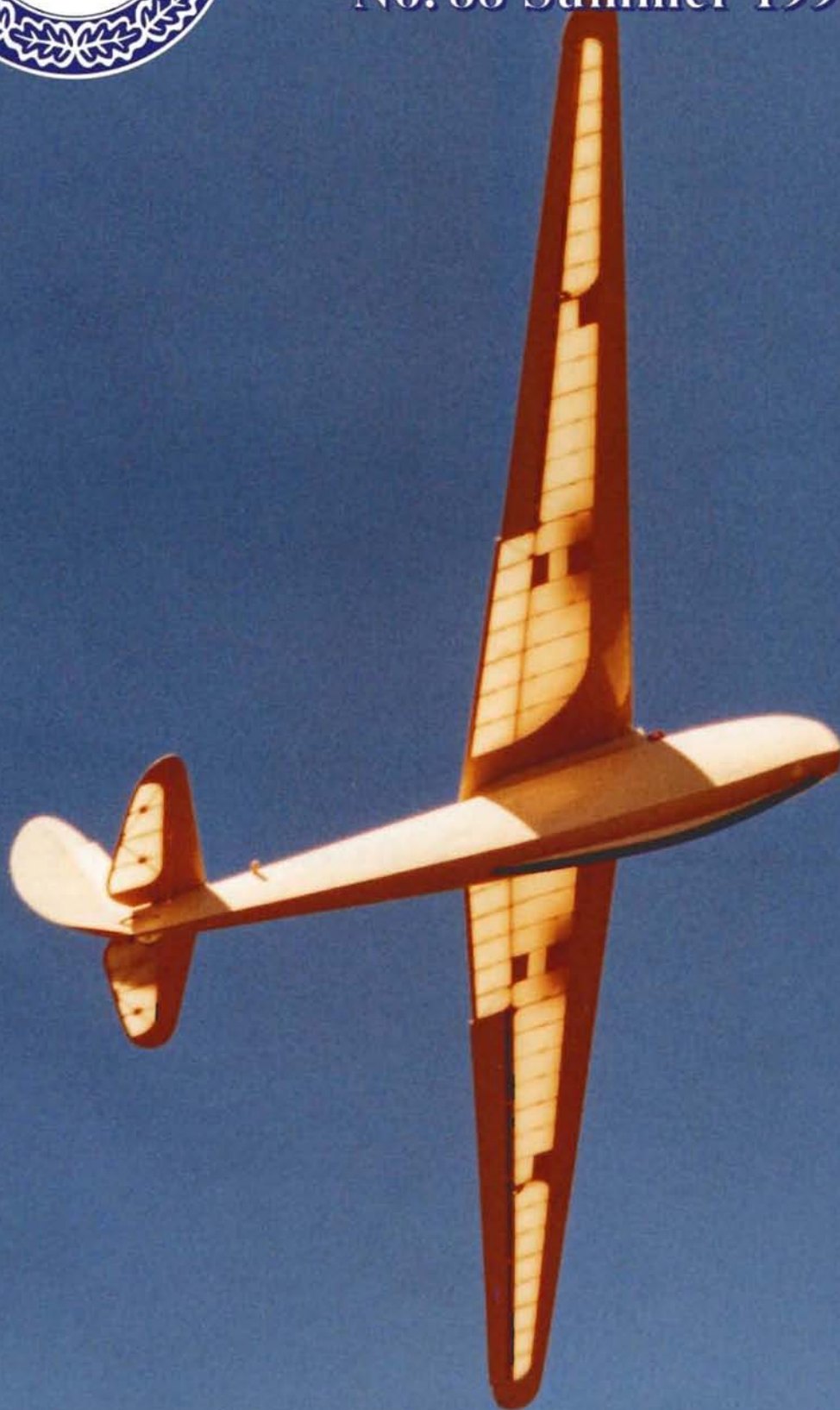




VGC News

No. 88 Summer 1996





Objectives of the Vintage Glider Club

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

Diary Dates in 1996

♦ 29 July–4 August, Czech Republic

Rendez Vous Rally

Rano u Loun, Czech Republic.

Contact; Joseph Mezera,

Malepky 2233,

CZ-440 01 Louny

Czech Republic.

♦ 6–15 August, Hungary

24th International Rally

Contact; Laslo Meszaros

Pf;23 u.04, H1092 Budapest, Hungary

Tel and manual fax +36 1 217 0220

♦ August Bank Holiday Week, Sutton Bank

Annual Slingsby Rally

Yorkshire Gliding Club

Contact; Margaret Gomershall

Tel 01845 597237

See page 22 for other National and International Rallies

NOTICE TO ALL MEMBERS:

The Rally Secretary is Graham Saw.

Please forward details of any 1996 VGC Rallies you may be planning to: G. Saw, 16 Prince Andrew Close, Maidenhead, Berks SL6 8QH. Tel: +44 (0)1628 776173

Officers of the Vintage Glider Club

President – Chris Wills

Vice Presidents:

Hans Dijkstra (Netherlands)

Willie Schwarzenbach (Switzerland)

Committee:

David Shrimpton – Chairman

Austen Wood – Treasurer

Mike Birch – Technical Officer

Colin Anson – Sales Officer

Graham Saw – Rally Secretary

Ian Dunkley – Secretary

Graham Ferrier – Editor

Geoff Moore – Technical Records

*See VGC News 87 for full list of
International Council Members*

We welcome contributions and photos but we cannot be held responsible for the loss of unsolicited material. To help ensure their return, material should be clearly identified and accompanied by a stamped, addressed envelope. We take great care to ensure that what we publish is accurate, but cannot accept liability for misprints or mistakes.

The views expressed in this Newsletter are those of the contributors and do not necessarily represent the views of the Editor or the Vintage Glider Club.

VGC News

No. 88 Summer 1996

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FROM THE CHAIRMAN

As members will know, the VGC holds an extensive library of original design drawings at the Lasham Vintage Gliding Centre. These drawings are possibly the only copies in existence so we have a responsibility to ensure that the information contained on them is safe for the future.

The VGC has recently approached a specialist company with a request for them to provide us with a price for reproducing the drawings and information currently stored at Lasham. The company has also been requested to advise the VGC on a procedure for indexing and accessing the drawings for future reference and reproduction. We have asked that the VGC be provided with two copies of the proposed media, fiche or microfilm, which can then be used to reproduce drawings, using Industry standard equipment, and also for a cost for providing the VGC with an on-demand printing service for members. The intention will be to charge sufficient to cover the cost of the task above and to maintain the service.

The company has been given a written statement of requirements and we are expecting a quotation within the next few weeks when we will be able to make a decision whether or not to proceed. The subject of copyright is also something that requires investigation; I will keep you informed over the coming months.

Here in the UK the weather is very unsettled for the time of year and one can only look forward to the International Rally in the hopes of enjoying some hotter (and drier) weather. We are hoping for a large and successful rally which, combined with the Hungarian National celebrations this year, should make for a memorable occasion. See you there.

PRESIDENT'S ROOST

While the flying at our Haddenham Rally was on the whole excellent with pilots getting away from low heights, the President did think that there were some heart-stopping low, slow approaches that were not necessary. The Undershoot area consisted of a railway, an embankment, power cables, a field of Rape and the hard peritrack. It is hard to imagine another Final Approach like it. Thanks to our very docile, but irreplaceable old gliders, there were no accidents... We should not take advantage of the good qualities and tolerance of our aircraft.

One is tempted to state the old proverb. "There are Old pilots and there are Bold pilots, but there are never Old and Bold pilots". There was no excuse for short landings with the whole of the airfield's green runway stretching to the horizon

Front Cover: Mike Birch's first flight in the newly restored Avia 40P over Le Blanc, France 29 May 1996. "Comme un Ange dans le ciel, enfin le ciel de la France".

Photo Graham Saw.

before them. We apologize to our hosts for not setting a good example to the young (and older) members of the Upward Bound Trust and we promise to do better next time.

CLUB NEWS

Subscription Renewal from Ian Dunkley

There are still many members who have not yet renewed their membership for 1996 which means that unless they do so by September, this will definitely be the last newsletter they will receive after having had two issues free. We cannot justify continuing to assume they have just forgotten.

Reminding you of the note in the last issue, the label on your envelope shows both your membership number and your year of payment. I know that last time some people threw away the envelope before they had read the item. This time you know, so please check now and let me, or your country representative, know if the details are not correct.

To make it easier, and cheaper, for overseas members to renew, we now have Overseas Membership Secretaries who can be paid in the local currency. Names, addresses and fees were given on the yellow sheet with VGC News 86 for France, Germany, Netherlands, Switzerland and the USA.

We can now add, **Belgium**, Belgian Veteran Glider Club, Rue de Porcheresse 11, B5361 Mohiville – Hamois, **Australia**, Alan Patching, 22 Eyre St. Balwyn, 3103 Aust\$. Contact Alan on (03) 98175362 for details of payment, **Brazil**, Frederico Fiori, PCA Eugenio Jardin 34 Ap. 102, CEP 22061 040 Rio de Janeiro Brazil. As exchange rates will vary from time to time, overseas members are asked to contact their own membership secretary for the exact fee each year. Any member in these countries who has not paid for 1996 should send the money to their Secretary as soon as possible.

I would like to hear from anyone in Ireland, Italy or Hungary who would like to be Membership Secretary for their country. If you live elsewhere and would like to build up memberships just let me know and I will send you some back issues of VGC News to help you recruit.

Ian Dunkley, VGC Membership Secretary, Derby and Lancs Gliding Club, Camphill, Tideswell, Buxton SK17 8RQ

VGC SALES

Please note that due to attendance at various rallies (Pavullo, Rendezvous and Farkashegy) the VGC Sales team will not be available between mid June and the end of August. Any orders received during this period will be despatched as soon as possible in September.

AGM

As usual the Annual General Meeting of the VGC will take place during the International Rally at Farkashegy.

COPY DATES

Material for inclusion in VGC News has been arriving at the editorial desk in a fairly random manner, which has been one of the reasons for late publication recently. With a great effort the Spring issue was back on our thrice yearly schedule. For the next issue, which will be published in mid November, we would like all copy to be sent to either Chris Wills or myself by 15 September. Ed.

ADVERTISEMENTS

In every issue of the VGC News there are three types of adverts, The Blue Pages, the Classified Ads and the Commercial Ads. The VGC profits from the first, the member profits

Annual Dinner

The VGC Annual Dinner and Prize-giving will be hosted by the Buckminster Gliding Club at Saltby Airfield, nr Grantham, Leicestershire, on September 28th. The Airfield is 15nm SE of Nottingham and 20nm NE of Leicester.

Bring your gliders and fly on Saturday and Sunday. Camping and Caravanning are welcome on the airfield. The Dinner will be held at a near-by establishment. To reserve your place and to enquire about the menu, contact Neil Scully, Tel 01522 810302.

from the second and the dealer profits from the third. We urge all members to patronize all three as much as possible.

Rallies

UPWARD BOUND TRUST. HADDENHAM THAME. Saturday, Sunday, Monday, the 4th, 5th and 6th May '96, by Chris Wills.

Haddenham does it again FOR THE SIXTH TIME!

SIX out of SIX RALLIES there have had good weather and an excellent spirit. How do they do it? There was a cold wind from the North East or thereabouts, on each of the three days giving instability to cloudbase at 5,500 ft. If it was cold on the ground, it was really cold for the pilots in open machines at cloudbase at 5,500 ft. However, for those on the ground, it was warm in the sun and even warmer for us when we met the old troop carrying glider pilots of the Glider Pilots Regiment.

The following gliders took part in the Rally, although some of them were not present on every day. (Please accept our apologies if we have missed anyone out.)

Slingsby KITE 1 BGA 400 camouflaged as it was in 1941.- Peter Underwood.

Slingsby KITE 1 BGA 251 – Bob Boyd. – received its first C. of A. in March 1936.

Slingsby PETREL BGA 651 – Graham Saw.

CONDOR 4 BGA 2292 – Mike Birch.

Slingsby PREFECT BGA 701 – Norman Wilton Jones.

Slingsby PREFECT BGA 815 Air Chief Marshal Sir John Allison.*

HUETTER H.17a BGA 490 – Nick Newton.

MU 13 D-3 BGA 2267 – Geoff Moore.

SCUD 3. BGA 684 – Ted Hull.

FALCON 1 (Falke) BGA 3166 – Mike Beach.

Slingsby SWALLOW BGA 3823 – Ray Whittaker.

Slingsby T.31. ("Blue Brick") BGA 1376 – Colin Anson. David Bramwell.

Slingsby T.21b BGA 2725 – Upward Bound Trust.

Slingsby T.21b BGA 3160 – Upward Bound Trust.

L-SPATZ . BGA 2276 (formerly D-1263) – Vernon Jennings.



Jack Caslaw in Peter Underwood's Kite 1 (BGA 400). Jack was the Chief Instructor of the nucleus of the Army Glider Pilots being trained at Haddenham in 1941. He then flew Horsas into N. Africa, Sicily and Arnhem. After the war he became the first CFI of the Upward Bound Trust. Probably, he would have flown this very Kite at Haddenham in 1941.

Photo C.Wills.

*Sir John Allison asked Mike Beach to bring his Prefect to our Rally. Accordingly, Mike did this and was aerotowed from RAF Halton on the Sunday. Mike got to over 4,000 ft soaring in thermal lift near Haddenham, and in the evening, the Prefect was aerotowed back to RAF Halton. The Air Chief Marshal would have liked to have attended our Rally himself but he was too busy working for the RAF, (flying a Spitfire at the Duxford Show) There were also two Ka-13s in wonderful condition which had just been purchased by the Upward Bound Trust with money that had been allocated by the National Lottery. The Ka 13s are to replace their very aged T.21bs, one of which is now for sale.

On SATURDAY 4th MAY, there were 82 winch launches. As the light wind was not exactly lined up with the runway, it was extremely difficult to get away from the sometimes low winch launches. It was a question of being at the right place at the right time. Nevertheless, some brilliant flights were carried out, getting away from as low as 700 ft up to 5,500 ft. Once up at cloudbase it was possible to remain there for a long time. Mike Birch and George Izera were able to get away from 700 ft in the super high performance and heavy CONDOR 4. They flew for 1 hour 28 minutes getting to over 5,000 ft. Bob

Boyd got away up to 5,000 ft in his KITE 1 for 51 minutes. Sid Davies had 1 hour 14 minutes in the PETREL. Norman Wilton-Jones had 1 hour 20 minutes in the PREFECT. At 5,500 ft, he experienced the real cold associated with open cockpits at altitude which was so much part of old time flying. Graham Saw had 1 hour 26 minutes in his PETREL and so this was the longest duration flight of the day.

Steve Bonser and Mr Marsh flew one of the Trust's T.21bs for 31 minutes. These were the longest duration and highest flights on the first day of the Rally but there were many other flights of shorter duration.

SUNDAY 5th March. On this day, there were 82 launches. The proceedings of the day were over-shadowed by a mid-air collision between one of the Upward Bound Trust's, new for them, Ka-13s and a Grumman single engined light aeroplane from Elstree. The Ka-13 lost 3 ft off one wing tip, but the aeroplane went in to a shallow dive, from which it never recovered before hitting the ground, some way away from Haddenham. Its pilot was killed. Reports suggest that he might have been unconscious after the collision. The accident is under investigation by the C.A.A. We send our deepest sympathies to everyone involved.

In spite of some over development later, there were a surprising number of thermal flights, at least during the first part of the day.

Among them were:

- 29 minutes by Concannon in a KITE 1.
- 28 minutes by Bushell in the MU 13D-3.
- 19 minutes by Mike Birch in the MU 13D-3.
- 37 minutes by Clark in a KITE 1.
- 24 minutes by Steve Bonser and Cliff Whiting in a T.21b.
- 1 hour 20 minutes by Ted Hull in his SCUD 3.
- 42 minutes by Concannon and Culcott in the T.31.
- 43 minutes by Bob Boyd in his KITE 1.
- 32 minutes by Clark and Dixon in a T.21b.

MONDAY 6th MAY.

On this day, there was a fresh breeze blowing down the runway and this allowed for some good winch launches. About 100 winch launches were achieved on this day.

1 hour 32 minutes were achieved by Ray Whittaker in his SWALLOW.

49 minutes were flown by Dave Bramwell in the PETREL.

2 hours 52 minutes were flown by Graham Saw in his PETREL.

32 minutes were flown by Galbraith in a KITE 1.

1 hour 24 minutes were flown by Geoff Moore in his MU 13D-3.

On Monday the 6th May, the ashes of JOHN SPROULE were sprinkled over Haddenham from the Falcon 1 in a thermal. John had been very much a part of Haddenham in 1941 during the initial formation of the Troop Carrying Glider Pilots' Regiment. Also he had been enthusiastically behind the building of the replica FALCON 1 and had built part of it at home.

It was, bar the tragic accident which luckily did not involve a VGC member, a most successful Rally and all our thanks go to Peter Chamberlain and the Upward Bound Trust for giving us this sixth consecutive tremendous experience. Particularly unforgettable was our chance to meet JACK CASLAW, who was at Haddenham in 1941 flying Kite 1s during the initial formation of the Glider Pilots' Regiment. He had later flown Horsas in to North Africa and Sicily and

had been the original founder of the Upward Bound Trust and its first Chief Instructor.

We photographed him in the camouflaged KITE 1, which he had flown at Haddenham in 1941. Then there was ARTHUR PROCTER who had flown Horsas during D-Day and Arnhem and GODFREY FREEMAN who had taken part at Arnhem etc. There was BOB RANDELL who had taken part in retrieving Horsas to Britain from Normandy etc. He and others have specialized in building superb models of the invasion gliders and their towplanes. This year, he displayed a brilliant little model of a Horsa cockpit complete with pilots in camouflaged smocks, instruments and a coffee stained map!!! etc. etc. There were many others and their warm friendship towards us was very evident.

