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VGC News

No. 98 Winter 1999



<http://www.tally.co.uk/guests/vgc>

DIARY DATES IN 2000

LOCATION & DATE	CONTACT
10th Kirby Kite Rally, Haddenham	28 April-1 May, Contact P. Chamberlain Tel 01525 378901 or robindr220@cs.com
French Dédale Rassemblement 2000, April 29-May 1 and Dédale AGM Fayence, . (Wonderful weather 380 days a year!) Tel Côte d'Azur 04 94 76 17 90	Contact Breguet Historique Club,
Soaring Sortie, Bannerdown GC, May 27 to June 3, . RAF Keevil Airfield, Wilts	Contact Graham Saw Tel 01628 776173
International Vintage Sailplane Meeting, Elmira, NY State, USA. July 1-9	Contact National Soaring Elmira, NY Museum on nsm@soaringmuseum.org
Rendezvous Meeting Kent G.C. Challock July 22 to July 27	Contact Graham Saw Tel 01628 776173
28th VGC International Rally, Norfolk GC, Tibenham, July 28 to August 6.	Contact Geoff Moore, 'Arewa', Shootersway Lane, Berkhamstead, Herts, HP4 3WP Tel/Fax 01442 873258

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NOTICE TO ALL MEMBERS:

The Rally Secretary is Graham Saw. Please forward details of any vintage glider rallies you may be planning to: G. Saw, 16 Prince Andrew Close, Maidenhead, Berks SL6 8QH. Tel: +44 (0)1628 776173

We welcome contributions and photos but we cannot be held responsible for the loss of unsolicited material. To help ensure their return, material should be clearly identified and accompanied by a stamped, addressed envelope. The statements and opinions expressed in each and every issue of the Vintage Gliding Club News are not necessarily the considered views of the Officers of the Club. The views expressed by the Editor, contributors, letter writers and advertisers are their own and do not necessarily reflect the views of the Club. The VGC accepts no responsibility for the results of following contributors' advice, nor does it necessarily endorse the services or products offered by advertisers.

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, Wings, The Street, Ewelme, Nr Wallingford, Oxon OX10 6HQ, UK

Vice President: Willie Schwarzenbach, 52 Rte de Cossonay, 1008 Prilly, Switzerland

Vice President: Hans Dijkstra, Melis Blecklaan 61 4634 VX Woensdrecht, Netherlands

International Council

Chairman: David Shrimpton, Fairfields, Fosse Road, Oakhill, Somerset BA3 5HU, UK. Tel: 01225 472253 or 01749 841084. E-mail 101233.1036@compuserve.com

Secretary: Nel Dijkstra, Melis Blecklaan 61, 4634 VX Woensdrecht, Netherlands. E-mail knvvlpda@xs4all.nl

Firmin Henrard, Rue Porcheresse, B-5361 Mohiville Hamois, **Belgium**

Dr Jörg Ziller, 71065 Sindelfingen, Brucknerstrasse 20, **Germany**

Didier Fulchiron, 333 rue Louis Blanc, 38420 Le Versoud, **France**

Lazlo Meszaros, Erkel utca, H-1092 Budapest, **Hungary**
Jan Scott, 12582 Lutheran Church Road, Lovettsville, VA 20180, **USA**. E-mail flycow@aol.com

Antonio Carlo Zorzoli, via G. Marconi 118, 41026 Pavullo nel Frigano, Modena, **Italy**

Joseph Ott, Panska dolina 2, Nitra, **Slovakia** (for **Slovakia & Czech Republic**)

Committee

David Shrimpton – Chairman

Austen Wood – Treasurer

Graham Saw – Rally Secretary

Colin Anson – Sales Officer

Graham Ferrier – News Editor

Jan Förster – Technical Officer

Geoff Moore – Membership Secretary

"Arewa", Shootersway Lane, Berkhamstead, Herts, HP3 4WP, UK

Mike Powell – Secretary

(for general queries telephone 01493 750625

email: ecc.con@which.net)

Ina Dunkley – Member without portfolio

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CHAIRMAN'S REPORT

From its small beginning nearly 30 years ago the Vintage Glider Club has become the respected movement it is today and we move into the next millenium confident of our place in aviation history. Indeed we are growing again following a period of stagnation, no mean feat when you consider that we are competing with all the other flying sporting activities that are available today. This may be attributable to our encouragement for more Oldtimers and Classic gliders to join the Club, a decision taken earlier in the year. However one only has to experience the admiration shown to vintage gliders to understand the interest we generate amongst flyers and public alike at our rallies.

The Royal Air Force hosted 50 Vintage and Classic Gliders at Bicester this year during the commemoration of the 50th Anniversary of the RAF Gliding and Soaring Association. The outcome was some very good publicity for the VGC and promises of support from the RAF for future events including our International Rally next year.

More recently our President has been awarded the Gold Medal for his contribution to gliding by the German Aero Club. A great honour for both Chris and the VGC. Yet more good news was Graham Saw's success in winning the British Intermediate Aerobatic Championships in his Vintage glider, a Czech Lunak.

Many of our members enjoyed a successful International Rally at Avenot in Germany (or was it Tønder?). Hands up all of you who claimed 'out and return to Denmark' in your log books. Many dignitaries including Ministers and the Chairman of the German Aero Club were in attendance, raising our profile and giving yet more impetus to the VGC. Fifteen member countries were represented on the International Council which met at Avenot to discuss future International Rallies. An invitation from Zbraslavice in the Czech Republic to host the 29th VGC International Rally in 2001 was unanimously accepted.

Co-operation, in true VGC fashion, was also in evidence when the American contingent left their Schweizer 1-23a behind at Avenot to be towed by a Dutchman to England where the RAF will look after it until next year's Rally.

Finally, thank you to the Avenoters for making all the 1999 Rally arrangements and for being such excellent hosts.

The International Rally was preceded by a most enjoyable

rendezvous at Achmer. Many thanks to Harold Kämper and friends for making this also a memorable event. There are changes on the Executive Committee with Ian Dunkley handing over the job of Membership Secretary to Geoff Moore. I'm sure we would all like to thank Ian, who remains on the Committee, for his hard work in that job.

The Committee has also been pleased to accept offers of help from Laurie Woodage to complete the task of making the VGC drawings available to members, Robin Willgoss to run the Website and Peter Chamberlain to update and maintain the glider database. Laurie, Robin and Peter have all agreed to be co-opted members of the committee and to assist us in these key tasks.

Austen Wood, our Treasurer has made some changes to the membership payment procedures. This has become necessary to overcome complaints that new members are not receiving their membership details or Newsletter promptly having paid their subscriptions. These changes appear in the current issue of VGC News.

Secretary Mike Powell has reviewed the Rules of the Club and proposed some minor amendments. These amendments were tabled at the AGM for member's comments. Have you received a copy of the Club rules? If not they are available from Mike.

With the International Rally being held in the UK next year I would ask any UK member who can spare the time to offer their assistance. Remember, when we attend rallies abroad the host country members often give up their own flying to ensure that we visitors are looked after. Are you prepared to help at Tibenham? If so then please contact Graham Saw or Mike Powell.

Finally I would personally like to thank the Executive Committee, who are all volunteers, for having devoted their own time and effort to help run the Club. To all the membership may I wish you Seasons Greetings, see you all next year.

PRESIDENT'S CORNER

We have now held our 27th International Rally which was a great success and is reported on in later pages. It is worth mentioning that we have held 27 Internationals since 1973, but there have only been 26 World Gliding Championships which started in 1937. This slight advantage can be we hope, put down to our members' *Enthusiasm* for our great cause. May it continue in to the millennium.

He wishes to thank Paul Serries, one of our founder members, for being our German Vice President for all this long time. He has loyally served us and has been our friend since 1973 when he helped bring a Minimoa to our small, first International Rally at Husbands Bosworth. We wish him all the luck for the future and hope that sometimes he might find time to visit us. We thank his family for putting up with us for so long.

We congratulate Graham Saw for winning the Intermediate Class of the 1999 British Aerobatic Championship with his 50 year old Lunak. This is the second time Graham has won this event.

We also congratulate Graham McLean for importing the 1953 built wooden Swiss Elfe PM-3. This machine should certainly make the "Fibreglass Phalanx" pilots take notice of us, because of its high performance and high speed.

Finally, he thinks that more attention should be paid to ensure that all participants in our International Rallies and Prize Giving are paid up VGC members. He was led to award a restoration prize to someone for his Spatz only to find that

he is not a VGC member and no-one knows where he lives! Many other entrants in the last International were not VGC members either.

Chris Wills

COPY DATE

The last date for material to reach the Editor for inclusion in the next issue which will go out in Mid March is 15 January. Please enclose a SAE for the return of any photos, disks etc.

"There are only three sports, Bull fighting, Mountain climbing and Motor racing. All the rest are just games." Alleged to be said by Ernest Hemingway.

Club News

Annual Prizegiving

At the club's Annual Dinner, held at Husbands Bosworth on 25 September, the following prizes were awarded:

VGC PERFORMANCE PRIZE FOR 1999.

Graham Saw. 1st in the Intermediate class in the British National Aerobatic Championships flying the LUNAK BGA 4286. This is the second time that Graham has won this event, both times using his wooden Lunak.

VGC RESTORATION PRIZES FOR 1999.

Heinz Bauer, Bergfalke, D-1167, Germany
Peter Hanickel, Horten 4a, D-10-1451, Germany.
Christian Piepenburg, Horten 4a, D-10-1451, Germany.
Helmer Foged, Lo 150 OY-DTX, Denmark.
Seamus Cashin, EoN Olympia, EI-115, Ireland.
Gerd Hermjacob, JS Weihe, D-3654, Germany.
Jiri Lenik, Nacelled SG 38 OK-A910, Czech Republic.
John Tournier, SKY, BGA 4670, Great Britain.
Laurie Woodage, Grunau Baby 2B, BGA 2433, Great Britain.
Newbury Aeroplane Co., Ben and Jan Cooper and Martin, Rhönbusard, BGA 337, Great Britain.
Erhard Pfrommer, L-Spatz 55, D-7138, Germany.
John Edwards, Kranich 2B-1 BGA 964, Great Britain

GRAND CHALLENGE TROPHY FOR THE BEST RESTORATION OF THE YEAR.

Elfe PM-3, formerly HB-526, Graham McClean. It has taken him six years in America and Britain to make this absolutely super 1953 built Swiss Sailplane airworthy.

We regret to announce the death of George Costin aged 67, of the Kent GC. With his partner John Bodkin he had won the Dunstable Woodworm Trophy twice and of Earl Duffin who died in September.



Seamus Cashin won a VGC Restoration Prize for his work on this Olympia. His son Mathew is standing in front of it



Graham McLean and his Swiss wonder plane, the Elfe PM-3, at Bicester in October 1999. Photo Chris Wills.

End of an Era

Our German Vice President, Paul Serries, has decided to hang up his tailplane and end his long and active involvement with aviation in its many and various forms, including membership of the VGC.

He decided to give up his power flying licence some years ago, but after a pause following various changes at the Münster Oldtimer Gliding Club, he resumed gliding and his active involvement in that club and the VGC.

His working life as a respected senior member of the teaching profession also gave him access to superb workshop facilities, and he was the leader and inspiration of a team which, under his guidance, produced marvels of restoration, above all their marvellous Minimoa – which sadly left Münster under unhappy circumstances, but found a good home in Japan – and the splendid Goevier which is still with them.

We value him as a founder member of the VGC to which he contributed so much over the years, and for his warm hospitality we enjoyed at various rendezvous and rallies at Teigte. He is using the opportunity offered by a well deserved retirement to travel and devote himself to family and friends.

Colin Anson

Book Sale

Alice Anson, who works so hard for VGC Sales, has told us that the sale of books belonging to the late Mike Birch and kindly donated by Pat Birch has raised the sum of £85 so far, and there are still some left.

Subscriptions

Subs are due by January 1 2000 and renewal notices are included with this issue so please send your remittance to the Treasurer straight away while you are thinking about it. UK members should ideally pay by Bankers Order but if not by cheque; overseas members should pay their local Membership Secretary but if there isn't a local secretary please pay by Eurocheque in Sterling or by Credit/Debit Card. We can accept Visa, Mastercard or Delta. Prompt payment will ensure your membership continues and helps to keep administration costs to the minimum.

Red Kites

Recently there has been some correspondence in *The Times* about sightings of Red Kites in various parts of Britain and our member Terence Henderson wrote quoting the last issue of VGC News when we published Bob Boyd's picture of a K13 and a Red Kite in the same thermal over Haddenham. Furthermore, a new member, Arthur Mason, has told the Ed that the Red Kites over the Chiltons were released into the wild from John Paul Getty Jnr's estate in Buckinghamshire, near Haddenham. Arthur has seen up to 12 Red Kites circling together recently. Ian Carter the co-ordinator of the Red Kite project for English Nature was also interested and bought a copy of VGC News after seeing the letters in *The Times*.

Cross Channel Ferries

Reduction in fares has been arranged for members travelling from the Continent to next year's International Rally at the Norfolk Gliding Club at Tibenham.

ALTERNATIVE PROMOTIONS (Brian Ashton) will attempt to offer Channel Crossing Fares for cars and trailers etc during the year 2000 at 30% REDUCTION in price, from Europe to Britain, as well as from Britain to Europe, as before. Glider trailers and cars can travel across the Channel at any time and from any port except Esbjerg.

Our European members wishing to take part in next years' INTERNATIONAL RALLIES in Britain are begged to take notice of this.

It is only necessary to telephone Brian Ashton on: BRITAIN – 1934-824138 EARLY IN THE YEAR 2000 giving the following information:

1. The Ports in Europe and Britain from which you wish to travel, and to arrive at.
2. The dates on which you wish to travel across the Channel, and on which you wish to return.
3. The times at which you wish to travel.
4. And, of course, your name, address and membership number.

When your place is reserved on the ship, which will probably be when you telephone Brian Ashton, you will be required to send money if possible in £s sterling immediately to: Alternative Promotions, "Connemara", Old Banwell Road, Locking, Nr Weston Super Mare, North Somerset, BS24 8BT, England.

British glider pilots have been using Alternative Promotions for years, and have found them to be 100% reliable. It is easiest to arrange these reduced fare crossings between CALAIS AND DOVER, but it should now be possible to arrange them between other ports in Europe and Britain as well. We only ask our European members to book early, if they wish to come with a glider. If there are problems, please contact C.Wills on : 01491-839245, or at "Wings", The Street, Ewelme, Oxon OX10 6HQ, England. Fax: 01491-635121.

The dates of the International Rallies next year are: RENDEZVOUS RALLY at Kent G.C., Challock, Kent, from Saturday 22th July to Thursday 27th July 2000.

The 28th INTERNATIONAL VGC RALLY at Tibenham will start at 1800 hrs on Friday 28th JULY. This rally ends on Sunday 6th August in the evening.

So our European members are asked, if they can, to arrange their sea crossing times around these dates. There is no price reduction from Esbjerg to Harwich, but only, at present, from Harwich to Esbjerg. There is a price reduction for cars and trailers from Dublin to Holyhead, but Irish members might be limited to certain sailings. Alternative Promotions is the only business that we have discovered which tries to deliver us from the hideously high prices which have been arrived at by the Ferry Companies and the TUNNEL, which seem determined to continue the battle to isolate Britain from the rest of Europe for ever.

From the Technical Officer

To help members solve their technical problems we propose to make a list of Inspectors together with their technical qualifications. Would all qualified Inspectors who wish to participate please send to the Secretary the following information: Name, address, telephone number, Fax and Internet address if relevant, and a description of your qualifications (because they are different in different countries)

Secondly, I would like to invite all members who have technical problems to contact me. I cannot help with all questions but I can try to give you a hand to make some progress. For example, if you need an Inspector to support you with your oldtimer restoration or maintenance, or if you are looking for drawings or parts and so on, let me know. Jan Forster, Poppelhoven 27, 6225GX Maarstricht, Netherlands. Tel (0031) 43 3634069.

Glider Database

Following the AGM at Husbands Bosworth it was thought to be a good idea to remind all members that the VGC's database of owners' gliders is now virtually complete and available for access.

With 480 individual machines on record it is quite comprehensive. Obviously UK machines have more detailed records owing to availability of information such as construction numbers from other sources – mainly Air-Britain, but even so there is a lot of information about non-UK machines here also.

We have spaces for several parameters about the glider and its history including: construction number, year built, colour, operating base, current registration and up to three previous identities, as well as the names of up to six owners. There is also a notes column where I have been putting down records of long flights or interesting previous owners etc when these have been given to me. Following a suggestion by Graham Saw I will now also try and include details of any modifications you have made to the machine, (such as a wheel or different position of winch hook etc), which would of course be of interest to owners of the same type.

It should be obvious from the above that the database is only as accurate or as detailed as the information supplied by the owners. If you have only put the type and registration down on the back of your membership form that is about all that will appear in the database! There are also a lot of members who have not included any details of the machines they own. **Can I please make a plea to all members** to let me have as much information as possible either on your 2000

membership renewal form or sooner via e-mail or post at the address below. Enquiries should use the same address. (Please include your membership number for verification).

Within a very short space of time this could be the most comprehensive collection of information regarding our gliders in one place and can be very easily and quickly accessed by all members wherever they live.

Peter Chamberlain, 32 Fyne Drive, Linslade, Bedfordshire, LU7 7YQ, England.

E-Mail: robindr220@cs.com

Terence Henderson saw this piece in The Times of 7 September 1999. How reporting has changed; now they would probably only report the crash

From our Aeronautical Correspondent

Hope, Derbyshire, Sept 6, 1936.

The highly successful gliding competitions held at Bradwell Edge included a remarkable cross-country flight by Philip Wills, who covered a distance of 48½ miles.

The gliding competitions at Bradwell Edge, near here, ended today with 30 hours 6 mins of flying, making a total for the meeting of 150 hours 49 mins, and far exceeding the total of previous competitions. Yesterday's flying time was 37½ hours, and this included the only two cross-country flights of the meeting, one by Mr Philip Wills from here to the neighbourhood of Lincoln, a distance of 48½ miles, and another by Mr E. J. Furlong to Owl Bar, near Sheffield, a distance of 12 miles. Today the competitors have concentrated on soaring near home, with the object of securing prizes for the biggest individual aggregate flying time, and for the biggest team total.

A serious crash yesterday accompanied the finish of Mr Wills's cross-country flight in the Hjordis, but in this, as in Mr Morland's case, the pilot was unhurt. Mr Wills, in landing over Lincoln had no other wind indicator but the clouds, and they were still moving E.S.E., as they had been throughout his flight. When it was too late to change the direction of his landing, the pilot found that the wind near the ground, instead of blowing W.N.W., was coming from the south. He therefore had to land down wind, and his speed over the ground was consequently excessive.

As the skid touched down, the nose tilted forward, the landing hook dug into the ground and the machine turned over onto its back, smashing the front of the fuselage and breaking a wingtip. The flight had deserved a better ending, for it was one of the best of its kind, opportunist in origin and highly skilful in its subsequent contrivance, revealing that quality of readiness to seize a chance and to take a chance, which makes the sail-plane pilot.

The version of Mr Wills himself modestly attributes the flight to the conviction that the weather could not be worse elsewhere than it has been here, and asserts that the journey was undertaken in a spirit of desperate optimism. Those who have since learned all the facts know that he was about to land here after an hour's flight when he noticed a "cloud-street" (in effect a strip of cloud on one side or other of which up-currents may always be found) approaching, hastily changed his mind, climbed into it, and made his way to the east. Mr Wills found his lift in a "street" and soared into the cloud base.

(Although the The Times really did write the "landing" hook they must mean the "launching" hook. Ed)



From top left. Philip Will's Hjördis being launched. Photo from Chris Wills.

Alan Young's 1/5 scale model of the Avia 152a with increased dihedral because it has only rudder and elevator control. Photo Alan Young.

A model Rhönbussard at the Lasham Scale Sailplane contest in September. Photo G. Ferrier.

Peter Saunder's 1/5 scale model of the Polish PWS 101 taken by John Grech.

Top right. The winner of the Lasham Contest, Chris Williams with his Petrel which was aerotowed by the Wilga "piloted" by Colin Bond. Photo G. Ferrier. The cockpit detail of the Petrel. Photo G. Ferrier.

Alan Young's photo of his 1/8th scale Spalinger S18 modelled on Willi Schwarzenbach's full-size plane.

Volez!

We have mentioned the excellent French general aviation magazine Volez! before but in the September issue they

printed a precis of our story of the first 500km flights and, as always, showed the cover picture. We are proud to print their piece here.

HISTORIQUE

Les premiers 500

C'était le 29 juillet 1935, lors du concours annuel de la Rhön en Allemagne. Quatre participants battirent simultanément le record mondial de distance en se posant à Brno, en Tchécoslovaquie, à 504 km du point de départ. Bizarrement, aucun d'eux ne publia de récit détaillé dans la presse aéronautique de l'époque, et ce n'est qu'en 1967 que Doc Slater, vélivole britannique bien connu, publia l'interview d'Ernst Steinhoff, l'un des quatre. C'est cette interview que VGC News reprend dans ce numéro.

La journée semblait peu favorable, avec un ciel couvert et bas. Le sommet de la Wasserkuppe disparaissait de temps en temps dans les stratus. Malgré tout, Steinhoff fit lancer son Rhönadler 35 (finesse 20) au sandow et passa presque immédiatement en PSV. Mettant le cap au sud-est, émergeant de temps en temps des nuages pour s'orienter, il se retrouva bientôt près de Cobourg.

