



VGC News

No. 81 Spring 1994



Diary Dates for 1994

- **30 APRIL – 2 MAY**
4th Annual Kirby Kite and VGC Meet
 Haddenham Airfield
Contact: Peter Chamberlain. Tel: 0525 378901
- **30 – 8 MAY**
Vintage Glider Rally
 Aquila Gliding Club, Hintin in the Hedges, Northants
Contact: John Smoker. Tel: 0869 215422
- **12 – 15 MAY**
Dutch National Rally
 Schinveld near Maastricht
Contact: Nell Dijkstra, Melis Blecklaan 61,
 3634 VX Woensdrecht, Netherlands.
 Tel: 01646 13529
- **4 – 5 JUNE**
Booker Vintage Weekend
 Wycombe Air Park, High Wycombe
Contact: Graham Saw. Tel: 0628 776173
- **10 – 18 JUNE**
1st Italian International Rally
 Pavullo Gliding Site, Nr Modena
 Northern Appenines.
 Further details in next *VGC News*
Contact: Hugo Roth, Santisstrasse 1, 8472 Seuzach
 Switzerland. Tel: 52 53 16 16
- **30 – 5 AUGUST**
International Rendez-Vous
 London Gliding Club, Dunstable
Contact: Geoff Moore
- **6 – 13 AUGUST**
22nd International VGC Rally
 Lasham Airfield, Hampshire
Contact: Jane Ballard, 1 Manor Farm Cottages
 Bradley, Alresford, Hants. Tel: 0256 389 553
- **13 – 14 AUGUST**
Midland Gliding Club 60th Anniversary Celebrations
 Long Mynd, Church Stretton, Shropshire
Contact: Midland Gliding Club. Tel: 058 61206
- **27 AUGUST – 3 SEPTEMBER**
Annual Slingsby Rally
 Yorkshire Gliding Club Sutton Bank
Contact: Yorkshire GC. Tel: 0845 597237

Dates for the Annual General Meeting of the VGC and the Annual Dinner are to be announced.



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.

Officers of the Vintage Glider Club

President – Chris Wills

Vice Presidents:

Hans Dijkstra (Netherlands)
 Willie Scharzenbach (Switzerland)
 Paul Serries (Germany)

Committee:

David Shrimpton – Chairman
 Robin Traves – Secretary
 Geoff Moore – Treasurer
 Mike Birch – Technical Officer
 Jane Ballard – Rally Secretary
 Colin Anson – Sales Officer
 Colin Street – Council Member
 Graham Saw – Advertising

International:

Belgium – Firmin Henrard
 Czechoslovakia – Jaroslava Hanackova
 France – Didier Fulchiron
 Germany – Jörg Ziller
 Hungary – Imre Mitter
 USA – Jan Scott

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No. 81 Spring 1994

Contents

Diary dates (see also page 22)	inside front cover
Reports from the Committee	1
Current News	2
Brooklands closure	
Storms hit Wycombe	
VGC Rally at Tibenham	

International News:

America – Torrey Pines closure?	3
Australia – Excellent soaring	3
Belgium – Saint Hubert airfield	4
Brazil – our first news)	4
Britain – Business as usual	6
Czech Republic – Come back VGC	6
Denmark – a Zogling reincarnation	6
Eire – Brian Douglas reports	7
France – 6th Congres Historique de Vol à Voile	7
Germany – Flamingo ready for flight	7
Sweden – More restorations	8
Switzerland – Moseweys back home!	9
Yugoslavia – A sad loss	9

Your letters:

The Second Ballade	10
Vintage gliders in Switzerland	14
The story of the Irish height record	14
A Kite re-emerges	17

Safety matters: Parachutes, the experts speak	18
Glider borne tribute	20
Obituaries	20
Further events	22
Model news	23
Classified Advertisements	23

Cover Photo:

A Göppingen I "Wolf" flying over the Wächtersberg (Black Forest) in 1991. This aircraft was built new by Otto Grau.

Photo Rainer Porsch.



FROM THE CHAIRMAN

The winter is nearly over, the gliders have had their annual Certificate of Airworthiness renewed with only the finishing touches to be completed before once again we take to the skies.

We, the Committee, are busy arranging the next Annual General Meeting which will be held at *Husbands Bosworth* sometime in June.

Robin Traves, our Secretary for over a decade, has finally decided to relinquish the post. He will be a loss to the Vintage Glider Club but none of us can be expected to go on forever. We all thank Robin for his stalwart efforts during his period of office; he will be greatly missed.

The Rules of the Club have been examined and revised. They have been distributed to members together with information on this year's events and details of an insurance scheme aimed at getting a 'good deal' for VGC members in the UK. Perhaps the next step is for Members to try a similar scheme in their own countries?

The Editorial 'team' ask that members try very hard to supply pictures and articles on current projects for inclusion in forthcoming Newsletters. The Newsletter can only be produced if the Editor has enough material. We are a thriving Club – so please let others know what you are building or flying so that we keep the interest in the Vintage movement alive! In particular we need more colour photographs of gliders in 'portrait' (short side of the picture to the top) for the front cover of the Newsletter. Why not see if you can get your own glider featured?

At the last Committee meeting the Treasurer reported that most subscriptions are up to date and as a result the Club finances are in good shape. We talked about getting the Newsletter out on time and of the assets we own including the priceless drawings held at Lasham. Perhaps we should consider protecting our future by putting all these drawings on microfilm for safe keeping. It would certainly make the drawings more easily available to members. If you have a view on this or any other issue, please let a Committee member know.

The International Rally will be held this year at Lasham with the Rendezvous at Dunstable, an even more famous gliding site. To those of us who like to travel it is, on this occasion, a 'home game' – our opportunity to host those who *have entertained us in the past in their own countries*. We hope for good weather but should it not materialise then don't worry! There are *plenty* of interesting places to keep you entertained. Come to think of it, I happen to know of some very good hosteliess...

David Shrimpton

TREASURER'S NEWS

My letterbox this year has been continually full of renewal subscriptions for 1994. Thank you everyone who has responded and paid promptly. It is satisfying that our magazine is being read – the blue renewal/application form will appear in future issues, so please pass these on to a friend who may be interested to join us. We can proudly boast that we are perhaps the biggest membership glider club worldwide, with up to 900 paid up members. Praise must be given to Nell Dijkstra from The Netherlands and Jörg Ziller from Germany who collect membership renewals and new members from each of their own countries. This, in turn, saves some cost to the members who pay in the local currency.

We need a French member to volunteer to accept VGC membership renewals in his country on behalf of the VGC. I would be grateful if any interested person would contact me to set up such a scheme.

Finally, I would remind members who have not paid up by July that they will not receive further magazines unless special arrangements have been made beforehand.

Good safe flying in 1994.

Geoff Moore

Current News

The Brooklands Glider Museum

In November 1993 some cruel property developers had the very good hangar pulled down as it was not on Brooklands land. It is believed that more than 40,000 people saw the exhibition during the four months of its existence. Some of the vintage gliders that were on display have been transferred to a heated hangar belonging to the RAF Chilterns Gliding Club on RAF Halton. As there is now no British Glider Museum, all our gliders will just have to be kept airworthy. Mike Beach is now working on his new Scud 1 replica. After the Scud 1, Mike intends to restore his original 1931 Manuel Willow Wren, which when airworthy, will be the oldest genuinely original glider flying anywhere in the World.

Strong Wind at Wycombe Airpark, Booker during November 1993

This caused the destruction of four vintage trailers, although one of those blown over will be repaired. Damage was sustained to the 1947 Zlin Krajánek. Its Manuel built trailer (originally for the Gnat), looped and ended upside down on a caravan. The trailer was totally destroyed, and the recently restored Krajánek received damage to the ribs behind the main spar in both wings. There is also damage to the fin. It is intended to repair the Krajánek by next August. Another trailer to be demolished was that of a Kite 2. Its entire superstructure disappeared leaving the strong post-war built Slingsby glider *au nu* but unharmed. The strong wind, forecast at 70 knots (but might have been more), hit the trailers at 90 degrees during the night. This is another example of why trailers, if left outside in Britain, should be tied down during winters and summers. The purple Tutor in its trailer would have been damaged also, had it not gone into C. Wills's Rhön-bussard trailer which was tied down. Only the Vintage glider trailers were damaged at Wycombe Air Park.

VINTAGE GLIDER RALLY – TIBENHAM, NORFOLK 28 August – 5 September

The following gliders took part: **Grunau Baby DWF**, Murrey Hayes & Laurie Woodedge; **Grunau Baby BGA 963**, John Edwards; **Weihe BGA 1297**, Peter Malloy & Eric Couzens; **Gier I.EBP**, Alistair Raffan; **Oly 460 BGA 2776**, Dennis Shepherd; **Oly 2B BGA 1173**, Alan Cutts; **Gull IV BGA 565**, Eric Arthur; **Kite II BGA 689**, Peter Warren; **T21 BGA 886**, Dennis Cooper & George Day; **Skylark II BGA 872**, John Gammage; **Bergfalke II**, BGA 2159, Gwen Edwards & John Ayres; **Tutor BGA 466**, Derek Kitchen; **T21**, Alan Cutts.

Although the weather was not at its best, we were able to fly every day, with conditions improving too late in the afternoons on some days.

Several Vintage Gliders flew cross country tasks. Eric Arthur's **Gull IV** landed at Swanton Morely, a distance of 34km. Dennis Cooper & George Day's T21 turned Swanton and landed out on the way back to Tibenham, a distance of 54km. Alistair Raffan's **Gier I** took a winch launch to 1100ft and then went on to fly to North Pickenham and return, a distance of 70km. Dennis Shepherd's **Oly 460** flew most of the tasks and always seemed to return and clocked up 11.5 hours of flying.

Peter Malloy and Eric Arthur exchanged gliders. While Peter was soaring the **Gull IV** around the skies of Norfolk, Eric flew the **Weihe** to Rattlesden (37km), on landing to be greeted by Gwen Edwards and John Ayres' **Bergfalke II**. Murrey Hayes and Laurie Woodedge's **Grunau Baby** clocked up the most launches with several good soaring flights off the winch.

The Kite II also had several soaring flights.

During the week C of A work was completed on the **Tutor BGA 466**, which had been stored for 11 years and is now owned by Derek Kitchen, a founder member of the Norfolk Club. On its first day, it flew 11 times with several older club members taking nostalgic flights. It was good to have Derek and his grandson witness the event.

'Woody' our CFI made briefing light hearted and amusing, producing endless supplies of gardening implements as consolation prizes for scratching and stiring.

It was disappointing that the Vintage Club was not better represented, but those who did attend had a very enjoyable time.

John Edwards

John Edwards about to launch on test flight in Tutor BGA 466.



International News

NEWS FROM AMERICA

Raul Blacksten, archivist of the VSA (Vintage Soaring Association of America) writes that he and his partner Steve Lowry have at last got legal title to the Bowlus du Pont Albatross 2 sailplane (mfg 1934) which they are restoring. Up until now, as far as the FAA was concerned, it belonged to the US Gliding pioneer John K. (Jack) O'Meara who died in 1941. Raul achieved this with the help of an AOPA (Airplane Owners' and Pilots' Assn, which he joined) lawyer, John Lyon. To cap this, thanks to Continental Airlines, he has been able to register the Albatross with its original registration number. It seems that the number had been assigned to a Boeing 737 in Continental's fleet. Not only did they decide to let them have the number, but they repainted the plane, and paid the title company all at their expense! All it cost Raul was a \$5 cheque to the FAA to reserve the number. It is hoped that this almost unique American super vintage sailplane (another is exhibited static in the National Soaring Museum at Elmira), may fly again in May 1994. (Its Max.L/D was calculated to be 1:30 at 34 mph and its landing speed could be reduced from 27 to 21 mph with its flaps!!!)

Late last year Raul and his partner, Harry Irvine, decided to recover their Frankfort Cinema 2b (TG 1a) sailplane. This was a World War II US Army Airforce Training Glider which is what the "TG" stands for. They opened up the wings and discovered, as Harry put it, a "Kitplane". The nose ribs in at least the right hand wing (they have not yet opened up the left hand wing) had glue failure and needed to be reglued. They have reglued the ribs but have not yet installed them as the glider is 85 miles away. They intend to have the whole glider restored by the 1995 International Vintage Sailplane Meet at Elmira. Otherwise, Raul's evenings are still taken up teaching apprentices for the International Brotherhood of Electrical Workers, Local 11, two nights a week. In between school nights, he is trying to build wing ribs for the Albatross. In the cold weather, he has not been able to work outside and has been working in his front bedroom although he still has to go outside to cut and sand. Earlier, they had had wild fires, 18 of them in two weeks in the hills around LA. They burned about 1000 homes and probably between 50,000 and 100,000 acres. All but one of them were arson.

In Arizona, the US Environmental Protection Agency is forcing the Prescott Soaring Club to close their Gliderport. It seems that the PSC's two days a week 7000 ft winch operation annoys the antelope. Even more unbelievable, it is not even on public land being on a cattle ranch in the high desert 4000 ft up!

Then, unless something happens, the University of California at San Diego, is going to build right in the middle of the runway of the Torrey Pines Gliderport. They were given the land 30 years ago, but now it is urgent that should build a new house for the President so that he can overlook the ocean and live in La Jolla. They are not even going to discuss the matter. There is lots of UCSD land at Torrey for them to build on, but of the part they own, only the runway has a sea view (which is 500 ft below). Raul Blacksten's address is (in case anyone

wants to send him news) PO Box 307, Maywood, Ca 90270, USA. He is assistant editor on the VSA's magazine "Bungee Cord".