Bob Randell informed CW that the Horsa building plans were still in the USA for the possible construction of a Horsa from South American timbers for static exhibition. We hope that these drawings will end up in the Army Flying Museum at Middle Wallop so that, if possible, Horsas can be built here.

Chris Wills was very happy that our Booker Team had brought the CONDOR 4, PETREL, PREFECT and HUETTER H.17A and that they had some good flights in them.

Mike Beach writes: "The Red 'PREFECT' arrived at Haddenham on Sunday 5th May after being launched by aerotow from Royal Air Force Halton. This glider is the property of Air Chief Marshal Sir John Allison KCB,CBE,FRAeS. He is President of the RAF Chilterns Gliding Club and is an enthusiast for vintage gliders, owning the KITE 1 BGA 394, and also a GRUNAU BABY 2B. Unable to attend personally as he was flying a SPITFIRE at the Duxford Air Display (this was to celebrate the 60th birthday of the Spitfire and there was a traffic jam of cars 17 miles long waiting to go and see the show). Air Chief Marshal Sir John Allison used to fly that very PREFECT at the Coventry Gliding Club, Husbands Bosworth, in the late 1950s when he was between 14 and 18 years old.

MONDAY 6th MAY. Mike Beach's 'FALCON 1' was aerotowed from Royal Air Force Halton, being flown by Flt.Lt Lacey. It was landed at Haddenham after the Ashes of John Sproule had been sprinkled from the glider as a fitting tribute to his memory."

Peter Chamberlain writes: "Graham Saw's Slingsby Petrel was undoubtedly the finest glider seen on the field for some years and gained many admiring comments from all present. I can only say that it flies as well as it looks and I thank Graham for having the guts to let me, and several others, fly it. This is not to say that he did not have a good go himself especially with a near three hour flight on the Monday afternoon.

Monday morning saw an Australian TV crew present to take the opportunity to interview some of the wartime pilots about aerotowing on operations, their filming being aided by using Peter Underwood's camouflaged Kite 1 as a backdrop to the conversation, along with some footage of a quick launch and circuit. Peter was muttering for hours afterwards because he had flown through a huge, ten knot thermal but had to ignore it to land just in front of the camera. The cameraman was also muttering for hours because he hadn't realised Peter would stop in about ten feet once the skid had touched! The filming was for the Discovery Channel to be included in a programme about aerotowing."

We are already looking forward to our next Rally at Haddenham. Thank you for having us and please may we come again. C.W.



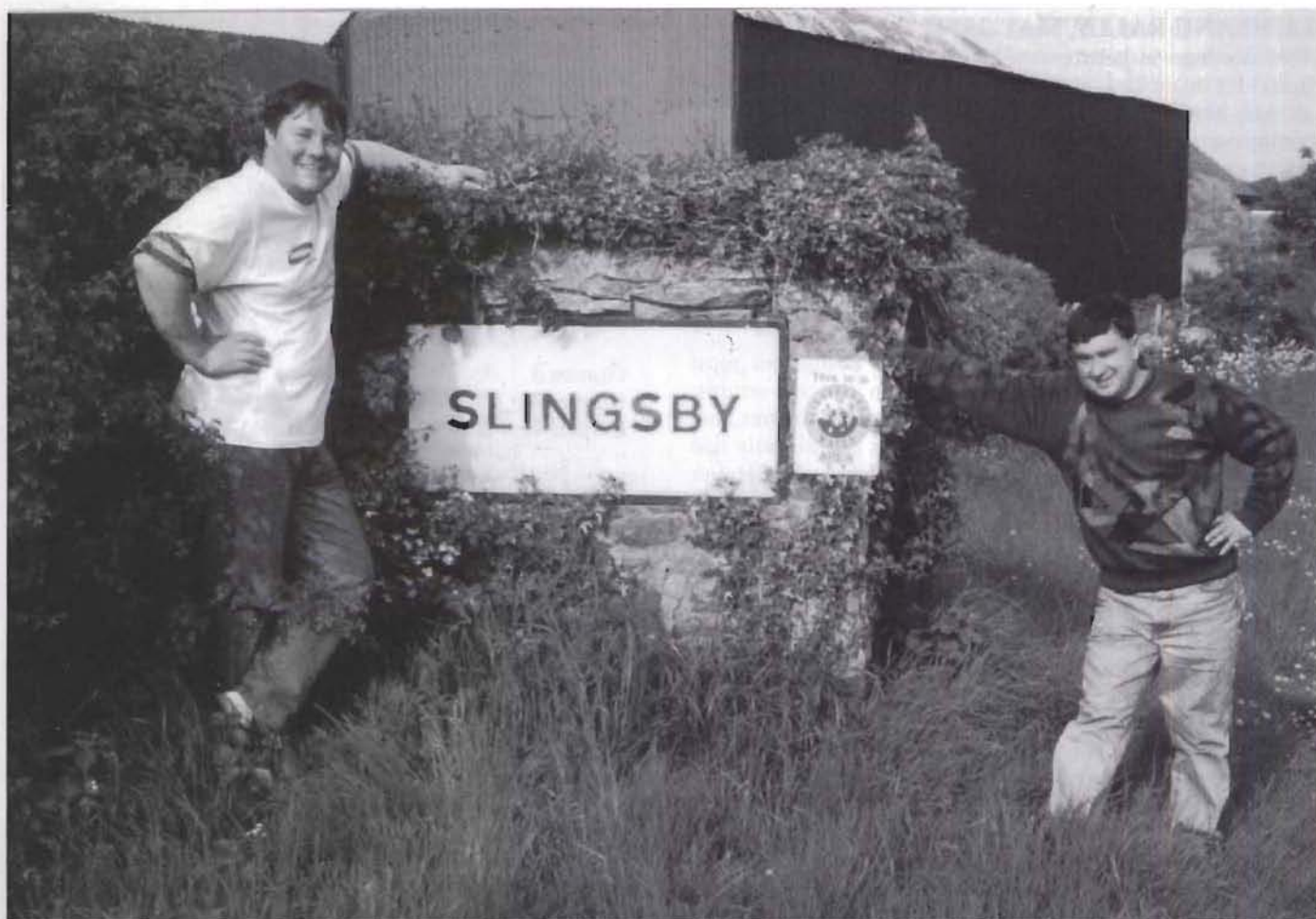
Graham Saw and his much-admired Slingsby Petrel (BGA 651) which is probably one of the best restorations ever carried out.

Photo C.Wills.

BRITISH NATIONAL RALLY

An interim report on the British National Rally held at the Yorkshire Gliding Club, Sutton Bank, 25-31 May.

Although the hospitality offered by the Yorkshire Gliding Club was as warm as ever, the weather was not kind to us and there was either strong wind or low cloud which prevented vintage flying on all but two days. Tony Maufe, who arranged the rally, had been anxiously waiting for a change from the very strong, cold North Easterly winds which had been



*Mick O'Reilly and John Finnan of the Dublin G.C. with that famous name given to a little village in Yorkshire, (north of York)
Photo by C. Wills on one of the non-flying days.*

blowing for so long. He got the change, but to a strong Northerly wind which was too much for the vintage gliders on all but two days.

Saturday saw most of our gliders flying, with a T31 soaring above the YGC DG500 but Sunday was rained off with low cloud down to ground level.

Sunday evening was enlivened by a party to celebrate the 80th birthday of Mike Maufe who was presented with a cake and gave us a short, impromptu talk about gliding from 1936 onwards (this will be expanded to feature in a later issue of YGC News).

On Wednesday, there was wave about and Peter Philpot, in the Gull 3, went to 7250 ft QFE and Pete and Jill Harmer did 5hrs 30mins in their Ka2b. On this day there were 25 Winch launches for a total of 42hrs 55mins, and 7 Aerotows for a total of 11 hrs 23 mins, giving averages of 1 hr 43 mins and 1 hr 38mins respectively, so the winch launches seemed to be better value!

We were glad to welcome Mick O'Reilly and John Finnan from the Dublin Club, unfortunately without a glider, due to the ferry crossing being even more expensive than the ones to France.

John Lee flew his Huetter 17 on Sunday the 2nd June, after the rally had officially finished..

Our thanks to Margaret, Liz and all the other members of YGC who helped to make this a happy occasion despite the

weather, which still didn't spoil Chris Will's appreciation of the Sutton Bank scenery.

Gliders entered: (E&OE)

Gull 3, HBZ (BGA 3825) Peter Philpot and Keith Emslie
Olympia 2, ANW (BGA 538) John Mead
Olympia 2b (BGA 2279) Chrissy & Alex Thomson
Harbinger (BGA 1091) Bob Sharman & Austen Wood
Olympia 460 (BGA 2774) Dennis Shepherd
Nord 2000 (BGA 2840) Barry Smith
Eagle T42 (BGA 880) D C Phillips, J Gale & C Bushell
Olympia 460 (BGA 1334) D C Phillips, J Gale & C Bushell
Ka 2b, K2 (BGA 2147) Pete & Jill Harmer
Kite 1 (BGA 310) Mike & Tony Maufe
Fauvette, ELJ (BGA2768) Ted Hull
Kite 1 (BGA 400) Peter, Peggy, David & Paul Underwood
T31b WT900/(BGA 3272) Neil Scully & David Ormerod
T31b, FDQ Jan Forster
Skylark 3f, BHT (BGA 988) Keith Chichester
Olympia 463, BWE Chris Hughes
Rhoenbussard (BGA2156) Laurie Woodage & Murray Hayes
Gull 1 (BGA 378) Tony Smallwood
Kranich 2b (BGA 964) Chris Wills
Huetter 17a (BGA3897) John Lee
Sky (BGA 686) Peter Teagle

LE BLANC RALLY, MAY 25TH TO 2ND JUNE

This meeting was born, two years ago, from the idea of Brian Spreckley to hold a vintage and classic rally at Le Blanc airfield, home of the European Soaring Club. Due to many commitments, the meeting had to be held on these dates, which unfortunately clashed with the National rally at Sutton Bank.

What transpired was one of the most enjoyable meetings that we have attended, despite only 5 out of 9 days being soarable. During the rally, the weather varied from damp overcast Westerlies, to light winds with 5000 ft cumulus, to several 'blue' days.

We had hoped for some cross-country flying, but most soaring was local, with some 50-70km out-and-returns, (although the Ka 6 clocked up a few hundred kilometres, and the odd field.) The serious duration seekers occasionally had their concentration broken with the lateral flight of the Hutter 17, whose sole purpose was to attack the airfield from as many directions, and ways, as possible. At the end of the day, most gliders found a home in the hangars.

Each morning, Brian Spreckley would give the weather forecast and possible tasks, at briefing. With such expressions as "...a little bit tricky" and "...a real mess at the moment", we were not sure whether he was referring to meteorology or our previous day's flying!

Even on non-flying days (although Willy Jones had a different definition of 'non-flying') there was plenty to see and do. During the day, there were visits to Chateau du Clos-Luce, at Amboise, where Leonardo da Vinci spent his last three years, which is now a museum that includes 40 models of his designs. Anyone who visited Futurascope at Poitiers was certainly not disappointed, and three of the more 'macho' team went to a French version of a bull fight, where two of them took part. One windy day was intelligently used trying to fly an unstable kite.

Dr. Newton's aerodynamic knowledge came to the rescue, with a suggestion to tie a picnic table to its tail - very stable, but no altitude. Then, naturally, a size 9 Wellington boot was tried. Perfect stability!

(Fauvel and Horten pilots, please note.)

During the evenings, there were several splendid Bar-B-Qs and a great evening at the Domaine De L'Tape, with a meal and limerick competition.

The overriding impression was that everyone thoroughly enjoyed the meeting, both in the air and on the ground.

We must have another meeting at Le Blanc, soon!

G. Saw.

GLIDERS TAKING PART

Slingsby Prefect BGA 701

Grunau 3 BGA 2804

Hutter 17a BGA 490

Condor 4 BGA 2292

Slingsby Petrel BGA 418

Slingsby Petrel BGA 651

Ka 2b BGA ???

Ka 6E BGA 1452

Avia 40 P BGA 680

Malcolm Wilton Jones

Geoff Brown

Alan Sands

Nick Newton

Mike Birch

Syd Davis

George Izera

Nikki Mills

Ron Davidson

Graham saw

Rex Moorey

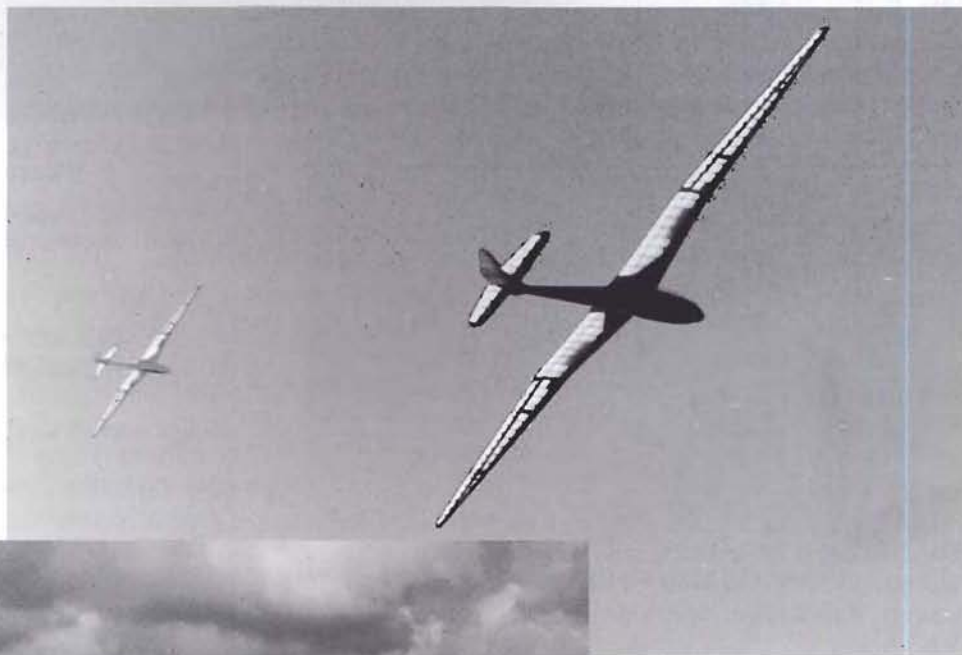
Dave Richardson

Brian and Gill Spreckley

Derrick Staff

Francois Ragot

(Graham omitted to say that the first flight of Francois Ragot's Avia 40P in France took place during the meeting. Ed)



The two Petrels of Graham Saw and Ron Davidson at Le Blanc.

Photo G. Saw.

The rigging crew taking a breather while rigging Alan Sand's Grunau 3 at Le Blanc. (Alan in check shirt)



The Huetter 28-3, built by Earle Duffin, flying over the Wasserkuppe in 1995. Earle modified the design of the 28-2 (with BGA approval) to be more like the 28-3 for his greater comfort.

Features

BUILDING THE HUETTER 28-2/28-3

Earle Duffin

The idea was born at the National Rally at the Long Mynd in 1990. In their excellent Bar with a group of vintage and Mynd members, I learned that my much loved CUMULUS 2F, built in the early 50s, was, in vintage terms, a bit "down market". I had to admit that the sight of some of the beautiful pre-war machines made me envious. So I put the question to the assembled vintage gliding club members in the bar, "How does one acquire a beautiful pre-war gull winged sailplane. Are there any wrecks about which could be rebuilt?" The consensus was that unless I won the pools, I had no chance of getting one.

Then Susy said that "I think Chris Wills has a set of drawings for a prewar gull winged sailplane". As usual, Chris was full of helpful information and sent me 30 sheets of drawings for the Huetter 28-2 with its 12 metre span.

It took time to check and understand these drawings and to build a mock-up of the cockpit (a tight squeeze).

By this time, an issue of VGC News No.70 had arrived with a cover photo of the Huetter 28-3 with a 13.5 metre wingspan. It appeared that the Huetter 28-3 was a stretched version of the H.28-2 with a longer nose and a bigger cockpit. It seemed to me that the only way I could stay in the air for any length of time in comfort was to stretch the H.28-2 to the dimensions of the H.28-3. I realized that this would increase the building problems several fold and that there would be the multi-faceted problem of no stress calculations or data for the greater wingspan. Chris came to my rescue by putting me in touch with his uncle Thoby Fisher (ex-Slingsby and BAC) who helped me with the calculations in spite of ill health. As soon as I had completed my calculations for the main spar and root fittings, I sent them off to Dick Stratton for his thoughts. To my relief, he did not reject them out of hand, but sent them on to Doug Jones. He then became my senior inspector, friend and consultant for the rest of the project. His help and advice were invaluable.

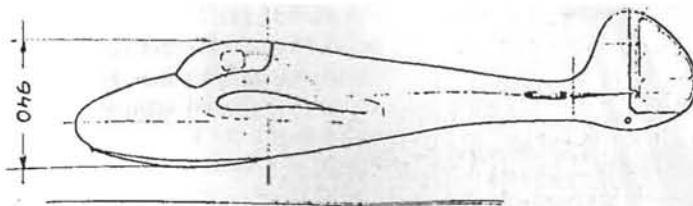
I found the construction both challenging and fascinating, requiring the solving of one problem after another, partly caused by the increased size and partly by my desire to make all controls self-connecting. The fuselage was fun to build... just like my boyhood Keil Kraft kits, but a bit bigger! However, at this stage, I was running into a problem of negative domestic credit points. It seems that, in spite of my best efforts, a stream of wood chips and a daily cloud of fine sanding dust was escaping into the rest of the house to blanket the furniture. When wood chips

were found in the marital bed, drastic action had to be taken. I realized that I needed a large number of domestic credit points which would be used for turning over the wings. So I invested in a big dust extractor.