A deux doigts de se vacher dans un champ de pommes de terre, il parvint à raccrocher péniblement. Un bon vent dans le dos et une sérieuse amélioration

des conditions météo, avec de belles rues de cumulus, l'aiderent à avancer rapidement vers la frontière tchécoslovaque. Sautant d'une rue à l'autre, il finit par suivre une ligne d'ascendances à la Vne (150 km/h) pendant 45 minutes !

Atteignant un large trou bleu à 3 000 mètres au-dessus du niveau de départ, il plana en ligne droite pendant une heure à peu près avant de retrouver des ascendances puissantes mais assez espacées. Devant lui s'étendait maintenant une immense forêt, sans possibilités apparentes d'atterrissage. De plus, de nombreux orages se formaient à proximité. Toujours à 3000 m/sol, il vit sous lui un aéroport portant les lettres BRNO. Gaspillant l'altitude qui lui aurait assuré 50-70 minutes d'autonomie, il se posa bientôt sur le terrain.

Otto Braütigam l'avait précédé sur son D-B10, et peu après ils furent rejoints par Heinemann sur Rhönsperber et Oeltzschner sur Condor I. Comme Oeltzschner devait se tuer lors du voyage retour, son planeur se désintégrant en remorqué, les trois survivants décidèrent de faire homologuer le nouveau record à son nom. (VGC News - été 1999)



Volez!

NUMERO 28

PAGE 27

From the Editor

I would like to thank all those who sent their good wishes after my eye operations and I particularly appreciated the cards signed by so many friends, known and unknown, from the

Rallies at Camphill and Achmer. I am now back to full health although whether I will ever fly solo again remains to be seen. (Nothing to do with my eye condition but I have changed my email address to Graham@ferrier73.freemove.co.uk)

Brief reports on the AGM held at Husbands Bosworth on 25 September 1999.

After the usual formalities the Chairman reported on the preparations being made for the 28th International VGC Rally at Tibenham, Norfolk between 28 July and 6 August 2000. A sub-committee of VGC members has been formed to assist and liaise with the Norfolk Gliding Club. A logo has been designed featuring a Slingsby Petrel flying over Norwich Cathedral and costs for the infrastructure are being evaluated. To help the organisers please return the application form by the end of January. All VGC members are asked to help during the rally.

The Treasurer reported on a satisfactory financial position with adequate reserves at present. There will be a change in the membership form and members are to be asked to pay by cheque or Bankers Order if possible.

David Shrimpton, Graham Saw and Austen Wood were re-elected to the committee unopposed and Geoff Moore was unanimously elected.

Peter Chamberlain, Robin Willgoss and Laurie Woodage were co-opted on to the Committee reporting on the Glider Database, the Web site and the microfilming of drawings respectively. Ian Dunkley has relinquished the post of Membership Secretary and will join the sub-committee for the year 2000 Rally. Geoff Moore will now act as Membership Secretary.

The Chairman concluded by thanking the 6 Dutch members who attended the AGM and Annual Dinner.

Bref compte rendu de l'Assemblée générale annuelle qui s'est tenue à Husbands Bosworth le 25 Septembre 1999.

Après les formalités habituelles, le président du comité a exposé les préparatifs en cours pour le vingt-huitième rassemblement international du VGC à Tibenham au Norfolk entre le 28 juillet et le 6 août 2000.

Un sous-comité de membres du VGC a été formé pour assister et établir des relations avec le Club des Planeurs de Norfolk. Un logo a été créé qui représente un Slingsby Petrel en vol au dessus de la cathédrale de Norwich. Il est actuellement procédé à une évaluation des frais d'infrastructure du rassemblement. Afin d'aider les organisateurs, veuillez renvoyer le formulaire confirmant votre présence avant la fin du mois de janvier. Il est demandé à tous les membres du VGC de donner un coup de main pendant le rassemblement.

Le trésorier a rapporté une situation financière satisfaisante avec des fonds de réserve suffisants pour le moment. Un changement sera apporté au formulaire d'adhésion et les membres sont priés de payer par chèque ou par ordre de virement bancaire si possible.

David Shrimpton, Graham Saw et Austen Wood ont été ré-élus au comité sans opposition et Geoff Moore a été élu à l'unanimité.

Peter Chamberlain, Robin Willgoss et Laurie Woodage ont été co-optés au comité chargé de rapporter respectivement sur le banque de données des planeurs, le Web site et le microfilmage des dessins. Ian Dunkley a renoncé à sa poste de responsable des adhésions et deviendra membre du sous-comité pour le rassemblement de l'an 2000. Geoff Moore officiera comme responsable des adhésions.

Le président du comité a conclu en remerciant les six membres hollandais qui assistaient à l'Assemblée Générale et au dîner annuel.

Translated by Joyce Ferrier

Hauptversammlung des VGC – Husbands Bosworth, am 25. September 1999.

Nach den bräuchlichen Formalitäten berichtete der Vorsitzende über die Vorbereitungen für das 28. Internationale VGC Rallye auf dem Flugplatz von Tibenham, Norfolk, vom 28 July bis 6 August 2000. Ein Sonderausschuss von VGC Mitgliedern wird in Zusammenarbeit mit dem Norfolk Gliding Club damit helfen. Ein Motiv ist entworfen worden, mit einem Slingsby Petrel über der Kathedrale von Norwich, und Kostenanschläge für das Rallye werden vorbereitet. Um der Organisation die Aufgabe zu erleichtern, wird darum gebeten, das Antragsformular bitte bis Ende Januar 2000 einzusenden. Alle britischen VGC Mitglieder werden gebeten bei dem Rallye mitzuhelfen.

Der Schatzmeister berichtete eine zufriedenstellende finanzielle Lage mit vorläufig ausreichenden Reserven. Das Mitgliedschaftsformular wird geändert, und Mitglieder werden gebeten, ihre Beiträge mittels Scheck oder jährlicher Überweisung zu begleichen.

David Shrimpton, Graham Saw und Austen Wood wurden ohne Gegenstimmen zum Komitee wiedergewählt, und Geoff Moore wurde einstimmig gewählt.

Peter Chamberlain, Robin Willgoss und Laurie Woodage wurden zum Komitee als Sachbearbeiter für die Segelflugzeug-Database, Web Site und Microfilm Zeichnungs-Bibliothek herangezogen.

Ian Dunkley ist als Mitgliedschafts-Sekretär zurückgetreten und wird bei dem Sonderausschuss Rallye 2000 mitwirken. Geoff Moore wird von nun an als MitgliedschaftsSekretär fungieren.

Der Vorsitzende schloss die Versammlung mit besonderer Anerkennung für die Gegenwart der 6 holländischen Mitglieder, die an der Jahresversammlung und dem "Annual Dinner" teilnahmen.

Translated by Colin Anson

BICESTER AIRFIELD

A Conservative Politician on the Bicester Town Council announced in December 1998 that Bicester Airfield would become a development area for light industry and that the "cut off date" for gliding would be the 31st December 1999. This has meant the end of the RAFGSA Gliding Centre there. They may be transferred to RAF Little Rissington. (ie. the State looks after that which belongs to the State)

However, as the Lasham Gliding Centre has been successfully "captured" by the glider pilots, a rather belated (in our minds) effort is being made to save Bicester Airfield and Preservation Orders have been "slapped" on the ancient but very good hangars, the Control Tower and the Bomb Dump. The rescue attempt is being led by John Delafield who was one of those RAF officers who organized the replacement of the Air Cadets' gliders, which they had been using since 1944 and 1949, with new fibreglass aircraft. The plan is to create a multi-activity Sports Centre, to include gliding on Bicester Airfield. It is a delightful, grass airfield of the old tradition, surrounded by beautiful English countryside and it would be unbearable for us to see it covered with new industrial buildings. The airfield belongs to the Ministry of Defence which wishes to sell it for as much money as possible, and therefore might well wish to sell the airfield for building development. One of the hangars could possibly become a Museum which would include old gliders and could be able to offer them refuge in winter, should the rescue plan succeed.

John Delafield has said that, even if the rescue attempt fails, we would blame ourselves in a few years time if we had not made it.

LATE NEWS (September 1999) is that the RAFGSA Centre is now going to be allowed to stay at Bicester but M.O.D. will take over from April and usual high landing charges will then apply.

The 100th issue of VGC News

The summer issue 2000 will be our 100th issue so to celebrate this anniversary may I remind all overseas secretaries that I would like to publish a short history of gliding in their country, particularly how it started and details of any notable flights in the early days. This was first mentioned in Number 94 so I am sure the stories are well under way! This should make a wonderful commemorative issue.

Graham Ferrier

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If God had meant man to fly He would have given him more money.

Flying is not dangerous, crashing is dangerous.

From Chris Young, Emirates Captain in the News letter of Bristol and Gloucester G.C.

Rally Reports

BRITISH NATIONAL VGC RALLY. May 22 to 31 at RAF BICESTER.

This was to celebrate the 50th Anniversary of the foundation of the RAFGSA in 1949, by Group Captain Christopher Paul and others.

Our event was given full support by the RAF which allowed us to use its magnificent hangar to shelter our rigged aircraft during nights and on bad weather days. Because of the hangar and the wonderful RAF support with Chipmunks and a new winch, there was a very large VGC entry, i.e. probably in excess of 55 aircraft. The word "probably" has to be used, because the weather only gave us 1 1/2 days of soaring during the week, (which was an improvement over last year's event, when we had only one soaring day. Because of this, some of the gliders present were never rigged, and others arrived during the last weekend and never left their trailers. Needless to say, the day after the Rally was super gliding weather.



The 2nd prototype Condor IV which used to belong to Mike Birch photographed at Bicester by the present owner Jochen Kruse. It was "christened" Mike Birch at Bicester.

We especially thank Bert Strijks and Raymond Van Loosbroek for bringing the Rhönlerche, Neelco Osinga and Jan Forster for bringing the Spanish built Kranich 2b-2 from Holland and Jochen and Eva Kruse for bringing from Utersen their Condor 4, which was christened "MIKE BIRCH" in memory of its previous, sadly missed, British owner. It was christened in the presence of Mike's wife Pat, his daughter and her children and many VGC members. Jochen has started the preservation of the Condor 4 in magnificent fashion and with a new, more Condor-like canopy. All this has been done in a very short time and the work is top class. We wonder whether we shall see the Condor completely restored in time for our 1999 International Rallies? We can only say that this Condor 4 V-2, which was built by Heini Dittmar's own hands to be flown solo in the 1952 World Championships by the Egyptian Kamil Hassan, could not have a better new owner. It is clearly

ENTRY LIST as compounded by "Mossie" Williams of the RAF and C.Wills.

- 1/ L.Woodage. Scud 3. 1935. BGA 283.
- 2/ C.Wills. Rhönbussard. 1937. BGA 337. This was rigged in hangar although without a C of A.
- 3/ C.Wills. Kranich 2b-1. BGA 964. 1944 Swedish built.
- 4/ C.Wills. Mg 19a Steinadler. BGA 2903. 1955 built. This was not rigged because of the weather.
- 5/ Nick Newton. Hütter H.17a BGA 490. It was built during the years 1938 to 1947.
- 6/ John Lee. Hütter H.17a BGA 1934. It arrived during the last weekend but could not be rigged due to unfavourable weather.
- 7/ Jochen Kruse. Condor 4. BGA 2292. 1951-1952 built.
- 8/ Neelco Osinga & Jan Förster. Kranich 2b-2. PH-103. 1955 Spanish built.
- 9/ Bert Strijks & Raymond van Loosbroek. Ka-4 PH-354 Rhönlereche.
- 10/ Miller. Libelle. BGA 602.
- 11/ G.Saw. Petrel. 1938. BGA 651.
- 12/ G.Saw. Lunak. BGA 4286. 1947, OK-0927.
- 13/ J.Tournier & R.Willgoss. SKY BGA 4670. 1951 built.
- 14/ Geoff Moore. SG.38. BGA 3214 (EoN Eton). 1947.
- 15/ Geoff Moore. Mü 13 D-3. BGA 2267. 1956 built.
- 16/ Harry Chapple. Mü 13D-3. BGA 1937. 1943 built.
- 17/ Harry Chapple. Slingsby Grasshopper. BGA 4221.
- 18/ M.Wilton-Jones. Prefect BGA 701.
- 19/ Ken Reeves. Prefect BGA 2546.
- 20/ R.C. Martin. DG 100
- 21/ Tony Smallwood. Gull 1. BGA 378. 1938 built. It arrived for the last weekend and was not got out of its trailer.
- 22/ Peter Philpot. Gull 3. BGA 3825. This aircraft was recently built.
- 23/ Ray Whittaker. Gull 4 BGA 565. 1947 built.
- 24/ Grunau Baby 2b BGA 578. 1947 Hawkrigde built.
- 25/ V. Jennings. L-Spatz BGA 2276.
- 26/ Ted Hull. Breguet 905 Fauvette. BGA 2768. 1958 built.
- 27/ Malcom Wilton-Jones. Ka-2b BGA 4336.
- 28/ R.Williams. Ka-2b ESK.
- 29/ Peter & Jill Harmer. Ka-2b. BGA 2147.
- 30/ Chris Hughes. Prefect. BGA 2380.
- 31/ D.Shrimpton & M. James. Swallow. BGA 3469.
- 32/ Ian Mcleod. Zugvogel 3a, BGA 2560.
- 33/ P. Underwood. Kite 1 BGA 400. It was rigged but not flown.
- 34/ Tony Maufe. Kite 1 BGA 310. It arrived for the last weekend but was not rigged, 1936 built.
- 35/ Bob Boyd. Kite 1 BGA 251
- 36/ Mike Beach. Cadet. BGA 1143, 1943 built. It was brought over from Halton by Don Beach as Mike was ill. It has been restored in 1943 colours to perfection by Mike Beach. We believe that it was flown during the last weekend and we are glad that Mike is now better.
- 37/ Mike Powell. T.21b BGA 3161. WB 971.
- 38/ Paul Hepworth. T.21b WB 943.
- 39/ Andy Mason. T.21b XN 185.
- 40/ N.Outram. T.21b HFE.
- 41/ K.Reeves. Prefect EBC. EBC.
- 42/ Max Bacon. Moswey 3. BGA 1943. HB-474.
- 43/ Chrisie and Al Thompson. EoN Olympia. BGA DPU.
- 44/ N.Woodward. Olympia 2b BGA BKS.
- 45/ Robin Hood. Olympia 463 BZV.
- 46/ Denis Shepherd. Olympia 460
- 47/ Jane Lara. Skylark 4. BUE.
- 48/ J.Farley. Skylark 4. BSZ.
- 49/ Marc Morley Swallow. BTA.
- 50/ Gill Penant. Capstan BSK.
- 51/ David Bullock. Capstan BSE.
- 52/ Prue Hardie. Ka-6E. DXH.
- 53/ E.Lees. Skylark 3F BGH.
- 54/ Neil Scully. T.31 BGA 3272
- 55/ Colin Anson. T.31 "The Blue Brick". BGA 1376.
- 56/ Lasham Group. T.31 BGA 3229.
- 57/ Bicester Group. T.31.
- 58/ Ian Tunstall. Lo 100 (from Schanis) BGA 3170.
- 58/ Michael Miller. Libelle. BGA 602.

being restored with love. We were also glad to welcome Manfred Hermelin, who is an instructor at the Osnabrücker Verein für Luftfahrt, where he has been a member for 40 years. He has a special leaning towards gliding history. By the time this is in print, we shall have visited his club for our Rendez Vous 1999 Meeting. This club is the only club that we know of in Germany, which has teams of youngsters restoring old gliders. They are being taught and led by Harald Kämper, Hermann Hackmann and others. Indeed there are many at the club who think that they might be able to build a new Reiher 3.

Their fleet already consists of Condor 4, Kranich 3, JS Weihe, Meise, Kranich 2b-2 (not yet finished), Grunau Baby 2b, Grunau Baby 3, Lo 100 (a second Lo 100 is being built.) as well as modern gliders.

OPENING CEREMONY This took place at 10.am, on Sunday. Chris Wills as President of the VGC, welcomed everyone and thanked the RAF on behalf of the VGC for allowing us to hold our 1999 National Rally at RAF Bicester. He then handed over to Air Chief Marshal Sir John Allison, who is a VGC member and owns the Kite 1, BGA 394, a Prefect and AV.36. He made a very good speech describing how he had later found the Prefect on which he had flown his first solo at the Coventry Club when it was at Baginton before it moved to Husbands Bosworth. As he has retired this year from the RAF, we hope that he will have more time for gliding. Sir John rang the VGC's Ceremonial Bell to officially open the Rally. We are very lucky to have him with us.

Sunday 23rd May. A 20 knot wind from the North WEST brought in low cloud, but Malcom Wilton-Jones was able to keep his Ka -2B up at 1,900 ft for 30 minutes. There was the possibility of lee waves. No task was set.

Monday 24th May. General WSW slightly unstable air flow ahead of a cold front, which was due overhead at 1900 hours. Afterwards, weather would improve giving 2-5 octos cumuli. The clouds would start breaking up ahead of a cold front and there would be showers ahead of the front. Wind would be 230 degrees changing to 240 degrees with 10-15 knots. Showers would become general rain but waves might develop. Military parachuting would take place at the the nearby Weston on the Green airfield which was entirely forbidden to glider pilots flying overhead during week days. During weekends, it is the home of the Oxford Gliding Club.

Tuesday 25th May. Good Weather with 4,000 ft cloud bases. Martin Pike stressed the need for discipline. Right hand circuits were to be carried out from aerotows to landings on the right and left hand circuits from winch launches to landing on the left. We should not change from winch launch landing patterns to aerotow landing patterns on final approaches.

A. TASK. a 41.4 km out & return to turn at Thame Church.

B. Task. To Thame Church and Moseley Water Tower & return. 69.3 kms.

C. Task. Quadrilateral Course. Thame Church. Moseley Water tower and return. The air was cold from the NW.

Ely Cathedral & Return was the task for the fibre glass sailplanes.

Prefect, Gull 4, Olympia 463, Zugvogel 3a (Ian McLeod) all went cross country. Scud 3 (Pete Woodham) and Fauvette (Ted Hull), 3 T.21s, and the Dutch Ka-4 were all airborne together. 5,500 ft cloudbases were forecast over East Anglia. 4-5 octas cumuli. Wind 250 degrees- 8 knots. Thermals 3-6 knots. Possible cirrus cover all day (this did not happen). Thermals begin to fail early. The Kranich 2b-1 BGA 964, had its first successful test flights after its major overhaul. Manfred Hermeling and C.Wills flew it for 1 1/2 hours and Roger

Crouch and C.Wills flew it for another 1 1/2 hours. It was cold air and we were reminded of collision hazards. Parachuting over Weston on the Green was a severe hazard. Neelco Osinga and Jan Förster arrived at 1600 hours with their Kranich 2b-2 from Holland.

The 109 kms out & return was completed in 3 hours by Pete and Jill Harmer in their Ka-2b, and by Mark Moreley in a Swallow in 3 hours 20 minutes. Over East Anglia on this day, five 308 km Diamond goal flights were achieved and there were flights of 580 and 609 kms achieved in modern sailplanes.

Wednesday 26th May. High pressure was forecast for tomorrow. A Low Pressure area was due in during the afternoon. Wind strength was 13 knots from 230 degrees. Thermals strengths were to be 2-4 knots. 17.30 hrs was thermal cut off time. No lee waves were to be expected.

A/ Task was an Out & Return to Haddenham-Thame airfield of 40.3 kms.

B/ Task was a triangle, with turning points Oxford-Headington and Thame airfield .. 54.67 kms. Wind strength was 20 knots from 250 degrees. Winners on Wednesday were Malcom Wilton-Jones in Ka-2b, who flew for 3hours 42 minutes and Chris Hughes in his Prefect 1 hours 28 minutes. These were duration flights and we believe that neither completed a task.

Thursday 27th May. Weather: Humid South Easterly airstream across England. Outbreaks of thundery rain were likely later and even thunderstorms were forecast. Best part of the day was forecast for earlier rather than later. There would be no cumuli but it was estimated that blue thermals would rise from 2,100 ft to 5,000 ft. At briefing, it was stated that there were already 3 knot thermals rising to 2,100 ft. Wind was from the South East. As it happened, very weak thermals were experienced during the afternoon, mostly coming off Bicester town. Malcom Wilton-Jones, flying the Ka-2b solo, again flew the longest duration... 2 hours 5 minutes. Mark Moreley landed his Swallow 4 kms away. This was the furthest distance achieved during the day! It is true that the day was fine-but it did not live up to its forecast. Many pilots managed to stay up in the marginal conditions and this was our second day of thermal lift, even if it was only a half day. Geoff Moore "streaked" flying his SG.38 and collected £114 for the Roumanian Childrens' Charity. Best height of the day was reached by Max Bacon achieving 3,500 ft in his Moswey 3. The wind had been gusting to 20 knots and so proper lift had to be found in order to stay within reach of the site.

Friday 28th May. Bad weather was forecast and we were to clear our sailplanes from the hangar by 1300 hours on Saturday, to make room for the RAFGSA's 50th Anniversary Celebrations. V.I.P.'s were expected to arrive from 10 am and powered aircraft were to be called in from Westcott. Low Pressure was over Southern England. We were at liberty to continue flying during Sunday and Monday but V.I.P guests would have priority for launches on Saturday. The evening party started on Saturday evening with a Band Concert offered by the Benson & Roke Brass band, of which C.Wills is a member. We believe that this was a popular feature. This was followed by a Pop Group's music, which was amplified. Probably 600 guests were present although 400 were expected. Among the aeroplanes present was Rob Lamplugh's Spitfire and a 2-seater Mustang fighter. Because of a thunderstorm's arrival, the Spitfire had to stay the night in the hangar.

