



## *The Vintage Glider Club of Great Britain*

NEWSLETTER

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### The VGC receives an FAI award

1981 ended on a fitting note for the Vintage Glider Club of Great Britain since the VGC's achievements were rewarded with the Honorary Group Diploma of the Fédération Aéronautique Internationale (FAI). This award was presented to Chris Wills by H.R.H. the Prince of Wales during a ceremony at the RAC in Pall Mall under the auspices of the Royal Aero Club.

Chris Wills, who was presented with the award together with a great many other people from the world of flying, took the opportunity to stress all the dedication and effort that had enabled members to restore gliders that otherwise would have been lost. The award was given in recognition of the VGC's contribution to the restoration of historical gliders. Chris also included a few words of thanks to those Swiss members who had made the long journey to London in order to participate at this Award Ceremony. He was loudly cheered as he did so.

Prince Charles, who was retiring President of the Royal Aero Club, said a few words after the presentation during which all those present could appreciate his wit and his charm. The Prince of Wales referred to several of the distinguished flyers who had received special awards from his hands. A lively reception then took place during which the Prince freely mingled with the crowd. The six Swiss members who had come especially for the occasion were Werner von Arx, Jost Frei, Willi Schwarzenbach, Ursula and Hugo Roth and Thommi Aebersold. Members from home were Louise Coates, Francis Russell, Geoff Moore and Rex Moorey (VGC Rally Secretaries), Robin Traves (Secretary), Ken Crack (Treasurer), Pierre Beguin (Editor), Frank Irving, Ann Welch, (who received the FAI's Gold Medal during the Ceremony in recognition of a "distinguished career in sporting aviation extending over a period of 47 years"), Thoby Fisher, Flt.Lt. Roy Greenslade, Doug Jones, Peter Fletcher, Ted Hull and others.

## FUTURE INTERNATIONAL RALLIES

This year's Tenth International Vintage Glider Rally will be held in France, and a letter giving initial details has been received from organisers, Nadine Perdrix and Patrick Combet (President of Dédale, the French equivalent of the VGC).

They state that the Rally will take place from 31st July to 15th August - its venue has still not been officially decided. Officials at Chateauroux have already decided that the Rally could not be held there. The organisers are making every effort to obtain a definite and firm answer from the Montagne Noire Centre which would be an ideal place for the Rally. They have visited this centre a few weeks ago and found it to be similar to Burg Feuerstein, with an airfield situated on a plateau. They reckon that the weather should be fine in August for both flying and tourist visits. The Centre appears to be nearly empty and offers hangar space for more than 50 gliders. It has a briefing room, lavatories and showers with hot water. The organisers do not intend to provide for excursions and such events during the Rally, but shall be providing participants with a complete documentation as to what there is to see and to do in an area of 100 miles around La Montagne Noire.

Nadine and Patrick remind prospective participants to inform their insurance companies of the fact that they will be flying in France, and to make sure that their machines are adequately covered in flight for pilots other than the owners. The organisers can provide a French licence for tourists for any pilot, but cannot insure gliders (this Rally Insurance only covers civil liability). They hope to have final details concerning the Rally in February.

### The 11th International Rally.

In a letter to Ernst Walter dated last November, Imre Mitte makes it known that plans are already under way to have the 11th International Rally at Budapest/Farkashegy in 1983. He expresses the hope that "all participants will be content with the organisation and direction of the Rally". But before that, he expects to see many of the future participants in France this summer.

## FUTURE VGC EVENTS

In addition to the "Jump Rallies" which are to be held at short notice at various sites according to the weather, as announced in our last Newsletter, the London Club has announced that it is prepared to play host during the first week of next September for a first Rodi Morgan Commemorative Rally.

This is the only national event that we have arranged so far for 1982. All our members at home and abroad are invited to take part in it. The reason for this late date is that the London Gliding Club has been unable to fit us into its busy season's programme earlier in the year.

## NEWS FROM BRITAIN

We are pleased to announce that a second aircraft took to the air last year, after having been grounded for many years. On 22nd November, the 1935 BAC (Kronfeld) Drone Motor Glider, G-AEDB, BGA 2731, took off for its first flight for 44 years, in the hands of its owner, Mike Russell. This flight, which lasted 17 minutes, was the culmination of years of restoration work by Mike Russell, Bob Ogden and others. A second flight lasted 33 minutes after a climb to 2,000 ft in 6 minutes. This performance, with its air-cooled engine, is most creditable, as a second Drone, G-AEKW, equipped with a water-cooled Ford car engine, based at Wycombe Air Park, seemed to leave the ground only with difficulty, perhaps due to the extra weight, and increased drag, of its engine's radiator.

This was the second restored aircraft to fly in Britain during 1981. The first was Phil Harris' and John Smoker's Grunau Baby 2a, which was referred to in our last Newsletter. Incidentally, Phil Butler has informed us that the real BGA number for that glider is not 270, as indicated, but 277. The number 270, which has been retained as the present BGA number, was the number given to that aircraft by the RAGSA.

Further news from RUSSAVIA is that Ron Lake at Carlisle has decided to sell the remains of the Kranich 2, BGA 1092, which was severely damaged during the 1979 International Rally at Thun, Switzerland. Chris Wills' former glider has been sold to Dave Almey, of Peterborough Sailplanes, in a deal which included a Tutor wing and fuselage, a Grunau Baby 2B-2 and the remains of another Grunau Baby. David Almey now has both RUSSAVIA's GBs, the Eon Eton Primary, and the Kranich. Mike Russell is left with a Petrel, a Wren, a Nimbus, a Kranich 2 and a share in an AV 36. In storage are David Braham's Spalinger S.21 and Kranich 2a. Peter Underwood has begun restoring the unique Dagling Primary to airworthy condition. This machine will remain in the RUSSAVIA Collection. Mike has sold his share of the Moswey 3 to finance the coming completion of the Kranich 2. The Cadet is coming along nicely and is now owned by Miss Barbara Reed at Presteigne.

Mike Russell has now got three flying aircraft: the Gemini, the Drone and the Petrel. He is working on a Tiger Moth at home and will be completing it shortly. He will then start work on Willow Wren BGA 162 which was originally built by Bill Manuel in 1931. This aircraft is the oldest sailplane in Britain (probably in the world) which is likely to fly again. According to "British Gliders", it received its first C. of A. as the "Yellow Wren" in September 1934.

We extend our congratulations and encouragement to Mike Russell for his prodigious efforts. Although there is no Gliding Museum in Britain, the results of his work appear to be going to be the nearest possible alternative.

At Dunstable, Richard Myhill is continuing to make progress with the JS Weihe BGA 448, a glider built in Germany in 1943, which was severely damaged during the 1979 International Vintage Rally at Thun, and afterwards, when its trailer overturned.

It is noteworthy that Louise Coates has not only flown her Weihe 50 consistently for long periods last year, but she has also done well with it in a contest, at the London Gliding Club. She finished the season by finally taking the Weihe to 9,500 ft, just short of Gold C height, during a London Gliding Club wave Safari at Shobden last September. She has now completed her Silver C, but not all the legs were flown in the Weihe. So far as is known, 9,500 ft was the best height recorded by a VGC member in a vintage glider last year.

#### NEWS FROM GERMANY

After some delays due to disagreements between German clubs, it appears that work towards the creation of a Glider Museum at the Wasserkuppe has resumed and that things are progressing well. The architect, Dipl. Ing. Günter Kliche from Hanover, was invited to show transparencies of the plans he had made for the new building during a recent meeting on the Wasserkuppe. His projector unfortunately broke down, but he was able to describe his drawings. It emerged from his presentation that a most imposing building is scheduled to house the future Museum.

