1	Mü 22B
24	Kranich 3s	6	Olympia Meises
14	L-Spatz	52	Rhönlerche 2s
13	L-Spatz 3s	4	S.38s
117	L-Spatz 55s	16	Spatz As
1	L.10 Libelle	6	Spatz Bs
22	LO-100s	1	Spatz 55
1	LO-150	9	Spechts
		9	Weihe 50s
		1	Zlin 25 Sohaj

1956 Vintage

1	Zugvogel 1	14	Ka 6
1	Zugvogel 2	30	Ka 6 BR
3	Zugvogel 3	2	Ka 6 BR/PE
13	Zugvogel 3Zs	343	Ka 6 CR
15	Zugvogel 3bs	10	Ka 6 CR/PE
4	Zugvogel 4as	117	Ka 6E

We notice that the Göppingen 1 "Wolf" is not mentioned above.

In Museums are: 2 Minimoas, 2 Rhönsperbers, 3 Rhönbussards, H.17, Goevier 3s, Rhönadler, 1 Weihe, at least 3 Kranich 2s, the Mü 10 "Milan", and wings of a Horten 4 etc. etc.





Captions for photographs on Page 10

Top to Bottom

- 1 The seven Ka 7s at Gudggong.
- 2 Lorrain, Hank and Anita Kaufman with Sierra Juliet.
- 3 Schneider ES 57 Kingfisher based at Gudggong.

Captions for photographs on Page 11

Top to Bottom

- 1 Ka-7s from the hangar roof. Gudggong Regatta – Australia, Christmas 1988.
- 2 Rope simulates position of High Voltage Cable (20,000v) prior to breaking. Luckily for Ray Ash, he was leaning well forward and to the left, looking over the front pilot's shoulder during the landing approach.
- 3 Broken rear canopy due to collision with H.V. conductor, on Papa Golf.

All photos by kind permission of Ray Ash.

AUSTRALIA

Australian Vintage Glider Regatta, which was held at Bacchus Marsh between Boxing Day and New Year's Day 1988.

13 sailplanes took part. These were: Golden Eagle (Australia's oldest sailplane (Alan and Ian Patching), Hütter H.17a (Jenny Goldsmith), Grunau Baby 3A, Grunau 4, EP2 Super Goose, Blanik, Cherokee 2, Modified Kookaburra, Ka 6, Chilton Olympia "Yellow Witch" (Keith Nolan and Paul Johnson), Foka 5 and Boomerang. Launching was by the veteran Auster Aiglet owned by the Midland GC. Without being spectacular the weather provided for relaxing flying with regular lift to 3500ft. Total flying for the week was 126 launches for 83 hours... an average of 39 minutes a launch.

The regatta was able to take advantage of the large modern clubhouse of the three resident clubs. Lorna and Ruth Patching provided excellent meals. The VGA held its AGM. Alan Patching was re-elected President and Alan Ash was re-elected Secretary/Treasurer.

Alan expressed a wish that other states, besides Victoria, should hold vintage regattas.

Australia's oldest glider, the 1936 Golden Eagle, was left rigged in the hangar after the regatta was over, and Ian Patching was able to take it on a dream flight, further and higher than every before, which gave him the impression that a 300km flight in the Eagle is only "just round the corner".

Alan Ash, besides being VGA Secretary and Treasurer, also writes and distributes the VGA's Newsletter **Vintage Times**. He is now writing a book on Australian gliding history, which should be published by the end of the year. He has advertised for photographs for this book.

One Class Regatta Christmas 1988, reported by Ray Ash, Allan's brother.

During the previous Christmas holiday six K-7s competed together in a regatta at the Gudggong Gliding Club in bad weather. This year there were seven Ka-7s competing together in better weather and four tasks were flown on six days.

Gudggong is situated on the Western Slopes of the Great Dividing Range that runs down the East Coast of Australia from north to south. It is about 300km NW of Sydney at the western end of the Hunter Valley in one of the few major breaks in the range. Its position causes interesting local weather because maritime air flows up the valley causing wind and rain which is not evident 20km away.

Tasks were: an 80km triangle, 177km through three turn points, 150km through three point turns, 155km through three turn points.

Tasks on the two last days were cancelled by radio while

the gliders were in the air, due to the arrival of thunderstorms.

During the fourth task, Brian Hennings and Ray Ash landed out, but, during the landing run, struck an unseen 20,000 volt cable. This went under the starboard wing and over the port wing, impacting on the centre line of the fuselage. It unfortunately went through the rear canopy and only missed Ray Ash because he was leaning to the left watching the landing over the pilot's shoulder. In spite of this, the landing went off well. However, both pilots then had to spend an anxious half hour trying to put out an embryo bush fire started by the cable, before the Bush Fire Brigade arrived! Such are the joys of gliding in Australia!

Heights achieved on most days averaged 4,500ft, but on day five, before the storms came, it was possible to get to 7,000ft.

Bob Hare and Henk Meertens did an excellent job of organising, briefing and weather forecasting and everyone voted for a repeat event in the future.

Ray writes: "the weather seems to have changed over the last years with very mild winters and summers. It seemed to rain on most weekends last year... at least at our club. It started raining in earnest at the beginning of November and has been doing so ever since. This is a bit unusual for this part of the world."

AMERICA

(from Jan Scott)

The VS is considering a byelaw change that will establish a "Classic" category of sailplane within the organization. The issue was to be voted upon at our annual membership Meeting in Elmira, NY in May, and, at the same time, at our Western Meet in Hemet, California. If it passes, vintage sailplanes will be those designed prior to 1945, and classic sailplanes, those designed later, but at least 30 years ago.

The two-place **Baby Bowlus Albatross** belonging to **Ron Nelson** is about finished and is a true masterpiece. It has been restored by **Frank Kelsey**, who had previously restored the **Orlik II** which is still active in Tucson, Az. Poor health will probably prevent him from doing any further restorations.

Meanwhile **George Applebay** of Albuquerque, New Mexico, has almost completed a major restoration of an Eon Olympia. George is better known for his Zuni, Mescalero and Zia designs. Two Pratt Reads, two TG-2s, a Weihe, a KA-3 and a single-place Bowlus Baby Albatross are either just finished or in the final stages of restoration around the country.

At the VSA's annual regatta in Elmira, the 50th Anniversary of the Schweizer Aircraft Corp will be observed. They have



VINTAGE GLIDER CLUB

The Mü 17

50 YEARS AGO

A meeting to decide the sailplane which all competitors of every country should fly in the Olympic Games Gliding Contest, was held 50 years ago from the 19th – 25th February 1939 on the airfield of Sezze near Rome.

Although other sailplanes had been designed and flown, for the Olympic Class only 5 sailplanes took part in the calm winter air at Sezze.

These were from Germany, the DFS Olympia Meise and the Akaflieg Munich's Mü 17. From Italy, the "Pelicano" and A.L.3. From Poland, the "Orlik Olimp". An international Committee consisting of Lajos Rotter – Hungary, Eric Nessler – France, Hermann Schreiber – Switzerland, R. Szukiewicz-Poland, A. Mantelli – Italy, Braütigam – Germany, as well as others, judged and tested the aircraft on the ground and in the air, and finally decided that the DFS Meise was the best all round aircraft for the Olympic Games. As the next Olympics were to be held in Helsinki, Finland, in 1940, the Meise's drawings were sent out to many countries so that it could be built. In the event, the 1940 Olympic Games never took place because of the war and no sailplane has yet taken part in an Olympic event.

Nevertheless, the legacy of the Olympic sailplane has been kept alive by Olympia Meises, Eon Olympias, Chilton Olympias, Nord 2000s and the Mü 17s, which were so excellent that they are still with us.

Other Olympic sailplane designs were the Berlin B.8, the Aachen FVA 13, the Horten 14, the Polish PWS 103 and the Hungarian M.22?, the Swiss Spalinger S.18?

Most of the above were flown and some survived the war. The semi finished Horten 14 of 16m span was destroyed after its capture by American troops in 1945. Nevertheless, only Olympia Meises, its foreign built versions, Mü 17s S.18s, and the Orlik 2* in America, still exist today. (Smaller span than Orlik Olimp".) As we have already published much

information on the Olympia, we believe that we should now give information on the Mü 17.

We will attempt to give information on the two Italian Olympic Sailplanes in the next VGC News. It will be the first time that we have described Italian sailplanes.

During 1938, Ludwig Karch, who was already the great hero of the Mü 10 Milan, set about designing an Olympic class sailplane, assisted by students from the Munich Akaflieg (FFG) and by Egon Scheibe.

Whereas, its forerunners, the Mü 10 and Mü 13, had square cross sectioned, welded steel tube fuselages, it was decided that, as these were square to enable them to carry engines, or passengers, a triangular steel tube fuselage would be both stronger and lighter, than a square fuselage, which was more characteristic of aeroplane type construction. It is also noticed that the triangular sectioned fuselage was adopted for the 20m span Mü 15 two-seater.

Thus, although the cockpit of the Mü 17 was square sectioned for pilots' comfort, the rear fuselage was triangular, although attached wooden stringers did slightly embellish its form. This type of fuselage was also adopted for the Mü 13d from 1943.

Because of its extra lightness compared with the square fuselage, the triangular fuselage was given extra length to improve directional stability. This could be made even longer by the fact that the Mü 17's wings were swept back which put its C of G, had the fuselage not been lengthened, further forward.

Thus a machine was created with much improved flight handling than that of the Mü 13ds. Its 15m span gave a lightness of aileron control. Its lengthened fuselage gave good pitch and yaw stability and its cockpit offered excellent pilot comfort with the pilot being able to a certain degree lie back. Excellent lateral stability was assured with more wing dihedral than the Mü 13d had.

* FGP may have been a Czech firm?

However, it is well possible that the 16m wing span Mü 13d has a better max glide angle than that of the 15m span Mü 17. The production version of the Mü 17 has an elevator trim while some, if not all, had very long retracting undercarriages. This could mean that it was felt that as the new design was so low on the ground, that there was danger of damage from rough ground and long grass. It could also mean that, as with the Rheinland, it needed a higher angle of hold off for slow landings. It should be mentioned that the two Mü 17s still in existence do not have retracting undercarriages. The wings were of simple construction, being assembled on the machine with a vertical pin through the main wing fittings. This allowed

quick and easy rigging. DFS type dive brakes are gentle, but less effective than the Schempp Hirth type. In all, it is a superb little sailplane in every way, and, as its drawings still exist, we call upon those who have them, to make them available to those who might wish to build the type again. It is believed that it was not selected as the Olympic sailplane, simply because there was suspicion at the time that a steel tube fuselage might not be easily and quickly built?