The wing jigs were made as a flat table for the lamination of the wing spars and a profiled edge for the vertical assembly of the ribs.

After months of making a rib a day, the assembly was nearing completion, when a visiting friend asked: "How are you going to get them out of the basement?" I had measured the H.28-2 but would the 28-3 go through the central double doors? In the event, I had 2 inches to spare! At the time the wings were offered up to the fuselage, either a family party had to supply the extra labour, or my Nimbus syndicate partner would have to drive 100 miles to give a hand.

After the 5th inspection and the rebuild of a warped rudder, Doug Jones requested from Dick Stratton a Permit to Fly. On the 20th May '93, Doug, and more than half the retired members of the South Wales Gliding Club, assembled at Usk to help rig and give the Huetter its first flight. After two low hops at 40 knots, I felt that I had control, so I ventured an aerotow at 60 knots. It was exciting as, at about 75 feet, I got in to the prop. wash of the tug, the left wing went down and ailerons had no effect. However, a full boot of rudder yawed the Huetter to



H 28 III

Dipl.-Ing. Wolfgang
und Ulrich Hütter

Earl Duffin used
the dimensions
given in the
Typenbuch 44 for
his BGA 3982
before the 3-view
drawing arrived
from P.Selinger

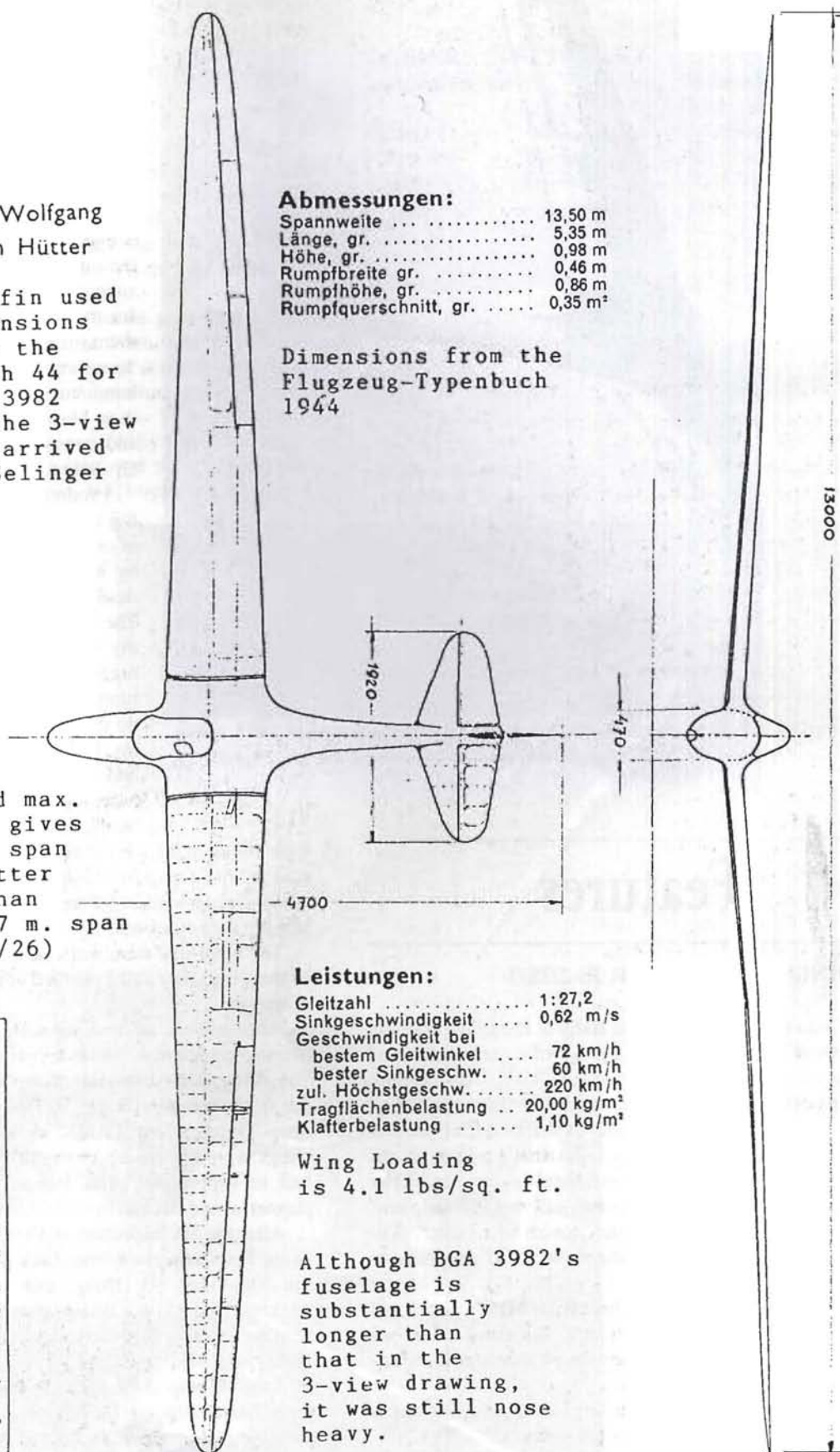
Abmessungen:

Spannweite 13,50 m
Länge, gr. 5,35 m
Höhe, gr. 0,98 m
Rumpfbreite gr. 0,46 m
Rumpfhöhe, gr. 0,86 m
Rumpfquerschnitt, gr. 0,35 m²

Dimensions from the
Flugzeug-Typenbuch
1944

The calculated max.
L/D of 1/27.2 gives
this 13 metre span
aircraft a better
performance than
that of the 17 m. span
"Minimoa". (1/26)

| | | |
|--|------------------------------|------------|
| Technische Hochschule Stuttgart, Studienentwurf. | | |
| gezeichnet: | Wolfgang u. Ulrich Hütter | Salzburg |
| Maßstab 1:25 | H 28 m. | Übersicht. |
| Z.Nr. 1. | | |



Leistungen:

Gleitzahl 1:27,2
Sinkgeschwindigkeit 0,62 m/s
Geschwindigkeit bei
bestem Gleitwinkel 72 km/h
besten Sinkgeschw. 60 km/h
zul. Höchstgeschw. 220 km/h
Tragflächenbelastung .. 20,00 kg/m²
Klafferbelastung 1,10 kg/m²

Wing Loading
is 4.1 lbs/sq. ft.

Although BGA 3982's
fuselage is
substantially
longer than
that in the
3-view drawing,
it was still nose
heavy.

the right, levelling the wings. I should mention that the total throw laterally of the joy stick is only four inches due to the thickness of my legs and the limited width of the cockpit.

Off tow, it responded well to controls, but it had a nose heavy trim and stalled at 38 knots. The whole of the flight had been videoed by John Phillips, and he presented me with a copy complete with the music of "Those Magnificent Men in their Flying Machines".

A number of modifications to improve the effectiveness of the ailerons were made by changing the gearing, stiffening the leading edge of the ailerons, and adding a spring trimmer and 2 lbs of lead in the tail.

It now is a pleasure to fly with a good gliding angle at 55 knots, a min. sink at 40 knots and a stall at 38 knots. Its average flight time last year was 3 hours 2 minutes which included some good flying at the Wasserkuppe, where the first and only H.28-3 flew in 1939.

HISTORY

In our last VGC News, we briefly gave information from Tony Morris concerning 742 German sailplanes on the Polish Register from June 1945, and that they were all off the register by 1953. Tony has now sent the following letter to CW.

Dear Chris, "I was interested to see that in the latest VGC News (No. 87) that you managed to put together my data on German Gliders on the post-war Polish Register. I also sent much the same information to Phil Butler and I have recently received a few comments from him too.

I have further notes and comments. Where did you get information that the pre-war Wrona (Crow) and Zaba (Frog) were built again after the war in Poland? This was not so as far as I know. (CW says that he noticed that they were in the Polish Air Museum at Krakow and, as the Salamandra and Komar (Gnat) in the museum were built again after the war in Poland, he thought that the Wronas and Zabas must have been built again post-war in Poland also. He did not think that any Polish gliders could have survived the war as many were taken to Moscow in 1939 while a very few others entered service with the WL). One Zaba and one Wrona appeared on the post war Polish register and these are both in the Krakow museum – or were, when I was last there in 1992. The Wrona bis from 1937 was registered post-war as SP-447 but I have a note that it was painted SP-127 which is in fact its serial number ("127") but I cannot substantiate this latter fact from the photo I took in 1992. The Zaba from 1938 was registered post-war as SP-402 and was almost certainly the pre-war SP-1265 and was in the museum painted up as 'SP-167'. One pre-war "Salamandra" from 1937 re-appeared on the post-war register as SP-139 and this eventually went to the Krakow Museum also. Almost certainly MANY MORE than the total of registered gliders survived the war in some state or other. Who knows how many, BUT A CONSERVATIVE GUESS MUST BE 1,000, OR PROBABLY NEARER 1,500. The bulk of the POLISH BUILT GERMAN TYPES would have been most certainly assembled from German Components and, or from, salvaged machines, while components and parts from the 1,000-1,500 German gliders were used to keep the 742 German gliders on the Polish Register airworthy. SG.38. Phil Butler says that "Kaerntner" (Carinthian) and "Oberlerchner" are one and the same firm. The factory was at Spittal am Drau, Austria. There is no identity for the one in the Krakow Museum.

Grunau Baby. Remove the line: "16 Polish built". Whether the actual sub-types for these can be sorted out is doubtful

unless anything can be based on the c/ns. Motor Baby. The a/c at the Krakow Museum is SP-213 c/n 1028 from 1938. It was registered until the end of 1953 when problems with its engine caused its withdrawal – that's what the 'tomes' say.

Kranich 2. Phil Butler says that 'MEG' is in fact 'MRAZ'.... 'meq' being the three letter constructor's code for Mraz and 'meq' can be easily misread as 'meg'. Of the two prone piloted a/c, one (SP-124) is quoted as Schneider built. SP-124 suffered an accident in 1948 and was rebuilt at Jezow with a normal front cockpit and controls during 1951/52 as SP-1215, only to be cancelled in early 1953. The other prone piloted Kranich 2 does not have its constructor's number indicated but it is probably Schneider built and was not registered before conversion, as above, to normal form; it received the adjacent marks SP-1216 and survived (on paper that is) only a few months more.

Regarding the Polish built IS-C "Zuraws", the 10 from Poznan were registered in April 1952 and 7 lasted into the 1960s, with the last one being cancelled in 1966. Of the 40 built in Gdansk (Danzig), one is completely unaccounted for, possibly it was a test airframe or an unknown export. The other 39 were registered between April 1952 and December 1953. Many lasted until the mid 1960s, and the latest cancellation date that I have, is March 1970 although I have no idea when it was last airworthy. All "Zuraws", except the unknown one, received "SP" marks and one was exported to Austria as OE-0433 in 1956, being cancelled in the latter country around 1961. The two Zuraw 2s in the Krakow Museum were both built in Gdansk.

"RHEINLAND". The true identity of the one aircraft SP-051 in the Krakow Museum is uncertain as the quoted c/n "B-1939" looks suspiciously like its year of build.

"RHOENADLER". The true identity of one of them, SP-562, is unknown as its recorded c/n is a Polish rebuild number.

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"RHOENBUSSARD". I certainly have Schneider as the builder of two of them. Did they not build the type? (the answer is that the main Rhoenbussard builder was Alexander Schleicher, Poppenhausen Rhoen. (220 Rhoenbussard's built from 1933-1940, but other Rhoenbussards may have been built elsewhere and by groups. ie by the TROMMER-MICHAEL FLUGZEUGBAU at Markoranstaedt near Leipzig, as reported on page 20 of our last VGC NEWS. CW.)

"RHOENSPERBER" no builder or c/n quoted. (100 were reported built by the Flugzeugbau Karl Schweyer at Ludwigshafen from 1935. CW.)

"GOEVIER" The second a/c SP-442, was not cancelled until the end of 1955.

"WEIHE" SP-401 is quoted as being built in 1939 by DFS Darmstadt.

(CW thinks that he was right in assuming that it was an original prewar built DFS Weihe.) I guess that you are right about Jacobs and Schweyer being one and the same, Jacobs Schweyer. I just have not had the time to do research on the builders and so I am more than happy to receive comments from you and Phil on the subject. The one which I quoted as Schweyer built was also built in 1939 and the c/n is suspicious. The Weihe in the Krakow Museum, SP-029, is a 1943 built machine.

"OLYMPIA-MEISE". I see that Schmetz and FSH are one and the same!!! The one in the Krakow Museum is SP-390, and not SP-380.

You are generally correct in your statement that all German built machines had been removed from the register by the end of 1953. The only exceptions were two Minimoas which lasted until June 1954, the above mentioned Goevier – until Dec. 1955, 1 SG-38 until Feb. 1955, one SG-38 until March 1955, and one SG-38 until Dec. 1957; and two Grunau Babies until May 1954; two Grunau Babies until June 1954; one Grunau Baby until August 1954, one Grunau Baby until March 1955 and one Grunau Baby until Dec. 1957.

The above are 'Paper dates' when the C of As were cancelled and so they don't indicate the true condition of the gliders. I need to try to dig out C of A information for that... or individual club records, if such still survive. ... I have so much to do!!

Regarding the new (post-war built?) IS-B "Komars", the first batch of five had all gone by the end of 1955, but the second batch generally lasted much longer.. the last not being cancelled until Dec. 1967.

I wish you good luck in obtaining the true early post-war Czech data.

Oh, if only they would allow you to go through their offices and "scribble" like the Poles have allowed me to do. I am going off to Warsaw in a couple of weeks to update the situation with reference to new data and also to try to access old accident records.

Hope that the above is of interest.

Regards" Tony Morris .. 8th April 1996.

Chris Wills comments... How does he do it? He must speak Polish. If only we could have more like Tony Morris!!

LETTER from Frits Rueth dated April 3rd 96. Extracts.

Frits was working for the Sportflugzeugbau Schempp Hirth OHG during the war with other foreigners, including one with a British gliding badge.

CW met him in America but is now in contact with him in Germany. He has sent many incredible coloured gliding photos from the Teck in 1941/2 and information on the two

seater "MINIMOA" and the H (Hirth) 21 on which he was working.

The two seater "Minimoa" was brought to England in 1937 being towed by a Klemm 25. It was demonstrated in flight by Hanna Reitsch, Eva Schmidt and Wolf Hirth at the London Gliding Club, Dunstable, at Halton and at Camphill. After unsuccessful efforts to sell it to the British, it was towed back to Germany. It took part in the 1937 National Rhoen Contest at the Wasserkuppe but was withdrawn from the Contest because Wolf Hirth's artificial leg was giving him pain. Nothing more was heard of the two seater "Minimoa" by us.

TWO SEATER "MINIMOA". The only flight that I ever had in it was after a repair, on 10-12-1941 and it was quite a remarkable one !!! On that day, there was a very strong and gusty wind and we were aerotowed by the very "weak" Klemm 25!!! The pilot, Richard Glaser, wished to release us at about 3/4 the height of the Teck's West slope, because there would be enough hill lift for us to gain height. So he, and we, thought, but the two seater "Minimoa" tended to go down rather than up.! There was a terrible nose-heaviness and I was having to pull the stick back with all my might, while Clompe was feverishly trying to discover what the problem was. Then, he pulled the release for a second time... and up we went. What had happened? During the first attempt at releasing, the cable had released itself from the Klemm's release hook and we were dangling it more or less in the high Beech trees on the Teck's slope!!! On the next day, we searched for the cable for hours and hours without success. Visibility from the two seater "MINIMOA's rear seat was not too bad. Maybe, during repairs, the back seat arrangement was changed?

I am sure that you have heard about the return of the Jan Scott (Wolf Hirth's) "MINIMOA". It was quite a sensation as it will be at our site in North Germany. Of course, a return to the Teck might have been more suitable. My wife was a little bit sad because she is afraid that our Gliding Club will be becoming a vintage gliding club and will no longer be likely to attract young people. This is a problem everywhere in Germany....

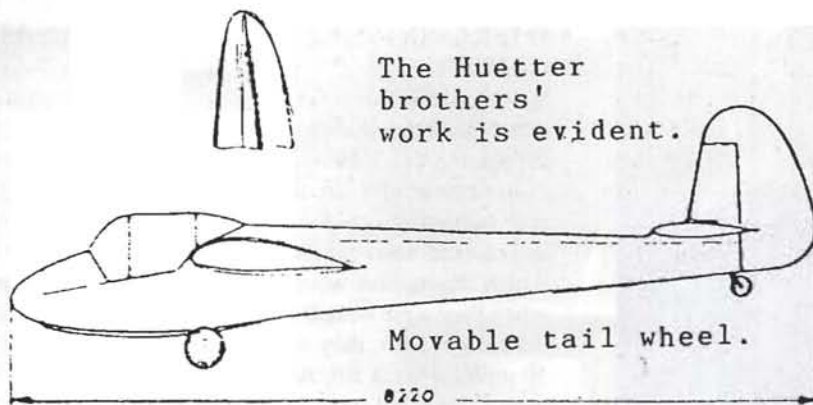
Concerning the H.21, which had variable sweep (in flight) wings in order to move its C of G for one or two pilots, or if they had varying weights. It also had a retractable two wheel undercarriage so that its 19.6 metre span wings were level on the ground.

He writes: "I only had two flights in the H.21 which was mostly aerotowed to 5,000 ft for testing. Then Hubert Clompe, their test pilot, took over for the test programme.

His opinion was that its flight handling was greatly improved over that of the "Goevier". At the time when it was built, sailplane development was already stopped by the Air Ministry (RLM? CW.) and we got it ready for flight at our own risk. But, by this time, there was not much petrol for aerotowing and so everything had to be curtailed. The wings' sweep could be set by a trimwheel between the two seats and it was connected to an instrument with a weight scale. So, you and I had to add our two weights and then to turn the trim wheel through plus or minus 150 kgs and then the C of G was about right.

