

VGC News

No. 120 Spring 2007



30 Years on - the 4th International Rally

Rally 'Dununder'

Higher launches? - A tale of two hooks

Air Test - the Rhönselger Ka-6

International News



<http://www.vintagegliderclub.org>

Objectives of the Vintage Glider Club

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

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The Vintage Glider Club
Wings, The Street
Ewelme
Oxon OX10 6HQ
Tel: 01491 839245

Editor

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

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Photo: Elia Passerini, member 2588 from Siena in Italy. Taken at the VGC International Rally in Angoulême, 2006.

Back Cover: 'Memories of the Air Training Corps'. Al Stacey's collection of Slingsby Trainers finished in ATC colours. Photo: Al Stacey

Notice to all members

The Rally Secretary is Graham Saw. Please forward details of any vintage glider rallies you may be planning to:
e-mail: Graham@servotechnique.co.uk
Tel 01628 776173

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

Wanted

Vertical Format Coloured Prints of vintage gliders if possible, in flight, for the future covers of VGC News. PLEASE send them to the VGC News Editor
Margaret Shrimpton:- "Fairfields", Fosse Road, Oakhill, Somerset BA 3 5HU. Photos will be returned.

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

Officers of the Vintage Glider Club

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

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

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

Harald Kamper, Leyerstasse 161, 49076 Osnabruck, Germany

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

International Council

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

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

Australia

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

Belgium

Firmin Henrard, Rue Porcheresse, B-5361 Mohiville Hamois, Belgium.
e-mail: henrard.f@helgacon.net

Czech Republic -

Josef Mezera
potk.josef@post.cz

Denmark

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

France

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

Germany

Harald kamper
ulf.ewert@osnnet.de

Netherlands

Neelco ossinga
kranich@zonnet.nl

Poland

Zbigniew jesierski.
jezierski@silesianet.pl

Slovakia

Joseph Ott, Panska dolina 2, Nitra, Slovakia, SK94901. e-mail: jozef.ott@zoznam.sk

Sweden,

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

Switzerland

Werner Ruegg,, uf Rüti, CH-8498 Gibswil
e-mail w_ruegg@hotmail.com

USA

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

Committee

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

John Dredge - Treasurer.
email john@dredgevgc.plus.com

Austen Wood - Secretary
e-mail: austenwood@onetel.com

Graham Saw - Rally Secretary.
e-mail: Graham@servotechnique.co.uk

Peter Underwood - BGA Technical Representative.
e-mail: peter.underwood1@btinternet.com

Jan Förster - Technical Officer. Peppelhoven 27, 6225GX Maastricht, Netherlands.
e-mail: jftandemtutor@hetnet.nl

Nick Newton - Membership Secretary.
e-mail: Ingenick@doctors.org.uk

Bruce Stephenson (co-opted)
stephensons@talktalk.net,

David Weekes (co-opted)
david.weekes@booker-tate.co.uk,

Laurie Woodage - VGC Archivist, (co-opted)
e-mail L.P.Woodage@herts.ac.uk

Robin Wilgoss -VGC Webmaster (co-opted),
robin.wilgoss@electronomical.co.uk



VGC News

No. 120 Spring 2007

CLUB NEWS

Chairmans address

Welcome to a new season marked by some very warm weather for the time of year, which we are told are the effects of 'Global warming'. However, the start of this year is more likely to be remembered for the unusually heavy rainfall making any attempt at flying difficult due to widespread flooding and waterlogged surfaces that even grounded the airlines temporarily.

Apologies to anyone who has had difficulty with renewing their membership and "thank you" to Nick Newton and the team involved in setting up the new system.

We look forward to the coming year knowing that the summer will see us once again in Eastern Europe in both the Czech Republic and Slovakia. Last time we visited these countries we were overwhelmed by the hospitality and for those who look forward to new experiences the historic city of Nitra is well worth the visit. However we also know that once again, Tesco will have got there before us!

Nitra has been host to several international gliding competitions so the camping facilities will be excellent with modern amenities and opportunities for tennis or simply 'cooling off' in the swimming pool.

On the business front, and due to an earlier decision taken by the committee as a response to the outcome of last years AGM, the committee met to re-affirm the objectives of the Club, confirm that the committee is acting in pursuance of those objectives, agree that the rules of the VGC are commensurate with those objectives and to assure the officers of the Club that they are protected from unfair litigation.

The legal advice received to date has recommended that the VGC should become a "Company Limited by Guarantee" (CLG) in order to protect both the Club and its Officers if a claim were to be brought against it.

Whilst confirming that the existing rules would be compatible with this fundamental change it was also felt that the Club may benefit from a full review of the rules and recommendations on whether the rules could be improved to help the Club achieve its objectives.

In consultation with the BGA (British Gliding Association) it was agreed that we could have the services of the BGA Development Officer, Alison Randle, to work with and review the impact on the current VGC rules if we were to become a CLG. A huge "thanks" to Alison for her time and patience in helping the committee to tackle these issues.

The VGC Rules are available in English and German, the French translation is now in hand and all will be available on the VGC website hopefully by the time you read this. Should there be any proposed changes as a result of becoming a CLG these will be distributed to members via a mailshot.

With regard to EASA, we are pleased to report that Sir John Allison, President of European Air Sports the body through which Europe-wide recreational and sporting aviation organisations have access to the European Commission, has accepted an invitation to attend our committee meeting next month. Sir John is a member of the VGC and glider pilot and we will be raising our concerns regarding EASA with him.

And so, the time for National Rallies and local meetings is upon us giving us the opportunity to meet again. For us in the UK, I am looking forward to the UK national rally at Southdown and I hope all members individually enjoy their meetings wherever they are before we meet again during our next great adventure in Eastern Europe.

David Shrimpton Chairman

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VGC Rules are available in English, French & German. See www.vintagegliderclub.org Hard copies available from Secretary.

Membership news

From the Membership Secretary

The life of the Membership Secretary is clearly not an easy one! A new system often brings its own teething problems and the new VGC interactive database has been no exception.... Nevertheless the outlook is promising. The evidence is that more members are now accessing the Members only 'VGC interactive' section of the VGC main Website. Not only can individual members check (and update) their membership details, but in addition a wealth of information and photographs can be accessed and are continually being

updated. Remember, to access the 'VGC Interactive' section you just need to know your VGC membership number (to be found on your membership card) - enter this as your 'username', and if you do not know your password, this can be requested by e-Mail and will be sent automatically to your registered e-Mail address.

The secure PayPal system, which is

now our preferred individual payment method, has proved popular, with many members renewing their membership for 2007 by this means. The advantages are that the membership fee (in £ sterling) goes automatically straight into the VGC Bank account, without the need for entering a large number of individual credit card details by hand (mine!) and the associated paperwork at the

bank is avoided. This is not only much quicker, but is also more secure, and avoids the possibility of error. Although initially some members appear to have experienced difficulties, we believe that many of the problems have now been resolved with the expert assistance of the VGC webmaster, Robin Wilgoss, for which I am indebted.

For those of you who have kindly shown your patience and understanding over this difficult introductory period, I would like to express my gratitude. The backlog of membership renewals is being addressed as fast as possible, and no one who has attempted to renew should have missed out on this copy of the VGC News!

Nick Newton
(*memsec@vintagegliderclub.org*)

From the Treasurer

I am very pleased to say that "membership renewal" via "Paypal" has proved very efficient and popular.

I hope those who used this system also found it simple and effective; perhaps during 2007 others will investigate Paypal and give it a try next year. Thank you to those of you who spotted the small increase in subscriptions and fees and paid the correct amount. Most members who pay by Standing Order have not changed to the new subscription amount and therefore The Club is short by the £2 per person.....it would be appreciated if a balance cheque is forthcoming please.

To those of you who intend to renew

but have let it slip so far I hope you will take action and get your subscription off to Nick Newton (Membership Secretary) very soon.....after Nick's manic activity over the first 2 months of this year I fear he may be feeling a bit redundant now so let's try to make him wanted again !!

As always at this time of year, the financial position of The Club appears quite strong but with increasing expenses and the temporary loss of "Sales income" we might find ourselves somewhat stretched as the year progresses.

"The books" are closed now for the year 2006 and the balance sheets are virtually finalised ready for our accountant's audit.

Have a wonderful (safe) season and get to as many Rallies as you can, especially the Internationals !!

John Dredge

Annual Dinner Notice

The Vintage Glider Club Annual Dinner and Prize Giving will this year be held at 'The Aviator' Hotel, Sywell Airfield, Northamptonshire, on the 13th October 2007.

Tickets are £22:50 per person and can be obtained from:

Bruce Stephenson,
Napier House
201, Bridge End Road
Grantham
NG31 7HA

Email: stephensons@talktalk.net

The menu is reprinted here. Please indicate your choice of menu and any dietary preferences (eg Vegetarian option) when reserving your tickets.

Accommodation

We have negotiated a special weekend rate for rooms at the Aviator Hotel. They are: £59:00 for a Double Room, £80:00 for a Twin room and £85:00 for a single room. Breakfast is an English Buffet at £5:00 per person. Please contact the Hotel direct for accommodation reservations on Wellingborough Rd, Sywell, Northampton, Northamptonshire NN6 0BT. Tel: 01604 642111.

Starters

Choice of Soup.



Course Chicken Terrine:

Sliced Chicken terrine with Peppers, finished with a Sweet Chilli
Red Onion Compote



Oven Baked Goats cheese:

Goats Cheese baked with Sun-blushed tomatoes, wrapped in filo pastry.
Finished with Pesto Sauce



Sardine Bake:

Sardines sat on Ratatouille with puff pastry case. Finished on a bed of crispy rocket leaves.

Mains

Fillet Medallions:

Fillet Medallions stuffed with a Mushroom Duxelle, Finished with a wild Mushroom sauce



Lamb Shank:

Lamb shank cooked slowly, sat on Horseradish mash. Finished with Rosemary Jus



Pan-fried Tuna:

Tuna steak served with Cajun Prawn cream sauce.



Vegetarian option available. All dishes are served with seasonal Vegetables & roasted Potatoes.

Membership Fees for 2007

For 2007, membership subs for UK and Europe will be increased to £22 (or Eu 33) and £23 non Europe. Credit card transactions carry an extra £2 (Eu 3) rather than the £1 previously. Members who pay by standing order must make the change at their bank.

John Dredge, VGC Treasurer

ERRATA

ERROR (1) in VGC NEWS, No. 119, Winter 2006. Page 43 concerning the New Zealand WEIHE BGA 1230. After damage to its rear fuselage below the tailplane (before sternpost), during an out landing in a corn field, its German built fuselage was not repaired. It was fitted with the fuselage from a Swedish built JS WEIHE (not a German built Weihe's fuselage), which was probably built during the same year (1943) in Sweden, as BGA 1230 was in Germany. BGA 1230's wings and tailplane are still German, not Swedish.

ERROR 2 in VGC NEWS No.119. Page 37 SWEDEN. This concerns the placing of ballast in the tail of the Kranich 2B-1 SE-STN to correct nose heaviness. "A small steel tube loaded with lead was inserted in to the base of the rudder's leading edge ". This was a misunderstanding and **MUST NEVER BE DONE**. The weight may have been inserted into the fuselage's cavity below the tailplane but, as this is where the elevator coupling is, the Swedes should be asked exactly how this was done.

COMMENT from CW. On Page 42 of VGC119. Apologies for getting Black Diamond's colour wrong. There was another Grunau Baby 2 at Kidlington belonging to the CFI and this one was very smart. This was in 1953 and CW's memory of what was for him an exciting days gliding, has faded. On the right of "Black Diamond" taking off from Camphill is the famous KASSEL HERKULES two seater which came to England in 1931(?) and took part in the Lyons Tea Meetings and gained the first British two seater distance record in 1934, when flown from Dunstable by Eric Collins with the German passenger Exner. One wonders what happened to this famous glider. Was it swallowed up by the military during the war?

In VGC119, we credited the photographs of the International Rendezvous and Rally to Christian Ravel. I now note that in his covering letter allowing us to reprint those photographs, he mentioned that the credit should go to 'Musée Régional de l'Air - Angers'. My apologies, Christian, and many thanks for the excellent photos - Ed.

The photographs for the 2006 Slingsby Rally at Sutton Bank were incorrectly credited. Many thanks goes to Caroline Coates who took them and sent them in to VGC News.

Diary Dates for 2007/2008

Saturday 26th May to Friday 1st June . UK National Rally, Southdown Gliding Club. Ridge & Thermal site near Pulborough, West Sussex.

Contacts: Southdown Gliding Club Office: 01903 742137, Rally co-ordinator, Andrew Jarvis ACJARVIS1@aol.com web page:www.sgc1.org

7th June - 10th June. 24th International Spatz Meeting 2007 at Weissenburg

contact: Thomas Hacker for info: www.spatz2007.sfv-wug.de

Friday 22nd June to Saturday 30th June but stay longer if you are enjoying yourself !

details from the Derbyshire and Lancashire Gliding Club, Camphill Farm, Great Hucklow, Buxton, Derbyshire SK17 8RQ. telephone 01298 871 270 or email dlgc@gliding.u-net.com or http://www.dlgc.org.uk, Rob Faulkner.

STOP PRESS !!

30th June to 1st July Whispering Wardrobes Rally

at Booker is 30th June to 1st July. As security has been stepped up at Booker, there will be a strip-search on entering the airfield. Contact Graham Saw: graham@servotechnique.co.uk or 01628 776173.

25th Aug to 2nd Sept Slingsby Vintage Rally, Sutton Bank.

The main contact is the secretary at Sutton Bank enquiry@ygc.co.uk tel 01845 597237 or Phil Lazenby at philplazenby@onetel.net

22th to 23th September 2007 4th VGC season's closing at Biberach Airfield, South Germany (EDMB)

Contact: Gere Tischler, Kanalstraße 13, D-88214 Ravensburg. Phone: +49 751 14281 (Home). Mail: gere.margit@gmx.de.

13th October 2007 VGC Annual Dinner and Prize Giving, The Aviator Hotel, Sywell Airfield, Northamptonshire.

Contact Bruce Stephenson email: stephensons@talktalk.net. See Club news for full details.

The following dates are taken from the OSC Wasserkuppe magazine.

19th - 22nd of April 2007

We are presenting the **Oldtimer Segelflug Club** at the AERO-Fair in riedrichshafen/Bodensee. We are at the Rhön-community stand.

4th - 6th May 2007

Traditional „Anfliegen“ (Fly break), this year with the special of our festive Event „25 years OSC-Wasserkuppe“ including our annual main meeting and with Pilot's Party on Saturday. Guests are welcome, please register at info@osc-wasserkuppe.de

23rd - 30th of May 2007

Flight Camp in Wels, Austria.

Guests are welcome, please register at info@osc-wasserkuppe.de

30th of June - 7th of July

Our main-event this year! We do carry out **„Rhön Segelflug Wettbewerb“** according to our 25th anniversary and we invite SG-38 Pilots and their crews or other similar open gliders. We will have bungee launches and towing. Guests are welcome, information at www.osc-wasserkuppe.de

7th of July.

The anniversary party

with all pilots, members, old and new fiends and guests who are interested to celebrate a hangar party at the traditional Wasserkuppe. Guests are welcome!

8th - 14th of July 2007

Our 1st week of SG-38 Flight

event with rubber launches. Flight instructor: Peter Mühlhölzer. All information under „downloads“ at www.osc-wasserkuppe.de

25th - 26th of August 2007

We share the Event

„Taurus airfield“

of the LSC Bad Homburg with our SG-38 in Wernheim.

5th - 7th of October 2007

„Abfliegen“,

Season's end, Guests are welcome, registration under info@osc-wasserkuppe.de.



Vintage Sailplane Association

Soaring from the past into the future!
The Vintage Sailplane Association is dedicated to the preservation and flying of vintage and classic sailplanes. Members include modelers, historians, collectors, soaring veterans and enthusiasts from around the world.

Vintage sailplane meets are held several times each year. VSA publishes the quarterly newsletter Bungee Cord. Sample issues are US \$ 3.- Membership is US \$ 20 per year. For more information write to **Vintage Sailplane Association**
1709 Baron Court
Daytona Beach FL 23128
USA

www.vintagesailplane.org



Air Test No 4

Schleicher Ka-6 "Rhonsegler" "A Pictorial View" by Bruce Stephenson

In air test number 4, we re-discover the Schleicher Ka-6 through the pen of "Air Pictorial" magazine. Although these are merely copies, it is felt that since that these reports never appeared in "Sailplane and Gliding", they will hopefully make interesting reading, as it is assumed that most VGC readers will not have seen them before. The reader is reminded that at the time of writing, these were "new" types to British skies, and whilst "Air Pictorial" did, and still does enjoy a broad aviation spectrum, it is primarily concerned with the development of the aeroplane first and foremost.

It is also worth reminding that, in some cases, many design layouts were being used on small aircraft and gliders for the very first time; features that we

take for granted today. It has been decided to publish these reports in their entirety, and in sequence of publication by date, as some reports refer to the qualities of past gliders tested by "Air Pictorial"; it also serves to remind us of relative costs and technology of the day.

Sometimes, a day and an aircraft combine to produce a flight which is perfect. The Air Test of the Ka-6, kindly lent to us by the Royal Air Force Gliding and Soaring Association, was such an occasion. After a long spell of dank, dismal and unsuitable weather, the Ka-6 was flown on a calm sunny and unpredicted day between depressions. In this sailplane, the quietest we have ever flown, there was only a faint rustle of air over the wings and in the bright sunshine and still air, the effect was one of

such silent peace and enjoyment that we felt tempted never to fly a powered aircraft again.

The Schleicher Ka-6 is built at Poppenhausen on the Wasserkuppe by Alexander Schleicher and has already gained a formidable list of successes in competition flying. In the 1960 World Championships, five out of the first six places in the 15 metre standard class were taken by them, and in the 1961 Dutch Championship they took first and second places against all-comers, including the open class entries. In the 1961 British Championships, a Ka-6 won the standard class, and came ninth in over-all classification.

Sailplanes have been built by Alexander Schleicher at Poppenhausen for many years. His products include the





Rhonadler and the Rhonbussard, designed by Hans Jacobs, famous designer of the Olympia, Weihe, and Kranich; the Condor 3, designed by Heini Dittmar; and the DFS designed Seadler, a boat-hulled sailplane with a gull-wing intended for soaring from mountain lakes after being launched behind a speed-boat. Since the war, Rudolf Kaiser has become chief designer at Poppenhausen, and his designs are distinguished by a number pre-fixed by the letters Ka.

The Ka-1 is a wooden single-seater of only 10 metres span, sold in kit form for home construction. The Ka-2, a two-seater, is distinguished by forward swept wings to give the occupant of the instructor's seat an unobstructed outlook. An improved high-performance version, the Ka-2B followed quickly and is named the Rhonschwalbe. The Ka-3 is a variant of the Ka-1 with a steel-tube fuselage, while the Ka-4 and Ka-5 are small "economy" training two-seaters corresponding to the single-seat Ka-1 and Ka-3. The Ka-6, subject to this report, has now been followed by the Ka-7, a metal-tube fuselage variant of the high-performance Ka-2, two-seater. This latter sailplane has been named

"Rhonadler", thus repeating the name of the earlier Rhonadler designed by Hans Jacobs.

The Ka-6 was designed and built with the dual purpose of providing a replacement for the Olympia, so long the standard equipment of many clubs, and at the same time being a competition sailplane capable of meeting all comers in the International 15-metre class. How well the Ka-6 has succeeded in meeting these somewhat conflicting requirements, is shown by its success in competition flying, and in Schleicher's full order books.

Construction

At first sight the Ka-6 "Rhonsegler" is a fairly conventional looking high-performance sailplane. Closer examination reveals some of the reasons for its outstanding performance. The first of these is clearly the beautifully clean and immaculately smooth narrow-cord tapered wing.

The single main spar, placed at the thickest part of the section, is at 45 percent of the cord from the leading edge, and the whole surface back to the after side of the spar is ply-covered; the final finish over the ply is exceptional. The

surfaces aft of the main spar are fabric covered, and great care has been taken to fit the DFS-type airbrakes so that, when closed, they fit flush and clean with the surface. The wing root fittings and centre-section cover are made so that air leaks over the top surface are negligible, and there is no need to tape over the joints each time they are made.

Ailerons are of narrow chord and relatively short span. They do not extend to the wingtips, but are inset about 30 in. The wing has a fair amount of washout towards the tip, and the outer few inches of the trailing edge are set at a marked dihedral, so that when it touches the ground it cannot dig in.

The fuselage is an oval plywood monocoque with the same smooth finish as the wing. There is no skid, but the single landing wheel protrudes about 5 in. below the level of the fuselage. The centre-of-gravity launching hook is placed farther aft than is normal on British aircraft.

The cantilever tailplane is secured by a single bolt by a facing, which fits flush with the tailplane surface. There are no external fittings or controls, and the elevator controls are so designed that they couple automatically when the tailplane

is correctly positioned on the fuselage.

Flying Controls

An important feature is that both ailerons and elevators are operated by push-pull rods, this undoubtedly contributes to the notable smoothness of control. The rudder is operated through cables. None of the main flying controls have any aerodynamic trimming device, but fore-and-aft trim is adjustable by means of a spring, which operates directly on the pilot's control stick.

The airbrakes are operated by a lever on the port wall of the cockpit and, like the ailerons, are linked by rods. The last movement of the airbrake lever also applies a brake on the landing wheel, and the system is spring-loaded so that positive pressure is necessary to keep the airbrakes extended and they retract by themselves as soon as it is released, provided the speed is below 75 knots. At this speed the suction on the airbrakes balances the spring; above it, the brakes will try to open unless restrained by the pilot. There is no mechanical lock. The system thus provides automatically against taking off with brakes out, and against over-speed.

Rigging

The Ka-6 stows comfortably in a road trailer a few inches longer than its semi-span of 24 ft. 7 in. The two halves of the mainplane are attached to the top of the fuselage at four points, one at each leading edge, and one under each half of the main spar. The two halves of the main spar are then joined by two massive steel bolts; when the bolts are pushed home the main-spar becomes a single cantilever structure of great strength from wingtip to wingtip.

The attachments to the fuselage and spar bolts can all be pushed home without the use of special tools, and like the aileron and airbrake controls, are locked securely by large terry pins. The system is similar to that on the Weihe, and a good crew can get the aircraft from its trailer, assembled and ready to fly in about seven minutes. A crew of three is sufficient in any normal conditions.

The cockpit is 23 in. at its widest point, and rather less at seat and shoulder level. It is a snug fit for a pilot weighing 200 lb. in warm winter clothing, but is comfortable. In normal the position, the pilot's eyes are 24 in. from the nearest instrument on the panel, and the outlook from within the bubble canopy is superb.

The rudder pedals, which are shoe-shaped and pendant from their upper

ends, are adjustable in flight and their range of movement of 4 in. is adequate for most sizes of pilot. The stick is well positioned, but the airbrake lever gets in the way of the left knee. Also, the steel bar providing a handhold at the forward end of the cockpit obscures the view of the instruments at the top of the panel.

The canopy release is a small yellow knob in the position used on some sailplanes for fresh air control. This led to pulling it by mistake during the Air Test, and only good luck prevented an excess of fresh air and loss of the canopy! Fortunately no harm was done; but the canopy release should be unmistakably marked in the conventional red and yellow.

Behind the pilot's seat, which takes a back-type parachute is a large locker, providing storage space for barograph, oxygen cylinder if required, and radio. Maximum permitted all-up weight of the aircraft is 660 lb., and with an empty weight of only 400 lb., a disposable load of 260 lb. can be carried. Thus, when a 200-lb. pilot, there is still the very adequate margin of 60 lb. for special instruments and other equipment. The flying on this test was done at a weight of approximately 630 lb.

Handling

Take-off either by aero-tow or winch presents no problems; controls are quickly effective and the aircraft is easy to position exactly as required behind the tug. As take-off speed is higher than that of most similar aircraft, launches on wind-less days require more speed than usual from the winch. In any sport

of a wind there is no problem, and the only point to watch is the very small stick forces, which result from the hook's being nearer the centre of gravity than is usual in British aircraft.