News from Bob Gaines (via Bungee Cord). Concerning his Condor 4 and Rhönbussard received from Argentina. The Condor 4 is now airworthy but is in need of some cosmetic work before it is ready for show. The Rhönbussard is in need of a lot of work and is now in Bob's basement under restoration. Bob says that he is still in the cleaning, inspecting and thinking mode.

The 1993 **Southern Vintage Meet**. The 3rd Annual Southern Meet was almost a repeat of the one of the previous year. While cloudbases were not up to the 9,000 ft level of 1992, there were no complaints from anyone about the 6,000 ft bases. The highlight of the meet would have to be Jim Stoia's beautiful Ka-1 in shiny orange and clear doped cotton. Jim's newly restored L-Spatz also got plenty of attention. Other guests and owners appreciated Jim's progress on his Baker-McMillen "Cadet 2". The most popular sailplane design was the Ka-6 with four coming and going during the weekend. With the early "K" series at the field, the event was another tribute to Rudi Kaiser. The smallest and lightest gliders were the Ka-1 and Ka-3, weighing in at under 250 lbs and spanning just 10 metres. The biggest was the Condor 4, gull-winged with a span of 18 metres. The oldest airworthy glider was the Mü 13D-3 built in 1940 and the newest would have been among the many fibreglass birds that filled the southern sky over Manning, South Carolina.

Bob Gaines.

Jim Stoia now has a Ka-1 and a Ka-3 and he has finished restoring his L-Spatz. He is well on the way to finishing his Baker-McMillen Cadet 2. His Bowlus Baby Albatross, being restored by Tom Gibins, is nearly complete except for its pod. Jim is thinning out his collection. He and Wayne Robinson are selling their Tg-2 and Jim has already sold his Nord N.2000 (French Meise) to Al Uster who, it is believed, is going to send it to Germany and have the Münster Mafia do a complete restoration. These are the same craftsmen who did the restorations on Al's Moswey 3 and Jan Scott's Minimoa.

Jan Scott has purchased a DH 82 Tiger Moth to restore. His fleet has been also been joined by the Mü 13E "Bergefalke 2" which represented America at Zbraslavice in 1993. To make room for the new acquisitions, Jan has sold his SF-34 and his Slingsby T.21b. Reliable rumour has it that the T.21b is to move West after having taken part in the 1995 Harris Hill International Meet.

AUSTRALIAN NEWS

Temora in central southern New South Wales was chosen as the site for the VGA 1994 Regatta, running from January 15-23. The NSW Sports and Two Seater competition was held there from December 30, 1993 to January 8. The VGA (Vintage Gliding Association of Australia) Regatta was scheduled to begin on the following weekend. The club has a large grass airfield with a clubhouse and hangar. It was expected that both winch launching and aerotowing would be available. The area has a proven record of excellent soaring conditions. Club member Dennis Meyer reports on a visit to Temora last December with his partner Ken Knutson and their Ka-7. In five days, they logged a 5 hour Silver C Duration, which included an O&R of 120 kms, other cross country flights of 140 and 228 kms and hours of local soaring in thermals of 8 knots to heights of between 7,000 and 9,500 ft.

NEWS FROM BELGIUM

From the Belgian Vintage Glider Association, the Fauchures de Marguerites, associated to the Belgian Veteran Aircraft Federation.

On 30th October it was our Annual General Assembly. The progress during 1993 was very positive, with 81 active members, and every year more vintage gliders appear. In 1994, it is hoped that an original MÜ13 will be restored. It was found in very bad condition.

At the Saint Hubert airfield in the Ardennes, the whole organisation has changed. Its director is trying to develop gliding and its manifestations from a National to an International level. Therefore, the above organisations are pleased to announce that the next Belgian National Rally is to take place at Saint Hubert from 1-4 July. There is a considerable infrastructure, possibility for camping on the airfield, and shelter has been hired for the gliders. Also a chalet has been hired to receive the participants, which has a kitchen, sanitation and also accommodation. On the airfield there is a restaurant, a bar and also a met office, etc. The meeting will be supported by the Minister of the Wallonian Region, the Francophone Federation of gliding, the National Gliding Centre of Saint Hubert and the clubs on the airfield. A demand was made to the Minister last Summer for the abolishment of landing fees (taxes). Saint Hubert is a pretty little town which offers much to tourists.

Further information can be obtained from: Firmin Henrard, rue de Porcheresse II, 5361 Mohiville, La Belgique. Tel: (083) 61 21 94 or Fax: (083) 21 49 61.

The Treasurer of our Administrative Council has had to retire, after many years of super service, because of age. Our accounts will allow us to buy a vintage two-seater but it is difficult enough to find one. Our club itself does not own any gliders, although our members own 39.

Firmin Henrard, thumbs up in his T31.



NEWS FROM BRAZIL

For this we are publishing two letters from our recently-to-join-us Brazilian member Frederico Fiori. Frederico was encouraged to join us by our member Martin Simons in South Australia.

'A Midsummer Night's Dream'

The 'Varig Aero - Esporte' (VAE) was the sailplane club maintained by Varig Airlines. Like everything else in Brazil, it was strongly influenced by the German Expedition of 1934. First flights were carried out on July 15th 1932. In 1937, the VAE had one car for winch launching and one Klemm 25 for aerotowing. For gliders, they had a Göppingen 1 'Wolf' and a Grunau baby. Later they received a Hols der Teufel, a Bucker 'Student' and some Zöglings. In 1939, a Kranich 2 and a Weihe were imported from Germany and a Bucker Jungmann was loaned by the Civil Aviation Department. In 1940, some summer camps were held. Taking part in the first one were some interesting aircraft. A Bucker 'Student', registered PP-TEV, a Bucker 'Jungmann', registered PP-TSF, another registered PP-TEZ, and one Klemm 25. As for gliders there was a Hols der Teufel, a Grunau 9, one Wolf, one Weihe, one Grunau Baby and a Bussard.

From 1940 to 1944 more summer camps were organized and records were broken. When the VAE ceased operations the sailplane 'Wolf' was donated to the Albatroz Gliding Club. In 1977, during the festivities to celebrate the 27th year of the club, the 'Wolf' was returned to Varig. It is now on display in Varig's Museum.

During its first years, the name 'Wolf' was painted on the sides of its fuselage, later it was registered as PT-10. Finally it had the registration PT-PAQ and the name 'Gaviota' (Gull) was painted on its nose. There have been slight modifications to the canopy etc. The 'Gaviota' is probably one of the last (and least known) of Wolf Hirth's Göppingen 1 'Wolfs' still in good condition.

Here, in Rio de Janeiro, we had another original 'Wolf', it was imported before the war - but that is another story. The 'Wolf' can be 'visited' at the VARIG museum on the airport of Porto Alegre, in the Rio Grande do Sul state.

PS. What's Shakespeare's play doing in the title of this story? Go to the above museum and see the 'Wolf' hanging from the roof - it is Midsummer Night's Dream!

The Hols der Teufel is on display at the Museo Aeroespacial in Campo dos Afonsos, Rio de Janeiro which is the very same place where Hanna Reitsch and Heini Dittmar broke two World Records in February 1934.

The Hols der Teufel was built in Bauru by Mr Hendrich Kurt and donated to the Museum in 1976.

The Brazilian Built Olympia Meise Sailplanes

In the 1950s two of the most important gliding centres in Brazil decided to build a small number of 'Meise' sailplanes. The 'Meise' sailplane was known for its good handling and performance at that time. Right now I am trying to track down the history of the 'Meise' sailplanes in Brazil but it is not an easy task as there are few records and they are scattered around the country.

The 'Olympia Meise' of the Bauru Aeroclub

The Bauru Aero Club is one of the most traditional soaring centres in Brazil. Bauru is a small city in the Sao Paulo state, about 350 kms from Sao Paulo city. Under the leadership of Mr Hendrich Kurt, a Swiss immigrant, many gliders were

designed and built at the club. Some were of the Zögling type but there were also two Hols der Teufels, and many others. During the 1950s it was decided that three 'Olympia Meise' sailplanes should be built. These sailplanes have been flown for years and all of them are still in good condition today.

Two are stored in the Bauru hangar, registered PP-ZQC and PP-ZQD respectively, one is lemon green in colour and the other one is red and orange. The third one was sold a few years ago to the well-known competition pilots André Maffini and Sergio Benedicti. They flew this machine for some time and two summers ago they carried out some 300 kms flights in Campo Mourao. A month ago they sold it to a pilot at Campo Mourao in Parana State. This sailplane is coloured navy blue and has the registration PP-ZQB. I am trying to gain contact with its new owner to obtain further information.

The 'Olympia Meise' at the CTA

Another traditional soaring centre in Brazil is the CVV of the CTA (The Soaring Club of the Aerospace Technical Centre). The CTA is a Ministry of Aeronautics Establishment, charged with conducting aeronautical research, the certification of new aircraft types and the graduation of aeronautical engineers.

During the 1950s its engineers decided to start building three 'Meise' sailplanes for its gliding club. These sailplanes received the registrations PT-PCL, PT-PBS, PT-PBM. The Meises were built at the CTA works. After many years of good flying, two of them registered PT-PBS and PT-PBM were sold. The last information concerning PT-PBM is that this sailplane is at the Aero Club of Santa Catarina at Florianopolis. I don't know whether this machine is in good condition. PT-PBS was seen at the Pirassununga Aero Club, derigged in the hangar. I am trying to discover information on this aircraft also. The third sailplane, PT-PCL, was the best 'Meise' of them all. It was maintained in very good condition at the CTA Aero Club. Unfortunately, this Meise was blown upside down on the runway during a thunderstorm in 1991, with disastrous results.

I discovered its 'remains' in October 1992. I bought them and started the repair immediately. I hope that the repair will be finished this summer (1994). Due to the extensive damage, I have had to recertify the 'Meise' and it now has the new registration PP-ZVK. The 'Meises' that were built at the CTA were exactly like those of the original 'Meises' designed in 1939, except for their canopies. I have the original DFS 1939 blue print plans and I mean to restore PP-ZVK as an original 'DFS Meise'. The 'Meises' at Bauru have some minor modifications made during their construction.

The Mystery Ship

I found a seventh 'Meise' in the Brazilian Air Ministry Records of 1989. According to the records, this machine received the registration PT-PCJ at the end of the 1950s era. It is registered in the name of Paulo Diederichsen Villares. I could not discover where, and when, this Meise was built. I also discovered (again from the records) that this ship suffered an accident in 1960. According to the records, the glider was almost completely destroyed. Due to strong winds, its pilot was unable to return to the field and crash landed it. The question is, if this accident happened in 1960 and the aircraft was destroyed, how can this Meise still be in the 1989 official records? Who built it or rebuilt it? I am trying to contact all the owners of these gliders. It is taking some time but I think that it is the only way to discover their histories.

I will write to you again when I have discovered something.



Meise remains 1992.

Apart from the above, Bungee Cord mentions that there is a Spalinger S.25A in good condition still flying in Brazil. This aircraft was built from the original blueprints at the Bauru Aeroclub by Hendrick Kurt. The prototype was designed and built in 1942/43 and was Jakob Spalinger's last design that flew. After it came the superb Spalinger S.27 which was not built. A Spalinger S.25 took part in the first post-war British National Contest at RNAS Broom in 1947. It impressed everyone with its performance. Another S.25M is believed to be still in Switzerland at Niederbipp. That an S.25H should exist in Brazil in good condition we find incredible. The Kranich 2 also still exists there registered as PT-PBW. Also there, is a Brazilian LK-10 registered PT-PAZ together with the S.25 at Bauru.

An Ebehard Gabler came to Brazil after the war from Germany. His son Wolfran won a National Contest in a Wolf built by his father. Mr Gabler then designed and built a Cumulus and a Kookaburra as well as a Falcon, which apparently had nothing to do with other machines of the same names.

An Ebehard

We are glad to welcome into the VGC our first Brazilian member who is clearly as enthusiastic as the best of us. We hope that by the time this is in print, his 'Meise' will have flown again after its very considerable repair. Our question is ... can the 1939 Weihe and the Kranich 2 still be in Brazil? If the Weihe can be found, we beg that it should not be put in a museum as it will be a 1939 DFS Weihe of the approximately 60 that were built before the war (1938-39), of which none are still flying (two are stored in Finnish Museums). It is therefore vital that this Weihe should be saved, restored and flown, for it is one of the originals. We hope that the Kranich 2 will also be saved. (CW).

BRITISH NEWS

Ted Hull has sold his Moswey 4a, BGA 2277, HB-522, to the brothers Fritz and Willi Fahrni in Switzerland. They live near where the Mosweys were built and have a glider repair business. Ted had promised the Swiss first refusal should he wish to sell the aircraft. (Now, both Moswey 4s will be back in Switzerland (only two were ever built in 1950). The other one was built with reduced wingspan for René Comte to fly in the 1950 World Championships at Örebro in Sweden. It was taken by him to South Africa where it featured in the film 'Whispering Wings'.) Ted has replaced his Moswey 4 with a Breguet 905 Fauvette from 1958. It will be lighter to rig than the Moswey 4a.

Ted Hull has sold his Kite 1 BGA 394, to Air Marshal John Allison who will keep it at RAF Halton.

Good News from Wycombe Air Park is that the Slingsby Petrel BGA 651 is being restored in the workshop to fly next year. Its wings and tailplane, in one of the two trailers to turn over, are believed to be unharmed.