We have already published information of the Orlik, FVA 13 Olympia Jolle and B.8, the last two not attending at Sezze. Comparison specs for Orlik, Mü 13d, Mü 17 and Meise are below.

Type	Wing Load	Max. L/D	Span.
"Orlik Olimp" 17.7	3.5 lbs/sq ft	1:26.5.	15m span.
Mü 13d	13.82 kgs/sq ft 2.83 lbs/sq ft	1:28	16m wing span (not Olympic)
Mü 17	19.15 kgs/sq m 3.926 lbs/sq ft	1:26	15m span
"Olympia Meise"	17 kgs/sq m 3.485 lbs/sq ft	1:25.5	15m span

It is clear from the comparison figures, that the International Committee had no easy task to select the Sailplane for the Olympic Games, at Sezze. It would appear that the Mü 17 was faster than the Mü 13d and the Meise, was easier to rig, and cheaper to build, than the Meise.

It must be remembered that the figures were calculated only for max L/D and that the 1956 built, present existing, Mü 17s may have greatly improved flight handling than that of the prototypes. The Olympia Meise may have been perfect from the word go.

HISTORY

The first prototype took part in the Olympic Sailplane Comparison trials in February 1939. It did not win because of the high standard of the Meise and the Orlik. It is possible that subsequent Mü 17s were improved with elevator trimmer etc etc.

The first and second prototypes competed in the 1939 Rhön Contest flown by the very good pilots, Bernard Flinsch and Ludwig Karch.

No doubt, due to the tough competition and good weather which may have favoured the faster, and higher performance, 18 and 19m span sailplanes (ie the Reiher 3s, and Condor 3s and Weiheres), Bernard Flinsch was only able to achieve 10th place with 2057 points, and 1,637 kms flown. Erwin Kraft (Reiher 3) won with 2,550 points and 2,521 kms flown.

Ludwig Karch realized 23rd place with 900 points and 1066 kms flown. We believe that this indicates a very keen contest with closely spaced results.

During the war, Ludwig Karch was about to be sent to the front, when Udet managed to organize him to help Dipl. Ing Mraz near Prague. It is known that before the war, there had been an Akaflieg Prag. However, it seems that from 1942, the Mü 17 was put into production in Prague by the FGP Flugtechnische Gemeinschaft? (Prag?) and, although the very large scale production of one per week was planned, that

only 20 were completed. (This figure is from Peter Selinger via Rainer Karch and we believe that they themselves would admit that it may not be accurate.)

What is certain is that almost all Mü 17s were destroyed in 1945 during and after the war, and that only one or two Mü 17s were ever used by the RAF in Germany. One of these was at the BAFO Club at Oerlinghausen. The last Mü 17 in Germany was destroyed by an RAF pilot, who flew it on a cross country lasting many hours. At last, he reached his goal and was so tired that he could do nothing more than crash it on the goal, the square of a small German town.

The Mü 17 at Oerlinghausen had the long legged retracting undercarriage. In 1956, the Akaflieg Munich students decided to build two or three Mü 17s again with modifications to further improve it, so that the old design could be compared with more modern designs. At this time, the Mü 17, on account of its swept back wings, was nicknamed the flying coat hanger!

Both these Mü 17s still exist, with square wing tips and rudders and with round noses. One of these is owned by the Munich Akaflieg, the other, by Rainer Karch. We believe that these are to be restored.

It was one of these that Chris Wills flew and he liked it very much.

* [company]

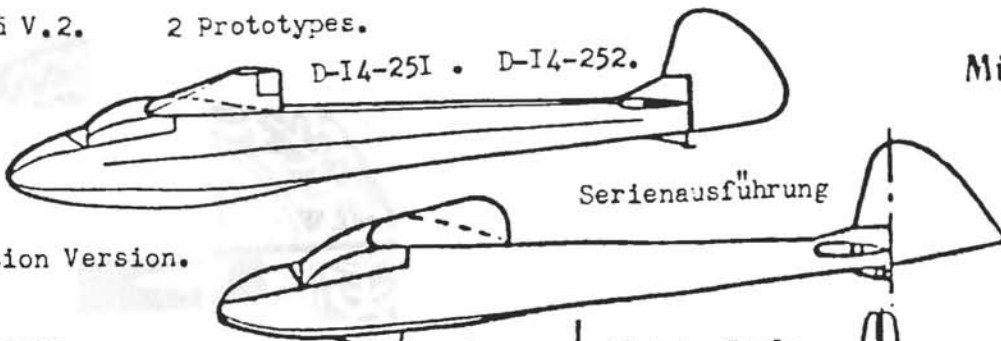
V.1 and V.2. 2 Prototypes.

D-I4-251 • D-I4-252.

Mü 17 „Merle“.

108-72.

Number Built 23 ?



Serienausführung

Production Version.

Performance.

Max. L/D 1:26

at 75 kph.

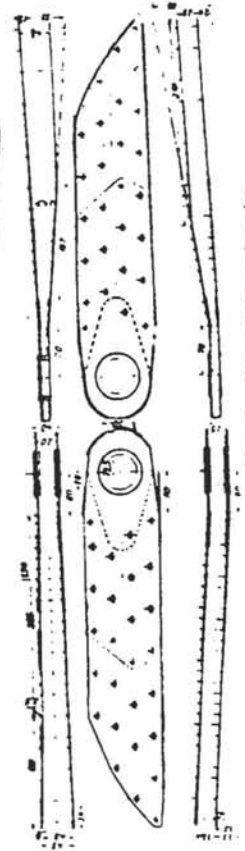
Min.Sink. 0.64 m/sec.

at 58 kph.

Not to Scale.

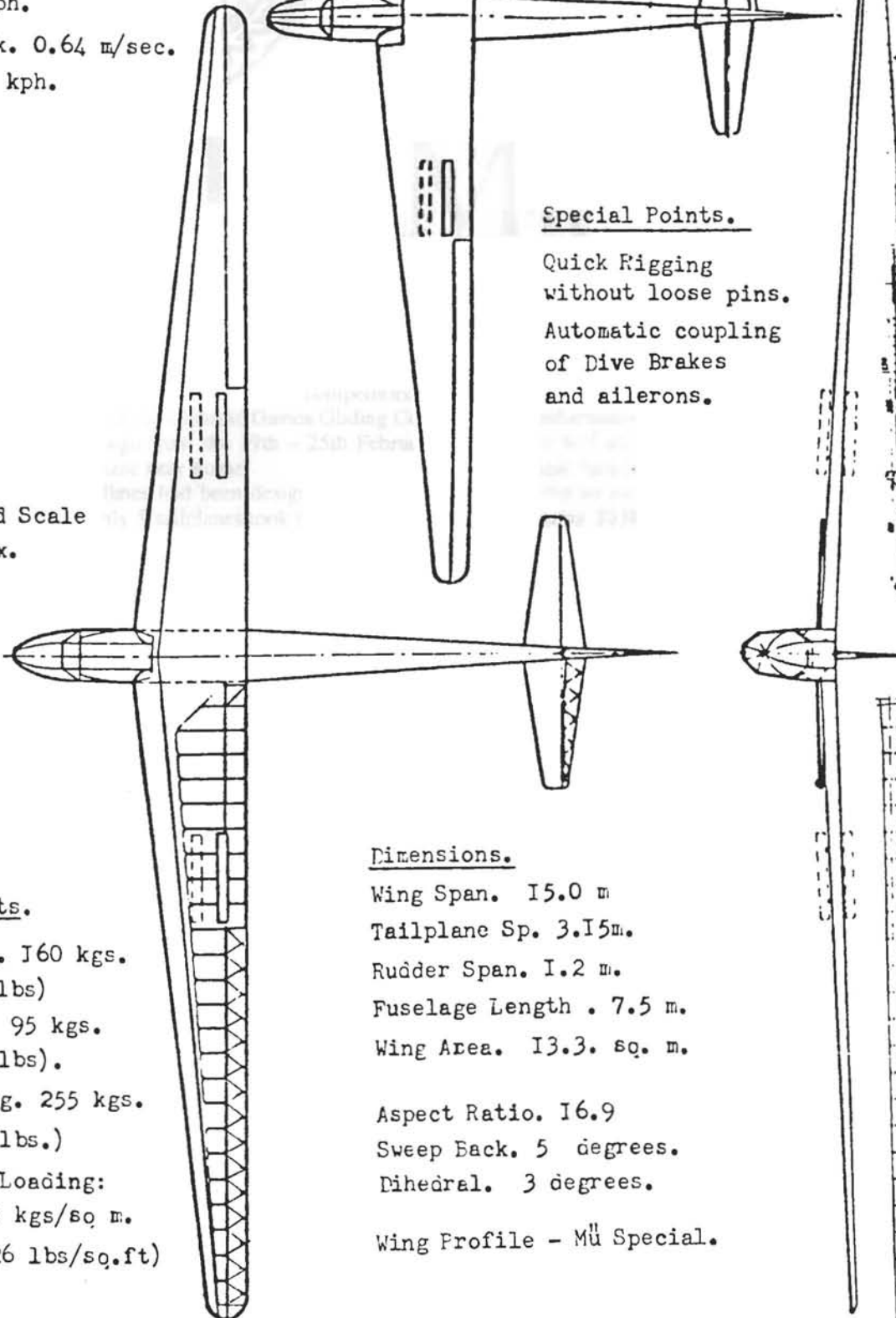
Special Points.

Quick Rigging
without loose pins.
Automatic coupling
of Dive Brakes
and ailerons.



FFG, München: Mü 17 Flügelbesläue links und rechts.

1/72nd Scale
Approx.



Dimensions.

Wing Span. 15.0 m

Tailplane Sp. 3.15m.

Rudder Span. 1.2 m.

Fuselage Length . 7.5 m.

Wing Area. 13.3. sq. m.

Aspect Ratio. 16.9

Sweep Back. 5 degrees.

Dihedral. 3 degrees.

Wing Profile - Mü Special.

Weights.

Empty. 160 kgs.

(352 lbs)

Load: 95 kgs.

(209 lbs).