A comfortable towing speed behind a Tiger Moth proved to be 95 to 100 kilometers per hour (51 to 54 knots), well within the placard limit of 75 knots. At this speed the combination climbed in still air at approximately 2 metres a second (393 ft./min.).

In free flight controls proved to be very nicely harmonized and light at all speeds. In this respect the Ka-6 is superior to the Olympia, and in our experience only equaled by the French AIR-100. Rate of roll is not high, but is good by sailplane standards. The Ka-6 is directionally stable, and can be flown feet off despite some aileron drag.

The excellence of the fore-and-aft control is rather spoiled by the spring bias on the stick, but when this was adjusted to give no tension either way, the Ka-6 proved to be capable of flying hands off for long periods in the smooth air at 75 k.p.h. Using the spring, hands-off flying is possible over the middle-speed range.

Airbrakes can be operated up to the limiting speed of 185 k.p.h. (110 knots), and it is understood that they are capable of restraining any dive to within this limit. Used at normal speeds, they exert a powerful braking effect, and result in a slight nose-down change of trim. The stall is innocuous, and occurred at 60 k.p.h. (I.A.S.), (32 knots) clean, and 61 k.p.h. (33 knots) with airbrakes extended.

Specification	
Empty weight	400 lb.
Max. permissible A.U.W	660 lb.
Span	15 metres (49.2 ft.)
Performance	
Speed for minimum sink	37 knots.
Speed for the best gliding angle	43 knots.
Stalling speed at 570 lb. A.U.W.	31 knots.
Sinking speed at 37 knots	2.16.ft./sec.
Sinking speed at 43 knots	2.29.ft./sec.
Limitations	
Max. speed in calm air	0 knots.
Aero-tow	75 knots.
Max. in rough air	75 knots.
Winch or auto launch	55 knots.
With kind permission of "Air Pictorial" March 1962.	

The approaching stall is first indicated by a rumbling noise audible in the air-flow, followed by a mild judder from the after end of the fuselage. These symptoms are a trifle more marked when the airbrakes are extended, and in each case begin at about 4 k.p.h. above the stall. Aileron control remains effective throughout, and the aircraft can be held level with ailerons with the stick back on the stops, and sinking fast. Recovery is instantaneous when rearward pressure on the stick is relaxed.

The still air made possible some measurement of rate of sink. At 75 k.p.h. it took nine minutes to descend from 3,000ft. to 2,000 ft.; and from 2,900 ft. to touchdown, which included a normal circuit and use of airbrakes, occupied 21 minutes. These figures approximate fairly well with the performance curve, and show that the Ka-6 does in fact achieve a performance previously attained only by sailplanes of much larger span

This performance is achieved without making the Ka-6 any more difficult to handle than the Olympia. In the circuit and landing, the control of the approach path and landings patterns and on touchdown the Ka-6 seems to take care of itself. A convenient circuit speed proved to be 95 k.p.h. (51 knots), which

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permits plenty of scope for error. Speed on the approach should be maintained at this in gusty weather, but in calm conditions, speed on the approach may be lower, reducing to 75 k.p.h. (40 knots) or even less over the hedge.

In these conditions, however, care should be exercised in the use of the spoilers, which should be partially retracted just before touchdown to avoid the risk of a heavy landing. This is a matter of knowing the aeroplane, and consequent practice.

Summary

The Ka-6 is the most enjoyable sailplane this pilot has yet flown. Control is smooth; handling is as simple as an Olympia, and the performance is exceptional. Price in this country is not known, but it is understood that (less instruments) at Poppenhausen it is the equivalent of £850. Together with his designer Rudolf Kaiser, Alexander Schleicher has quite clearly produced a sailplane of exceptional quality.

Photos courtesy of Jean Piere Schollaert



AUSTRALIAN NEWS

Taken from "Vintage Times" Issue Numbers 104 and 105 edited by Jenne and David Goldsmith

Melbourne Cup Vintage Regatta

There was both good and bad news at this year's regatta held at Raywood, home of the Bendigo Gliding Club, which was held over the four days leading up to Melbourne Cup Day. The good news was that six Vintage Aircraft attended, however the bad news was that the weekend clashed with Mt Beauty Club's 30th Birthday Bash, it would have been wonderful to attend both!

The weather gave us a mixed fortune with great weather for first three days, however Cup Day was so cold and windy that flying was cancelled!

The weather on the Saturday was fine, with a cool breeze from the south. Nine of the aircraft on the coaching course landed out, however Sunday was better. By far the best day was Monday, with light winds and cu's scattered across the sky, everyone found themselves sitting on top of a nice thermal!

The daily duration prizes were won by Scott Penrose (twice!) and Peter Raphael. Overall longest duration prize went to Scott with 3 hours 38 minutes.

The daily distance prizes went to Scott Penrose (twice again!) and Mal Bennett. Scott's best distance of 220 km won the overall best distance prize.

The best daily altitude award went to Peter Raphael on all three days - verified by logger! (No - he won't sell his logger!) Best altitude overall was 7,282 feet.

Despite the poor weather on the last day, the Regatta was a great success both socially and for the pleasant flying conditions. Overall, 35 hours and 43 minutes were flown, with a total distance recorded of 1,171 km. Many thanks to Helen Dilks, who did a wonderful job providing breakfast, lunch and two course dinners for the multitude. Thanks also to the Bendigo Gliding Club members and the tug pilots who all contributed to a wonderful time had by all.

30th Anniversary of the Mount Beauty Gliding Club.

Graham Garlick reported that the spectacular sight of kites and an eagles soaring with the Kookaburra and Baby Grunau, over the Bogong High plains in

early November to celebrate the 30th anniversary of the Mt Beauty Gliding Club.

Representatives from 7 clubs and three states flew every day with some spectacular soaring from both winch and aero-tow. Most pilots caught the initial, however feeble lift on the lower reaches of Little Bogong slopes, then after hugging the tree line, caught the chimney effect from the fluted mountain shafts. This increased the rate of lift on the ascent to the bald face of Mt Bogong, Victoria's highest. From the 6300 feet summit further climbs were an easy jump to a cloud base between 9 and 10,000 feet!

Ingo and Toby Geiger flew 600 km out to Tocumwal Mt Kosiosko and return. The lower performance Vanstan modified Kookaburra a lesser distance and slower in deference to age. Never the less the thrill was evened, irrespective of distance and age. The Kookaburra flew to Falls Creek, Mt Feather-top and Porepunkah before returning to Mt Beauty.

The oldest aircraft attending was Leigh Bunting's splendid little Grunau Baby.

On the Saturday evening a birthday party was held with 50 in attendance. The weekend demonstrated the rewards and strengths to be gained from gliding at all levels, of friendships forged, and memories retained... Champagne gliding of the best vintage, at Mt Beauty, aptly named!

Schweizer 1-26

Richard Jones has reported that work was progressing slowly but surely on the Schweizer 1-26C at the RAAF Richmond Gliding Club (RRGC). The first step was to getting her cleaned up after some years gathering dust and bird droppings mixed with leaking rainwater water drips that turned into a sort of dirty cement like covering over the fabric and metal skin surfaces. After the application of lots of elbow grease, detergent she came up looking pretty smart and is the only 1-26 in Australia and was purchased along with a 2-22.

She has flown some 2,194 hours to date, with the last recorded regular flying was back in 1991 but since then has only been flown for 20 min, in two flights by Peter Hartenthaler and then Frank Burtt, immediately after the annual airworthiness check and 30 year survey in late 1998. It is reported that the 1-26 is a delight to fly and is acting as further incentive for the RAAF Rich-

mond club to get her back into the air.

M200 to fly again

The M 200 (Foehn) VH-GTG which until recently was owned by the Beaufort Gliding Club was severely damaged last year in a landing accident. The pilot misjudged his position and height on the downwind leg of the landing circuit and was unable to reach the runway. He turned and landed crosswind in a nearby paddock. The wind, which was quite strong, got under the upwind wing and flipped the glider over on its back. Both wings were severely damaged and the fuselage broken in half. Fortunately the passenger was uninjured and the pilot received only scratches.

The glider was considered a write off.

The wreck has been purchased by Laurie Simpkin of Brisbane, with a rebuilt currently underway. He has the front and rear sections of the fuselage jiggled up and carefully aligned so that the break can be repaired. We hope to be able to update you of Laurie's progress in future issues.

Kookaburra News

David Howse reports that the damaged wing of Kookaburra VH-GHH is progressing well, with Alan Patching having now signed off the pre-cover inspection of the wing repair after a trailer incident, and is now back flying as you read this. David also reported that the Kookaburra VH-GRZ from Western Australia had its first flight for more than 15 years last November, and they hope to have it at Bordertown in 2007.

Homebuilt Sailplane Report

(Homebuilt sailplanes in Australia are now promoted through the Australian Vintage Club)

Congratulations go to Malcolm Bennett's after his Super Woodstock VH-GFJ first flight on the 30th September 2006. The flight was reported as a resounding success, with the Woodstock performing well.

Vintage Times, Issue 105 Bordertown 2007

Bordertown 2007 set a new record of 25 Vintage Gliders attending this year's event, which was held from January 6th to the 13th. With some entrants turning up some days before the event started, it boded well for an event that is going from strength to strength. Not only were there just the gliders, with Keith and Edna Nolan turning up in their Sapphire Ultra-light, and there was a Piper Pacer

flown in by Dianne Davey and Phil Prapulis, in addition to another of Mr. Pipers finest, the erstwhile Super Cub of the Howse family, (which was also used for some of the towing). Top prize for the most unusual craft must have to go to Paul and Lynne Johnson who arrived with their two-seat powered parachute.

Once again, there was a large presence of modellers [an example to which the VGC here could benefit. B.S.], who provided some great entertainment in the evenings after their larger brethren had landed.

As always, overseas visitors were particularly welcome, with a very warm Australian welcome going to Ged Terry of the U.K., Herb Robbins from the U.S.A., and Ken Ueyama from Japan who had his T21 at the event.

Saturday the first official day of the Rally was hampered by strong winds, however there was some flying that did get underway, with Sunday offering pretty much the same conditions.

Monday, thankfully, was much better with some 32 flights being recorded, with a best height gain of 6000 feet. Peter Champness produced the longest flight of 4 hrs and 28 minutes in his Foka 5, with the irrepressible Leigh Bunting in his Grunau Baby clocking 4 hours and 7 minutes. Ged Terry managed 3 hours 42 minutes in John Marshall's Yellow Witch (Olympia) and Peter Raphael cracked the 3 hours in his Woodstock. In total an impressive 950 km. of cross-country flying was achieved over a combined time of 33 hours and 48 minutes.

Tuesday saw 38 flights being completed, however this time it was Leigh Bunting who took honors for the longest flight in his GB with 4 hours, and 4 minutes, which just goes to show what this old girl and her pilot are still capable of! A total of 40 hours and 4 minutes were logged.

Wednesday saw a change in fortunes, as the strong winds kept many grounded despite the warm conditions. Rosie and Caleb White managed two flights in the Kookaburra, and the rest of the day was spent in staging water fights, or just plain old "chin wagging" and looking at photos in the air-conditioned clubhouse.

Thursday was a bit of a mixed bag with some 34 flights being completed after the AGM, which was held after the mornings briefing, and totaled 20 hours and 39 minutes of flying. The best result of the day went to Eric Sherwin in his Ka6e with a flight of 3 hours 22 minutes, followed by, yep you've guessed it, Leigh Bunting and that GB with another

very credible flight of 2 hours and 47 minutes. Total time for today was 20 hours and 39 minutes.

Friday saw more south-easterly winds, with only three short flights being logged, however at least Saturday showed some more promise with 38 flights being made. Leigh Bunting was suspected of cheating by filling his wings with hydrogen as many must have thought about banning him from all further (unofficial) competition, and again took the longest flight of the day with 4 hours and 8 minutes, and Eric Sherwin making the next best flight of 3 hours and 51 minutes. Totals for the day were 32 hours and 38 minutes.

Saturday night was to see the Annual Dinner being staged, as again the Bordertown club excelled themselves with a succulent lamb on a spit with a large selection of delicious veggies. Prize giving was held between the mains and the puds, with Ian Patching carrying out the honors. Special awards went to Mark White for the work he did on the Foka during the Rally, to Caleb White and David Howse for getting the Kookaburra from storage to flying at the rally in only 3 months, to Ged Terry who attended his first VGA rally 25 years ago, and to Herb Robbins who had traveled the furthest to attend. Mal Bennett took the Best Single Seater Trophy with his Woodstock, whilst Ken Ueyama was the winner of the Best Two Seater Trophy for his T21. The Concours d' Elegance Trophy was awarded to John King's Dart 17R, whilst The Feathers Encouragement Award went to Pete Boreham. The Flying Award, although whilst not a competition went to Emilis Prelgauskas and his Super Arrow, and Leigh Bunting and his hot air balloon! (GB)

Sunday saw the last day of flying as the camp broke up as everyone prepared to depart with the memories of a highly successful and enjoyable rally, as they all looked forward to next years rally (and Leigh Bunting taking up sky-diving!) A final thank you is due to all those at the Bordertown Gliding Club for making this year's event a success, and by popular choice, has been chosen as next years Rally venue.

Up and Coming Events

Old Mates Week is to be held at Benalla, from 26th to 30th March.

Kookaburra Vintage Regatta, Lockhart, Wagga Wagga Gliding Club- 14th and 15th April 2007.

Finally if you find yourself in Aus-

tralia during June, there is always the Vintage Rally in Queensland, planned for the Queens Birthday Weekend, June 9 - 11th, 2007 at the Wondai Airfield, which is situated 30kms. north of Kingaroy in Queensland. It is possible that the weekend will also include Vintage Aircraft and Vintage Cars. The Airfield is very spacious and picturesque and camping and meals will be available on-site with excellent accommodation also available.

Get em while they're young!

JR Marshall wrote of taking his Oly, (ex Arthur Hardinge and Keith Nolan) "Yellow Witch" to his daughters school, as her class had to bring 3 things to school that they like doing, so she asked she asked JR if he could bring a glider to school! So now there are about 30 Australian kids who now know that the Chilton Olympia is the greatest sailplane ever built, and, more importantly, know the history behind the aircraft, and how it came into being. JR reports that there were lots of really good questions, like "what happens when the wind stops, and how do you stop the glider, -no not on the ground, in the air"? JR reckons they are now more confused than ever, but there were at least 5 of the kids who want to go for a flight, so no doubt, as he writes, he will have some irate parents to contend with!

And finally....

There was a call for those interested in making up a party to travel from Australia to this years International Rally in Nitra. We all hope here in Europe that we will see as many of our friends from down-under as possible, and ask everyone to extend their full support and kindness in welcoming them after such a long journey. From everyone in the VGC we look forward to seeing you all in Nitra 2007!

Bruce Stephenson

BELGIAN NEWS.

From Les Cahiers (note books) of the FAUCHURES DE MARGUERITES (Daisy Cutters), the Periodical of the Belgian Vintage Gliding Club, dated:- January, February, March 2007.

The Club has decided to replace its old Ka-2 b with a more modern M 200 FOEHN 2-seater which is at present in Firmin Henrard's (President of the Fauchures) well heated and lit workshop, which is attached to his home.

The M 200 is having some work done

to the interior of its cockpit, although its overall condition is not bad. An M 200 was depicted on the cover of our last VGC News No.119.

A note on the M 200's history. The type's beginning was during 1957 when the Morelli brothers (Albert and Pietro) brought out in their Turin factory, the laminar flow (NACA 6 series) wing profiled M100 T VELTRO of 14.25 m wing span with its T-tail. At the same time the FAI brought out specifications for the then new Standard Class. The Aero Club of Italy then asked the Morelli brothers to change their M100 T to bring it in to line with the Standard Class.

The result was the M100 S with its 15m wing span, which flew first in 1960. It had 6 metal plates, which rotated above and below the wings, for air brakes. These successfully restricted its terminal speed to a safe maximum. It could be rigged and derigged by 4 people in one minute. Its production in Italy started at the Aeromeri et Avionautica Rio and 83 M 100 s were built. The French Societe CARMAM then built in series 140 examples and was named MESANGE (*Blue Tit*) which was a serious competitor for the Super Javelot of Wassmer. It had significant success in contests but won the French National Championship in 1964 flown by Rante. One could say that its performance was similar to that of a Ka-6CR. The side by side seated M 200 was a direct development of the M 100. It has the same rigging principles as the M 100S but its air brakes consist of 8 metal plates, instead of the 6 plates of the M 100. The main characteristic of the glider are its two seats slightly staggered, which offers great comfort and excellent communication between its two pilots, and its huge canopy which allows very good visibility upwards and horizontally, and there is space behind the seats for luggage etc. The prototype Foehn flew at Turin in 1964 and four Foehns were built. Once again CARMAM at Moulins took a licence and mass produced it in a production chain of 58 examples and one more was built outside the chain. Many remain in France but examples were sent to Australia and the USA. It was criticised because of its suppleness, there being a loud cracking noise in flight, which gave it the name Stradivarius. Also, when the perforated air brakes are put out, there is a sound like the playing of a Bach Toccata on the Organ of Canterbury Cathedral !! (an Englishman once said this to Firmin.). Its final approach does not go unnoticed !!.

Before landing, it is advisable to half close the airbrakes to avoid a heavy landing because they are so effective. In 1969, the Bureau Veritas imposed a limit on its load from 570 kgs to 520 kgs. The result of this was that the M 200 was not a great commercial success and, like the Bijave, it was replaced in the clubs by the ASK 13, which has been certified in France since September 1970..

It certainly has more inertia than the Ka-2b. It is well stabilised in pitch and no effort has to be made to maintain attitude. Its trimming is very effective. Its performance with its 19.14 metre laminar flow (series 6) profiled wing span is good. However, out landings should be avoided because of it being heavy to derig and to carry. Nevertheless, it should be an interesting, easy and pleasant experience for those who wish to improve their flying.

This may be the last year of freedom for Belgian Gliding. There are whispers that the Saint Hubert National Centre may become privatised.

The CNVVV at Saint Hubert has offered the Fauchures de Marguerites its old large trailer. It is well rusted but the Fauchures are willing to save it, and are asking for volunteers to work on it. It should be well repaired and without doubt galvanised. It is well conceived for transporting gliders.

The KA-2b OO-ZRE is being offered for sale with its trailer for 2,500 Euros. Firmin hopes that the work above will not block his workshop for numerous months and that the M.200 will be ready for the season, and that members of the Fauchures will find time to visit the warm and light workshop, because of its sympathetic atmosphere for work, and the comradeship which is usual among our club members.

BRITISH NEWS

By mid January 07, the MINIMOA BGA 1639, was painted all over cream. It should be soon ready to fly. It has also a fine new professionally built metal trailer. This aircraft has been kept at the London Gliding Club for years awaiting restoration. It was originally imported by air from the Netherlands as PH-390, in 1970(?). The HUETTER H.17A BGA 2847, formerly registered PH-269, came into Britain from Kenya (Nakuru) in 1982. Its owner, BIM MOLINEUX had overhauled or restored the machine in Kenya and had

had its trailer built with African labour. At Nakuru, there are often high cloud bases and this H.17a has been to 14,000 ft!! The H.17 had been built to original Austrian plans, by Ernst Zanders and team. Somehow, the Dutch Air Office could not see its way to giving PH-269 a C of A in 1958 and it had to be exported to Kenya. Bim Molineux managed to bring it by ship together with a Ka 6 CR to England. The aircraft was left in the safe keeping of VGC members. One of these was David Shrimpton. It still seems to be in good condition and David Shrimpton has now handed it on to Andrew Jarvis at Parham to look after.

AT THE LONDON GLIDING CLUB, the OLD CLUB HOUSE and the two buildings with it, which are thought to have originated in the first World War, have gone. In their place is desolation. David Cornelius has been let loose with a bull-dozer! It is believed that a new hangar will replace them. MORE AIR SPACE !. Thanks to the efforts of Carl Withal, an airline pilot, glider pilots are now allowed to fly their gliders along the hill up to a QFE height of 1,000 ft, all along its length. Before, they could not fly beyond the high tension cables and the zoo was out of bounds. Thus, the LGC is moving forward!!!

A recent visit to the Windrushers Club at Bicester was revealed a beautiful PREFECT BGA 815, two T.21bs (one of them BZA) and a SKYLARK in the hangar. Also one wing of the HARBINGER could be seen. The Prefect belongs to none other than Sir John Allison, who many years ago, flew his second solo on this very aircraft. He was then 16 years' old. He wanted to have a flying career at the age of 8, and he has a strong emotional attachment to gliding, which gave him his first solo. He is a former RAF fighter pilot who flew Lightnings, Phantoms and Tornados at low level. With the Battle of Britain Flight, he has displayed the Hurricane, Lancaster and Spitfire. As Director of the Shuttleworth Trust, he can fly some of the world's most historic aeroplanes. The earliest originals he has flown are a 1917 SE-5, and a Bristol Fighter and the latest, at low level, a Tornado. Before retiring, he was Commander-in-Chief of the RAF's Strike Command. While C O. of RAF Wildenrath he had visited Bruggen, where there was a workshop containing very old cars and winches etc and there, behind the other equipment was an old

glider, covered with dust with "Buy Me" scrawled in the dust. He bought it for about £250 from a Jaguar pilot. Further research in to its log book revealed that it had been one of two Prefects on the strength of the Coventry Gliding Club, which was then operating from Baginton, the then home of the Coventry GC. He then realized that it was probably the aircraft of his first solo, and he immediately fell in love with it. He does not mean ever to sell it and most of his children have flown it. It has since been elegantly restored by Peter Underwood. John loves gliding and rates it, along with the club environment, as bringing out the qualities needed by front line aircrew in the RAF. His retirement is in fact, a bit of a misnomer as he is President of no fewer than four Air Sports Organisations: the Popular Flying Association, the GA Alliance, the Historic Aircraft Association as well as Europe Air Sports. He is now fighting for Sporting Aviation's freedom against European bureaucrats who wish to impose regulations on us, believing that we can not regulate ourselves, which we have been doing for a long time satisfactorily in Britain via the non-state run BGA. We therefore wish him all the success.

With him and Gerhard Allerdissen defending us against European bureaucracy, we should be in good hands.

LATE NEWS is that the MOSWEY 3, BGA 2474 (HB-474) which received its first BGA C of A in March 1979, which belonged to the late MAX BACON, who flew it from Gransdon Lodge, the Cambridge Club's site, has been sold to Barry Pearson of Eaglescott Airfield, the North Devon Gliding Club. It is the only Moswey 3 in Britain, BGA2724 (HB-474) which we thought was being returned home to Switzerland. The Moswey 3 was originally built during 1943.

Barry has also been able to obtain under trust the Huetter H-28-2 from Doug Jones, the inspector, who inspected the H 28 while it was being built who has been looking after it at Nympsfield. The H28-2 had been built in three years at home by the late Earl Duffin, the drawings he used had Salzburg, Austria written on them. Now, two little gull-winged sailplanes, one from Switzerland, the other from Austria, will be on view in the hangar at Eaglescott during next summer. We are glad that all our Vintage Gliders are not going abroad

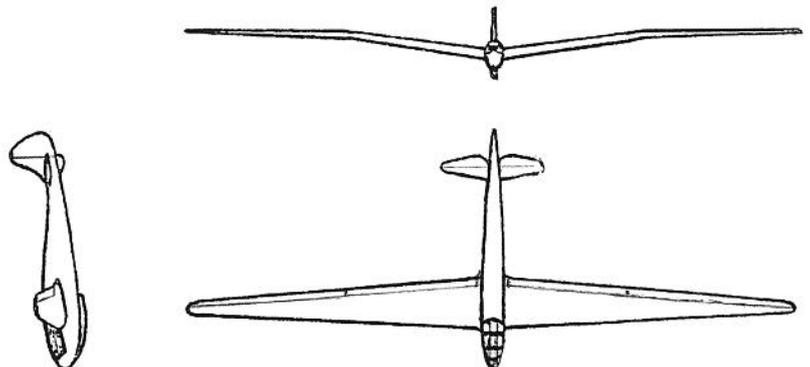
FRENCH NEWS

We were overjoyed to see the information on the HOLSTE P1 from Glyn Fonteneau, VGC member 1282. We were interested to see that it was completed at the beginning of 1943 and that test flying was dictated by conditions during WW2 but, despite these, there were many spectators.