Also, its rudder pedals could be adjusted during flight. (I know these details well because they came from my drawing board). I even had to build the canopy by hand because it was a more practical way of doing it than drawing it out on paper.

Why should the Americans have been frightened of the aircraft? They took the aircraft and flew pupils with it for the first



The Huetter brothers' work is evident.

Movable tail wheel.

8220

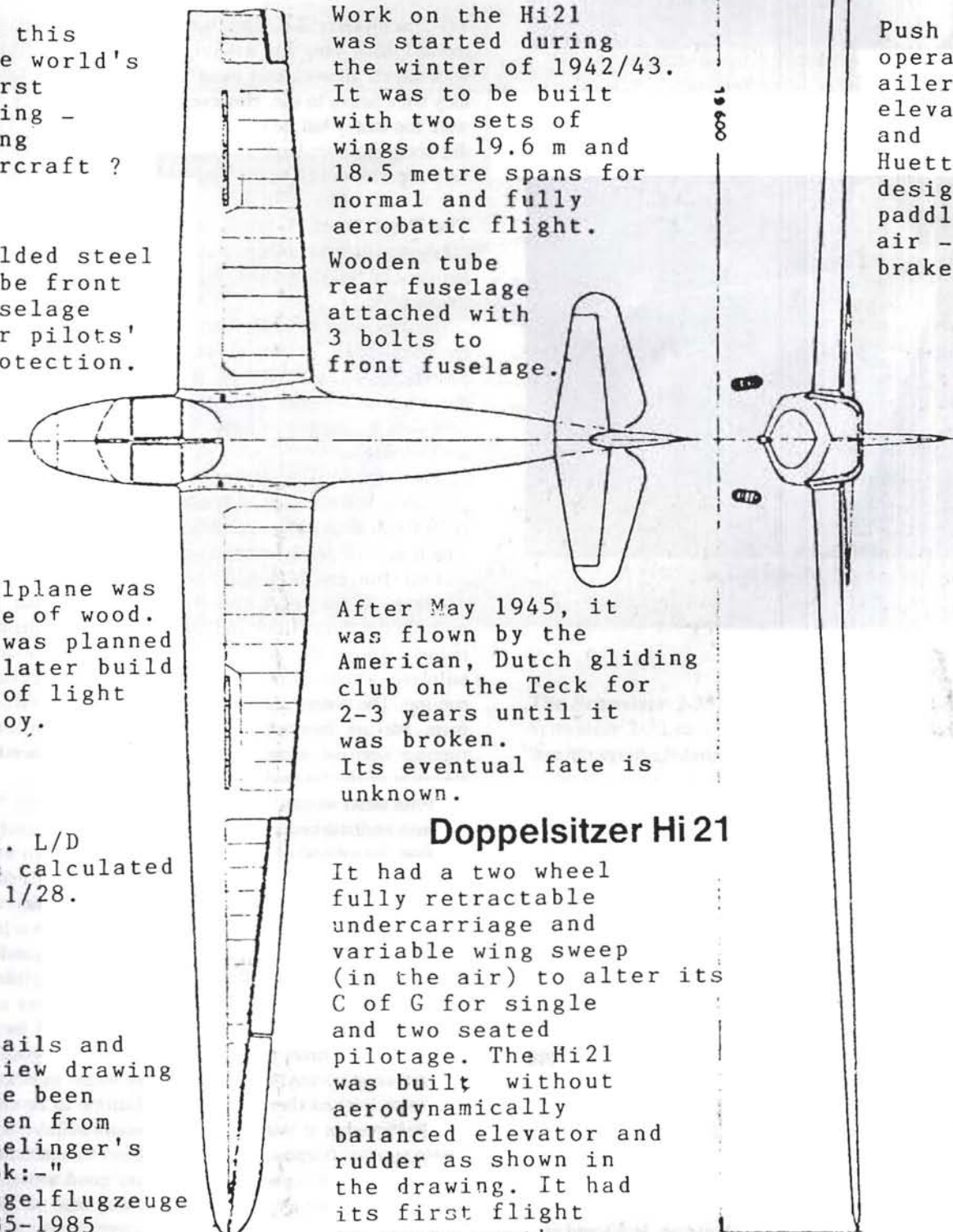
Is this the world's first swing - wing aircraft ?

Welded steel tube front fuselage for pilots' protection.

Work on the Hi21 was started during the winter of 1942/43. It was to be built with two sets of wings of 19.6 m and 18.5 metre spans for normal and fully aerobatic flight.

Wooden tube rear fuselage attached with 3 bolts to front fuselage.

Push rod operated ailerons, elevator, and Huetter designed paddle air - brakes.



Tailplane was made of wood. It was planned to later build it of light alloy.

Max. L/D was calculated as 1/28.

Details and 3-view drawing have been taken from P.Selinger's book: - "Segelflugzeuge 1935-1985 vom "Wolf" zum "Discus ".

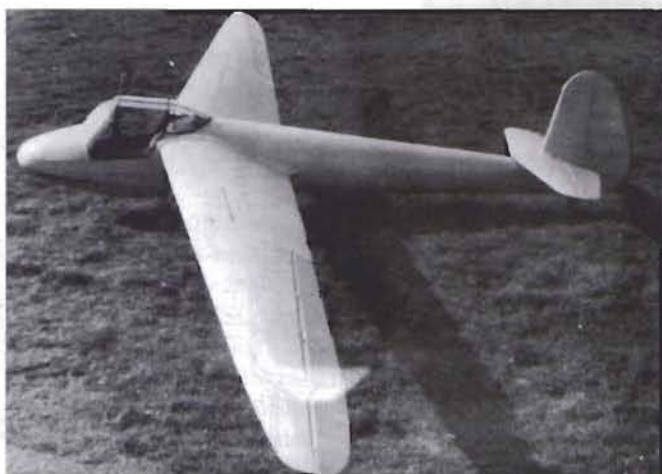
After May 1945, it was flown by the American, Dutch gliding club on the Teck for 2-3 years until it was broken. Its eventual fate is unknown.

Doppelsitzer Hi 21

It had a two wheel fully retractable undercarriage and variable wing sweep (in the air) to alter its C of G for single and two seated pilotage. The Hi21 was built without aerodynamically balanced elevator and rudder as shown in the drawing. It had its first flight in sunny weather on the 4th May 1944.



*A swing-wing glider in 1944 with twin, retractable wheels!
The Hirth 21, with the wings swept forward.*



The Hirth 21 with the wings in the aft position.

two years after 1945. They had the undercarriage "fixed" down.

As for this U.S. Gliding School at Nabern Teck (it was started by an old Dutch colleague of ours), it did not have any safety standards at all and because of this, there was great "wear" of material and the Dutch/German personnel were already chasing around the countryside to try to find and collect the last undamaged sailplanes, (with big American trucks!) Before they arrived, farmers and Polish P.O.W.s had already destroyed many of them. Then, the H.21 was crashed also.

It was the most unregulated Gliding school. Everyone could fly after the Americans left at about 3 o'clock to join the Stuttgart Night Life. The 16 year old daughter of my Dutch colleague flew with passengers without any licence, and so on!!!

The Huetter H.28-2. Gunter Brodersen has received a copy of the H.28-2 C of A (Kennblatt .. or airworthiness requirements ...CW?) from "Das Eigenossische Luftamt". (Air office) in Bern, Switzerland.

In Argentina, someone started to build an H.30 and it is said that it was never finished. What a pity..." Frits Rueth.

IMPRESSIONS OF SOME AMERICAN VINTAGE GLIDERS

While at Harris Hill last summer, Chris Wills was very lucky to be given the chance to fly the following American vintage sailplanes: TG-2, Pratt Read, TG-4 (Laister Kaufman or LK-10.), Schweizer 1-26, and Schweizer 2-33. He would like to start by saying how they all made a good impression on him, as practical and reliable designs which were a joy to fly and which any nation would be proud of, especially at the time when they were conceived. However, except for the TG-2 and Schweizer 1-26, they could not be slowed down to less than 50 mph for weak lift. At less than this speed, the others would drop a wing and spin.

TG-2 Schweizer 2-8. This had a steel tube fuselage and a strutted metal wing and was originally from 1938. It had very wide chord ailerons and these caused US pilots to say that they were heavy to use. However, Chris did not think that they were too heavy but he only had a short flight in it. The TG-2 did not seem over-large and the view from the back seat was very superior to that of the Kranich 2.

The Pratt Read. Whereas the US Army Glider had TG (Training Glider) numbers, this one did not, as it was designed for the US Navy, in 1942. It was known also as the PR-G1 (Navy LNE-1)

75 were built in 1943. The type held the World's Altitude record for two seaters of 44,255 ft and several National records. Its max. L/D is 1:26. Its wing span is 54.5 ft. It gives the impression from photographs that it is an enormous sailplane. Its cockpit is large, but the rest of the sailplane is not oversize.

The cockpit is a steel tubular pod, with some wooden stringers. You sit there in considerable splendour as if on a B.29 flight deck! The rear fuselage is a thick plywood tube which is very nearly monocoque having only a few frames and no stringers. It should have been only half the present diameter at the front end because the original builders mistook the dimensions and made the drawing diameter the radius! Above the rear of the fuselage, is mounted the tailplane which, with its elevator, is very accessible for rigging. The wings seem to be of Grunau Baby (T.21b) plan form but are heavier due to their being cantilever. The rigging seemed standard for a shoulder winged glider. Because of the fat pod surrounding the side by side seating, the Pitot head would have had to have been a great length to get into undisturbed air, hence the ASI reads at least 10 mph too fast. Its empty weight is 770 lbs which is not too heavy for a two seater. The Pratt Read flew beautifully but could not be slowed down to less than 50 mph. Chris had the impression that its large fin and rudder would adequately stop it spinning, and supposes that it was originally commissioned to train US Navy personnel-carrying glider pilots. Although Wally Wyberg's wife said "never enter a contest with a Pratt Read because of the weights of its components," Chris thinks that it would have had a good contest performance in anything better than weak weather conditions and wished there was one in Europe to be entered in our Rallies, but it was felt that it would require too much maintenance because of the damper conditions. This sailplane almost certainly had far too good a performance for training military glider pilots, who had to get down quickly.



TG-2
Schw 2-8

TG-4
LK10



TG-4 (LK-10). This is a small, neat, compact high performance two seater, which offers excellent view to pilots in its rear cockpit. Chris Wills was most impressed by its design which was concluded during the war for the training of the US Army glider pilots. We don't know whether the Kranich 2b-1, (Peter Riedel) which was then in US Army Service gave the LK's designer any inspiration but it is certainly much smaller than a Kranich 2. The aircraft that Chris flew, recently gave Doug Fronius, its owner, a 300 kms diamond. If flown below about 50 mph, the LK had quite a brisk and sudden spin but Chris did not discover this. Above this speed, the LK handled beautifully.

Schweizer 1-26. This is a real fun ship which could be flown at close to 40 mph and it thermalled well. Over 700 were built, some of them from kits in various stages of completion. Whole Meets have been held for them and great numbers of 1-26s still exist. The example that Chris flew was owned by Lyn Buell, President of the VSA and was painted black (for stealth capability?) and was called "Blackbird". It got really hot in the sun. The 1-26 is a very small sailplane and is built from metal with some fabric covered parts. The aircraft is outstandingly practical and durable.

The Schweizer 2-33. This is a revamped version of the old Schweizer 2-22 two seater. It is a really practical, training, two seater which offers arm-chair comfort at least for the pilot in the front seat. It is built entirely from metal and stands quite high off the ground with a main wheel and a steerable tail wheel which allows it to be moved easily by two people anywhere on the hard runway. It handled superbly in flight but could not be slowed down to less than 50 mph.

Chris Wills thinks that it is a very great improvement over the 2-22, but some pilots said that it was hard to thermal it due to its high sinking speed, while others said that if it was driven right in to the centre of an all-American thermal, it would go up. The 2-33s were in use as the standard trainer on Harris Hill and maybe also by the Schweizer Soaring School on the airport below, where the Schweizer factory is located. However, we believe that many US soaring clubs now use fibreglass training two seaters.

A TG-1 was seen hanging up in the Silver Hill storage facility for the Smithsonian Institute's NASM. This is a steel tube fuselaged single seater that would, we have heard, have a similar performance to that of a Slingsby Prefect. Raule Blacksten has one which is not yet airworthy. A Schweizer TG-3 two seater was seen hanging up in the Foyer of Cuning

Airport. This is a wooden winged version of the TG-2. All the TG sailplanes were produced to train military glider pilots during the war. They were found to have too good a performance for this, and were sold off cheaply to civilians. They were built to the Slingsby criteria of being very practical and good value.

Additional information supplied by Jan Scott, 14 May 1996.

TG-1 This training glider was designed in 1938 by a Mr Corcoran and was named Cinema 2 because Mr Corcoran was very much connected with Hollywood.

TG-3 This was not connected with the all metal TG-2 ie Schweizer 2-8. It was low winged and had heavy, cantilever wings.

All the US military gliders were required to spin.

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*Season's Greetings
Meilleurs Voeux
Frohe Festtage
Prettige Feestdagen
Boldog Ünnepecket*

One of our well-known members who wishes to be known only by his initials, occasionally writes a short story, the first of which was printed in VGC News No 71 and we print this one in the hope that readers will like it.

THE EQUALISER by M.H.B.

Rinker stood with his back pressed hard against the cold glass of the old shop's door. The shallow recess in which he stood offered little protection against the penetrating rain that soaked through his jacket and into his shirt and vest, it dripped from his cap which was pulled low over his eyes, running down his neck, past his collar and in a cold thin rivulet, down his back. In the half hour he had stood there in the early morning darkness, he had seen nobody and he hoped nobody had seen him, he was not there to draw attention to himself. Being Sunday, the local populace of this lower, older part of town, slept in, their bodies wrapped in warm bed clothes against the cold of their unheated bedrooms. A small, brown, long haired mongrel padded along the puddle-covered pavement, stopped when it reached him, its fur plastered down by the rain that ran freely from its back. Shivering, it stood but a moment, before moving off into the cold morning gloom, looking exactly how he felt.

Rinker looked back over his shoulder into the darkness of the shop, his action sending another freezing rivulet down his back, he shuddered. His eyes looked through the darkness to the door at the rear that was hung with a portiere of heavy brocade with large, embossed, coloured flowers. In front of it stood an old glass topped display counter, its top covered in deep etched scratches. He had looked many times into the recesses of that counter, through those scratches, through to the opened boxes below that displayed polished metal instruments of power. Power to propel a missile with devastating effect. He had held them, some in shiny black finish, others polished like chrome, turned them over in his hands, how comfortable they felt. The smell of them, a smell of special oils that was only used on things made to this precision. Most of all, he loved the workmanship, how every screw and lever fitted exactly, with no looseness or play in their parts, each one a jewel. He had also heard their bark, a sound that he loved, a sound that could easily be heard a mile away. To the meek and gentle, frightening, to him a sound that lifted his soul and stirred his very being, like a wonderful symphony. To deaden their sound, in a box next to them lay long polished silencers so that they may be used quietly, so that others would not notice.

He was not interested in the smaller ones, the one in the middle was his favourite, a point forty five, quite big, big enough to take the smile off the faces of those who derided him. Once he had one of them in his possession they would listen, they would have no option; he wouldn't use the silencer, he would let them hear it speak, in a voice so loud it would deafen them, then they would take notice and listen.

Beneath the rear door, a chink of light, the owner was up. Rinker tapped on the glass with a coin, the noise reached back and compelled the proprietor to peek around the curtain-clad door. He was not open for business at this time in the morning. He squinted up at the old clock, it reflected back seven thirty... A mild curse uttered from his thin lips, he would only open at this God-forsaken hour for special people or friends, and Rinker was one of these. The old door creaked as he opened it and made his way slowly up the shop. His badly worn slippers scuffed on the lino-covered floor, the bottoms of his pyjamas lay in wrinkles over them, he wore no socks, he was not in the

**President:**

Chris Wills
Wings, The Street, Ewelme
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Secretary/Membership Secretary:

Ian Dunkley
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Camphill, Gt Hucklow, Tideswell
Derbyshire SK17 8RQ

The Club arose from the wish of the vintage glider owners at the very successful first International Vintage Glider Rally at Husbands Bosworth in 1973 to encourage the preservation of worthy gliders of the past, particularly by the ownership and active flying of these machines.

Associate membership is available to those who wish to support the activities of the club, and Associate members are very welcome at Rallies.

Rallies are organised in conjunction with local groups several times each year, and International Rallies are held annually in sequence.

A magazine is issued to members, and there are technical articles about gliders of historic interest. Readers are always invited to contribute articles of interest to publish.

The club endeavours to keep subscriptions as low as possible. Donations towards the running costs of the club are always gratefully received.

 CUT

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- c) Club owned aircraft are accepted as though the club were a single owner.
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- e) The club reserves the right through the committee to accept or decline any particular glider for owner membership.

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Maker and date _____

Registration _____

Other numbers _____

Colour scheme _____

Where normally flown _____

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Condition (airworthy/under repair/refurbishing/museum exhibit) (*delete where applicable*)

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I have no objection to my VGC membership record being held on a computer file:

Signed _____

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Front glued for sticking inside
windscreen

1 'Vintage Glider Club' _____

2 'Vintage Glider Club Member' _____

Back glued for sticking on glider etc.

3 'Vintage Glider Club' _____

4 'Vintage Glider Club Member' _____

230 mm dia. PVC sticker, blue motif on

silver 'Vintage Glider Club' back

glued for trailers etc. @ £1.50 each _____



sticker 100x40 mm,

back glued, £1.00 each ... _____

Cloth badges @ £1.50 each.

Blue motif on silver-grey. 70 mm dia. _____

Metal lapel badges @ £1.50 each.