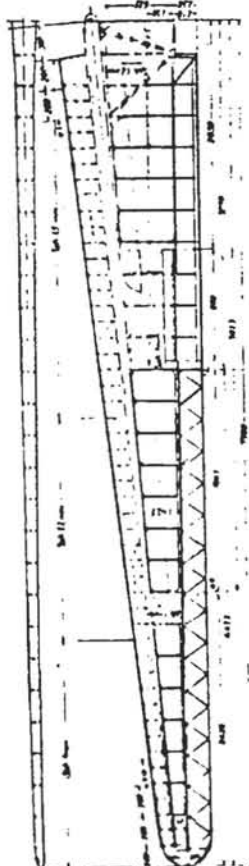
Flying. 255 kgs.

(561 lbs.)

Wing Loading:

19.15 kgs/sq m.

(3.926 lbs/sq.ft)



FFG, München: Mü 17 Flügelübersicht. Zeichner: Flunzent

built a replica of their first design, the SGU I-I which will be demonstrated in the air. Schweizer is currently not engaged in sailplane production.

The 1,000,000 expansion of the National Soaring Museum is completed. The addition will be dedicated later this year.

There are at least four Slingsby T.21s flying in the USA now: one in Pennsylvania, one in Georgia, one in Texas and one in Virginia (Jan Scott's). He also has a T.31 from the Air Cadet Sales, which he believes is the only one in the US. He has sold one of his three Grasshoppers, one is active at the Scott Air Park while the third is in the shop awaiting restoration.

As far as he knows, there will be no Rendez-Vous Meeting this year. There should be a large American team in Hungary... 10 to 40 people... with two sailplanes.

The WEIHE that Philip Wills sawed up

Letter from Robert Gaines, 308 Chase Lane, Marietta GA 30068, USA.

"Many years ago I purchased a Jacobs Schweyer Weihe

This Weihe was built in Darmstadt, Germany, and was reconditioned by the Hawkridge Aircraft Company in Dunstable. The BGA Log-book shows BGA C. of A. number 642 and it was registered postwar as G-ALMG. The C. of A. was issued on the 11th August 1949. The book was signed by H.E. Boulton and the Weihe was test flown by R. Reed. It was imported into the US by Shelly Charles. Charles was an Eastern Airlines captain. Dick Johnson won the 1959 US Nationals in this Weihe. Later, it was damaged and I purchased the wreck. Then I rebuilt it and recovered it, and after some 20 years, I still fly in now and again. I was told that Philip Wills had something to do with the recovery of this sailplane from Germany after the war. Do you have any knowledge of this sailplane?

I am presently restoring a Ka-3. It's the only one in the US. I have a friend with a Ka-1 in Germany and I have seen a Ka-1 in a German Museum. I have seen a Ka-3 advertised in S & G but the phone number was not correct. Do you know the owner of a Ka-3?" (see p.8. Ed)

"British Gliders", the Merseyside Aviation Society Publication states that BGA 642, constructor's number 000078, first BGA C. of A. in August 1949, to G-ALMG, then to USA as N1900 M.

C. Wills Writes:

We believe that this was the Weihe which was recently mentioned in a Sailplane & Gliding Article "Saga of a Sailplane". It was the Weihe that Philip Wills partially sawed up on the Wasserkuppe in June 1945, so that it would fit in his Anson taxi aircraft. Communications were so bad in Germany in June 1945 that there seemed to be no other hope of getting a Weihe to England. The Americans on the Wasserkuppe seemed on the point of destroying all gliders there and he decided on the desperate measure of sawing off the main fittings. At that time, it was apparently just possible to save German aircraft from the destruction of all aeroplanes (and almost everything else) according to the Internationally agreed Morgetthau Plan, if an order requiring the aircraft to be brought to RAF Farnborough for testing was attached to the aircraft. (At Farnborough, we believe that there was only one glider pilot, Ken Wilkinson)

Although such orders were attached to two other Weihe's, which were put in the charge of a small British radar unit on the site, there seemed little hope of them coming out. However, contrary to expectations, both Weihe's, with a spare set of

wings and tailplane, did arrive on a "Queen Mary" trailer on a Belgian airfield in RAF hands. Then Philip Wills, in two journeys, was able to bring these two aircraft with the spare wings and tailplane to Farnborough in a DC-3.

It would seem that H.E. Boulton of the Hawkridge Aircraft Company at Dunstable, with the help of the many Weihe drawings in Britain, was able to build a completely new fuselage, incorporating the sawn-off fittings, and utilizing the spare wings and tailplane. Philip Wills once said that the resulting Weihe was the best Weihe in Britain and that it flew very well. Unfortunately, no-one had the £650 (perhaps it was £750) to buy this Weihe. £650 was a considerable sum for the threadbare British in those days, although Eon Olympias had gone up from £425 to £800! So this lovely Weihe was sold to the Americans in 1949. In 1950, she was followed by the third prototype Horten 4a LA-AC, after it had been air tested by Jock Forbes in May 1950 at Cranfield. It had also been repaired by Hawkridge after its metal wingtips had been severely damaged by a Farnborough test pilot. Apparently, no-one in Britain could afford the £1000 bill for its repairs. It went to the American, Hollis Button.

So the above is the story of the third Weihe that Philip Wills brought to England. We are delighted that she is still airworthy. The other two, BGA 448 and BGA 433 (G-ALKG, ZK-GAE) are both unairworthy in Britain and New Zealand respectively.

The Swedish Championship-winning Weihe

A letter has been received from Dr James L. Ross, 5095 T.C. Steel Ln., Carmel, Indiana 46032, USA.

Extract: "I have received your address from Mr Bengt Mincerander, of Lerum, Gothenburg, Sweden. Bengt helped me to bring two Weihe's to the USA in 1960, and we have been friends ever since. Some years ago, Bengt told me that you were trying to find out what happened to all the Weihe's. I owned mine (N-8602E) from 1960 until 1967. Formerly, it was Swedish registered SE-SC N, which won two World Championships for Sweden in Samaden (1948) Switzerland, and Örebro (1950) Sweden respectively. Also, I brought over SE-SCL which was purchased by a man in Virginia and subsequently sold. Presently, I am trying to relocate SE-SC N and, if possible, to return it to Sweden for some type of memorial. I have no idea if they have a glider museum, as we have, but I am sure that there will be a place for it. Of course, I may find only splinters, but I am now hoping otherwise. It is possible that over these last years, you will have some information about either, or both of these ships?"

(Dr James Ross has been informed of the Swedish National Soaring Museum at Alleberg by the VGC. CW)

JAPAN

Frank Smith has sent information about a 1943 Japanese Gliding book (it was first printed in 1943). It reveals that two of the three prototype Minimoas went to Japan and were registered A-1009 and A-2005.

The four Wolfs that went to Japan were registered BM-16, J-BGOH, A-1511 and A-1512.

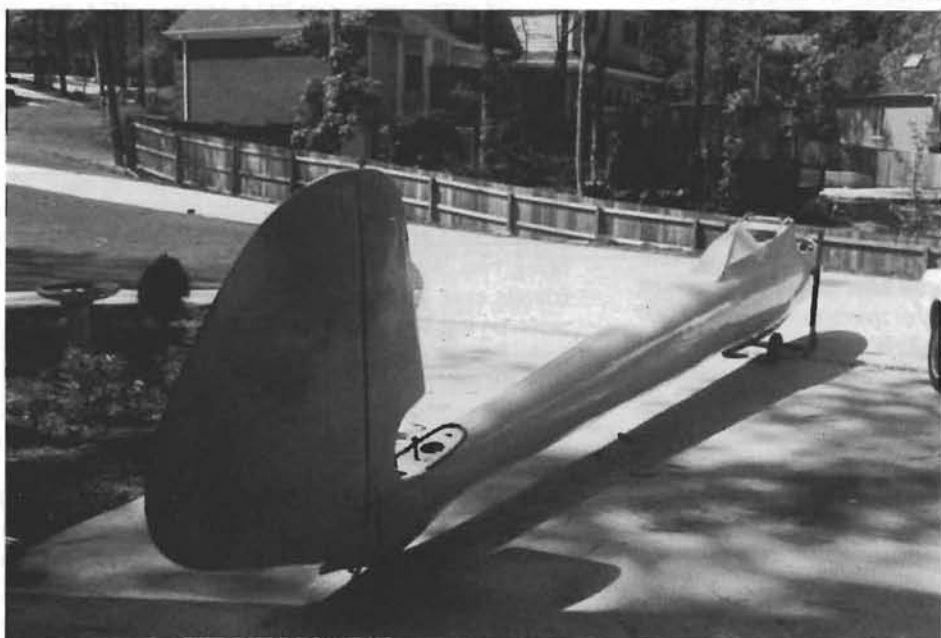
There were also six Olympia Meises, A-1031, A-1032, A-1033, A-1050, A-1521 and A-1522. A very nice design was that of the "MIZUNO 301", registered A-1504. There are also several motor gliders and a glider similar to a Rhönsperber. We wonder whether the Meises were imported or whether they were built there? Nearly all Japanese vintage gliders were destroyed in 1945.

It is interesting that the Japanese gliders were registered in western script and numbers.



Gl. "Nostalgie" in flight

1965 Sommer - 2. bis 7. Juli



Gl. "Nostalgie" in flight





Captions for photographs on Page 14

Top to Bottom

- 1 The 3rd Weihe that Philip Wills brought to England in 1945. BGA 642 is still being flown in the USA by Robert Gaines. Note the JS Weihe dihedral. It is clear that in the US efforts have been made to make this into a cleaned up 1:31 glide angle Weihe. Note short span ailerons and bubble canopy. Photo by Robert Gaines.
- 2 Note JS Weihe Rudder and cleaned up area on fuselage between trailing edge roots of wings. Photo by Robert Gaines.
- 3 The little Ka-1 that is for sale in Belgium. It seems to be a real gem of restoration. Owner is Peter de Cock, Visserstraat 137, 8350 Damme-Moerkerke, Belgium. It has a trailer. It is painted orange with transparent wings and tailplane. Photo by Peter de Cock.