This must have been very brave as from the 5th December 1942, all French flying was prohibited due to the war situation. Moreover, "Vielles Plumes" No.11. Summer 2000 states on page 85, "The glider 20 P1 was finished at the end of 1943 without being flight tested. A severe allied bombing attack on the 22nd of June 1944 entirely destroyed Max Holste's workshops at Clichy, together with all the aeroplanes and gliders that happened to be in them." After the war, Holste became celebrated with the "Broussard". We are very glad that Glyn has been able to uncover information that the Holste 20 P1 was actually flown. Moreover "Histoire de Vol a Voile Francais by Reginald and Anne Jouhaud, states that two prototypes were built. Does anyone please have information on the PM 110, (max. calculated L/D:-1:30. Wing span-16.57 m) super high performance gull winged sailplane that was being flight tested, according to Vielles Plumes and the LIBERTE, with its max. L/D of 1/37.5. It was designed by the young Lucien

Detail	PM110	PM111
Span	16.57 m	16.988m
Aspect Ratio	16.4	17
Length	7.12m	
Empty weight	180kgs (396lbs)	
Wing area	16.70sqm	16.98sqm
Height	2.05m	
Loaded weight	275kgs (605lbs)	
Min Sink	0.64m/sec at 57kph	

It was fitted with airbrakes above and below the wing surfaces. It had a single spar covered with plywood. The type was not built again after the war.



MARQUE : S.N.C.A.S.E **TYPE :** PM 110

DESIGNATION : PLANEUR MONOPLACE DE GRANDE PERFORMANCE

Servanty who, in 1940, was responsible for the formidable Bloch 157 fighter capable of more than 700 kph fully armed! We have only been able to discover the most basic 3-view drawing of the PM (Planeurs Midi) 110 and nothing about the LIBERTE. Surely, someone must know something about these two exciting sailplanes.

Further to the above CW writes: During 1942, there was the beginning of the designing and building of a second wave of higher performance sailplanes which would take the French glider pilots on to greater achievements. Apparently the German controlled Armistice Commission had approved them for building and test flying. Two of these were the PM (Planeur Midi) 110 and 111. Three prototypes were not finished, although one report says that they were being test flown together with the castel C31. It is not easy to discover about the PM110 and only the most basic, simplified 3 view drawing has been seen. This does not show the control surfaces but we hope readers will forgive CW for trying to guess how they were. One has the impression that the PM110 was a most impressive sailplane which CW thinks reminds him of the FVA 11 Eifel. The PM 110 also had flaps. (and possibly the NACA 230 - wing profile?) With its max L/D of 1:30 at 62kph, it was most impressive for a sailplane of that time with its 16.5m wing span.

GERMAN NEWS

Latest restoration by Klaus Heyn for, we presume, the German Gliding Museum with Model Flight on the Wasserkuppe, is a KUNZ-SCHULER. 200 of these were built during 1944/45 by the Flugzeugbau Schleicher as ground trainers for the NSFK. The one that has been restored is one of the originals built by Schleicher. The control system is difficult to understand. Its fuselage is fitted underneath with a carden joint which has to be trimmed. (To give more or less friction causes the aircraft more or less mobility? - CW). The instructor sits in the back seat working with a weight on the top of his stick. The stick in the front seat works by cables and springs. Presumably, by moving the rear stick with the weight on its top, the instructor can change the centre of gravity, which causes the Schuler to move about its lateral and pitch axes. The instructor would then notice how his pupil would react with his stick and rudder. CW has a coloured and one black/white photograph showing the young son of Bernd Rosemeier "flying" it in 1953! Bernd Rosemeier was the greatest of all the pre-war Auto Union racing drivers during the 1930s.

One hour of training with the Kunz Schuler sometimes reduced the 30 starts necessary for the pupil's A-Badge to 10 starts.

The book by Georg Cordts "Junge Adler" reports that, during 1944, the NSFK boys passed 100,000 tests which led to 15,000 of them being passed out as fully trained. If this is true, it would have been done under constant threat of air attack from low flying fighter-bombers, and thus many of their gliders were camouflaged. Training with the Kunz-Schuler could have happened in doors or at night and this would have avoided air attack, and thus speeded up the boys' training. Seff Kunz was a colonel in the NSFK, but might have reached a higher rank later on. He was the very efficient organiser of the 1938 and 1939 Rhoen Contests and championed the idea of the Olympic Sailplane to be flown by all competitors in the gliding events of the Olympic Games. During 1939, Seff Kunz flew an Olympia Meise, as the Olympic machine came to be named 348 kms from Trebbin and this was we believe a German Goal flight record. After the war, Seff Kunz became President of the German Aero Club until the 1960 s. After 621 Meises were built in Germany during the war by

Schmetz and Schleicher, It was built after 1945 in France, Britain, Hungary, Switzerland, Sweden, Finland, Australia, Japan, Germany and Austria and so, it may not have taken part in the Olympic Games, but it set many countries' gliding movements on their feet after 1945. And so Seff Kunz's work was rewarded.

MU13D-3. This is being entirely rebuilt at Weissenberg. There is delay during winters when the club has to use its workshop to maintain its own gliders. It was found on an airfield in the East of France by the French at the end of the war. It was WL registered and camouflaged, and perhaps only two years old. It spent most of its life at the La Ferte Alais Centre Interclubs where it was flown for hundreds (if not thousands) of hours and achieved many 300 km flights, and some of over 400 km. It was rescued in a glue-failed state during the 1960s, together with the centre's Rhoenbussard, by Francois Ragot. It was bought from Francois for the symbolic price of one Euro by the enthusiasts from the Weissenberg Club who are giving it a complete rebuild. The Weissenberg members had become Mu 13D-3 enthusiasts after experiencing flight demonstrations by Geoff Moore's and Heinz Bauer's Mu 13 D-3 s at their site. Weissenberg members originally built Geoff Moore's Mu 13D-3. So, now they wish to own one again.

TWO AIRWORTHY RHOENBUS-SARDS are indeed, in South Germany. A new Rhonbussard is being built and may soon be finished. In South Germany also, the Rhonbussard HB-113 was imported from Switzerland. It was a very old Rhoenbussard in very bad condition as regards glue and woodwork etc. It is now believed that a new Rhonbussard is being built around HB-113's metal fittings. GERHARD MALESHKA at Eggersdorf is building a NEW HUETTER H.17A. He has said that it would be ready to fly at our International Rallies at Rana and Nitra. Gerhard was a moving spirit around the building of the Hols der Teufel. He has also the plans from CW to build a Huetter H.28-2 in the future. So, with the building of two new MINIMOAs, the rebuilding of a Spanish WEIHE in Hamburg, a new HORTEN IVA, the finishing of a second new REIHER 3 and the arrival of a Soviet ANTONOV A15, from the Czech Republic, for Peter Ocker, there is plenty of vintage glider activity in Germany.

Peter Ocker at Oberschleissheim, is having a new trailer built for his beauti-

ful WEIHE, and Stefan Krahn is having a new trailer built for his KRANICH 2 at Achmer. SASCHA HEUSER at Potsdam has sent a set of MINIMOA fuselage bulkheads to FERNANDO SALAZAR in Australia. Fernando is building a new Minimoa at Mount Martha in Victoria. Fernando is an old pilot from the Huesca Monflorite Gliding School, which has now become a commercial airport, in Spain, SASCHA HEUSER has been very busy with the above, and the new MINIMOA of the Oldtimerfreunde Donauwirth Stillberghof. (Michael Diller) This Minimoa had been started by the late Willi Bergmann (using plans from CW) of Michelstadt, who had already finished restoring a Spanish Kranich 2B-2 (also flying with the above group) and a Grunau Baby 3. So, the above Minimoa must be well on the way.

WE DO NOT KNOW about the condition of MATHIAS VOEST's new MINIMOA near Landsberg, but a photograph of it two years' ago, showed it then to be well advanced. The finishing of the above Mimimoas will bring the total of airworthy Minimoas in Germany to FOUR. With the two more in the Netherlands (also new) and the one old one in Britain, the total of airworthy Minimoas in Europe will be SIX. The only other airworthy Minimoa in the World is in Japan, to where ONE OF THE PROTOTYPES was imported by Wolf Hirth from Germany in 1936. The Minimoa airworthy in Japan now, was the one retrieved from Montargis by Rainer Willeke (paid for with a crate of beer) and was restored to airworthy condition by Max Mueller and team at Munster/Telgte.

OSC NEWS (Oldtimer Club Wasserkuppe News) 2006 was another year of hard work and great achievements. Since 2003, the club members have been working on their Club House Home. Three rooms can be used since last year. The third room to be finished was the club's day room complete with water connection and a work surface.

The Club's new Workshop was finished last year. Not only is it light, but it is also heated, so that at last work can be carried out in the warm. Work during 2006 has included the basic overhaul of the SG.38 D-7055 and on certain repairs to their DFS HABICHT D-8002, that was taken out of the German Gliding Museum with Model Flight on the Wasserkuppe, in exchange for their Club's built DFS REIHER 3, which is now in the museum as a static exhibit.

Also, their UDET FLAMINGO has had to have some basic modifications but it is now again airworthy. WORK FOR THE MUSEUM has included the building from plans prepared by SIEGFRIED LORENZ, of the German Gliding Museum, of a replica of Lippisch's ENTE (Duck, Canard) rocket propelled aircraft of 1928. The 1928 Ente was flown by Fritz Stamer, the RRG's Chief Instructor. Lippisch decided that there was a considerable fire hazard for any part of the aircraft behind the rocket, and that therefore a Canard, with no part of the aircraft behind the wing would be the best solution. (Although it still caught fire!) The new ENTE is now finished in Rohbau . i.e. it needed only fabric and metal fittings for the fuselage's installation on wings and tailplane. Then there remained only consideration as to how to install the rocket. It is intended to fly the aircraft from the Wasserkuppe and at events. But not under power. Then, it will be placed on exhibition in the Wasserkuppe Museum, as an important milestone in the development of German Gliding.

The OSC's AVIATION EVENTS DURING 2006. OSC Members went to visit their Austrian friends at the Gliding Club of the White Seagulls at Wels, from 27th of May until the 5th June. There were rain and hail storms, interspersed with periods of sunshine, and it even was sometimes very cold.

Nevertheless, there was some flying and also visits to the interesting and beautiful Austrian countryside. Everyone thought that they had had a good holiday and that the site would be suitable for our 36th International Rally from the 30th of June until the 10th of August 2008.

More News from Achmer, Germany. As from Sunday 4th January '07, the new REIHER 3 is all but finished. Its painting took place at Jezow. It is now ready awaiting better weather, for its first test flights.

We congratulate HARALD KAEMPER, his two colleagues, STEFAN KRAHN and friend, for largely building its wings, HERMANN HACKMANN, a craftsman of long experience, and many others in the club for their contributions. If it is as good as the Kranich 2, which was built up in seven years from two wrecks from England, the REIHER will clearly be one of the wonders of the world.

At this date, the club members are engaged with doing C of A work on the club's aircraft, in Harald's workshop.

THE GRUNAU BABY MEETING is to be run at ACHMER during the Whitsun weekend. Some British Grunau Baby owners think that three days is too short a time to take their Grunau Babies across the channel but we are sure that the club would let them fly them during the previous week. It is estimated that the HORTEN project might be ready to take part in the VGC's 2008 International Rally at Wels in Austria. Much quicker progress on the project is now being made.

Horten IVA news as from 1st March

2007, when received from Dr Ewald. Progress on the project is good overall. It is well possible that its centre section will be finished by the Lufthansa workshop at Hamburg by Easter. All parts, including metal fittings, are at last finished for the wooden mainplanes and are waiting assembly in Sascha Heuser's workshop. By the time this is in print the mainplanes may be being built. Bernd himself is building the wooden mid-span elevons at home. He has already finished the inner elevons at home.

Statistics from Gliding Club of the White Seagulls at Wels, from 27th of May until the 5th June 2006

Flying Statistics for the week.	Winch	Launches.	Duration
GRUNAU BABY 2B (Gruber)	D-1658	5	0.41 mins.
GRUNAU BABY 2B (OSC)	D-3856	31	4 hrs 47 mins
Ka 2B (OSC)	D-7039	70	8 hrs 55 mins.
RHONBUSSARD	D-7059	16	1hrs 18 mins
Mg 19 (Ecker)	OE-288	8	1hrs 04 min
TOTAL 7 Flying Days		130	16:45 mins
47 Participants from Austria ,The Netherlands and Germany.			

STATISTICS FROM 2002 - 2006 FOR THE OSC's GLIDERS.

SG 38 D-7035

2002	2003	2004	2005	2006
678 starts	615 starts	681 starts	572 starts	418 starts.
303 mins	234 mins	252 mins	417 mins	214 mins.

SG 38 (new) D-7052

2005	2006
9 starts	24 starts
4 mins	51 mins.

GRUNAU BABY 2b D-3856.

2002	2003	2004	2005	2006
2 starts	21 starts	52 starts	7 starts	31 starts
1.2 hrs	13,7 hrs	22.4 hrs	2.4 hrs	4.8 hrs

RHOENBUSSARD D-7059.

2002	2003	2004	2005	2006
35 starts	20 starts	47 starts	46 starts	32 starts.
17.7 hrs	6.4 hrs	11.8 hrs	9.3 hrs	10 hrs.

Ka-2B D-7039.

2003	2004	2005	2006	2007
39 starts.	71 starts	65 starts	108 starts	124 starts
20.4 hrs	40.8 hrs	17.4 hrs	43.5 hrs	36.3 hrs.

FLAMINGO (Aeroplane) D-EOSC.

2002	2003	2004	2005	2006.
84 starts	183 starts	48 starts	17 starts	28 starts
3.6 hrs	57.2 hrs	25,2 hrs	5.4 hrs	10 hrs.

The OSC has a full programme of events to take part in and SG 38 courses to run during 2007.

POLISH NEWS

Stanislaw Blasiak has sent news concerning important vintage glider events during the Autumn of 2006 in Poland.

Firstly, there was a Rally for test pilots at Bezmiechowa and then, two events at Jelenia Gora (Venue of the 2004 VGC International Rendezvous - Ed). There was a Rally for Polish women glider pilots. 50 of them, all dressed as witches ie in a "Coven" and then, the 60th Anniversary of the Jelenia Gora Flying Club was celebrated. A good time was had by everyone. There is hope, that before long, another Vintage Glider Rally will be organized in Poland. TADEUSZ GORA has been presented with a Trophy to remember his great flight in 1938 in a PWS 101, of 578 kms across Poland. It won for him the world's first Lilienthal Prize for the finest Gliding achievement of 1938.

SWITZERLAND

from Daniel Steffen and Willi Schwarzenbach. Photos by Werner Roth

Ka 4 ready to fly again

At the OSV-AGM last month at Birrfeld airport Werner Roth, the leading figure of the sometimes called "Amlikon-Oldtimer Mafia" told us that the Ka 4 Rhönlerche II

HB-1245 will be airworthy again, after a rest of 26 years and after complete overhaul.

It is to say that the "mafiosi", with Werner and Hugo Roth, Fips Rothenbühler, Cheesli and consorts have great experience in restoring and flying vintage gliders. They began in 1963 with the Spalinger S-19 HB-225, then from 1977-1980 it was the

Spyr 5 HB-369, later, 1997-2000 the Kranich II HB-475, now the Ka 4 HB-1245 and already planned for the next winter the complete renovation of the S-19 HB-225.

The S-19 and later the Spyr 5 took part, since 1975, at many of our international VGC Rallies.

Now to the Ka 4 Rhönlerche HB-1245. This 2-seater (works-number 116) was built by Schleicher Flugzeugbau, Poppenhausen in 1955 and delivered to the Luftsportgruppe Rostatt/Baldenau, Germany, registered as D-8847.

The gliding club of Schaffhausen (Switzerland) purchased the glider and flew it from 1975 to 1980 until P. Wag-

ner, a non-flying vintage glider enthusiast overtook it and stored it, fortunately in a dry and convenient shelter. In autumn 1993, Werner Roth bought this Ka 4, well instrumented, with the 1949 built open "Husch"-trailer for the modest sum of roughly £ 400 or 600 Euros. He brought it to his workroom (called by himself the 'underground gallerie') in Weinfeldten near Amlikon and started immediately the restoration. However this attempt was often interrupted by important renovation work on his house and garden and then by the restoration-project of the Kranich II HB-475 (from 1997 to 2000), but today the restoration of the Ka 4 HB-1245 is finished and the delivery of the C of A is in clear sight.

The Ka 4 Rhönlerche II designed by Rudolf Kaiser is generally known in Switzerland as 'the Rhönlerche' and not as Ka 4. Due to the poor performance (1:19) some Swiss gliding clubs call it 'Rhönstei' which means 'Rhönstone'

In his book 'Rhön-Adler' Peter F. Selinger reports that Schleicher and Brockmeier (licensee) built a total of 338 Ka 4 Rhönlerche II between 1953 - 1967. The Ka 4 is light (empty weight

220 kg), handy (span 13 m) strong (steel-tube-fuselage), easy in control and specially built as two-seater for basic instruction. The price, without instruments was interesting, in 1960 it was approx. DM 7'000 (compared to DM 9'200 for the high performance single seater Ka 6).

The Rhönlerche became the standard trainer in Switzerland in the late fifties, the sixties and the early seventies. 40 of them were imported factory new, another 10 came in later as second hand machines. The first Ka 4 (HB-566) was delivered in April 1955 to the Aero Club de Valais.

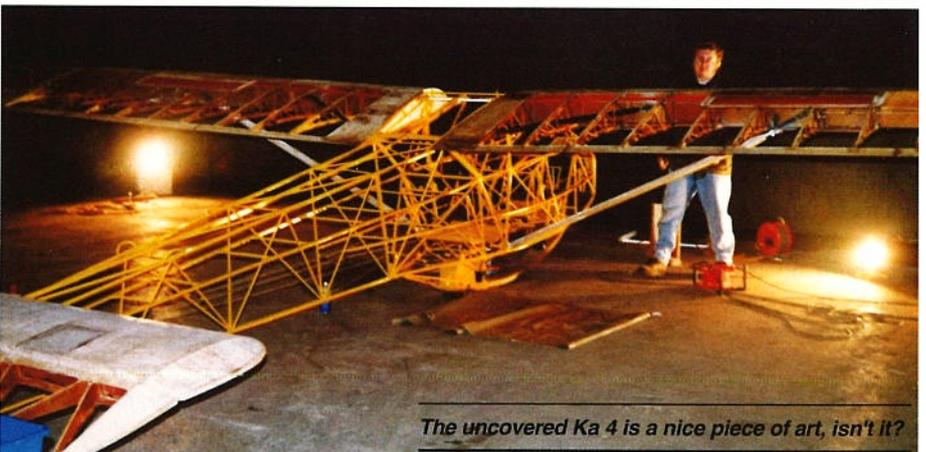
Today there are just 18 Ka 4 still registered, but not all of them may be airworthy.

We look forward to admire the first flights of Werner Roths 'new' Rhönlerche HB-1245 and we congratulate him for his outstanding work!

Many of our today middle aged glider pilots will remember their first student flights as well as the instructors when they reached the rear seat after an acrobatic exercise



Final work on the Ka 4 HB-1245 in the work room, which is called tunnel because there are none windows



The uncovered Ka 4 is a nice piece of art, isn't it?



Perfect restored steel tube fuselage during the covering.



Transport from workshop 1 to workshop 2 (tunnel) by Christine, Mugg and Fips at Weinfeldten.

USA NEWS

Bob Gaines writes that he is preparing two canopies for his 1938 Slingsby PETREL. One will be a one piece mould like the one on Graham Saw's Petrel in England and another with individual panes of Perspex like it had in 1938. He says that TWO RHONBUS-SARDS should be airworthy in the USA this year. One is his, which was found in an Argentinian Café by Jochen Kruse, who sold it to him. The other one is a complete rebuild of one that came from England, after it was sold to Ted Hull by Max Mueller at Muenster. It then had short span Siebert ailerons and, because of this it could not receive a German C of.A. Ted Hull modified its ailerons back to original. Its German registration was D-5700, and its BGA number was 2077. It received its first BGA Cof A in September 1975 and was probably in RAF Germany's service before that.

JAN SCOTT writes that he only now has his CAPSTAN and it is currently for sale presumably with its giant trailer. He keeps two aeroplanes and his Capstan at his Scott Air Park. He mentions that RAUL BLACKSTEN has had a very bad accident on his motorbike and has been in hospital recovering. As he is the editor of BUNGEE CORD, the VSA's magazine, someone else is being found to edit the next one. We met Raul at an International VGC Rally in England and we sincerely wish him a speedy recovery.



Transport in the rain



The extreme narrow work room



Werner Roth during the 18th National Meeting of the Swiss Vintage Glider Association at Buttwil Photo Credit: Daniel Steffen

30 years ago...

Rainer Karch and others alongside
Martin Breen's Mü13d-3

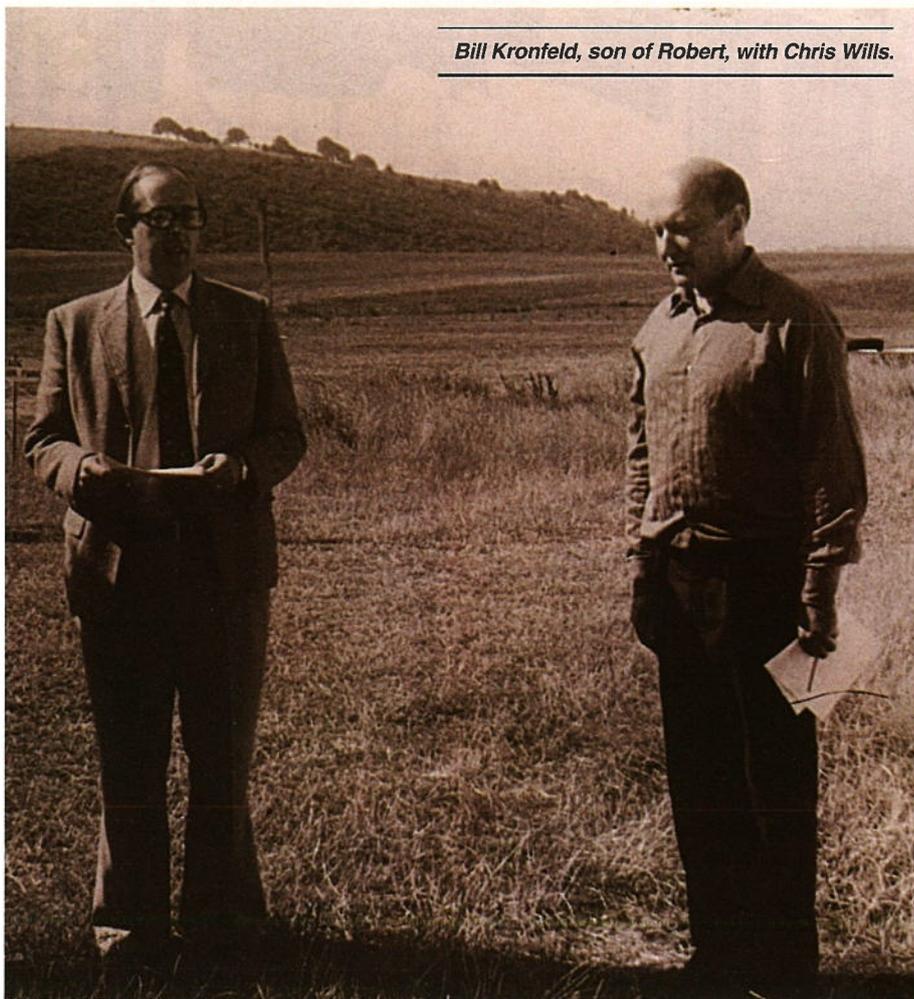
The Fourth International Vintage Glider Meeting at the London Gliding Club Site, Dunstable, Bedfordshire Saturday 1st July to Saturday 7th August 1976 inclusive.