Further aircraft have also been donated to the Museum, namely the prototype of the tailless motorglider FS 26, from the Akaflieg Stuttgart, and an example of the "Biene" from the Youth Training Centre at Gerlinghausen. It was also suggested that an Oldtimer Group be formed on the Wasserkuppe.

At Aachen, Jochen ("Cassius") Ewald has been busying himself discovering the drawings of the FVA 11 "Eifel". This 18 metre 1939 sailplane had the form of an enlarged "Rheinland" but its wings had the NACA 23015 profile (similar to the NACA 23021 of the 1936 King Kite) and they were fitted with Fowler flaps to increase their area for slow flying. This supership, which had a max L/D of 1 : 33, was damaged during the 1939 Rhön Contest. It was never repaired and modified as planned because of the War, which the "Eifel" did not survive.

#### NEWS FROM FRANCE

Members of Dédale have lately discovered several Vintage gliders including the 1950 Breguet 900 (No.3) which was in bad condition and without papers. Gabriel Lacote reports that a Castel C. 310P is being restored at the Goeland Factory.

#### NEWS FROM HOLLAND

Martin Goossens - We are very sad to report the death of a dear member, Martin Goossens, following a heart attack, at the age of 60, during a holiday in Santa Lucia, South Africa.

Martin and his son were inseparable from our International Rallies which they attended with the Slingsby Prefect PH-193. We shall never forget his quiet and sympathetic character. What we know about his life was derived from snippets of conversation and we ask his family to forgive us if it is not quite right.



We believe that Martin was submitted to forced labour (in Bavaria) during the war. After the war, it appears that he joined the Royal Dutch Air Force since he told us that he had flown Harvards. More recently, he was one of Toyota's chief agents in Holland.

A burial service was held on 12th December in the St Vincentiuskerk te Rumpen, in Brunssum. Our deepest sympathies go to his wife, son and friends.

Dutch Glider Production - Ary Ceelen reports that the ESGs (Erster Schulgleiter) built in Holland during 1946 were indeed Grunau 9 Schaedelsplitters (Skullsplitters) and NOT SG.38s. Fokker built 30 wooden ESGs, registrations PH-112 - PH-141. As an experiment, 6 ESGs, registered PH-142 - PH-147, were built out of dural by the De Schelde shipyard in Vlissingen (Flushing), where they had experience in building metal aircraft, such as Dornier Flying Boats. Ary has enclosed a photo of 5 ESGs in the Fokker factory during 1946, with wooden nacelles. He still has a few parts of the wooden PH-129.

Ary also wishes it to be known that he has received wartime documents on the „Habicht“ and „Olympia Meise“ (1943) from an old Belgian glider pilot (who knows many details of early gliding in Belgium). Some of the Meise documents take the form of an illustrated catalogue showing components and parts, and their numbers, which could be ordered from the firm of Ferdinand Schmetz, at Herzogenrath near Aachen. It will be remembered that we have published that this firm built over 600 Olympia Meises during the war, achieving such tremendous production, that whole components could be ordered to replace those damaged, using the modern philosophy that it would be quicker, and cheaper, to replace a whole component (such as a wing) than to repair one. The Olympia catalogue is unique as there are illustrations of every part, (including the smallest) of the aircraft. The documents have been passed on to Klaus Heyn who will keep them in his archives. We will allow members to see them and use details.

Ary has contacted Paul Verplancke in Belgium. His „Flying Flea“ that he was offering for sale, is not a „Pou de Ciel“ but a „Pou de Plume“, a later version.

Ary also states in his magazine „Planeur“ that, as more and more pilots wish to participate in our International Rallies, the problem will be where to find sites large enough to handle them. He suggests that smaller „Type Rallies“ could be organized in various countries, and that, once every two or three years, a large International could be held at a location like Erienne le Chateau. He suggests that we must decide what is an 'Antique', 'vintage' or 'older' glider, as soon we shall be inundated with Ka 6's, Spatz's etc. etc.

## NEWS FROM AUSTRALIA

A highly successful Regatta in South Australia.

The only Vintage glider activity that appears to take place in the air at this time of the year would be in the southern hemisphere, and more particularly in Australia.

During the weekend of 31 October - 1st November, the Vintage Glider Association of Australia held its best ever Rally to date at Blanchtown, South Australia. The Regatta, which was held there and which attracted no fewer than 17 gliders, was even better than the previous similar event in 1977. Six of the designs entered were Australian. All the participants came from Victoria and South Australia, which highlights the problem created by long distances in Australia. This problem also exists in America and, now in Europe as well.

The gliders attending the Blanchtown Regatta were: Blanik-Scout Flying Club; Cherokee 2 - Nigel Baker and Craig Ligerwood; Spruce Goose - Merv Gill; ES 49 Wallaby - Scout Flying Club; Golden Eagle 2 - John Wallis (Beaufort GC); Grunau Baby 3a - Garth Hudson (Midlands Soaring Club); Grunau Baby 2b (Balaklava GC); Ka 8b (Whyalla & District GC); ES 57 Kingfisher - Campbell Curtis (Peninsular Soaring Club); ES 56 Nymph - Graham Thorpe (Whyalla & District GC); Olympia 2b - Kevin Sedgman (Scout Flying Club); Pelican 2 - Jock Barrat (Waikerie GC); Rhoen Ranger - Cleve Gandy and Roger Chapman; Skylark 2 BN - Peter Briton Jones (Adelaide Soaring Club); Skylark 4 - Ralph Crompton.

The task set on the Saturday consisted of an 80 km triangle (Blanchtown - Blanchtown ferry - Morgan). With thermals going only up to 4500 ft, some people thought that it would be dangerous to send vintage gliders on such a task, given the poor landing possibilities in the Blanchtown neighbourhood. A fresh southerly wind made it difficult for the slower machines during the final leg back to Blanchtown. Six sailplanes tried the task while others contented themselves with local soaring. Although only two machines finished the run, none were damaged during outlandings. Peter Wright in his Cherokee won the day and Ralph Compton in his Skylark 4, hoping to find better conditions by taking a slightly longer route, came second.

Both had to spend some time at 600 and 800 ft above ground respectively. Merv Gill, who landed his Spruce Goose several miles away, actually had to walk home to organise his retrieve! Those who remained "local" all managed flights of over an hour. After a fine meal on Saturday evening, Dick Duckworth showed some of his collection of old gliding films. Before resuming their flying on Sunday, members of the VGA met for their Annual Meeting and re-elected Alan Patching as President. Alan Ash was re-elected as Secretary/Treasurer and Editor of Vintage Times.

There was plenty of lift on the second day of flying but thermals, going only to 3500 ft, were not as high as those on Saturday. Ralph Compton, flying his Skylark 4, made the best flight of the Regatta by keeping up for 5 hours 39 minutes. The Golden Eagle, which first flew in 1937, flew for a total of eight hours in the hands of several pilots. Jock Barratt's

two-seater Pelican and the Scout Club's ES 49 were kept busy carrying passengers and being tried by other pilots. There was a relaxed air of informality among the pilots. The Rhoe Ranger was slightly damaged during its journey from Adelaide but was nonetheless rigged as an interesting exhibit.

The Skylark 2, which is owned by Peter Briton Jones and was imported during the early 1950s, has been modified with a lowered wing, retracting undercarriage and an elongated canopy.

Les Bunting's Grunau Baby now has a beautifully laminated, clear varnished skid of Tasmanian oak. Sheathed with steel, the skid is sprung traditionally with tennis balls that are let into the skid with cups cut out of a cake cooking tray. The cups are bolted and glued in place and hold the tennis balls in position.

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The Hutters are coming!