Captions for photographs on Page 15

Top to Bottom

- 1 The glory that was Poland's. A superb radio controlled model Komar in prewar finish. Actually, the provision of wing spoilers makes this a postwar Komar 49, most of which were painted orange. An example of the Komar still remains in the Krakow aviation museum. The model Komar flies excellently. The brilliant aeromodeller is M.G. Moore of Wolverhampton. Photo by Mick Moore.
- 2 Nord N.2000 which has been restored by ASPAC at Paray le Monial as it was in French Air colours in Algeria. Photo by Yves Soudit.
- 3 The Coxon-Karlovich Minimoa as it is now, in fairly definite Dutch markings. Here it is seen taking part in the Minimoa Treffen at Münster Greven last Whitsun, where it took part in the last flypast of the three Minimooas in Europe that will be seen for some time. Jan Scott's Minimoa, which is soon to return to the USA, was flown by Colin Street and the Münster Minimoa by Paul Serries/Rainer Willeke. Photo by Hans Disma.

HOLLAND

Dutch News

Bob Persyn has at last received permission from the RLD after at least 7 years to be allowed to build a Minimoa 36. He has until now only has rather second rate copies of the drawings which he has no doubt tried to improve. We hope that he now knows that the Minimoa 36 blueprints are now with the German Gliding Museum on the Wasserkuppe, but it is not yet known whether the museum has copying capability.

The Hans Disma Minimoa. ex John Coxon and John Karlovich (USA). This was basically overhauled in Holland during the winter by Jan Vermeer and is now registered PH-848.

The Münster Minimoa Treffen. Hans Disma writes:

"After the extensive overhaul and fresh respray, my Minimoa got its Dutch C. of A. just in time to participate in the Minimoa Treffen in Münster. To my surprise, we (the only three airworthy Minimooas) were expected to fly a demo for a crowd of 40,000 people, and this was the very first flight after the overhaul and my second Minimoa flight! All went well and everybody enjoyed it I think. Jan Scott's Minimoa was flown by Colin Street and he led the formation very well.

In the evening, there was a very pleasant dinner party, which was well organized by the Oldtimer Club Münster. Colin made a nice speech and I also thanked the organiser, and especially Jan Vermeer, who did a splendid job overhauling the Minimoa. Guest of Honour was the famous Wolfgang Späte and we had a nice long chat about the Minimoa, and the Komet (ME 163) of course.

Jan Vermeer and Evert Jan Vermeer and family will be visiting Hungary for the whole period and I will visit Budapest from the 18th-23rd of July, due to work - I still fly these modern slippery things as well, you know.

Chris, I hope to see you in Hungary. Hans."

HUNGARY

Official dates for 17th International Vintage Glider Rally in 1989. 20th-30th July.

Arpad Molnar is dead. He was Hungarian C Holder No 9 and designer of the Gyöngyös 33, Hungary's record-breaking

sailplane (built in 1933) which is displayed in the Hungarian Air Museum.

Vintage Gliders restored or built again. Tusök, Vöcsök, Pilis, Cimborá, Futar, Junius 18. the **Rubik R.22 "Futar"** prototype, built in 1944, has been overhauled and has been flying since 1987. A wartime-built Hungarian **Olympia Meise** is reported to have been overhauled and is now on static display in the Hungarian Light Aircraft and Glider Museum in Budapest.

We regret to have to report the death of **Willi Simo-Avarosy** through heart attack while mowing his lawn. He was Managing Director of the firm of Aerofo ("Aero Wood") which had restored wooden gliders and built microlights. He was also a very good, and experienced, glider pilot. We send our heartfelt sympathies to Eva, his relatives, and to all his friends.

NORWAY

Ken Bates writes:

"Dear Chris

I was somewhat surprised to read in the "VGC News" that one of the prizes awarded at the VGC Annual Dinner was the VGC Restoration 1988 Cup to "Petter Lindberg, Norway, for restoring his Slingsby Prefect, LN-GLV".

The "Norwegian" Prefect, LN-GLV, belongs to me and the restoration was carried out under the leadership of Bjarne Reier with assistance from myself and my son Adrian. You will, no doubt, understand my surprise.

I feel it necessary to put the record straight if only to register my appreciation to Bjarne Reier for his efforts on my behalf.

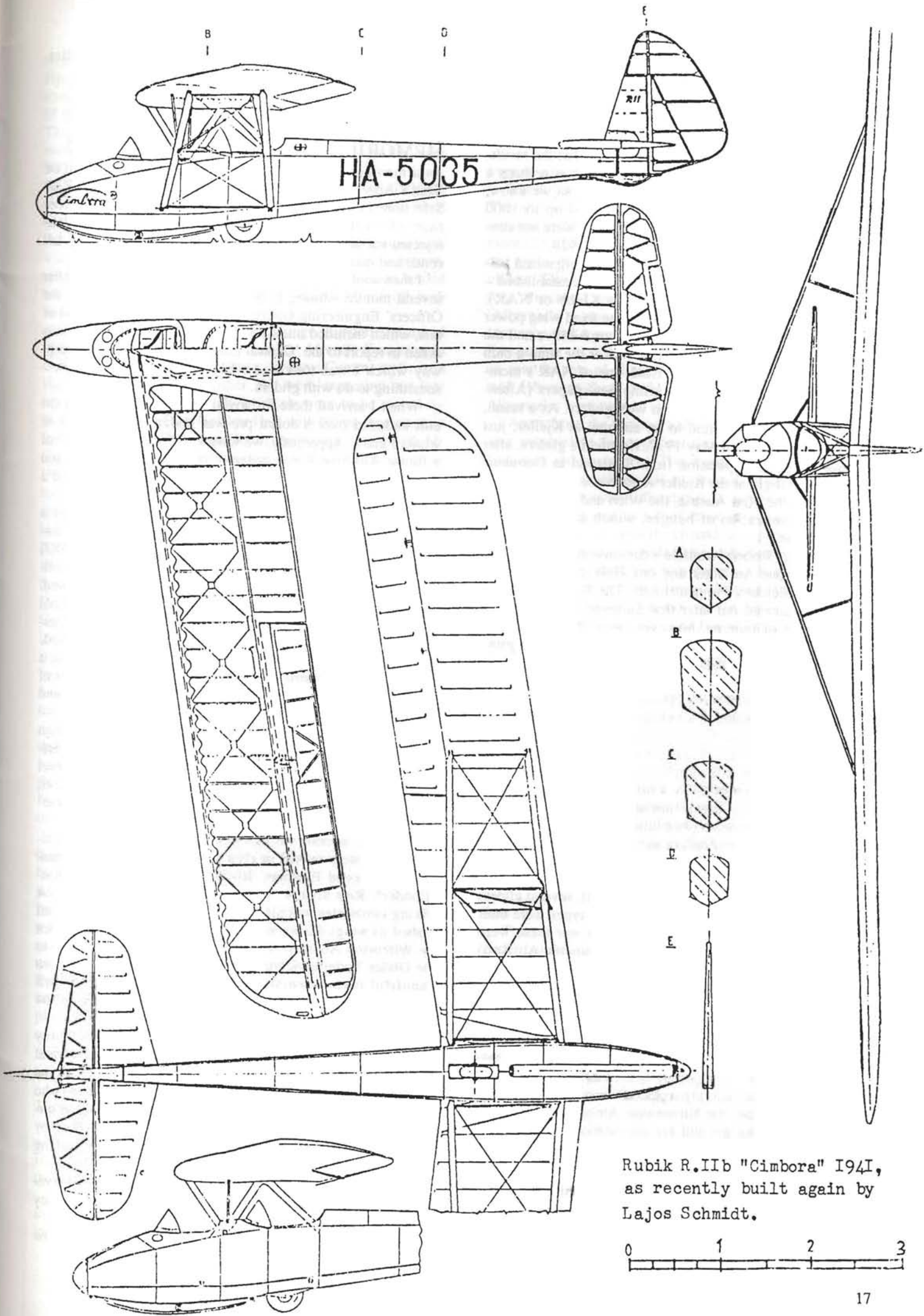
Bjarne Reier is, I believe, now well known in vintage gliding circles and has been a leading light in Norwegian Gliding for many years. He carried out the lion's share of the some 1200 hours work of my Prefect at a mere material cost of 4000 Norwegian crowns or approx. £340.00.

Chris, I hope this unfortunate misunderstanding can be put right.

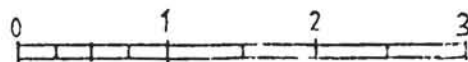
I am enclosing a brief article on Norwegian gliding history which I have translated from the original written by Bjarne - it may be of interest for the next "VGC News".

Hope to meet you again in Hungary.

All the best."



Rubik R.IIb "Cimbora" I94I,
 as recently built again by
 Lajos Schmidt.



ARTICLES

The Origins of Gliding in Norway

The first attempts at gliding were carried out by pilots of the Naval Air Corps (Marinens Flyåpen) at Horten in 1922. These pioneers built an elementary glider using the wings from a condemned power aeroplane. The fact that the resulting glider was christened "Reka" (the prawn) was perhaps a reflection upon its anticipated performance – as we know, prawns move backwards. However, flights of up to 1000 meters were achieved. These early experiments were not continued and gliding in Norway hibernated until 1928.

Although there already, since 1909, existed organized balloon flying in Norway; in 1928 a new club was established – the Norwegian Aero Club (Norsk Aero Klubb or NAK). NAK's objective at the time was to activate fixed wing power flying in Norway, costs, however, proved prohibitive and the results achieved were minimal. NAK was at the time a club with little resources. Cpt. Ole Reistad, one of NAK's members, convinced one of Oslo's leading newspapers (Aftenposten) to sponsor a demonstration with gliders. As a result, Robert Kronfeld was invited to an airshow at Kjeller, just outside Oslo. On the 8th May 1932, Kronfeld's gliders, after a dramatic transport operation from Stralsund in Germany, were ready for flight at the Kjeller Aerodrome. The gliders in question were the 30m Austria, the Wien and the two seater Fassold. Demonstration of bungee, winch and aerotowing were carried out.

As a result of Robert Kronfeld's demonstrations at Kjeller, NAK ordered one Anfänger and one Hols der Teufel from Alexander Schleicher, Poppenhausen. The first flights from bungee were carried out later that Summer at Alfaset near Oslo. The use of bungee, however, proved toilsome and launching by car towing was adopted on the frozen Bogstad Fjord. Summer 1933, winch launching was started at the Gardermoen Aerodrome and by now a two seater Grunau 8 had been ordered for aerotowing. During 1934, a large gliding rendezvous was arranged at Øra near Fredrikstad where both the Hols der Teufel and the Grunau 8 were crashed. Later, a further Hols der Teufel was crashed and by the end of season 1934 NAK was again without gliders.