We wish to thank the RAFGSA for kindly having us. We wish especially to thank Roger Crouch, our chief organiser, Martin Pike, Flying Operations manager, Ken Sparks our Met.

Briefer and Harry Chapple – Hangar Packing Meister and his helpers, who we believe were from the Lasham Team. Martin Pike, as well as being responsible for flying discipline and managing the launch points, also aerotowed us and drove the winch.

We thank all our members who were present and especially those who brought their gliders. Of the gliders to remind the RAFGSA (BAFO) pilots of their postwar time in Germany, there were only Kranich 2s, Mü 13d-3s, Rhönbussard, a Grunau Baby and an SG.38. There was also an EoN Olympia to remind them of their Meises. We are sorry that Weiher, Goevier, Minimoa and more Grunau Babies were not present. Although we may never see their Rheinland* in the air again, the other German types from before 1945 do still exist in Britain and we hope that we will soon see more of them in the air again. Due to us having to clear the hangar of our gliders, most were derigged and the V.I.P.s were not able to see them.

Although the weather was unkind to us for our second week-long National Rally in two years, we hope that the good weather will be with us again next year. The advantage of being able to put our gliders in the RAF's splendid hangar, was clear to everyone.

*The Rheinland has been sold to the German Gliding Museum on the Wasserkuppe, where it is a static exhibit.

PETER AND JILL HARMER were awarded the RODI MORGAN PLATE for the best performance flown during the RALLY in their Ka-2B.

We hope that everyone enjoyed themselves at Bicester.

Chris Wills

THE 1999 INTERNATIONAL RENDEZ VOUS RALLY AT ACHMER

This airfield was formerly the home of Kg 2 (Dornier Do 217s) from 1940 -1944, and of Arado 234s and ME 262s. The airfield is of great historic importance, as it was here in 1944 that the first squadron of ME 262 jet fighters was being brought up to operational capability. After its leader, the 23 year old Austrian Walther Nowotny* was killed, it became known as the Erprobungskommando Nowotny. Aircraft wrecks and unexploded bombs and ammunition are still everywhere. At least, the airfield is long as the first Jumo 004 powered jet aircraft needed long distances to take off but the hard runways are now removed. It was the final base for the British Forces in Germany Gliding Club.

*(Nowotny had 258 victories)

Apart from old gliders, the club also uses a Fw 44 "Stieglitz" veteran biplane to aerotow old gliders. It was also restored there.

Airspace is completely free over, and all round, the airfield, except to the South in the direction of Osnabrück International Airport. Gliding is allowed until over the Autobahn before Osnabrück. The Mittelland Canal runs East West past the north of the airfield, while the ridge of the Teutoburger Wald runs east to the well known Oerlinghausen Gliding Site. To fly over Osnabrück requires radio communication with the airport.

Our first briefing was on Friday 23rd July and only half of the entrants had turned up! We were all welcomed individually with a red rose and a red heart. This was a symbol of hospitality and the heart-felt love of old gliders. The Red Heart appears on the noses of all the old gliders at Achmer as a sort of squadron marking.



The Red Heart symbols of the Achmer Club are seen on the noses of the Condor IV and Meise (formerly owned by Thoby Fisher.) Photo Chris Wills.

The Symbols of this Rally were hospitality and as much flying as possible. The weather forecast was good almost all over Germany and so the feeling among participants was most optimistic. To top everything, the Achmer Club had managed to obtain flags of all nations represented, from the local town council.

To tow some of the old gliders, was a very historic Fw 44 Stieglitz. Only a very few of this type remain airworthy, or in museums. We were told to be ready in our aircraft before a Stieglitz aerotow, as if stopped, the original Siemens radial engine could not be restarted until it became cold. A Goulasch soup etc was available each day should we require lunch and a light dinner was available each day at 8 pm. (as well as quantities of Beer) in the clubhouse.

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Saturday 24th July. This was The Open Day. Miraculously, a great number of our gliders had arrived and were being furiously rigged, while the Achmer club members and others quietly arranged all the gliders along a rope barrier, so that they could be admired by spectators. Many elderly Germans came to see the Condors, Weihses, Meises, Kranich 2s, Minimoas, Grunau Babies and H.17A of their youth. We hazard a guess that this was one of the finest collections of air-worthy pre 1945 German gliders ever seen in Germany. The line up was as follows:

1. T.21b BGA 3195, Klaus Schickling, Germany.
2. Grunau Baby 3 D-6004, Gerhard Hasenbank, Germany.
3. Meise D-6046, Hermann Hackmann, Germany.
4. Ka-4 PH-814, The Netherlands.
5. Condor 4 D-6043, Harald Kämper, Germany.
6. Grunau Baby 2b D-5221, Oswald Dickau, Germany.
7. Ka-4 PH-354, Bert Strijks, The Netherlands.
8. Kranich 2b-1 BGA 694, C.Wills, Britain.
9. Weihe D-7080 Werner Tschorn, Germany.
10. Bergfalke 3 D-1304, Germany.
11. T.21b BGA 3385, Manfred Hofmann, Germany.
12. Weihe D-0301, Gerd Hermjacob, Germany.
13. FK-3 D-0291, Belgium.
14. Ka 6 CR PH-851, Fons de Leeuw, The Netherlands.
15. Lo 100 D-3100, Oldtimer Club Achmer, Germany.
16. Meise D-1421 Jörg Ziller, Germany.
17. Weihe D-0700 Peter Ocker, Germany.
18. Minimoa D-8064 Adalbert Schulz, Germany.
19. Petrel BGA 651 Graham Saw, Britain.
20. Ka-7 PH-513.
21. Ka-2B BGA 2147, Peter and Jill Harmer, Britain.
22. Grunau Baby 3 D-9297 Neustadt an der Weinstrasse. Walter Schufft, Kurt Kercher, Gerhard Rapp and Max Müller, Germany
23. Spalinger S.19 HB-225 Hans Rothenbuhler, Switzerland.
24. Weihe BGA 1093 Keith Green, Britain.
25. Gull 4, BGA 565 Ray Whitaker, Britain.
26. H.17A BGA 490, Nick Newton, Britain.
27. T.31 BGA 1376, Colin Anson, Britain.
28. Kranich 2b-2 PH-103 Neelco Osinga, The Netherlands.
29. Kranich 3 D-9176 Christoph Mertens, Germany.
30. Doppelraab PH-814 Mareika Waalkens, The Netherlands.
31. Moswey 3 HB-374, Werner Ruegg, Switzerland.
32. Spalinger S.18-3, Daniel Stefan, Switzerland.
33. Ka-6 BR Wiel Zillen, The Netherlands.
34. Cumulus 3F D-6059, Christian Kroll, Germany.
35. Spalinger S.18-3 HB-411, Willi Schwarzenbach, Switzerland.

We are fully aware that the list above may not be complete or correct and that some of the above entrants may have arrived on the Sunday, which was also an Open Day. We beg our members forgiveness. We have done our best and we promise to correct mistakes and omissions in our next VGC News.

ON Saturday 24th July, the Open Day, we were visited by a small dirigible Zeppelin with FUJIFILM written on its sides. The airship approached us at great speed and, having "beaten us up", lifted its nose to climb at an incredibly steep angle. Apparently, it sometimes uses the Achmer airfield as a stopping place.

A Pitts Special and the Lo 100 gave aerobatic displays. There was also a Circus of Stampes as well as an AN 2, which gave passenger rides. There are many of these huge Russian



The airship arrives during the Open Day at Achmer with Kranich 2B-1, BGA 964, in the foreground. Photo Chris Wills.

biplanes in Germany and they are loved everywhere, even although its 1,000 hp engine uses a lot of fuel. Its owners camped around it during the night. There was also a Tiger Moth and a hot air balloon. The temperature rose to 28 degrees and all participants sat (or collapsed ?) in the evening drinking beer and eating Bratwürste in the shade, knowing that the next day (Sunday) would also be an Open Day. During this day Werner Tschorn and Gerd Hermjacob in Weihses and the Harmers in their Ka-2b all had long duration flights in thermals. Werner Tschorn's flight was of over 6 hours! Sunday 25th July. Great crowds came again to see with their own eyes the sailplanes from the days of glory. One of the spectators was 91 years old and had had 30,000 glider launches ! He asked whether he might fly in the Kranich 2, but then disappeared, before we could get ready. To day, there were 2 winches with four available cables. On the previous day, winch launches had been to over 1,300 ft (400 metres) and there had been good thermals connecting with clouds. New arrivals greeted with Roses and Hearts on this day were: Jose Ignacio Garcia Colomo from Spain and the Bramwell family with the T.31 "Blue Brick" BGA 1376, (which actually soars very well.). On Sunday, launches had been from the West end of the airfield. On this day, Christoph Mertens arrived with his Kranich 3.

Monday 26th July

Very good weather was forecast and there were cloud-streets already at 0900 hours. The Condor 4 (Jochen Kruse) and Weihe (Werner Tschorn) were winch launched early. On this day the Bergfalke managed an out & return to Oerlinghausen with Bert Strijks on board. The journey out was hard, but coming back was easier..

So followed the rest of this unforgettable Rally until Friday 30th, when a grand departure started for Aventoft. WE THANK THE ACHMER CLUB FOR GIVING US SUCH AN INFORMAL AND PLEASANT RALLY WITH MUCH FLYING. HORST UFER, THE CLUB'S PRESIDENT, SAID THAT HE HOPED THAT WE WOULD ALL RETURN FOR A MAIN INTERNATIONAL VGC RALLY SOON. We echoed his sentiments. The Oldtimer Club Achmer's airworthy vintage gliders were: Condor 4, Meise, Lo 100, and Grunau Baby 2b. Being overhauled are Kranich 3, Grunau Baby 3 and the 1943 Swedish built JS Weihe BGA 1297 (SE-STN) recently purchased from England. The Kranich 2, which is being built from the remains of BGA 1092 and BGA 1258,



Christian Kroll pulling out his Cumulus with son Stephan behind the wing and Klaus Heyn on the wing tip. Photo Chris Wills.

still required the stern post and fin to be installed on its rear fuselage. Other components are almost complete. A second Lo 100 is being built up from finished parts by Hermann Hackmann at home.



Harald Kämper and the Achmer Kranich which is now almost finished. Photo Austen Wood.

THE WOODWORM RODEO

The third weekend competition for the Dunstable Woodworm Rodeo Trophy took place at the London Gliding Club 16-18 July.

The entry was disappointing as for the first two days, the only participant from outside the LGC was the Ka6 CR of the Kent pair John Bodkin and Brian Tansley. Things brightened up on the Sunday when Mike Beach aerotowed his recently acquired Gull I over from Halton and the Kadet arrived resplendent in its wartime colours.

The spot-landing task had to be abandoned as the LGC, in its wisdom, had arranged to hold an Inter-Club League contest weekend, a soaring course, and AEI flying in addition to its normal Club flying and the landing area was just too congested to consider putting marker cones into it as well.

Geoff Moore flew 3½ hours in his MU 13, John Bodkin 3 hours in the Ka 6 and Bryan Middleton 1 hour 40 minutes in his Sky with an excursion to Wing Airfield for good measure.

Sunday flying was enlivened when Pegasus Aviation arrived with a microlight to give demonstration aerotows. Nine pilots took advantage of this great opportunity and both Scud IIIs were given classic tows at 45 knots

When all points for durations, declared durations, heights and cross-country kilometres were added up, the Kent pair took home the wonderful tulip wood Trophy for the third time in a row with Geoff Moore and Bryan Middleton as runners-up. A Concours d'Elegance was judged by ex-test pilot Ron Clear and Geoffrey Stephenson with Ted Hull's Scud III taking the honours followed by Mike Beach's Kadet and Gull

Attending (but not necessarily competing for the Trophy)

BGA 2870 Ka6CR John Bodkin and Brian Tansley
Ka6CR Tony Gait
Ka6E John Richardson
BGA 2267 Mü 13 Geoff Moore
BGA 283 Scud III Ted Hull
BGA 684 Scud III Laurie Woodage
Kranich III Paul Davie
T21 Mike Stringer
BGA 898 Sky Bryan Middleton
BGA 2768 Fauvette Ted Hull
BGA 378 Gull I Mike Beach
BGA 1143 Kadet Mike Beach and Don Knight
WT908 T31 Mark Vowles

(Mike Stringer, who was flying his T21, is the Club's Auditor and has recently achieved a Gold Height while in Spain and this completes his Gold Badge. Congratulations, Mike. Ed)

THE 27TH INTERNATIONAL VGC RALLY

This was held in Schleswig Holstein on the Danish frontier, with the Island of Sylt and the Hindenburg Dam, clearly in view to the West, from the air. The Opening Ceremony took place on Friday evening and was so beautiful as to be almost beyond description. It was just dream-like. Representatives of each nation were received by women and children in Schleswig Holstein National dress and were borne upwards onto the stage amid the glory of the flags accompanied by music appropriate to their countries. The Hungarian music was so beautiful it brought tears to the eyes and it seemed as if Imre Mitter and Gabor Czeiner were being borne up to heaven. The people of Schleswig Holstein had clearly taken us to their hearts. There were two great white tents. The first had a terrace before it with tables and chairs so that one could eat outside shaded from the sun by umbrellas. This tent was for briefing, eating, drinking and other social occasions. The second tent offered closed accommodation for gliders on open trailers and for a few rigged sailplanes, which could not be fitted into the not over large club hangar... and there were flags everywhere resplendent against the backdrop of a blue sky. There were large areas set aside for camping and for parked trailers, of which there were no less than two lines. We have no idea how long this took to organize and set up. It was clearly a triumph. There were 300 pilots and team members from 13 Nations.

The Parliamentary State Secretary of the Ministry of Transport, Building and Accommodation, Lothar Ibrugger, opened the event and said that he would gladly take over sponsorship. He said that gliding was the very seed of motivation for flying and this was internationally recognised. This has meaning in Germany for the development of aviation and the aviation industry and has an important free time and social function for youth. To show support for the LSV Tondern, the President of the German Aero Club, Wolfgang Weinreich, arrived by air later in the week and awarded them an FAI Lilienthal Diploma. The President of the German Section of the VGC, Jörg Ziller, received The Golden Daidelos Medal. Gunter Reich and Adalbert Schulz, both members of the LSV Südtøndern, as well as Christopher Wills, were awarded the German Aero Club's Golden Medals of Honour for their "engagement"! The whole organization of the Rally was achieved by Gerhard Allerdisen and we can only say that it was brilliant. He was assisted by the youngsters of the club who drove towing vehicles and taxis up and down the airfield and into Denmark to the airfield of Tønder, where a most important part of the Rally was to take place. The taxis were new vehicles lent by one of the Sponsors. The airfield of the Luftsportverein Südtøndern is very narrow, so that launching could only be undertaken along the length, and it was quickly discovered that winch launching and aerotowing could not be carried out at the same time. So winch launching was only possible early and late in the day. However, some pilots and gliders were only approved for winch launching, and therefore pilots complained of delays of up to 5 hours before they could have a winch launch. The Danes even took their Zögling home!! However, these pilots lacked patience because, due to the most heroic efforts of Heinz Bauer from Munich, and several Danes, a good winch launch operation was set up over the Danish frontier at Tønder.

It was always said that the 27th International Rally would also take place in Denmark, on the airfield at Tønder. In 1930, the area around Aventoft had been drained into deep ditches. The Luftsportverein Südtøndern was presented on Saturday

with the "BLUE FLAG" for being the most environmentally "clean" airfield in Nordfriesland by the Minister for the environment Rainer Steenblock. It was the second time that the Luftsportverein Südtøndern had been singled out in this way from the 14 other gliding clubs in Nordfriesland. The flag was flown beside the flags of the 13 Nations represented. 50 boys and girls started a course on Saturday morning at 10 am to build models well known throughout all Germany as "Der kleine Uhu". (the Little Owl). On the last day, there was a duration contest for the finished models. The model is built mostly of balsa wood but has plastic front and rear of fuselage, to ensure correct incidence angles for wing and tailplane. A square sectioned balsa longeron plugs into and connects both plastic components. C.Wills saw only one successful launch and thought that the model was difficult to fly... for a first model to be built by children. However, he might be wrong as the longest duration flown from a towline launch was almost two minutes.



Some of the delightful young ladies in National dress at Aventoft. Photo Austen Wood.



Wolfgang and Gisela Weinreich at Aventoft. He is President of the German Aero Club and Gisela was European women's gliding champion in 1991.

THE ENTRY LIST.

1. Ka-2, D-5434, Adorf Mario, Germany
2. Ka-2B, D-7039, Becker Otto, Germany
3. Grunau Baby 3, D-1977, Beiker Hermann, Germany
4. L-Spatz 55, D-9115, Brodersen Günter, Germany
5. Weihe, D-3654, Hermjacob Gerd, Germany
6. Slingsby T.21b, BGA 3385, Hofmann Manfred, Germany
7. Ka-2b, D-5533, Höltnen Klemens, Germany
8. Foka C, Herbach Wolfgang, Germany
9. L-Spatz 55, D-1716, Kirchner Torsten, Germany
10. Slingsby T.21b, BGA 4110, Konermann Martin, Germany.
11. Ka-6, D-4054, Kurz Josef, Germany.
12. Doppelraab V 1., D-7091, Lemmer Markus, Germany.
13. Gö 1 Wolf, D-9026, Grau Otto, Germany.
14. Bergfalke, D-9134, Neupert Frank, Germany.
15. Slingsby T.21b, BGA 3195, Schickling Klau, Germany.
16. Slingsby T.21b, BGA 782, Stachulla Christian, Germany.
17. L-Spatz 55, D-8262, Tischler Gerhard, Germany.
18. Grunau Baby 2b, D-4308, Themann Georg, Germany.
19. Weihe 50, D-7080, Tschorn Werner, Germany.
20. DFS Meise, D-1420, Ziller Dr. Jörg, Germany.
21. Zugvogel 3A, HA-4269, Czeiner Gabor, Hungary.
22. Schweizer 1-26, N 3856A, Byard Jeff, USA.
23. Spyr 5, HB-369, Roth Hugo, Switzerland.
24. Spalinger S.19, HB-225, Rothenbüler Hans, Switzerland.
25. Moswey 3, HB-374, Rüegg Hans, Switzerland.
26. Spalinger S.18-3, HB-411, Schwarzenbach Willi, Switzerland.
27. Spalinger S.18-3, HB-510, Steffen Daniel, Switzerland.
28. L-Spatz 55, HB-737, Wälti Willi, Switzerland.
29. Slingsby T.31, BGA 1376, Bramwell David, Britain.
30. JS Weihe, BGA 1093, Green Keith, Britain.
31. Ka-2b, BGA 2147, Harmer Peter, Britain.
32. Slingsby, Gull 4, BGA 565, Whittaker Raymond, Britain.
33. Kranich 2b-1, BGA 964, Wills Chris, Britain.
34. Slingsby Prefect, BGA 701, Wilton-Jones Malcom, Britain.
35. Slingsby T.21b, FFL, BGA, v.Aalst Bob, Holland.
36. Ka-6B, PH-851, de Leeuw Fons, Holland.
37. Austria SH PH-1069, Dijkstra Hans, Holland.
38. Ka-2A 00-2QB, de Crom Piet, Holland.
39. Ka-3 D-6167, Drieszen Edwin, Holland.
40. Slingsby T.31B, BGA 4228, Rijerse, Gerard, Holland.
41. Grunau Baby 2B, PH-214, Schenk, Ben. B., Holland.
42. Ka-4 Rhönlerche, PH-247, Slot Georg, Holland.
43. Ka-4 Rhönlerche, PH-279, Voortmann Hermann, Holland.
44. Ka-4 Rhönlerche, PH-354, Stryks, Egbert, Holland.
45. EoN Olympia 2b SE-SMH Algotson.Rolf, Sweden.
46. 2G OY-AVX, Lyng. Johannes, Denmark.
47. Stamer-Lippisch, Zögling OY-XSE, Hillersborg Ove., Denmark.
48. Grunau Baby 2B, OY-AXO Gjörup, Niels-Ebbe Denmark.
49. Ka-4 Rhönlerche, BGA 4116 Fulchiron Didier, France.
50. Carman M.200, F-CDHC, Pataille Didier, France.
51. Minimoa PH-848 Disma Hans, Holland.
52. Kranich 2b-2 PH-103 Osinga Neelco, Holland.
53. L-Spatz D-1468. Martinssen Rolf, Germany.
54. L-Spatz 55 D-7138. Pfrommer.Erhard, Germany.
55. Condor 4. D-6043. Kämper Harald, Germany.
56. Grunau Baby 2B D-5221. Dickau Oswald, Germany.
57. Ka-2B D-7039. Diller.Michael., Germany.
58. Bergfalke 2. D-1167. Bauer.Heinrich, Germany.
59. L-Spatz 3 D-5355. Rügamer. Horst, Germany.
60. Rhönbussard. D-7059. Kellermann. K-H, Germany.
61. L-Spatz 55 HB-575. Rüz.Max, Switzerland.
62. Ka-6 HB-643. Fahrni.Willi, Switzerland.
63. Minimoa. D-8064. Schulz Adalbert, Germany.
64. Weihe 50. D-0084. Allerdissen.Gerhard, Germany.
65. Grunau Baby 3 D-6004. Hasenbank.Gerhard, Germany.
66. Ka-6 D-5849. Gründer.Siegfried, Germany.
67. EoN Olympia 2b OY-XEF Ove Hillersborg, Denmark.*
68. Ka-2B D-8134. Müller Christiansen, Germany.
69. Ka-2B D-9163. v.d.Ven, Thomas, Holland.
70. LO 150B, OY-DTX, Foged Helmer, Denmark.
71. WLM 2, HB-562 Uster Albert USA.
72. Ka-6CR, PH-379. Eeltink Ed. Holland.
73. Cumulus 3F D-6059. Kroll Christian. Germany.
74. R.11.Cimboro, HA-5035 Revi Laszlo. Hungary.
75. SZD Foka 5., HA-4235 Liptai. Nandor. Hungary.
76. Zugvogel 3B, OO-ZJB. Henrard Firmin. Belgium.
77. Hütter H.17A, BGA 490 Newton. Dr Nick, Britain.
78. Ka-3., D-3621. Struckmeyer Rolf. Germany.
79. SG 38 E, OK-A910. Lenik Jiri, Czech Republic.
80. T.31B, FDQ Förster Jan, Holland.
81. T.21b, de Baars Willem., Holland.
82. L-Spatz, OE-0362. Havlicek Franz, Austria.
83. SHK, OY-FPX. Niels Sundberg, Denmark.