Gunter Bartasek, of Emu Plains, NSW, has acquired a damaged H 17 from Reg Todhunter and intends to restore it to flying condition. It was originally built in Melbourne in 1946. Another H 17 has been bought by Noel Webb from Daryl White before the former's departure from Victoria for Queensland last September. This Hutter was built during the 1950's by Gordon Briggs of Victoria. It has been stored for some time in its trailer at Wodonga and suffered some damage to wings and tailplane. If these two aircraft are restored, Australia will have three airworthy H 17's.

Parts for Chilton Olympias.

It would seem that immediately after the war a set of Chilton (not Elliott) British Olympia drawings were imported into Australia. Only one Chilton Olympia (in fact, less than one, since the wings were built by Elliotts of Newbury) was ever built in Britain whereas several of the type were built in Australia. The parts of two of these gliders and a set of drawings can be obtained very cheaply from Harold Luckley in Western Australia. Nearly thirty years ago, he and another man spent 2500 hours, over a period of years, building bulkheads, ribs, fittings, etc. for two Chilton Olympias. They eventually had to shelve the project, intending to take it up again later. They never did - and now all their work and much extra material is available to anyone with a good workshop who wishes to build Olympias.

Keith Nolan, Arthur Hardinge and the Chilton Olympia "Yellow Witch".

We mentioned in our previous Newsletter that Keith Nolan, after having completed what must be the best flight ever achieved in an Olympia, a 500 km triangle, had fitted his "Yellow Witch" with oxygen so that he could try for his 5000 m gain of height Diamond at Dadswell Bridge last August. The oxygen supply would have allowed him to fly his third Diamond in "Yellow Witch". Unfortunately, he did not succeed in his attempts as he only managed 8500 ft. However, far from giving up, Keith plans to fly "Yellow Witch" in Sports Class events this summer (winter in the Northern Hemisphere) at Mildura, Leeton and Horsham. He is clearly one of the best Australian Vintage glider pilots!



On another matter, we had previously reported that Arthur Hardinge, who built "Yellow Witch" in appalling conditions during 1946/47, had become ill and died after taking his glider to New Zealand to introduce gliding to that country. This was not true. His efforts and struggle with the New Zealand authorities indeed made him very ill. However, Arthur Hardinge is today alive and well and lives in Canada.

#### A Kranich 2 in Australia?

During the early 1950s, Lt. Cdr. A. Goodhart had one of the two (British) Royal Naval Kranichs exported to Australia, to where he was being posted, so that he could attempt record flights with it. The two Kranichs had been "rescued" from Germany in 1945 by Stanley Sproule together with a M4 13a and a Meise. Unfortunately, just before Tony Goodhart could fly the Kranich in Australia, another naval officer badly damaged it by spinning it in. We had previously reported that this Kranich had been completely destroyed. We now learn that this was not the case because it was repaired by the firm Edmund Schneider of Adelaide, which possibly obtained another Kranich wing to do so. The glider was later owned by John Wutherspoon. It was fitted with Goeppingen system dive brakes (the older Kranichs only had spoilers) and may well still exist somewhere in Australia.

We are indebted for the above information to "Vintage Times" and to Alan Ash, its Editor, who recently visited the UK with his wife. His brother, Ray, was with us during our 1980 International Rally at Sutton Bank.

#### THE STATE OF REPLICAS BEING BUILT BY MEMBERS OF THE VGC

The King Kite. Working hard during Christmas and the New Year at his home in Coventry, David Jones has finished the wing main spars and glued 50 of the 100 ribs in front and behind them. The fuselage and tailplane are complete and there is now hope that the project will be finished during the current year. Not counting the Hungarian Vöcsök, which is already finished and flown, it would seem that the King Kite project is the furthest ahead of the 5 replica projects undertaken by members of the VGC.

The Falcon 1. The wings of this aircraft are now glued and look magnificent. Their intricate structure and reflex profile give the impression of once having belonged to a flying wing, the Lippisch "Storch" of 1925. The fuselage and tailplane were perhaps only put on afterwards to produce a training glider. This work is being carried out at Southdown Aero Services, Lasham.

The Rhönadler. A photograph received at Christmas showed Klaus Heyn completely engulfed by 42 Rhönadler ribs! And he has to complete 114 of them! As he has started with the largest, he at least has the comfort of knowing that the remainder will be smaller. The fuselage, fin, rudder and tailplane of the aircraft are completed. We do not know whether this is also true of the main wing spars.



The Cimboro. Imre Mitte and his team have started the construction of this very old, prewar Hungarian two-seater, whose wings are braced with struts and wires. Its designer was Erno Rubic (father of the inventor of the Rubic Cube) who also designed most other Hungarian prewar gliders excepting, of course, Ludwig Rotter's magnificent Nemere and Karakan. Imre hopes that the Cimboro will be finished in time to take part in the 11th International Vintage Glider Rally near Budapest. He is also trying to set the Hungarian gliding movement on fire with enthusiasm for vintage gliding. Perhaps, before long, an M 22 high performance aerobatic sailplane will also be built.

#### STATISTICS OF VINTAGE GLIDERS TODAY

The Vintage Glider Club prepared itself for possible questions at the 19th November Award Ceremony by collecting some figures on the present state of the Vintage glider fleet in Great Britain. It should be stressed that the following figures were hastily prepared and may not be completely accurate. They are probably too conservative, as we may have erred on the side of caution. They nevertheless give an idea of our size.

Although we have registered 499 members, it seems that about 400 persons are currently members.

In Britain, there are 18 vintage gliders from before 1940 which are flying today. Twenty more date from 1940 - 45. There are therefore 38 gliders built up to 1945 which are airworthy. A further 20 aircraft from this period are currently being worked on, or will be in the near future. Three replicas of pre-1940 sailplanes are being built. These figures include T 21s and Tutors which were originally created during and before the War. However, if one includes gliders of prewar designs built after 1945 with more modern glues, and which are also in our club, the total quickly rises to over 50 pre-1951 Vintage gliders flying in Britain today. If one adds at least 50 Vintage gliders flown by our members abroad, our total is about 100 aircraft at home and abroad in the VGC.

Paul Serries has kindly sent us an inventory of airworthy Vintage gliders in Germany. They are: Minimoa (1), MÜ 13D (1), MÜ 13D-3 (2), MÜ 17 (2), Goevier 2 (1), Weihe 50 (3), Grunau Baby 2b (2), Meise (2), Grunau Baby 3 (1), Kranich 3 (1), A-Spatz (1), Cumulus (1), Condor 4 (1), Libelle L.10 (1). Total: 20 aircraft. There are also a MÜ 23 Motorglider and a MÜ 13D to be restored. Klaus Heyn has built a Grunau 9 and is currently building a Rhönadler 35. There may be other old gliders in Germany, including Kranich 2's and SG.38's, but their owners have not yet shown interest in joining us. Of the above airworthy planes, only the Minimoa, the MÜ 13D and perhaps the Grunau Babies were built before 1945. The arrival of the MÜ 13D in Rainer Karch's garage will be met with great interest because it is absolutely original and built before 1943.

Willi Schwarzenbach has sent us an inventory of Vintage Swiss gliders with valid certificates of airworthiness in 1981. All of them were designed before 1945. They are: Grunau Baby 2 (4), Karpf Baby (6), Karpf Zoegling (1), Hütter H.28 (1), Minimoa (1), Olympia Meise (Swiss built) (2), DFS Weihe (1), Weihe 50 (2), Spalinger S.16 (1), S.18 II (2), S.18 III (3), S.19 (1), S.22 (1),

S.25M (1), Spyr 4 (1), Spyr 5 (2), Moswey 2A (2), Moswey 3 (6). This makes for a total of 37 Vintage gliders in Switzerland and this compares very favourably with the number of Vintage gliders airworthy in Britain from before 1945. A Spalinger S.15 and another Moswey 2a are being restored or will be. Other Vintage gliders exist in Switzerland but there are no plans to restore them. Among them are two Elfe 1's, a Rhönbussard and a Kranich 2a.