The Hütter H.17A BGA 2847, which was originally built in Holland by Ernst Zanders and others, and was restored to airworthy condition by Bim Molineux and an African carpenter, has been given into the hands of David Shrimpton, Chairman of the VGC's Committee for safe-keeping. It has for some years been looked after by Brian and Pat Gilmore at Aston Down. Its in-Africa-built trailer, which was originally thought to be a masterpiece, has had to be rebuilt at considerable expense. It is another example of how no wooden built trailer can be expected to survive for long outside during British winters and summers. It is touch and go as to whether metal trailers can be expected to survive outside for very long in Britain also.

The 1943 built JS Weihe, BGA 448, which was one of three brought in to Britain by P. A. Wills in June 1945 (having come from the Wasserkuppe) is undergoing a very extensive repair after having blown over during our 1979 Thun International Rally. Its owners, having bought it for a considerable sum of money, have decided to carry on repairing it as a long term project. Glue failure due to the shock of impact is far more comprehensive than was at first thought and has precluded any idea of a quick restoration. The forward fuselage is already done. The rear fuselage stern post is not yet back onto the fuselage. The rudder has total glue failure. It can all be done but it will take a while. We wish the team, led by Derek Philips (516 Haslucks Green Road, Shirley, Solihull, West Midlands B90 1DN. Tel 021430 3777) every success.

The Slingsby T.34 Sky which had a c/n 672 and registration number of G-672, and was formerly of the Empire test Pilots' School at Farnborough, has been rescued and bought from an address near Dover by a team from Lasham led by Colin Street. This aircraft was flown in the 1952 World Gliding Championships at Cuatro Vientos Madrid by Lorne Welch. It came 9th. According to 'British Gliders' a Merseyside Publication by Phil Butler (3rd edition 1980), it was 'purchased for the Empire test Pilots' School at Farnborough and later at Boscombe Down. In 1975 to No. 2 G at Spitalgate and is currently at the CGS Detachment at Syerston. The former marks 'G-672' while the aircraft was flown in Spain during the world Championships of 1952, prior to purchase by the E.T.P.S. At the time the aircraft had an Air Registration Board Special Category C of A, which precluded the use of official registration letters.'

It was seen by C. Wills while on a 100 km triangle from RAF Cranwell in his Rhönbussard, soaring above him near

Spitalgate. He saw it later during the Great Sale of ATC T.31s (Cadet mk. 3s) in a hangar at Syerston, having had a heavy landing from about 30 ft. As it only had keel damage to its front fuselage and slight damage to a wing due to flexing, C. Wills thought that it would not take long to repair. It seems to have been through several owners since that time and was never repaired. It was found outside in a garden under a tarpaulin near Dover on 19th January 1992, without fabric on its wings and tailplane and with damage to its keel. There was evidence of damp in the fuselage and much corrosion to its metal fittings. Its owner had acquired it with full intention of repairing it, but was prevented from doing so by a personal tragedy. It is intended to repair and restore it next winter at Lasham, where it will keep Richard Moyes' Sky prototype company. When flown it will have a BGA C of A and be in civilian hands, for the first time in its life.

The Swedish built JS Weihe BGA 1093 (formerly SE-SHU) is still being brought up to an even higher standard of perfection by Keith Green at Lasham and should be able to defend itself well against the two Skys.



Memories of Zbraslavice

NEWS FROM THE CZECH REPUBLIC

Vladimir Morava of the Aero Club Zbraslavice (285 21 Letiste Zbraslavice, Czech Republic) hopes that some of us will visit the site again in 1994. Price proposals for the season 1994, from July 4th to August 14th are even cheaper than they were in 1993. Gliders for hire are: L-13 Blanik, L-23 Super Blanik, L-107 Lunak, VSO-10 Gradient (single seat fibre glass sailplane). L-13 SE Vivat 2 seat motor glider.

NEWS FROM DENMARK

Our Danish member Bent Frikke (Primulavej 11, 4600 Kege, Denmark) has sent us the news that a Stamer Lippisch (RRG) Zögling Primary glider has been built new, and should by now have flown. This was the type that was built in relatively large numbers (approximately 20) in different versions during the



The Danish Zögling (see News from Denmark)

period 1930 to 1940. It was therefore the most used training glider in Denmark. As there were none left in Denmark, and perhaps also in the rest of the world, a group of members of the Danish Vintage Glider Club (known as the Da.S.K.) decided to build an example. Fortunately we had its drawings. To get the glider registered on the Danish register it had to be approved under the 'Experimental' Category via 'KZ og Veteranfly Klubben' Denmark. The team building it consisted of six veteran glider pilots from different parts of Denmark, three from Jutland (Jylland), two from Fyn (Fuen) and one from Sjaelland (Seeland). This last one was myself. I was appointed Project Leader and the project was split up into sections, each section being delegated to different members of the group. I built the fuselage section and the vertical surfaces, other members the tailplane, wing details and ailerons. Final assembly of the glider took place on the island of Fyn. Then, after test loading the wings, the glider was fabric covered and doped. First test flights were planned for before the end of 1993. We plan to build a detachable nacelle (boat) later for the front fuselage.

NEWS FROM EIRE

The Vintage gliding Group of Ireland. During the winter, there was not much flying because of the weather. John Finnan has been working on the Eon Olympia while Brian Douglas spends most of his time fettling the T.31. The group also operates a **Mucha** 100, Slingsby **Grasshopper** and another T.31. There is also a stored **Kite** 2 but this is regarded with some trepidation as no one knows whether its wing tip washout has been increased enough (if at all) to prevent the wicked stall. At least one entry is scheduled for the 22nd International Vintage Glider Rally at Lasham during August 1994.

from J. Finnan

FRENCH NEWS

The 6th Congres Historique de Vol à Voile (the 6th Historic Gliding Congress). This took place at the Musée de l'Air et de l'Espace at le Bourget on Saturday 27th November 1994. On the menu this year was an extraordinary event, the official ceremony to mark the acceptance by the Musée of the **Avia 41P M3** for exhibition after restoration by the GPPA at Angers. The machine was rigged with artificial struts, as the originals have not been found. Pierre Vaysse and Gerard Pechaud (the son of the late Robert Pechaud, the former chief pilot of la Ferté Alais and Buno Bonneveau) presented a lecture on the History of French gliding in the period of the Aviation Populaire up until June 1940.

Other subjects on the day were: The Great French Clubs, Saint Auban 1930-1942 (a pilot's impressions of the machines of the époque (Jean Milleton). Presentation of the dossiers concerning the Jean-Marie Le Bris Cup. Films were shown to animate the proceedings these were... Combegrass 1922, Vauville, Thoret, the Castel gliders and the AVIA 41P.

GERMAN NEWS

The OSC Wasserkuppe has reported the successful outcome of taxiing trials for their new 1926 'Flamingo' towplane during December 1993.

The 1994 Termine for the OSC is as follows. During this winter, nothing has been happening in the workshop. However on the 5th and 6th of March 94 all volunteers are invited to come to the workshop to start the following tasks:

The preparing for action of all gliders and trailers.

The year's AGM and flying for 1994. 30th of April and 1st May 1994.

ILA International Air and Space Travel Exhibition in Berlin 28th of May until the 5th of June 1994. It is planned to

take part with the 'Flamingo' and 'Habicht'.

The christening of the new Udet 'Flamingo' will take place together with a hangar feast accompanied by Tombola, between the 17th and 19th June 1994.

Schulgleiter flying 1994 on the Wasserkuppe using the SG.38 D-7055 will take place, using bungee launches, between the 20th – 26th of June 1994.

Flying Camp in the Black Forest on the Winzeln / Schramberg airfield near Freiburg. 3 – 16 July 1994.

Rendez Vous and the 22nd **International Oldtimer Rally** will take place at the London Gliding Club, Dunstable and at Lasham in England respectively. Dates are – Rendez Vous, 30th July – 5th August, the 22nd International Rally – 6th until the 13th of August 1994.

Flying will stop at the beginning of October.

Apart from the above, the OSC plans to take part also in the air display at Laucha from the 12th until the 15th of May 94, and also in the (Grunau) **BABY MEETING** from the 20th until the 23rd of May 94. (The Whitsun Weekend).

News from Achmer/Osnabruck

Harald Kaemper has reported that he intends to start work to build a Kranich 2 during January 1994 from the wrecks received via Heiko Harms from England of BGA 1092 and BGA 1258. He has the necessary building plan prints for the project.

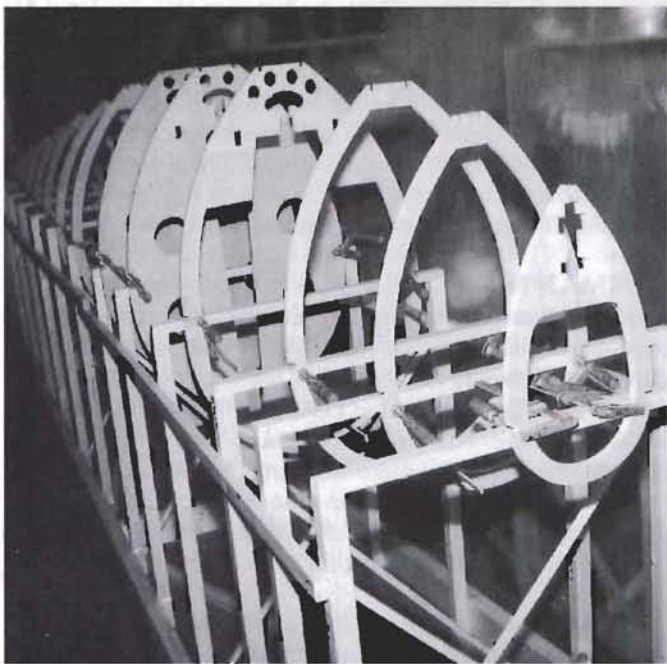
News From The Oldtimer Club Münster

We have heard that the Münster Metric Mafia are busying themselves refinishing the short wing spanned Moswey 4 which, recently having been brought back from South Africa, is thought to be too heavy.

Willi Schwarzenbach

The New Musterle

Klaus Heyn is working on this project at home. He has finished the fuselage bulkheads and is starting to put plywood skin on to the fuselage.



Hortens

The Hortens 2, 3f, 3h and 6 should, by the time that this is in print, have arrived in the Berlin Museum für Verkehr und Technik from the National Air and Space Museum, Smithsonian Institute. The Berlin Museum will be able, we hope, to repair and restore them for display for some time after restoration. As the wings for the Ho 3 are in bad shape, we wonder if the wings of the Ho 33 at the German Gliding Museum on the Wasserkuppe would give them any information. Likewise, we wonder if the German Museum at Oberschleissheim near Munich could get any information for the Horten 4A Centre Section restoration, from the Horten 6's Centre Section in the Berlin Museum? What could be needed is inter-museum communication and collaboration to realise the Horten wings' restoration for static exhibition.

Mr Russell E. Lee who is Curator of the Aeronautics Department of the American Museum has, apart from masterminding the above operation, has collected such a huge amount of information on the Hortens that he would not be surprised if a Horten 4a does get built to fly somewhere.

Reimar Horten, an Award. On the 16th of August the Royal Aeronautical Society of Great Britain awarded Dr Reimar Horten the British Gold Medal for Outstanding Achievements in Aeronautics. He was the second German to receive this medal, the first being Dr. Hugo Eckener, the famous Commander of the Zeppelins. The British Society did not know that Reimar Horten had died two days before. Reimar would have been very glad to have received this medal, especially as he had wanted to continue his work developing flying wings in Britain after the war. Unfortunately, at that time the general hate towards everything German, which was being continuously whipped up by the Press in Britain, precluded this from happening. The Gold Medal for Outstanding Achievements in Aeronautics is the British Royal Aeronautical Society's highest award and the Society's Board was unanimous in deciding who should receive it.

In our Obituary in VGC News No. 80, we very much regret in not having sent our sympathies to Gunhilde, the Horten brothers' sister, who did their calculations, and is married to Dr Karl Nickel, who is also very much a flying wing enthusiast.

The Wasserkuppe in Danger! It seems that the German Green Party is trying to stop all gliding from the Wasserkuppe, and has already been able to limit it. We wonder if this could be due to aeroplane engine noise? Should this situation get much worse, the glider pilots of the world will have to rise and go forward to recapture their Holy Mountain.

SWEDISH NEWS

Rolf Algotson wrote on the 8th December 1993 that the Kronobergs Segelflygklubb Veterangruppen was very pleased to receive a 1993 VGC restoration prize for the Eon Olympia which they love. It gave them some fine flying during 1993. Rolf is trying to bring back an old 1946 Swedish designed and built Fi-1 sailplane to the Alleberg Gliding Museum from Iceland. It has been there since 1946. The Fi-1 has a pod and boom fuselage married to an Olympia Meise's wings and tail-surfaces. It is in not too bad a condition and could be restored for the museum.

(Our records indicate that the Fi-1 was designed by Tord Lidmalm and the first one flew in 1943. It was built by the AB Flygindustri and its wing span was 14 metres (which is one metre shorter than that of the Meise). Out of a planned batch of 15, only six were built. One of these, SE-SDR serial No. 4,

went to Iceland where it was registered TF-SDR. It has been stored derelict by the Icelandic Gliding Club for some time. (CW)

Rolf has also helped Niels Ebbe Group to bring back to Denmark a Hütter H.17a, which has the Norwegian registration LN-GBD. This may take some time to restore. It has a



small built in landing wheel.

NEWS FROM SWITZERLAND

The **Oldtimer Segelflug Vereinigung Schweiz** OSV, under the leadership of Willy Fahrni is growing. It now has 80 members and 52 gliders are registered with our Association. It must be said however that gliders at least 25 years old are accepted and this means that almost modern ships such as Ka-6, Ka-8, the first Elfes, the fibreglass Phoebus and HBW Diamants are eligible for inclusion in our numbers.