*No.67, the DasK owned EoN Olympia OY-XEF was entered instead of the Stamer/Lippisch Zögling as its pilot Ove Hillersborg lost all hope of having a winch launch with it.

Friday 30th July

Opening ceremony at 8pm.

Saturday 31st July

Weather for Saturday, Thermals would start at 11 am when the temperature reached 25 degrees C. Temperature would rise to 26-28 degrees and there would be excellent weather. Thermal cut off would be 1700 hours. While winching was in progress, there would be no aerotows. Therefore winch launching would be either early or late in the day, or when there was a pause in the aerotowing. There would be four tow-planes. Landings were possible at any time on the Danish airfield of Tönder where there were excellent ice creams. A collective insurance policy has been arranged for all participants should they land in Denmark. Ingrid Allerdissen arranged a programme to allow participants to get to know the country and its people. Meals were available for anyone in the great tent. Cloudbase would be at 3-4,000 ft with tops at 6,000 ft.

On this day many pilots had flights to 2,200 metres over the North Sea Coast. Thermal cut-off time was about 5 pm. when the lift became very weak. For some pilots, Saturday was an unforgettable day's flying. On Saturday evening, Jiri Lenik and Josef Mezera arrived from Rana (Bohemia) with a nacelled SG.38, and Laszlo Mezaros arrived from Budapest with the Cimboro. Also a Foka B was brought in from Dresden.

Sunday 1st August.

Our Danish friends asked us to land on their airfield of Tönder. The International Council was scheduled to meet on Wednesday morning. Everyone was asked to address any questions they may have to the Council. The International Evening was scheduled for Sunday evening. Preparation in the great tent started at 1700 hrs. Cloudbase was to be at 3-4,000 ft and the lift would be to 2,800 metres, at which height there would be 80 km/hr wind. The International Evening was its usual great success with masses of national delicacies to eat and much more to drink.

Monday 2nd August. Owing to great delays for winch launches on Sunday, it was decided to start a permanent winch launching operation on the Danish Airfield of Tønder, where only winch launching would take place. Only aerotowing would take place at Aventoft as the airfield was too narrow to allow both winch launching and aerotowing at the same time. We were asked to not throw cigarettes etc away because of a fire risk due to the drought. Thermals were forecast until 1700 hours and there would be a 2,100 metre cloudbase. 25 degrees C was needed to start thermals and wind speed was expected to be 25-30 kph. The weather was expected to be better for us than on Sunday, but the wind might change to the East later. On Sunday, the weather had not been as good as expected and, because of the strong wind, gliders had been blown back towards the North Sea. On Monday, thermals did not start until mid day. Due to the strong wind a T.21 and a Ka-4 were landed in fields, the wind preventing them getting back to the Aventoft airstrip. A second Ka-4 was broken at Tønder. (Danish for Tondern) Hermann Voortman and passenger had had two unsuccessful winch launches due to the winch driver changing gears during the launch. During the 3rd launch, the Ka-4 proceeded to 10-20 metres height, when the cable went slack. The pilot expected the launch to continue, but it did not. Thus he did not push the stick forward to recover speed. The winch driver was unsuccessfully trying to change gear. The Ka-4 pancaked on to the ground sustaining damage to skid and steel tubes. The passenger was unhurt but Hermann had a painful back, but luckily no fractures. (CW has driven various winches but never once had to change gear during a launch).

Another Dutch pilot, Edwin Drieszen was flying a Ka-3 from Aventoft. Due to the strong wind, he could not return to the airfield. At 50 metres height, he turned and tried to land down-wind, down-hill in a large field, at the end of which was a ditch and a barbed wire fence. This was a potentially lethal situation and the glider was put into, or executed, a ground-loop, at 10-20 metres height, ending up across the ditch, with a wing in the barbed wire fence. Edwin suffered a broken vertebra and the Ka-3 had a bent fuselage with its fuselage/wing fittings torn out of the wing roots. Edwin had recovered enough in the Niebull hospital to be taken back to Holland in an ambulance during the next weekend. He is now much better. The two unintentional landings by T.21 and Ka-4 and two gliders broken all on the same day is not good and our only happiness is that none of the pilots were badly hurt. Three of the accidents were due to a too strong wind. A good flight during the day was by Ray Whittaker, who kept the Gull 4 up for 4 hours from a winch launch at Tønder.



Chris Wills about to fly the Czech SG 38 which was awarded a VGC Restoration Prize. Photo Austen Wood.

Tuesday 3rd August. After the accident, there was no more winching from Tønder for 1 1/2 days. Heinz Bauer from Munich, decided not to work on the German winch, but to try to bring the Danish winch in to action. After much fettling, the Danish winch spluttered in to life and was persuaded to give sometimes hesitant (No doubt the hesitations were due to more gear changing) but often, reasonable launches. We thank also our dear Danish friends, who did so much to keep our Rally going at Tønder. Their hard work was for our fun.

24 degrees C was needed to start thermals. There was a 25 kph wind on the ground. It was thought that the wind could increase during thermal activity. Thermals were expected to 1,900 metres and max. temperature would be 25-27 degrees. At 1900 hours, thermals would stop and a 24 knot Easterly wind was expected at that time and this would create marginal conditions for old gliders. The CFI Adalbert Schulz might decide to stop flying because of turbulence and asked everyone not to be upset, should he decide to do so.

Wednesday 4th August. At Briefing Colin Anson was awarded a Nobel Diploma. Willi Schwarzenbach made a short speech. Certificates of merit were awarded to Achmer, Seppl Kurz, Otto Grau and Klaus Heyn for their incredible achievements in building new replicas of historic sailplanes of the 1930s.

These were awarded by the President of the German Aero Club Wolfgang Weinreich, who had come to visit us from Bayreuth where the World Championships were taking place. Certificates of merit were also awarded to Gerd Allerdisen, Ingrid Allerdisen and Ingrid Zibell for their most magnificent feats of organization and secretarial work (in the case of Ingrid Zibell) on organizing this 27th VGC International Meeting of Old gliders. The Mayoress of Aventoft was awarded a Lilienthal Diploma for creating a most sympathetic atmosphere between the citizens of Aventoft and the local gliding activities. C.Wills was very honoured to be awarded the Gold Medal of Honour and Certificate of the German Aero Club for special service to German Aviation. He was absolutely overwhelmed to receive this most beautiful award and thanks the President of the German Aero Club from his heart. Jörg Ziller, President of the German Section of the VGC was awarded the Golden Daedalus Medal.

It was on this day that Nandor Liptai was overcome with emotion to discover his Foka 5 rigged before the hangar. It had jackknifed 12 kms from Budapest and both trailer and glider were damaged. He and Klara had come on to Aventoft without it. Meanwhile, his comrades at Farkashegy had repaired both glider and trailer and had delivered them during the night to Aventoft. They had rigged the Foka 5 at between 4 and 5 am in the morning much to Nandor's amazement when he saw it at breakfast time. He could not restrain his tears of joy.

The Minimoa Cup was awarded to Werner Tschorn for flying his Weihe for over five hours three times during the week. He became its permanent winner. Gunter Reich, President of the Nordfriesland Aero Club presented Gerd Allerdisen with a beautiful flag for maintaining the natural beauty of the countryside. The flag was blue, red and gold. On it were represented a flower, three ships and a herring. Gunter Reich is also an Oldtimer enthusiast and owns an old car. There would be a football match on Thursday between the Aventoft town's team and two representatives from each National Team. There had been a previous match between Aventoft and the Gliding Club. The Aventoft team had won 14-0!

The Match would take place at 15.30 on Thursday. Ingrid Allerdisen invited everyone to her home, an old North

Friesien homestead, where she has a collection of old coaches. On Thursday, there would also be an expedition to see the former Reichssegelflugschule Sylt, its former C.F.I. Dolphi Janssen and the Roter Kliffe. (*Red Cliffs. but none of them were red CW*) The Weather Forecast for Wednesday was for good thermals connected with clouds to 2,600 metres. There would be thin cirrus at first but, after midday, the cirrus would disappear and temperature would reach 26-27 degrees C to give excellent thermals. Cut off for thermals would be 1900 hours. Wind strength would be 20 kph. The wind would gradually change direction to the West. Frau Gisela Weinreich was discovered to have been the 1991 European womens' Gliding Champion. She flew the Kranich 2b-1 twice. It was a great honour to have had her with us. On Wednesday was the Schleswig Holstein Evening. The Mayoress of Aventoft, Christine Harsen had persuaded a Flensburg brewery to give us 1000 litres of beer, if we could line up 1000 metres of wingspans on the airfield. This was done before the evening. There were also the Schleswig Holstein ladies and children in national dress under small thatched shelters offering us every kind of delicacy from the sea. There was also music.

Thursday 5th August. There was the possibility of a West wind (from the North Sea) and the arrival of a Cold front. There were 87 launches yesterday. There were small problems with the towplanes which may be redressed. First, there would be a wind of 20-30 kph from the South East. Thermals would last until 1900 hours. 1-3 octos cumuli with bases at about 2000 metres. With luck, the Cold Front would not reach us. Temperatures might be 28-31 degrees C. Accompanying the front might be strong winds and turbulence especially on the approach. We were asked to watch the weather. On this day, Hans Disma flew his Minimoa for over 5 hours and reached over 7,000 ft in thunderstorm lift. Nick Newton's H.17a was up there also. Ian Dunkley, together with an old Luftwaffe ME 109 pilot, who had not flown small aircraft or gliders since 1945, flew the Kranich 2b-1 to a great height before the front and had to use spoilers and maximum speed to lose height and thus keep out of cloud. The Luftwaffe veteran was overwhelmed with joyful excitement after his experience.. At 3 pm, the expedition left to visit Sylt and the Rote Kliff, the pre 1945 site of the Reichssegelflugschule Sylt. The Hindenburg Dam, which connects the mainland with the island, could only be traversed by train.



The Hungarian Cimbara, the Wasserkuppe's Rhönbussard (formerly BGA 395 of the Pässold brothers in 1938) and the Czech SG 38 in front of the hangar at Aventoft. Photo Chris Wills.

Dolphi Janssen, the RSS's old Chief Instructor was there to greet the party, which was led by Jörg Ziller. The buildings of the RSS Sylt were still there but we suspect that the large hangar had been renovated since 1945. The sand dunes were the soaring slope and were not higher than about 40 metres. Gliders had been hauled up the sides of a dune by a manpowered wooden ship's capstan. Gliding duration records had been flown here during the period 1929-1939. Young Germans had come there to experience the sea, the air, the sun and gliding. No doubt they also became very fit. Dolphi Janssen, who had been warned by his doctor not to place one foot in front of the other, suddenly rushed up the side of a dune to give us the ancient greeting of the Rhön from its top. Clearly, he had shrugged off 60 years in a few seconds. C.Wills and Werner Tschorn were having such problems to climb the dune that they almost needed ropes!! It was wonderful to see how our visit had given Dolphi "Joie de Vivre" as he is 91 years old. Dolphi then gave Jörg some wood carving tools which had previously been owned by Jörg's father, Erwin who had given them to Dolphi and now they were given back to Erwin's son. Erwin was killed in February 1945, testing the second prototype of the Horten 9 twin jet fighter at Oranienburg. Dolphi told us many yarns from prewar days at the RSS.



The indefatigable Gerhard Allerdissen who was the chief organiser of the 27th International Rally at Aventoft. Photo Chris Wills.

Friday 6th August The Vice President of the German Aero Club, Harold Gaudlitz was present at briefing today. The Weather. Initial fog and low cloud should burn off. Moderate thermals should start at 10 am, when 22-24 degrees C had been reached. Thermals should go to over 4,000 ft. There would be a slight increase in pressure. There would be 3-6 octos cloud and wind would be 18 kph from the West. The International VGC Council had met on Wednesday. There was a vote of thanks for a super Rally at Aventoft and it was decided that the 29th International VGC Rally should take place at Zbraslavice in the Czech Republic in 2001.

There would be normal winch launching at Tønder on Saturday and a tour led by Ingrid Allerdissen would visit Tønder at 1400 hrs. The wind changed back to the East ie.. Baltic weather. It was again hot and almost cloudless. The previous day's weather from the North Sea did not produce many thermals, if any! On Thursday morning, tows to 600 metres were to above cloud and everywhere there was mist. There was no chance of seeing Sylt or the Hindenburg Dam. The task was not to lose the airfield. The weather forecast was that there would be 1-3 octos Cumuli at 4,000 ft and almost no wind. Thermals would begin when the temperature of 19 degrees C

was achieved. Adalbert Schultz, the Chief Instructor of the Luftsportvereins Südtøndern, congratulated all pilots who flew from their airfield for not having any accidents in spite of the very narrow site. During the morning had been the contest of the model builders. 42 young modellers took part with their Kleine Uhus but among them were 14 who flew mini models. Among the large Uhus, Stefan Döring, in spite of the strong wind, won with a flight of 97 seconds although he was hors concours. The winner of the contest was 13 years old Nicky van der Ven from Venlo in Holland also with a flight of 97 seconds. 2nd was Jannik Siegfried (11 years old) and Frank Christiansen. Of the little models, the first was owned by Patrick Kloppenburg (11 years old) from Hannover with 25.2 secs. Second was Bianca Carstensen (10) and 3rd was Nicole Carstensen. They were both from Humstrup.

During our 27th International Rally, we had 625 aerotows and 177 winch launches. The longest duration flights were:

29.7.1999 – Werner Tschorn in his Weihe D-7080, 5 hrs 18 mins.

30.7.1999 – Willi Schwarzenbach, S.18 HB-411, 5 hrs 17 mins and Werner Tschorn, Weihe D-7080, 5hrs 15 mins.

31.7.1999.- Werner Tschorn, Weihe D-7080, 5 hrs 21 mins.

7-8-1999. Hans Disma, Minimoa PH-848, 5 hrs 30 mins.

Towplanes' total time – 101 hrs 59 minutes.

Glider flying time – 543 hours 36 minutes

125 pilots and about 300 other people took part in the Meeting.

We thank Ingrid Zibell, the most hard working secretary, for providing the above statistics.

Saturday Evening saw the final Ceremony. After this, there was a fantastic rendering of old sea songs by the Cape Horn Singers, which everyone joined in with, in no uncertain fashion. I don't think that the Cape Horn Singers had ever before experienced such an enthusiastic audience.

During Sunday, we were played off the Site with live jazz music which many people enjoyed.

It had been a tremendously well organized Rally and, for this we thank Gerhard Allerdisen. He could not have done better. The site was really beautiful with its flags and tents etc. Poor Adalbert Schultz achieved miracles as the hard working Chief Instructor who ran and ran, organizing the take off point and much else. For his great efforts to keep us safe, we thank him and we hope that he will enjoy many more years of flying.

The Old Gliders. A great first time event, was the considerable entry of very fine Danish gliders. The Zögling 2G (two seater Primary), Grunau Baby 2b, Olympia etc did much to create a genuine old time atmosphere. We hope that they will come again. The Czech Republic's Nacelled SG.38, which was brought from Rana, also created a sensation, especially as it was aerotowed. It was named ERWIN. This was the name of the Südeten German, Erwin Primavesi who flew a nacelled Zögling over the slope of Rana for 2 hours 25 minutes on 13-11-1932, thereby setting up a duration record and proving that the Rana site was suitable for gliding. He also knew Grönhof and assisted his retrieve from Metzendorf. Grönhof had flown the Fafnir there from the Wasserkuppe (it was 220 kms distance and a World record)

Of the wondrous new German replicas and restorations, only the beautiful Weihe of Gerd Hermjacob was ready in time. The new Reiher 3 was not quite finished, but should be by now. The Musterle replica, which has been built by Klaus Heyn was 99% finished but was covered with LBA bureaucracy. Two more Kranich 2 b-2s are expected and may appear next year after their restoration. The Munster Goevier 2 was

still being overhauled in the Munster workshop. All these we can look forward to seeing airworthy during the millennium year. The Swiss Kranich 2B-1 was also not quite ready, by two weeks only!! The Roth brothers and Fipps Rothenbuhler have been restoring it and we are sure that it will be in the air next year. Germans are working on a second Habicht and a second Hü 28-2, to fly. All these we can look forward to seeing in the future. In the case of the Hü 28-2 and Habicht we might have to wait rather more than one year to see them.

We particularly wish to thank the Danes at Tønder for their great efforts to make our Rally at Aventoft a success. Adalbert Schulz is also a member of their club, and relations between the two clubs could not be more friendly. We also warmly thank the Nordfriesland German Youth of the Südtøndern Club for giving up their holidays to help run our 27th International Rally. They made it the success it was, and we hope that they will remember it as a wonderful and happy experience. We were glad to meet them. Lastly, we must warmly thank Christine Harsen, the Mayoress of Aventoft, as well as all the citizens of Aventoft, who joined in with the festivities with enthusiasm. It was a total commitment of the whole area to make our Rally a success. Representatives of each Nation took part in a football match against the Aventoft team. It ended 5-5. We hope that the Aventoft team enjoyed the experience, in spite of the glider pilots' team probably not knowing the rules, but everyone tried their best and we thank them all.



Another Restoration Prize winner, the Weihe of Gerd Hermjacob which was restored in the Münster workshop by a team led by Paul Serries. Photo Chris Wills.

We were receiving daily reports from the World Championships at Bayreuth at the other end of Germany. These indicated very good weather and mentioned how Holger Karow in the Open Class had flown a 635 kms course at an average speed of 150 kph. Our weather briefing kept telling us that we were also having this good weather almost day after day. This was simply not true. These may have been forecasts for the rest of Germany, and perhaps Hamburg but we were in Schleswig Holstein between the Baltic and North Seas, where the Angles and Saxons (ie the English) are supposed to have come from, and it was quite clear that our best weather had come from the Baltic as the air was slightly drier than that which came from the North Sea. Those few of us who stayed up were doing really well and those who even flew for more than five hours were doing incredibly well. What we lacked in good weather was made up for by the super organization and the tremendous show. We could have had eight days of fog and rain, but we were able to fly on every day.

THANK YOU AVENTOFT !!!

How to practice bungee launching without leaving the ground (or is it bungee?)

In the land of the blind (VGC and D&LGC) I counted as the one-eyed man (Mynd pilot with most current bungee experience), so Ian arranged a bungee practice at the end of one day of the vintage rally. In the traditional manner, we practised down one of the slopes on the airfield in the hope that we'd be good enough by the time a westerly appeared to risk hurling someone over the edge. (At the Mynd we always send a visitor off first: if they come back, we carry on, if not, we go back to winching!)

For reasons best known to someone else we picked the heaviest combination short of a two-seater (Peter Teagle and Sky) and twanged him down from the North corner. Result: rumble, rumble, rumble. So then we tried Chris Hughes in his Prefect and a good hold-back crew: same result! Then we tried moving round to the shallower East-West run, but at least it was into wind.

Bob Sharman in his Prefect: rumble, rumble, rumble. In about five goes I never once saw daylight under any wheel, but at least we had a bit of fun.

Mark Wakem

FUTURE RALLIES

Included in this issue is the application form for the 28th International VGC Rally which will be held at the Norfolk Gliding Club's site at Tibenham, Norfolk. If you intend to participate will you please fill in the form and return it before the end of January 2000, if possible, to enable the organisers to judge the scale of the event.

For those members travelling from the Continent to next year's International Rally at Tibenham we have arranged reduction in fares of up to 30% through Alternative Travel Ltd. See *Club News* for further details.

May we remind readers that the U.S. IVSM 2000 is being held at Elmira, the home of American soaring, from July 1 to 9. The entry list for gliders to take part is now closed but visitors will still be welcome.

The 29th VGC International Rally in 2001 will be held at Zbaraslavice in the Czech Republic.

CHECK OUT THE VGC SALES CATALOGUE IN THE CENTRE PAGES FOR CHRISTMAS PRESENTS!