(The Spalinger S.25M, HB-437, owned by Peter Kindler could well be the one that took part in the 1947 British National Contest at Bramcote and which was flown by Ann Welch. The S.25 is believed to have flown afterwards at Camphill).

It must be pointed out that some of the owners of the above aircraft are not yet VGC members and therefore, their aircraft cannot yet be considered as part of the VGC's fleet.

#### THE STORY OF THE DFS 230 TROOP CARRYING GLIDER

The following is a letter from Hans Jacobs to Chris Wills following an article in the Spring 1981 "Bungee Cord" Newsletter on the DFS 230. Hans Jacobs states that many of the facts mentioned in that story are wrong and he makes the following points:

"As I held the position of manager of the Institut für Segelflug in the Deutsche Forschungsanstalt für Segelflug (DFS) (German Glider Research Institute) it is only right that I should put the record straight.

As everything about the DFS 230 was kept top secret from its inception stage to 1941, it is not surprising that the facts reported are incorrect. The Institut für Segelflug took over the three-seater sailplane "Obs" which had a wing span of 30 metres. Its cruising speed was low, its sinking speed very low, and its flying qualities, unsatisfactory. The operational requirement for this sailplane was that it should fly across the front line during the night to observe the terrain of the enemy.

The Reichsluftfahrtministerium (RLM - Reich: Air Ministry) instructed us to develop the "Obs" but I could see no possibility for a successful result. In darkness, one can see nothing, and we had no infra-red or laser equipment.

I believed that we would have better chances of success with a sailplane that had a good gliding angle, a high load carrying capability and which could fly from one country to another in the half light of dawn. At such a time, in gliding flight, nothing would be heard or seen of the aircraft. With this change of operational requirement, we developed a new project.

The proposal was for a sailplane which could carry 9 soldiers with their weapons and a pilot. The total load would be 1000 kgs. Its gliding angle would have to be good enough for it to fly 60 - 70 km from a release height of 4000 metres (or 42 miles from 13000 ft). It would have to be very manoeuvrable and easy to fly. The front fuselage would have to be

very strong to be able to sustain landings on unsuitable terrain or in low forests. The skid would be fitted with good compression legs to take up the shock of heavy landings. From these starting points, which we agreed upon at the Institut für Segelflug, we started work on the project and our name for it was "Lastenschlepper" LS (load dragger).

In 1936, we gave a memorandum containing designs and a description of the LS's possibilities to the Chief at the Technical Office of the RLM, Ernst Udet. As a sailplane enthusiast, he at once saw how essential our project was. We were commissioned to build a mock-up and, later, to build three of the LS, which, by then, had received the name DFS 230.

In January 1937, the first LS was ready to fly and Hanna Reitsch gave it its first test flights. A few weeks later, Udet tested the aircraft and it was demonstrated in the air before 9 Air Force and Army generals. In 1938 and during the next few years the DFS flying school trained pilots to fly the DFS 230 and Fritz Stamer was put in charge of the operation. During 1938, we proceeded at Stendal with comparison tests between parachute troops jumping from Ju 52s and troops landing by DFS 230s. The setting up of this demonstration was entrusted to the paratroop general Kurt Student. It was on this occasion that I saw him for the first time. Ninety paratroopers jumped from 9 Ju 52s. They were blown away by the wind and landed between 50 and 400 metres from where they were supposed to land. They took a long time to form up and one party even arrived without its weapons. And then came, nearly silently, the 9 LS with their 90 men. They landed in a young forest, all coming together in a small area. In a few minutes, the men were ready for action.

General Student criticized this comparison and his criticism was not favourable to our DFS team. We failed to understand his reasoning and the reason why he had not congratulated all of us from the DFS. The DFS 230 was nevertheless ordered for mass production and the training of LS pilots was at once initiated.

Then, in the spring of 1940, I suddenly received a telephone call from Ernst Udet. He asked me whether I could modify the DFS 230 so that it could be short-landed, without bouncing. He told me that the problem would have to be solved in a great hurry and that he would telephone me for the solution during the next day. This was typical of our friend Udet. In a few hours, we found a possible solution which was designed, and then installed by our fitters. On both sides of the fuselage were little ploughs which, released by the pilot, would extend under their own weight. Hanna Reitsch carried out test flights and, after a few modifications, we sent them to the RLM.

We did not know why this equipment would be necessary. A few weeks later, we heard that the fort of Eben-Emael would be taken by LS action. Now, the reason for the brakes was clear to us.

I did not then know that the idea for the operation came from Hitler. General Student was ordered to the Reichs Chancery and was given the order to conquer the strongest fort in the world with LS (see "The Fall of Eben-Emael, Prelude to Dunkerque" by James E. Mrazek). However, even in that book some of the dates are inaccurate."



After receiving this letter, Chris Wills wrote to Hans Jacobs asking why the DFS 230 had not been fitted with Goeppingen system Schempp-Hirth air brakes, which, he thought, would have made the glider the most efficient LS in the world. It seems the DFS 230 was only equipped with spoilers and a tail parachute. Both were not to be used together. Chris Wills also suggested that General Student, being a parachute general was naturally inclined to support his men. In his reply, Hans Jacobs writes:

"Everything about airbrakes and parachutes for the DFS 230 were explored after the Eben Amael operation, during 1941-42.

For correction of altitude, airbrakes are a good idea. But sinking speed is excessive when close to the ground. At this point, the brakes have to be brought in at the last moment, causing considerable float. Should the ground be rough, the aircraft would leap into the air while floating over the ground if it should hit anything. The best way to stay on the ground was with our plough brakes which were to dig in and hold the aircraft on the ground.

What you say about Mr. Student is right.

Our ideas for the correct tactical deployment of the LS were in most cases not observed. It was forgotten that they should fly to their destination in the half light of dawn, having been released far away so that the enemy would not hear their tow planes. During the attacks on Eben Emael and the Maas bridges, the tow planes released the gliders near the objectives, with the result that the element of surprise was lost and the defence was ready. The use of barbed wire round their skids (for braking) was a success. The forward firing (from the nose) braking rockets were tested but I am not certain how successful they were."

In her book "Fliegen mein Leben" (The Sky, my Kingdom), Hanna Reitsch gives a description of the DFS 230's demonstration before the generals:

"When construction and testing had been completed, the troop-carrying glider was demonstrated before representatives of the armed forces. The importance which the High Command attached to the project can be judged by the fact that among the high-ranking officers in attendance were Udet, Ritter von Greim, Kesselring, Model and Milch.

Although the affair was organised entirely by the military, I was asked to carry out the demonstration flight as I had been responsible for testing the prototype. The generals stationed themselves on the edge of the airfield. The ten men and their commander climbed into the plane and we took off, towed by a Ju 52. At a little over 3000 ft, I cast off the towing cable, put the machine into a steep dive and landed near some tall bushes, only a few yards from where the generals were standing. The troops tumbled out and in a matter of seconds, had taken cover and were out of sight. The speed and precision of the whole manoeuvre so fired the generals' enthusiasm that one of them suggested an immediate repetition, this time with himself and his colleagues as passengers.

The idea was heartily approved by all with one exception - myself! I nearly fainted at the thought of the truly awe-inspiring responsibility that had been thrust upon me. But all went well and I managed to restore my precious passengers to earth. After the generals had warmly thanked me and walked off, beaming with pleasure, to talk over their experience, I suddenly noticed a human form prising itself from the tail of the glider - Hans Jacobs, the designer!"