Reproduced from the VGC Newsletter of August 1976, with photographs from Chris Wills' collection.

Friday when things began to happen. Flagpoles were erected and the flags of the participating countries were flown for the first time. Our VGC Marquee was put -UP» people began to arrive, were met and checked in. The Super Tiger Moth arrived from Redhill to assist with the tugging. Jost Frei was lost in London, helpless in the Westminster traffic when he was spotted by a London Club member who realised where he was going - the member led him all the way to Dunstable. Werner Tschorn's Weihe arrived with a wing tip damaged on the ferry. Our Senior Inspector at Dunstable, Jeff Butt, whipped the wing into the Otley building and by late afternoon had completed a wonderful repair - Jost Frei arrived with identical tip damage to the wing of his Weihe. Jeff completed the repair the same evening. Werner Von Arx arrived with his Minimoas minus one pin - the workshop turned another instantly. Papers were looked at ... old friends shook hands new friends met.... the talk was gliding.

Saturday 31 July

The Meeting was opened at 10 a.m. by Dudley Hiscox, the oldest British, still-flying glider pilot. Dudley Hiscox started gliding before 1950 and visited the Rhön national meetings in 1929 and



Bill Kronfeld, son of Robert, with Chris Wills.

1934 and at the 1937 International Meeting he flew as a pilot in the British Team in a King Kite. During his gliding career Dudley has flown the only Westpreussen and Dunstable Devil (a high performance Hols der Teufel) that were ever in England. Dudley was introduced by Roger Barrett, Chairman of the British Gliding Association and Team Leader of the recently victorious British Team at the World Gliding Championships in Finland. At exactly 10.20 a.m. there was a spectacular display by a Sea Fury from RNAS Yeovilton, pilot Lt. Cdr. Peter Shepherd. A great Naval White ensign was broken out and flew for the remainder of the Meeting and the following week.

By the end of the day, 28 gliders had booked in (see separate list), another joined us mid-week and one for the last week-end. The Concours d'Elegance was judged by Roger Barrett, Dick Stratton - the BGA Chief Technical Officer - and Chris Wills. BBC and TTV camera crews were taken aloft in tugs as was the Daily Telegraph cameraman to film the beautiful gull winged gliders flying in formation for their benefit. Local soaring and hill soaring completed the day's flying which was followed by wine and sandwiches outside the Marquee and more drinks and good conversation later in the bar.

Sunday 1 August

Briefing, followed by a short speech of welcome to later arrivals by Bill Kronfeld, son of the famous pioneer. Our member in Denmark, Signe Skaf Møller



Scud 3 (1935) Martin Garnett, over Dunstable

who died three weeks ago (July 1976 - Ed), was remembered.

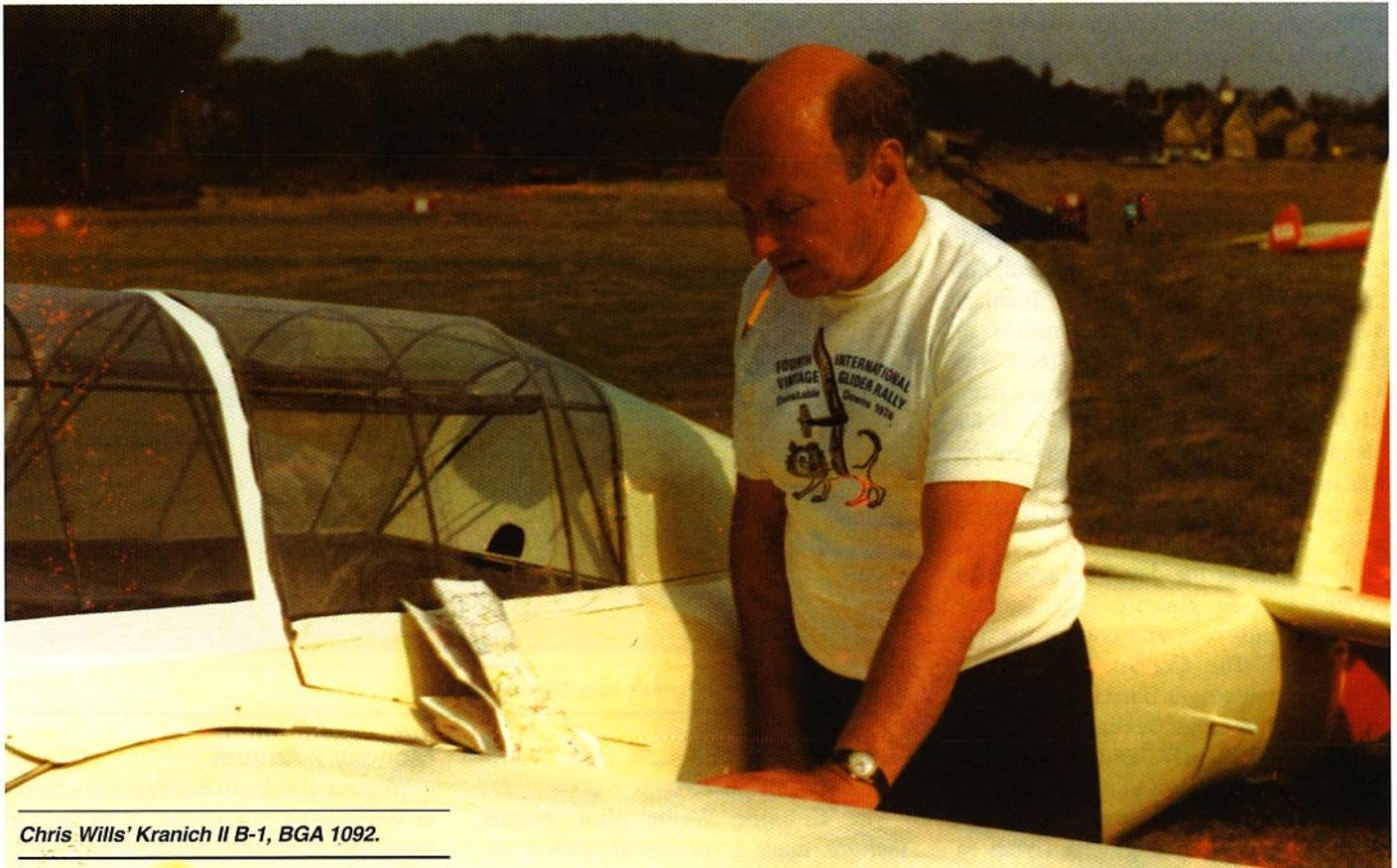
The Cologne Weihe pilot Werner Tschorn, made a successful cross country cross wind in superb thermal conditions to Old Warden: Peter Allen flew the Grunau to Cranfield - was later launched and accomplished some of the return journey. Over Dunstable, gliders flew to over 6,000 ft. Never have so many vintage gliders been so high at the same time! The Scud 3 surpassed all in climb performance - Bill Kronfeld flew the Kranich for two hours - later Saw and Jung flew it and then Rainer Karch.

Monday 2 August

Weather similar to Sunday, but a fresher WSW wind. Two 'tasks': a 95 km Triangle Brick Works - Silverstone - Dunstable for the 'high performance machines' and a 65 km out and return for the Grunau Baby class. In the event, the lift did not go as high as Sunday's and many pilots battled away all day. Werner Tschorn flew his Weihe 50 for over seven hours - he and Jost Frei landed at Finmere as did the Oly 2 of John Bacon. The Meise of Rene Notter from Switzerland got back from the first turning' point. An evening of old gliding films

Awaiting aerotow retrieves from Shuttleworth goal.





Chris Wills' Kranich II B-1, BGA 1092.

and much enjoyment. Again, a super evening!

Tuesday 5 August

Looked bleak and was forecast to remain so. A convoy of cars was formed and we all raced off to the RAF Museum at Hendon, to see the magnificent display of immaculate aircraft. In the afternoon the weather brightened up. Willi Schwarzenbach made a fine flight in the S.18 up wind with small loss of height to Leighton Buzzard. The great

event of the day was when the Rhon-bussard

BGA 2077 with short span ailerons had its first flight with Chuck Bentson flying on a 'pink ticket' (temporary permit to fly). Its first flight was a 100% success and the machine proved to be very controllable laterally.

That evening our German friends produced from the boots of their cars, black bread, SCHNAPPS, ham, SCHNAPPS, savouries, SCHNAPPS, beer -more

SCHNAPPS and more BEER. It had been cooled, some in the Club's refrigerator and some in the showers - to see all the showers stacked with bottles of drink was unforgettable. Much yodeling, singing and schnapps..... later

Wednesday morning appeared 4 August

Better weather, light westerly wind, early cumulus. A party to London by bus with Barbara Lederer. Tasks: 65km

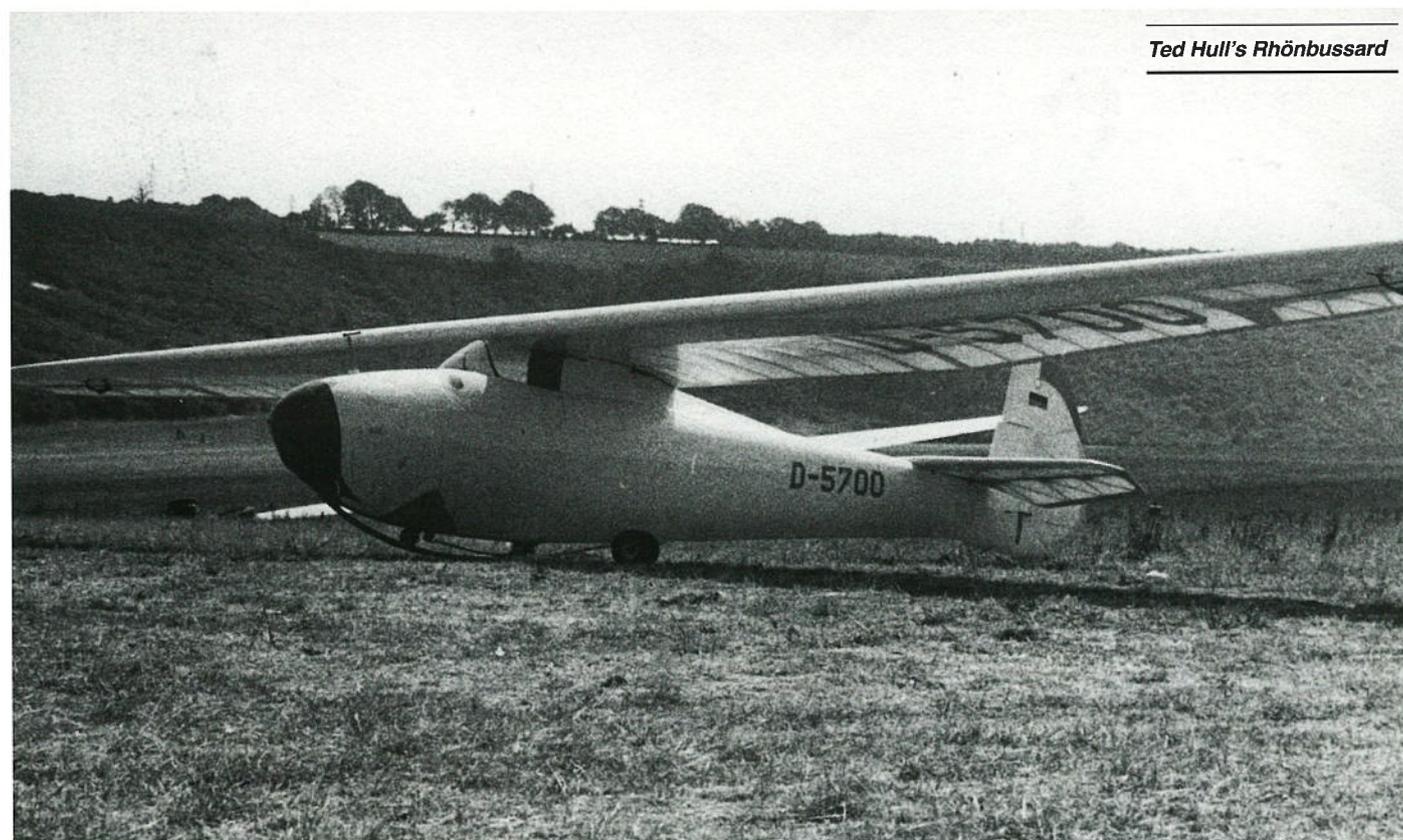


Swiss and German Minimoa – taken from Spalinger S18 over Dunstable (photo: Willi Schwarzenbach)

Minimoa line-up: GB, Münster, John Coxon, Weiner von Arx



Ted Hull's Rhönbussard





Reiner Karch and Brigitte (left). Reiner is the son of the famous Alpine pilot. He is with Frank Poserskis and Angus Munro



Triangle or 165 kms Triangle via Blenheim Palace and Bicester. Tommy Gornall and Chris Wills in the Kranich, Peter O'Donald in the Kite 2 and the Mu 13D with Martin Breen completed the longer task.

In the evening we had an 'English evening'. A barbecue with steak, salad and a super curry dip (cooked superbly by our Master Chefs John Coxon and Graham Saw), with wine and beer flowing and a brass band under the flood-lighting. Again, a super evening!

Thursday 5 August

Again a choice of tasks Dunstable - Husbands Bosworth - Silverstone and back to Dunstable or a smaller task, a triangle involving the cooling tower at Mursley. Werner Tschorn did the 160 km triangle in 2 3/4 hours in his Weihe. Jost Frei was second in his Weihe.

Doing the smaller triangle the Munster Minimoa landed in Woburn Abbey Zoo Park amid the deer. The Duke of Bedford drove over to ask if they were all right.

An interesting film show in the evening including Plane Sailing (with sound) made by Philip Wills in 1956, a film from the Derby & Lanes Club made between 1936 and 1940, and the famous René Conte film 'Whispering Wings' made in South Africa.

Werner Tschorn got the fastest time round the large triangle, Ron Davidson (Petrel) the fastest time round the smaller triangle

Friday 6 August

A dog leg task; Dunstable - Olney Church - Old Warden - the following completed the distance via the dog leg;

Over 20 machines arrived at Old Warden, and we are grateful to the tug pilot who aero-towed the gliders back - especially in view of the late start to the operation. Ted Hull made it back under his own steam in the evening thermals, in the Rhönbussard BGA 2099.

Saturday 7th August

Only good for local soaring. A chance to fly each other's aircraft and enjoy each other's company. At 6 o'clock - Prize Giving.

Tasks and Prizes? Was this a Competition then? Absolutely not .. to fly a task, one had merely to do it and say so. What would be the point of cheating — - the prize was a bottle of English Elderberry wine and a T-shirt or ashtray. It was a game ... a gliding game

Before the Closing Ceremony all four



Dudley Hiscox at the opening of the 4th VGC International Rally.

Friday 6 August: A dog leg task

Rene Notter	Meise Olympia	1 hour 29 min.
Chuck Bentson	Rhönbussard	1 hour 50 min.
Werner Roth	Spalinger S.19	2 hour 17 min.
Werner Tschorn	FW Weihe 50	2 hour 37 min.

Other pilots arrived at Old Warden on a 'straight' flight from Dunstable and these included:

Chris Wills and Angus Munro	Kranich
Peter Burwitz	FW Weihe 50
Ron Davidson	Petrel
Martin Breen	MU 15-D
Adolf Zölle	Libelle L.10

Minimoas were lined up before the Flags; this must be the greatest number seen together since the 1939 Rhön Contest.

Geoffrey Stephenson was our Guest of Honour - he flew cross-Channel in a Gull 1 - and his wife Beryl presented the prizes - - -

Precision Pulleys Trophy presented by our Sponsor and awarded to the most utilised glider of the event. 'Most utilised' meant the aircraft that logged the most time in the air whether flown by its owners or 'guests', to Werner Tschorn's Weihe with an incredible 25+ hours;

Brandon Trophy for the best lady pilot was awarded to Gisella Dreskornfeld, of

the German Mininoa team;

London Gliding Club Plate for the most meritorious flight to Bene Notter of Switzerland for his 'Out and Return';

VGC Cup for Concours d'Elegance was awarded to the Swiss Mininoa of Werner von Arx

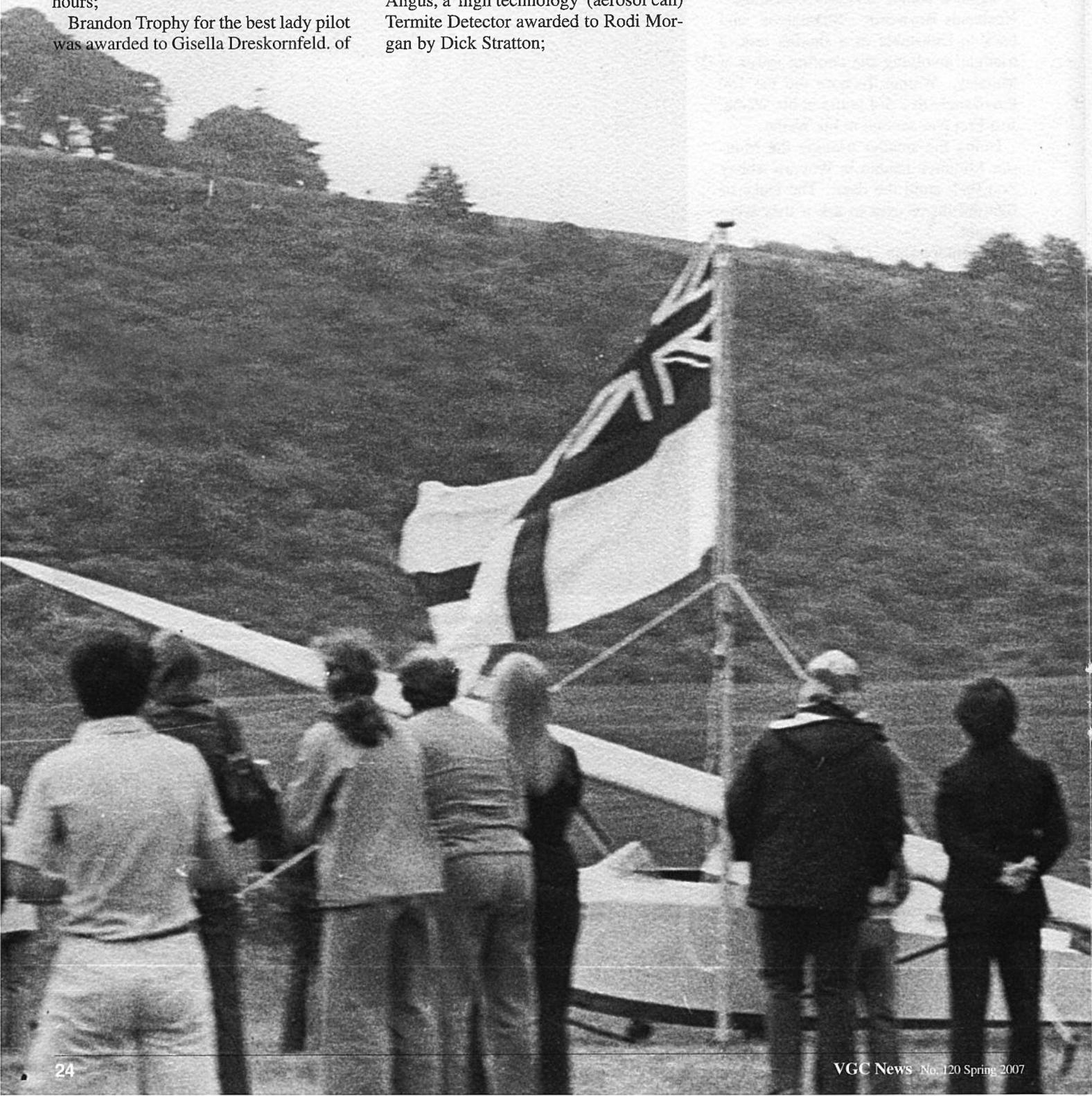
A gallon of petrol in a bright red can for the man who had travelled the furthest distance - a cow bell from Willi Schwarzenbach to ring us to Briefing and to Open and Close our events - a 'Kranich' plate of great magnificence from the Germans - a 'Golden Loo Brush' for 'services rendered' awarded to Angus, a 'high technology' (aerosol can) Termite Detector awarded to Rodi Morgan by Dick Stratton;

.... flowers champagne chocolates engraved glasses .. an abundance of giving and receiving.

And finally the Grand Prize of Gruyeres awarded for the 'spirit of gliding' to Rodi Morgan of Precision Pulleys Ltd. Tangmere, whose generosity so enriched the event.

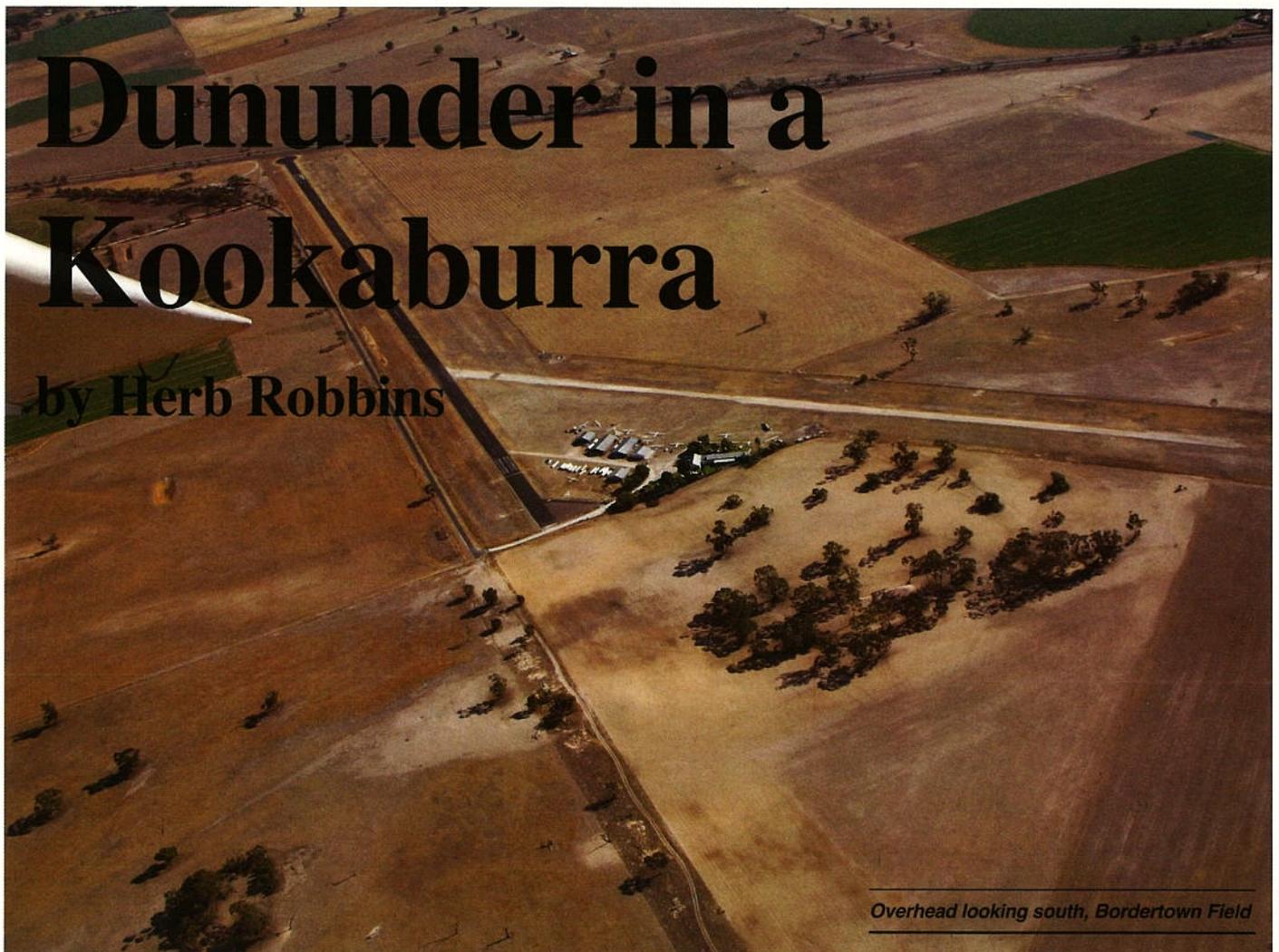
In the evening - another barbecue followed by a disco - good fun for all.