The 1994 programme for Rallies and meetings seems to be very full and members of the OSV have the choice of participation in the following events:

May 6th 1994. The Annual Meeting of the Veteran Glider Pilots' Association on Schaenis Airfield. Presentation of vintage gliders and their flying.

May 21st - 23rd/24th - 28th 1994. OSV's Whitsuntide flying and Camp at Blumberg in Germany.

June 10th - 19th 1994. International Vintage Glider and Vintage flying model glider Meeting 'Luigi Teichfuss'. Pavullo - Italy. Entries are limited to those invited.

July 30th - August 5th. VGC Rendez Vous Rally at the London Gliding Club - Dunstable, England.

August 6th - 13th 1994. 22nd international Vintage Glider Rally at Lasham, England.

September 14th - 18th. Camp and Meeting at Hilzingham - Germany.

Willi Schwarzenbach

Further news from Switzerland is that the only two Moswey 4s that were ever built (in 1950) have found their way back to Switzerland. [One of these has come back from South Africa, where it was taken by René Comte, who flew it in the 1950 World Championships at Örebro.] It was found to be too heavy and so it is currently undergoing the 'refinishing treatment' at the Oldtimer club Münster. The second Moswey 4A

(with a wing span of 15.5 metres the former one is smaller) HB-522 (BGA 2277) has been sold by Ted Hull in England to the Fahrni brothers Fritz and Willi who, apart from living near where the Mosweys were once built, own a glider restoration workshop.

So, vintage glider restoration is on the up and up in Switzerland. Should they want any more, there is a Spalinger S.18 in Argentina and a Spalinger S.25 in Brazil, where it was built.

YUGOSLAV NEWS

In a previous VGC News, we related how we had a contact in Belgrade who would help us obtain Polish Vintage Glider drawings (of the Orlik, Komar, Salamandra etc. as well as drawings for the Yugoslav sailplanes) from the Yugoslav Air Museum. This contact, a Colonel Kutchera has sadly had an accident in the Belgrade Market and has died. We send our sincerest sympathies to his relatives and friends. So, this is why our communications have broken down. However, at least we know that there are these drawings, and where they are. Those of our members wishing to obtain these drawings should either apply or go, to the Muzej Yugoslovenskog Vazduhplovstva, Aerodrome Beograd, 11003 Beograd, Yugoslavia. (Tel (11) 67-09-92) meanwhile the VGC (CW) will try to establish another contact.



What were they saying? Jan Förster talking to Mark Wills at Sutton Bank

Letters

MORE NEWS FROM FRANCE

As in almost everywhere else, gliding weather in France has not been very good throughout the 1993 season.

The 2nd edition of the Balade des Planeurs took place during the last week of August in the Southern Alps.

On Saturday 21st of August, 11 teams and their gliders met on the airdrome of Chevalet at Aspres sur Buech. There were eight teams from France and three teams from Belgium. From France, came the Arsenal 4-111 F-CAAH from Montlucon with a team of two pilots and the Fauconet F-CDGN from the Paris region also with two pilots. From Belgium came the superb Mucha, a freshly restored Fauconet and an authentic Spatz with the celebrated Achille Servranckx. The locals were represented of course with the Castel C.25S F-CRML, the WA-21 F-CCKQ (both of them in L'Armée de L'Air's colours), the Castel C 311P F-CAYM, which has been recently restored and the WA-30 Bijave F-CDJT. The locals were based at Aspres.

ASPAC was represented by the AV.36 flying wing F-CBRX of the Musée de l'Air coming from Paray le Monial. The towplanes should not be forgotten, a Piper J3 from Saint Giron as well as the AERO 101, which was with us during the preceding Balade.

Among those absent were the AV 22 from Pont Saint Vincent which was damaged during a heavy landing, the Kranich 2 of Chris Wills and a Nord 1300. There were also many pilots, families and participants with us from the first Balade and these veterans were greeted with joy. Some of the aircraft arrived early to take advantage of the weather to gain acquaintance with the sumptuous decor of the Alps.

The following are extracts from an account by Jean-Michel Ginestet.

"Having tested the Castel C.311 P (on Saturday 21st August) I attacked the slope on Sunday in the AV.36. Four hours in the midst of deltas and turbulence obliged me to fly at 100/110 kms/hr. I could not get above 2,300 metres although some others climbed to 3,800 metres in the wave. I started to understand all the difficulties that awaited me in the Alps with this 120 kg 'flying cork'. I had been feeling ill for the whole afternoon.

Monday 23rd. Things started to become serious. The first lap Aspres/Tallard is the menu for the day. A short enough lap, but this was not at all evident for the uninitiated. At the briefing, Jean-Paul Robin advised us to choose either the Northern Route, via the Pic de Bure (the only true mountain that was likely to confront us during the entire Balade) with the possibility of climbing high enough to get in to the southerly wind which would take us the last 10 kms to the goal. (To give the complete story, this would be over country with rare, and certainly not flat, landing fields!) The second possibility, the southerly route with the possibility of using the ridges of the Ajour and those of the Selles with the smaller addition that there would be landing fields and a departure into wind. This would be the longer route and an arrival at the goal altogether delicate. Make your choices! We remained perplexed.

All gliders were brought to the start at midday and take offs followed one another. Everyone found themselves on the Apotres which did not help much with variable visibility and weak lift. The Mucha and C.25S were the first to reach 2,000

metres and set course for Bure. I took off, one before last, in the AV.36. I released too low on the slope which did not provide lift and I had to land lamentably after 15 minutes! The second launch started well, behind the DR 400 this time. +5 metres/sec constant, stick almost fully back.... what a climb! I was already at the summit of the Apôtres. Release. The Belgian Fauconet, the Bijave JT and the C.311 P are already on the slope but we could not climb. We seemed to proceed in Yo-Yo fashion between 1350 and 1800 metres for an hour. We tried without success to get away in thermals. Lift was feeble and irregular. I began to ask myself whether I would ever get away from this dreaded slope. I decided to opt for the southerly route with the frequent landing fields, as the 'Godasse' (the name of the AV.36) can not be landed just anywhere. I began to regret that I was not in my good old Nord N.2000.

The Assault on the Pic De Bure! 16.00 hrs... this time I would have to decide. It was now or never because a veil was drawing across the sun in the South and the few Cumuli did not inspire me. After a first attempt in the Buech valley, I arrived catastrophically back on the slope. There were only four of us left, as the others had disappeared in the direction of Tallard. A narrow but strong thermal gave me back hope. At 2,100 metres, I decided to stake everything but without any conviction. I allowed myself to turn for a moment to the North West in the direction of the Pic de Bure, then I again steered on course. In the corner of my eye were the little village and a few fields which could soon be going to be used, following all the time the country to the maximum. After having scratched under a sick cumulus, my situation was not brilliant at all. At 1400 QNH and things were not improving. After scratching despairingly on the first ridges on the side of the valley, and always keeping an eye on a potential field for landing, I saw rising the PIPER J3/PC which came to turn around me. In fact, it was in the process of signalling the position of the Fauconet 'GN' au vache (field-landed) a few kms away at Mont-maur. I was just able to hold my altitude which was a little too low for my taste. From ridge to ridge, the wind blew me and I found myself vertically over the field-landed glider and I had time to observe the arrival of its retrieving team. Then the wind continued to blow me on, and there opened up before me, on a new ridge which was situated at the foot of the Bure, a tremendous view from this altitude. Keeping an eye on an exit from the valley in case of difficulty, I approached this wall of stone. As if to order, the ridges gave better lift and I gained some altitude. There I was on the Bure, well below its summit. Two fibre glass gliders returned from the West of the mountain where it seemed that the weather was not exactly fuming. I remained on my southern part which was much better. I stayed there at 2,000 metres, all was going well now and I allowed myself a little tourism over this extraordinary site. What a joy it was to fly an AV.36 over this grand ridge! I advanced rapidly over the country towards Gap with to find more lift near the town and give me a healthy chance of reaching Tallard at max. L/D speed. Badly oriented, it gave me nothing! Twelve kilometres from Tallard, with a head wind at 1800 metres QNH, I put my faith in reaching La Grande Ceuse, because there I would be below the wind. The landable in-fields seemed very few. I kept on picking the less bad fields among the bad ones. At 8 kms from the goal, a rapid calculation gave me the impression that my arrival would be doubtful... and then, bang in the middle of the plain, I was surprised by a good 2 metres/sec lift behind Ceuse. This was an opportunity not to miss and it made my arrival over Tallard possible at a comfortable altitude. On the ground, almost all

the gliders from Gap had already landed and there was hardly any hope of any more arriving.

At 17.40 hrs, I landed beside the other gliders which were well lined up along the side of the runway. At 1800 hrs, the last to arrive by air was the Bijave 'JT' which had taken the southerly route, qualified as difficult. Apart from this, the Castel C.311P was field-landed, breaking its skid. It was taken back to Aspres and for it, the Balade was prematurely over. Also in fields but without damage were the two Fauconets 'GN' after 18 kms, and OO-ZMC which returned to land at Aspres. All teams then returned to Aspres after having ranged all their machines rigged in company with a fabulous machine, the CM-8-15 which, under its dust covers, seemed only to await the signal to spring in to the air with us.

Tuesday the 24th. The weather is mediocre and the perturbation announced for some time by the meteo seemed to have arrived. In spite of this, some sunny patches in the middle of the afternoon allowed four gliders (C.25S, WA-21, Bijave 'JT', and Mucha) to reach Saint Auban in semi convoy. The others opted for more certainly getting there by road. Only the Bijave from Tallard tried to fly there but returned to land at its take off point. It should be mentioned that it had a fine team on board... Claude Visse and Jean Molveau. This little malingerer Visse had once again failed to realise that the Balade is reserved for old gliders. After the Ka-6 of last year's Angers-Paray Balade, this year, his choice was for a Bijave. We promise next year to make him fly an SG.38!!!! The Franco-Belgian teams took the camping place at Château Arnoux by force of arms. After a well deserved visit to the swimming bath, a brochette evening was improvised in the camping place, but another improvised evening was for the rest of the participants at CHN. On the next day, the weather was once again with us, in spite of a veil of cirrus and a strong south wind. A few cumuli were forming and these gave us hope that we might achieve Vinon by air. The line up of gliders at the National Centre had a surrealist appearance. Our presence in the line up, which included ASH 25, Nimbus, not to speak of the Cristal, seemed incongruous, but discrete enough, as we were completely drowned within the mass.

Take offs were towards 1500 hours. As I decided to fly the AV.36 locally, I was able to observe with interest the incessant ballet of take offs and landings below. Above us 'the action' was happening two to three kms to the south west of the site. Our gliders of the Balade were together all right, but were having the greatest difficulty in flying into wind, and staying in the air while maintaining height beneath the all too rare cumuli. What a pity that the lap could not have been in the other direction on this day. The 'troops' have already dispersed. Visse's Bijave had decided not to rejoin us. As for the Arsenal 4.111, it reached Vinon by road and there it was decided to fly it locally. Our Piper J.3 also went there. The 'Godasse' took off again towards 1600 hours. I had the intention to try my luck. The towplane took me directly into wind to the local duty lift where I found the C 25S, the Spatz, and the Fauconet 'GN'. The Bijave 'JT' had left the local lift and had set course for Vinon. 'GN' went towards the south while the C 25S tried to fly more to the west. Arriving at cloudbase, I set off on my own towards Vinon. A few cumuli marked out the course but disappeared before I could get to them. The wind was strong. I was not flying locally anymore and so I decided to follow my course to the south... getting lower and lower... At this moment, I ignored the fact that the Fauconet had turned ages ago. As for the Bijave, it had been landed at Oraison.

Le 'Godasse' Se Vache (in a field). The hoped for thermal did not arrive at the rendez-vous. I had nothing else to do but to return to one of the rare landable in fields. Well oriented... beside a canal ... as long as the airfield at Paray... or almost(?). In brief ... a just cut cornfield. It should be said that I was about to inaugurate the first field landing of Aspac's AV.36. The landing went sweetly and there I was, like a great beast, bang in the middle of my field. Using my radio, I was able to contact a glider which relayed my message to Saint Auban. After 'derigging' which, thanks to Mr Fauvel, meant only disconnecting the rudders and removing the nose cone, (which took a good five minutes), I left the aircraft to look for a telephone. In fact, I was 12 kms away from Saint Auban at the château of Pailleron. After I had confirmed my position, I returned to the field. If the access to the field by air had been easy enough for children, what was about to happen on the ground was less!!! The field was completely surrounded by a 1/2 metre deep ditch which had been drowned with the rain of the preceding night. Stones, branches and pieces of wood were thrown in to arrange a possible access.

All to no avail, the tow car and then the trailer became well stuck in the mud. We succeeded, in spite of all, in extracting the AV.36 from its field. We were not even now out of our agony. It was a minuscule, stony road, tortuously sinuous and steeply inclined, which led us finally to 'civilization' and a tarred road. It was a very dirty team that arrived at Saint Auban at the end of the evening, which caused amusement on every side.

The End of the Third Act. All the gliders, excepting the AV-36, had landed back at Saint Auban... the exception being the Bijave 'JT' Visse/Molveau, which was still at Tallard, and the Arsenal 4.111 which was at Vinon. The record for the day was gained by the Bijave 'JT' which had flown an out & return of 36 kms to Oraison and back... Not brilliant... all that!

Meanwhile the meteo was announcing storms for the following days. Jean-Paul Robin decided purely and simply to annihilate the lap to Vinon. We remained therefore where we were, and had the pleasure of re-erecting our tents where they had been during the previous night.