Silver-coloured motif on blue

enamel. 16 mm dia. _____

Brooches @ £2.00 each. Blue and

white enamel. 30 mm dia. _____

Key rings @ £3.00 each.

As Brooch on black leather fob. _____

Large Postcards

four different colour prints from original
paintings by H.K. Harwood of historical
and vintage glider scenes,

@ £0.20 each, or £0.60 per set of 4 _____

Beanie Hats white drill printed

VGC crest navy blue @ £3.50 Med: _____

Large: _____

Miniature wind socks 20 cms long

@ £1.30 _____

Tee-shirts, white, with central blue motif 165 mm dia.

M £5.30 _____

L £5.30 _____

XL £5.30 _____

XXL £6.30 _____

Sub-total _____

Sub-total b/f _____

Crew-necked sweat shirts, with 165 mm motif central
on chest "Birch" grey with navy blue motif or
"Bright Royal" blue with white motif.

L £14.50 _____

XL £14.50 _____

XXL £15.50 _____

Blazer, black, single breasted, polyester (washable)
with cloth VGC badge

sizes 38"-44" (97cm-112cm) £41.00 _____

size 46" (117cm) £43.00 _____

with silver braid VGC badge £6.00 extra _____

with gilt buttons £3.00 extra _____

Replica transfers of the original

SLINGSBY Emblem £2.50 each

Quantity _____

Mugs with VGC Crest

White Pottery with blue motif

@ £3.00 each _____

Ties @ £5.00 each. VGC motif woven
in coloured tie. Green (vert, grün) _____

Wine (marron, rotbraun) _____

Grey (gris, grau) _____

Navy (bleu foncé, dunkelblau) _____

Rechargeable Car Torch with Magnifier

fits cigar lighter socket

@ £13.50 each _____

Please add postage and packing

(foreign rates in brackets):

Each Blazer £3.50p (£7.00) _____

Each sweat shirt £1.75p (£3.00) _____

Torch £1.50 (£2.00) _____

Each T-shirt, mug, pom-pom or beanie hat £1.00 (£1.50) _____

Small quantity badges or other small items 50p (£1.00) _____

TOTAL _____

*Cheques should be payable to 'Vintage Glider Club' in sterling, drawn
on a British bank, or Eurocheques payable in sterling. (No cash)*

I enclose the sum of _____

Name _____

Address _____

**Please send to: VGC Sales, 22 Elm Avenue, Watford WD1
4BE. Tel 01923 24 19 24**

The Vintage Glider Club – Technical Articles

£

£

| | | |
|---|--------------------------|-------|
| "Schoolglider" SG-38 – 5 sides. £1.25 | <input type="checkbox"/> | _____ |
| Manuel "Wren" Series – 2 sides. £0.50..... | <input type="checkbox"/> | _____ |
| Goevier – 8 sides £2.00 | <input type="checkbox"/> | _____ |
| Kranich – 8 sides. £2.00 | <input type="checkbox"/> | _____ |
| Bowlus Baby Albatross – 4 sides. £1.00..... | <input type="checkbox"/> | _____ |
| Weihe – 7 sides. £1.75..... | <input type="checkbox"/> | _____ |
| Mü-13 – 6 sides. £1.50 | <input type="checkbox"/> | _____ |
| Spalinger – 4 sides. £1.00..... | <input type="checkbox"/> | _____ |
| Rhönbussard – 6 sides. £1.50 | <input type="checkbox"/> | _____ |
| Olympia – 6 sides. £1.50 | <input type="checkbox"/> | _____ |
| Grunau Baby – 5 sides. £1.25 | <input type="checkbox"/> | _____ |
| FVA Rheinland – 7 sides. £1.75 | <input type="checkbox"/> | _____ |
| Slingsby Cadet – 3 sides. £0.75 | <input type="checkbox"/> | _____ |
| DFS Reiher – 5 sides. £1.25 | <input type="checkbox"/> | _____ |
| Avia 40P – 5 sides. £1.25 | <input type="checkbox"/> | _____ |
| Rhönsperber – 5 sides. £1.25 | <input type="checkbox"/> | _____ |
| Harbinger – 6 sides. £1.50 | <input type="checkbox"/> | _____ |
| Slingsby Gull I – 6 sides. £1.50 | <input type="checkbox"/> | _____ |
| Minimoa – 12 sides. £3.00..... | <input type="checkbox"/> | _____ |
| King Kite – 8 sides. £2.00 | <input type="checkbox"/> | _____ |
| Schweizer TG-2 – 6 sides. £1.50..... | <input type="checkbox"/> | _____ |
| Elfe-I – 4 sides. £1.00..... | <input type="checkbox"/> | _____ |
| Soviet Record Breakers – 7 sides. £1.75..... | <input type="checkbox"/> | _____ |
| The Soviet A9 sailplane – 11 sides. £2.75 | <input type="checkbox"/> | _____ |

Sub-total _____

Sub-total b/f _____

Oberlerchner Mg 19 –
6 sides. £1.50..... ☐ _____

Kadet/Cadet/Tandem Tutor
(1986) – 6 sides. £1.50..... ☐ _____

Also:

To help with **Restoration Work**
plus Kaurite Glue – 4 sides.
£1.00

Ageing of Wood Adhesives –
4 sides. £1.00..... ☐ _____

Colours and Markings of
German Gliders 1922–45 –
7 sides. £1.75..... ☐ _____

What's Washout? Watch
Out! – 6 sides. £1.50..... ☐ _____

Storing Vintage Gliders
during the Winter. Free

Scud Sailplanes
7 sides. £1.75..... ☐ _____

Mü – 17
3 sides. £0.75..... ☐ _____

The Mü – 15
4 sides. £1.00..... ☐ _____

Sub-Total _____

Please add postage and packing
(foreign rates in brackets):

First article 20p (30p) _____
each additional article 5p (10p) _____

TOTAL _____

Cheques should be payable to 'Vintage Glider Club' in sterling, drawn on a British bank, or Eurocheques payable in sterling. (No cash)

I enclose the sum of _____

Name _____

Address _____

Please send to:

VGC Sales, 22 Elm Avenue, Watford WD1 4BE

Tel 01923 241 924

habit of dressing before breakfast save for the knee length, dark brown cardigan that he wore over his night attire, and the clipped-fingered woollen gloves he wore as mittens.

Reaching the front door he slid back the top and bottom bolts and half opened it. "Come in, come in quick! I recognized yer otherwise I'd av stayed shut."

He stood back a little as Rinker slipped quietly through the door, removed his cap and slid into the dark interior. With the old shop keeper in front they moved through the shop, the drips that fell from Rinker's sodden clothes fell to the floor, little pools of quicksilver in the reflected light from the back door.

"Wait here, I'll get yer a cuppa tea." Rinker stopped at the glass topped counter, his hands on the worn mahogany edging. He looked down through the glass. His heart beat faster, there in the centre was the forty five. It looked powerful just laying there. He was determined to have it, maybe not today, funds would not run to it. But it had to be that one. He would not have a secondhand one that someone else had used. This one looked like the one his father had lost, probably stolen. He would look after it like he had done, cleaning and re-oiling it everytime after use. He promised himself that if his next effort was successful he would have the funds, it would be his. A thin, mitten covered hand slid the steaming mug across the counter. "Get that down yer, it'll keep out the cold."

Rinker shivered as he lifted the mug and sipped the hot, sweet tea, it trickled down, almost burning his throat. Their eyes met above the counter, his hands wrapped around his own mug the old man leaned forward and spoke, almost in a whisper. "Yer farver phoned las' night, I'm to elp yer as much as possible." Rinker looked up into the cold, grey eyes of the old man. "If I let you take it now, yer farver said e'd see me later about the rest, OK?" Rinker, his heart pounding, could only nod in agreement. Opening the glass at the back of the counter the old man withdrew the box and slid it across the top. Rinker picked it up, his hands shaking, he could hardly believe it, his first brand new, model aeroplane engine.



This mockup of a Horsa appearing unscathed through a brick wall is in the Army Museum at Middle Wallup.

Photo J. Hirsch.

International News

AUSTRALIAN NEWS

A letter from Ian Patching received during April 96.

Dear C.W. Greetings. As our summer season draws to a close, I am writing to inform you of changes to the hierarchy in the Vintage Glider Association of Australia. After 18 years as Secretary/Treasurer, Allan Ash has finally found a replacement! Me! I think Alan heaved a sigh of relief when my name was proposed at the A.G.M. and I have no doubt that Alan's wife Freda, shared his relief.

It is rare to find someone who has put into gliding as much as Alan has. Not once in his life, but twice! Firstly, with the Australian Gliding Magazine and the young gliding movement, but then again with the Vintage Gliding Association, and the older gliding movement forty years later. I believe that it was through Allan and the Australian Gliding Magazine that gliding around Australia was able to grow through its formative years. Perhaps the formation of the V.G.A.A. was a result of the direction in which the Gliding Federation of Australia was heading in the 1970s and that fun needed to be put back in to gliding. Many an article written by Allan has spoken about the issue of fun in Gliding and one only has to see the members at our regattas to see that his enthusiasm has been passed on. The V.G.A.A. and the G.F.A. owe Allan Ash a debt of gratitude for the work he has done for the Australian Gliding Cause. I can only hope that we can all follow his lead.

On taking on the role of Sec/Treasurer, I also have inherited the role of Editor of the Vintage Times Magazine. My first issue has been slow off the boards but I will send one to you as soon as it is finished.

At our A.G.M., there were a couple of decisions that will interest you. 1. The V.G.A. has nominated Mr Ged Terry as the International representative for Australia to the Vintage Glider club. Ged makes an annual pilgrimage to Australian Vintage Meets from England. We can think of no-one else to represent us on your committee who can offer us such good service. Ged's address is: 6 Welburn Grove, Ormesbury, Middlesbrough, Cleveland TS7 9BN, England. We hope that you will welcome Ged in the spirit that it is proposed.

2/. The Annual subscription has been raised to 5 Australian dollars, in the hope of accumulating funds to enable participation of Australian vintage gliders at an International Vintage Meet within ten years. We hope to be able to fund through this increase a representative collection of Australian designs including the "Golden Eagle 2" (1936), Schneider's "Kookaburra" two seater, "Kingfisher" and "Nymph" single seaters. This idea gives the V.G.A.A. a goal (other than flying) to aim for and is quite exciting in its concept. We will also be seeking sponsorship in the form of shipping and air fares etc. Back to flying matters, our 1996 regatta has for the first time set down for October and will be held in Gympie, Queensland. Its hosts, the Gympie Soaring Club ran a successful vintage fly-in in 1995 as part of the town's Gold Rush Festival. At the A.G.M., members fully supported their application, and it is hoped that our Southern members will attempt the trip North.

Alan (Dad) has almost finished the recover of the "Golden Eagle" and I am sure that he will write to you when he has some time. One of the best things (a story in itself) is the help given to Alan by Geoff Richardson, who designed and built the "Golden Eagle" 59 years ago. At 80-something, his work

is great to watch, and the stories he tells would fill a book! Also helping is Jim Fullarton who redesigned the "Heron" primary glider with Dad 50 odd years ago. The combined ages of the 4 is in excess of 250 years! I will finish now and I hope that you are well and are getting ready for your new season.

Kind regards, Ian Patching.

BRITISH NEWS

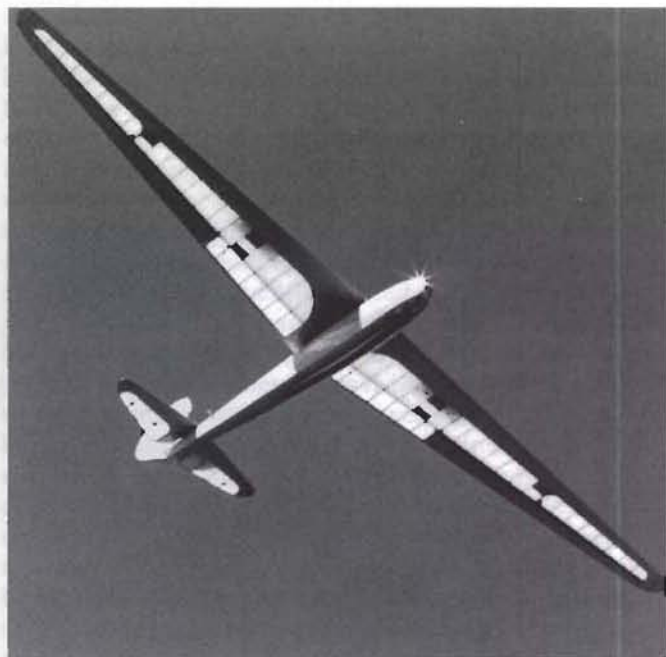
WYCOMBE AIR PARK. The Vintage Glider Restoration Group led by Mike Birch and Graham Saw has already restored a Tutor, Prefect, T.21b, Krajanek and Petrel. The AVIA 40P was finished and rigged for the first time on Saturday, the 13th April 1996. It is to be delivered to its owner, Francois Ragot, in its new trailer at the end of May '96 at Le Blanc in France where the Vintage Glider Group from Booker is holding a Cross Country Camp during this time. The vintage glider cross country flying is to be organized by Brian Spreckley, a former World Gliding Champion. The AVIA 40P, BGA 680, looks magnificent in "Elfenbein Cream" and tinted, transparent fabric. It should make a tremendous impression in France, where it was probably never flown. It was finished by Roche Aviation on December 23rd 1942 when, due to the war situation, no more gliding could take place in France. Chris Wills believes that it and 13 others, together with one each of the latest French sailplanes from 1941, were in the hands of the Wehrmacht Luft (Armed Force's GSA) gliding groups in 1944. (During the summer of '44, there were only 9 Avia 40Ps in WL service and none of them did much flying.) CW believes that BGA 680 and two other Avia 40Ps were brought to Britain in 1945 for possible service with the ATC after being overhauled by Slingsbys. The Avia 40Ps were found to be unsuitable for ATC (Air Cadets') service and, after overhaul by Don Burgoyne, one received the BGA No. 680 in August 1952 and was sold to Colonel Benson on the Long Mynd (the Midlands GC) until it went to Cornwall. BGA 680 will have to be flown under a BGA C of A in France as the Buro Veritas does not know the type, which was France's only quantity produced, high performance, single seat sailplane from 1935. Distance flights in Avia 40 Ps include 296 kms from Pont Saint Vincent in the East of France in 1938. The flight was done in only three hours 30 minutes and the pilot, Pont Saint Vincent's CFI, M.Didion, was brought down by the cold. During the first hour, he travelled 120 kms under cloud streets. He had to land at Nevers, due to the biting cold, when he still had 1,800 metres height. His average speed for the distance was 84 kph. The distance was achieved in a strong, cold, N.E. wind; had he not been freezing, he might have crossed the whole of France in a machine capable of flying at a little over 40 mph. Mlle Marcel Choinet achieved a similar distance flying an Avia 40P in 1945. There were also soaring flights to over 4,000 metres height in Avias in Algeria from that time.

In 1941, an Avia 40P was flown over 300 kms by the pilot Tournon according to the Journal "L'Air" of February 1942. Edmee Jarlaud, who was killed in a collision when flying an Avia 40P, and the legendary Mlle Marcelle Choinet put up some very notable feminine records in Avia 40Ps before, during and after the war.

On the 12th June 1959, an Avia 40P was flown 344 kms from Troyes to Coulournat (Correze) by Jean Odot. Our member Maurice Renard has this machine now. This is Avia 40P No.20, F-CAEK, which became F-CRFR. It was built by SAP and recognised by SALS in 1945. Its fuselage is damaged but the wings and tailplane are in good condition. So far as we know, in 1935, 20 Avia 40 Ps were built, as a more

easily constructed and thus cheaper, high performance sailplane than the Avia 41P, which was built based on Kronfeld's "Wien", from 1932.

During the war, Avia 40Ps were still in production in France and Algeria, together with the Avia 151 and Avia 152 training gliders, and 10 of the legendary Castel 242s (built in France during 1941), which was France's first production high performance two seater. There were also 13 prototypes of sailplanes designed, built and most of them flown, during 1941-1942. So it is possible that over 40 Avia 40Ps may have been built.



With the sun glinting on her shining nose, Francois Ragot's Avia 40P, newly restored by Mike Birch's Booker team, takes to the air over Le Blanc in May.

Photo G. Saw.

Only one other Avia 40P exists and this is on static display in the Musee de l'Air et de l'Espace at Le Bourget, Paris.

Francois Ragot is one of France's best pilots and he has been in their International team. He flew his 500 kms in the Kranich 2 solo from La Ferte Alais to the Bordeaux region during the 1960s. He also owns the last airworthy, original Mu 13d, a Spalinger S.18-3, the Rhoenbussard from La Ferte Alais, a VMA 200 "Milan" (Weihe) and the remains of a Mu 13d-2 or 3.

We hope that the little Avia will take her luck back with her to France, where she has not been since 1942. We are sure that she will be appreciated as the last airworthy example of a French prewar sailplane in the entire world.

The Booker Vintage Sailplane group is now working on the ex Empire Test Pilots' Slingsby SKY. The fuselage is repaired after its heavy landing and a landing wheel is being fitted. Originally, very few Slingsby SKYs were fitted with jettisonable wheels as this one was, and that of Philip Wills which won the 1952 world Gliding Championships in Spain. This latter one is with Raymond van Loosbroek in Holland.) Most other SKYs had built-in landing wheels.

Further British News is that the HUETTER H.17A from Zimbabwe weighs a heavy 240 lbs due to fibreglass reinforcement of its fuselage etc. David Bramwell has had to postpone its restoration until he, and his family, have moved house. Until now, our heaviest H.17a has been 230 lbs, and our lightest weighs 170 lbs! The 230 lbs empty, H.17a BGA 490, was initially built in 1938 by Roy Scott. It was finished by Don Campbell and received its first BGA C of A in August 1948.