The above written independently by Angus Munro and Chris Wills and collated over their unsuspecting heads by Frances (Furlong).



RN Sea Fury at the opening of 4th International Rally





Dununder in a Kookaburra

by Herb Robbins

Overhead looking south, Bordertown Field

I found my self at the 2007 Vintage Glider Australia rally at Bordertown South Australia after an 8000 mile ride from SFO.

I was hosted by my cousin now living permanently in Australia, who I shared the adventure with.

The Bordertown-Keith Glider club hosted the affair with Camping, bunkhouse, and culinary facilities. One of their members is from a family of chefs and his fellow kitchen help provided buffet dinners that were Fantastic.

The prime launch method was a two spool truck mounted winch with 4000' of wire, which produced 175 non accident or cablebreak launches in 5 or so days of soarable weather. Generally, the launches were to 1200 ft. A VGA member owned Super Cub provided a few aerotows, during one attempted launch a Dust Devil, 'willie willie', caught the tow plane, then the Folka 5 R on tow. The glider still on the ground released. No damage from the ground loop, but the pilot probably had to change his pants.

Weather : Generally soarable over the large very dry paddocks to 5 occasion-



Flight Line ES52 Kookabura and ES60 Boomerang

Flight Line - Lee Bunting's Grunau Baby II, GB IV launching

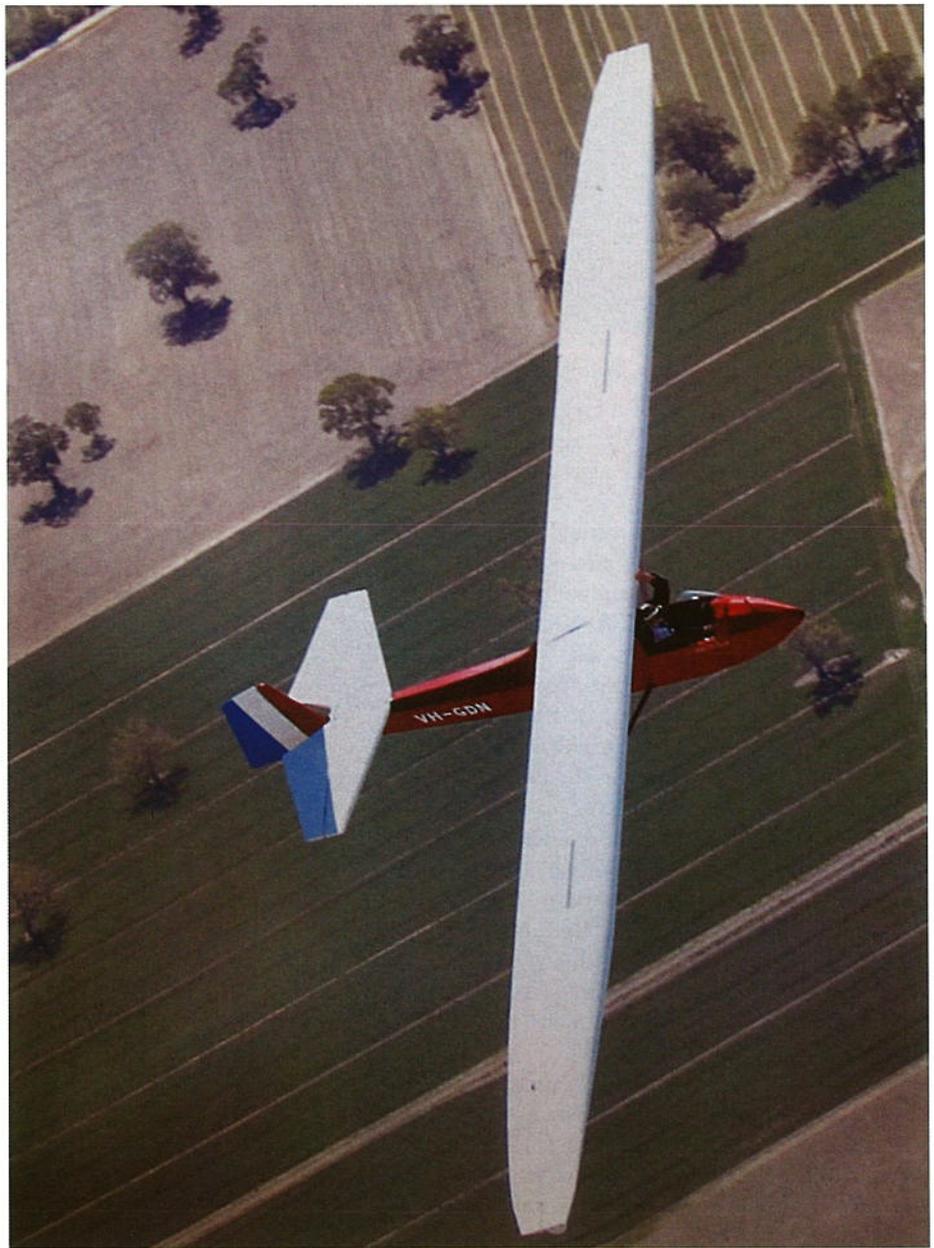


GB - having fun in it's element

ally 7000ft. Wind varied in direction and strength during our 8 days. High winds one day grounded the fleet as did north winds off the central Outback, running the temperatures up to 41 C (103 F). A Wet towel was magic for comfort. With the intensity of the wind, the Australian salute (shooing the fly from one's face)) was not much in evidence at any time.

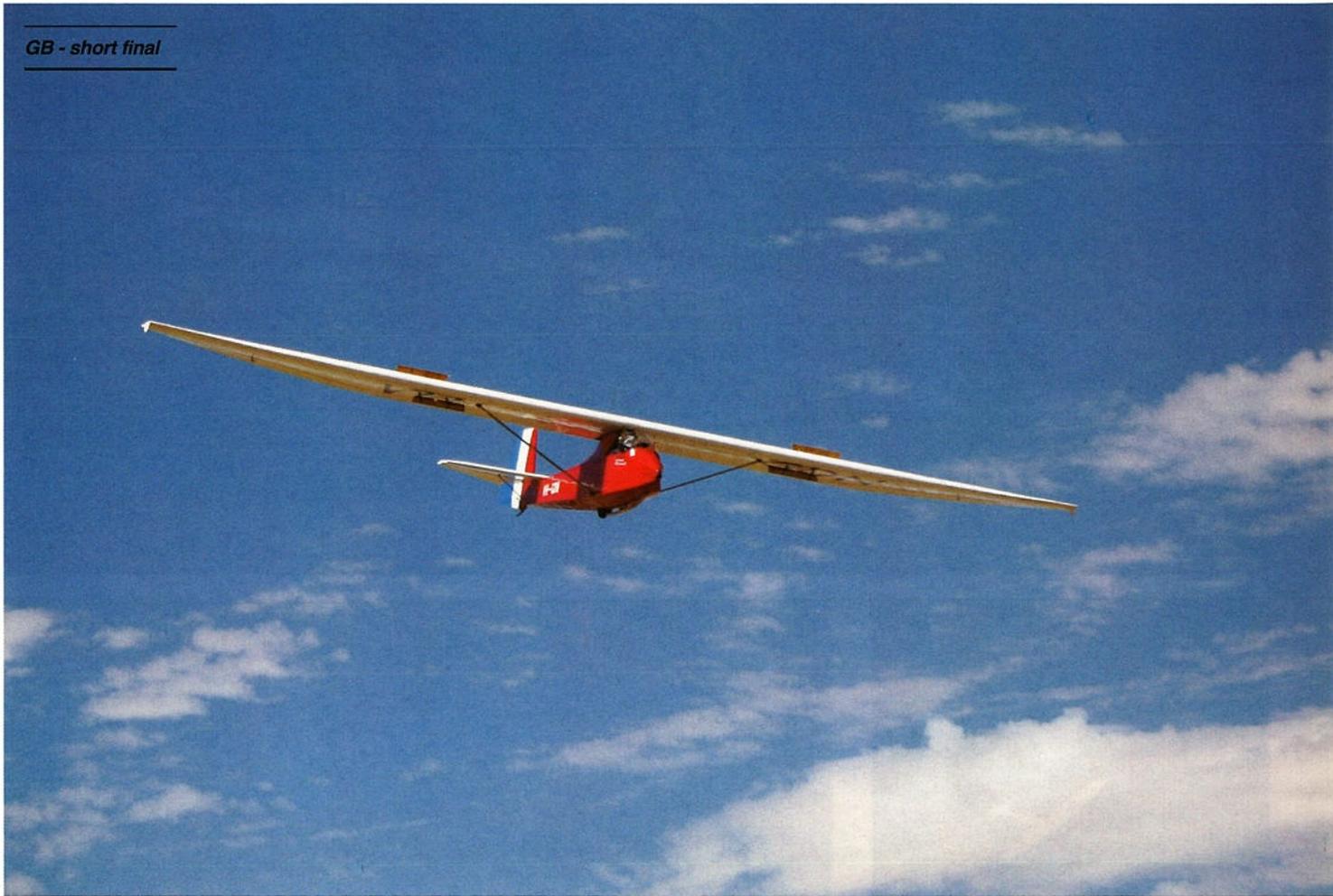
The fleet numbered 28 aircraft, the oldest being the 1937 Golden Eagle and the newest a Super Woodstock by Mal Bennett.

The big performance show off was Leigh Bunting with his Grunau Baby II, a beautiful ship, that he has been flying



Lee B 'Friendly Show-off'

GB - short final



since 1970 as a 16 year old. He did relight once, when he was an early sniffer. He did fly 16+ hours in 5 days. The builder, Ray Wood was in attendance with his wife as a special guest.

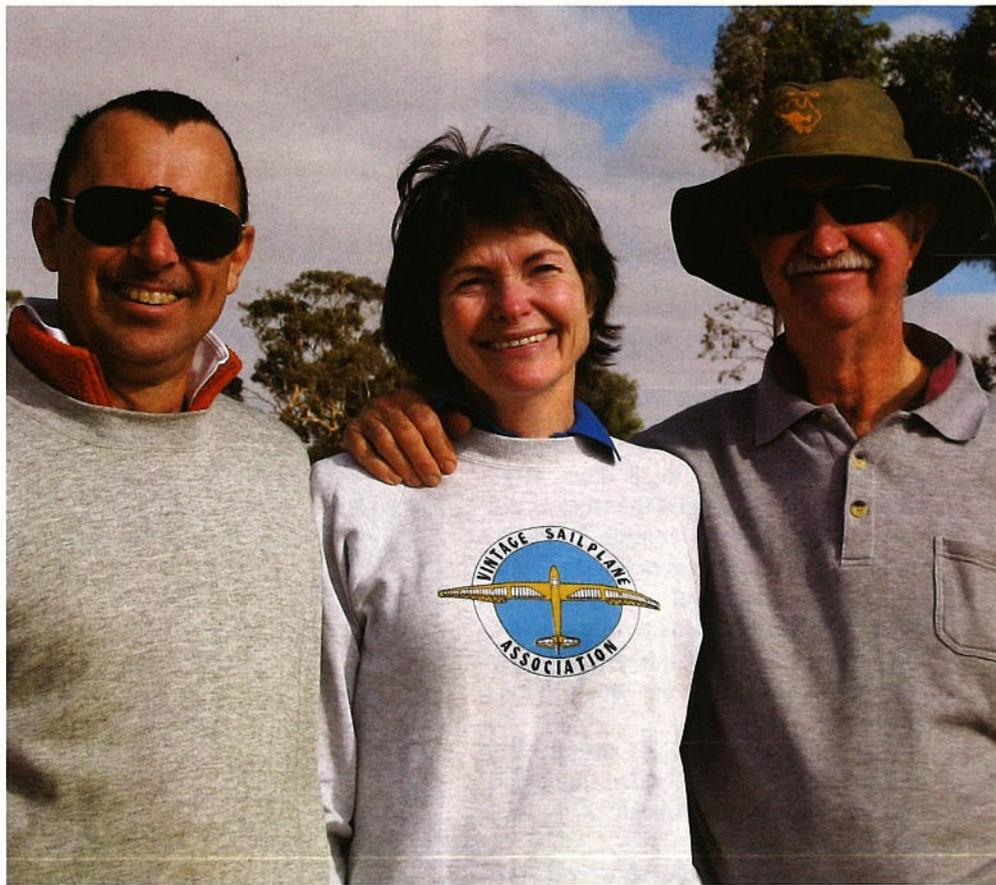
Alan and Ian Patching along with Dave Goldsmith, Vintage Times editor, were responsible for this National rally. The success of the event shows how vital these volunteer folks are. Alan Patching started it all and continues.

Caleb White was director of flying and check rides in one of three ES 52 Kookaburra vintage trainers. The local club did training in a Twin Astir.

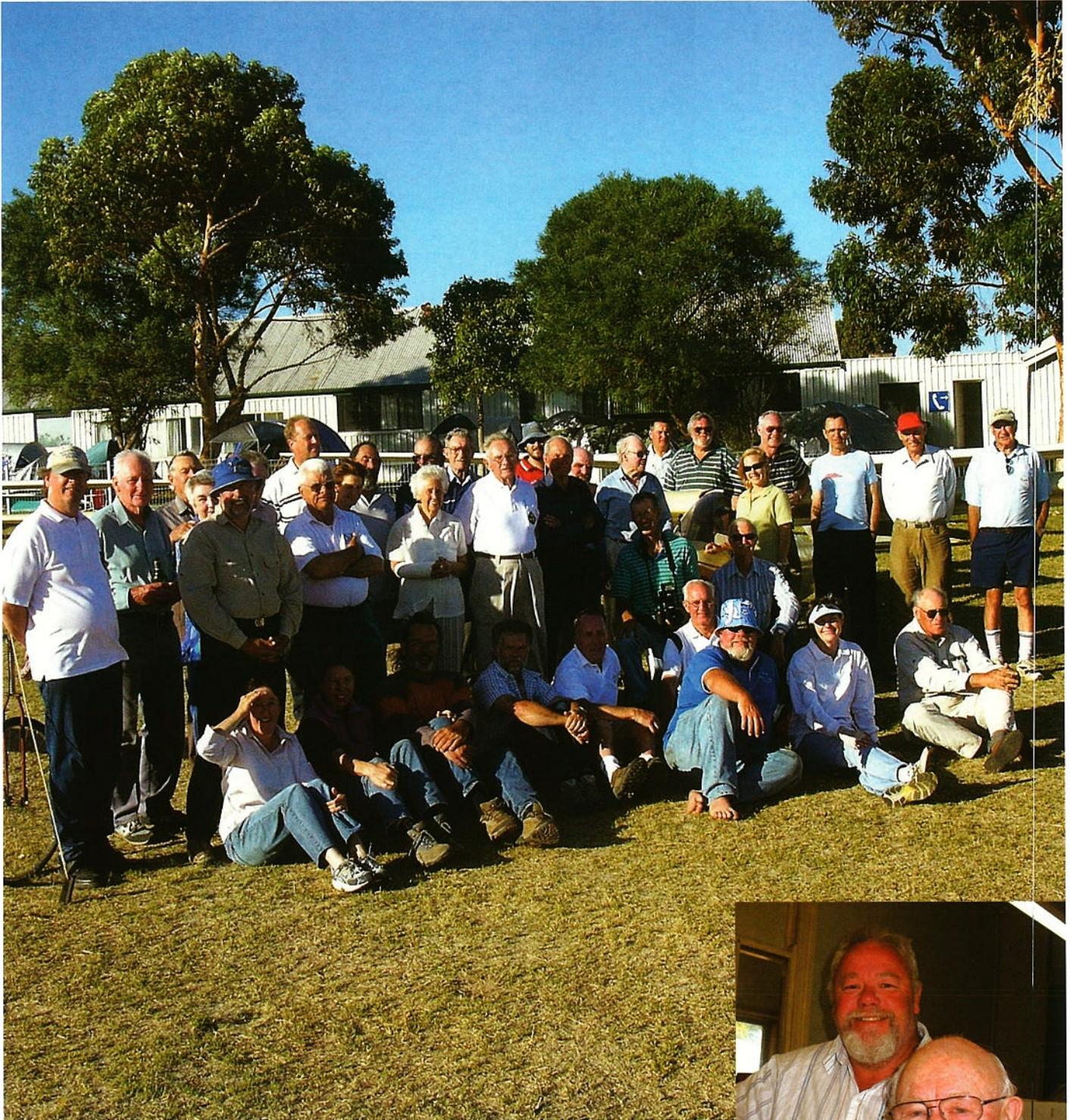
Jennie Goldsmith in their ES Ka 6 was 22 km west, when the air died as did Peter Champness in the same area a bit earlier. She got home in time for dinner. They were the only landouts for the week. Ian Patching was said to have had the longest distance with 306 km in 2 hours in his ES 60 Boomerang.

Fellowship during the evenings among the 50 or so participants was warm and lubricated by the bar. Three special treats included Leo Dowling a pre WWII glider flier, Kevin Sedgeman, and Ralph Compton had much to share.

My Grunau Baby restoration project



Lee Buntings, Jenne and Dave Goldsmith



Above: The VGA 07 Bordertown gang

received a bonus push from the sights and sounds of the vintage gang, a tape measure, provided by Mark White, and a lot of photographs.

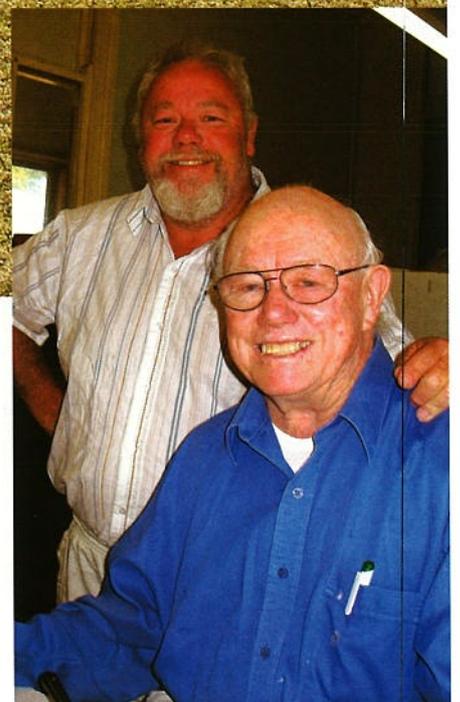
Australian gliding apparently gained a big boost when Edmond Schneider from Grunau, Germany in the early 1950s opened shop in the Adelaide area with his son Harry. Their story is vastly more complicated. From 1955 for 20 years they produced 36 Kookaburra ES 52 trainers and a total of 115 + gliders, which include 12 ES Ka 6s built under

license and a number of kits for others, all were of wood and fabric construction.

My flights in the Kookaburra were a delightful treat and productive.

My experience was well worth the time, effort, and money and would recommend to those who might be inclined for such an adventure. 5~6 hours drive west of Melbourne is the VSA in early January 2008.

Herb Robbins LGHERB7@aol.com
 Photos: Credit - Herb Robbins



Ian and Allan Patching, Rally Organiser and Founder

SNIPPET

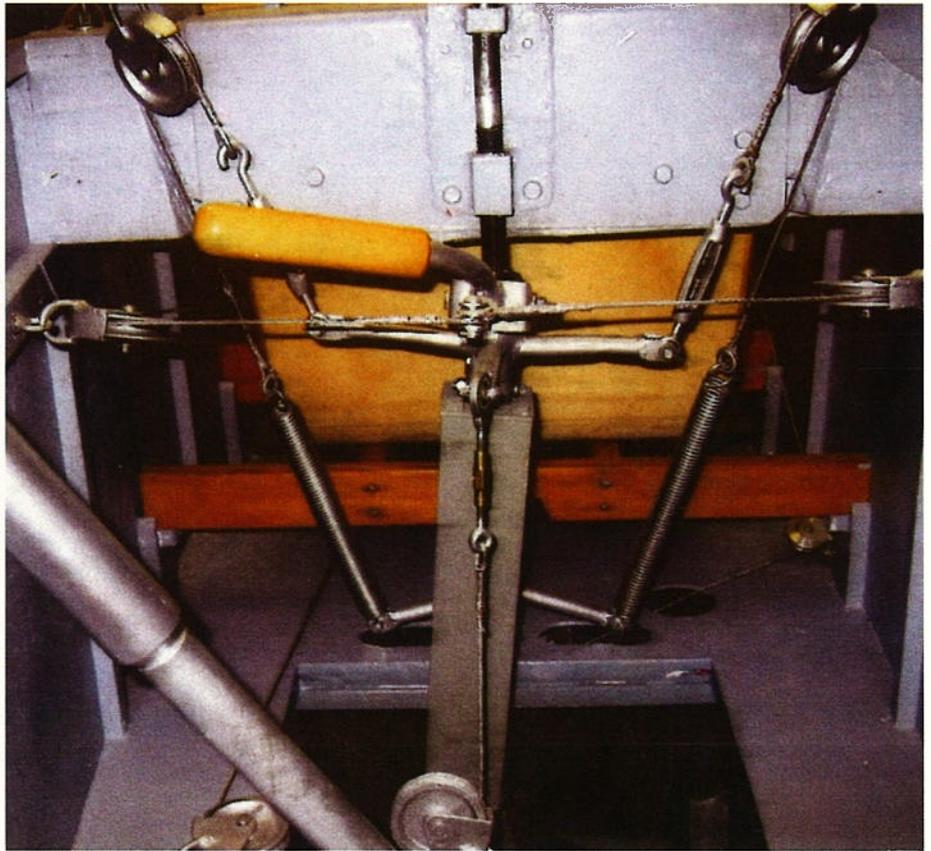
CW sends us 4 photographs of the Kunz-Schuler, ground trainer sent to him by Klaus Heyn.

The Kunz-Schuler was designed by Seff Kunz, who as NSFK Colonel, was 1938 and 1939 Rhoen Contest organiser. After 1938 he became President of the German Aero Club.