Thursday the 27th August. The day's task (lap) had been changed to Saint Auban to Sisteron, rather than the planned one from Vinon to Sisteron, which the team with the Arsenal 4-111 had not hesitated to do by road. Jean-Paul was optimistic despite the ever thickening cloud overhead. The AV.36, Spatz, and the Fauconet 'ZMC' teams chose to go by road and regretted it when they arrived at Sisteron. The Mucha, the WA-21, the C.25S, the Bijave 'JT' and the Fauconet 'GN' went by air and succeeded in passing everything via the Montagne de Lure. Visse at last succeeded in rejoining us in flight to Sisteron from Tallard. There was an animated evening with a return to the hangars during the next morning. Showery weather interspersed with sunny intervals was the order of the day.

The Storms Arrive. After numerous hesitations, we took advantage of one of the longer sunny intervals to get everything ready for the lap to Aspres which was well in clear air for the moment. It would be necessary to get there quickly as cloud was growing rapidly. The whole 'stable' was got onto the hard runway except for the 'Godasse' which has a skid. Launches took place rapidly thanks to the two towplanes. The tows were long on course towards the first ridge for 'security'. In less than an hour eight gliders were in the air. On board the AV-36, I was launched almost in formation with the Bijave 'JT'. After release over the first ridge, violent, but all the same exploitable-with-difficulty lift, blasted me to 2,000 metres.

Course on the Celles ridge, together with the Bijave 'JT' obliquely more to the west, onto the Aujour Mountain. Proceeding along the ridge, I observed that the horizon was particularly blocked over Aspres where there was an enormous Cu-Nim.

Cunimb and Hail on the Menu. 1800 metres. I arrived over Aujour which gave me no more lift because the wind had turned due to the storm. I had to make a decision because before me was a wall of rain. In the valley, the fields seemed to be more or less landable in. I wasn't 7 kms from Aspres, and a hazardous field landing in the strong wind did not inspire me at all. Also, once landed, I had every chance of being in the midst of the storm and there would be the risk of the AV-36 turning over. I resolved then to steer a course directly towards the goal in the hope of racing the storm. The Bijave seemed to have taken the same decision a bit further away.

Misfortune came to us, in that two of three kms further on the first enormous rain drops cracked against the canopy. In less than a minute, we found ourselves in heavy rain. For security, I changed direction away from the Bijave as it was becoming less and less easy to see in the greyness. The Apotres in front of us had also disappeared. Along the wing of the AV-36, a stream of water had formed deluging my knees with cool water from a gap in the canopy. The needle of the Vario was showing -4 metres/sec at 110 kph. I pushed the stick until we were flying at 150 kph.

The needle descended to -6 metres/sec. 1,700 metres QNH at 5 kms out. I would need it all to get there. Hail replaced the rain. The hailstones bounced on the fabric and clattered on the canopy. The speed of the hail transformed the flying wing into a thundering drum. I saw the Apotres reappear just before me. Like a stone I arrived over the site at 200 metres above ground but I had trouble in seeing it. I was glad to be there. On the ground, there was agitation on all sides to get the landed C.25S and Javelot sheltered as quickly as possible, but where are the others? The Bijave 'JT' was just below me. The wind was gusting but the rain was about to stop. No time to lose. I opted for an approach at 110 kph, knowing that at this speed I risked rebounding into the air a number of times if the landing was anything but good. Slightly across the runway, I made my approach and after two rebounds, there I was, immobilized on the runway to my great relief. In record time, the two gliders were got under cover. We were without news of three gliders; the Mucha, the Fauconet 'GN' and the Bijave from Tallard. Our worry increased when we learned that the two first had been seen over Aspres in the storm. Both of them landed out. The first had not seen the airfield even though it had been over it and had landed near the Col de Cabre, 4.5 kms away to the north west of the site. The Fauconet had turned under the storm and was outlanded at Batie-Monsaler in the Buech valley, in a field in which he was subjected, impotent, to the full violence of the storm!

What about the last one? One should not forget the one piloted by Claude Visse, who alone knew several miraculous slopes and also the shelter where he patiently allowed the storm to pass before landing a good last but on the dry hard standing before the entrance of Aspres hangar.

For a last lap, it was more than exciting and had been a flight that there was no risk of quickly forgetting. Briefly, it would be food for conversations during long gliding evenings to come!

The traditional closing evening of the second Balade de Planeurs Anciens was graced with songs that shocked chaste

ears 'for the good cause' and were justified because one should not forget the old traditions.

Saturday 28th August the last act of the 2nd Balade. A very strong mistral blew which prevented all flying despite the return of the sun. The wind persisted for many days after the end of the Balade. At 1100 hrs a ceremony was organised in the aerodrome restaurant to award the Cups. After their distribution, it only remained to crown the conclusion of the 2nd Balade with an aperitif. Everyone had something to say and discussions flowed freely. The impression was positive, in spite of a not entirely co-operative meteo, but this is becoming the tradition of the Balades. The formula retained this year was appreciated because it was well adapted to the flying conditions of the region. One regrets all the same the dispersion of the gliders and pilots during the week which affected the cohesion of the group. But one promises to do even better next time, in other places, during the following years. In conclusion, the Balade is veritably a means of unique evasion on board our very beautiful machines. An adventure with the added tang that it should attract all. There is the possibility to realise some extraordinary flights. For these excitements, we cannot stop now. It is for us all to find the best formula.

But for those who did not take part in the 2nd Balade, you really missed something. If we have convinced you, then be sure to rendez vous in the south west during 1994 for the 3rd Balade.

Jean-Michel Ginestet.

translated with difficulty by C. Wills.

Jean-Michel writes that he is already working to prepare for the 3rd Balade which is to take place between Marmande (in the south west of France) and Bourges, via Perigueux, Limoges, and Gueret - Montlucon. Every care will be taken to avoid the errors of the previous two Balades. First, we will go back to flat country because mountains seem to be difficult for our vintage gliders in 'big weather'. A circular course is not such a good idea, because some people might prefer to camp in the same place for the whole week. Then one might lose the excitement of a new area to experience every day. This is bad for group cohesion and generally for the 'ambiance'.

It is planned for the laps to be in distances of 95-100 kms. Another big change might be that we should remain two days at each airfield so that it would be possible to quietly discover the area by local flying or by tourism depending on the weather.

You would not have to derig your glider and tent each day and one could delay flying for a day as the Balade is not a race. I think that it is important to keep the original 'spirit' of the Balade... a spirit of camaraderie and excellent ambience and a good chance to do excellent cross country flights with our old gliders. So, for the next Balade, we will organize a warm and friendly evening at each airfield, with low cost but very high ambience! Gastronomy, cross country flights, tourism (the course will be over some excellent French country) and the Dédale spirit should ensure the success of the 3rd Balade.

Maurice Renard is also preparing a Balade, possibly the 4th, with approximately the same ideas.

For the 3rd Balade, all clubs are already prepared to receive us. Some interesting details, such as the participation of Charles Atger's World Duration record Air 100, in which he flew 56 hours, could be possible. On the Limoges airfield, a Dédale member, Didier Sales will organize our visit and the Nuville family will bring their SG.38. GPPA or Aspac vintage towplanes will accompany the Balade (Potez 60, NC 854 or Aero 101).

The planned dates for the 3rd Balade are for the second week in July 1994 from Saturday the 9th until Saturday the 16th.

Saturday 9.7.94 arrival on Marmande Airfield. Local flights. Evening.

Sunday 10.7.94 Depart by air for Perigueux (92 kms).

Monday 11.7.94. Local flying over Perigueux area. Evening.

Tuesday, 12.7.94. Depart by air for Limoges (78 kms). etc.

C. Wills adds that he is overjoyed that the Fouga CM-8-15 has reappeared as he had been informed by Len Redding that he had seen its remains at Challes les Eaux beyond any hope of salvation.

This had been Gerard Pierre's sailplane in the 1952 World Gliding Championships in Spain. He was leading the championships for some time and finally ended in 2nd place perhaps due to a retrieve getting out of control due to no radio communication. The CM-8-15 had always been the ultimate sailplane to fly throughout the 1950s first at Pont Saint Vincent and later at La Ferté Alais, where it was preferred for closed circuit flying to the Breguet 901s. It was fast but could soar in weak thermals. It had inefficient airbrakes and this was thought to be the main reason why pilots preferred to bring it home, rather than to land it in fields. Its registration at La Ferté during 1959-61 was F-CABN. According to the book 'Planeurs Avions' by Christian Castello, only one CM-8-15 was built in 1949, although it was designed in 1947.

We have also received the news that the aerobatic CM-8-13 of the Musée de l'Air et de l'Espace was in January 1994, restored and ready to be painted by the GPPA at Angers. Only one of these was built, also in 1949. Its chief difference from the CM-8-15 is that it has a vertical fin and rudder instead of a butterfly tail and is smaller (13 metre wingspan). Its max L/D is 1/27. It was also conceived in 1947. The max L/D of the CM-8-15 is 1/28 with its 15 metre wing span.

In a previous VGC News we reported that one of the very rare Avia 41Ps had been found. Its design had been inspired by Kronfeld's Wien which had taken part in the Vauville contest of 1928. Raymond Jarlaud and Eric Nessler worked on the 41P's design and the first one was ready in 1932. It had its first flight in the hands of Georges Bouvier on the 7th of December. Due to its expense of construction, only 6 have been identified as built, of which two were owned by the military. From the book 'Histoire du Vol à Voile Français' by Reginald and Anne Jouhaud, one learns that the longest distance ever flown by a 41P was 397 kms by Eric Nessler from Beynes to Chataillon Plage on the 17th of April 1938.

The Avia 41P No. 3 by Christian Ravel. Built in 1936 by the Société Française d'Aviation Nouvelle (SFAN), this sailplane was owned by the military section of Avignon-Pujaut. On the 17th of September 1936 this sailplane, flown by Lt Wernert, a pupil of Thoret and commandant of the military centre for flight without power at Avignon-Pugaut, achieved two French records by flying from Avignon to Limonest (near Lyon) which was 207 kms in 4 hrs 33 minutes climbing to 2,500 metres, which represented a gain of height of 1,850 metres.

The flight could not be homologated as a national record because of an aerotowed launch (by an MS 315) and not by bungee or winch which was then the ruling of the FAI.

The Flight without Power section of the Armée de l'Air seems to have disappeared in 1938, Colonel Guertiau, was

named Chef du Centre at La Banne in 1936. This provoked the departure of Eric Nessler who gave up being chief pilot there in 1937. He then flew from Saint Cyr with the Groupe de l'Air and with CAU at Beynes.

Guertiau, did he not rescue the 41P from Pujaut for the great pleasure of Gasnier, the Chief Pilot, the successor of Nessler, and privileged beneficiary of the 41P?

In the review 'Air Sport' No. 10 of the 15th of August 1943, Max Gasnier described his flight of the 22nd July 1939, during the National Contest, of 168 kms to a goal, La Banne to Lyon, and says 'One takes my old 3, a 41P of course, but well tired'.

Then during the last war, the Germans having forbidden all flying with contest gliders, Avia had hidden this glider in the farms around La Banne. According to Monsieur Rochouze, the old President of the Isoire Aero Club, the glider had spent the whole war at La Banne. He saw it again in 1949, stored in the workshop woodwork department together with the Austria which belonged to the Auvergne Aero Club. This must have been the time that the hangars were taken down and the machine was taken down to the Aulnat military base, where it remained until 1953. This was the date that, with the agreement of the President of the Auvergne Aero club, Monsieur Clement Goigout came to find it with a small lorry (camionette). He then stored it in his locksmith's workshop. This last person did not wish to speak about the glider, but the machine was seen by an old pilot of the Banne Monsieur Roger Mignard who transmitted the information to Jean Guillemard, the well known aeromodelleur historian. In his turn, he informed Jacques Lerat, President of the Historical Commission of the French Gliding Federation and Pierre Vaysse, historian of this same commission. At their suggestion at the death of M. Goigoux, his inheritors had agreed to allow this relic to go to the Musée de l'Air et de l'Espace.

The machine is in good condition, but it lacks struts and tail surfaces. The rudder... could it have been removed because it was painted with the tricolour flag which adorned military gliders, to avoid all suspicion on the part of the German controllers of the Armistice Commission? That would accredit the label, on which was inscribed M3, found attached to one of the glider's supports.

The final making over of the glider took place on the 15th July 1993 during a friendly ceremony organized by the town of la Bourboule in its casino, in the presence of the deputy mayor of Murat-le-Quaire, the family Goigou, the Messieurs Pierre Vaysse and Mignard, the Colonel B. Chenel representing the MAE and Messieurs Ravel, Degoul, and Clement representing the GPPA, which the Musée de l'Air et de l'Espace has charged with the restoration of the machine for static exhibition.

Since that time, the AVIA 41P has been presented in the localities of the Musée de l'Air et de l'Espace, at the heritage days and at the Congress of the Historic Commission of the French Gliding Federation at le Bourget.

The President wishes to thank all members who sent Christmas and New Year cards to him. They were very much appreciated. Although he did try to send cards back, he regrets that there were a few that went unanswered. This does not mean that these people were not in his thoughts. He wishes to take this opportunity to wish all VGC members the best of health, thermals and happiness for 1994.

VINTAGE GLIDERS IN SWITZERLAND

On the official Swiss Glider Register, there are 37 classic wooden gliders designed before 1950. These gliders are airworthy or in at least fair condition. 22 of them belong to members of the OSV and are, with few exceptions, in excellent condition and are flown regularly. The remaining 15 vintage gliders are in the hands of gliding clubs or private owners, not all are really airworthy but are stored in good conditions.