THE JOURNAL OF
THE AIRPLANE 1920-1940

Leo Opdycke, Editor



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THE EARLY AEROPLANE

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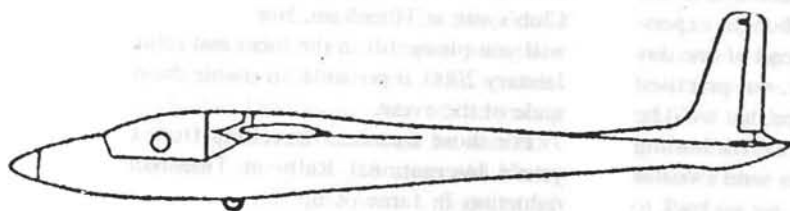
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Some of the entrants in Der Kleine Uhu contest at Aventoft.
Photo Chris Wills.



Subscribe to this glossy magazine which appears six times a year and usually includes an article on vintage gliding and other topics particularly interesting to mountain fliers. Annual subscription 90,000 lire (46 Euros) Write to Centro Studi Volo a Vela Alpino, Aeroporto Paolo Contri, Calcinat del Pesce, 21100 Varese, Italia.



Financed by-
Max Schachenmann.
Built in 1953.

The Horten 4b
and Elfe 2
were the
first 2
sailplanes to
employ laminar
flow wing
profiles.



Huber & Schmidt,.

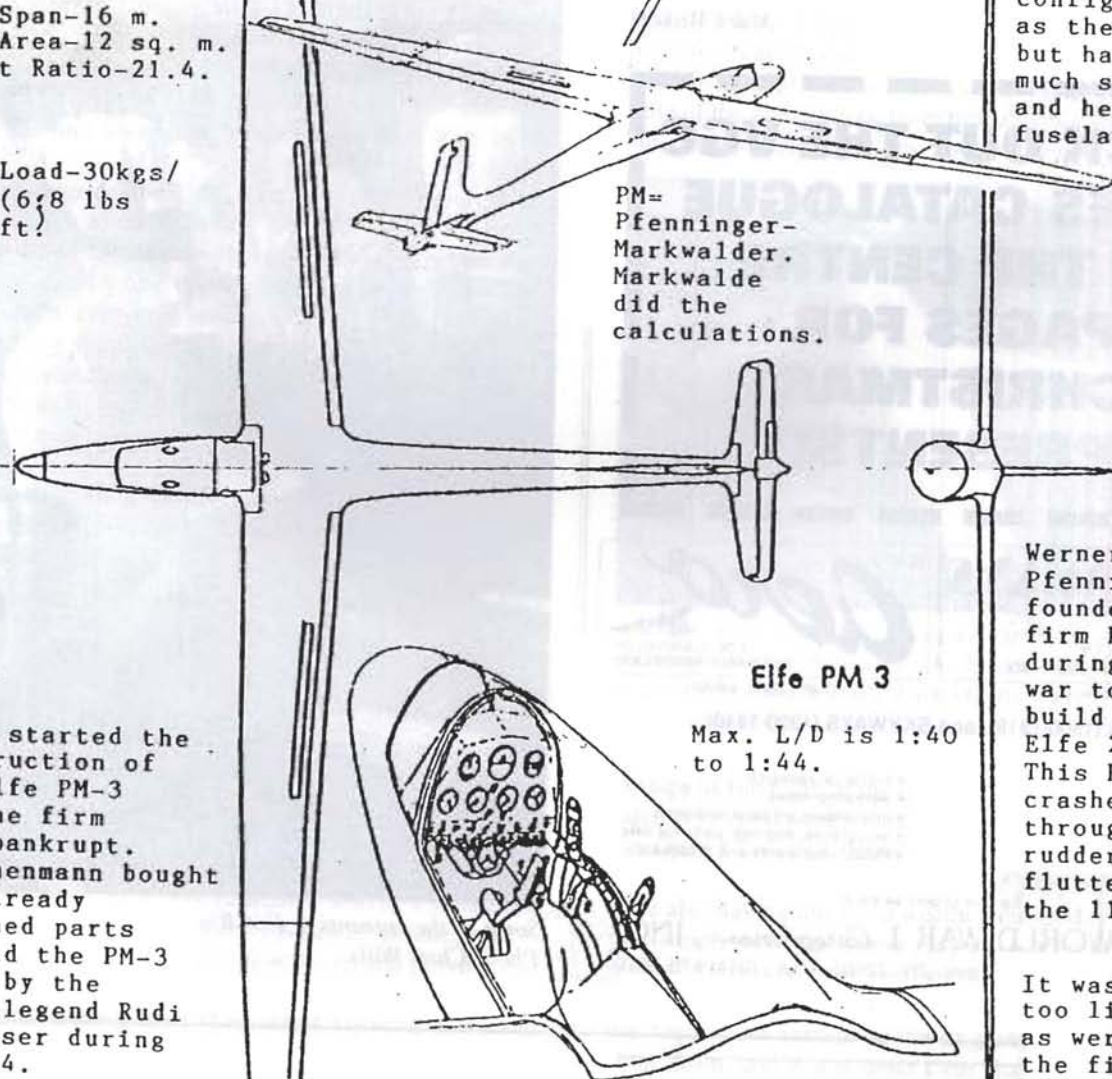


On 14. Dec.
1948, Dr.
Pfenninger
emigrated
to the USA
to work
for Northrop.
The PM-3
is of
the same
basic
configuration
as the Elfe 2
but has a
much stronger
and heavier
fuselage.

Wing Span-16 m.
Wing Area-12 sq. m.
Aspect Ratio-21.4.

Wing Load-30kgs/
sq.m. (68 lbs
/sq. ft.)

PM=
Pfenninger-
Markwalder.
Markwalde
did the
calculations.



Elfe PM 3

Max. L/D is 1:40
to 1:44.

Werner
Pfenninger
founded the
firm Husch
during the
war to
build the
Elfe 2.
This Elfe
crashed
through
rudder
flutter on
the 11.2.48.

It was built
too light,
as were
the first
Elfes
Its pilot
was
killed.

Husch started the
construction of
the Elfe PM-3
but the firm
went bankrupt.
Schachenmann bought
the already
finished parts
and had the PM-3
built by the
Swiss legend Rudi
Saegesser during
1953/54.

Designed by-
Werner Pfenninger
A. Markwalder;
W. Nicole

Maßstab





President: Chris Wills, Wings, The Street, Ewelme, Oxford OX10 6HQ

Treasurer: Austen Wood, 6 Buckwood Close, Hazel Grove, Stockport SK7 4NG

- The Club arose from the wish of the vintage glider owners at the very successful first International Vintage Glider Rally at Husbands Bosworth in 1973 to encourage the preservation of worthy gliders of the past, particularly by the ownership and active flying of these machines.
- Individual membership is available to those who wish to support the activities of the club, and all members are very welcome at Rallies.
- Rallies are organised in conjunction with local groups several times each year, and International Rallies are held annually in sequence.
- A magazine is issued to members, and there are technical articles about gliders of historic interest. Readers are always invited to contribute articles of interest to publish.
- The club endeavours to keep subscriptions as low as possible. Donations towards the running costs of the club are always gratefully received.

MEMBERSHIP APPLICATION FORM (2000) (block capitals or typewritten please)

Membership No. (please include your membership number when renewing)

I wish to renew/apply for membership of the Vintage Glider Club, subject to the rules of the club and enclose remittance for:

Initial Membership fee	<input type="checkbox"/>	5.00	(payable only once on joining)
Annual subscription	<input type="checkbox"/>	17.00	(Great Britain)
Annual subscription	<input type="checkbox"/>	19.00	(Europe)
Annual subscription	<input type="checkbox"/>	21.00	(Rest of the world to cover airmail postage)
Donation	<input type="checkbox"/>		
Total			

Cheques should be made payable to the VINTAGE GLIDER CLUB. Overseas members are requested to pay by Eurocheque or in sterling drawn on a British Bank or by Mastercard/Visa/Delta Credit Card

For all members (block capitals or typewritten please)

Name _____ First Name _____ Title _____

Address _____

Telephone number _____ email _____

Gliding or soaring club (or other aero club) _____

Gliding experience/PPL qualifications/Modeller _____

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Please tick box for payment by
CREDIT CARD


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☐

Card Number Expiry Date

Name of Issuing Bank

Cardholder's Name and Initials (as on the card)

Signature Date

Please post with your remittance to: The Treasurer, Vintage Glider Club, 6 Buckwood Close, Hazel Grove, Stockport SK7 4NG.

Tel: 0161 487 4522

MEMBERSHIP SECRETARIES

Australia, Ian Patching, 11 Sunnyside Crescent, Wattle Green, Victoria 3096

Belgium, Firmin Henrard, Rue de Porcheresse 11, 5361, Mohiville-Hamois

Canada, Terry Beasley, PO Box 169, 940 Lalonde Road, L'Orignal, Ontario, KOB 1K0. trbmasc@hawk.igs.net

Denmark, Niels-Ebbe Gjørup, Seglen 69, DK-8800 Viborg, Denmark

Finland, Risto Pykälä, Ristkarinkatu H A 13, 15170 Lahti. rpykala@edu.lahti.fi

France, Didier Fulchiron, 333 Rue Louis Blanc, 38420 Le Versoud. didier_fulchiron@mail.schneider.fr

Germany, Jörg Ziller, VGC Kreissparkasse Boblingen, Kto: 42856937, BLZ 603 501 30, Deutsches VGC Konto (Bitte zahlen Sie Ihren jährlichen Beitrag, von **57 DM** auf das VGC Konto)

Hungary, László Mészáros, Erkel utca 4, H-1092, Budapest. typozen@westel900.net

Ireland, John Finnan, Talavera, Emily Square, Athy, Co Kildare.

Italy, Vincenzo Pedrielli, Via Tintoretto 7, 20033 Desio (MI). Tel 0362 630293. vpedrielli@murata.it

Japan, Hiroshi Yoneda, 97-6 Tsuruta-machi, Utsunomiya, Tochigi 320. hiroshi-y@mxg.mesh.ne.jp

Netherlands, Nell Dijkstra-Adriaansen, Melis Blekiaan 61, 4634 XV Woensdrecht. Fax 0031 1646 15887.

knvvlpda@xs4all.nl Bank account ABN-AMRO 466746318

Norway, Petter Lindberg, Edvard Munchs GT 10, 1511 Moss.

Poland, Piotr Liqwinski, 93 038 Looz, ul Sannockd, 39m20. pikolo@krokus.com.pl

Slovakia & Czech Republic, Josef Ott, Panska dolina 2, Nitra. aeroclub.ni@usa.net

South Africa, Nigel Rotherham, PO Box 13407, Northmead, 1511, RSA. nigel.r@netline.co.za

Spain, Jose Garcia Colomo, Dr Zamenhof 41, 1r,3a 08800 Vilanova, i la Geltru, Barcelona. Tel 93 815 92 98. jgarci21@piextec.es

Sweden, Rolf Algotson, Aneboda. 360 30 Lammhult. Tel 0472 26 20 26. Fax 0472 26 21 08

Switzerland, Willi Schwarzenbach, Rte de Cossonay 52, CH-1008, Prilly.

UK, Geoff Moore, "Arewa", Shootersway Lane, Berkhamstead, Herts, HP3 4WP, UK

USA, Jan Scott, 12582 Lutheran Church Rd, Lovettsville, VA 20180. Flycow@aol.com

Zimbabwe, Mike O'Donnel, 21 Quorn Avenue, Mount Pleasant, Harare.

The club would be pleased to have fuller details of your glider(s) on a separate sheet, enclosed with this form

For owner members (block capitals or typewritten please) Membership is individual, not by syndicate.

Member name and number _____

Make and type of glider _____

Year built _____

Registration letters or numbers _____

Colour scheme _____

Where normally flown _____

Other owner(s) _____

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

Note:

The club records are on computer file. So that we keep within the British Law (Data Protection Act 1984) please sign opposite:

I have no objection to (a) my VGC membership record being held on a computer file and (b) being made available to other members via the internet

Signed _____

Please Use **CURRENT ORDER FORM** for current range, prices, postage!

No req £

Adhesive badges @ £0.50 each.

Blue motif on silver 75 mm dia.

Four types:

Front glued for sticking inside windscreen

1 'Vintage Glider Club' ☐

2 'Vintage Glider Club Member' ☐

Back glued for sticking on glider etc.

3 'Vintage Glider Club' ☐

4 'Vintage Glider Club Member' ☐

PVC sticker as above, 'Vintage Glider Club'

back glued for trailers etc.

9" (230mm) dia @ £2.50 each..... ☐

15" (380mm) dia @ £4.50 each..... ☐

sticker 100x40 mm,



back glued, £1.00 each ... ☐

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

Metal lapel badges @ £1.50 each.

Silver-coloured motif on blue

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Large Postcards

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

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Large:..... ☐

Miniature wind socks 20 cms long

Orange or red & white striped

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Silk Scarves, cream 25" (635mm) square

with VGC crest in two corners

@ £7.90 incl p&p ☐

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

S £5.50 ☐

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Crew-necked sweat shirts, with 165 mm motif central

on chest "Birch" grey with navy blue motif or

"Bright Royal" blue with white motif.

103 cm chest L £14.50..... ☐

118 cm chest XL £14.50..... ☐

126 cm chest XXL £15.50..... ☐

Sub-total

12/99

Sub-total b/f

Embroidered Sweatshirts with 70mm VGC Motif on left breast

grey, embroidered with navy blue VGC crest

navy blue, embroidered with light blue VGC crest

No req £

97/101 cm chest M £17.50..... ☐

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Ties @ £5.00 each. VGC motif woven

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 "Whispering Wings" & "Cloud Cuckoo" (Cartoon) 2hrs 55mins. English
 Historic pictures with commentary
 Pathé News, Itford 1922 - "Wings for Pauline" - misc Vintage & "Sutton
 Bank 1994" 1hr 14 mins English.
 "Vol-à-Voile" 1hr 39 mins French.
 "8th International VGC Rally at Sutton Bank 1980", from Jan Scott's
 amateur film. 1hr 30 mins English.
 "Wolf Hirth Remembers" Commentary by Chris Wills 2hrs. 1930s,
 English.

"Aufwindjäger", Swiss mountain flying, 17 mins 1947, German.
and from "Green Dragon Graphics"...
 "Vintage Scene 1972-92". Clips and stills from 32 glider meetings, 2hrs
 50 mins English.
 "Dunstable, 1957-92", clips and stills, 2hrs 50 mins, English.
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*all at £12.00 plus postage, UK £1.00 Europe £2.00, Overseas £3.00. Be
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 from film and the running times are approximate - but they are nostalgic!*

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Each sweat shirt £1.75p (£3.00)
 Each T-shirt, or beanie hat £1.00 (£1.50)
 Small quantity badges or other small items 50p (£1.00)

postage and packing - Descriptive Articles

First article	30p	(60p)
each additional article	10p	(30p)

TOTAL

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 use the form on page i. Conditions of sale apply.*

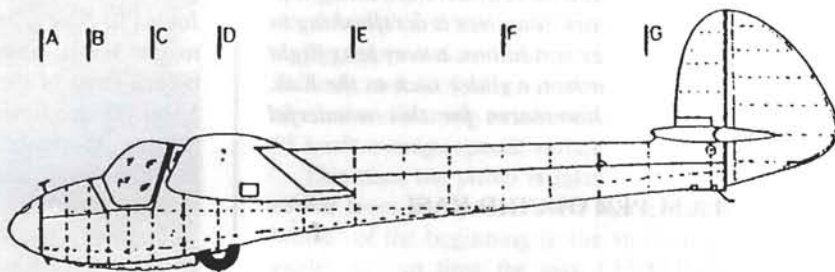
I enclose the sum of

Name

Address

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

This aircraft was to fulfil the need for a Czech built, side by side two seater trainer to replace the German Göviere.



LG-130 data. XLG-30 prototype in parentheses.

Solo.- min sink
0.85 m/sec
at 62 kph.

Wing span- 16m.

Length- 7.57 m. (7.49m)
Aspect Ratio - 11.75.

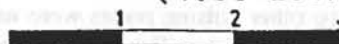
Empty Weight-275 kgs.
(255 kgs) 605 lbs.

Max.L/D-1:21.8
(1:22)

Min.Sink-0.94
m/sec at 68 kph.

One XLG-30
was built in 1948
and 40 LG-130 s
(Production version) were built
during 1951-1952 at Otrokovice
OK-1200 was the first production
"Kmotr".

Wing Area-21.8 sq.m.
Wing Loading-20.41 kgs/sq.m.
(4.38 lbs/sq.ft)



The Czech LG-130 "KMOTR" (Godfather).

LG-130 KMOTR

L + K 83/i14

MONOGRAFIE

This three view drawing has been reproduced from
"Letectví a Kosmonautika". The data has been added.

As was described in the last issue, flights of 500km were made in 1935 in gliders with L/D of 20 but as they were incapable of penetrating into wind the modern triangle tasks were not possible. In these days when sleek glass gliders are thought to be essential to achieve good cross-countries it is refreshing to find that, given the right weather conditions, a very long flight is possible in a fairly low performance glider such as the Ka8. We must congratulate Esko Hammaren for this wonderful achievement. Ed

AVIATION WITH A SUPER ORCHID KASI

Preamble

'O boy, does "the Rack" go!' This shout from "the Wood" (Ka6), expressed to the ether by one of my early instructors, Raine Mönkkönen, some time during the 70's – presumably during a Finnish gliding championship flight, after a long, successful glide to a turning point- was hollered out of my mouth on 28.6.98 at 18:30 by throwing the Ka8b, "the Eight = Kasi", OH-344, at 1800m over Oksava into a steep right bank for a turn-point photo. At this stage we had made 8h 40min and 450km. But, let us return to the deep roots of a sequence of happenings leading to this moment.

Introduction i.e. post-modern history – no nostalgia

My faith in long cross-country flights with planes performing like Kasi was awakened in mid July 1979, when we, with Hanski Mäkeläinen flew during subsequent days, a Five Hundreds triangle with KSI's K6E OH-354, (the Six = Kutonen). With Hanski, and momentarily a little ahead flew, his brother Tikli also on his first 500km with KSI's PIK-20B OH-470. I immediately rushed to make elaborate plans for a 750km triangle with Kutonen, but too soon my way lead over the Great Ocean and consequently to Central Europe for several years. Returning back to Nisukylä" (Jyväskylä, Nisu = jyvä = corn, kylä = village) in 1989, the Six had already experienced a tragic accident (but is now flying again, in EFVR in fact), and also my licence was shelved, due to severe strain injuries caused by several happy occasions increasing the size of our family.

A 340 km flight

Slowly one got the licence with accessories back in shape and the next, significant days for our story came at the end of July 1997. I arrived on 21.7.97 in the silent (because only a couple of true believer aviators were present) airfield of Naara (EFPK), late about noon. The cloud base was apparently high, but sparse. A call to Julle Sahlsten, the hoppy-farmer-profitow-pilot, and Kasi was taken to the start position. I flew at 2.5km's without a declared task, but with a definite plan to check the "Capital" Puumala, and, with luck, the childhood home of mine, the "Overseas" Utula which is situated in a peninsula, almost in the middle of the Great Lake Saimaa. I would also like to reach the Partala-island which I had rowed around several times and the goal of this 65km-race, Sulkava. Utula was almost a success, because of the void caused by Saimaa, but the two other turning points were well rounded. This made 340km in 5 1/2 hours. This was quite a feat for the Kasi.

Now a 462 km flight

For the following day, our old friend of 20 years back, the 502km triangle (with Kutonen) EFPK-Virrat-Herrala-EFPK, with chalk on the blackboard and just take off and go. The

flight passed off well at good heights (1.6 – 2.4km), on schedule through Virrat until Herrala and a further 20km north of the town Lahti to the West Coast of the Lake Päijänne. Then begins the time of hesitation. Should one fly straight over Joutsa to Naara, as with the Kutonen twenty years earlier, or to the north, along the pre-planned secure route, the sea-breeze-front of the east-side of Päijänne until 20km south of Nisukylä and from there 60 km east to Naara, hopefully with roaring thermals until late. Looks very promising also straight-ahead: clear cumuli here and there. So let's go straight-ahead.

Naturally, the thermals get weaker and die out soon in front of the nose of Kasi. We get over Joutsa, near Kangasniemi at a thousand metres, here and ahead, towards Naara there were clear skies. The only decent area of fields was below me, 9 hours flown, 40km to go to Naara. Decision: if no thermal found, better to land out here instead of taking the risk of trying to over-fly the densely forested area to Naara (sure there would be some scattered fields, enough for the Kasi). The local field beckoned, 9h 20min and a satisfactory distance of 462kms. The slight disappointment, caused by my own stupidity concerning the route selection, was then listened to with ready ears by the excellent support team in figure 1.



Figure 1. Kasi and support team in the grass field of Kangasniemi 1997.