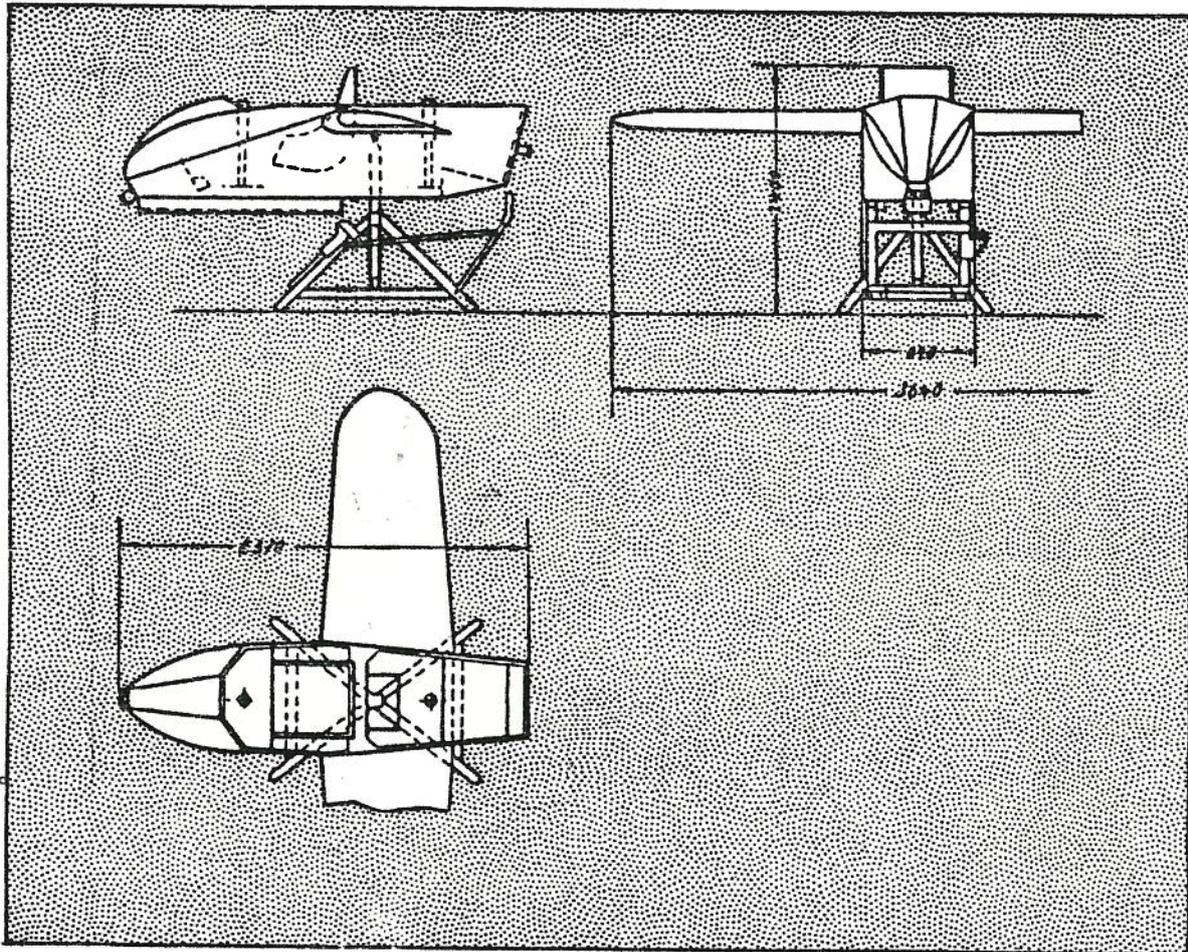
200 had to be built by Schleichers from 1943/45.



Front and rear cockpits



Above right: Bernd Rosemeger junior in 1952, flying the Kunz-Schuler trainer. (Bernd Rosemeger was the greatest of all the racing Auto Union drivers before the war). Note the plywood covered wings. Above left: Klaus and Renate Heyn's grandchildren, Christmas 2006. Note the fabric covered wings in this version.



KUNZ-Schuler, ein Bodentrainer für Segelflugschüler,
von dem Schleicher in den Jahren 1943-45
200 Stück herstellte.

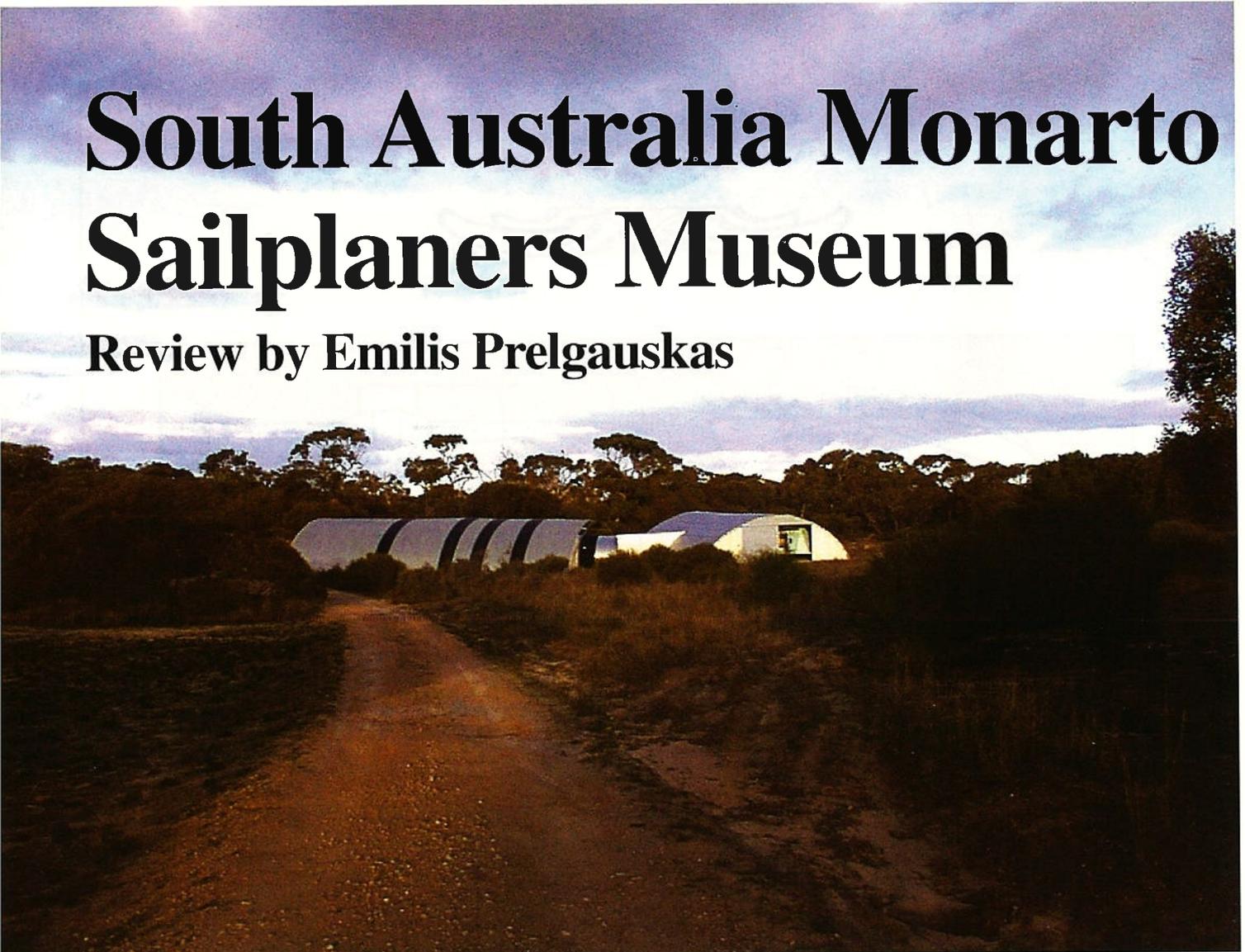
Oldtimer Segelflug Club Wasserkuppe Rhön e.V.

Mitglied in der Gesellschaft zur Förderung des Segelfluges auf der Wasserkuppe Rhön e.V.
im Hessischen Luftsportbund e.V.
im Deutschen Aero Club e.V.

Konto: Dresdner Bank Fulda 789214701

South Australia Monarto Sailplaners Museum

Review by Emilis Prelgauskas



In line with vintage glider enthusiasts everywhere, the challenge is to not only get hold of historic airframes along with restoration, preservation and flying them; but to also have the ground resources to protect both the flying gliders and the ground based airframes and the mound of stuff that surrounds our sport.

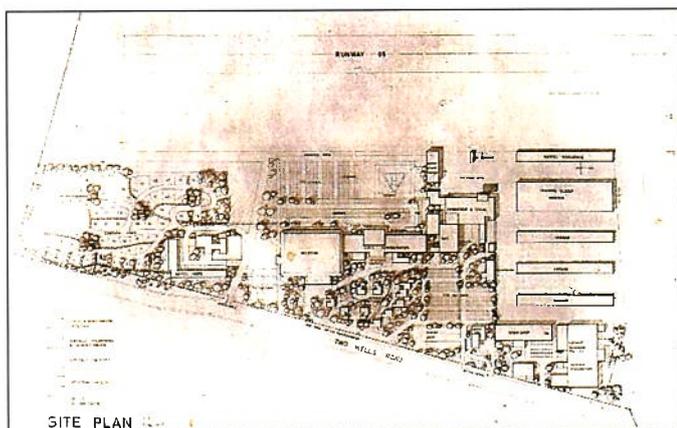
Australia is a physically large place, and glider pilots are often separated by insurmountable distances.

While we are lucky to have a national gliding focus by the efforts of both Australian Gliding Museum and Vintage Gliders Australia enthusiasts based in Melbourne, there is need also for regional centres to achieve the same results at

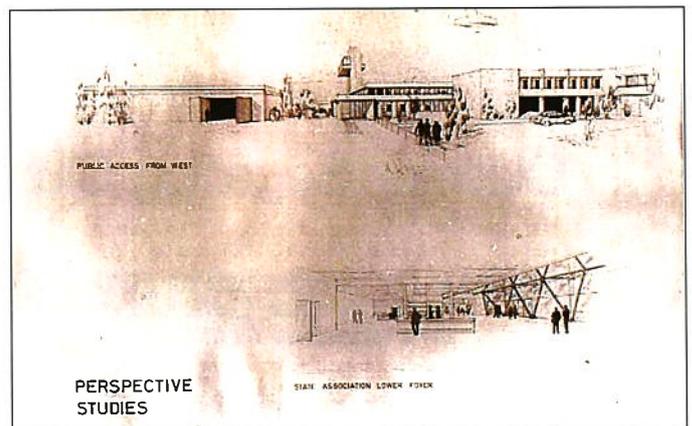
more modest scale more locally.

In 1983 I became owner of 40ha (100acres) of desert land about 60km east of Adelaide, the capital of South Australia.

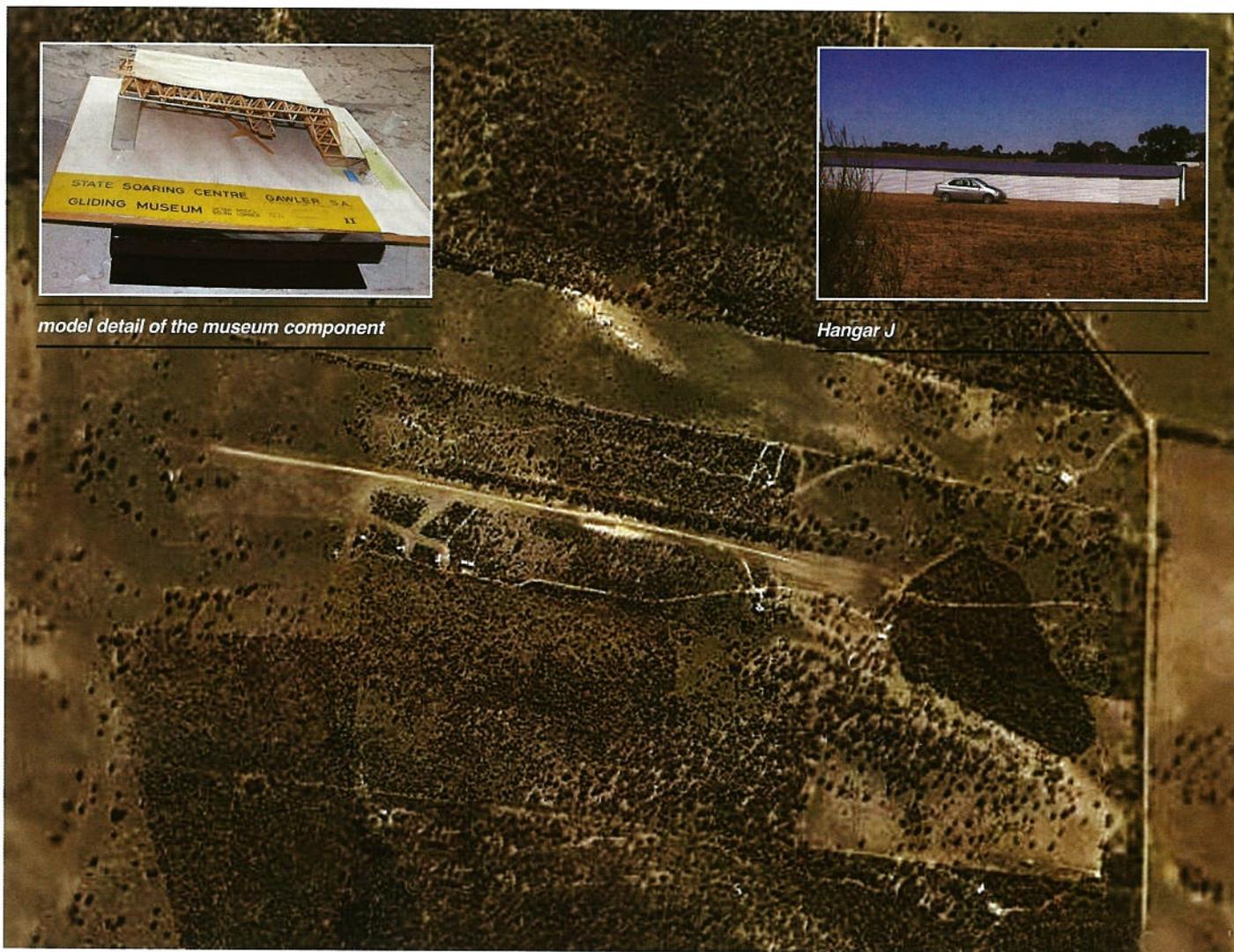
I live here in my cottage, work here (I am an environmental architect and the land is a rehabilitation site and the buildings are self sufficient, solar powered,



1970s airfield strategy with museum included



Graphic of an ambitious scheme



model detail of the museum component

Hangar J

(100acres) of desert land about 60km east of Adelaide, the capital of South Australia.

I live here in my cottage, work here (I am an environmental architect and the land is a rehabilitation site and the buildings are self sufficient, solar powered, and so on).

The locality is best known for the endangered species rescue programs of the 1000ha Monarto Zoological Park; several local Conservation Parks, and a history of failed schemes to build a new town or set up adventurous enterprises.

On the gliding property the boundary fire break cleared area is also a gliding strip. Winch lays about 1600m launch cable length. On the opposite boundary a succession of sheds evolve progressively to shelter both flying operation and other interests in gliding.

Shed A nearest the road frontage is the Monarto Sailplaners Museum.

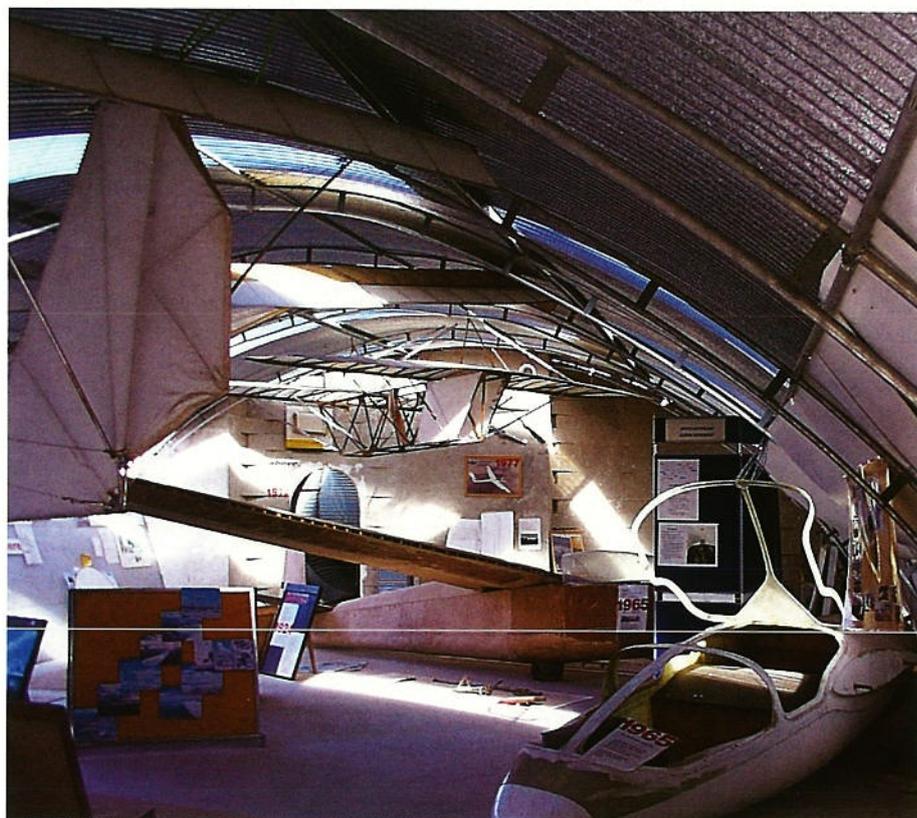
This is supported by complementary activities in other sheds.

Sheds C & G are an archive library and its workshop.

Sheds F & J are airframe workshop and storages.

Above: Google Earth of the Monarto gliding site

Below: Entry view



The rest supports the day to day gliding operation.

The museum was first contemplated for another airfield in the 1970s and remained an un built proposal.

Its more modest realisation began in 2000, with 200m² of 'Nissan hut' style shed erected.

In 2005 a further 150m² were added. And strategy exists to erect more workshop and display area as needed in the future on reserved land area.

Located in the facility are :

- a bodyshift airframe restored to display level. Originally built in the nearby Riverland in 1924 for use by youngsters in an AirScouts group. The airframe is something like the 'Popular Mechanics' glider type, but likely taken from detail construction plans in 'Science & Invention' magazine of its day.

The airframe incorporates the triple joint fixing at each structural connection, utilising brass brad, animal glue, and an interesting self tightening twine knot layout where the ends are tucked under into the glue.

- a modern reincarnation of the primary. A Start+Flug H-111 'Hippie'.



1924 airframe

- a home built nearby at Tailem Bend, 1960's Miller "Tern" based on US plans.

- remnant parts of a 1929 primary, 1950s ES-52 Kookaburra, 1960s ES-Ka6, the 1970s ground mockup cockpit for the ES-65 'Platypus', Pik-20, and display boxes of parts, instruments and so on.

Being worked on are full airframes for ES-57 'Kingfisher' and footlaunch ULF-1 as projects heading for flying condition.

Flying sailplanes are individually owned Ka6e, Es-60 and ES-60b, ES-52, Blanik & IS-32.

Both these elements draw on the other



Workshop



Hippie

Hangar J internal

sheds on the property.

Continued evolution of the facility is likely to mimic progress to date. There is no public or private capital support to gliding, as the efforts of the Australian Gliding Museum finds in its Melbourne efforts.

So here we do what we can when we can with what we have. Money, time, and at times enthusiasm each have their limits.

Progress comes in many small steps, never to the standard we would ideally aspire, but sufficient just to go forward rather than be stationary or slip backward.

Discussion is ever on-going with older sailplane owners, so that airframes hopefully are no longer viewed as fire fodder. The linkages between enthusiasts are kept intact, so that each rescue finds empathic recipients, rather than let local politics get in the way of a save.

The plans for the long term future still seat at the 1970's ambitious scale. But reality checks mean that in the meantime more prosaic solutions are put in place.



Odds & ends - damaged ES52, intact ES52, Pik20 display

A Tale Of Two Hooks

by Peter Underwood

Having decided upon the above, rather silly, title, I have racked my brains both to raise the literary merit of this article, and to provide an opening sentence which would resonate with Dickens' memorable and inspired, "It was the best of times and the worst of times." I have failed on both counts, so I shall just get on with things as best I can.

The two hooks I want to talk about are, of course, the cg hook and the nose hook - with a mention of the bungee hook. The very terms, cg hook and nose hook are misnomers for a start. The former rarely is at the gliders centre of gravity, nor is the later necessarily at the extreme nose. But when we come across these terms, they are generally understood. By the way, we should not say "hook", that is common; "release", is posh. We know what we are talking about, so hook it shall be.

In the beginning - another good first liner. In the beginning, all was slopes and bungee launches. The best place for a bungee hook was at the nose, and that's where they put them. But with the coming of winch launching (note the subtle religious connection, "the coming".) many designers followed tradition and placed their winch hooks at the nose too. One wonders why? perhaps they were, at that time, pleased enough with the improvement which winch launching gave them, even with a nose hook. When they did start to move their winch hooks further aft, they appeared to be reluctant to go the whole hog and place them where we would today. No doubt they preferred to make their improvements in small steps, rather than giant leaps; and who are we to deny them their prudence?

Subsequently most gliders, not originally fitted with a cg hook, have been modified to incorporate one. It says much for the engineering abilities of the gliding fraternity, and the benevolently supportive, yet thorough, regulatory regime which blessed us in the past, that these, often amateur, installations have served us so well. Most gliders but not all; the Slingsby T21 was, I always thought, a glider crying out for a good cg hook. The current hook on the 21 is very much of a compromise, far enough forward to give acceptable aero tows, if you are strong enough; yet not far enough rearward to give really good winch launches. Height

on the winch was sufficient for training, but now we want to fly our 21s for fun; we need more height. Thus, started my quest to design, and to obtain BGA approval for, a T21 cg hook installation which could be fitted by anyone so wishing. I did not know, at that time, that already a T21 was flying with a cg hook; more of that later.

Why incidentally does a cg hook give us better - higher - winch launches? Consider first, a winch launch using the nose hook. The wing has to provide sufficient lift to support the weight (I should say mass) of the glider and its occupant(s), the downward pull of the launch cable, and the downward force which the tailplane must generate to balance the nose down pitching couple of the cable, which is connected at an extreme forward position. All this just to keep the glider in the air. Now we need a bit more down force from the tailplane to set the wing at sufficient angle of attack to give us some more lift so that we can actually climb! Frequently the tailplane is doing as much as it can simply to balance the cable couple, and has little left in reserve to give us optimum wing angle of attack. And all this tailplane effort is downward - trying to stop us flying. You have all probably experienced that "nodding" in pitch when you are climbing hard on the winch with the stick hard back. This is the tailplane telling you that it can't provide any more down force as it slips in and out of a negative stall.

It is pretty well self evident that if you move the winch hook back towards the cg position, the nose down cable couple is reduced, the tailplane has to generate less down force to balance this couple, so the wing doesn't have to provide quite so much lift just to keep us in the air, and the tailplane can now concentrate on giving us a nice big angle of attack and lots of lift. And that is just about all there is to it; up we wiz! It's a win, win situation. Of course, we have to be careful, we don't want to pull so much lift that the wings come off. Then, all our increased height just gives us further to fall and more time to regret our greed and to contemplate our demise! Put the hook too far back and, if we don't pull the wings off, we shall still die doing a loop as we become airborne.

Where then should the cg hook be posi-

tioned to give optimum performance? I am sure there are some ever so clever ways of calculating where the cg hook should be. There is also a rule of thumb method which was passed onto me by my good friend Peter Teagle. Peter is an aircraft stressman, and he knows what he is talking about. His method is this, "take a point at 25% mean wing chord, draw a line at 45degrees forward and downward from this point. Where this line exits the fuselage, place your cg hook there."

And that is where I put my hook. Having made that decision I was, in a position to start serious sketching; looking at how to best to mount the hook, how to distribute the loads into the fuselage and to look at the resulting stresses. It was about this time that I heard of the T21 which already had a cg hook. I went, hotfoot, to look at this installation, and what an inspiration it was. I don't know who designed it, but whoever it was, knew what they were doing. There were features of this design which, for various reasons, I did not wish to follow, I was intending to use a different type of hook for instance. But that installation gave me confidence to carry on with my own design, which I have to admit, owes it much.

Now I was into serious drafting; full size layouts, detailed component drawings, assembly and installation drawings and all the necessary strength calculations which went with the task; a labour of love for me. At this point, enter David Weekes. David had a T21; I can't remember now how he came to know what I was doing, but he wanted to fit a cg hook to his 21 and agreed to build the prototype of my design. He did much more than that; there are many details of any design that are best worked out in the flesh, rather than on a drawing board. David sorted these out, and I followed on with the drawings. One of the problems he encountered was access to a couple of nuts hidden down in the bowels of the fuselage. David's solution was to use two trapped nuts in this location, so that once fitted they needed no further access. That was OK, but the initial fitting of these was still very difficult. His most valuable contribution came later. Initial launches on the cg hook proved that, at least, the hook did not pull out of the fuselage; I didn't think it would, but it is nice to know. More concerning

was a tendency to back- release, David resolved this by reorienting the hook; again my drawings followed his lead.