During the summer of 1936, a further rendezvous was arranged, this time with German instructors including Dr. Küttner. The German instructors had brought a Grunau Baby 2B, two Grunau 9, one 12m Zögling and one Zögling 35 to Norway. The Grunau Baby 2B in question still exists, at the moment without C. of A.

Between 1936 and the outbreak of W.W. II, several gliders of the Hols der Teufel, Grunau 9 and H-17 types were built by Norwegian Clubs. However, during the war these were confiscated by the Hirdens Flykorps (The Quisling Air Arm) and destroyed.

On liberation, gliding thrived again in Norway with a combination of club built aeroplanes and purchases from Sweden and Denmark. From the USA, two Schweizers were acquired. However, not until 1955, when the Norwegian Airforce supported the acquisition of Bergfalke, Spatz and two Eon Babies, can one say that gliding activity in Norway really accelerated. Summer flying replaced winter flying.

With money from the Norwegian-American enthusiast, Lind Jørgensen, a hangar and accommodation building were erected on the Notodden Aerodrome in Telemark – here the 1991 International Rally is being considered.

The gliding centre at Notodden appropriately bears the name Ole Reistad Centre to perpetuate the name of the initiator of gliding in Norway, the creator of Norway's national aero club and the man who back in 1932 was the driving

force behind Robert Kronfeld's demonstrations at Kjeller. 1991 will be the 60th season of Norwegian gliding.

Bjarne Reier

(Freely Translated by Ken Bates)

MEMORIES OF RAF RINGWAY 1940-1942

As a member of the Civil Air Guard in 1939 – a sort of 'Dad's Army' of the air – I had been called before an RAF Selections Board soon after the start of the war. However, because of my 'bad' eyesight (I wore glasses for reading) I was rejected for aircrew, although I already had a pilot's 'A' Licence and many hours gliding experience.

I then applied to join the RAF Technical Branch and, after several months waiting to be called up, found myself on the Officers' Engineering Course at RAF Henlow. At the end of this, which included intensive training on aero engines, I was asked to report to the 'Central Landing School' at RAF Ringway which I was told was a highly secret organisation – something to do with gliders.

When I arrived there in November 1940 I found that the unit included over a dozen pre-war glider pilots, several of whom I knew. Apparently, we were the 'founder members' of a future Airborne Force ordered to be formed by Winston Churchill when he heard that the Germans had captured a vital fort in Belgium using gliderborne troops.

The General Landing School (GLS) consisted of a Parachute Training School (No.1 PTS) for training Paratroops and Technical and a Tactical Development Unit (DU) commanded by Wing Commander 'Mungo' Buxton, a well-known glider designer and pilot, and to which I was posted. From this was later on formed the Glider Training School (No.1 GTS) which moved down to RAF Thame near Aylesbury early in 1941 where the Army glider pilots were trained.

The Chief Test Pilot for the DU was Robert Kronfeld, a famous pre-war Austrian glider pilot, and an early pioneer of soaring flight, with whom I was to work very closely, and frequently fly with.

Other members of the unit, all glider pilots, were: Norman Sharpe – Chairman of the Yorkshire Gliding Club, Tim Hervey – Ex-Manager of the London Gliding Club, the architect – Lawrence Wright, Battle of Britain Pilot – Fred Gardiner, killed at Arnhem, Robin Fender, Pat Pringle, 'Wilkie' Williamson, 'Pop' Furlong and Cyril Ruffle.

The only aircraft we had to begin with were all requisitioned; privately owned or club gliders – Philip Wills' Minimoa, the Pasold Brothers' Rhönbussard, Eustace Thomas' 'Condor', Roy Scott's 'Viking' and three 'Kirby Kites'. A Viking two-seater was also at Ringway for a short time until it shed its wings during an unauthorised display of aerobatics by Wilkinson. Another twelve Kirby Kites were allocated to the Glider Training School. It was a sad day when all those beautiful clear varnished gliders were painted in dull green/brown camouflage. Tiger Moths and one old Avro 504 – First World War Trainer – were used for towing.

It can easily be imagined that the atmosphere at Ringway was more like that of a civilian gliding club than a normal service unit, which tended to cause some friction with the Regular Service Officers. For instance, when the pilots (who knew quite a lot about gliders) tried to pass them out as airworthy themselves, they were told they must only be done by qualified technical personnel who at that time knew nothing about gliders!

Trying to get glider pilots to perform routine drill movements smartly proved to be impossible and eventually they were excused parades.

It was realised that gliders would have to be able to follow

their towing aircraft accurately at night or in poor visibility. Having been made Officer in Charge of Tow-Ropes with an ex-seaman who could splice ropes as my Flight Sergeant, one of my first jobs was to design a Two-Cable Angle Indicator. This was tested with some success and later a similar instrument was developed at Farnborough and fitted to the large troop carrying Horsa and Hamilcar gliders.

The only other gliders we had in 1940 were BA Swallow aircraft with their propellers removed and towing hooks fitted in the nose. We used these to try out multiple tows, i.e two or three gliders behind one tug (at that time Whitley Bombers) with two ropes at different lengths to ensure adequate separation. Once when flying with Robert Kronfeld we crash landed between two substantial trees which smartly sliced off both wings leaving the fuselage (and us) intact.

I was summoned one day by 'Mungo' Burton and asked to take a towing hook to the Hawker Aircraft Company in London for their chief designer, Sydney Camm, to fit to a Hawker 'Hector' light bomber. We were expecting our first troop carrying gliders in 1941 which were to be towed by Hectors, variants of the Hawker Hart with Napier engines and four bladed propellers. I made arrangements direct with Mr Camm by telephone, but received a strong reprimand from 'Mungo' for not using the Cypher machine which would have taken much longer. He apparently expected German spies to be listening in to all our telephone conversations! I left Manchester by night train just as one of their devastating bombing raids was starting. When I met him, Mr Camm was sitting at a desk in the Drawing Office on a high platform like a schoolmaster looking down on his pupils.

By now our unit had grown in size and had become the Central Landing Establishment (CLE). The first eight-seater troop carrier, the Hotspur I, had arrived – a beautifully streamlined glider – which could soar (unofficially) when unladen, but it had not basically been designed for the rough work of training. Once, when with Kronfeld, the flap lever came unglued from the fuselage.

Accidents caused by tow-ropes breaking were fairly frequent, sometimes because the ropes made of sisal or hemp had been left outside in wet weather which had weakened them. This problem ceased when the first nylon ropes arrived from America; they also had the advantage of being more elastic.

A demonstration to show the Prime Minister the progress being made by our Airborne Forces were laid on at Ringway in March 1941. However, all that we could show him at that time were paratroops dropping from the five ancient Whitley bombers and a few gliders. Half a 'Horsa' twenty-five seat troop carrier fuselage was also on view. Six out of the eight troops in one Whitley fainted before exit and the one and only Hotspur disappeared out of sight on its long landing run. Two formations of three single seater Kirby Kites made spot landings within a few yards of Churchill which certainly pleased him, but it is doubtful if he realised that they were not part of his future invasion fleet. The demonstration as a whole could not have impressed him and he took drastic action to get things moving faster when he returned to London.

The more robust Hotspur II soon replaced the Hotspur I. These had wings sixteen feet shorter and the much higher wing loading caused high landing speeds – about 70 mph when fully loaded. One terrible accident happened when a Hotspur II stalled and spun immediately after releasing from the tug, killing all eight men in it.

We were asked to find out the effect of accidentally coming down on the water. Although previous tests with a lightly loaded Hotspur I on Tatton Park Lake had been quite success-

ful, it was necessary to find out when happened with a fully loaded Hotspur II. This was done using iron weights as ballast with some fairly disastrous results and substantial damage. I put in my report (dated 10 July 1942) that it was doubtful if any of the crew would have escaped without minor injury and that in any case the men would hardly have been in a fit state for active operation against the enemy.

There was always a variety of work going on at Ringway. The unit was renamed for the third time – then it was called, without secrecy, the Airborne Forces Experimental Establishment (AFEE) and one of its requirements was to test out various types of aircraft to see if they were suitable for towing gliders. They were, in the early days, those which no-one else (e.g. Bomber Command) wanted and one of them was the 'Albemarle' a twin engined bomber which had such a bad performance that it was decided that it could only be given to the Russians or used for glider towing. It was not surprising that on tow the rate of climb was abysmal and over-heating normal. However, these problems were overcome somehow and Albemarles were used in large numbers for towing Horsas.

Apart from the routine training of paratroops AFEE was also responsible for experimental work with parachutes on both men and equipment. The dropping of jeeps and guns by three or four parachutes (as an alternative to landing them by glider) was sometimes disastrous. It was an amazing sight to see a jeep flattened to a foot thick or a gun with its barrel sticking several feet into the ground after parachute failure.

A strange device intended as an alternative to parachuting was made and tested, this was called a 'Rotachute' and was really nothing more than a freely spinning rotor attached to a cockpit with a rudder. Control was by tilting the rotor head. This seemed to work quite well but was not put into production.

Eventually we got our first twenty-five seater Horsa with a ninety-eight feet wing span, towed by Albemarle or Dakota. We had frequent requests from the army to adapt it to carrying all sorts of military equipment, including jeeps and different guns.

Early in 1943 AFEE moved to RAF Sherburn-in-Elmet in Yorkshire, leaving the Parachute Training School at Ringway. When the runway had been completed, we received the first 'Hamilcar' tank carrying glider to be towed by four-engined bombers such as the Halifax or Stirling. This weighed fourteen tons when loaded with an eight ton tank.

Other odd experiments continued, such as fitting a rotor directly onto a jeep and towing it off on its own wheels – not a success; it did get off the ground but, due to instability and a thrashing control column, the pilot collapsed after landing it.

Tests were carried out on the eighteen seater 'Hengist' glider but this was built in only limited numbers as it was superseded by the American 'Hadrian'.