An unknown number of old gliders, which are no longer registered, are spread around the country and discovering them is sometimes just chance.

Fortunately, we can report on restorations and overhauls which are going on at the moment. Some gliders came to life again in 1993, but others are still in workshops and may hopefully become airworthy again in 1994.

HB-842. Nuckom Elfe S 2/3. 1966 built. This has been beautifully restored by Fritz Fahrni and has been flying since May 1993.

HB-257 Moswey 2a. 1940 built. This has been overhauled by Messrs Eibricht and Flutsch. This sailplane is based at Samedan Airport and is flown in the Alps.

HB-374 Moswey 3 1943. This has been completely overhauled by the Oldtimer Club Schaenis. First flights were in October 1993. This Moswey 3 took part in the first VGC Rallies at Husbands Bosworth 1973 and at the Wasserkuppe in 1974, owned and flown by Willi Bischof.

HB-234 Grunau Baby 1937. Overhauled by the 'Amicale du Grunau Baby' Neuchatel. It took part in the Zbraslavice VGC International Rally in 1993.

HB-324 Nord 1300 (Grunau Baby 2B) Bought in France in 1993 by P. A. Ruffieux and Swiss registered in July 1993. It participated in the 1993 Zbraslavice VGC International Rally.

HB-643 Ka-6 BR 1958. This aircraft has been recently overhauled by Fritz Fahrni and his daughter Renata and is to be flown from early 1994.

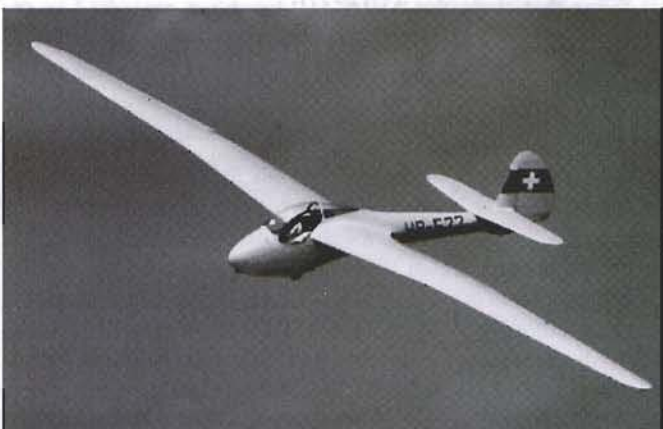
HB-418. Spalinger S.18-3 1945. Willy Fahrni has started its restoration and he is trying to get it into original condition.

HB-418 Spalinger S.16 1944. This glider is not an original S.16 (1938) and could be considered as a strutted S.18. Kurt Stapfer is working on it.

HB-327. Spalinger S.15K. 1942. This is the only remaining S.15 in Switzerland. Its restoration is in progress in F. Fahrni's workshop.

HB-442 Karpf Baby (Grunau Baby) 1944. Peter Egger and members of his club are overhauling it.

HB-305. Spalinger S.21 1939. This two seater is in the workshop of Peter and Maja Ekel-Schwarzenbach for overhaul, but priority is being given to the restoration of a Bucker Bestmann aeroplane.



As can be seen above, the movement to restore vintage gliders is growing very fast in Switzerland. We are looking forward to seeing more restoration projects in future.

The above news has been received from Willi Schwarzenbach, one of the VGC's Vice Presidents.

THE STORY OF THE IRISH HEIGHT RECORD

The Big Wave Sunday October 20th 1963. Location: Dublin. Take off: Baldonnell. Landing: Asbourne Co. Meath. Weather: 3/8s cloud. Wind: SSE 160 degrees at 5,000 ft. Strength 30 mph approx.

The day started out looking like a good wave day, so the Petrel was naturally wheeled out and rigged. In the meantime the Ka-7 and Kite 2 were ready for launching. The pulley launching system was working well. The Kite was the first off and almost at once started to climb with Peter Kilkelly at the controls, looking for his C Certificate. Next the Ka-7 flown by Joe Dibble also started to climb. It looked really good. Next was myself. "Quick, hurry up, hook on, cockpit check, barograph ticking, take up slack, *Click*, a cable break on the ground. Kink in cable. Open canopy and wait. Someone tells me that the Air Corps want to use the runway to test run the Dove. I can hear its engines in the distance. At any moment I am expecting to see the jeep come up to stop gliding operations. meanwhile, the Ka-7 and Kite 2 whirl around above, the sun glinting on their wings, still going up. ready again, close canopy - quick check - hook on - take up slack - still no jeep - all out and I'm airborne - can't trust the cable at this stage - I begin to breath freely again as the needle passes 1,000 ft, and finally - cast off at 1,600 ft. - a good launch.

Now... strong sink - turn Right. I can see the other two way above me. heading slowly into wind, the vario gradually drops its red ball amid quite turbulent air. Then finally - Green ball - 1, 2, 3, 4, 5 ft per second and steady. Now, I can really relax and take things in.

At 5,000 ft. from watching drift, I find wind at 160 degrees forward penetration at 40 mph. on A.S.I., estimated not much above 10 mph. Joining the other two at around 7,000 ft, they came over to me. I felt like a little bird returning to its nest, having been lost. Oh well, I hope they have thing sorted out up here. Let's see, where is Joe heading off down wind. Let's follow him. Straight into 10 ft/sec sink. So, I turn up wind again as so does Joe. The poor old Petrel loses 1,000 ft. getting back, but Joe in the Ka-7 loses only about 500 ft. I wonder if this is sabotage - Hey Joe, there is lots of room for all of us - I've been up here before ! Now start concentrating ! I noticed the Kite heading up wind to the west at my height, and start to sink fairly fast. - come back Peter. Then I must try east.

With a beat of about one mile east, the height holds at 7,500 ft... then Sink again, but how is that lenticular forming above and slightly South? This could not be the top. Well, here goes into wind at 160 degrees and wait for the sink. I'll let her go to 3,000 ft, before turning back, but lo... and behold, only no sink for eight minutes, and then Green again - this must be the real thing. My watch says 14.55. Plenty of daylight yet thank goodness. The green ball nearly vanishes at the top of the tube-

lovely stuff this wave lift. you don't have to keep turning, and smooth as a mill pond. Sun shining in. Interior temperature 60 degrees at 9,000 ft. Marvellous view of the mountains with small amounts of cloud in streets over them.

Looking up, I see I'm right under the lenticular, slightly behind the front edge and getting very near the base. Not wanting to enter the cloud, I dive at 5 -60 mph to get in front

of it. This, I manage, quite easily. The lift drops to 5 ft/sec. but I'm in the clear out front. At 10,000 ft, I'm level with the base, then looking up to see the beautiful sloping cloud like a ski run climbing away for 2,000 ft. I edge in to this and reach the top at 12,000 ft. My beat being fairly long, I know that I must be able to get higher... but how much? The record stands at 14,000 ft held by John Byrne (article *Sailplane & Gliding* 1960). The needle flowed past this height to my intense delight, to 15,000 ft with still $\frac{1}{2}$ ft per sec. lift. I eeked out another 100 ft., but began to worry a little about amoxia, or wehatever they call it. – and decided that I was high enough, as my take off height was already a few 100 feet above sea level.

Relaxing at this height for a while, my thoughts turned back to the other two – No sign of them. They obviously didn't see me sneak off. I found out afterwards that they stayed at around 7,000 ft for two or three hours until the light started to fade.

On the ground I had left three of my five children in the care of our lady members. Should I start a cross country hoping they would sort things out below. What finally decided me was – looking north I could see small lenticulars over the Mourne Mountains. Now, if I could just reach those – what price glory – I might get accross the Irish Sea to Scotland, and Gold Distance. I then realized that there was only about $1\frac{1}{2}$ hours of daylight left. I would never manage that – so off I set – through strong sink for a few minutes, flying fast and then, as the sink reduced pulled back to best reading on vario. This was between 2 and $2\frac{1}{2}$ ft per sec at 40 mph. My ground speed must have been near 70 m.p.h., and with about 100 air miles to go, that should leave me with about 3,000 ft. I had not worked this out at the time, but knew I had $1\frac{1}{2}$ hours at this rate of sink. I got out my maps, although I could not see the ground very clearly with the haze, but the coastline stood out well enough. I got Drogheda on my right hand but I looked mostly at the lenticulars way ahead.

As the minutes went by, I noticed cloud moving in from the west thickening, and realized that I wouldn't make it. Ten

minutes later, I turned back and had to dive at speed to get back to clear air. Looking ahead, I noticed the massive lenticular over the Wicklow Mountains, standing high all by itself, the glider pilots'dream cloud with a gold lining. Another ten minutes went by, but the lower cloud still appeared very far below and getting thicker, with only one gap towards Dublin. Suddenly, I heard the sound and vibration of an aircraft, and imagined myself among the Vicounts and Boings heading for the airport. However, I spotted the machine high above me, heading west... It was a big transatlantic jet. It's much more comfortable to see the source of the noise.

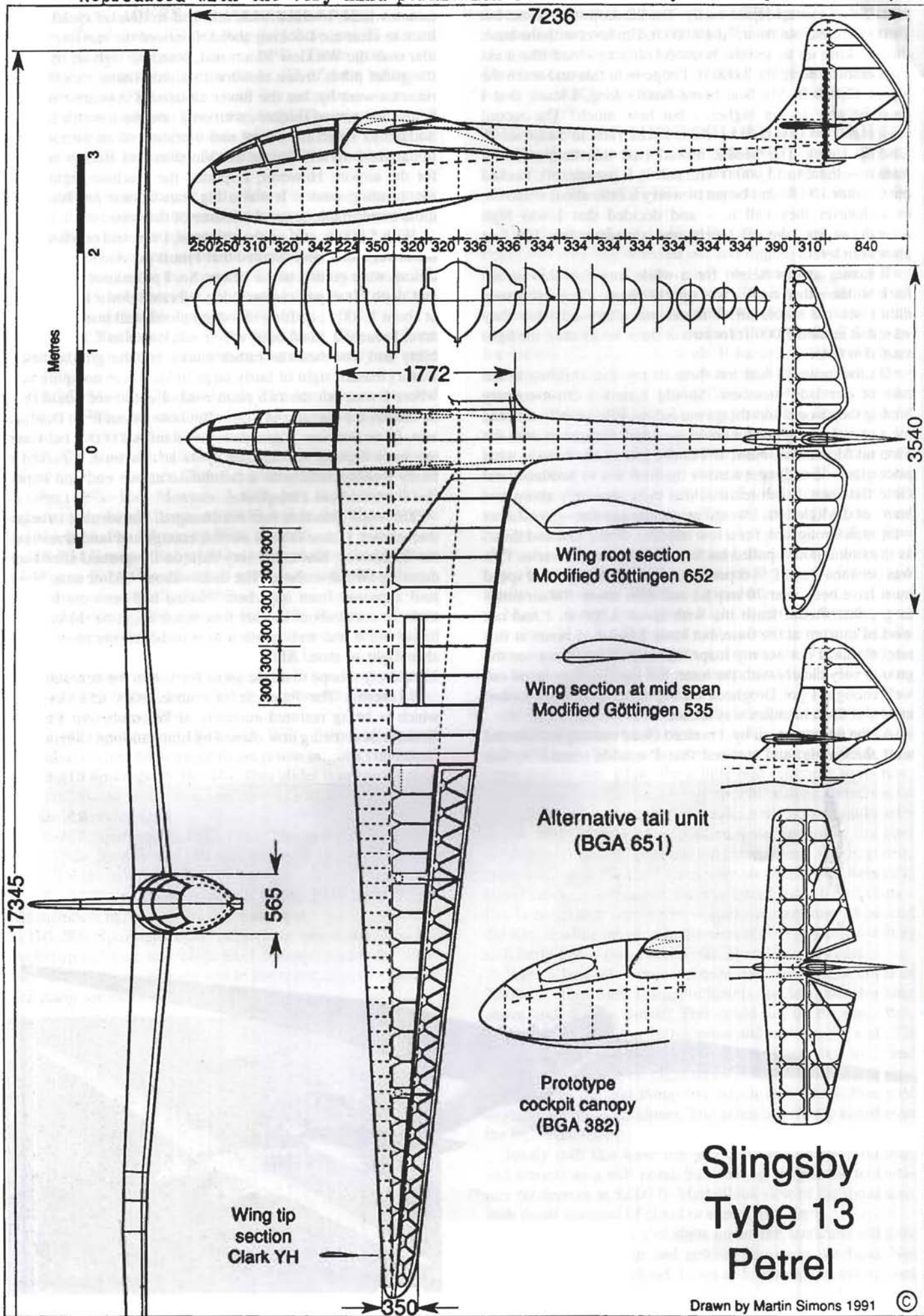
With 5,000 ft. still on the altimeter, I was still nowhere near the lower cloud, and decided that I must get down fast as conditions were getting worse below. So, I pulled out the spoilers and, with 60 m.p.h. on the clock, vibrated down to cloud top at about 1,700 ft, drifting round the cloud well inside the clear area, I reached cloud-base which was down to 1,300 ft. Visibility had now become rather murky but the ground below was a pleasant sight of fairly large fields. I was not quite sure where I was, but the two main roads I could see could only have been the Navan and Slane. But how far out from Dublin I was, I was not sure. It got quite turbulent at 1,000 ft but I was too busy looking for landing spots at this time. I picked a likely looking field with a farmhouse at one end and hoped that it would have a telephone.