One day I was talking to the legendary Tom Edwards and mentioned the problem of my two nuts. Now Tom is not only an ace pilot, he is also a very practical sort of guy. His solution was instant and total. "Look", he said, "you already have a socking great hole in the outer skin through which pokes the hook. Why don't you add a small hole in the skin just forward of the big hole? You can then easily access you wretched nuts, but from the outside. You can put some tape over this little hole if you wish." I quickly added this small hole to my drawing, and labelled it "Tom Edwards Hole." Some time later when I was fitting a cg hook to the Dunstable T21, I came to appreciate the true value of this little orifice.

I sent a copy of the installation drawings to Cair Aviation Ltd. - it was their hook I was using. I call it a release, when talking to them. Back came some useful comments from their Peter Wells resulting in more minor changes to my drawings. Eventually, I had a full set of drawings together with supporting calculations, and David Weekes had built the prototype. I sent off a package of drawings and sums to my old friend Jim Hammerton, BGA Chief Technical Officer, with a request that the installation be considered as an approved BGA modification. In due course, Jim informed me of BGA approval. And that should have been the end of the story; we could all go away, modify all our T21s, and live happily ever after. But of course, it wasn't!

David, having solved the back release problem, was finding that, although he was getting better launch heights, he was also breaking white weak links. The solution to this was obvious, use a blue link. But the only link approved for the T21 was white. If we wanted to use blue, we would have to prove to the BGA that a blue link on the cg hook would not impose loads on the airframe for which it was not designed. Crumbs! The design or the 21 goes back to 1944, I had no idea to what airworthiness requirements it was designed or what load factors (for load factor, in this context, read "g" if you like) the structure would withstand. It is possible that Slingsby had this data in their archives somewhere, but I could hardly ask Mike Rutter at Slingsby, who had been so helpful earlier in providing me with fuselage detail drawings, to spend the rest of his life going through the archives. So I had to tackle the task with the data I had and from first principles.

What follows is something of a simplification.

I did know the manoeuvring speed (V_a) of the 21; it is 65 knots. I knew also that the wings and their attaching components would have been designed to withstand the load factor resulting from a full stall at V_a . But what was that load factor? Well, there is a very simple relationship between normal stall speed (V_s) and V_a which gives the load factor (L.F.) at V_a . It is this: $(V_a/V_s)^2 = L.F.$ If I took a very conservative V_s of 31 knots, I got a L.F. of about 4.4; that would do for our purposes. Actually V_s is somewhat lower than 31 knots and the load factor used would probably have been around 5.5. However, if I can prove the points in question with a L.F. as low as 4.4, it is unlikely that the basis of my arguments would be challenged.

With this snippet, and with other things I knew, thing like weight and the scantlings (I love that word) of the structure, I could now do a whole lot of, not very hard, sums to calculate the loads which the wings etc. were designed to accommodate; and to compare these with the loads which would be imposed by a blue link on the cg hook. I don't need to take you through all the sums or all the conclusions. Suffice to say that the wing loads with a white link on the cg hook were 74% of those at a L.F. of 4.4, whereas the wing loads with a blue link were 80%. A slight increase with the blue link, but still well within the structural capability of the wing. The hook mounting into the structure had been designed to take blue link loads right from the outset, so there was no problem there. I also took the opportunity to have a look at the effects of using a blue link on the nose hook; I knew that some people were doing this. The result was somewhat alarming; wing loads went up to 87%, and fuselage bending loads were increased by 20%. Those of you who stand guilty, ponder these figures.

I now had enough data to approach the BGA Technical Committee with a request to permit the use of a blue link on the cg hook. Howard Torode, Technical Committee Chairman, took a personal interest in my submission, did some sums of his own and, after some discussion, granted the concession.

It has been my pleasure to mention above just some of the names who have helped this saga on its way. Rarely is any design, even one as simple as a cg hook for a T21 glider, the work of one person, many contribute in their own ways. And that I hope, is the end of the story. I will though, dear friends, if I may, bore you

for just a little longer.

I was brought up in an era of feet, inches, slugs (which I never liked very much), pounds weight and pounds force. I naturally calculate in these units, and it was in these units Howard kindly accepted my submission. I should have used metres, kilograms and newtons. I am sure many of you have come across these newtons, and wondered what the devil they are. Here then, to end, is An Idiots Guide to Newtons

We all know that Sir Isaac Newton invented gravity, do we not? Before he invented gravity Isaac could sit all day pondering under his apple tree in complete safety. But once he invented gravity, he was in constant danger. The force of gravity was for ever trying to pull the apples down off the tree. And, one day, it happened; the force on one of those apples was sufficient to break the stem. The apple was propelled at ever increasing speed towards the centre of the earth. Until, that is, the progress of the apple was arrested by Sir Isaac's head. (And serves him right, I say. That's what comes of meddling).

Now the gravitational force acting upon that apple "they" decided to call, one newton. Another thing we all know is that it takes about 4 1/2 apples to make one pound. So if you think of those 4 1/2, or one pound of apples, hanging on the tree; the total force acting upon them is one pound or, 4 1/2 newtons. For newtons, think apples. Easy peasy!

For those of you brought up on metres and kilograms; first, my condolences, and second you just have to remember that approximately 10 apples weigh one kilogram, so the total force operating on those ten apples is one kilogram, or 10 newtons.

So far we have been talking gravitational force. Had Sir Isaac lifted his apple from the ground and held it in his hand, his hand would have exerted an upward force of just one newton, and the apple would have remained stationary. Force wants to make things move or to hinder progress of thing already moving, it can operate in any direction. Lift and drag and thrust are forces; a newton is just a measure of force. Think of an apple and you get a feel for what a newton is. (Yes, I do know that 4 1/2 should be 4.45 and 10 should be 9.81. but this is an idiots guide and I want to keep it simple.)

Why on earth they chose newton, rather than apple or pomme or Apfel, I don't know. But if they had, we common folk would understand it all just as well as those clever ones. And that wouldn't do at all, would it?

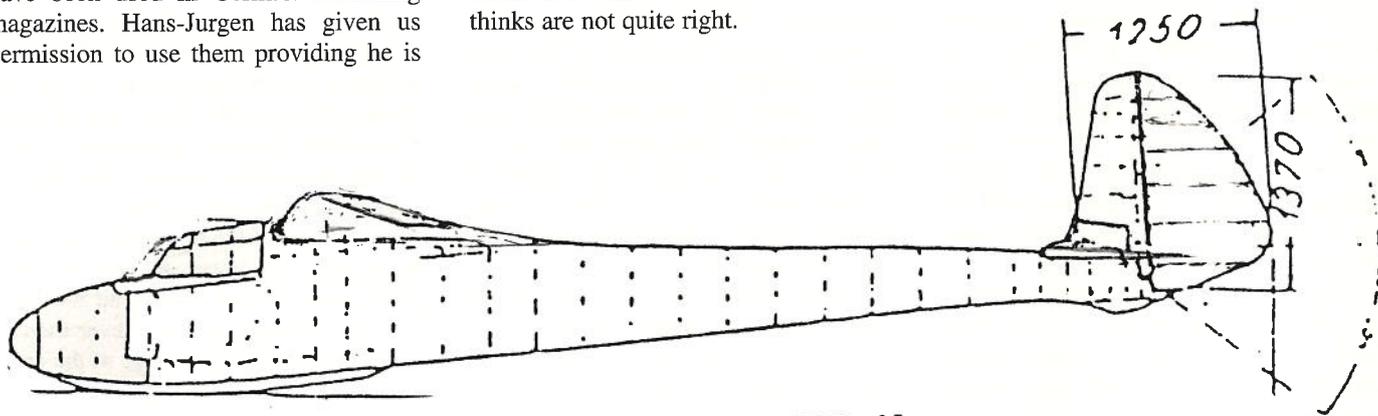
The WEIHES

By Chris Wills

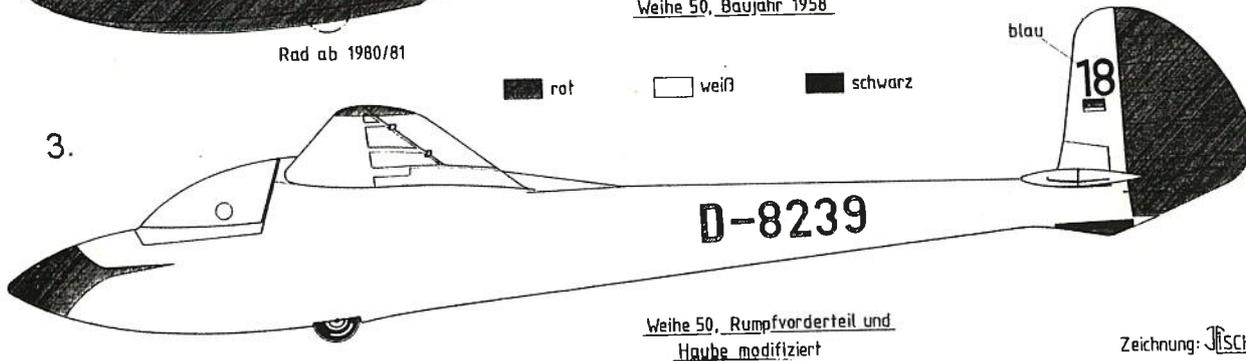
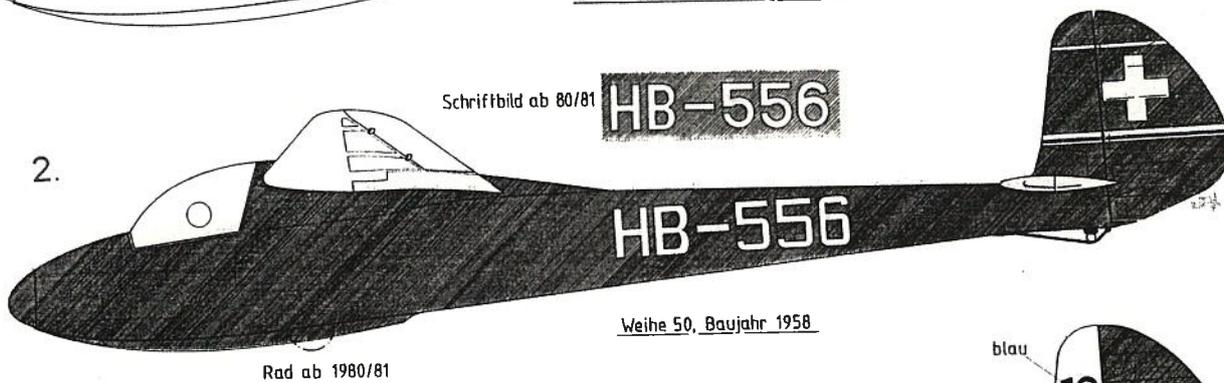
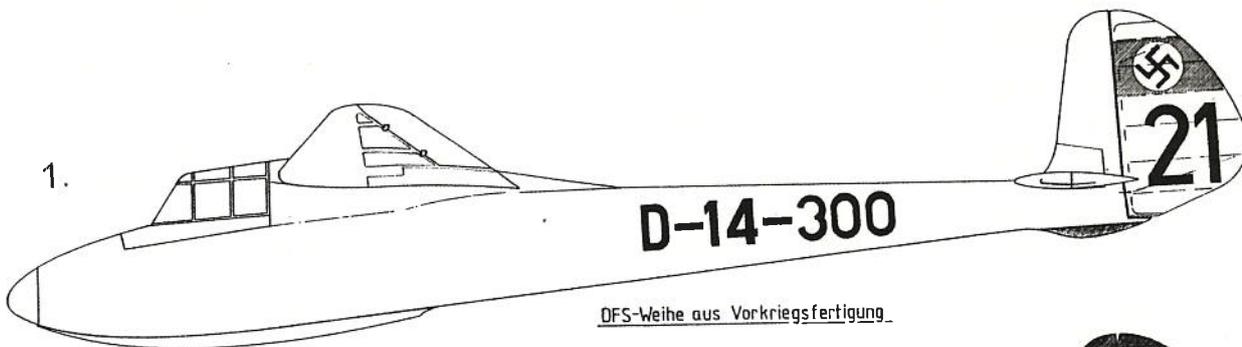
Some time ago, CW received these very good (he thinks) Weihe drawings from Hans-Jurgen Fischer, which have been used in German Modelling magazines. Hans-Jurgen has given us permission to use them providing he is

given credit for his work, which we have produced unaltered. However, CW thinks that he must mention what he thinks about his historical facts which he thinks are not quite right.

DRAWING 1



DFS- Weihe



Zeichnung: FISCHER 84

DRAWING 1

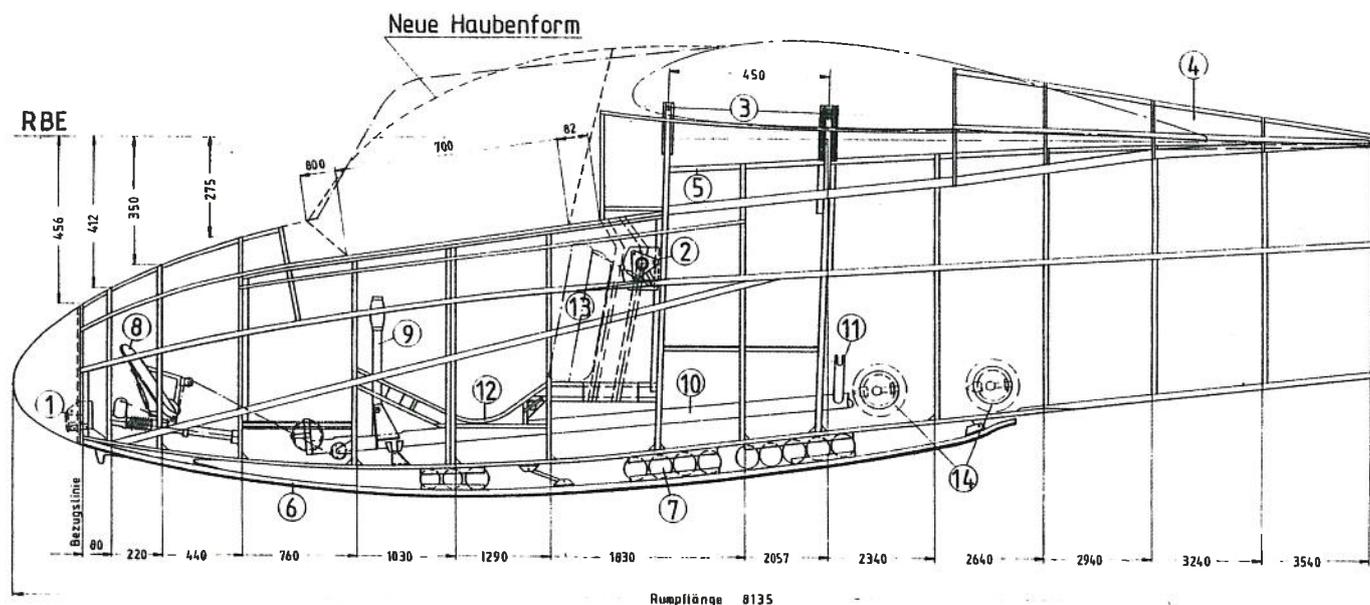
Side View. D-14-300. On this drawing, it is mentioned in German " DFS Weihe from the pre war production line". CW thinks that this drawing is one of the best he has ever seen from the wartime Jacobs Schweyer production line. However, the registration and rudder markings are correct in style for a 1938/39 DFS Weihe.

DRAWING 2

This represents the WEIHE HB-556 which CW believes is the only Weihe left in Switzerland, which is currently airworthy. However, CW was told by one of its owners ? during our 1979 International Rally, that the Austrian Club which built it could not read the drawings and had set the wing dihedral as that of a 1938/39 Weihe (ie 2 Vz degrees). CW thinks that nowhere has he seen what the wing dihedral of the

later WEIHES should be. If a Weihe should be built to the available Weihe drawings, the wing dihedral will be built in automatically. It is clearly much more than 2 ? degrees, especially in flight. Thus, Hans-Jurgen's excellent drawing gives HB-556 too much dihedral. Should HB-556 be given a rudder of slightly altered shape (less area, than that of the later WEIHES), and an altered canopy shape, it would be the nearest representation we have of a beautiful 1938/39 DFS WEIHE.

DRAWING 2



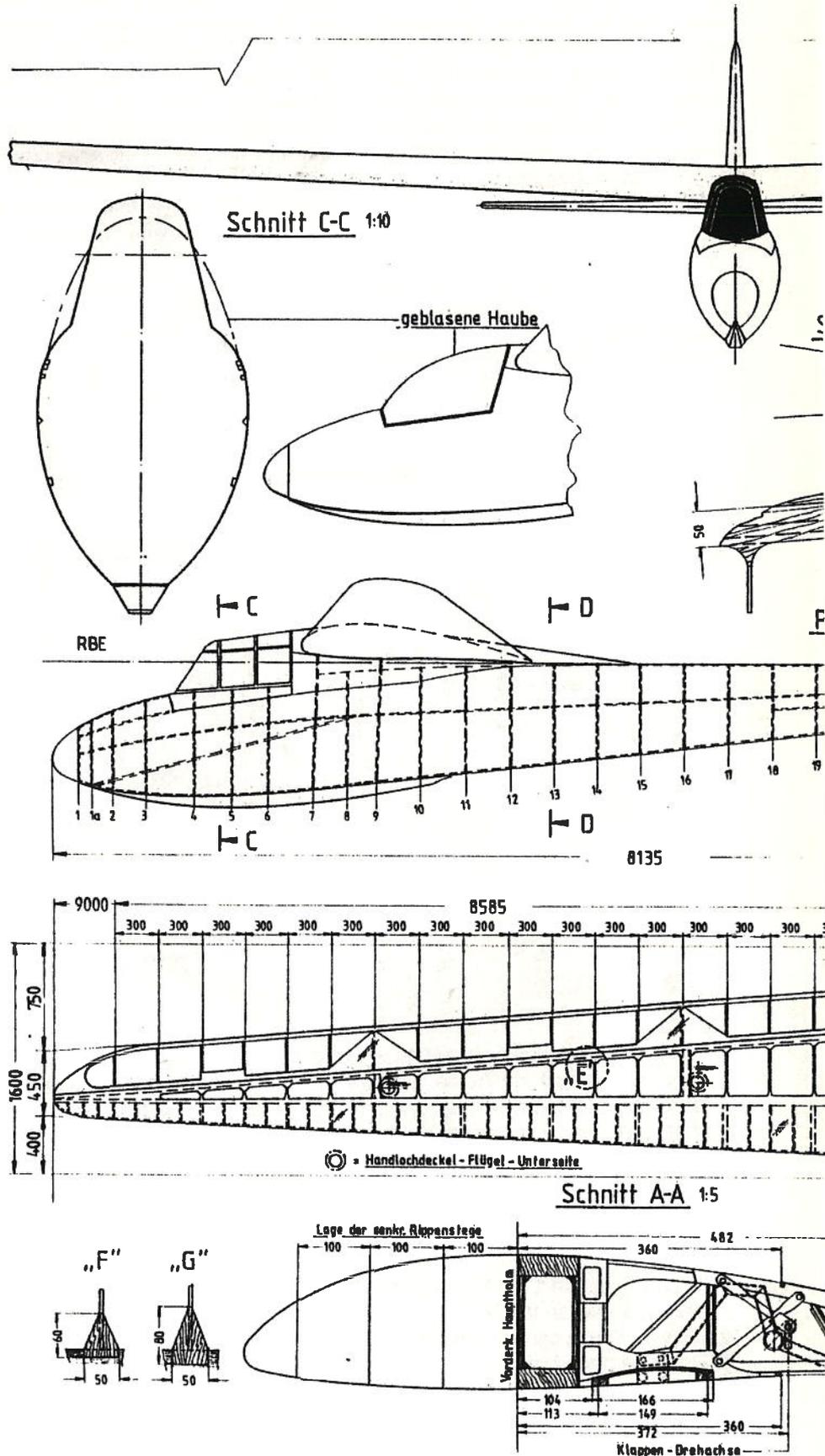
After gliding was again permitted in Germany in 1951, the firm Focke-Wulf reworked the old DFS Weihe of Hans Jacob, renaming it the Weihe 50. On 9th March 1952, Hanna Reitsch gave it its first flight from the Bremen airfield. The fuselage of the new Weihe is somewhat shorter than that of the prewar machine. There were production simplifications. During the years 1952/3, eight examples were built. It was also cleared for amateur building, with wing spars and fuselage bulkheads able to be ordered from the firm.

- | | |
|---|---|
| 1. Nose wheel. Pre 1945 Weihes only had this cable release. | 8. Rudder pedals |
| 2. Shoulder release for CofG launches | 9. Control stick |
| 3. Fuselage/wing connection points | 10. Torque tube |
| 4. Fuselage neck fairing | 11. Connection for aileron push rods on torque tube |
| 5. Fuselage deck | 12. Pilots seat |
| 6. Skid | 13. Parachute back cushion |
| 7. Tennis ball skid suspension | 14. Hand access inspection covers. |

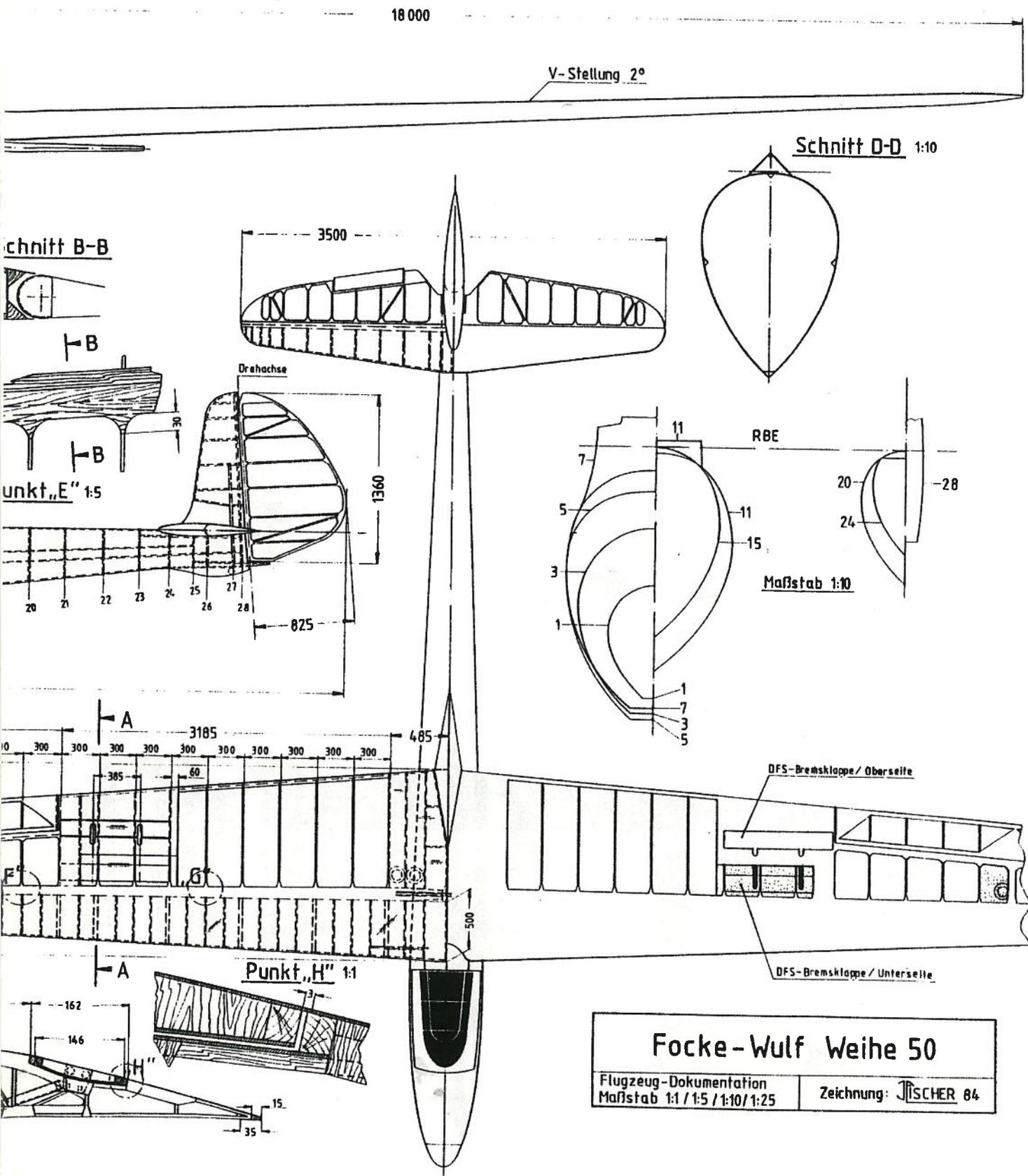
DRAWING 3

This is a WEIHE that has been modified to bring it in to line with a Ka-6's performance. It may have been originally the one which was rescued by members of the German gliding club which rescued it with a Habicht and Grunau Babies from pointless destruction by the Americans who were guarding, but not flying, the gliders at the former Reichssegelflugschule Teck, in two daring night operations in 1947. It might also be the one that was flown by Karl Bauer on the 20th June in a thunderstorm over the Teck/Dettingen to a new World's Gain of Height Record of 9,665 metres. D-8239 was certainly the WEIHE which was flown by our late member HANS MAYER in our VGC International Rally of 1982, at La Montagne Noire in the South of France. If this Weihe has done what CW thinks it has done, it is a famous aircraft. Long may it live. If a Weihe has been modified like this to improve its aerodynamics there will be no space between wing roots and fuselage and damage will occur if wing tips are lowered to the ground. Some of them had short span ailerons.