In her book, Hanna Reitach also describes the way the DFS 230's ploughshare brakes worked:

"For the gliders, this brought the problem of how they could be halted quickly when landing on icy surfaces. There was no time for lengthy experiments and the Glider Research Institute simply received the laconic request to construct brakes suitable for the purpose.

The solution was found by Hans Jacobs who devised brakes in the form of ploughshares, to be mounted on either side of the landing skids and operated by moving a lever. The effectiveness of these brakes remained to be seen as it would vary with the nature of the ground and landing speed of the glider.

That their braking power was much greater than we had imagined, I was to discover on the very first test. To prevent the control column from digging into me if the glider came to a sudden stop, I had padded myself with a number of blankets, but when I applied the brakes, their effect was so strong that I was thrown violently forward against the safety belt and completely winded. For some minutes I was too dazed to move and finally, white as chalk, had to be helped out of the machine. Modifications were then made to the brakes to reduce their ploughing effect. I flew test after test, at first with an empty machine, and then with a full load, until finally the brakes were declared satisfactory."

#### SLINGSBY GULL 1

The following is a letter from Peter Fletcher which we include as an Addenda to the technical article that appeared with our June 81 issue.

"Herewith are a few notes on the history of the Gull 1, BGA 378 now the property of Tony Smallwood, which may be of interest.

This machine was built for the late Freddie Coleman of Mustard fame. He was killed during the war in most unusual circumstances when he was landing a Hurricane on a flooded airfield, I believe in Yorkshire. It turned gently over and no one even hurried over to it. Freddie was drowned in the minimal depth of water, because being inverted, he could not get out of the cockpit. Somehow this Gull escaped RAF impressment and thus survived, to turn up at the Derby & Lancs Club. There is a reasonable picture of her wave searing above the clouds in a fairly early issue of Sailplane & Gliding.

There came the day when someone came down without the old original canopy having tried to bail out as he said that he was spinning at well over V.N.E.!!! He was clearly in a high speed spiral dive.

Well freed of his efforts "to get her out of a spin", the old girl got back to her usual placid gait and our hero returned safe and sound. So fearsome were his stories that the machine was purchased by Hugh Wheatcroft and Norman Preston, and came to Dunstable. (The price was under £200 including trailer!)

Before she was sold, of course, she needed a new canopy and she was fitted with the forward section taken from a G.A. Hotspur, which had two inward opening clear vision panels, which, when open, always created a rumble, giving the feeling that you had an engine! During the time we had her, Norman Preston got his Gold C in her, I got my "Silver C" and I think that Cedric Vernon got his also. Anyway, she was a very nice sailplane and I personally flew over 200 hours in her. Happy Days!

Now we come to the myths. There is nothing in BGA 378 that was on the "Blue Gull" when Steve flew the channel in her. The "Blue Gull" was in a hill collision at Dunstable with the T.21A. The "Blue Gull" was flown by Geoff Arnold, and the T.21A, by George Scarborough. No one was hurt but the "Blue Gull" was extensively damaged during its landing. She was hit from underneath and the elevator cables were, I think, pulled off the stern post pulley. Hence the difficulty with the landing. The "Blue Gull" was repaired by Vic Ginn and he replaced its struts with steel Auster struts (modified).

One day, the "Blue Gull", now owned by the RAFGSA came to Henlow where I was instructing. As I was on a week's holiday, I had my "Gull" on the airfield. The RAFGSA pilot, having just completed his Silver C was in high spirits and so we swapped machines for an evening circuit. That was the only time that I ever flew the "Blue Gull". I next saw her at Bicester in complete ruins. I brought her to Dunstable with an idea of a rebuild, but I soon realized that it was beyond my capacity.

I am not quite sure what happened to the wreckage but it was probably burnt by some vandals on a bonfire night. I well remember stopping a gang of gliding "vandals" from putting the Willow Wren on a November the 5th fire. I gave the pitot head of the "Blue Gull" to Steve and I have a small piece of a rib marked as from her.

The late Ron Watson was the last owner of the Smallwood Gull. He bought everyone else out, and it was he, who opened the leading edges and filled them with foam to help preserve the profile. He put in the upper and lower type spoilers and this needed a drastic amount of work for small results. When Ron died, I lost touch with the machine."

The fate of the "Blue Gull"

Our account of the history of the "Blue Gull" in the same article prompted our member K.R.G.Reeves, of 41 Squadron, RAF Coltishall, Norfolk, to send us the following letter:

"As a current member of the Fenland Gliding Club, I was very interested to read your technical article on the Slingsby Gull 1, particularly, the "Blue Gull". I brought the article to the attention of one of our longer standing members, John Whitworth, who was able to shed some light on the accident.



You state that you believe that the Gull was spun in by Fenlands in 1957. John Whitworth saw the accident happen during, he believes 1965. His log book shows that he last flew it in August 1965. The accident happened at the club's home site, at that time, Feltwell, then an RAF Airfield in East Anglia, and the aircraft had apparently been resprayed yellow. John also remembers seeing a Gull flying at Swanton Morley (RAF Airfield near Bristol) in 1970, which he thinks had parts of the "Blue Gull" in it. Could this have been BGA 378? I am told that the Gull had to be handled very carefully, or it would bite. John says that this was the case with BGA 380 ("Blue Gull") and that it was definitely pilot error which caused the accident."

The Gull 1 prototype.

In our technical article, we stated that the first Gull 1, BGA 334, was owned by Dudley Hiscox before it went to Australia where it still exists, in a small museum near Perth. This statement must be corrected because Dudley can be remembered flying his Gull in 1946, before he owned the first British Olympia. Alan Ash, Secretary and Treasurer of the Australian Vintage Gliding Association and Editor of its Newsletter, shed some light on the subject during a recent visit to Britain. The Gull 1 which is now in Western Australia was brought to that country in 1938 and was not the first example of that type to be built. It was brought over after an Australian had recommended the type to the Australian pioneer pilot Doc Heydon. We should however like to refer to the following information from Norman Ellison's book "British Gliders and Sailplanes 1922 - 1970" : "The first flight of the prototype was in April 1938 and the price quoted was £188 ex-works". From "British Gliders" (a Merseyside Aviation Society Publication) "BGA No.334 T.12 Gull 1. Constructors serial No.239. 1st C of A 4/38. To Australia. Later registered as VH-GHL. In museum at Perth, Western Australia."

As the date of the flight of the first Gull and the date of the first C of A of the Australian Gull are in the same month of the same year, we can perhaps be forgiven in assuming that Dudley Hiscox' Gull, which was the first Gull, and the Australian Gull, were the same aircraft.

New Books. Eagerly awaited are:- Vintage Sailplanes 1908-1945, amply illustrated with photographs and drawings, by Martin Simons. To be published by Kookaburra Technical Publications Pty Ltd., P.O.Box 648, Dandenong 3175, Victoria, Australia. Tel:- 560 0841. It seems that there is a delay due to the publisher wishing to assess the market, before printing. Those who are interested in having this book are urged to besiege the publisher with letters urging him to publish it. It might then be possible for the writers to have cheap copies. The book should be of interest to everyone concerned with gliding history as well as aeromodellers.

A book on the Horten Tailless Aircraft, written by Reimar Horten, amply illustrated with drawings and photographs. Details of the publisher will be provided as soon as we have them.

A book on the History of the Wasserkuppe, being written by Peter Riedel. Details of the publisher will be provided as soon as we have them. This book will be a follow on from Peter Riedel's previous book "Start in dem Wind" (Take off in to Wind) which provides a first hand account of gliding on the Wasserkuppe from 1911 - 1926.