The wind direction had not changed, but seemed stronger than earlier. I came in over a small cottage and landed towards the farmhouse. It seemed very dark on the ground after such dazzling sunshine above. The time – about 4.35 or near. Not a soul appeared from anywhere. Noone had seen me land. It took me about about another four hours to get on the road for home, but it was well worth it as it had been my most enjoyable flight to date. All thanks to my retrieve crew, Freddie, John, Jerry – hope to do the same for you in the near future.

S. Dunne. The Petrel is of course BGA 651 (EI-101), which is being restored currently at Wycombe Air Park by Graham Saw (being now owned by him and John Gorringer).



Photo F.N. Slingsby



KIRBY KITE 2B BGA 663

Fred Slingsby's Type T.26 Kite 2 design, though still strutted, bore little resemblance to the original pre-war Kirby Kite (Type T.6), being a 'non-gull' 15.2 metre span sailplane with an extremely thin wing, 12 percent chord. Its higher-performance cantilever stable-mate the Gull 4 (Type T.25), Sling's competitor with the Meise/Olympia, had many similarities and was itself very different in concept from his earlier Gulls.

Like early post-war Cadets and Tutors for the civilian market, Kite 2 airframes were built for Slingsbys by Martin Hearn Ltd of Hooton Park, who had also been building to Air Ministry orders. Our fuselage, MHL Works No.200, still has its final inspection label dated 5 June 1947. We assume that the airframe was then stored until 1951, when Slingsbys reworked the wings at Kirbymoorside to provide washout and thus completed the glider as a 2A with their Works No.SSK. 727, to the order of a syndicate at Redhill Aerodrome. It was then in silver finish and delivered on 9 June 1951 at a price (including a Gull 4 canopy) of £295, of which only £30 had to be found initially by the impecunious syndicate, thanks to the Kemsley Flying Trust's financing faculty then available.

The syndicate comprised Frank Irving, Ralph Hooper, Laurie Hall and Ted Ashwell and they soon became dissatisfied with the effectiveness of the spoilers. Ralph designed and made a set of four 'barn door' airbrakes, two (to open forwards and backwards, respectively) for underneath each wing. Their installation, with removal of the original spoilers, several other modifications to the original build and a full C of A inspection took seven months over the 1951/92 winter in Lasham, whither the Redhill gliding clubs had moved.

The airbrakes were found to do a good job of creating drag but their effect on approach control was disappointingly small so, during the Spring 1953 overhaul, spoilers 100mm longer than the original ones were reinstated. The combination of brakes and spoilers proved impressive for both speed-limitation and short-field capability. This arrangement has, therefore, remained and is the reason for the Kite 2B designation now given to BGA 663.

Over the next four years the Kite competed in the 1953 UK Nationals and visited Beynes in France and various UK sites; Paul Minton and Bill Tonkyn joined the syndicate to replace Ted and Laurie and the fuselage was painted red. On 27 May 1957, a day of very strong NE wind, Bill declared a 300km goal flight from Lasham to Parranparth, took a winch launch and arrived 3 hours 52 minutes later. His arrival was not seen and he had to hold the Kite down for half-an-hour until his record speed was eclipsed by Aylett Moore, whose Skylark 2 did attract Bill Lewis from his garage beside the aerodrome. Aylett's goal speed record stood for many years, eventually falling to Justin Wills in his Libelle.

Less than a month after its epic trip, and with 140 hours on the clock, the Kite's owners had defected to Skylark 3 syndicates and it passed to another Lasham group, including Tim Hobbs and Eddie Pollard who are still around. They put on 350 hours in seven years. From 1964 to 1982 three Sutton Bank syndicates were successive owners but it flew no more after the 1980 VGC Rally until Pat George and his partners took it to Dunstable in August 1982, with the log book showing totals of 794 hours and 1335 launches. Another VGC event, the 1982 Lasham Rendezvous, marked the end of this syndicate's regular operation and the Kite was essentially laid up from then until Autumn 1992, with just a few flights recorded in the autumns of 1986 and 1990. It was recovered and painted red overall in early 1986.

During 1992 the Dunstable syndicate offered BGA 663 for sale and subversive thoughts began to circulate among the survivors of the original group. Ralph hadn't flown for many years, since evolving the Harrier took control of his life, but he felt the need for something constructive to do in his retirement. Frank and Bill were already in a Pégase syndicate but felt it would be nice to have a vintage glider too, especially this particular vintage glider, provided it was in reasonable condition. Paul said he was in enough syndicates already. Anyway, we all met Pat George at Dunstable and decided that the Kite (but not its trailer) seemed a good prospect, though we could see a few minor defects which prevented it being immediately airworthy. After some soul-searching and haggling, therefore, Ralph, Frank and Bill agreed to buy and collected the Kite on a borrowed open trailer on 2 September 1992.

Back at Lasham, we embarked on a 40-year overhaul with the aim of flying in the spring of 1993 but inevitably, as stripping-out and detailed inspection proceeded, the work content started to multiply. A lot of woodwork repairs in the cockpit area arose and we could write a book about our refurbishment of the cockpit cover and making the canopy fit. We considered the existing skid too short and adapted a T.31 skid, for which Ralph fashioned exquisite attachments. Frank made a new instrument panel and battery box. The struts were stripped, reprimed and repainted and, on removing the port strut fittings from the fuselage, they were found unfit for re-use; replacements had to be made, twice because the material originally supplied proved to be the wrong grade! All in all, it became clear that we were not going to be finished in time to justify paying for flight insurance in 1993.

We have gratefully acquired Keith Green's old Weihe trailer and at the end of October we reluctantly stowed the Kite in it, rather loosely, so that other C of A commitments could be met. Now we hope to complete in Spring 1994. There is not a lot more to do: little things like making the starboard wing fit its three attachment points on top of the fuselage, patching various access holes, sealing the aileron and elevator gaps, fairing the skid... Then, of course, we'll have to weigh the beast and see if we need to go on a diet. Look out for 663 at the Lasham Rally.

Bill Tonkyn

Ralph Hooper and Frank Irving collecting the Kite 2 from Dunstable.



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EMERGENCY PARACHUTE STANDARDS IN U.K.

Contrary to popular opinion there is no independent body charged with overseeing either the technical standard, the packing or the use of emergency parachutes for general aviation use in the U.K. This situation is borne out by a letter recently received from the UK's overall aviation regulatory body – the CAA, on this subject ...

"It is a fact that there is no CAA requirement for pilots or crew members to be equipped with an emergency escape parachute. Should an individual choose to wear such equipment, this would be a personal decision and the type of parachute together with maintenance and servicing would be the responsibility of the owner. In these circumstances this authority cannot impose any standards for emergency parachute equipment."

Staff at both IRVIN GREAT BRITAIN LTD and GQ PARACHUTES LTD are increasingly concerned about the standard of emergency parachutes both available for sale, and in current use by the gliding fraternity in the U.K. Whilst their views are certainly not necessarily impartial they are the best considered opinion that is available in the absence of an independent authority. It would appear sensible for your readers to consider the following key factors before committing themselves to a particular parachute design.

1 Has the parachute been designed, developed and manufactured to an internationally recognised civilian or military standard (e.g. B.S. 5750., ISO 9001., AQAP1., FAA TSO C23

cat b & c) with tests performed to demonstrate that the entire assembly meets the design requirement?

2 Does the parachute assembly you propose purchasing contain all new fittings and a new canopy – many do not. Check for manufacturing dates and specifically ask the question of the parachute assembly supplier.

3 Does the parachute meet the standards required by the British Parachuting Association for its sport parachutes e.g. the use of metal rip cord handles etc?

4 Is the manufacturer or supplier willing and able to declare and undertake a maintenance & packing service for the parachute during its normal operational life?

5 What guarantee do you have that the parachute you propose to wear is able to perform its life saving function for the duration of the claimed life?

6 Is the parachute manufacturer insured for product liability?

7 Are you buying the parachute assembly from the original manufacturer or from an organisation which assembles parachute assemblies from other manufacturers products perhaps without their knowledge or approval? Who clears such composites against what standard?

In the case of some emergency parachute assemblies currently for sale in the U.K., reviewing the apparent answers to these questions inevitably leads one to the conclusion that a total lack of regulation is exposing the

unwary to potential unscrupulous exploitation. That this is occurring on an important piece of emergency equipment is disturbing.

A classic example of this is the claims often made on canopy life ...

An Emergency Parachute commonly uses a canopy first deployment – where the canopy begins to open well before the lines are fully stretched out. This provides the fastest possible opening but also subjects the canopy to very high shock loads, typically well in excess of 10G, for certain corners of the operating envelope.

In these circumstances, withstanding the 10G force equivalent to the weight of a heavy family car, requires fabric and stitching of the highest order throughout the proposed life of the parachute. Recent investigations on the degradation of material properties with time as related to Ejection Seat Canopies have indicated that a practical life of at best 15 years can be assured. Such observations having been made within a controlled maintenance regime. In the light of this evidence it is difficult to see how the life claims of some products in the market can be substantiated.

An emergency parachute is far more than an expensive cushion. It is a flight vehicle stressed to limits well beyond the capability of the aircraft in which it is worn and as such it should be treated with the same degree of airworthiness consideration.

Dr. Michel G. Woollard, Engineering Director,
IRVIN G.B. Ltd.

Mr. David Hirst, Chief Engineer,



Spalinger S.25H (Holz – wooden fuselage) taking part hors concours in the first British National Contest after the war at RNAS Bramcote.

British Royal Naval Kranich 2B-1 and Meise in the background as well as the prototype Chilton/Eon Olympia of Dudley Hiscox. The Naval German Gliders plus the Mü13 were all lost during 1957 ("Lost" = destroyed).

Photo by Charles Brown, reproduced by kind permission of the RAF Museum of Hendon

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A GLIDER-BORNE TRIBUTE

A living tribute to the D-Day Glider Crews by the pilots of today. This is being organised by R.J. Pirie, Birch Farm House, Gasden Copse, Witley, Surrey GU8 5QD. Tel: (office) 0483 579857. (Home) 0428 682709.

It is hoped to include vintage gliders but the problem is their max. permissible Aerotowing speeds. The mean speed of the formations will be 65 knots. It is possible that a slow speed formation might be organised with Kite I's, the type that was initially flown by the Glider Pilots' Regiment when it was formed at Haddenham in 1941.

Perhaps certain VGC owners of two seaters might like to put their names forward to Mr R.J. Pirie for possible inclusion, with their gliders, in the event, but it does coincide with our Rally at Booker.

Mr Pirie had read reports that during the events for June 4-5 1994, gliders had been left out, and has decided, with support from all sides, to remedy the omission.

Project Summary

A fleet of towed gliders will take off from the Lasham Gliders Centre and RAF Odiham on the morning of Sunday, June 5 1994. Passing over Portsmouth Harbour (where the Royal Yacht Britannia will be moored), Southsea Common and a large number of naval vessels and liners moored at Spithead, the fly-past will form part of the official UK commemoration programme.

The occasion will be attended by some 14 heads of state including Her Majesty Queen Elizabeth II and President Clinton. On the ships will be the D-Day veterans.

The glider fly-past will be the first 'official' event of the day. Taking off from the Lasham Glider Centre and RAF Odiham, and forming over the Lasham/Odiham/Alton area,

**Enquiries about advertising in the
Vintage Glider Club News should be
directed to any committee member**

the fleet of tugs will fly in a southerly direction over Portsmouth Harbour, past Southsea Common – the focal point of the remembrance ceremony – and between (and above) the two columns of ships moored at Spithead.

Led by five tug/glider combinations from the Lasham Gliding Society, the fleet will format in a series of loose but tidy 'Vics' of three. An estimated 15-20 tug/glider combinations will participate, with hoped for representation from Lasham, the RAFGSA, RINGS (Lee on Solent), Army Gliding Association (RAF Odiham), Southdown Gliding Club and possibly the RAE Farnborough Gliding Club. Applications for additional participants will be considered but it has been decided that the fly-past will not exceed 22 tug and glider combination. Because the event is intended to be a dignified commemoration and not a publicity stunt, it will be self financing (i.e. paid for by the participating pilots). It has been agreed that two seaters only will take part. At approximately 0955, the flight will approach Portsmouth Harbour and the Royal Yacht from the North at a height of 1,000ft asl (subject to GAA permission). The aerotows could last about 1½ hours.