New summer, new challenges. 545km this time

As we remember the summer 1998 started promisingly rainy and the followup then was not a bit better, except.... When I recovered from the Finnish Mid-Summer Feast formalities, I happened to pop out, at Nisukylä's Lohikoski (Lohi = salmon, koski = rapid), on the balcony of our residence just during the evening twilight on 27.07.98. A strange light phenomenon blinded my sore eyes. The weather page of the local magazine in hand: it talked about the second between-the-fronts day at with clearly a third one to come. Call to the EFJY Meteo: cloud base already today at 1.6km and would rise tomorrow. Another call to another well-served-tow-pilot, "Pena" Hyvärinen: "Yes, tows available when you wish, starting 06:00 and Kasi is ready to fly". Old, well-scrutinised aviation maps, a red ink pen and a ruler as well as the 11 year old offspring, already badly bitten by the aviation bug. All went upstairs, to the commando center to assist the aviation veteran in planning. The strategy was borne out instantly when I remembered on the west- or east-side of Lake Päijänne, depending on the



Figure 2. NOAA-satellite picture 280698 05:34 East-European time

wind conditions the frequently appearing, long lasting sea-breeze front. A row of lakes almost without a break continues some 200km to the north from Päijänne. So the task will be a narrow triangle EFJY-Lammi-Oksava-EFJY, 607km measured from the crumpled map. One could fly the east or west side (which I would prefer anyway). The scheduling was easy, too, 150km to the South, a 300km straight to the North and 150 back. After a no doubt, well slept night, in the morning shortly after 05:00 back to the balcony; clear skies all over. The satellite picture in figure 2 confirms my observation. However, as Timo Kiiha, who almost completed a 1000km triangle with a 17m Ventus on the same day expressed later, it was better that I did not see the picture at that moment. It would perhaps have tempted one to pull the covers over the ears again.

A hasty breakfast, all necessary belongings and some snacks with drinks routinely in the bag and a call to Pena at six. We meet at the KSI EFJY hangar shortly after seven. The Eight is in the hangar, but there had been other smaller fliers as well. Well, just start cleaning and it seems that the maintenance period, too, would expire during the long flight planned. Pena takes care of maintenance, as the agitated pilot jumps back and forth worrying about the cleaning and other necessary details. One manages to fix Kasi and the slightly sweating hoppy pilot in to flying condition, photographed (figure 3) and transported to EFJY's Alpha position shortly before the local thermal starts off. 20km to the south, at the level of Nisukylä a few promisingly high cumuli are visible.

Launched at 09:44. In the west, 15km from EFJY, conditions appear good and to the south and north it is estimated conditions have been good for the last half an hour. The tow up to little over a thousand metres and "a long glide" in a south west direction into the outskirts of Jyväskylä. Not a single ripple before the first cloud, but Kasi will reach them securely, would do even further. Immediate attack into a good thermal and soaring conditions. The flight starts off with about 55 km/h average speed, without difficulties, to Lammi.

This time the photo is taken from the South but 25 years earlier from the North, when flying with a yellow Ka6 ("the Wood" of the beginning in the story) my Gold-C 300km triangle. At that time the task EFNU-Lammi-Alastaro-EFNU was with "Suksi", Martti Sucksdorf, with a Vasama (he had to land out shortly after Lammi). I was on schedule back to north. The cloud base was about 2km (figure 4), the lift modest 2-3 m/s recorded by uncompensated mechanical variors, but there is a better than good density of them (figure 5). The flight continues swiftly with little under a hundred km/hr gliding speed.



Figure 3. Kasi, the task declaration and a slightly stressed pilot

We arrive in the area of Nisukylä in the best conditions of the day right on schedule with over 55 km/hr average. Sitting his mandatory 5hours, Mikko, a local youngster who is the editor of Rohviili, the magazine of our club where the first version of this story appeared, radios me about 5-6 m/s lift recorded with the fine compensated instruments in his ASK-16. Now we can push for, (I want to express this in German,) "fuarsterliche" 110 km/hr speeds.

Still over half of the journey to go, but no worry, the Finnish mid-summer day is long. 50km north from EFJY, the distance between cumuli starts to lengthen and the lift gets weaker. We now fly purposely and more carefully and higher than earlier. One must deviate from the route to west to go to the east rim of Lake Lestijärvi and from there towards Haapajärvi and Oksava. Time starts chumming itself, obviously tiredness starts to weaken my decision making. I hesitate too much, circling as high as possible in weak lift, before the glide to Oksava. There, immediately appear decent conditions. Documents to the cassette and towards home. Everything works like clockwork.

Two alternatives are available; a glide back to Lestijärvi to the south west, or one to the south east to the east side of the lake district, into seemingly fair conditions. I choose west. In

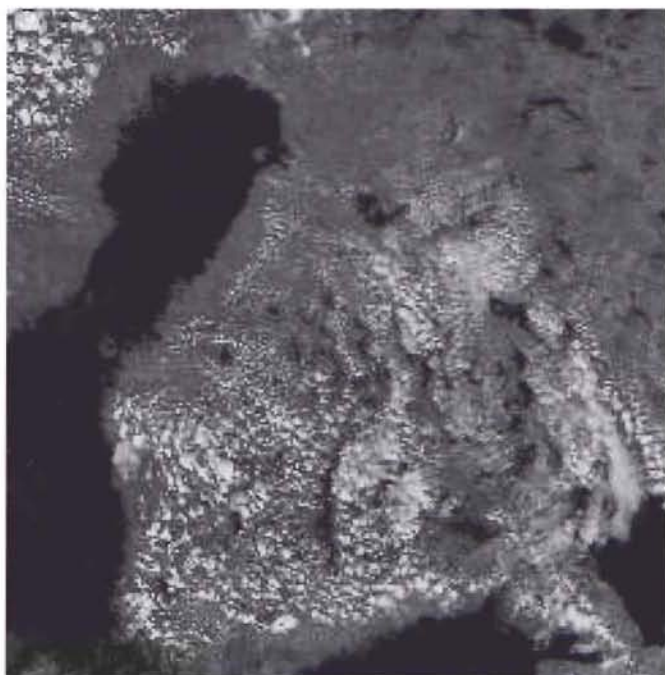


Figure 4. And good conditions are plenty. Situation at 15:30.

the southern corner of Lestijärvi I meet then the Thousand Dollar Moment of the flight: 10km to the west, as far as can be seen, leading the south west a clear formation of cloud streets, which seems to bring one 100km west from EFJY. To the south there are scattered flat cumuli towards EFJY. I glance at the chronometer. An estimate; going around the western route (assuming there would be anything to get back east to EFJY...) means with Pythagoras 60-80km more to go. So take a straight glide towards home. A wrong decision, as the satellite picture, fig. 6, taken half an hour later shows, with lots of hypocrisy, there is a nice peninsula of cumuli leading directly to EFJY. After climbing up in two weak thermals – I do not now allow descent below 1.5km – we are gliding in the east side of Kyyjärvi airport heading towards a few very faint cumuli in the north east corner of the Pyhähäkki national park. We arrive at 19:30 at a good one thousand metres above a fairly wide area of fields. The conditions really get weaker, sun is shining, but seemingly the cosines are a bit scarce.



Figure 5. An exposure one should have gotten into the cockpit. Situation at 19:16.

Again, feelings from real life push themselves to me; at home they think of their beloved treasurer and hopefully something else, too, longing kids and wife are waiting.

The banks as well could be interested about the future salary bags and who knows what other similar thoughts, at that moment, important for the continuation of life, overwhelms my mind, decision making now difficult by the ten hour flight. Same decision, different place, as a year ago; to pass over Pyhähäkki one needs a decent "evening suck". But at last, the main wheel of Kasi meets the ground after twenty minutes, at 19:54 on an airport-wide, newly cut, fresh cattle food, field. 10h 10min, 545km.

Amongst the instantly swarming black-fly clouds I'm professionally informed by the first local to speak to me that I have landed in the village of Kärjämäki and that the local ultralight fliers know the thermal works there beyond the hill (only one kilometre away) on its sunny side late into the night. Did not work this Sunday night though.

Call to Pena. In the west a good thermal is roaring. Wait on the one and only main village road, escaping back and forth the black-fly squadrons. The car and trailer arrived (fig. 7) and after the mandatory, but especially welcome, few pints in Saarijärvi at 01:00, her part decently fulfilled, Kasi gets back to the stables she left a day before.

Esko Hammarén



Figure 6. The Kärjämäki grand airport. Obs. thermal at the west.

Anecdote

Kasi OH-344 performed, during the remaining summer, several other heroic trials – at low ceilings – to conquer the so-called Homefield Competition. Unfortunately, due to the limited skills of her pilot and the nearly unfair conditions, this goal was never reachable. At least she got one over-night stay at the Selänpää glidersuite beside another champion Kasi OH-255 which reached record highs (flown by Markku Kuitinen).

PS. Based on our mutual, classified training flights with Kasi we have the opinion that 750km, with the approval and favourable co-operation of the Queen herself, is possible in our Motherland. During the winterly "Frost-parliament" 1999 in Nisukylä though, some with somewhat more noble fibres flying enigmas thought this to be at least slightly optimistic. With the Queen, however, we believe, based solely on our experience, that a 13-14 hour flight during the Midsummer-days is completely attainable:

A glide from 1000m to 200m would take 0.3h. Thermals for 12h. Final Glide 2.8km to 0.0km would take another 1.0h. Altogether 13h. q.e.d.

Esko

THE FIRST MANNED FLIGHT

The 150th anniversary of the world's first manned flight was marked on 12th August at a Yorkshire airfield in England.

Fifty-four years before the Wright brothers flew into the history books, Sir George Cayley ordered a terrified young coachman from his estate into the pilot's seat of the glider he had built. The glider was launched and travelled some distance downhill before crashing to earth whereupon the coachman gave in his notice to leave Sir George's employment and ran off. It is not known if there were any other flights.

The achievements of Cayley (1771-1857) are gradually being recognised in the flying world. Known as the father of aeronautics, Cayley was the first person to separate the theories of lift and propulsion, and the first to design an aerofoil, similar to those in use today.

Ian Richardson, who organised the event at the Yorkshire Air Museum in Elvington, said, 'We have the world's only flying replica, which was known as the Governable Parachute. This Victorian flying machine made the world's first manned heavier than air flight at Brompton Dale near Scarborough'. He added 'That took place in the late summer of 1849 and Cayley said it flew across the Dale 'like a noble white bird'. 'Our celebration is to mark this historic moment which occurred more than 54 years before the Wright brothers made the first powered flight from Kitty Hawk Sands in the USA on December 17th 1903.. David Tappin, another organiser and Cayley admirer said "If you ask people, about 99 out of a 100 will not know who Sir George is, though his work is becoming recognised now. Some of his ideas were way ahead of their time and most of the principles he came up with are in use today'. Two of Sir George's surviving grandchildren were at the ceremony and among those present were Sir Marcus Worsley, the former Lord-Lieutenant of North Yorkshire who is a direct descendant of Sir George. The RAF also paid tribute with a flypast of two Tornados from 25 Squadron and a Hawk trainer. The organisers at Elvington plan to roll the glider out again in the month of August for its first public appearance. Our very own Vintage Glider Club member Derek Piggott was the first and probably the only pilot to have ever flown this replica.

(In answer to Ray Ash's request in the last issue for more "do it yourself" articles Bob Gibson's account of how an EoN 463 was modified to bring it back into airworthy condition makes interesting reading. Ed)

THE FIRST OF THE FEW

(or how to mend a EoN 460 wing) by Bob Gibson.

When the accident occurred a couple of years ago, and the cause was discovered to be failure of the wing main spar, an immediate investigation was carried out, and meanwhile all gliders with that type of spar construction, the Oly 460 series and the Darts, were grounded.

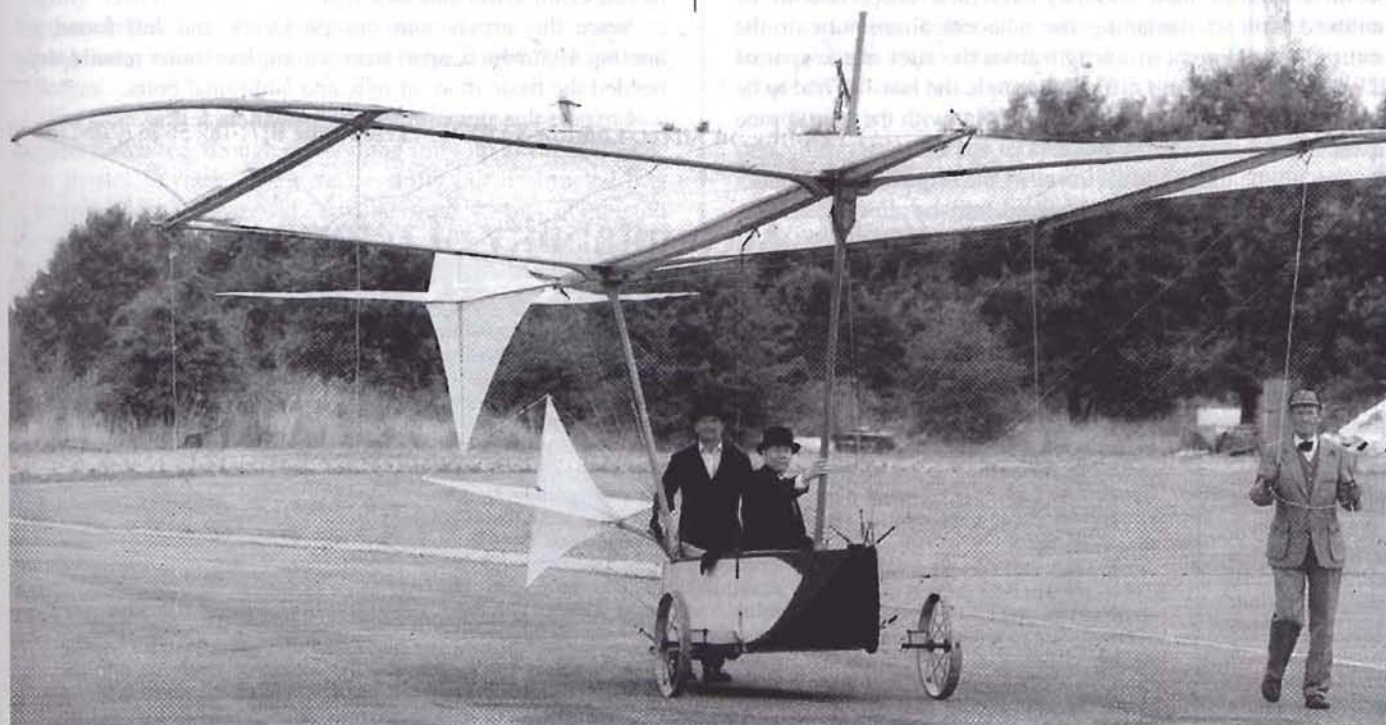
The investigation showed that separation had occurred between the wood and aluminium laminations which made up the main spar, close to the inboard end of the wing, and that in this particular case water had been absorbed by the wooden sections. The trailer in which the glider was kept was found to leak badly, and appeared to have done so for some time.

All of the gliders affected were inspected and fell into three categories:

- Those where no lamination separation was found,
- Those where there was separation between the wood and aluminium laminations, and
- Those where there was also separation between the aluminium laminations.

Perhaps at this point it should be explained that each aluminium side section is made up of five laminations at the wing root for a distance of 20 ins where the number reduces to four for about two feet when it reduces to three, and so on until the metal ceases, 142.45 ins from the stub end. The inner face of the inner aluminium section has a very thin veneer bonded to it, presumably to assist adhesion to the wooden parts. The wood section consists of a web of 2mm 3-ply for the full depth of the spar, with one-inch deep booms, a quarter of an inch wide, between the web and the aluminium, top and bottom. The booms at the root end are of mahogany (where all of the fixings are) scarfed to spruce for the rest of the spar.

After a while the BGA cautiously agreed that those gliders where there was no separation between either wood or metal



components could be modified by incorporating additional fixings in the high risk area, ie. the wing root, together with the renewal of all other fixings in the area, and could then be flown. Other cases were thought to be beyond repair, and at least one owner literally threw his on the scrap heap..

At Stratford on Avon Gliding Club we have one of each of the above examples of EoN type 460/463s. One, which we refer to as Colin's, which showed no signs of deterioration, has had the mod. carried out by the ubiquitous Derek Phillips, with Colin's help, and is now flying. One, which we know as Fred's, and which is actually a 460 with the fabric covered top body instead of the later fibre-glass, has separation between the aluminium laminations. It was bought for the instruments and trailer, but we don't quite know what to do with it at the moment, repairwise.

Now number three, which we shall call Bob's, has signs of separation between the aluminium and the spruce booms bad enough in a couple of places to be able to pass a one and a half thou. feeler gauge through, and visible gaps, but not so bad in other places. Through Derek's grapevine he heard of a chap in Yorkshire, Peter Woodcock, aided and abetted by Peter Teagle of Derby and Lincs G.C., who was pioneering a method of repairing a Bob's type by removal and replacement of the spar booms in the afflicted areas.

What this meant was cutting away the two mahogany/spruce booms, one inch deep and one quarter inch wide, for sufficient length to clear the suspect areas, in our case about 30". Apart from rigging up a high precision location and machining device, far beyond the likes of me and my workshop, the answer is a very thin chisel and lots of patience. As well as removing the wooden booms without damaging the aluminium on one side and the ply on the other, the start of the spruce had to be tapered over a distance of 15 ins to form the base for a scarfed joint. Tricky eh?

After a visit to Yorkshire to pick their brains, and a reciprocal visit to Warwickshire by the two Peters, we started work on ours. That is, Bob's.

Although quite a lot of surface material had been removed from each wing face, these were tidied up to roughly 30" by 10" along each spar. Which brought us to the fiddly bit! Each boom, a quarter inch wide by one inch deep, had to be removed without damaging the adjacent aluminium or the centre plywood web, to a length from the start of the spar of 22". As if that were not difficult enough, the last 15" had to be sloped to form the basis of a scarfed joint with the new spruce insert. The veneer on the alum (I'm fed up with typing aluminium all the time) and all traces of the original Redux adhesive had to be painstakingly removed, and the alum faces carefully cleaned with wet and dry.

I reckoned that I could remove one section of wooden spar in one day, but cleaning up the surfaces of wood and alum took much longer. We found a piece of alum 3/16ins wide to which emery paper was glued on one edge and one side, so that the bottom of the long scarf face and the sides of the centre ply rib could be cleaned and leveled. The biggest problem was trying to see into the one-inch deep slots and a fluorescent light mounted just above the head was found to be the best, that is, until you stood up to ease your aching back, when, of course you hit your head on it!

The 3/16 alum plate was also used for rubbing the clean edge along the 15 ins scarf face, and the resultant high spot marks carefully removed until the whole length was flat.

The replacement inserts consisted of lengths of spruce spliced to pieces of mahogany, each being exactly 1/4 in wide

by 1 in deep, with the spruce tapering over 15 ins to match the mating face cut in the existing spar. The mahogany/spruce scarfs were bonded with Aerodux, and were made up in position within the spar to ensure accurate alignment, but using clingfilm to prevent adhesion to the spar faces. They were then cleaned up and bonded into position in the spar using Araldite 420, using as many clamps as possible to ensure complete adhesion on all faces.

Sounds easy, doesn't it?

The rest was pretty straightforward – drill and ream the new holes for the additional fixings, with one so placed that the end of the wing had to be cut away and an air drill used – replace all the existing fixings, these together with my fingers, my hair (what little bit I have left!) and most of my clothes liberally covered in Durolac rebuilding the cut-away bits of wing and scarfing new ply over all the holes – refabric – paint, fill, flat and paint, fill, flat again, and again.

And then put the whole lot back together, when I managed to find the bits!

The whole exercise had been started as a winter project to fill those cold, wet days when you couldn't fly and you just couldn't face any more decorating. But suddenly it was spring, and it dawned on us that if we extracted one or more digits we might be able to have the glider flying in time for the Vintage and Classic Rally at Camphill in July. And so a lot of midnight oil was burned, and numerous Brownie points cashed in, to achieve this goal. It might be mentioned here that the title of this article-The First Of The Few- was chosen because Bob's Oly was expected to be the first so-modified 460/463 to fly. But fortune was not on our side. Although the glider had been carefully inspected for its C of A, when it was fully rigged at Snitterfield airfield two days before the start of the Rally it was found that there was movement in the tailplane mounting bracketry which only became evident when the full load of the tailplane was put on it. There just wasn't enough time, or Brownie points left, to find the cause of the movement and effect a repair. And so this project was put on a back burner so that we could get on with the real business – flying. After all, it was supposed to be a winter project.

After all that, Camphill was not a complete disaster, I borrowed Colin's 463 and took that.

Since this article was drafted Derek and Jeff found yet another 463, which, apart from a complete trailer rebuild, only needed the basic mod. of new and additional bolts.

I expect that this one will be known as Jeff's.

Bob Gibson



Martin Simons with the modified Skylark 2 "Phoenix" at Dunstable in 1986, twenty years after the rebuild and recounted opposite. Photo from Martin Simons.

In the late '50s and early '60s there were three Skylarks which were modified by their owners to improve the performance. Martin Simons has written about the second to be worked on

MODIFYING THE SKYLARK 2 BY MARTIN SIMONS

Slingsby produced the Skylark 2 late in 1953. It was intended as an inexpensive club sailplane. The wing, of 48 feet span, had a low drag NACA wing profile over most of its length. This 20% thick 'laminar boundary layer' section was expected to perform better over a wide speed range than the thinner but 'turbulent' flow wings of the previous era. To improve accuracy, low density, thick gaboony plywood skins, less prone to shrinkage than birch, were used, with an accurately machined leading edge. The wing was constructed in three pieces, a nearly rectangular centre section with detachable tapered tip panels. The nose of the fuselage was moulded in glass cloth and polyester resin.

The performance and handling was considered excellent in its day, but the Skylark 2 was relatively unrefined. The wing was mounted on a high fuselage neck. The pilot's seating position was almost upright and the cockpit canopy, especially on the later production models, was quite bulbous. There was a non-retracting landing wheel and fixed, rubber-sprung skid. Like most earlier Slingsby products, the angle of incidence of the wing, with the tail skid on the ground, was high to allow take off and landings at low airspeeds.