With the idea of retrieving undamaged gliders after operations, we tried out a method of picking up the Horsa without the tug landing. The two-cable on the glider was a nylon rope loop supported at the top of two poles about twenty feet high. The tug aircraft, a Dakota, had a very long cable wound on a braked drum with a hook at the end of a long pole beneath the fuselage. When the tug, flying very low, had hooked the loop the cable rapidly unwound from the drum until the adjustable brake took effect. When the glider was flying in normal position behind the tug the cable was wound back on the drum. It was quite exciting when suddenly the Horsa took off at a very steep angle – especially when the tow ropes broke! This system was hardly ever used in practice as very few gliders escaped damage in landing operations.

cont. p23

LE PETIT MATERIAL ALLEMAND

(Continued)

At Challes les Eaux, the centre was functioning from 1st April 1945 with the help of the local Aero Club and that of Isère. Some AVIA XIA, 152A, 40P, and Castel C.30 and C.301, were used, awaiting the arrival of the first Grunau Babies, Kranichs and Minimoas, which arrived in more or less good condition during the summer. The Minimoa logged quickly numerous performance and aerobatic flights, starting from the airfield of Alpe of Mont de Lans, situated 1700m up in the Oisans Massif, and this was in August. Aerotowed by a Storch, the sailplane released at 200m above the airfield, which was 1900m above sea level, and climbed to 3,700m altitude. This performance was considered extraordinary for the time but, beyond this, the Minimoa was not considered as a particularly high performance sailplane.

At Pont Saint Vincent (French National Centre near Nancy), Père (Father) Mangeot, Chief of the Centre and creator of the Emouchet, gave, on 22nd May 1954, the order for the first starts of Mü 13, Mü 13d, Rhönbussard and Minimoa. One should not mention that these machines were considered as "le dernier cri" and were rarely reserved for pupils but, all the same, there was a queue to fly them. It was significant enough that at that time there was a simplified spelling of Minimoa. This was Mini à Moi (Mini for me).

Quite definitely, the National Centres were the first to be equipped with these machines, which were destined for performance, contest and, why not, record flights.

However, in spite of severe selection of pilots, many gliders were quickly destroyed. For example, in March 1946, a Rhönbussard was spun in from low altitude at La Montagne Noire and its pilot, Pajot, was severely injured. This type had in fact rather 'pointed' flight characterisation and did not absolutely pardon certain faults.

The most extraordinary sailplane was the famous Habicht, which was peculiar in that it was the only sailplane in France which was cleared for full aerobatics. The Habicht was so strong that it could be dived to 300kph in support of the most violent manoeuvres.

Moreover, the Stummelhacht version, of which none were brought to France, had reduced in span wings and could be flown even faster. Destined for test pilots, who had to land at terrifying speeds, it was also to be used by candidates for the V.I pilots.

It goes without saying that the very rare Habichts were reserved for the Aces of the epoch. It is very difficult to ascertain how many Habichts there were. MARCEL DORET bought a Habicht before the war and shone on this type during 1939.

After the war, MARCEL DORET utilized a second French Habicht, which was often photographed in the colours of its pilot, and was also revealed in the magazine 'Aviation Magazine' under the registration F-CCAG, which corresponded with the Habicht D-II No.2. At this moment, the D-II of this great pilot is on display in the Musée de L'Air, having been donated by his widow.

But what about No. IF-CAEX...?

In October 1947, two Habichts were reported as airworthy in France. One was owned by Max Gasnier, and the other by SALS, which entrusted to it Fred Nicole. In 1950, Fred Nicole was restoring a Habicht, at the same time as the future Bucker Jungmann F-BBRI, at Maurice Brochet's workshop. Later, a Habicht was based at the Centre of Challes le Eaux until August 5th 1955.

This fragmentary information does not establish a relationship between these machines, and there remains much to

do to discover the true history of Habichts in France!

The Centres having been served, it remained to equip the Aero Clubs and Inter Club Centres with the material. The distribution started with the perhaps less modern and prestigious gliders, such as Zoegling, SG.38, Grunau Baby, a Meise and also Weihe. They were very eagerly anticipated. Certain clubs touched on rather uncommon sailplanes. In particular the Vichy Aero Club found itself with a Rhönsperber (Epervier du Rhön).

The Aero Club Gliding Clubs went to recover odd material as, if the National Centres were going to receive Ms. 505 'Storch' and other diverse equipment in new condition, the little Associations would have to be content to utilise System 'D' to fly, even if a large number of the pilots and instructors were being paid by the State.

At the beginning, ancient bungee ropes launched the SG.38s and other light single seaters on to the slopes. Very soon, winches came from Germany on car chassis such as Ford, Opel, Mercedes etc, accompanied by a multitude of copies set on chassis obtained in France (Delage, Hotchkiss, Hispano, Buick and others). Also needed were winch cable retrieving vehicles. These were a collection of venerable vehicles, of which the most ancient was certainly a Model T Ford dating from 1912, which was still used at Orléans-Saran in 1947. The most reputed model for solidity for this work was the B-2 Citroen, which became legendary.

France had been very much behind Germany in gliding before the war and machines which had been hidden during the occupation and brought out after the liberation seemed for the most part surpassed. However, French gliding had not been 'dead' during the hostilities, but efforts made during 1941 to start gliding in the unoccupied zone, were definitely brought to a close by the occupiers at the end of 1942. Numerous flying hours were logged during this time at La Montagne Noire, Saint Auban sur Durance and at the Banne d'Ordanche, in Auvergne. The last centre was closed at the Liberation. Eric Nessler, the great French National Champion, increased the International Duration Record for single-seaters to 38 hours 21 minutes 24 seconds in June 1942, in a Swiss-designed Spalinger S.18, the previous record having been held by the German, Kurt Schmidt, in a Grunau Baby in 1933. This record was unfortunately not recognised by the FAI because of the war.

In the design offices, French drawing boards did not remain unoccupied and numerous projects were outlined. Others, dating from before the war, were brought out in dusty boxes. The drawings carried on them, among others, the inscriptions: Caudron C.800 'Epervier', C.810, Castel 25S 'Aire', C.801 'Ailette', C.310 'Aigrette', CM.7 'Adour', Guerchais Roche GR 70, GR 105, GR 107, SNCASO SO. PL...

After the liberation in 1944, factories started to produce some of these designs in considerable numbers. They were going to form the mass of gliders, which, together with German machines, would put French gliding back onto its feet. While awaiting French gliders or those 'Franco-German machines built under licence', the French centres started gliding using at first French machines which had been hidden during the war, and then gliders which had been removed from Germany. At La Montagne Noire, where flying had recommenced on 20th September 1944, with ancient Avia or Castel, no less than 125 hours were logged on one day flown by 17 different glider types, exactly 5 months later on 1st March 1945.

Modern winches were finally delivered by SALS (Association d'Aviation Légère at Sportive). The model chosen was the type Ford SAF, conceived by the brothers Simille, sponsored by CAU. The models studied by Arazur or Lafarge

were rejected. The majority of glider trailers were German and the French replacement trailers from Minie, Roche Aviation or Arazur were less well-designed and were less appreciated. Again brought from Germany, were Fuess barographs, and most of the parachutes... as the French replacements were very slow to come out of the factories.

In tribute to an industry which had suffered much and would take a long time to get going again, French glider pilots were able to count on getting quick delivery of B.O. These were small metal channels, into which glider skids fitted, mounted on aeroplane wheels, which served to transport gliders in and out of hangars and along runways and peritracks. These B.O.s took their name from the Tramway Bourget-Opera which transported pilots of the Great War, having been used during this epoch for transporting the tails of aeroplanes not equipped with tail wheels.

Many were built by the club ground engineers and, more often, by village blacksmiths. They allowed problem-free ground handling of gliders, not equipped with landing wheels, and constituted a French superiority, worthy of the praise of the foreigner!

During this period, it was practically impossible to find anything to eat. There were problems. The releases and rings were of different sizes on the various French and German glider types. There were numbers of grave accidents. The airfield towing vehicles lacked tyres and the winch cables were of such bad quality. It could be heard said that more time was spent mending winch cables than having winch launches. The French people were still suffering grave hardships and one needed many tickets to procure anything. Glider pilots still went to the gliding sites on foot, with patched clothes and empty stomachs. But, under the shade of the 'taxis' (the aircraft), what a world and what an atmosphere!

The Armée de L'Air, such as it was, in spite of the quality of the glider pilots, inherited only a small number of gliders. The Services des Sports Aériens, which depended on the Air Ministry, before depending on the Ministry of Armaments, counted a little too much on the privileged position of the military on conquered territory, and evacuated most of the gliders to France, leaving the military to find a way of its own.

At the end of 1945, officialdom announced the creation of three centres in Germany and one in Austria. An important point was the promise of new material from France. In fact, nothing came, and military gliding always remained 'the poor parent' in this domain. But a number of 'diehards', with and without gold braid, did not wait for the directives from Paris. Discovering airworthy machines, and obtaining benevolent permission from high ranking officers, they induced certain Germans who remained on the sites, to set up the clubs, and took off to take in hand the precious 'mounts'.

Changing site many times, the GC II/5 'La Fayette' was the first to start gliding from occupied territory in 1945. A future chapter will be consecrated in giving detail of the cre-

ation, development and evolution of gliding in this group.

Finally, the 5th Armoured Division, under the initiation of General Schlessler and his glider pilot secretary, Mlle Santis, created a gliding centre at Sigmaringen (Württemberg) on the gliding site of Irrlinger, near the Swiss frontier.

Three SG.38s and four Grunau Babies, overhauled and repaired by German workers under a German workshop foreman, allowed the training of 50 officers and NCOs from the 5th Armoured Division and from French Air Force squadrons nearby.

Later, this centre moved to the Klippeneck, near Speichingen (Württemberg), and the same aircraft, reinforced by a Rhönbussard. In September 1946, many new Grunau Babies came out of their factory. One should note that Chef du Centre (CFI) was a Lt. Liebrandt and the Chief Pilot was M. Grandjean. The 1st Corps Aérien Tactique (CATAC) installed itself nearby on an airfield outside Freiburg im Breisgau. This centre, depending on the 1st Corps Aérien Tactique, of which the Commandant was at Baden and at Lahr, was first given the name of Aéro Club Militaire du 1er CATAC but then became Centre Militaire de Vol sans Moteur (Military Centre of Motorless Flight) and, finally, the Section Autonome Militaire de Vol sans Moteur du 1er CATAC. Commanded for a long time by a Captain at the Corps Signals Centre, it started operation using liberated material and flew for many years from launches by a strange winch, powered by an enormous 12 cylinder engine 'liberated' from a German tank!