HUETTER H.17A Building Plans (prints) have been sent to C.H. Jeffery, The Woodborough Hotel, 2 Bellevue Avenue, Doncaster DN4 5DX, Tel: 01302-361381. He intends to build a new H.17A to fly.

Andrew Shaw of 47 Torksey Close, Corby, Northants NN18 9PL, has bought the PROTOTYPE SKYLARK 2. (CW. thinks that it had a slightly shorter wingspan than the production Skylark 2s.) It was originally painted silver over all. Frank Foster, after owning the Rhoenbussard BGA 337 and the only German Meise BGA 449 to fall into civilian hands after 1945, owned this first Skylark 2. It had jettisonable wheels. It was later owned by Doug Bridson who, apart from achieving some great flights in it, did some incredible aerobatics. Those of us who were at the South Cerney World Gliding Championships will remember how Doug Bridson disappeared inverted between two hangars and was not seen again that day, in an attempt to retrieve the situation for Britain during the Aerobatic Contest. We think that Andrew Shaw obtained this famous sailplane from Scotland. Its first flight was in November 1953.

CZECH REPUBLIC'S NEWS

VINTAGE GLIDERS that were overhauled by the firm Aeron Brno at Medlanky from the year 1986.

1. L-21. Spartak. OK-6702. v.c.02. In the Aviation Museum at Kbely. Not airworthy.
2. L-13 Blanik? OK-6202 prototype. In the Aviation Museum at Kbely. Not airworthy.
3. Z-24 Krajanek. OK-8233. In the Aviation museum at Kbely. Not airworthy.
4. Racek-3. OK-8340. In the National Technical Museum, Prague. Not airworthy.
5. Z-25 Sohaj. OK-8853. In the National Aviation Museum at Kbely. Not airworthy.
6. Praha-I. OK-8465. National Technical Museum. Prague. Not airworthy.
7. LF-107 Lunak. OK-0918. Nat. Tech. Museum. Prague. Airworthy.
8. Grunau Baby 2b. OE-0271. Micheldorf, Austria. Airworthy.
9. Mg 19. OE-0197. Hundsheim, Austria. Not airworthy.
10. Doppelraab. OE-0333 Hundsheim, Austria. Not airworthy.
11. Grunau Baby 3, OE-0236. Hundsheim. Not airworthy.
12. Ka-8. OE-0672. Helios. Austria. Airworthy.
13. LF-107 Lunak. OK-0900. Kralupy. Airworthy.
14. LF-107 Lunak. OK-0972 Blava. Airworthy.
15. LF-107 Lunak. OK-0973. Martin. Airworthy.
16. LF-107. Lunak. OK-0837. Prague. Airworthy.
17. Condor 4. OE-0981. Hundsheim. Austria. Not airworthy.
18. Ka-8b OE-0637. Ybbs, Austria. Airworthy.
19. Emouchet. OE-0215. Hundsheim, Austria. Not airworthy.
20. Mu 13 Bergfalke. OE-0307, Hundsheim, Austria. Not airworthy.
21. M-35 OK-2901, Medlanky. Airworthy.
22. LG-125 Sohaj 2. OK-0924. Technical Museum Brno. Airworthy.

23. A-Spatz. OE-0386. Hundsheim, Austria. Not airworthy.
24. Huetter H.17. OE-0050. Hundsheim. Austria. Not airworthy.
25. Bergfalke 3. OE-5468. Helios-Austria. Not airworthy.
26. VSM-40 Demant. OK-9902. Sumperk. Airworthy.
27. M-25 Standard. OK-2916. Jaromere. Airworthy.
28. VT-16 Orlik. OK-2923. Benesov. Airworthy.
29. LG-425, Sohaj 3, OK-5977. TM Brno. Airworthy.
30. LF-107 Lunak. OK-0975. Benesov. Airworthy.
31. LG-425. Sohaj 3. OK-5988. Pribyslav. Airworthy.
32. LG-125 Sohaj-2. OK-0937. Skutec. Airworthy.
33. VT-16 Orlik. OK-2924. Benesov. Airworthy.
34. LG-125 Sohaj-2 OK-1968. Benesov. Airworthy.
35. KA-6CR. D-5192. Germany. Airworthy.
36. Bergfalke 2. OE-0238. Hundsheim, Austria. Not airworthy.
37. M-28. OK-2903. Medlanky. Airworthy.
38. VT-116 Orlik 2. OK-4314. Medlanky. Airworthy.
39. LF-109 Pionyr OK-3908. TM Brno. Airworthy.
40. VT-16 Orlik, OK-2909, Krizanov. Airworthy.
41. VSM 40 Demant. OK-6203. Air Museum Kbely. Airworthy.
42. Ka-6 CR. OE-486. Helios, Austria. Airworthy.
43. LG-130 Kmotr. OK-1260. Mor, Trebova. Airworthy.

DUTCH NEWS

News has come in that the T.21C has been broken. It seems that it had a low winch launch and was landed on rough ground, not on the flying field. Its nose has been extensively damaged.

Timo Montagne of: Stapelen 36, 5235 GZ s'Hertogenbosch has joined the VGC and has received Grunau Baby 2 and Grunau Baby 2b drawings from us. He intends to build either one or the other. We hope that he will choose the GB-2 which is the original 1933 GB. As far as we know, there are no others still existing. The legendary German pilot Kurt Schmidt helped to build one in 1933 and then flew it for 36 hours 36 minutes in the hill lift over the Rossiten sand dunes. This was the World's Duration Record at that time.

FRENCH NEWS

LATE NEWS FROM THE GPPA AT ANGERS. From Bulletin No. 60, April 1996.

The AVIA 41P. This high performance French sailplane dating from 1933, belongs to the Musee de l'Air et de l'Espace at Le Bourget in Paris, and was found two years ago hidden near the ancient French Gliding Centre, La Banne d'Ordanche (which was discontinued after 1942). The AVIA 41P M.I. (M.I. signifies that it was owned by the military) has been entrusted to the Regional Musee de l'Air on the airfield of Avrille, near Angers, to be restored for static exhibition only in the Paris Musee de l'Air et de l'Espace. It is the last of the type which was flown on great National record flights by the legendary Eric Nessler, especially in 1938. Its fuselage is finished and its starboard wing is now in the workshop. Its structure has been restored and it will soon be covered with fabric, but it will be possible to leave on some of its original fabric.

The BREGUET 901s No.13 F-CCCP. (privately owned.) This is about finished and it will fly soon.

The SA 103 "EMOUCHET No.94 F-CROF is now back in the yard and its starboard wing is being worked on.

The FAUVEL AV-22 No.1 F-CCGK (which belongs to the Musee de l'Air et de l'Espace) is having a major inspection and its fuselage (Centre Section) is about to be refabricated.

The SZD 41P FOKA No.177 F-AZKA (privately owned) is having its annual inspection which should be finished in a few weeks.

The other machines (MS 505 "STORCH, and "WEIHE" of the Musee de l'Air et de l'Espace), Potez 60, GY20, and BREGUET 904 "Ville d'Avrille" of the GPPA and the AIR 102 (private owned) are airworthy but the winter has restricted our aerial activities to the profit of the workshop.

Also 9 aeroplanes, including a T.6 "Harvard" and a "Puss Moth" F-AZPM of the Musee de l'Air et de l'Espace, are being worked on.

We are glad that an Emouchet is being restored. Its wing is based on that of the Polish "SALAMANDRA" which was designed by Waslaw Czerwinski (who was one of the two designers of the "HARBINGER"). It had its origins in 1938 at Pont Saint Vincent near Nancy, which had a broken "Salamandra". The drawings for the mass produced "Emouchet" were prepared during the war and it is possible that prototypes flew during the war. The Primary "Salamandra" solo training glider had been turned into an extremely good intermediate sailplane of Grunau Baby standard. However, it was reputed to be able to be soared at 35 kph* and turned in three times its wingspan! More than 200 SA 103s were built by Roche Aviation in 1946.

*We have discovered that their A.S.I.s were wrong, being 20 kph slow at low speeds and 30 kph slow at towards 130 kph. So its speed for min. sink is in reality 60 kph but this

does not prevent it from catching thermals and climbing very well. During the late 1960s (or 70s) one broke while being towed by a fast modern towplane, and so the Buro Veritas banned all of them from flying. A very few have been brought back in to the air after modifications. Its wingspan is 12.5 metres. Its wing area is 16.5 sq. metres. Its Aspect Ratio is 9.5. Its length is 6.7 metres.

The SA.104 "Emouchet" is a version of the SA 103 "Emouchet" and 30 were built by Les Etablissements Victor Minie Aeronautique at St Cyr in 1950. 10 more were built by the Societe Merville in 1956.

GERMAN NEWS

1. ACHMER/OSNABRUECK sent by Harald Kaemper on 9.3.96.

The FW 44 "STIEGLITZ" vintage towplane is nearly repaired and should fly again during May 1996. Engine test runs were due to start in Harald's garden on 10. 3. 96.

2. The "OLYMPIA MEISE"(ex BGA 2080, Thoby Fisher) still needs fabric and paint after a major overhaul by Hermann Hackmann who built this "Meise" himself and gave it its first flight on 19th August 1962.

3. Parallel to repairing the "Olympia Meise", work will start on Erich Hoecker's SF.27.

4. Harald thinks that the "KRANICH 2" parts will be collected (wing parts from Sascher Heuser from Bielefeld and fuselage from Markus Lemmer at the Wasserkuppe), during September 1996, for a grand assembly at Achmer, to fly again it is hoped



Now in Japan, the ex-Munster Minimoa D-1163.

Photo, Seiji Limura.

during 1997. This aircraft is being built from the combined parts of ex BGA 1092 (fuselage) and ex BGA 1258 (wings) which were received many years ago as wrecks from England.

The ACHMER GROUP is very sorry not to be able to take part in the 24th International Vintage Glider Rally at Farkashegy/Budapest, as they have to organize the German National Glider Aerobatic Competition on their field during the last week in July, but perhaps Stefan Krahn and Jan de Vries will take part in Hungary with either the Kranich 3 or Condor 4. Harald has to rebuild his house, and repair old feet bones at the same time as restoring old aeroplanes and gliders and so he is very busy.

Cheesli's "CASTEL 25S" 1941 French designed, side by side, two seater has been sold to Jurgen Dreyer of: Am Anger 7b, 38176 Vendeburg, Germany. Tel: 05303-3505. Juergen now has a family so now he must exchange his "CUMULUS 3F" for a two seater. We congratulate him and his wife on their new arrivals.

The JAN SCOTT "MINIMOA" will return to Germany from America. It has been bought by: Gerhard Allardiessen, Gunther Reich and Ada Schulz. This is the syndicate from North Germany which entered the very beautiful "FW WEIHE 50" D-0084 in our 23rd International Rally at Oberschleissheim.

JOCHEN KRUSE reports that his GRUNAU BABY 2b, which he restored, is now at LESZNO in POLAND. He thinks that he might tow it to JESZOW (GRUNAU) as that place breathes gliding history: Edmund Schneider, Wolf Hirth, the Grunau 9 PRIMARIES, the "GRUNAU BABIES", the "MOAZAGOTL" sailplane etc. the Moazagotl wave cloud and the "Giant Mountains" (Riesengebirge). It was a site that could be operated by human power and horses alone. There was no need for mechanical appliances. Wolf Hirth used to inspect his gliding site using a horse and trap. All launches were by bungee. Jochen thinks that JESZOW would be an excellent site for a VGC Rally.

Jim Stoia's "CUMULUS" is still in Poland awaiting transport to the USA. Jochen wishes to sell his "FW WEIHE 50, and possibly his MG 19 to good homes, so that he can use the money to restore his water damaged "CONDOR 4" from the Argentine. Jochen has been to BERLIN/GATOW airfield for the opening ceremony of the Luftwaffenmuseum which has moved from Uetersen. Berlin Gatow is very big and fine and they had a good opening ceremony. For the boss, Col. Dr. Rogge, Jochen visited a glider collection of 24 vintage gliders in Austria. Its owner has no place to exhibit them and the Gliding Centre of Spitzerberg does not want to have any Vintage Glider Museum. The owner will not be allowed to make any of them airworthy and his son has no interest in them. He offered to lend his vintage gliders to the Luftwaffenmuseum for 15 years for big money but Col. Dr. Rogge refused the offer. The collection consists of 1 Schmetz Condor 4, 2 Mg 19s, 1 DFS Olympia Meise, 2 SG.38s, 2 Grunau Baby 2bs, 2 Huetter H.17s, some Bergfalke, and Spatzes and 1 Goevier. All are very unairworthy. There is no room or money for glider museums in Austria at all.

Jochen is now searching for an East German "Lehrmeister" two seater. Most were broken up in the DDR 20 years ago. A former East German inspector, who is now working for the LBA, does not feel that he could give it a C of A on account of its glue, although "Lehrmeisters" are still airworthy in Denmark and Austria.

A "REIHER"!!! From only two drawings, (one a plan view of the wing and the other a profile plan ("Strakplan") for the

wing, Siegfried Lorenz of Frechen near Cologne, has succeeded in the incredible task of redesigning the "Reiher" and restressing it. By March 1996, he had completed 60% of the drawings, and so construction of the Reiher's wings has been started by the Oldtimer Gliding Club Wasserkuppe's Sef Kurz. Some parts of the "Reiher" have previously been built. By next winter, the remaining 40% of the "Reiher's" drawings should be complete so that the building of its fuselage can be started. The "Reiher" will not be easy to build, but as Sef has already restored for the OSC two SG.38s, "Grunau Baby 2b", ES 49, Ka-2 and "Rhoenbussard" as well as the new DFS "Habicht", "Klemm 25" and "Udet Flamingo" aeroplanes, and then, at home, during two years' rest, an ME163B replica with wooden fuselage and built-in landing wheel, a new "REIHER" should appear before the end of this century. How on earth can he already have managed to bring back so much? The OSC Waku is to build the first "Reiher" and then others can build them.

Heinz Butschkau (of Lossgasse 42, Breitenfuerst, 73642 Welzheim, Germany Tel: 07182/4388) is believed to be building a GOTHA 242 troop carrier glider for static exhibition in the Berlin Museum. He flew them during the war of 1941-1945. He wishes for all available information to help him with the project. "MUSTERLE." Klaus Heyn has been building this 1927 Wolf Hirth sailplane for some years. The "Musterle" was instrumental in introducing gliding to the USA. Early this year, its fuselage and tailplane were finished and are stored in his garage. He was at Christmas time building its wings in his cellar, which has only one small window to allow the wings to escape. His previous project was a Rhoenadler 35 (now exhibited in the German Gliding Museum on the Wasserkuppe). This he built in the attic of his former house. To remove its wings, he merely had to make a large hole in the roof. To remove the "Musterle's" wings from the cellar, his new house will require basic modification unless they can be passed through the window before they become too large. We do not know what the final destiny of the new "Musterle" will be, but it is being built to airworthiness requirements. Klaus is now making its metal fittings which are about large enough and heavy enough for a DORNIER "WAL" (Whale) flying boat!

We have recently sent another set of "MINIMOA 36" plans to Mathias Voest of Landsberg. He is a cabinet maker (Schreinermeister) and so we hope that he will have every chance to realize the project..

Another "MINIMOA 36" was being built by a Herr Bergmann. After restoring a Grunau Baby 3 and a 1951 Spanish built Kranich 2 (as well as other gliders), he unfortunately suffered a stroke while building the "Minimoa", and so he can no longer work on it. However, his son is continuing with the project. It is therefore possible to hope that by the end of this century, there could be one MINIMOA 38 and two "MINIMOA 36s" flying in Germany, one "MINIMOA 38" and a "MINIMOA 36" flying in Holland and perhaps (we hope) the "MINIMOA 38" BGA 1639, flying in England. The total would be 6 airworthy "MINIMOAS" in Europe as well as the "MINIMOA 36" HB-282 static in the German Gliding Museum on the Wasserkuppe and the Austrian "MINIMOA 38" OE-230 static in the Fritz Ulmer Collection at Goepfingen-Betzgenriet. By the end of this century, Germany should have the following old gliders airworthy: Goe 1 "Wolf", 2 Goe 3 "Minimoa 36s", 1 "Minimoa 38", 1 "Goevier 2", 1 "Rhoenbussard", 1 "Rhoensperber", 1 "Habicht", 2 "Kranich 2s", 1 "Reiher", "Weiher", "Meises", 2 "Huetter H28-2s" 1 "Mu



This Gull is in the RAAF Museum, near Perth W.A. and the plaque reads: This unpowered aircraft was imported from England in 1939. Able, unlike a glider, to utilise air currents to travel considerable distances, it set an early Australian record of 161 km and later achieved a flight of 326 km. The Gull, restored to its original colour scheme, was acquired from Channel Seven.

Photo; Arthur Grundy, via Austen Wood.

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13d-3", 1 "Mu 17", many "Grunau Baby 2bs" and perhaps a "Horten 4 a". There is also a very considerable fleet in Germany of gliders designed and built after 1951. Ka-1, Ka-2, Ka-3, Ka-4, Spatzs, Bergfalkes, Zugvogels etc,etc. On Sunday 21st April, Jorg Ziller in his Hornet and Klaus Heyn in the "MEISE" flew 8 hour duration flights in the Stuttgart region. So the outlook for Vintage Gliders in Germany is exciting.(but Jorg Ziller says that he is not as optimistic as CW!)

ITALIAN NEWS

Vincenzo Pedrielli writes that a vintage CAT 20 has been found that is not in bad condition in spite of its age and casein glue, some of which will need renewing. The CAT 20 is the Italian version of the Huetter H.17a. CAT means Construzione Aeronautiche Taliedo. A further CAT in 1936 was the 28, which was an Italian Heini Dittmar Condor. The CAT 28 B.P. was the Italian two seater Heini Dittmar Condor, (B.P.= Biposto i.e. Two seater). The CAT 28 B.P. came out many years before the German two seater Condor 4 of 1951.