Dennis Corrick and a small group at the Bristol Gliding Club at Nympsfield, using their professional aerodynamic and engineering experience, made a careful study of the Skylark and became convinced that a worthwhile improvement in performance could be achieved by a general 'cleaning up' and some relatively easy modifications. The wing could be extended to the full fifteen metres span allowed in the 'Standard Class'. This would also permit the installation of Höfner tips to reduce tip vortex drag. A further improvement would be to set the wing at a lesser angle of incidence. An improvement in the glide would result at high flight speeds, the fuselage then being better aligned with the airflow. The penalty, of slightly faster landing speeds, was considered acceptable. Further improvements could be obtained by attention to fairing wing roots and the exposed wheel, sealing gaps and leakages.

The work was done and some improvement in performance certainly resulted, though not coming fully up to expectations. The Bristol Skylark 2 flew successfully but it attracted less attention than it deserved. By the time it was completed Slingsby had produced the Skylark 3, with its much greater span, and from 1958 the Standard Class market was dominated by the Kaiser Ka 6 design produced in quantity by Schleichers in Germany.

As a one time woodwork teacher I had long had an ambition to involve myself in construction work. In 1964 an opportunity to buy a badly smashed Skylark 2 arose and for about £150 I found myself in possession of a sound trailer, a fairly complete rear fuselage and tail unit, and some badly smashed pieces of wing. The entire front fuselage, everything forward of the wing trailing edge, was crammed into some tea chests but, rather surprisingly, the pilot in the crash had not been injured. (Quite a lot of this Skylark is buried somewhere under the land fill at Dunstable.) There was a box with a few serviceable instruments. My Skylark had been for some years with the Surrey Club but the accident had happened after they

parted with it. This aircraft, named *Phoenix*, was the one used in 1955 by Derek Piggot in a notable cumulonimbus cloud flight. He broke the British gain of height record, reaching nearly 25,000 ft asl without oxygen and was struck, fortunately without serious harm, by lightning. When stripping the paint from the plywood I discovered several small charred holes in the fin and tail. There was also some denting of the gaboony ply by hailstones. (A later, fatal lightning strike on a Skylark 4 in Yorkshire, should also be remembered.)

I made contact with Dennis Corrick and from him obtained a very full technical account of what his group had done. I had some ideas of my own, prompted by the fact that I would in any case have to build a completely new front fuselage. By this time Slingsby had progressed to the Skylark 4 and Dart 15, and I resolved to eliminate the high fuselage neck, give the pilot a reclining seat and a better cockpit canopy. The wing tip extensions to the full 15 metres, with Höfner tips, would also be done.

With technical advice from Slingsby's staff, I did the redesign and obtained the necessary approvals. The main fuselage frames were reduced in height by 6 inches and the wing set at a slightly smaller angle of incidence (from memory about 1.5 or 2 degrees). This required some additional fairing at the rear of the wing. The reclining seat was modelled on that of the Skylark 4, with a lengthening of the nose, and a Dart canopy was fitted. To prevent increasing the loads on the tailplane during winch launching, an extra small frame was needed under the seat, to carry the Ottfur hook. The long, heavy skid was replaced by a short one. The wheel should have been faired properly but I never managed to get round to doing this. A new port tip spar and some ribs came from Slingsby. With help from Vic Ginn in the Dunstable workshop in splicing the centre section main spar, I spent the next two years rebuilding.

While the main work was going on Professor Wortmann in Stuttgart reported some research on the Ka 6 wing and showed that an improved performance could be obtained by a small modification of the leading edge profile. Without very much alteration, the published forms could be applied to the Skylark and, as I approached the finishing stages, I decided to do this. All that was required was to mix up a sticky goo of epoxy resin and micro balloons, smear it along the entire leading edge and use metal templates to bring the profile to the new shape. With one infuriating failure when the resin failed to cure during a very cold and damp spell at Dunstable, this was done. The goo had to be scraped off and the job done again on a warmer weekend, with better results.

The *Phoenix* was finished and test flown by Cedric Vernon in March 1967. Whether the performance was very much improved, I could never really determine. The extended span cannot have done any harm and several who flew it reported it was much quieter in the cockpit than the original Skylark. This must mean there was some reduction in drag around the wing roots.

I flew it less than I had anticipated during the following year, only about fifteen times for 27 hours, having been seduced by a Ka 6E, but I found syndicate partners who did more and who took it over completely when I emigrated to Australia in 1968. It is, I believe, still extant and serviceable at Dunstable.

In Australia, a single Skylark 2 was imported in 1957. This, after an accident, was rebuilt following lines similar to my own but without my involvement at any stage. The owners of this example did the undercarriage properly, making the wheel

fully retractable, and reducing the skid to a token rubbing pad. This aircraft too, is still alive.



The Australian Skylark 2 as modified after a rebuild. Photo Martin Simons.

Ken Brown writes:

As one of the members of the original Bristol Skylark syndicate, I was very interested to see a copy of Martin Simons' account of his modifications. One fairly significant difference between his and the Bristol (Denis Corrick) modification was that we reduced the wing rigging incidence by 4° rather than the 1½ to 2° which Martin did, and with the main wheel repositioned about 2 inches further into the fuselage the wing incidence on the ground was reduced somewhat more. However this did not require a higher landing speed. Approach and flair were just as before, and the only differences were that the tail skid touched first and, of course, the nose up attitude. The only problem I ever had was with an instructor who was not familiar with the aircraft and was, not unnaturally, convinced that I was approaching too slowly. There was more nearly a problem with take off. Winching was much as before except that you could not get airborne at too low a speed, but the glider did not get airborne much before the tug on aerotow. The rough patches at Nympsfield at that time were a great help in getting off the ground, but even on smooth runways there was never a real problem. Denis had taken it as far as was acceptable. Fred Slingsby was later so impressed that he allocated it the Mark Number 2C.

As far as performance was concerned, we did some comparison checks with an unmodified Skylark 2, which showed that there was a marked improvement at cruising speeds, but we were not able to quantify it accurately because of the difficulty in estimating the difference in the sink rates. However, in competitions it was able to keep up with the 18 metre Skylark 3 in glides between thermals and it did not lose anything in the climb.

The PERCY PILCHER 100 YEAR MEMORIAL RALLY.

On 30th September 1999 Ron Davidson organized a FLY-IN to the field where Pilcher had his accident on the 30th September 1989. Percy had crashed his "Hawk" during a wet day and died of his injuries two days later at the nearby Stanford Hall.

We had held the VGC's Annual Dinner and Prize Giving at the beginning of the week at the Soaring Centre, the home of the Coventry Gliding Club. Guest of Honour was Derek Piggott who spoke about his gliding career and the types of

gliders he had flown... and this included the 1851 Sir George Cayley glider replica. He came with Maria and we were very delighted to have had them with us. Other guests were Marja and Neelco Osinga and Nel and Hans Dijkstra and, of course, Jan Förster and Glen from the Netherlands. We thank them for coming such a long distance.

Some VGC members stayed at Husbands Bosworth for the week in indifferent weather and this was the final British VGC Rally of the season.

The Fly-In to the Percy Pilcher monument field went off with precision. All sailplanes were aerotowed over to the site and had to land at five minute intervals, from release heights of 1,000 ft. although one of the release heights was 1,500 ft above cloud.

The vintage gliders consisted of the 1935 built Scud 3 BGA 283 of Laurie Woodage, the 1938 built Scott Viking BGA 416 of Lou Glover, the Petrel BGA 651 of Graham Saw, the Tutor BGA 2288 of Keith Nurcombe, the T21b of the Husbands Bosworth syndicate, Kite 2 BGA 689 Peter Warren. This aircraft is named "Percy" after Percy Pilcher, Kite 2 BGA 663 Bill Tonkyn, Sky BGA 4670 John Tournier, Ka-6CR BGA Ann Wildman and Peter, Capstan from Husbands Bosworth.

Of the modern gliders, there were 2 Duo Disci, 1 ASH 25 and 1 Libelle.

As well as these, there were Hang-gliders and microlights.

A church service was held around the memorial in the centre of the field, and hymns were sung accompanied by a small brass ensemble from Leicester Grammar School.

Before the service Laurie Watts gave a brief summary of Percy Pilcher's life and career.

The accident had occurred during a launch by two horses and their riders but the tow rope snapped due to it being of light hemp and wet.

The "Hawk" stalled. Its tailplane on the end of a boom, was free to swing upwards and over, on top of the wooden member which kept the wing's king posts apart and on top of the pilot. In normal flight, the air pressure kept the tailplane down but the pilot could move it up to give more incidence to assist hold offs during landings. Should air pressure come from below, as it would should the tailplane be stalled, there was nothing to stop the tailplane swinging up and round like a battle axe, to come down with force on the king posts' spreader bar and the pilot's head. With the spreader bar broken, there was nothing to prevent the wings folding up on either side of the pilot.



The Percy Pilcher Hawk replica at Stanford Hall. Photo Peter Warren.

Percy had been to Berlin and was a friend of Lilienthal. Lilienthal's gliders had something to prevent the tailplane from swinging upwards and round should the air come from

below. There was a young German hang-glider pilot present, who had built and flown successfully 7 Lilienthal gliders. Only the biplane gave problems.

The great tragedy of the 30th September 1899, was that Percy had had a powered triplane built and ready to have its first flight, in the field. He was trying out the weather conditions with the "Hawk" before giving his powered triplane its first flight. If the triplane had flown, he would have preceded the Wright Brothers in America by 4 years!!



Pilcher's powered triplane above the Hawk- a replica of the one in which he was killed. If the triplane had flown on that fateful day he would have beaten the Wright brothers by 4 years. Photo Chris Wills

After the Ceremony during which the VGC presented one of the largest wreaths, the rain came down in sheets inundating the old gliders. Somehow, they were derigged and got out of the field, the entrances of which had become seas of mud. After three hours to recover, there was a grand Dinner in the great house, where Percy had died. It had been a very "touching" ceremony and VGC members showed great spirit in bringing in their gliders in spite of the likelihood of heavy rain. Laurie Watts had done well to organize such a beautiful occasion. At 10.am during the next morning, some of us went to inspect a replica "Hawk" and a model of the triplane in the stable of the great house. The Hawk replica had been built many years ago by apprentices from Armstrong Whitworths and had been renovated by Laurie Watts.

Chris Wills

PERCY PILCHER'S 100TH ANNIVERSARY FLY-IN. (A pilot's view)

The weather was fine first thing but it was not to last. Pilots were briefed to take off at five minute intervals in order of glider age, to be towed to 1000 feet over the field across the road from Stanford Hall, about five miles from Husbands



From Vintage to glass fibre, a view over the Kite 2's nose at the Pilcher fly-in. Photo Peter Warren.

Bosworth. Some 25 gliders on the grid ranged from the 1934 Scud 3 to the ASH 25. It was like a mini-Arnhem.

The Scud piloted by Laurie Woodage was away first to find the field and mark it for the rest of us. Next was the Viking 1 flown by Lou Glover. Then the famous Keith Nurcombe Hus Bos Tutor and in front of me Graham Saw with the Petrel. I waited apprehensively in my faithful Kite 2A "Percy". Behind was the Kite 2B with Bill Tonkyn, the Sky with John Tournier and a string of others. The Petrel slid along on its skid and took to the air in front of me like a graceful giant bird.

The sky ahead was threatening with the cloud base lowering by the minute as the seconds ticked away. At last I got the OK and the Chipmunk tug began to roll. Take-off was smooth and the climb gentle. At 1000 feet the visibility was getting limited. I could see the old railway line that led to the field but it was too far ahead in the murk to spot. The tug kept climbing and the visibility decreased. I went down into the slipstream but the climb continued. Suddenly ahead there was a black wall. Rain spattered on the canopy and the ground disappeared. It became decidedly rough and I needed full aileron as I battled to maintain position. We were at 1,600 ft and I was using the tug as an artificial horizon. Just as I was about to pull the release we shot out into a clear patch and under my nose was the field. I released and turned to stay in the clear as the Chipmunk dived away.

By the greatest of luck the fairly light wind was blowing straight down the furrows in the stubble field from 300 degrees. I flew one circuit and took some pictures before flying a left-hand approach, side slipping to supplement the rather poor spoilers on the Kite 2A, and spot landed over the marked threshold. I was down, sitting in my glider named "Percy" in the very field where 100 years ago to the day, aviation pioneer Percy Pilcher lost his life in the search for the wonderful experience that I had just enjoyed.

Percy Pilcher's nephew Dick Pilcher, whom I knew in 1947-1950, would have been proud to see a Kite 2 like the one he owned and named "Percy", taking part in this historic fly-in, to land beside the monument to his uncle. It was indeed a privilege to fly my own "Percy" in this truly wonderful event.

Peter Warren.

(We are grateful to Ron Davidson, Laurie Watts and the management of the Soaring Centre at Husbands Bosworth for arranging this fly in to mark the anniversary. Ed)



The Scott Viking 1 of Lou Glover at the Pilcher fly-in. Photo Alan Self.

International News

ARGENTINE NEWS

Christian Ravel of the GPPA at Angers has recently, during a stop-over in Argentina (he's an airline captain) discovered a superb flying wing which one immediately identifies as a HORTEN 15C "URUBU" restored in the Museo Nacional de Aeronautica. It is the prototype, which was flown over the Andes into Chile by Heinz Scheidhauer accompanied by Claudio J. Dori in a Slingsby SKY on the 30th October 1966. The flight which crossed the Cordillera, started from the airfield of San Carlos de Bariloche and ended at Ensenada in Chile. The IA-41L (Horten 15C) was rescued in November 1996 by the Museum, which is sponsored by the Fuerza Aerea Argentina, (Buenos Aires). It was restored in 1997 and has been a static exhibit since 1998. Christian noted that the official information on the machine is that it was built by the Fabrica Militar de Aviones in Argentina on the Horten concept (under licence) and therefore is not a genuine Horten!!! We are amazed by this as Reimar, Dr Nickel, and Scheidhauer were employed building Horten designs in Argentina from the early 1950s.

These were -

Three I-Ae 34(Horten 15 a) two seaters.

Two- I-Ae m (Horten 15b) single seaters.

Four I-Ae 41 (Horten 15 c) side by side two seaters.

Four more H.15c s were built in Germany.

Other Horten aircraft including a delta and a transport were built in the Argentina. It is not known whether any of them remain to be saved. However, a Horten 1b as well as 2 Horten 10 (Pianiferos) are certainly still there.

BRITISH NEWS

Raul Blacksten in the USA has unearthed this little piece about the Scott Viking:

"Bob Stanley was a glider pilot in the US during the 1930s. I think he was in the Navy and at one point, he was a VP of the SSA too. He is best known for the Stanley NOMAD, an all metal V-tail glider which took the US Nationals by storm in the mid-30s.

Anyway, in December 1939, he wrote a report on soaring in Argentina. At the end, he writes:

"Flying equipment has been scarce; nevertheless, during this year things were improved somewhat by the acquisition of a ship of English construction called the Scott Viking 1 with which, during the first flights the pilots of the Club Albatross made in it, some flights with eminently good results were accomplished. In that same ship [Ernest] Vignera made a thermal flight lasting 5 hours and 16 minutes, landing at his take-off point, and a little later Virginillo was flying 4 hours and 55 minutes, landing approximately 66 miles from Merlo, his starting point. It is to be hoped that during 1940 motorless flight in Argentina will be twice as important as it is now."

Later, he says:

"One can only say that if until this time ordinary flights have been made, it has been because of the lack of ships. Happily, with the acquisition of the Scott Viking and a two-place which the Club Albatross will acquire, it will follow that little by little final performances will begin to improve."

During the first week of October, the ELFE PM-3, which was built in Switzerland in 1953, was brought to Bicester by

Graham McLean, its owner, who located it in America. He and Dave Bullock have repaired and restored it over the last six years in America and England including fitting a retractable undercarriage. At the time of writing it was having its final inspection and weighing. A last minute mod. was to fit stops to the control circuits to avoid straining the hinges.

David Bullock has now given the Elfe its first flight for many years.

There is more on this intriguing glider in the Swiss News.

FINNISH NEWS

From Jyski Viitasaari in Finland to Ian Dunkley.

Snow has melted away and we have been back on the airfield for some time already. What I told you earlier about raging thermals, has been true: average 5 m/s, bases at FL65 and up to FL85! Superb conditions.

At 15.05.1999 I took off from Selänpää airfield at 10.57 in a Ka6E, OH-892. First thermal was 3m/s and it carry me up to 2100 m. From there I head to Räyskälä airfield. A couple of hours later was time to take new course to Savitaipale church, Southeast Finland. Journey to Savitaipale was little bit tricky, due the snow showers, it was quarter to four, I took photo of church and headed back almost along my previous track, to Vesivehmaa airfield. Arrive at Vesivehmaa about six o'clock. After a photo, I think to give up: during the whole flight temperature was between -5 and -15 degrees Celsius, and ventilators were stuck in open position. After a brief think I decide to carry on because clouds in Selänpää direction look so good and only 60 km to go!

Also my way back is downwind - relief! Only 20 Km before Selänpää airfield was one hectic moment, last lift was needed. After making an early outlanding decision I found it. Up at 1200 m I think it will be enough and start the final glide. It was. At 19.47 I steer her down to Selänpää airfield. Result: 516.6 Km, time on the route: 7 hours 25 minutes. First time in my life I would like to have a warm beer!

Yippee! Later I heard an estimation, that only 15 Diamond distances have been flown in Finland with wooden gliders before my flight! I was full of spirit like a beer bottle!

That's all about boasting at this time. Hopefully this season is not so wet in England as last one. Have fun and safe flights! Jyski

P.S. Suggestion to VGC: New classification for old gliders; Classic, Vintage and Jurassic.

FRENCH NEWS

From Dédale's Bulletin No.68 Spring/Summer 1999.

It is officially announced that the MILAN No.28, F-CBGB, restored by the team "Dalton" at Pont-Saint-Yonne, has had its first flights, after a long overhaul at Chauvigny, between the 31st March and the 6th April, in the expert hands of Jean-Paul "Bopapa" Benard. We think that this unique machine will be one of the attractions of 1999. As our members will certainly know, 30 or 31 Milans were built by the firm Victor Minie Aviation in 1950. Its type is a JS Weihe built from German components but assembled in France with Certus glue. We believe that these parts came from the firm Kittelberger at Rheinau Hobart near Bregenz. The British/American CIOS team had been told that there were parts for 100Weihses at this firm in 1945, but we believe that the CIOS team was unable to confirm this at the time. If this was so, one wonders what happened to the parts for the remaining 70 Weihses? Because of a Swedish Weihe (SE-SCM) winning the 1948 and 1958 World Gliding Championships against the new French Breguet 900,

Air 100 and Arsenal 4-111, Victor Minie Aviation was given instructions by the French State to build as many Weihes as possible. Kittelberger also built other German gliders including Kranich 2b-1s. The Roth brothers have one of them. As the firm was Swiss owned, the Swiss felt entitled to dash over the frontier in 1945 to rescue some of the gliders. CW would dearly like to know production figures for the glider types built by Kittelberger during the war. We don't know whether the above mentioned MILAN restoration was the MILAN owned by François Ragôt. If not, there is another MILAN awaiting restoration in France.

The BREGUET HISTORIQUE CLUB at Fayence was founded by Guy Uriot, who is also president of the AVIA HISTORI CLUB. The President of the new Breguet Club is Pierre Auburtin. He has informed Dédale of its existence. A recent photograph of the line up at Fayence reveals that not only Breguets are in the club. The line up shows AV.361, NORD 1300 (Grunau Baby 2b), the SA 104 EMOUCHET of Francois-Louis Henry, BREGUET 901 and the BREGUET "EDELWEISS". Contact for the Breguet Historique Club is Tel: 04 94 76 17 90. Fax: 04 94 76 13 87. The above gliders all seem to be airworthy and others are to join them.

The death of JEAN BILLEY has been reported. He was one of the team that revived the Aero Club de l'Est after the war. He was also a military parachutist. As part of his professional duties, he had been in Africa and Asia, where he was not able to do as much gliding as he would have liked. Recently, he had been restoring, at his home, a Caudron C.800, which he was hoping to fly during his retirement. He did not survive an operation which in principle should not have been a problem. He was buried on the 17th February. His C.800 now needs a new owner. We send the deepest sympathies to his family, his friends and to members of DEDALE.

The MESANGE (Carman 100S No.27, F-CCSP) also needs a new owner. The price is 30,000 fr. and this includes a pair of spare wings. It had belonged to FRANCOIS DUPEY. He had brought it to our last International Rally at Lasham. Also for sale is its magnificent new trailer, which would be capable of housing an 18 m. span sailplane. The price of this is 40,000 fr. Francois died after a severe illness. Offers can be made via DEDALE, 8, Square du Village, 95110 Sannois, France. tel/fax: 01.30.25.43.75. We are very sorry that François has died as he was clearly one of the most enthusiastic and respected members of Dédale.

The FLYING TIMES for certain of the vintage gliders in France have been recorded as follows:

Aviasa Fauconet (L-Spatz) No.12 K, F-CDGN Boulanger/St Denis 29 hrs 50m.

Aviasa Fauconet No.13 F-CCLI Yves Soudit. 25 hrs 10 mins.

Breguet 901S No.9, F-CCCL. Valentin 1 hr. 50 mins.

Breguet 904S No.6, F-CCFP. Roussel. 44 hrs.

Breguet 904S No.11.F-CAGU. Prinnet. 12hrs 08.