Based on a particularly rough airfield, with numerous obstacles all around it, the 1st CATAC obtained, in spite of all, extraordinary results for three long years, until it was able to obtain new machines produced by the reborn German glider industry, during the early 1950s.

The new machines caused an increase in military gliding activity, and its glider pilots coming from Freiburg (Fribourg) Lahr, Bremgarten, Strasbourg and Colmar, received them with open arms. When permission for Germans to fly again (in 1951) was granted, German and French flew from the same airfield at Freiburg, operating separately. The airfield was too small for this but, in spite of difficulties, relations between German and French glider pilots remained warm and comradely. Although there was intense aerial activity, accidents remained rare. There was however the collision between a French Meise and a German Mü 13, when two young pilots lost their lives. The CATAC, which became the most important gliding centre in occupied Germany, later took in hand and supervised the destinies of the 1st DIVAR at Kretz.

In Austria, 'the Aéro Club Français' was founded and was named after the famous Captain Quenard. Two SG.38 and Grunau Babies, found on the airfield, started flying at Innsbruck and, finally, at Kufstein. These were followed by two Kranichs and one Weihe. Other more modest centres operated in Germany but these were finally regrouped.

LETTERS

To Mike Beach

"Dear Mr Beach

Hols der Teufel flying in 1949

I have just remembered seeing the note on page 6 of the Summer 1988 issue of Vintage Glider News quoting Len Dent of Midland Gliding Club stating that he flew a Hols with the ATC in 1946. Len must have forgotten that the Newcastle Club used a Hols in 1949.

I was a fellow-member with Len Dent at this time, and after training on the T 21B, newly acquired by the Newcastle Gliding Club with the aid of a Kemsley Flying Trust loan, went solo on the Hols on 10th July 1949 doing 5 launches (launched by winch) to obtain "A" and "B" Certificates. This was the custom then. The airfield was the former RAF Morpeth in Northumberland, usually referred to as Stanington from the name of the nearest village. My log book then shows some further dual instruction of the T 21 followed by a single solo circuit on the Hols on 16th Oct 1949, after which I was promoted to fly the "Tutor".

Len Dent was rather younger than me, but had done some gliding before. I now infer that he had been gliding with the ATC, and presumably flew the Tutor without having to solo the Hols first as did an ab-initio like me.

My recollection was that the Hols was rather shabby. It had no instruments, and its handling was quite a surprise to me after learning to handle the T 21 and with no other flying experience. I still recall how reluctant it was to turn, do doubt due to considerable aileron drag.

I expect this was the same Hols that Len flew in 1946. The story was, if I recall correctly, that it had formerly been condemned and was supposed to have been scrapped, but had been "saved" and came in useful. I have no recollection of what happened to it or for how long it was used subsequently as a first solo machine.

This is probably all trivial stuff, but I pass it on to you in case it is of some interest.

With best wishes
Douglass Collinson"

"To the Editor

I have just received my copy of VGC News No. 66. Congratulations on an excellent issue. I always look forward to receiving my copy.

May I draw your attention to one small inaccuracy on page 6 under the heading "Rally News" "Gliders present" the entry "Eon Olympia BGA 796 Ken Maynard and Julie!" should read "Ken Maynard and Susanna Blair Mooring". I would be very grateful if you could find space to correct this in your next issue.

Best wishes
Yours sincerely
Ken Maynard"

We apologize for the slip and hope that it did not cause any embarrassment, Ken!

WANTED

Rhönspërber drawings are still urgently wanted by the VGC. However, from the few drawings that we actually hold, it is noticed that there are two different fuselages of 5,146mm and 6151mm lengths.

Nose of fuselage has also been lengthened ahead of bulkhead 5, from 1250mm to 1345mm, to maintain C of G posi-

tion. Bulkhead 5 was taken to be approximately in line with the leading edge of the wing. We would like to know for our records when the fuselage modification took place. The lengthening of the fuselage by over 1 metre was obviously to improve pitch and yaw stability for cloud flying. Increased cockpit length for the pilot would also have been welcomed. We think that the extant BGA 260 which was built in late 1935 has the short fuselage. We believe that the Flugzeugbau Schweyer built 100 Rhönspërbërs.

Was the fuselage length changed before it went in to mass production, or afterwards? We believe that the fuselage was lengthened in 1936, but could we please have confirmation?

Hütter 28

How many H.28s were there?

The VGC has only the following information which may not be complete:

1. Prototype 1934 OE-Kinsky. Austria 1934. Due to ideal support from the Austrian Aero Club, in particular by its President Fürst Ulrich Kinsky, the prototype was designed and built in 12 weeks (Fürst = Prince).
2. Home Built 1934/38? Saaz-Fritz Taschner, of an Austro/German Group in Czechoslovakia, i.e. Verband Deutscher Flieger (VDF).
3. D-15-944. It was presented being towed by one of the first Volkswagens during the 1939 Rhön Contest.
4. HB-223. Built in Switzerland. It was included in the 1941 Swiss register. Home-built?
5. OY-56, OY-DOX. Homebuilt in Denmark. Finished in 1943.
6. Zimbabwe. H.28. Completed 300km Coal flight on the 8th day of the 1962 Rhodesian National Contest flown by Corney Meyer. It was only his second cross-country in a glider.

From the above information, it would seem that more than one set of drawings existed, and that they were located in different countries. As VGC members are very enthusiastic to build more than one H.28, we urgently ask anyone who has them to lend them to C. Wills for photocopying. We would return them almost by return of post.

Of the above H.28s, only HB-223 (airworthy) and OY-DOX are known by us to exist. The former is with Eugen Aeberli near Bern, in Switzerland, and the latter, which is not yet airworthy, is with Dale Busque in the USA.

Wanted

Mike Beach is very interested in vintage model aircraft as well as full size. He would appreciate if any VGC members should have any early model aircraft magazines, kits or engines that they wish to dispose of. Tel: 01-892 9975.

FOR SALE

LO 100 - built in 1961 by Oberlerchner in Austria with parachute and instruments. Offers to Weisse Möwe Wels, J.Ecker, Postfach 66, A-4601 Wels, Austria.

L-Spatz 55 - Telephone 07132/6333 during daytime. (Germany).

Grunau Baby 2b - built in 1961 with C of A and Hütter H.17A with C of A.

Both aircraft have been basically overhauled. Tel: 0043 72498775 (Austria).

Slingsby SKY - BGA 698 with closed wooden trailer. Owner Colin Golding. Basic Instruments + Cook Compass. Radio and barograph extra. £2,700. Tel: evenings

0670-51284 - work 0670-713477. Address: 15 Whiteacres, Stobhill Grange, Morpeth, Northumberland NE61 2UT.

Exchange of a Caudron C.800 - for a T.21b - Christian Ravel, Aérodrome, 6 bis, Avenue P. Mendes, France, 49240 Avrillé, France. Tel: 41 34 26 49. Telex: NJJ 723020 F.

Ka-1 - Belgium, in perfect concours condition with trailer. Only two are left... one in Germany, the other in Belgium. Its owner: Peter De Cock, Visserstraat 137, 8350 Damme-Moerkerke, Belgium, Tel: 050-386992, is forced to sell because of another project. 00-ZVL is orange with transparent wing and tail. Price 250,000. Belgian Francs.

Olympia Meise - with metal enclosed trailer - Thoby Fisher, 36 Worall Road, Bristol BS8 2UE. Tel: 0272-736135.

Grunau Baby 2b - Needs extensive rebuild. Contact: Harry Chapple, c/o RAFGSA Centre, RAF Bicester, Bicester, Oxon.

Open Trailer - fitted for Ka-6. Suitable any 15m or less. £300 o.n.o. VGC. Ring Jane Ballard 0256 87553.

Scheibe Specht - airworthy with open trailer and basic instr. Contact: David Hirst, 9 Pilling Street, Bury, Lancs, BL8 1NE. Tel: 061 764 3313



Monoral kit - complete kit and plans, papers. Spars being modded.

Valmet 1600cc - Skimobile engine. £50.00.

Contact: Pamela Hatch, 42 Blake Hill Crescent, Parkstone, Poole, Dorset BH14 8QS. Tel: 0202-709437.

FLUGSPORT TO BE REPRINTED?

There has been a move to reprint the famous Oskar Ursinus gliding and powerflying magazine 'Flugsport' in all its 36 years, in yearly volumes, from 1909-1944. This will cost DM 187 per year's editions. The most modern reproduction techniques will be used. Flugsport was brought to an end under a hail of bombs in September 1944. Those interested should write to: Manfred Zuerl, Aero Verlag, Antiquariat, Fliederstrasse 4, D-8067 Petershausen, W. Germany. Tel: 08137/05956. Fax: 08137/2164.

 <p>SKYWAYS THE JOURNAL OF THE AIRPLANE 1920-1940 Leo Opdycke, Editor</p>	 <p>W.W.1 Aero THE JOURNAL OF THE EARLY AEROPLANE Kenn Rust, Editor</p>
<p>W.W.1 AERO (1900-1919), and SKYWAYS (1920-1940):</p> <p>our two Journals, which contain:</p> <ul style="list-style-type: none">• information on current projects• news of museums and airshows• technical drawings, data• photographs• scale modelling material• news of current publications of all kinds• historical research• workshop notes• information on paint and color• aeroplanes, engines, parts for sale• PLUS: your wants and disposals• PLUS more... <p>Sample copies \$4 each.</p>	
<p>Published by: WORLD WAR 1 Aeroplanes, INC. 15 Crescent Road, Poughkeepsie, NY 12601, USA (914) 473-3679</p>	

OBITUARY

With sadness, I inform you of the death of **Jeremy Menzies**, who was found dead on December 11th 1988.

My association with Jeremy goes back many years, and it became very clear to me that Jeremy's most predominant interest in life was the restoration and care for vintage transport of many kinds, although his first love was always for vintage gliders. At this point our interests coincided.

All who came to know Jeremy soon learnt that he had many skills, one of which was the finishing-work on sailplanes, a grand example of this was his work on the Rhön-sperber owned by Roddi Morgan. In everything he undertook, he achieved near perfection and time was certainly not a consideration.

It was ten to twelve years ago that I introduced Jeremy to the Bath and Wilts Gliding Club, after he had been for some time at Tangmere, which consisted of just four individuals, an F100 and length of parafil. Many a circuit was done in Fauvette and Grunau with Roddi Morgan, Ian Sims and Jeremy taking it in turns. Alas, Tangmere is now a Council depot, much to Jeremy's disgust.