For those who are interested with a most important part of gliding history, we recommend "10 ans de Vol à Voile 1950 - 1960" (10 years of gliding 1950 - 1960). This covers the golden Age of French gliding, i.e. including foreign gliders and international events during that period in France. This is when plans for a tremendous gliding movement, laid down during the war finally bore fruit, and French gliding became the envy of the world. This amply illustrated large (in area) book can be obtained for 85 francs from Jean-Louis Saquet, Boite Postale No. 3, 05130 Tallard, France.

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FOR SALE : Kite 2 + open trailer

Fauvette + closed trailer

Castel C 25 (no trailer)

All these gliders can be supplied with C of A.  
Interested parties please contact:

Billie Caldwell,  
14 The Towers,  
Grand Avenue,  
Werthing,  
W. Sussex.

Tel: 0903 40418  
024353 493 (work)

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Latest from Holland:

Neelco Osinga writes to say that his Grunau Baby 2b has just been restored to mint condition by René Karrer at Amsterdam. The Baby was made originally by Alexandr Schleicher at Poppenhausen in 1955, and Neelco hopes to bring it to the next International Meeting in France.

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### Captions to Photographs

1. A black and white reproduction of the FAI Diploma of Honour which was awarded to the VGC, represented by its President, C. Wills, by H.R.H. The Prince of Wales on 19th November 1981 at the Royal Automobile Club in London.
2. A pre-war photograph of a Rubic "Cimboru" Hungarian two-seater. Having already completed and flown a replica of the Rubic "Vücsök", our Hungarian members led by Imre Mitte have now started to build a replica of the "Cimboru" which they hope to have ready in time to fly at the 11th International Vintage Glider Rally in 1983. The sailplane in the background is an M.22.
3. A DFS 230 troop carrying glider in Africa. This was the first German troop carrying glider design. A later steel tube fuselage sailplane designed by Hans Jacobs was the 1951 Kranich 3. The similarity between the DFS 230 and the Olympia Meise wings in plan view is noticeable.

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### OBITUARY

Pat Holmes : We are sorry to announce the death recently of Pat Holmes, one of our members, after a long illness. Pat began gliding at Dunstable in the early 1950's and became an accomplished pilot and graduated to powered aircraft and was a member of the **Tiger Club**. She was the owner of an RF4 and in recent years was seen in different places over the south of England at varying heights, frequently joining in the Southdown Clubs' hill-soaring.

On one occasion Pat flew her RF4 from Lands End to John O'Groats, and on another occasion found wave lift in Mid-Channel. Pat was also for a time a member of Eagle syndicate at Lasham and recently became a member of the Southdown Club. She was a bright and engaging personality and we shall miss her.



FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE



# DIPLOME D'HONNEUR

*Vintage Glider Club of Great Britain*

Sous la direction de Chris Mills, ce Club a réussi une oeuvre remarquable de restauration de planeurs présentant un intérêt historique considérable. Il a réuni une documentation à ce sujet et a organisé de nombreuses manifestations destinées aux appareils anciens.

*Richard Lentin*

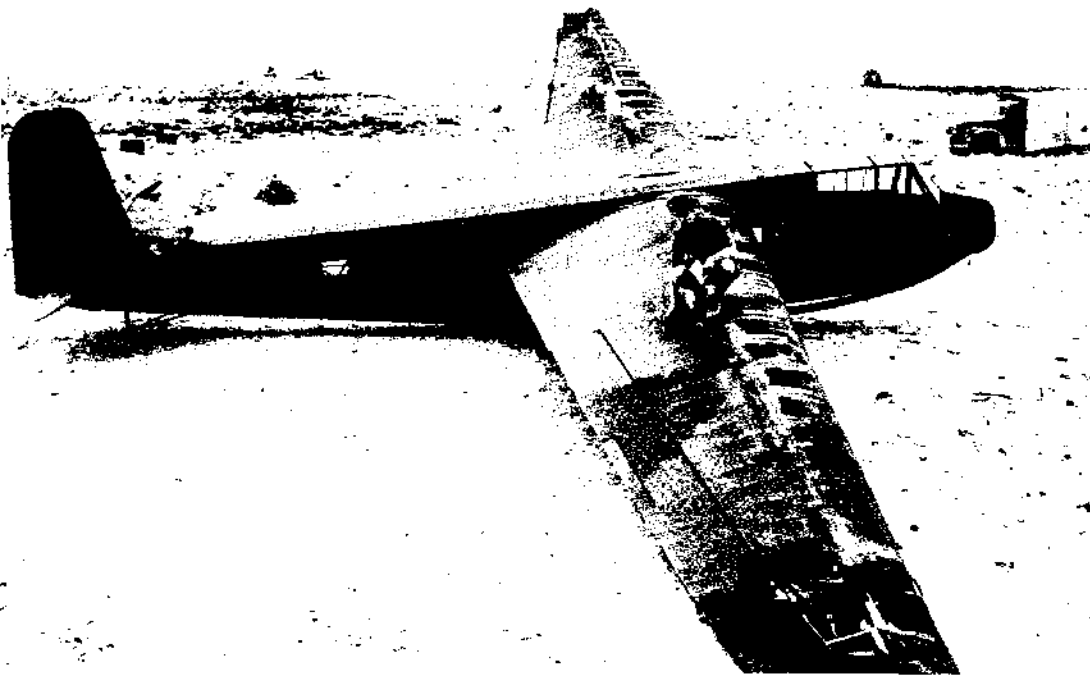
*Le directeur général de la F. A. I.*

*P. H. L.*

*Le président de la F. A. I.*



PARIS, le 26 octobre 1999





### Captions to Photographs

1. Photographs by Thedi Heimhartner of Werner Pfenninger's Elfe 1. The lightest high performance sailplane of all time. The photographs were taken in Switzerland some time after 1938.
  2. The Elfe 1 before launching. Only light pilots were allowed to fly this aircraft if a parachute was taken on board.
  3. Details of the Elfe 1. Ultra-light main wing spars and main fittings were possible because the load carrying fuselage struts were part of the lifting surfaces.
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### FROM THE SECRETARY

Well, things are settling down now, and most of the mysteries of the VGC have been revealed to me. In this process of finding out about the workings of our club - an organisation sans rules, sans constitution, but with a splendid bond of common endeavour, it occurred to me that it would be useful to explain one part of my work, which, judging by the constant apologies I receive from members, is unclear to most of you.

### The Subscription Renewal System

In order to save postage, a renewal reminder is sent to you in the Newsletter after your subscription expired. Your membership runs for a year counted from the date of your first joining the club.

So Member X, who first joined on 20.9.78, will be reminded in the first Newsletter after 20.9 each year. If he sends his £3 on any following date, his membership still runs from 20. 9.

It costs roughly twice as much to mail the Newsletter to Europe, so we ask our European (political, not ethnic!) members to add a little for postage - and those members in the far-flung outposts of Empire and really distant lands (see membership list) have to adjust their donations accordingly.

In fact, you are so generous in your donations that we are able to hold the annual renewal at £3, and will continue to do so as long as we possibly can.

### The Newsletter

Judging from your comments, the Newsletter continues to please. However we are thinking hard about improving the form. The logical step of going to offset lithography is being considered. For the time being at least we are keeping to the present system, but as you see from this and the last issue, we are using the popular A4 format.

### Caption to Photographs

The FAI Diploma of Honour being presented by Prince Charles to Chris Wills at the Royal Automobile Club on 19th November 1981.

Prince Charles speaking with our Swiss members Willi Schwarzerbach and Werner von Arx (centre) after the Presentation Ceremony.