JAPANESE NEWS

For the opening ceremony of the Japan Students Aviation League, on 2nd March, there was a display of vintage gliders including a Minimoa, Kranich 3, Mita 7 (Japanese) and Ka6 and Ka8. This the first event of its kind in Japan. The event was held at Menua, Saitama Prefecture. Information from Seiji Iimura.

SWISS NEWS

A letter to C.Wills from Rene Wenger, Aeschweg 44, 3700 Spiez, Switzerland. Tel/Fax. 033.54.00.08.

Dear Chris, In the Spring of 1994, I sent you a letter and asked for the original Skylark 4 paint scheme and the Slingsby sign. At that time, we in the Thun Gliding club were in the middle of restoration and overhaul work on our Skylark 4, HB-767. You then kindly sent me the desired things, which were really helpful.

Now, with this letter, we would first like to thank you again for your help!

Secondly, with this letter, we can inform you that HB-767 is airworthy again. The aircraft has been flying again since early summer 1995, but the time to make the adhesive Slingsby sign (scanning, retouching and printing, thanks to the computer) took longer. At the beginning of this season (last week), the sign is now also on the aircraft's fuselage side, and with this, the restoration is finally, definitely finished!

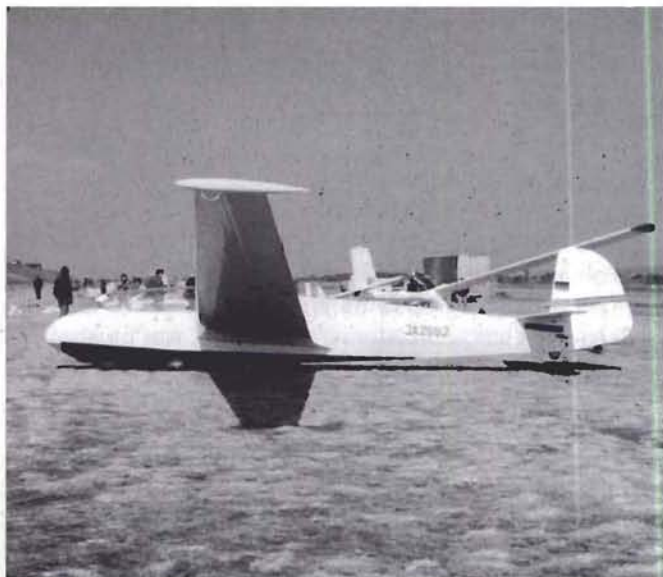
HB-767 received a complete overhaul, including a new wing trailing edge, radio, instruments, a mahogany instrument panel, antenna, tyre and new canopy (of course, also woodwork, fabric, painting etc.

For safety reasons (and also as for old fashioned Swiss sailplanes) the Skylark is yellow with a red nose and stripe on the sides of its fuselage.

Should there ever be a need for Skylark 4 canopies, the Mecaplex Company at CH-2540 Genchen is able to make them. The positive form, which we had to make ourselves, is here stored at Thun and could be used again.

Enclosed is a "new" Slingsby transfer as a small "thank you". We had several of them made.

With kind regards from us all here at Thun. Rene Wenger.



Two more photos from Japan.

Upper, Kranich 3, works No 81, which is now JA2552, was D-8142, and was built by Focke Wulf at Bremen.

Lower, a rarity, a Mita 7 built in 1970. No other details.

Photos by Seiji Iimura.



HIGH FLIGHT

Oh! I have slipped the surly bonds of Earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-lit clouds-and done a hundred things
you have not dreamed of - wheeled and soared and swung
High in the sunlit silence. Hovering there,
I've chased wind along, and flung
My eager craft through footless halls of air.

Up, up the long delirious, burning blue!
I've topped the wind-swept heights with easy grace.

Where never lark, or even eagle flew;
And, while with silent lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.

John Gillespie Magee, Jr.
Died in action in the skies of England Dec. 1941.

US NEWS

Franklin wins Gross Award & Baby Stoia Wins Moswey-Again

After winning the US National Soaring Championships, what better can a glider do than to win the prestigious Vintage Sailplane Association's (VSA) Frank Gross Restoration Award? Well, the Franklin PS2 which was flown by Stan Smith to a first place finish in the 4th (1933) Nationals has now been awarded the Gross Award for 1995.

After sitting neglected for a number of years, and then undergoing a ten year restoration, the work was finished just in time to take the glider to the International Vintage Sailplane Meet (IVSM) last July at the historic Warren E Eaton Flight Centre, on Harris Hill, in Elmira, New York. (See the full story in VGC87) This Ann Arbor, Michigan team, which was led by Chuck, the son of PS2 co-designer R E Franklin, and which included Joe Feather, as well as Jack and Doty Wyman, worked hard in the year before the IVSM to finish the glider. In fact, they only did their second test flight at the IVSM, and back in January 1995 they did not even have any wings! The work all paid off and they had a wonderful glider to show-off to the world. For their efforts, the glider was presented with the IVSM Best Restoration Award. Now they can add the Gross Award to the glider's list of credits. What is next? Oshkosh Grand Champion? Let's hope so!

Jim Stoia, from Manning, South Carolina, took what was literally a basket case *Bowlus Baby Albatross* and turned it into the 1995 VSA Moswey Reserve Champion Award winner.

Starting from very little, Stoia had to build a new pod and wings for the glider. In building the pod, he was required to be very inventive as the original moulds for the pod are currently buried under a Southern California freeway and are thus unavailable. Stoia had to discover a way to cold mould the pod using only blueprints and bulkheads as his guides. The result is a new pod which cannot be distinguished from the original 50 year old pod (except his might be in better condition).

The *Baby* came very close to missing the deadline though. The cut-off for qualification was New Year's Day 1996 and Stoia test flew the *Baby* for the first time on New Year's Eve at the Manning, SC Airport.

No stranger to glider restoration prizes, the 1995 Moswey Award is Stoia's second. He also won the 1993 Moswey Award for his *Scheibe L-Spatz 55*. Not only that, but for his *Baker-McMillan Cadet*, Jim took home the VSA's Gross Award for 1994 as well as the VGC's Best Glider Award from the 1994 VGC International Rally at Lasham, England.

Both the 1995 Gross and the 1995 Moswey Awards were presented to the Franklin team and to Stoia respectively, during the VSA Oldtimer Breakfast at the February 1996 Soaring Society of America (SSA) Convention in Huntsville, Alabama. Presenting an honorarium and a plaque each to Franklin, Feather and the Wymans, it was the first time that the Gross Award has been presented to more than one person. The Moswey Award consists of a Stuben Glass sculpture which is rotated among the winners.

For information on the Vintage Sailplane Association, write: VSA Scott Airpark, Rt. 3 Box 239, Lovettsville, VA 22080.

Late news; We are sorry to hear that Raule Blacksten has had a stroke and is in hospital. The VGC sends him our warmest wishes for a full and speedy recovery.

Rallies in 1996

LATE NEWS FROM HUNGARY

We have heard from Kati Meszaros that up to the end of May there were 30 gliders entered for the International Rally. She also sends the news that all kinds of credit cards (Visa, Euro, etc) are accepted at the bank in the next village to the airport (Budakeszi) and, of course, in a lot of shops and restaurants. All kinds of currency are also accepted.

Fax messages can be sent to their home number (+36-1-217-0220) but make sure that if a return message is required, your phone or fax number is clearly stated.

A RALLY at JEZOW SUDECKI? The suggestion for this has come from Wilhelm Geiger. This is the historic German gliding site of GRUNAU which was started in 1921. It is, of course, where Edmund Schneider originally built the Grunau Baby and where the Moazagotl wave cloud formed behind or over the Riesengebirge (Giant mountains) and where the Poles set up a world two-seat Gain of height record of over 8,000 metres in a Kranich 2. 1996 will be the site's 75th ANNIVERSARY. There is the hope that one year the Baby Treffen (Grunau Baby meeting) will be held there. It was also suggested that owners of other Grunau Types such as Grunau 8s and Grunau 9s etc. might like to take part. The Poles do have a gliding operation there at the moment. Should anyone like to take the matter further, they should write direct to: AEROKLUB JELENIOGORSKI, WYCZYNOWY OSRODEK, 58-50 Jelenia Gora Lotnisko ul. Lotniska, POLSKA /Poland.

ELLIOTTS of NEWBURY RALLY 1996. This is to be held at Lasham from the 25th-28th July. Contact is: Ray Whittaker, 8 Hamilton Road, Church Crookham, Fleet, Hants. Tel: 01252 (Aldershot) - 614684.

1997 will be the 50th Anniversary of the first flight of the EoN "OLYMPIA". 150 were built and at least 30 are said to be still airworthy in Britain. It is planned to celebrate the event with a mammoth International "OLYMPIA" Rally at Lasham during 1997. NORD 2000 and "MEISE" owners are to be invited to take part with their machines also.

VINTAGE CROSS-COUNTRY JAMBOREE. In France at LE BLANC from May 25th - June 2nd. This is for all vintage gliders and vintage cars in order to recapture the spirit of the old days (1930s?). Prizes will be awarded. Contact: Graham Saw, 16 Prince Andrew Close, Maidenhead, Berks. Tel: 01628-776173.

5TH OLDIE RALLY from 16th August to 25th August. Luftsportverein Gundelfingen v.V. (on the Danube) Contact: Wolfgang Schaeffler, Westpreussenstrasse 11, 8883 Gundelfingen 1, Donau, Germany. Tel: 09073-2503 Home or 08224-9980 Business.

A RALLY FOR MG 19s will be held from 18th August to 25th August at Micheldorf, Austria. Contact: Mario Sells, Bauserweinalle 123, 80999 Munchen. Germany. Tel & Fax 089 812 0094

Obituary

JOHN ANCELL PRESSLAND 1920-1996.

The combined memories of Chris Wills and Mike Russell.

John was born in the village of Laycock in Wiltshire, as the only son of Captain & Mrs Lawrence Pressland. MC. Royal Artillery.

He died suddenly through heart trouble in early April 1996 after a period of indifferent health.

At the age of 16, he was interested in aircraft engineering and joined the Royal Air Force as a Halton "Brat" and served as an engine fitter before learning to fly in the USA on Boeing Stearmans in Arizona. He returned to Europe to fly the new Hawker Typhoons of 193 Squadron from Harrowbeer in Devon, not far from Plymouth, where he was soon courting an attractive young WAAF named Joy who was serving as a wireless operator at Coastal Command's 19 Group Headquarters.

John had to bale out on December 1st 1943 after suffering radiator damage during a low-level strike which caused the engine to seize. He was forced to parachute into the very cold Channel 30 miles South of Lands End. His comrades stayed above him in their Typhoons until their fuel ran low. They were relieved by Norwegian Air Force Spitfires which guided to him, firstly a Walrus, and then, when this could not land on the rough sea, an Air Sea Rescue launch. John was in his dinghy for close on two hours. Happily, Joy's first news was of his rescue and that he was in hospital in Newlyn, from which he discharged himself later that evening.

Towards the end of hostilities, he was first posted to Spitfire testing and then, as a personal Communications pilot to senior officers serving with S.H.A.E.F. – the Supreme Headquarters Allied Expeditionary Forces in Europe, and it was in Germany that he took up gliding, gaining his "C" Certificate in 1946, quickly followed by his Silver C on June 7th of that year. His Silver C was No.64 on the British list (there being now close to 10,000) and was the first to be gained by a Serving British Officer in Germany and he became Chief Instructor of the BAFO (British Air Force of Occupation) Club, Detmold.



John & Joy Pressland at the first British Comps after the war, at Bramcote, where John was flying an Olympia.

They lived in terror of the Allied Armistice Commission which was likely to arrive at any minute to destroy their gliders and aircraft. It did arrive once, and the German light aeroplanes, which Flt.Lt Mirsky had arranged to have maintained by German personnel, had to be burned. The gliders had luckily been hidden. Briefly out of the RAF, he and Bill Crease from the North Wales Soaring Group entered the first British National Gliding Contest after the war at R.N.A.S. Bramcote. During this contest, John did a very good flight of 85 miles in an EoN Olympia to Manby, Lincs, in a cross wind and won a Prize. In 1948, John went to Samaden in Switzerland for the World Championships. He was reserve pilot but became very much involved in retrieving, with Joy, the EoN Olympia which was being flown by Donald Greig. The tragic accidents to Kit Nicholson in a Gull 4 and Donald Greig in the Olympia will never be forgotten. As Donald Greig had his wing cut off by an Alpine cable, there was not much of the aircraft left to bring back to England and John had to convince the British Customs that that really was all that was left of the complete EoN Olympia which had left England not long before.

Shortly after this, John rejoined the RAF and was retrained at the Central Flying School at Little Rissington as a QFI. and was posted to South Cerney where Mike Russell met him, being fortunate to become one of his National Service Pilot pupils, flying Percival Prentices. He was a most kindly, considerate and knowledgeable instructor and Mike rewarded his efforts when, at the end of his basic training, he went on leave to return a couple of weeks later complete with a Silver C. They became firm friends and had remained so ever since. (Another of his pupils, who later became an airline pilot, was Norman Tebbit MP, later Lord Tebbit.

After his spell at South Cerney John was posted to the Middle East. Joy and their 5 year old son Mark went out there to join him but their York crashed on take off. Whereas Mark could scramble out, Joy was trapped by the wing's main spar and soaked with petrol and she had to be cut out.

When he retired from the RAF in 1961, he helped Joy run the Wool House Boutique in Wallingford. While Joy did her best to import West End Fashions to Wallingford, John kept the business solvent.

He instructed on power with the Airways Aero Club at Booker for many years and later became a member of the VGC and became part-owner with Chris Wills in the Mg 19a at Wycombe Air Park (Booker). His Halton training was of the greatest value and he was always ready to help when needed. His first job with the Mg 19a was to renew the suspension units and towing hitch on its mammoth trailer which had been damaged when the trailer took charge and rotated on a German Autobahn. It involved lying under the trailer in freezing weather and damp for a long time.

Chris Wills had seen John during the evening before his death and had tried to help him with his lawn mower. John was, as always his bright and cheerful self. It was quite beyond Chris's comprehension when he later heard that he was no longer with us.

Those who knew John will remember a kindly and peaceful man, whose wider interests included sailing, photography and target shooting. Through his RAF service, within the early post-war years of British gliding, and down his later years, we will always remember his ever smiling face and mischievous sense of humour.

We send our deepest sympathy to Joy and Mark, and to all his relations and friends. CW & MR.

Letters

From George Day and Denis Cooper;

Having brought our T21b up from Norfolk again last year for the Slingsby Rally, we were ever so slightly miffed to find that we were not included in the "Gliders entered" (VGC News 86). As you can imagine, Bessie is getting quite sensitive in her old age, particularly since on the Wednesday she accepted a duration challenge from the YGC T21 and won, with a truly magnificent flight of 31 minutes.

Please give the apologies of VGC News to Bessie for not noticing her admittedly large bulk and tell her that next time she attends a VGC Rally we will make a fuss of her, if she lets us know, and maybe publish her picture. Ed

From Mick Moore, 37 Finchfield Lane, Merry Hill, Wolverhampton.

I joined the VGC because I love old gliders (before the time of the lookalike, all-white glass jobs) and have come to know these gliders and the people who fly them, learning an awful amount on the subject via the VGC News. I have been contacted by modellers from Germany, Italy and Australia and carry out a correspondence with like-minded modellers from far-off places.

I am now retired and it provides me with a wonderful hobby designing and building and flying 1/5 scale replicas of these lovely old birds – full of character. I have built to my own design Komer 49, Berlin B6, Rheinland, Rhonsperber, Helios, MU17, Lunak, so you can see I am not a *fullsize* enthusiast – so what I wish to see in the Mag are lots of old gliders, drawings, and anything that would inspire us to set to and design from small drawings and build them. I think one glider should be included in each issue showing a G.A. however small and photos and information that will help us. I am sure this is of interest to every member also.

Plenty of historical information of characters, old deeds and stories of bygone heroes, plus plenty of *old* photos would add interest also ie pre-war photos.

Chris Wills is a goldmine of information and long may he reign! Any utterance from him is always absorbed. He knows more about the pre-war days of gliding than anyone I know, and it should all be put into print.

My latest model awaits a good West wind on the Mynd; it is a Scheibe SF27 Zugvogel. The full size one is owned by Linden Askey of the Midland G.C. who has helped me to produce it, but I understand it is too recent to be included in the Vintage era.

I owe all my knowledge and expertise to little beginnings in the VGC News.

So don't forget or exclude us "toy aeroplane" makers please.

From Alan Patching, 22, Eyre St. Balwyn. 3203 Australia.

I usually spend a few days with Chris Wills when I am in England, but unfortunately my overseas trips finished with the World Comps in New Zealand. I cannot complain since I have been overseas almost every year since 1976 – principally to attend OSTIV Sailplane Development Panel meetings.

Please accept my apologies for the delay in renewing my subs, but I have been trying to join up with other VGC members to save on the Bank costs – including my son Ian

who has taken over from Allan Cash as Sec/Treasurer/Vintage News Editor of the VGA. However, I have given up trying and went to the Bank today. Nevertheless, could you let me know who other VGC members are in Australia and I can try to do something about making one payment. There's the same situation with OSTIV subs and we now pay the Gliding Federation who send off all the renewal forms and one cheque.

I am now the sole owner of the "Golden Eagle" which is the oldest glider since Ray Ash restored a Dixon Primary in Sydney. I arranged a syndicate to buy the Schneider "Platypus" when Harry decided to sell everything and retire from gliding, before Christmas. There seems little chance that "Platypus" will go into production and our syndicate will be preserving the glider, but keeping it in flying condition. I intend selling my share in the DG202 as soon as possible. Meanwhile, I'm busy re-covering the G.E. with Stats and when it is finished we will inspect the "Altair" and put it back into the air.