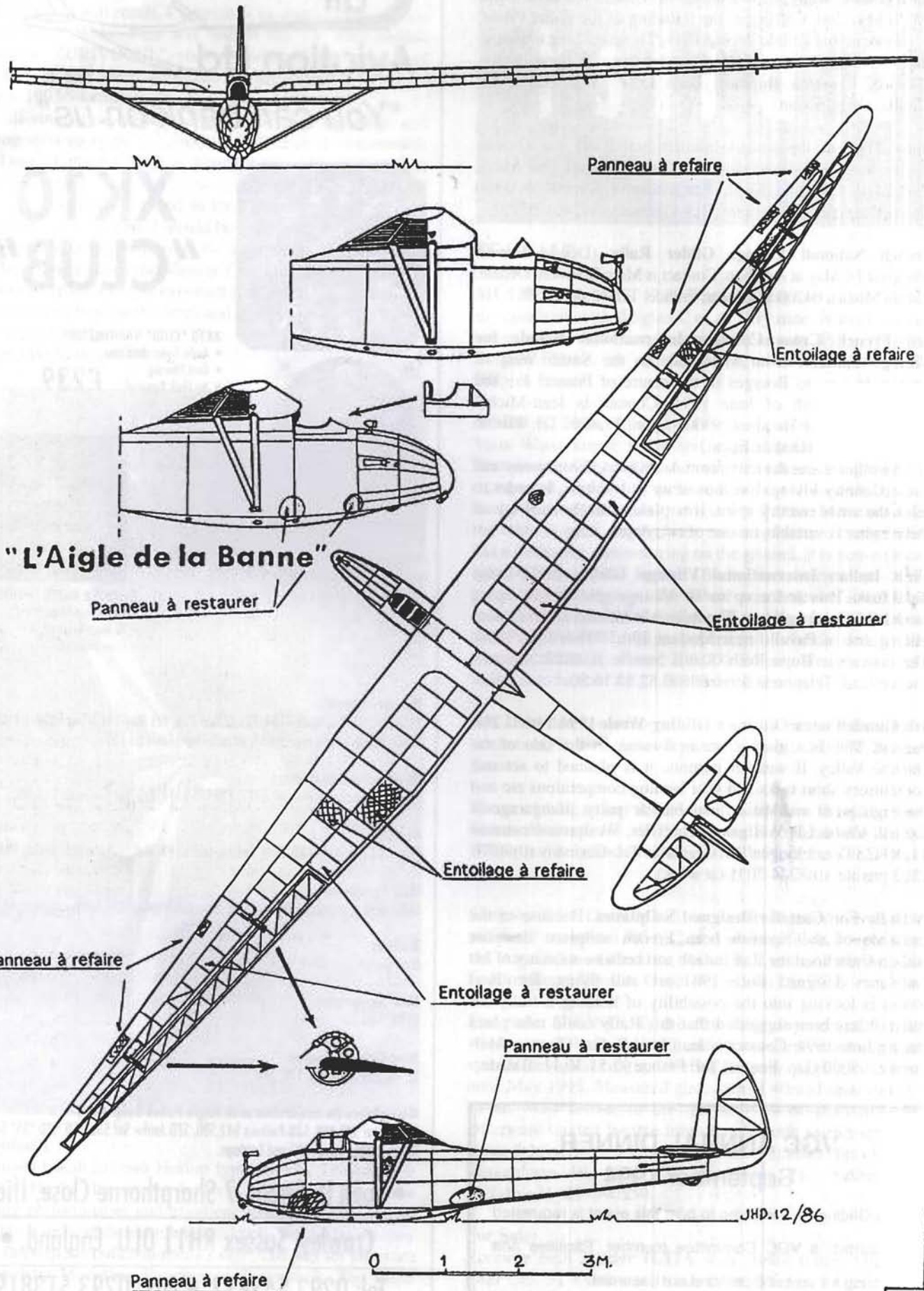
Other events during the day will be a fly-past of historic aircraft, a fly-past of modern aircraft and a fly-past of a total of 26 Hercules aircraft, en route to Normandy with 2,000 paratroopers!

OBITUARY – HANS WIDERIN

The former NSFK Gliding Instructor at the RSS (Reichssegelflugschule) Spitzerberg in Austria, Hans Widerin, has died at his home near the site aged 87. He had 10,000 hours of gliding from 7,000 launches and never had an accident flying gliders. His pupils remember him as being calm at all times even after their bad flying. After 1945, when the Spitzerberg was demolished by German rearmament action, it was built up again as the Bundessport Zentrum but pilots who had made it famous in the old days were looked down upon by those of the new time. So Hans Widerin was left at home, after having helped a little with the rebuild, with his thoughts and memories. All records of pre 1945 flying were destroyed as the area was under Soviet occupation. Hans Widerin was one of the few left who could remember what happened before and because of this, he was of much use to gliding historians. He has recorded some of the past history of the Spitzerberg on tape. We send our condolences to his family and to those of his pupils who survived the war.

OBITUARY – AN VAN BEUGEN

It is with regret that we hear of the death of An van Beugen, who died on the 9th of February. She had not been ill and apparently died of a heart attack in her sleep. She was the wife of Jan van Beugen who was a great stalwart of the VGC and a Vice President. An attended most international rallies along with her daughter Camilia. Heartfelt sympathies to Camilia who has tragically lost both of her parents in such a short time.



FURTHER EVENTS

Haddenham Rally (Upward Bound Trust). Weekend April 29th – May 2nd. Celebrates the founding of the glider Pilots' Regiment at this airfield during 1941. Those wishing to participate should contact Peter Chamberlain, 3 Fyne Drive, Linslade, Leighton Buzzard, Beds LO7 7YQ. Tel: 0525-378901. (VGC Event)

Baby Treffen, the annual International Rally for Grunau Babies and their derivatives. Whitsun Weekend (1st May). Contact is Christian Kroll, Konzendorfer Strasse 4, 5160 Duren/Konzendorf, Germany. Tel: Germany (0)2461-52124.

French National Vintage Glider Rally (Dédale Event). Weekend 1st May at Arachon. Contact is Marc Bourdon, Dédale, Raines Moulis, 04200 St Girons, France. Tel: 61.66.05.59.

3rd French Cross Country International Balade for Vintage Gliders, from Marmande in the South West of France, in laps to Bourges in the centre of France. For the week starting 9th of June 1994. Contact is Jean-Michel Ginestet, 139 rue Baraban, 69003 Lyon, France. Tel: France 33.72.36.89.68. (Dedale Event)

The objects are: the maximum Ambiance, Gastronomy and Cross Country Flying over laps of up to 100 kms. In order to relax the cross country spirit, it is planned to fly each lap, if the weather is suitable, on one of two days.

First Italian International Vintage Glider Rally-Luigi Teichfuss. This is for up to 18 Vintage gliders and flying models of vintage gliders. The rally is to be held at the ancient gliding site of Pavullo near Modena 10th – 18th June 1994. The contact is Hugo Roth, Säntis Strasse 1, 8472 Seuzach, Switzerland. Telephone Switzerland 52.53.16.56.

4th Gundelfingen Oldtimer Gliding Week 1994 14th – 21st August. This is a gliding site in Swabia on the side of the Danube Valley. If weather permits, it is planned to set non compulsory short tasks and spot landing competitions etc and the high point will be a final hangar party. Hangarage is limited. Contact is Wolfgang Schaeffler, Westpreussenstrasse 11, 89423 Gundelfingen/Do. Germany. Tel: Germany (0)9073-2503 private. (0)8224-7031 (at work).

A Rally For Castello Designed Sailplanes. Because of the presence of the Spanish born French sailplane designer Robert Castello at the 2nd Balade and because so many of his sailplanes designed since 1941 are still flying, Jean-Paul Robin is looking into the possibility of holding a Rally for them. It has been suggested that this Rally could take place during June 1994. Contact is Jean Paul Robin, Quartier Malcombe, 05000 Gap, France. Tel: France 92.51.30.11. Balade.

VGC ANNUAL DINNER September 1994

Any Gliding Club wishing to host this event is requested to contact a VGC Committee member. Facilities and catering for up to 60 persons are essential.

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Overhauled Instruments:

Bendix J8 Horizon x Inverter £375, 12v T/S £144, T/S 28v Converter £22.90.

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Icom A2 £277, Icom A20 £339, Delcom G60 £199, Mobile Mac Mount Aerials £26.

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MODELS

Dear Editor,

Last year you will recall, I submitted an article for inclusion in the VGC News. This was one of the 1/4 scale model, Spalinger 'ZURIVOGEL', plus a number of photographs of the subject and were published in the recent number 80 Winter 1993/94 edition.

Will you please ensure that the credits for the article and photographs go to the designer and builder of the fine model: Mr David Pullinger, 119 Pickhurst Lane, Hayes, Bromley, Kent BR2 7HU.

These details were stated in the original manuscripts but somehow were omitted. I would be grateful, therefore, if this correction could be included in the next edition of VGC News.

May I congratulate the Vintage Glider Club for the continued improvements to this excellent magazine, particularly the fine colour reprints on the front and rear covers.

Yours sincerely,

John Watkins (A495)



Röttenbach

Ian Tunstall with his two Horten type models. The larger is that of a "Ho 4a", the smaller is "Horten Concept". They have stunning performances and excellent handling. They can be soared in wind speeds from 5mph-30mph. They are very easy to fly, through a wonderful speed range. The kits for them are marketed by Modelbau Paradies of Röttenbach. The larger one costs £350, the smaller £225 without radio gear.

Classified ads

FOR SALE

MÜ13E NO.8, 1953. 17.20m span. Complete and in airworthy condition with Belgian C of A. Very nice. With or without open trailer. Based at Temploux (Namur). Price: 200,000 Belgian Francs. Its open trailer is to be sold for: 35,000 Belgian Francs.

NORD N. 2000. This was seen during 1993 at the Rendez Vous Wasserkuppe Rally and at the International Rally at Zbraslavice. Plywood is stained and varnished and fabric is transparent, doped and varnished in the old style. It has two canopies. One is closed (an original N.2000 or Meise canopy), the other is open, having been converted from the original. It has a dolly for manoeuvring on the ground. It is non-jettisonable. It has original French (Badin) instruments and offers great cockpit comfort. The fabric was renewed in 1992. It looks like a veritable old-timer and received a VGC Restoration Prize for 1992. All its papers and technical documentation are available. Price: 200,000 Belgian Francs. Its open trailer is to be sold for 25,000 Belgian Francs.

KA 2B with a new canopy. It is airworthy and has all its documentation. It is Belgian registered. Price: 250,000 Belgian Francs.

Those wishing to buy these vintage sailplanes should contact: Firmin Henrard, rue de Porcheresse II, 5361 Mohiville, La Belgique. (Belgium). Tel: (083) 61 21 94 or Fax (083) 21 49 61.

Slingsby T.31 (Cadet Mk. 3) in a covered wooden trailer. At present it is without BGA C of A and is still as bought from the Air Cadets. Offers to: Brian Bull, Atlanta House, Old London Road, Benson, Oxon. Tel: (0491) 835873.

For Sale: PHÖNIX T, the first fibreglass aircraft in the world, s/n 3, built in 1960 and in excellent condition with special designed original trailer for easy rigging - C of A until May 1995. Measured glide ratio 1:40 and min. sink 0.5 m/sec. Will deliver to the UK in 1994 or USA in 1995. Offers are invited for this important historic sailplane. Trade towards historic two-seater negotiable. Contact Hans Disma, Vinkenbaan 19, 2082 EN Sandpoort, The Netherlands, ph/fax: +31-23-390559.

For Sale:

Recently built **Hütter H.17A** with closed trailer. Offers to John Lee, 32 Lyminster Road, Littlehampton, Sussex BN17 7LB. Tel: 0903 721099.

Classified Continued

Merville S.M. 31 It flew first in January 1960 and was developed from the "experimental" S.30. It has an NACA 65 profiled flow 18 metre span wing with flaps. Max L/D is 1:34 at 95 kph. To be sold with trailer and equipment which includes 360 channel radio and parachute. Offers to: Robert Eslan, Precilec, 41 rue Guynemer, 89000 Auxerre, France.

Rhoneleche 3 (K4)

For Sale – a veteran tandem 2 seater built in 1960.

This glider was a training aircraft for the Mendip Gliding Club before passing into private hands.

The glider was recovered and repainted 6 years ago and comes with an open trailer also recently rebuilt and repainted, although a little work needs to be done to complete the trailer (90% complete).

The glider had a C of A two years running without being flown, the last C of A having expired in July 1993. To the best of my knowledge, the K4 has always been stored inside and it is therefore dry and in good condition. Sadly my syndicate partner has had to retire through ill health and I have given up gliding for the time being.

This could be the last opportunity to purchase a rare glider in this condition at such a low price of £1250.

For more details please telephone Terry on 0272 381291 evenings between 5.00 and 7.30 pm.

WANTED

By Hans Disma. Metric gliding Instruments, books, photos, magazines, drawings, posters etc. concerning gliding. Also he is interested in exchanging books/magazines from his large archives. His address is: Hans Disma, Vinkenbaan, 19, 2082 EN Santpoort, The Netherlands. Tel/fax: +31-23-390559.

HORTEN SAILPLANE DRAWINGS, PHOTOS and INFORMATION by Russell E. Lee, Curator of the Aeronautics Department, Room 3312/MRC 312, National Air and Space Museum, Washington DC 20560, USA. Tel: (work) USA 202-357-2515 (home) USA: 703-525-3217. It is hoped eventually to get a flying example built.

Wanted. Motor Tutor fuselage (T31 modified) or fuselage with conversion already started. Also, Slingsby Swallow canopy frame, any condition as basis for revised, full canopy to replace Mark 1 presently fitted. Tel (Somerset) 0749 841084 (eves).

For Sale. T8 Tutor (Cadet Mark II) much reburishment carried out, fuselage and empanage recovered in linen, finished silver overall, £1400. Enquiries to David Shrimpton Tel (Somerset) 0749 841084

SOS

This year, it is England's turn to host the 22nd International Vintage Glider Rally, which is to take place at Lasham, from 6 to 13 August.

A small group of people have organised and planned to make this event a memorable one for our Oldtimer friends from other countries, but we need help before, during and after the Rally, to carry out many tasks which are essential for its smooth running.

This is our chance to return the hospitality which our friends from abroad have extended to us in the past.

If you can help in any way, could you please contact:
Jane Ballard, Rally Secretary, 1 Manor Farm Cottages, Bradley, Alresford, Hants.

Official VGC Insurance Scheme

It's official! This insurance scheme, developed by the VGC Committee for its members, has officially started.

If you have not yet sent your Vintage Insurance Form back yet, please do so, as soon as possible, to:

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Rear Cover: T31 'blue brick' glider in Switzerland, here being flown by Geoff Moore with Ursula Röth in rear seat. Photo taken by Hugo Röth, her husband.

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