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Criticism of, and suggestions for the Newsletter are always welcome, as are letters, articles and photographs.

Our excellent typist and collator, Mrs. Brenda Raven has had to leave us to go to France, where her husband has been posted by his firm. We send her every good wish and thank her most sincerely for the efficient and cheerful manner in which she has dealt with the task.

### Items for Sale

Vintage Glider Club ties - silver motif on blue, green or maroon ground	£ 4.00
Cloth badges	1.20
Sticker badges - front glued (for inside car windows)	} 0.40
VGC Member	
VGC	
back glued (for on trailer, aircraft etc.)	
VGC Member	} 0.40
VGC	
VGC Mugs	2.00
Stickers - "Glider pilots do it quietly"	0.35

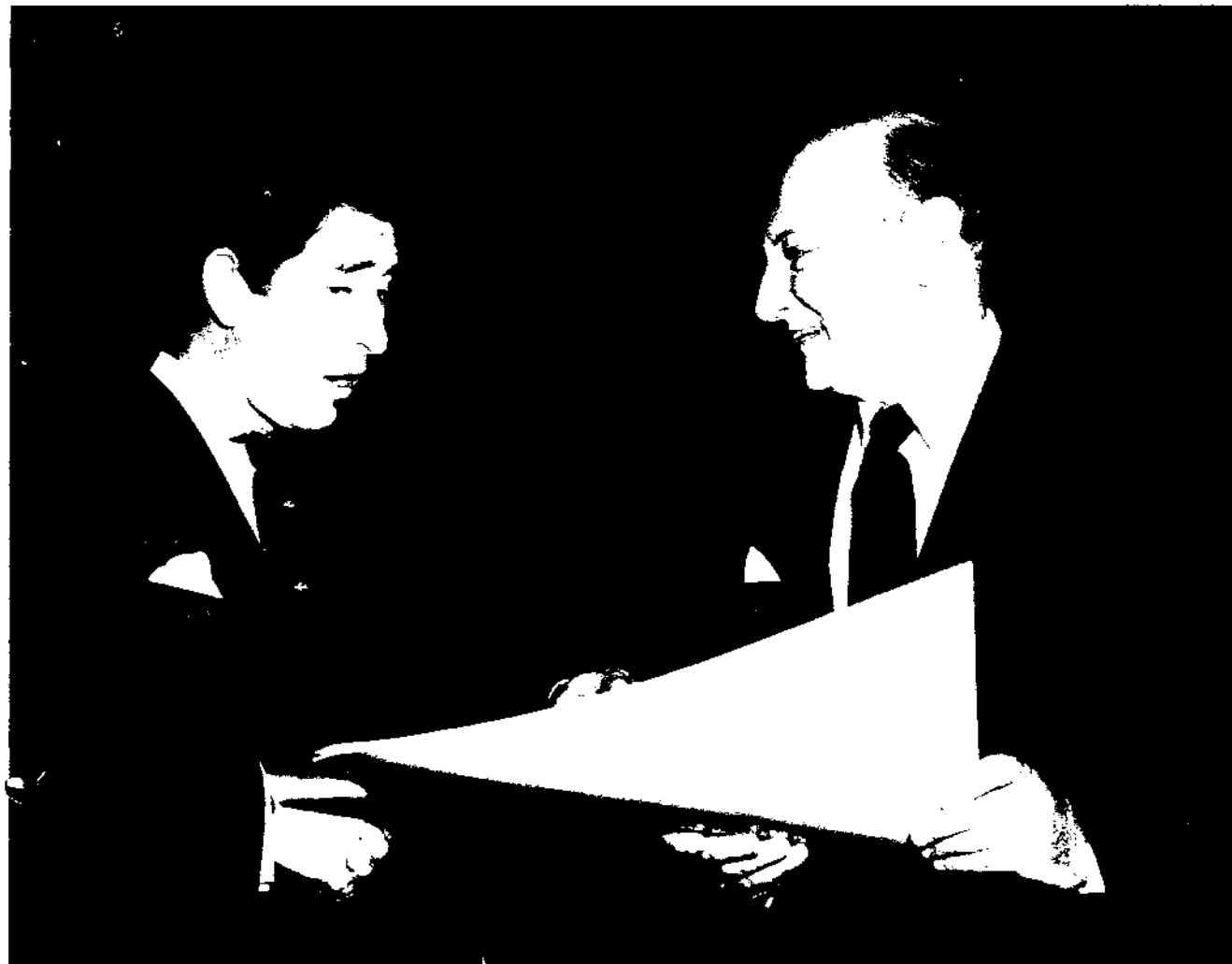
Please send cash with order to:

Sales Secretary: Peter Woodcock  
61 Matlock Road  
Sheffield S6 3RQ.  
Tel: 0752 - 349875  
(evenings and Thurs.a.m.)

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Archivist: Sally Shepheard  
Tel: 0709 - 543375

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## WELCOME TO NEW MEMBERS

We are very pleased that our membership should continue to grow and are particularly happy to welcome our first Japanese members. Here is a list of the latest newcomers.

A = Associate                      O = Owner

- |       |   |
|-------|---|
| A 459 | Seddon J.C. Fenn, P.O.Box 5033, Lambton Quay,<br>New Zealand.   |
| A 460 | National Aeronautical Collection, Science Museum,<br>London SW7.  |
| O 461 | Beverley George, 47 Norbury Court Road, Norbury,<br>London SW16.<br>Bergfalke 2 BGA 2750 (ex-Luxembourg) - Booker   |
| A 462 | Tohru Uschibayashi, Nippon Rodem Inc., 2-4 Nagata-Cho,<br>Chiyoda-Ku, Tokyo 100, Japan.                             |
| A 463 | Volker Hudec, 8740 Bad Neustadt/Saale,<br>am Iuitpoldhain 22, Germany.  |
| A 464 | Martin Haussler, 8047 Karlsfeld, Nikolaus-Lenau-Str.15,<br>Germany.   |
| O 465 | Dr. Harald Kaemper, 45 Osnabruck/Atter, Leyerstr. 161,<br>Germany.<br>Grunau Baby 2b D-5221                         |
| A 466 | Rene Wenger, 4512 Ballach, Seidenweg 9, Switzerland.<br>(Fondation pour le maintieu du patrimoine aeronautique)     |
| A 467 | Helge Lium, Østeraasbakken 68, 1345 Østeraas, Norway.   |
| O 468 | Martin Pleizier, 4440 Rheine, Franz-Pabig-Str 31,<br>Germany<br>KA-1 D-7168 (Gundlach/Holtken syndicate)            |
| O 469 | Ralf Gundlach, 4446 Horstel, Kühlergrund 5, Germany   |
| A 470 | Dr. Gerd Hermjakr, German School, 2-39-23 Sanno,<br>Ota-Ku, Tokyo 143, Japan.                                       |
| O 471 | Thomas Aebersold, 8606 Greifensee, Sandbuelstr 23,<br>Switzerland.  |
| A 472 | August Hayn, 5342 Rheinbreitbach, Siebengebirgstr 6,<br>Germany.  |
| O 473 | Eric von Hovel, 4 Düsseldorf, Dürenerstr 5, Germany<br>Grunau Baby 2b (with Heiner Morsch)                          |
| O 474 | Heiner Morsch, 4134 Rheinberg 1, Johannes-Laers-Str 45,<br>Germany.   |
| O 475 | Trevor Hope, 45 High St., Marshfield, Chippenham, Wilts.<br>T21 BGA 960 (with Messrs. Ball, Wright, Dawson, Barnes) |
| A 476 | Eugeen de Volder, s'Hertogenwijngaard 22, B-3000<br>Leuven, Belgium.  |
| A 477 | Daniel Steffen, 4665 Oftringen, Sonnenweg 4,<br>Switzerland.  |
| A 478 | Maré Bourdon, Hameau de Rames, Moulis, C9200 St.Girons,<br>France.  |
| O 479 | P.S. Worth, Regt.Flt. RAF Cottesmore, Oakham, Leics.<br>Hütter 17. EcN TX1 (with Dave Almey)                        |