Jeremy enjoyed his flying at Keevil and there made many friends in the club, and introduced the joys of flying vintage gliders to many club members. His wit and in-depth knowledge of aircraft of all types and his superb ability to recall their names and various attributes of these aircraft we will surely miss. Many a long evening was spent discussing pro-

jects for the future, after we finished the projects that we were already working on together.

It too must be mentioned that Jeremy often put himself out in order to help new members of the club and encourage them to take an active role in various aspects of the running of the club. His friendly advice and help, I'm sure many of the club members will remember and miss. Indeed my family and I will miss Jeremy and the hours spent playing Scrabble and flying model aircraft or kites in the fields behind our houses in Dilton Marsh. This is a thing my children will surely remember all their lives.

Jeremy was cremated in Bath on December 16th, the cremation attended by family, friends and gliding club colleagues. His ashes were scattered from the Auster over the airfield at Keevil.

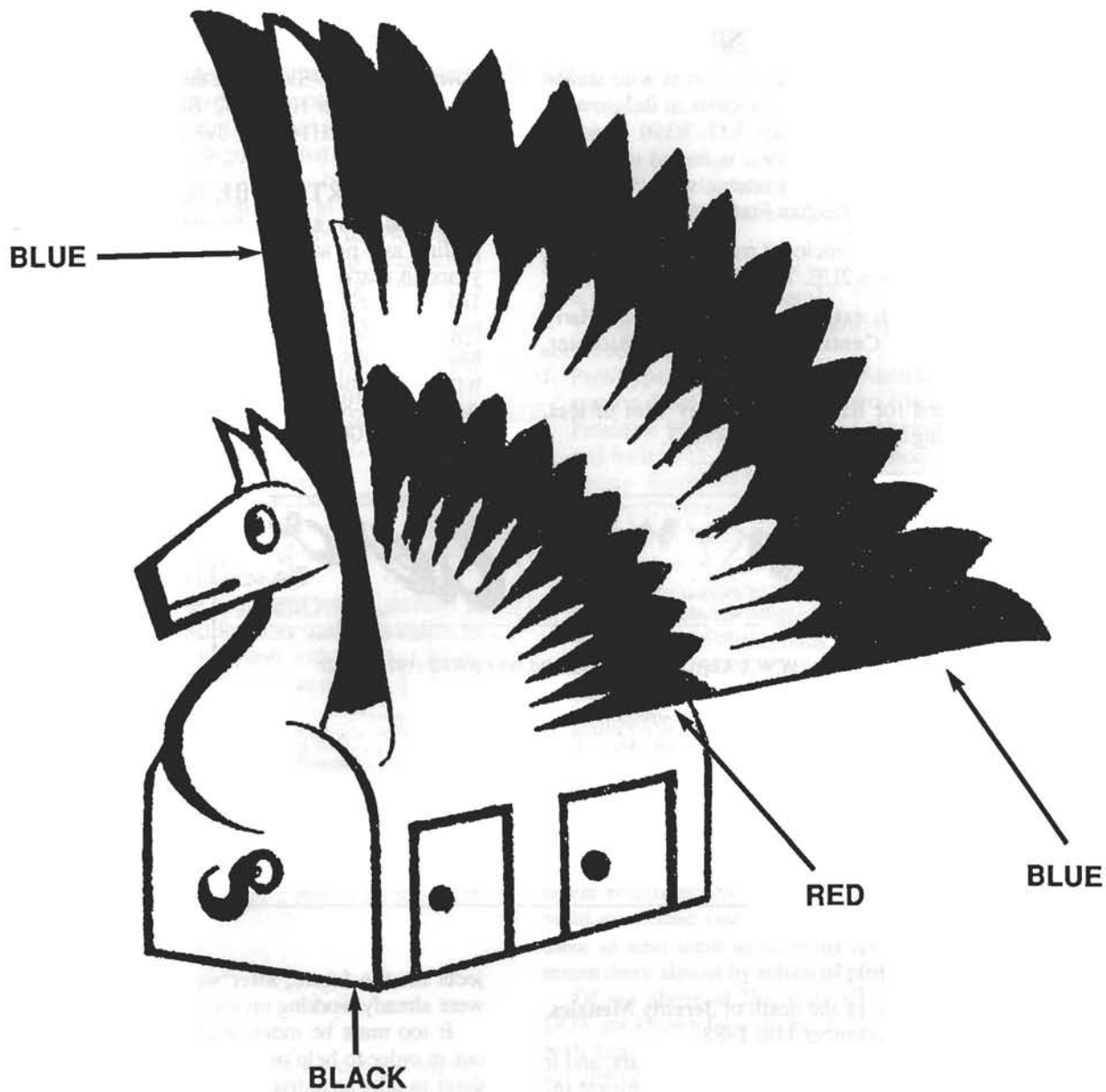
David Strange

Memories of RAF Ringway Cont:

AFEE finally moved down to RAF Beaulieu in Hampshire in late 1944 where it was disbanded in 1946.

Memories fade after over forty years but I hope that these will give some idea of the numerous behind-the-scene activities at RAF Ringway and elsewhere which preceded the massive airborne operations - some more successful than others.

*Michael Maufe
Ex Flight Lieutenant RAFVR*



This was the unofficial AFEE motif done by Kennington.

Published by:

C. Wills
Wings
The Street
Ewelme
Oxon
Tel: 0491 39245

R. Traves,
Rose View
Marden Road
Staplehurst
Kent
Tel: 0580 891625

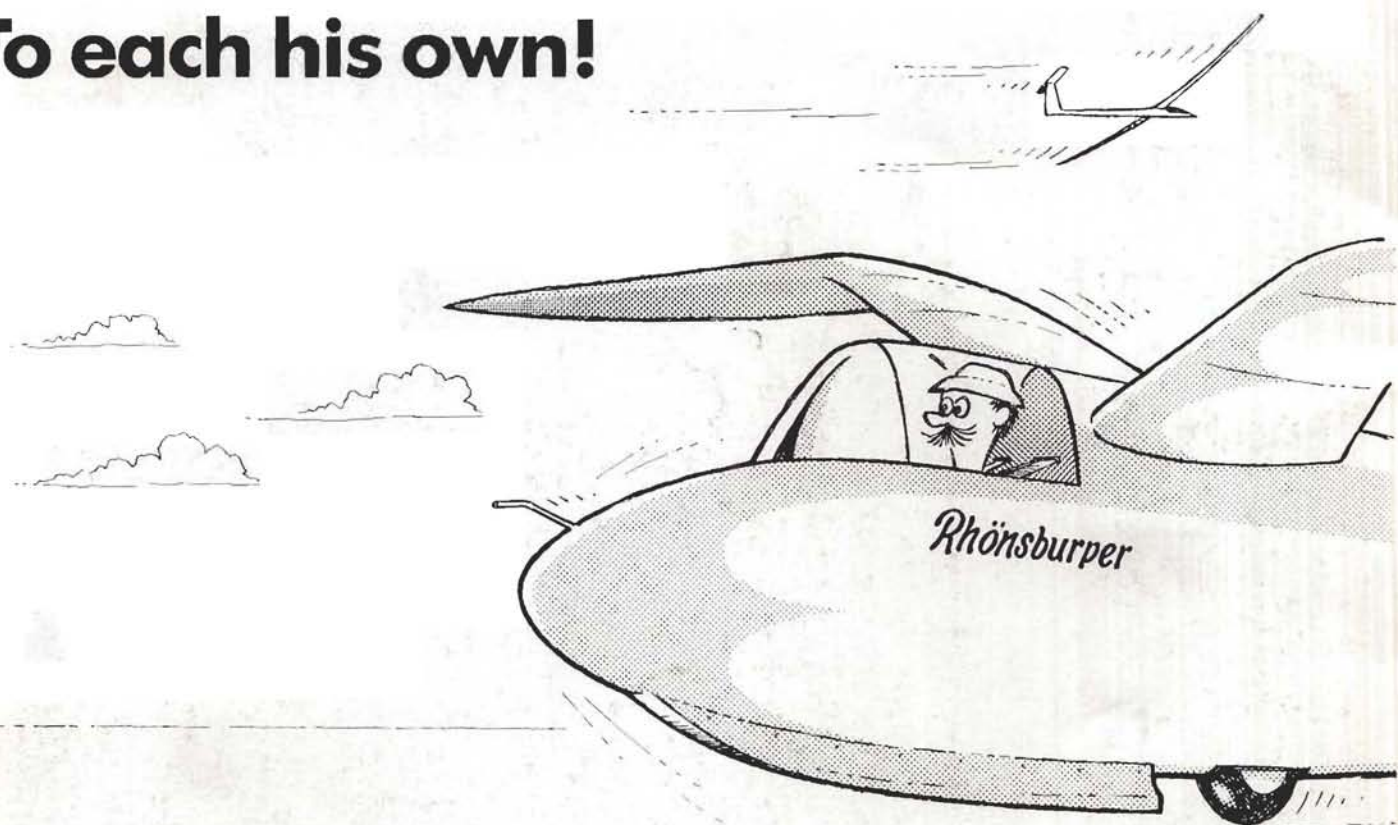
Typeset in Times using Quark Xpress™ on the Apple™ system by Roger Booth Associates
18-20 Dean Street, Newcastle upon Tyne NE1 1PG. TEL 091 232 8301



The Lasham Centre



To each his own!



Many pilots think the ultimate in flying is streaking around the sky at 100 plus, while reclining in a cockpit crammed with electronic gadgetry.

Others however, derive just as much pleasure from scratching about in something that smells of wood and fabric dope, sitting upright with their eyes glued to the little red and green balls jiggling up and down!

If you happen to fall into the second category, but your insurance company thinks 'vintage glider' means something built around 1970, maybe it's time to talk to Mowbray Vale. Since we insure about 90% of all vintage gliders in the UK — why not join the club?

Of course, should you want to talk about any other insurance problems at the same time — such as your car, house, boat etc. (Vintage or otherwise!), we will be happy to give an equally competitive quote.

*Contact Carol Taylor or Stephen Hill on
Thirsk (0845) 23018 — 24 hr. Ansaphone Service.*

Or write to:

MOWBRAY VALE INSURANCE

8 Castlegate, Thirsk, North Yorkshire YO7 1HL.

Telex: 587470

Represented at Lloyds

Fax: 0845 25483