I have just spent the last week with our club flying from Mt. Beauty which is in the centre of our Great Dividing Ridge-it is not very high by European standards, only 6000ft ASL and well rounded of course.

Kind regards,

From John Tribe, 7 The Mews, East Rosanna, Melbourne 3084, also in Australia.

I am sure my subs are overdue, but thanks for not striking me off, herewith the right amount and a small donation. Please remember me to Chris Wills, Geoff Moore and any others I may have met when I was at Dunstable for the Rendezvous before the main Rally at Lasham in '94.

I visited Ararat, 100 miles N.W. of Melbourne, on the way back from our Nationals in South Australia last January. They were holding a Vintage fly-in and Alan Patching was kind enough to let me fly a Zogling Primary, first time for me, rounding off my otherwise uninspiring flying career.

I will be happy to hear from any members visiting Australia.

Kind regards.

From Keith Emslie, 5 Croyde Road, Lytham-St Annes, Lancs. FY81 EX, Tel: 01253-726345.

In his book, "The reluctant Jester" Michael Bentine recalls the 1930 Channel Gliding Club and his father's gliding exploits. (Although he had Peruvian parents, Michael Bentine has spent most of his life in the UK and is a well known comedian and writer and served in the RAF during the war.) His father had been an AID Inspector during the first war and made flying models for his children which they flew in the Folkestone area. So when Kronfeld in his Wien and Magersuppe in his Professor flew there, advertising Lyons Tea, Adam Bentine saw them and got hooked on gliding. Young Michael watched the Brant Scud I rigged and then catapulted, but it stayed firmly on the ground, and smashed through a fence, across a road and into the garden of a house. Why? the elevator cables had been connected up reversed!

The Channel Gliding Club bought a Zoegling kit and assembled it, with Adam as a key member. As test pilot he instituted the pre-flight checks of "Elevator up, elevator down, etc". Enthusiastically catapulted, he rose steeply, caught it without stalling, dived and just brushed the ground, climbed more gently and then landed neatly. Michael was delighted with his intrepid father, who was rather less enthusiastic. "She's a cow" he said, and never flew her again!

From Graham Ferrier

Otto Lilienthal died in August 1896, and in this year of the centenary of his death we should remember the debt we owe to this great pioneer. He had carried out nearly 2000 flights, of admittedly short duration, and had developed his machine, through several different versions, into a stable, controllable, weight-shift glider, which was sometimes soared above the launch height.

After a long line of dreamers, thinkers and experimenters,

his careful, gradual progress was successful and led after his death, to work by Percy Pincher, and the Wright Brothers, who it must be remembered spent several years learning to control their machine as a glider before fitting the engine.

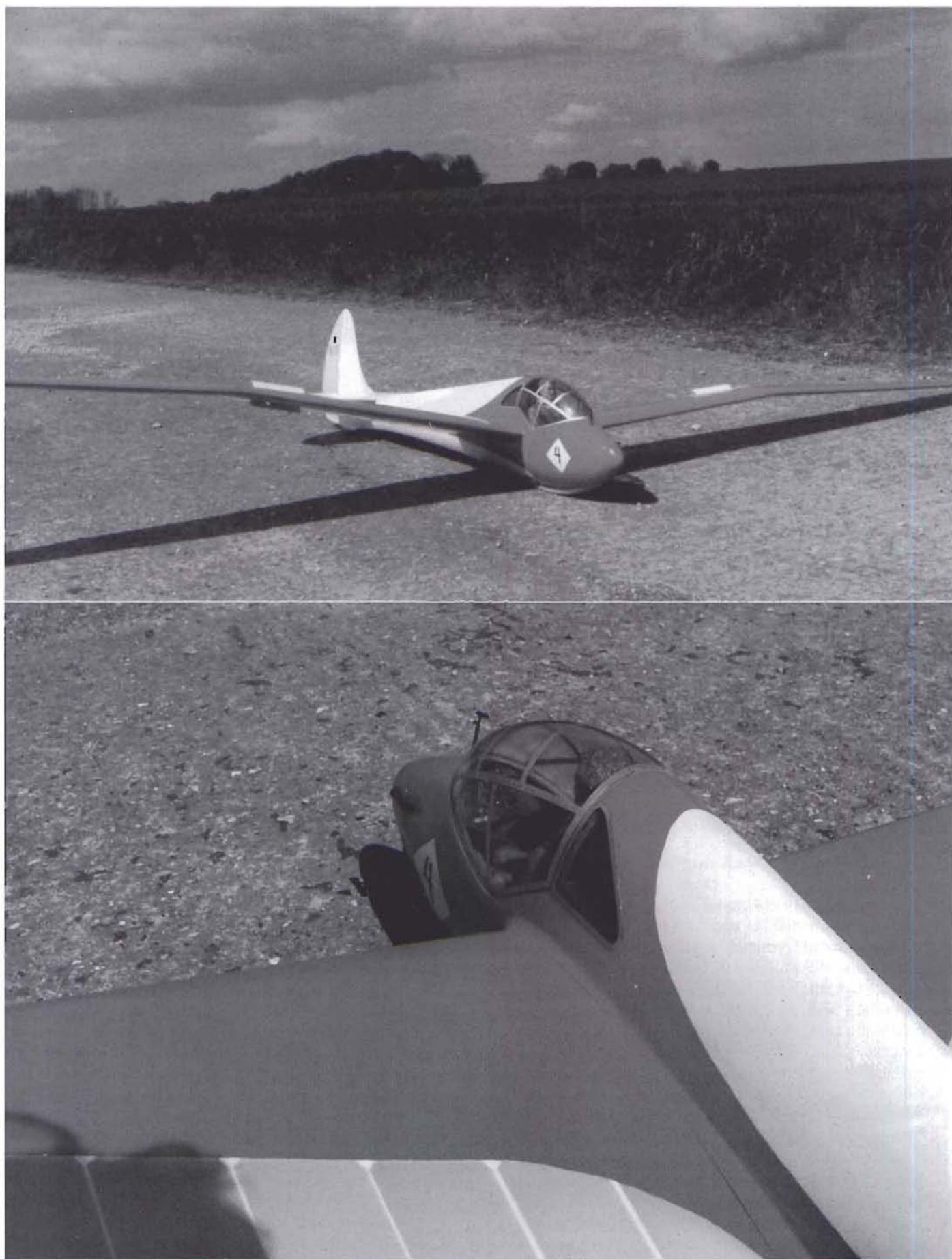
Although he did not progress much beyond the stage of gliding downhill from the top of his hill and he seemed to have got stuck at the stage of a weight-shift hang glider, he was the first person to demonstrate to the world his ability to fly consistently.



The elegant lines of the Short Nimbus are shown in this model by Glyn Fonteneau. Photographer unknown.



Oly 419 "Wild Goose" at Lasham in 1994. Photographer unknown.

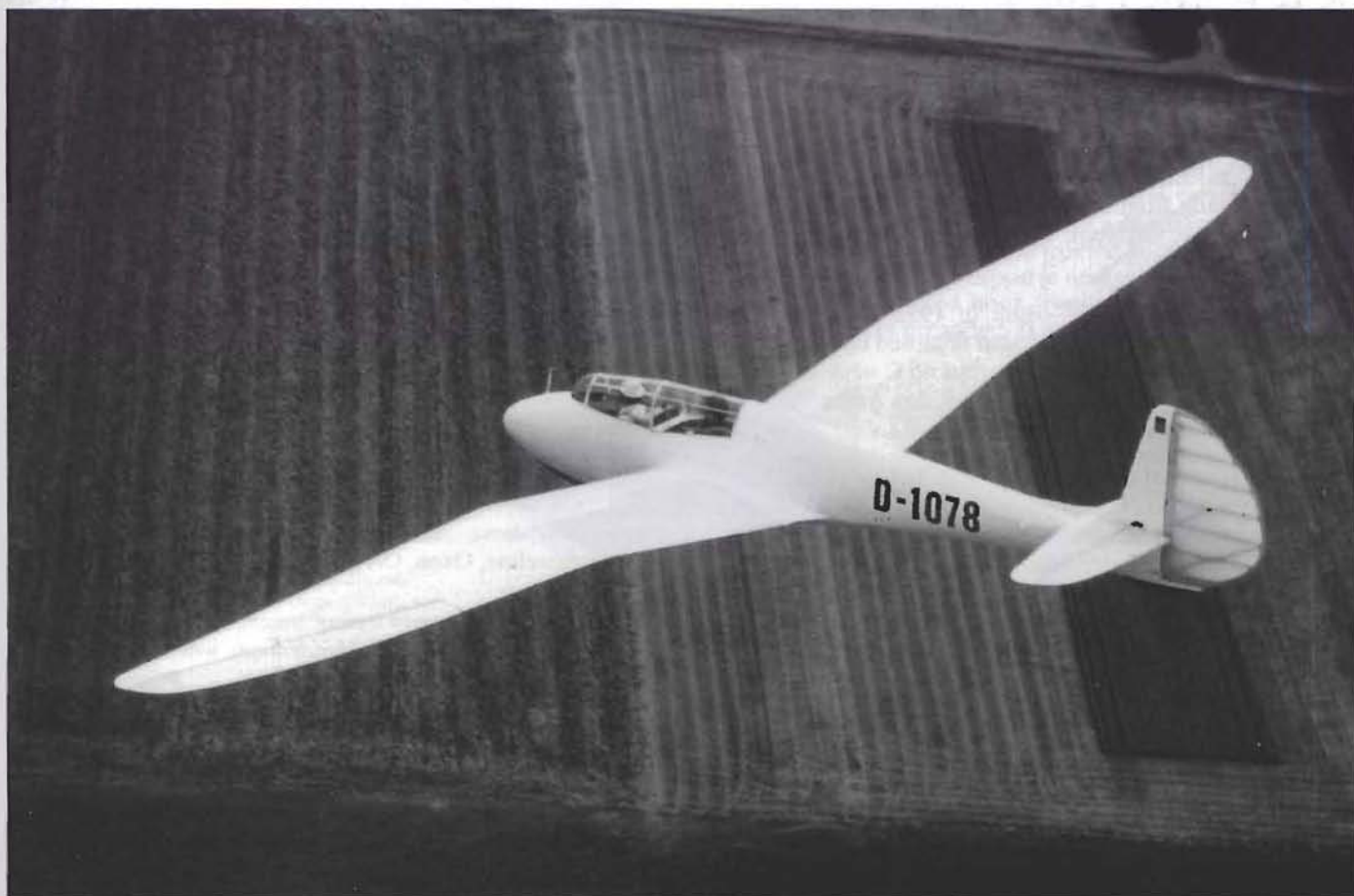


Also seen at the Haddenham Rally was this lovely model of the Polish PWS 101, built to his own design by Peter Saunders. It is to 1/5 scale and weighs 6.5 lbs. The original sailplane was designed by Wacław Czerwinski and first flew in 1937 and had provision for water ballast; in 1938 it set the world's second longest flight of 577km. The model represents SP1005 with comp number 4 for the 1937 International Comp at the Wasserkuppe.

Photo G. Ferrier.



One of the most frequent visitors to our meetings is Jan Foster seen here in his T31. Photographer unknown.



Mg 19 D-1078, probably over Oberschleissheim in 1995. Photographer unknown.

Classified Ads

FOR SALE Some Slingsby spares for Grasshopper, Cadet, Tutor, Prefect, T31, and T21. Also manufacturer's Ottfur exchange service now available. Colin Street, Cair Aviation Ltd. Tel 01293 543832 Fax 01293 513819

FOR SALE Slingsby Prefect T30B, beautiful condition, complete with instruments and excellent, purpose-made, aluminium trailer. Contact: David Ballard, "Royal", Milford Rd, Elstead, Godalming, Surrey, GU8 6LA. Tel 01252 702819.

WANTED Open trailer suitable to take a two-seat glider, must be in good running order. Contact David Shrimpton, Fairfields, Fosse Road, Oakhill, Somerset, BA3 5HU

EXCHANGE Two off T31 Front lift struts for two rear struts. Contact David Shrimpton, as above.

FOR SALE Schlecher Ka 7 Vintage two seater sailplane, Swiss registered, current C/A, built in 1964, with full double control instruments, Dittel FSG15 radio. Price: Sfr. 9,000. Bölkow Phoebe A. Swiss registered, current C/A, in very good condition. Excellent gliding performance. Dittel ATR 720 radio. Fully equipped, with open trailer. Price Sfr. 9,000.

FOR SALE Fauvel AV36 with 13m span. Built by Herman Frebel Flugzeugbau, NABERN/Teck, Germany during the 1950s. The glider needs overhaul and is not complete but is quite repairable. For further information contact Rolf Algotson (Sweden) fax +46 8 600 44 35.

FOR RENT Holiday cottage in Sherborne, Dorset, close to the Abbey and historic Castle. Pleasant surroundings in the heart of lovely Dorset countryside and within 30 minutes of the sea. All mod/cons and parking. Contact David or Margaret on 01749 841084 (evenings).

FOR SALE MG19 "Steinadler" and FW "Weihe 50" with German Certificates of Airworthiness (Zulassung). Also a "Condor 4" built from a Schmetz kit in the Argentine. Offers to Jochen Kruse, Orbrook 23b, 25436 Uetersen, Germany. Tel 49 4122 41254.

FOR SALE "Cumulus 2f" Built in 1953. Basically overhauled in 1984. Complete with open or closed canopies, basic instruments open trailer, airworthy, but no C of A and not in best condition. Offers to Juergen Dreyer, Am Anger 7b, 38176 Wendeburg, Germany. Tel 05303 3505.

FOR SALE One of the Upward Bound Trust's T21s is to be sold in "As is, Where is" condition at the end of June when its C of A expires. It has been flown regularly and always hangared fully rigged at Haddenham Airfield, Bucks. Offers in the region of £2000 are expected. Contact either Peter Chamberlain Tel 01525 378901 or Brian Bushell. Tel 01753 887629.

FOR SALE OR EXCHANGE Slingsby T31 in very good condition plus extensive spares. Slingsby Motor Tutor

professionally converted and with current permit to fly. Contact David Shrimpton on 01749 841 084

WANTED Back issues of VGC News. Contact Cliff Jeffery (a new member) Tel 01302 361381.

Possibility of having new "Kranich 2s", (Zuraw 2) built in Poland. Anyone interested should contact Jochen Kruse, Orbrook 23b, 25436 Uetersen, Germany Tel 49 4122 41254.

New M22s can be ordered from Laszlo Revy, Szabadsag utca 128, H-2040 Budaors, Hungary, See VGC News No 86. Ed.

Restorations can be carried out in Poland, contact Jochen Kruse as above or Angela Sheard, ul. Kuznicza 12'14, 60-241, Poznan, Poland. Tel 00 48 61 627352.

Restorations can be carried out in the Czech Republic, Contact Ing. Oldrich Kotas, Hlavni Trida, 585, 70800 Ostrava-Poruba, Czech Republic.

INFORMATION WANTED

Chris Wills seeks to verify the following flights by AVIA 40Ps:

1. On page 128 of the book "Histoire des planeurs AVIA" it mentions in the journal "L'Air" of February 1943 that there was a flight of more than 300 kms in an AVIA 40P piloted by Tournon. We concluded that this was yet another heroic flight in France during 1941/2. However, we have now found reference to a flight of 300 kms by Tournon from Paris to Besancon in 1943. We suppose that the journal "L'Air" was referring to this one?

2. We wish also to ask about the 139 kms female free distance record by Mlle Marcelle Choisnet in an AVIA 40P on the 9th June 1944. This was also mentioned in the book "Histoire des planeurs AVIA".

Could this flight have really taken place on that date as we thought that all gliding in France had been banned from late 1942 until after the liberation.

3. Does anyone have a list of German gliders found in the American Zone of Germany in June 1945? The US Zone was situated in one of the best areas for gliding in Germany with the finest weather and countryside. There should have been a lot of gliders there. We have the numbers for the British, French and Polish areas. If we could have the numbers for Czechoslovakia and the US Zone, we might be one step nearer to discovering how many gliders and sailplanes there were in the territory of the Reich in June 1945. It would, of course, be only an approximate figure as so many were broken.

4. Does anyone know the whereabouts of either Don Beech or Barry Briggs who owned two Weihs between them somewhere in the East of England?

Could anyone able to shed any light on any of the four questions above please contact Chris Wills, Wings, The Street, Ewelme, Oxon, OX10 6HQ. Tel: 01491 839245.

Rear cover. Nostalgia at Haddenham when this Morris 8 Tourer joined the vintage gliders Photo G. Ferrier.

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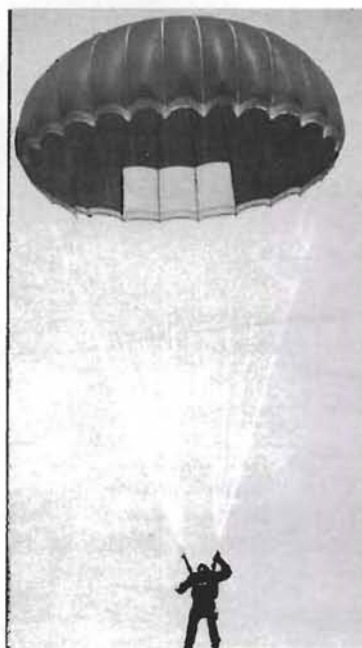
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SK94 EMERGENCY PARACHUTE

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Specifications

- 360 degree steering turn rate = 12 seconds
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(a) with zero horizontal speed (ie Balloon) = 80 metres
(b) with a horizontal flying speed of 70 kts = 70 metres
- Recommended maximum deployment speed = 150kts
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