THE DFS WEIHE. Hans Jacobs told CW that he thought that DFS had built 60 of them during 1938/39. These aircraft had slightly shorter (or smaller) cockpits, as had some Weihe 50s, than the later WEIHES. After 1945, CW located two DFS Weihe's in Finland (where both still exist in museums, but perhaps only one of them could be made airworthy). One more could be found at Huesca / Monflorite (EC-RZZ) in Spain, in Poland, in Czechoslovakia (at Rana), with the RAF at Fassberg and one more in France. Only the Finnish ones still exist. Therefore, 7 out of the 60 built, survived after 1945 (perhaps there is one still stored in the Krakow Polish Air Museum.) This above has been reproduced from Flugsport No 16/1938. The longest distances ever flown by WEIHES so far as we know are about 620 kms by HENRI LAMBERT (in a Milan) from Paris to the Mediterranean, and by H.C.N.GOODHART across Texas in the 3rd Weihe brought from the Wasserkuppe to Britain by Philip Wills in 1945, and now owned, airworthy, by Jeff Byard at Tehachappi in the USA. Longest duration flown by a Weihe was 55 hours 51 mins by ERSNST Jachtmann on 22-24.9.1943 over Brusterort on the Baltic Sea.



DRAWING 3



Focke - Wulf Weihe 50
 Flugzeug-Dokumentation
 Maßstab 1:1 / 1:5 / 1:10 / 1:25
 Zeichnung: FISCHER 84

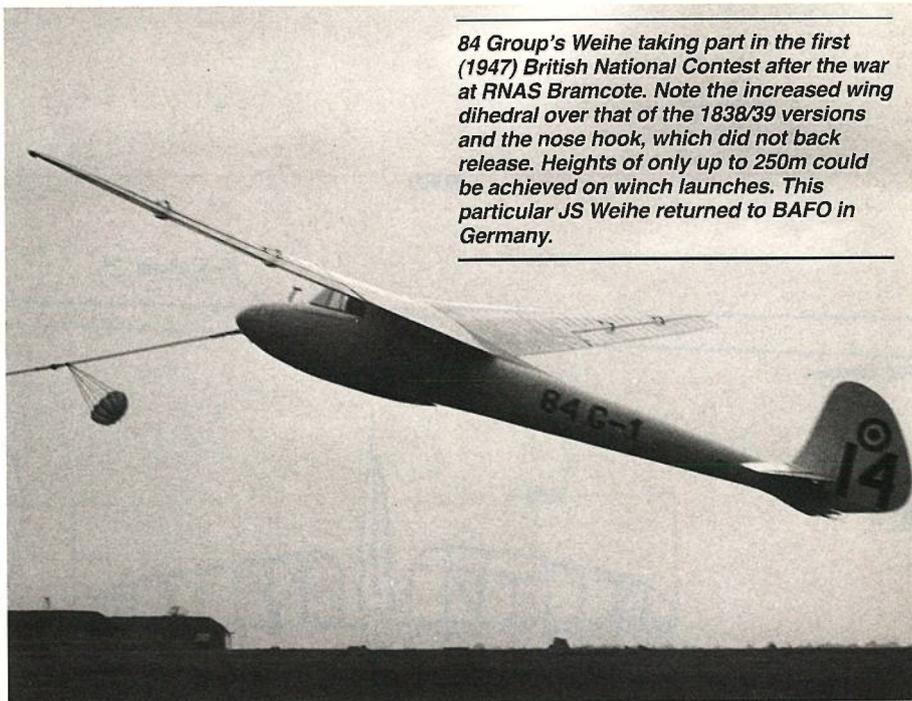
Today's Airworthy Weihes.

USA - 2, Britain -2, France -1, Switzerland-1, New Zealand-1, Germany-7, Japan-2 (?). Total:16.

Late news has come from Peter Ocher that CW has guessed correctly that the modified Weihe D-8239 was exactly the one that was rescued from the Teck by the Germans in 1947 and was also the Weihe that gained the World height record over the Teck. However, it is now in Japan.

Numbers of Weihes built, subject to correction:

1938/1939 DFS Weihes	60
JS wartime built Weihes	270
Focke Wulf Built Wehe 50	8
1943/50 Swedish built (JS) Weihes	25+1
Spanish AISA built (JS) Weihes	35
Jugoslavian built Weihe	35
French VMA 200 Milans	15 approx
(17 more Milans were imported from Germany after 1945) Total : 424.	



84 Group's Weihe taking part in the first (1947) British National Contest after the war at RNAS Bramcote. Note the increased wing dihedral over that of the 1838/39 versions and the nose hook, which did not back release. Heights of only up to 250m could be achieved on winch launches. This particular JS Weihe returned to BAFO in Germany.

Below: The DFS Weihe prototype at the 1938 Rhön contest. This was the 1st Weihe in the contest and was flown into 4th place by Otto Bräutigam. Note that the White circle and Swastika has been touched out of the photo.



A RARE VINTAGE



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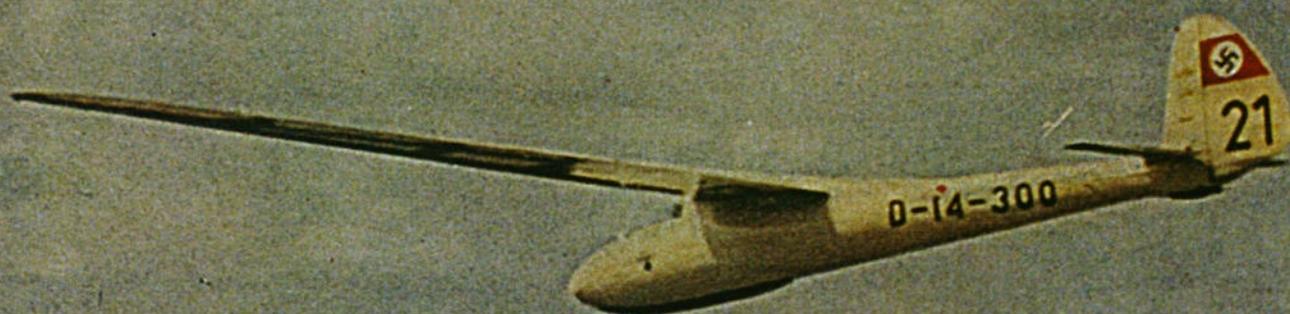


Contact: **Stephen Hill** or **Andrew Hatfield**

Phone: 01765 690777 Fax: 01765 690544 Email: hillaviation@btconnect.com
Unit 1A, Sycamore Business Park, Copt Hewick, Ripon, North Yorkshre, HG4 5DF.

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Rhön 1939, Weihe D-14-300 of Graf von Treuberg who flew the longest distance (392kms) in this contest. He came 4th out of 42 competitors and was the youngest pilot in the competition.



SNIPPET

Mr. Rabbit's short flight

It happened many years ago on the airfield Grossrueckerswalde, people say.

A trainer type Grunau Baby IIb was ready to take off by the winch launch. The pilot, quietly joyful at expecting a wonderful thermal flight did not suspect anything, but as the glider took off and climbed steeply into the sky, an awful noise started in the fuselage of the Baby, so much that the pilot became seriously afraid and thought about

jumping out of the glider with the parachute.

Reason won however, as the Baby reacted normally to the controls. Since the noise was very close to the noise of a riot and also did not change after the release of the aero tow, the pilot decided for an immediate landing.

On landing, his colleagues awaited him - with much laughter that the shocked pilot was not able to explain.

Always ready for joking, these students of aircraft construction from Dresden had hidden a rabbit in the barograph compartment of the Baby. Poor Mr. Rabbit did not agree with this treatment and communicated his dissatisfaction about the flight loudly, which has been multiplied by the fuselage of the Baby as a resonance.

From Franz Lemke, Translated by Katrin Strobel

Ka-2 info required

The attached pictures were taken in October this year at Porta Westfalica Flugplatz in Germany.

They show an absolutely immaculate Schleicher Ka2 Rhonschwalbe D-1024 s/n 80 looking as though the final touches were being applied at the time of my visit.

Sadly there was nobody around to give me any history of the glider but I hope the attached pictures are of use and feel free to use in any way if needed.

Regards Bob Kent, member no 4473



A Grunau Baby is flying again by Peter Deege

The history of this Grunau Baby 2a is going back to 1938 when the glider was bought by the ACvZ "Amsterdam Gliding Club" with the registration PH-101. This Grunau Baby is a type without airbrakes and is licence built by the "nv Vliegtuigbouw Deventer" in Holland with serial III number 7, or in Holland also called a "Bauling Baby". During the war the hidden glider was not discovered by the Germans and appeared again after the liberation in 1945. The fuselage was in a bad condition and had to be rebuilt.

As a young boy i went with my father to the workshop of the club and can remember the repair. In 1955 the job was finished and the glider got the new registration PH-190. When i started gliding in 1958 you had to show on this Grunau Baby how to slipland a glider and there after i found my signatures back in the old documentation. Untill 1967 it was flying at Soesterberg airbase, when a discussion about general soundness of cassein glue ended its flying career. The PH-190 was put out of service and the strength of its structure was to be tested at the National Aviation Laboratories, which testing never took place. After years of moving from one shed to

another I was phoned by the gliding club if i was still interested in the glider. I could get it for free, but it would be nice if it could be shown at the 75th anniversary festivities of the ACvZ, preferably in flying condition !. In 2004 during the VGC international Rally in Jelenia Gora Poland, the former "Grunau" the first contact was made with management of the Glider factory SZD "Jezow" the former factory of Edmund Schneider the designer of the Grunau Baby. In 2005 the decision was made to restore the glider and oktober 26 2006 the superbly restored Grunau Baby made its second maiden flight. I hope to show her beauty on the coming international rallies.



The Slingsby Eagle.

I first became aware of the Slingsby Eagle, 11 years ago when a good friend of mine "Derek Wilson" informed me of a glider that was for sale at RAF Scampton. My flying partner, Mike Lodge and I were completely taken in by her and she was trailered back to her new home at RAF Kenley.

After a years flying to get to know her she was resprayed in her original colours as purchased in 1958 by her original owner, Wally Kahn.

We flew her at various sites, Parham, Dover, Talgarth and Bidford to name a few. At the time of writing, January 2007, she is being recovered and resprayed ready for the coming season.

That was a very potted history of BGA 825. I have started to write a more detailed history of this particular type of aircraft. Slingsbys built 17 Eagle aircraft. I have only found 8 examples surviving, I have 2 of them here at Ringmer.

I would like to, if I may use this article as a request for help in compiling as much info, drawings and pictures of Eagles then and know. If you have one on your site could you ask the present owners to contact me? Any previous owners would be particularly helpful. If you are a previous owner, do you have any pictures or the original logbooks that you could let me study?

As part of this project, I would like to get all the remaining Eagles in the UK together again, the Slingsby rally would be perfect. Apart from the Eagle 2 now based at Pocklington, when was the last time one appeared at this rally? Many thanks in anticipation.

David Williams, CFI East Sussex GC.

Dear Margaret,

Well! Time rushes by, and I fear I have already missed the copy-date for the next issue of the "VGC News"! - Thanks for finding space for my last missive and photos - I'm afraid my photography is only 'point and press' quality, but modern magazine production processes seem to work wonders!

Following on from my last report, the elevator which was then in work is now completed; this also enabled me to finally finish the tailplane. The steel fittings are in place, and the tailplane has been fully fitted to the rear fuselage to ensure alignment and clearances, etc.

Some slight modifications to the elevator diagonal ribs were necessary before my stress-man Julian was able to give it the 'thumbs up'.

The rear section of the fuselage as seen in the photos is fully completed. The main bulkheads and forward frames are now constructed, and I am presently setting up the frames and rear the rear fuselage section prior to assembly of the rest of the fuselage. This structure is all mounted on a jig, which was built way back in 1998, at the time I produced a mock-up of the forward fuselage. The mock-up has proved to be very useful as a design tool and has amply repaid the initial effort involved. Nevertheless I will be very happy when the time comes to scrap it, as this will signal the completion of the entire "Cock" project!

Trust all's well with you, and "thanks" for yet another splendid issue of "VGC News"!

Best regards - Martin (Francis)

Martin Francis and the Colditz Cock tailplane



Dear Editor

I was touched when Karl-Heinz Kellermann of the Wasserkuppe Old Timer Segelflugclub sent me a beautifully made memento of the Wasserkuppe, incorporating a stone from the Airmen's Memorial - see attached picture.

It was made by their modeller-member Rudi Burian. He makes scale models of historic gliders, glass mosaics &c., and little artworks of this type, using translucent "Tiffany" glass as a background, on various air-related subjects, each an original. They are used as gifts and trophies by the Wasserkuppe lot, and 12 of these little jewels can be admired in glass cases in the Wasserkuppe Museum.

Colin and Alice Anson



The Slingsby Eagle

Dear Editor,

Please find attached a couple of vintage gliding poems that you may like to consider for inclusion in the next VGC magazine.

The first is the true story of what happened to a contemporary of mine as he climbed the FAI badge ladder in the 60'S and 70'S. He recently told me that the very thought of a downwind 50k flat glide dash from a winch launch in an ASH25 at an IAS of 90+kts frightened him to death - there wouldn't be any time to find out where you were or where you were going!

As for the second poem - it is absolutely true! Happily we were very near to a friendly hostelry that sold excellent beer - not to mention their pasties!

Were these the golden days of gliding? who knows? Maybe there is some truth in the saying:

'Nostalgia ain't what it used to be' .

Peter Wells

STRANGE AMBITION.

An SG38 was his sturdy mount the day he got his 'A',

Then a T31 for his 'B' & 'C' - but on a later day.

No Hot Ship for his five hour trip - he did it in a 31.

And ended up with frozen feet - and an extremely painful bum!

'A gain of height of 3000 feet', he declared to all.

The 'All' agreed. 'He must be mad - and just as thick as that brick wall'.

What? In that Cadet? It has absolutely no idea of going Up - but it's pretty good at Down!

But in the Bar that night not a penny did he spend. He had gained the second leg of his cherished Silver Crown!

He decided to go 'Up Market' for his 50K's.

A Grunau Baby was his choice (Ah! Memories of some treasured days).

Three times he tried - twice it died - in fields he knew not where.

Then on the third he made it! How far you ask? It didn't really matter and he didn't really care.

Then came the lure of Scottish weather 'That occasionally puts huge Standing Waves together.

Late in the day he took a Skylark 2 to Golden Heights - but what he did not know.

His landing was to be 'assisted'.... with the runway lights aglow!

From RAF Bicester a Gold Distance is quite far
And it is even further in a Ka6 CR!
By going east in this wooden beast he landed at Great Yarmouth, right upon the coast.

On his return none could say his claim for 'freeby' beer was just a hollow boast.

His Diamond Goal was quite a different matter.

In a Skylark 3 - with a promise of no R/T 'chatter',
Then he heard a desperate call: 'I'm still in the air - but where cannot be said'.
'You must be near Cambridge' he replied.

'That cannot be'. 'Cambridge has GREEN buses, these are double-deckers - and they're RED'!

Finally the challenge of the Diamond climb - the last he had to do.

So back to Scotland he did head - and his faithful Skylark 2.

Climbing high into the Scottish sky - surely 22 point 5 would be enough?
But his Barograph only went up to 20K!
'Sorry Chum', the O.O. said,
'That is really tough'.

Although 'officially' incomplete, he had achieved his task.

Shame about that last Diamond, but he had nothing more to ask.

'Oh well', he thought, 'I suppose that's life - I think I better go and 'phone the wife.

Now be assured she is a very lovely lady - but she never understood
Her husband's strange ambition - to do it all in wood!

ADVICE TO 'BRAVE' CROSS COUNTRY PILOTS.

I flew my Skylark far and wide
And landed in a meadow.
A bovine bunch did threaten me
So I gave a Bull-like bellow.

My trusty crew came dashing up.
It only took two days
They put my Skylark in its box
And we were on our way

All went well 'til we met a hill
When changing gear did 'Nowt'.
'Good Heavens' my trusty crew advised
The engine's fallen out!

So 'Brave' glider pilot
Trust not your trusty crew.
My best advice is to ensure
That the vehicle is 'Brand New'!

Dear Margaret,

My friend Jaques Dubs gave me this photo of a Turkish glider... (I don't know the type....)

Can you publish this document in the VGC News, for a search "Does anyone know the type?..."

(Excuse me for the bad quality of the picture...)

...and also, I wish you (and David) a very good new year...

Affectionately to yours, Claude Visse



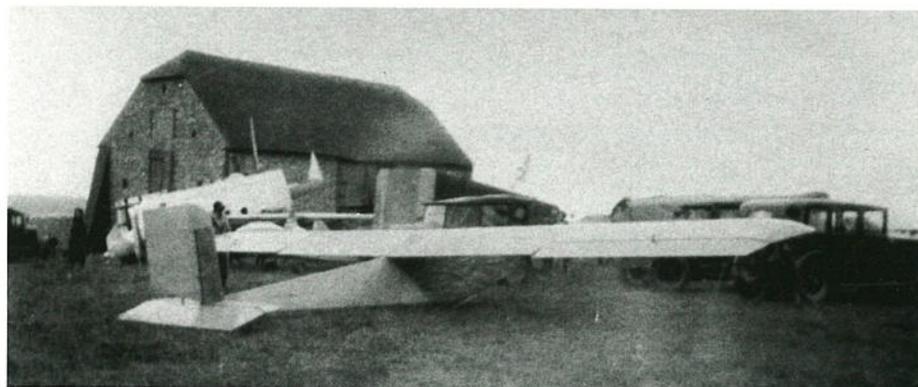
Digging Out a Dinosaur

by Ted Hull.

In Dudley Hiscox's early history of the London Gliding Club, he relates how in 1932, a builder member named Wilkinson obtained a metal hangar from the Southdown Club in settlement of a bad debt of £30. The hangar was erected where the present Nicholson clubhouse now stands and, in return for reimbursement of the £30, Dudley got hangarage for his super-sized primary, the Hols Der Teufel. Shrewd operator was Dudley!

During August this year, an elegant lady of mature years enjoyed an air experience flight. She was Delphine, the daughter of this Frank Wilkinson who, she told us, designed and built a glider named the Wilkinson mk1.

In Ellison's book 'British Gliders and Sailplanes 1931' this machine is listed as BGA 172, registered in September 1931 but with a note that nothing whatsoever was known about it. Now, over 70 years later, Delphine has produced half a dozen photographs of the machine at an unknown gliding site. Her story is that when preparing for its first flight, the glider in front crashed on launch, killing its pilot, and Frank was told by her mother "You're not flying that thing!" She does not know whether it did take to



the air but it is highly likely that it did. Her father gave up gliding in the mid-thirties and the glider was relegated to the basement of his building premises in Kensington.

Ken Brown of the Bristol Club takes up the story. In 1947, the club was looking for gliders, heard about the Wilkinson and sent a couple of members up to London to look at it. Prepared to offer £100, they found the glue in poor condition and settled for £8. They could not get the machine out of the front door or windows of the building and, having managed to get it into the back garden, had to manhandle it over the roof to get it to the road.

Back at Bristol, inspectors found it had a triangular main spar but, contrary to practice, had the apex facing down instead of upwards. The glider, with its poor glue, was deemed un-airworthy and relegated to 'wing balancing' by which, in the days of solo training, pupils learnt to

keep the wings level whilst on the ground, facing into wind.

However, two adventurous young members who arrived early one morning did get airborne in it. Each had a towed flight a few feet off the ground and found it to be sensitive in pitch and sluggish in roll! Soon after this someone hit the rudder with vehicle in some careless driving so there was no question of it flying again. The glider disappeared from the Club's books in 1949 having been sold on but there is no further record of it and it cannot have survived.

Frank Wilkinson always wanted to be an aircraft designer and knew several ones like Sidney Can, Richard Fairey and A.V. Roe. In spite of this he was frustrated by his father insisting that he joined the family building firm and had to settle for designing a glider in his own time.

Ted Hull 2006

CLASSIFIED

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

For Disposal: The Port Side of the fuselage, forward fuselage/ wing fitting for a Kranich 2. It is believed to be from a Kranich 2B-2 (ZURAV ?) in Poland. Offers to C.Wills. Tel: (0)-1491 839245. Address:- Wings, The Street, Ewelme, Oxon OX10 6HQ. England. FOR SALE: One German wartime built BAROGRAPH. From CW at the above address.

Free to a good home: Ka-4 sitting in a trailer that hasn't flown in over 5 years. It is still in reasonable condition, with some instruments. The present owner is willing to give the glider away for free to anyone who will take it, preferably to restore it. At the moment it is at Ridgewell Airfield, home of the Essex Gliding Club. The present owner is Dave Jones (Telephone 01787 469049), and he will be able to give you any details. I

really hope you can help us, its such a shame seeing such a nice old glider rot away. We'd love the Ka-4 to go to a good home! Eoin Cassels

For Sale Skylark 2B Serial AWX complete except for Battery and Parachute. Last flown in 2000.

Wooden trailer partly rebuilt. Hanger space now urgently required. Offers to A.G.LEACH 07905018998. View Isle of Wight by arrangement.

For Sale Slingsby Skylark 2b. BGA899. Instruments include T&S & Cambridge Vario. Tow out gear, barograph, Glider in nice condition. Covered trailer. Based Wiltshire Price negotiable. Tel 01249-782031 for details.

Wanted: Skylark 2 Canopy. John Salvin. Email: john@salvin100.wanadoo.co.uk. Tel: 0115 965 2986.

Glider Plans in electronic format are

available for the following : Avialsa A-60 Fauconnet (Spatz 55); Breguet 901 Mouette; Fauvel AV-22; Fauvel AV-36 and 361; Wassmer Wa-21 Javelot; Wassmer Wa-30 Bijave. Each CD is sold for 150 Euros from Christian Ravel, President Honoraire, Musée Régional de l'Air, Aéroport de Marcé. 49140 MARCÉ, France. Tel: 02 41 33 04 10; Fax: 02 41 95 82 87; email: musee.regional.gppa@wanadoo.fr.

For Sale Bergfalke IV crash damaged - £500 o.n.o. Bergfalke III ONLY ONE IN UK - ex John Fielden record holder originally Devon & Somerset G.C. Northhill. Glider is complete, sound but suits refurbish £1500 o.n.o. Blanik:- two wings with damage - offers.

Members selling :- Oly 2b - under restoration but complete £900. Oly 460 prototype G-APWL complete with trailer, consider offers. Contact Barry Pearson North Devon Gliding Club Tel. 01769 520404