- A 480 Keith Thomas, 1 High St., Frome, Somerset.
- A 481 Dr. Nicholas Newton, Chiltern Lodge, 38 Clifton Rd.,  
Amersham, Bucks.
- A 482 James Kent, 19 Seafield Park Rd., Hillhead, Fareham,  
Hampshire.
- A 483 Maurice Greenwood, Mayvanie, Pound Lane, Laughton,  
Lewes, E. Sussex.
- O 484 { Robert Ruscoe, 46 The Leasowes, Ford, Nr. Shrewsbury,  
Salop
- O 485 { Simon Kesterton, 81 Mere Green Rd., Sutton Coldfield,  
W. Midlands.
- O 486 { Alan Stacey, c/o Wrekin G.C., RAF Cosford,  
Nr. Albrighton, Salop.  
Prefect BGA 2692 - Cosford.
- O 487 J. H. Wisselink, Gentianstraat 44, 4621-EL  
Goever 3 00 - ZHW Bergen-op-Zoom, Holland
- A 488 Rudolf Fehlhaber, c/o Dornier G.M.B.H, z.Hd H.Wunsch,  
8031 Wessling, Germany.
- A 489 Mrs. Lorna Minton, 53 Amberley Drive, Twyford, Reading.
- O 490 Peter Barber, 5 Amherst Avenue, Ealing, London W13.  
Tutor BGA 442
- O 491 Henard Firmin, rue Thier de Huy 3, 5361 Mohiville  
Hamois, Belgium  
AV 36, C 801, GB2 (2) Ka2b, A-Spatz.
- O 492 A.J. Hall, 61 Streatley Rd., Upper Sundon, Luton, Beds.  
Tutor BGA 442
- O 493 M.J. Lake, Ivy Cottage, Ashington, W. Sussex.  
T21b BGA 1218
- A 494 P.B. Freeman, 61 Greer Way, Aldershot, Hampshire.
- A 495 John Watkins, 58 Hopton Crescent, Ivydale Park,  
Wednesfield, Wolverhampton.
- A 496 W.J. Bradshaw, 5 Beech Avenue, Poulton le Fylde,  
Blackpool.
- A 497 R.M. Pullen, 42 Brackenfield Way, Thurmaston, Leicester.
- O 498 J.M. Butt, 28 Overbrook Close, Barnwood, Gloucester.  
Minimoa (Dunstable), Eagle 3
- A 499 C.J. Hobbs, Little Dene, 4 Brookhurst Gardens,  
Southborough, Tunbridge Wells, Kent.

## PARLOUR CHAT

Things never go on the same for ever, things always change whether you wish it or not. The affairs of the Club have been seeing a lot of change over this past year or so.

The Rally Secretary is now Geoff Moore aided by Rex Moorey. Frances Furlong, our indomitable secretary, found the need to pass on the handling of the club's day-to-day matters. We approached the situation with no small amount of trepidation having no special magic wand to wave. It was well appreciated that Frances had done so much that the full secretaryship would be too much for a 'bread winning' person to be able to cope with, particularly as our membership over the years had grown from the inaugural 25 approx. to now over 250.

An appeal was made in the Newsletter in the spring for those willing to sacrifice themselves to the club's affairs, and I am happy to report that the jigsaw begins to fit together. You will already have seen that Robin Traves (in Kent) will deal with membership matters. Peter Woodcock (in Sheffield) will be dealing with goods and sales. We also have a bonus, Sally Sheppard (dare I say the future Mrs. Woodcock) has offered to be the Archivist for the club's own history and records - she is a librarian by profession and we certainly need some indexing, recording and safe-keeping of our growing collection of not strictly aircraft 'memorabilia' as well as to try and relieve some of the pressure from our Founder and President, Chris Wills.

So the future seems likely to happily become more settled. I am also happy to report that we were able to present at the Annual Dinner a 'Vintage' piece of silverware to Frances as a mark of our appreciation, this thanks to the donations received from a large proportion of the members (this Fund is now closed).

Interest in the club continues at a high level in spite of the problems of petrol cost affecting the attendance at rallies.

We 'opened shop' several mornings at the 9th International in July/August at Burg Feuerstein, resulting in a cash in-flow of £539 (but in fact in several currencies) of Sales, Membership Renewals and eleven new members. We thought we would have a quiet time with 'shop open' on the Sunday morning after the recent Annual Dinner at Camphill, but - 'Hey Presto' - the ladies who ran the counter so ably checked in with £84, again including several new memberships. True, money is not everything but in the words of a lady close to me "it won't necessarily make you happy, but it can save you from being miserable".

It's nice to close with a brighter outlook, of course we still have some catching up to do, particularly our perennial problem of lateness in getting out our annual accounts, but with day-to-day affairs in good hands then other things can better follow.

Ken Crack  
Hon. Treasurer.

# GLIDER MART

Needed: Wings (3 wing/fuselage attachment points) for Grunau Baby 2B.  
Offers to Flt.Lt.R.E.Greenslade, Humberside Aviation, Woodside Road, Wroth, Near Doncaster, Yorkshire DN9 2BP. Tel: 0302 771005 or 0302 770101 (evenings)

For Sale: Microfilm of drawings, or A4 size prints of drawings, of the following sailplanes:  
JS Weihe, Kranich 2, Rhönbussard, Rhönadler 35, Minimoa 36, Hütter H.17a, Hütter H.17b, Pruffling, Habicht, FVA 11 "Eifel", Wolf, Hortens 1, 2 and 5 available from C. Wills, "Wings", The Street, Ewelme, Oxon, OX9 6HQ.  
Tel: 0491 39245.

For Sale: Grunau Baby 3. Refabricated and sprayed by Senior Inspector. Blue and white, steel trailer. Instruments. 10 launches since recovering. £1050.  
Tel: John Eaton at Fowey... 072683 3594.

For Sale: T.31 two seater and Slingsby Prefects. The Aero Club of Israel, Central Committee, 67 Hayarken Street, Tel Aviv. 63 903.  
Airworthy or repairable.. damaged, including some spare parts, drawings, tools etc.

For Sale: Russian A-15 sailplane.  
Details from Mike Russell, Peddars, Woodend Green, Henham, Bishops Stortford, Herts.

STOP PRESS: The London Gliding Club will be hosts to the VGC during the first week in September. The Rally will open on Sunday 5th through to Saturday 11th. On Thursday, Friday and Saturday pilots will be competing for the RODI MORGAN Trophy.

More details in next Newsletter. On the Saturday evening the VGC Annual Dinner will be held at the London Gliding Club, with presentations and awards.

Please note the date and give this Rally your support - Rally Secretaries, Geoff Moore and Rex Moorey.

## Issued by:

Chris Wills, "Wings", The Street, Ewelme, Oxon. OX9 6HQ } Editors  
Pierre Beguin, 23 Gresham Road, London SW9 7NY }  
Robin Traves, "Rose View", Marden Road, Staplehurst, Kent.

Tel: 0580 891625

Hon. Secretary

Rex E. Moorey, 58 Fox Lane, Palmers Green, London N13. } Rally

Geoff Moore, "Arewa", Shootersway Lane, Berkhamsted, Herts. ) Secs.

Ken Crack, 45 Church Crescent, London N3 1BL - Hon. Treasurer.