Breguet 905S Fauvette.No.24. F-AZNV. Charodie. 8 hrs 00 mins.

Carman M.200 No.26.F-CDDU. Marat 79 hrs 21 mins.

Carman M.200 No.30 F-CDHC Pataille 26 hrs 37 mins.

Caudron C 800 No.181.F-CAPF. Ginestet/Monet/Soudit 27hrs 50 mins.

Fauvel AV 22 No.2.F-CAGL. Bocciarelli/Neglais.81hrs 07 mins.

Fauvel AV 36 No.123 F-CRBX. ASPAC 18 hrs 45 mins.

Fauvel AV 361 No.323.F-CRQX. Dauvergne 5 hrs 45 mins.

Nord 2000 No.13.F-CBFR. Ginestet. 38 hrs 40 mins.

SA-104 Emouchet.No.233. F-CRRN. Auburtin. 3 hrs 30 mins.

Mu 13E Bergfalke 1, No.131. OO-ZPH. Benard. 35 hrs. 35 mins.

Mu 13E Bergfalke 2/55.No.207. F-CCDK. Molveau/Potard. 43 hrs. 50 mins.

Schleicher Ka-4.No.3072. BGA 4116. Fulchiron. 23 hrs. 45 mins.

Schleicher Ka-6E.No.4298,F-CDRH. Roudy. 19 hrs. 35 mins.

Schleicher Ka-6E.No. 4382.F-CECF. ACVV-Compiègne. 43 hrs. 00 mins.

Edelweiss No.22.ZA-MTO. Franchi. 25 hrs. 00 mins.

Edelweiss.No.44.F-CDGC. Heymes. 35 hrs. 00 mins.

Wassmer 21 Javelot.No.58.F-CCKQ. Robin. 50 hrs. 00 mins.

Wassmer 26.CM Squalo No.09. C.Duthy James. 11 hrs. 40 mins.

This was the total of received information by the 31st March 1999 except for errors. 688 hours 38 mins. achieved by 23 machines. Of course, there are many more gliders in the Dédale organisation.

GERMAN NEWS

The official "roll out" date for the restored HORTEN 4a LA-AD at the Flugwerft Oberschleissheim was 14th of August 1999.

This is the last of the four Horten 4as built and had its first flight on 26.3.1943 at Göttingen. It was captured by the Americans in 1945, but the RAF persuaded them to give it to them as "it was broken and seriously incomplete as it had no tail and was missing its electron wing tips." The latter were never found but a German near Oerlinghausen was persuaded to build wooden wing tips on to it. C of G launch tests were carried out by Jock Forbes and Heinz Scheidhauer at Oerlinghausen in 1947. The RAF did not fly it until a Corporal broke its wing off during a heavy landing at Scharfoldendorf (the former RSS Ith) during the early 1950s. It was repaired and sold back complete (but without fabric) to the Germans during the mid 1950s. After this time, its steel tube centre section was lost. We don't know how this happened. Peter Hanickel, at Oberschleissheim, has been spending the last 10 years building it a new one and restoring the mainplanes. The result must be magnificent to behold. It will be for static exhibition only in the Flugwerft of Oberschleissheim which is the German Museum's Aircraft Collection in Munich. Another HORTEN 4A is to be built for flying in Germany, to discover how good it was in the air.

The Horten Test Pilot, HEINZ SCHEIDHAUER, is very frail and uses a small electrically powered chair to get around in. As he does not have his motor caravan any more, he could





Peter Hanikel in the new centre section of the Horten 4a which he had built, at Oberschleisheim on 14 August. Overleaf is the whole aircraft. Photo Peter Ocker.

not take part in LA-AD's "roll out" or visit VGC events in Germany. We send him our best greetings and hopes for his continued interest.

News of the KRANICH 2s, former BGA Numbers 1092 and 1258, at Achmer where the wings have been installed on the fuselage. When seen in August, the next job was to install the stern post with fin on the rear fuselage. Except for this, all components and fittings are complete. The Kranich 2, which has been built from the components of the above two former BGA registered aircraft, might be ready to fly during the year 2000. We congratulate all persons involved for their hard work.

One more KRANICH 2B-2 should be ready to fly in Germany next year.

The 1943 Swedish built JS WEIHE, formerly BGA 1297, was not being flown during our visit to Achmer in late July. We imagine that its new owner is giving it an inspection, if not an overhaul. Its fuselage was seen still complete with Swedish Air Force markings. The KRANICH 3 at Achmer is also receiving a major overhaul. The overhaul and rebuild of the Achmer GRUNAU BABY 3, which was kindly donated by Peter Underwood has almost been completed by the Achmer youth section. It was rigged in the hangar during our visit to Achmer in late July, and fabric covering and painting still remained to be done. This GB-3 was originally built by HERMANN HACKMANN at the club during the 1950s. He also built the MEISE formerly owned by Thoby Fisher during the early 1950s. This was airworthy together with the club's CONDOR 4, during the 1999 VGC Rendez Vous Rally, at the end of July. Both are in fine condition. A future project for the club members will be a Grunau 5 and a second aerobatic LO 100. The first LO 100, built by Hermann Hackmann, has been flying successfully for some time. The second one had been partially completed by a previous owner, who felt that he could not build its main wing spars.

HUETTER H.28-2. An example is being built by Günther Brodersen of Hamburg and steady progress is being maintained. A second H.28-2 is to be built by Werner Kulesza in Germany. DFS HABICHT. A second example of this 1936 fully aerobatic sailplane is being built in Germany. The first, recently built, HABICHT has been flying successfully for some years on the Wasserkuppe. The "new" example of the

famous Wolf Hirth sailplane, the Musterle, was 99% ready to fly in time for the 27th International VGC Rally at Avenot. Unfortunately, it became inundated with paperwork from the LBA. We congratulate Klaus Heyn on finishing this worthwhile project.

DFS REIHER 3. At the beginning of August, the woodwork was almost complete and the new aircraft was rigged for the first time. Thus, only fabric and painting may be left to be done, by the time this is printed, or it may even be finished.

We imagine that both MUSTERLE and REIHER 3 will be ready to fly during the year 2000. These and the introduction of one or two Kranich 2s should substantially reinforce the German oldtimer sailplane fleet.

HISTORY.

Markus Lemmer has been able to find some 1935 CONDOR 2 drawing plans. It seems that HEINI DITTMAR was able to rework these into becoming the 1952 CONDOR 4. Perhaps he could not then obtain the plans for the cantilever CONDORS 2A and 3, which were being built by Schleichers (two Condor 3s were also built by MRAZ during wartime) from 1938 to 1941. The Condor 1 had a deep wing profile, which was ideal for slow speeds. The Condor 2 had the much faster Göttingen 532 wing profile. This was retained on the subsequent Condors. The high speed capability of this wing profile was made evident when Dittmar flew the prototype Condor 2 267 miles (almost 450 kms) for an astonishing overall ground speed of 67 mph. (110 kph). This was during the 1935 Rhön Contest on the day when 4 pilots from the Wasserkuppe flew over 500 kms to BRNO. Dittmar did not get so far as he was launched late. Thus the Göttingen 532 wing profile had tremendous possibilities, especially when loaded.

Two VGC members from the former East Germany have independently stated that 55 or 56 Mü 17s were built by the Flugtechnische Fertigungs Gemeinschaft Prag (FFG) during wartime. The FFG Prag (Prague) was a German firm which was much connected (integrated) with the Akaflieg Prag, which had Czech, as well as German members. We believe that Ludwig Karch, who designed the Mü 17 in 1938 to be the Akaflieg Munich's contender for the Olympic Games sailplane and took part in the comparison trials for the type at Sezze near Rome during February 1939, was also much connected with the FFG Prag. This firm also built the scaled down piloted version of the giant Blohm und Voss 238 flying boat. Due to sabotage by French prisoners of war, the mini Bv 238 did not fly until AFTER the giant Bv 238 had flown. So far, enquiries about the FFG Prag firm had drawn a blank in the Czech Republic; it is possible that the Letecké Muzeum Kbely (near Prague) might be able to shed some light on the activities of the FFG firm.

WHAT HAPPENED TO THE 56 Mü 17s? So far as is known, only one was flown by the British forces in Germany after May 1945 and that was broken after a cross country flight from Oerlinghausen, when the pilot became too tired to land it safely. Another, or the same one, might have been at Scharfoldendorf (ITH). The one which was destroyed after the cross country flight, was announced as being the last Mü 17 in Germany. Two 1956 versions of the type still exist and reveal what a good sailplane it was in every way.

HUNGARIAN NEWS

Laszlo Revi has built an RRG Lippisch Stamer 1926 replica Zögling at his home in Budaors near Budapest. His workmanship was of the highest standard and is probably better than

that on the original Zögling. With other Hungarian old glider enthusiasts, the Zögling was rigged and put on display in the Kozlekedési Múzeum (Varosligeti Korut 11, 1146 Budapest, in the NE of the city near the ring road.) The Museum exhibits many other old Hungarian and German sailplanes and aeroplanes. The Zögling is still without fabric. Laszlo Revi says that he will finish it when he has enough money. At the moment he is so poor that he has to drive a Trabant! We don't know whether the Zögling is to be flown, when he has finished it?

The Hungarian Old Glider Club has now gained a Zugvogel and FOKA 5 and both of them, and the Cimborá, which is to have new fabric for next year, represented Hungary at the 27th International VGC Rally at Avenot. Among the older old gliders airworthy in Hungary are Vocsök, Futar, Super Futar F, Junius 18 and Meise. We hope that it will be found possible to bring these to our future International VGC Rallies.

ITALIAN NEWS

Vincenzo Pedrielli reported in mid June that Antonio-Carlo Zorzoli, who lives in Pavullo, has managed to acquire a CAT 20 (I-ZAGI?), the Italian version of the Hütter H.17a. We hope that he will be able to restore it to flying condition.

NEW ZEALAND NEWS

The WEIHE BGA 433, G-ALKG, ZK-GAE. This was broken by an NZ Instructor in the North Island, in about 1960 and was afterwards owned by Harry Smith, 129 Charington Street, New Plymouth. He kept the machine without repairing it, believing that the remains would be worth a lot of money. Harry Smith died two years ago, and so we had hoped that the Weihe would pass in to the hands of his son, who is an aircraft engineer, and who had been urging his father to save the Weihe for many years. It seems now that the Weihe was not "left" to his son, but to someone else. So the situation for the aircraft still seems despairingly similar to what it was. BGA 433 had come from the Wasserkuppe with two other Weihe's in 1945, assisted over the Channel from Courtrai in Belgium, by P.A.Wills in a Dakota. He had labelled them to be for research at Farnborough. BGA 448 passed on to the Surrey Gliding Club in 1946 while BGA 433 became owned and flown by P.A.Wills. The 3rd Weihe was sold to the USA, where it is now owned by Bob Gaines. In P.A.Wills's hands, BGA 433 broke most of the British records and, in Dick Georgeson's hands, it set up most of the NZ records. It is thus a famous JS Weihe. It was built in 1942 and received its first BGA C of A in June 1947, after its wings had been substantially rebuilt because of glue failure. It and BGA 448 were the only two Weihe's in civilian hands in Britain, after 1945.

POLISH NEWS

Piotr Ligwinski reports that from the 15 to 23 August the first Polish International Old Gliders competition took place at Gliwice. Entered were Mucha 100, Mucha Standard, Foka 4 & 5, Lis and Bekas. The Airclub in Gliwice has an old glider museum. A mechanic, Mr Witold Nowak, with some friends decided to form a club of old glider enthusiasts, the members being owners and users of wooden gliders and they are trying to reconstruct destroyed gliders as well as repairing the old ones. (This group will represent the Polish members of the VGC and will publish a magazine soon for which we have gladly given permission to translate some of the articles which have appeared in VGC News. Ed)

SWISS NEWS

The KRANICH 2B-1, which belongs to the Roth brothers and Hans Rothenbuhler at Seuzach, was not ready to be brought to Avenot by two weeks, but it should be ready by the time this is in print. This Kranich 2 was built by the Swiss owned Kitzelberger firm at Rheinau Hobart near Begenz in 1943, and was no doubt among the gliders smuggled over the Swiss frontier from Germany in May 1945.

Great excitement has been caused among the Swiss Gliding Fraternity by the news that the Elfe PM-3 has returned to Europe and that Graham McLean has been making it airworthy. Willi Schwarzenbach and others, including its legendary builder, Rudi Säegger, have been helping all they could. The Elfe PM-3 was built during 1953/4 and has a 3-piece, 16 m. span wing. It has the almost incredible calculated max.L/D of 1:40, an aspect ratio of over 21 with a wing loading of 30 kgs/sq metre. These were incredible statistics for 1954.

We have had sailplanes in the VGC designed by Jacob Spalinger, Mr Hug (the Spys) and by Mr Müller (the Mosweys), but none designed by Dr. Pfenninger (the Elfes). All the above Swiss designers were very good, but Dr Pfenninger was sensational. He emigrated to work for Northrop during the late 1950s.

The following were the Elfes.

HB-278 ELFE P.1. 1939 9m. span built by Saegger but it is now with Gysi at Winterthur. HB-402 ELFE P-2. 1944 10.6 metre span by the brothers Suter and Isler. (it is now with H-P Baumann at Horgen.) It is also known as the 11 metre Elfe.

ELFE P.3 11.2 metre span. It was only a project and received no registration.

HB-516 ELFE PM-1 15.4 metre span. 1948. Huber and Schmid, HUSCH. It crashed on the 11. 2. 48 because of rudder flutter due to lack of torsional stiffness in the very thin rear fuselage which was of pod and boom configuration and was very lightly constructed, as were the first Elfes. It was named ELFE 2 but this was not right.

HB-533 ELFE PM-2 16 metre span. Only the fuselage was completed by HUSCH. In 1973 it was destroyed in a workshop fire.



The Elfe PM-3 at Bicester in October while it was being C. of A'd by David Bullock. Photo Chris Wills.

HB-526. ELFE PM 3. 16 metre wingspan. 1954. It was built by HUSCH and Sägesser. It is now owned by Graham McLean in England who brought it from America, where it had been taken by René Compte in 1962. Graham McLean has been restoring it in America and England for the last 6 years.

HB-534. ELFE M 3. 17.5 metre span 1956. It was built by Naukom and W. Frei (Bern). It has been with Gysi since 1978. It is also known as the ELFE M.

Sägesser built other magnificent sailplanes in Switzerland including the Minimoa 36 previously owned by Werner von Ax, which is now in the German Gliding Museum on the Wasserkuppe.

The Elfe Story by René Compte

The originator of the ELFE sailplanes is an aeronautical engineer named Pfenninger. At the end of the 1930s he designed the *ELFE-1*, an extraordinary ship. It was so small and light that two people could lift it. The name ELFE was chosen which means "elf", a sort of fairy dwarf. I am not sure whether one or two ELFE-1s were built; I know that it was tricky to fly and was pranged several times. The last I know is that a member of my club by the name of Meier had one.

During the mid-40s some fantastic stories started to go around that Mr. Pfenninger was working on the design of a new sailplane with a glide angle of more than 40:1, possibly even 45:1. Wow ! This was really something as the current ships had best glide angles of 30:1 or so. Mr. Pfenninger was at the time working on research at the Zurich Institute of Technology and had very advanced knowledge of laminar airflows and the like.

A couple of years after the war a sailplane manufacturing company Huber + Schmid or "Husch" for short, was founded to build a prototype of this new plane which was named *ELFE-2*. The plane had more span than the *ELFE-1* (about 16 m) but was still ultra-light in construction, with extremely thin laminar flow wings. It featured as a novelty a pendulum type rudder and a pencil thin rear fuselage. When the plane was completed it was test flown by one of the partners of the Husch Company. It made two flights but on the second the rudder fluttered and broke off. The ship still continued for half a circuit but then nosed down and crashed, killing the pilot. That, for the time being, was the end of the ELFEs. Some time later Mr. Pfenninger emigrated to the USA to work with Northrop in California.

During the 1950s people started to remember the ELFE design and a growing desire became evident to build a new ship with the aerodynamics of the *ELFE-2* but statically stronger. Mr. Markwalder, a structural engineer, did most of the structural re-design and it was again the Husch Company that went into production of the prototype. Unfortunately this company could not survive very long and one day went bankrupt with only parts of the glider completed. Max Schachenmann then one of the leading Swiss glider pilots and a very wealthy industrialist, bought all the parts from the insolvent estate and gave them to Sägesser, another glider workshop, to finish the ship. Apparently there were insufficient drawings and I think some disagreement with Mr. Markwalder too, whatever, Mr. Sägesser did the best job he could, considering he had never before made a monocoque structure or a prototype of this nature. He wanted to make sure that the same thing would not happen as with the *ELFE-2* that the structure would fail; so he added wood and weight and more and more. Finally the ship was finished in about 1955 and was named the *ELFE-PM3*, P standing for Pfenninger and M for Markwalder.

I have been told that Max Schachenmann spent about SFr.100,000 on this ship, all told.

The ship was test flown by a friend of mine, Guido Schafer; everything was fine but the weight was considered much too high for European conditions. He did hardly any soaring but used the ship for some air shows, impressing people with its looks and buzzing low and at high speed over the public. Then the ship was stored and almost forgotten.

It was in 1958 when I returned to Switzerland after an absence of several years in South Africa when I heard about this ship and thought it a pity to let it rot away in a garage. I spoke to Max Schachenmann about it and he was glad that somebody was concerned about it. He himself was too busy then to try out the ship and "break it in" for thermal flying and he gave me a free hand to do with the ship what I considered best. I flew it around Switzerland and France for the next 3 years and spent very much time and money ironing out small details and taking bugs out and I got to like it very much. Granted, it is a difficult climber, but in average conditions it climbs OK. It is pleasant to fly as it requires almost no stick forces, it handles very lightly. Aileron response is somewhat slow at slow speed and when circling too tight and slowly one can get into a stall or even spin. Recovery is easy but one should not fly too close above another sailplane. With a bit of practice one senses the stall coming and can avoid it.

The performance was excellent for the time, it had a true 40:1 glide ratio and this at a fairly high speed. There were only two things which I didn't like. One was the seating comfort. Obviously the seat was originally designed for a semi-reclined position. But later Max Schachenmann wanted an oxygen system installed and Sägesser couldn't think of any better place than behind the back rest. This brought the back rest forward and took away some of the space originally provided for the pilot. The second item which I didn't like was a built-in non-retractable wheel. I thought it a pity to have a semi-protruding wheel on such a nice ship and also the wheel brake was absolutely insufficient. So I removed the wheel altogether and used a droppable dolly. I found out that when landing on the skid one had to make sure that touchdown must be made with minimum speed (in other words, not push her onto the ground) and making sure that the ship is not skidding. Deceleration on the skid is very rapid and if the tail is not properly aligned (slipping/skidding) then the heavy fuselage swings around in a ground loop. I soon learned all about the ship and had no problems flying and landing.

After the 3rd year of flying the ship around in Europe, one day I played golf with Max Schachenmann and told him that it is now time to take it to a place like Texas, to really go flying the big way. Max was enthusiastic but he said he didn't have the time any more for such an expedition, as a matter of fact, he thinks he has to give up gliding altogether, I shall go on an expedition alright and sell the plane for him. That's how in 1962 I brought the ship to El Mirage. On the first day of the U.S. Nationals I flew about 550 km (triangle with open end) and landed on the airstrip of Dagget (I think it was) shortly before nightfall. Since the ship still had no wheel I couldn't move it far but put it just off the runway where I had landed. An hour later, in the pitch black night another glider landed and ran into the Elfe's fin.

It was impossible to repair the ship then and there and we later trailed it to Dick Johnson's place in Dallas and Dick repaired it subsequently after I sent him some drawings from Switzerland. Meanwhile I had sold (for Max Schachenmann) the ship to Rodney Smith and you know the story from then

on. I was pleased to see it again at the 1963 Nationals in Elmira where it was flown by a friend of Rodney (the name has escaped me), very well at that.

Going back to the late 1950s, it was then again another enthusiast who found the ELFE basic design very attractive: *Albert Neukom*. He rightly concluded that the ELFE-2 had been too light and flimsy but on the PM-3 they had gone too far in the opposite way; it was too sturdy and too heavy for European weather. So he used the basic design but modified and simplified (changed it again from monocoque to conventional structure) and thus built the ELFE-MN (N for Neukom), ELFE-N; ELFE-R (R for Ruckstuhl then coach of the Swiss team and buyer) and more and more modifications which led to the ELFE-Standard and ELFE-17 series as well as to the AN-66 and successors. For a certain time Mr. Markwalder had claimed all rights to the ELFE design and name, that's why Albert Neukom had partly dropped the word ELFE on his AN-66 series.

US NEWS

Raul Blacksten has told us that he and a passenger proved that barn doors can be soared by flying Raul's T31 for an hour and 10 minutes. They even got up to 9500ft. This is the second longest flight this glider has ever made- and the highest certainly. They only came down because the were both thoroughly frozen. *(The T31 maybe uncomfortable but it has an undeserved reputation of being a "brick". Ed)*

TEHACHAPI - '99 VSA Western Regatta by Vincenzo Pedrielli.

In the last week of May, I had a business meeting in Atlanta and I just thought it would have been a good idea to spend the weekend in USA, but where?

I have some friends in the West Coast but, from Atlanta to Los Angeles it takes approximately four hours, same as to drive from Milan to Pavullo and back, in normal traffic conditions, so it was not a great ideal. I gave a ring to Raul Blacksten who told me that in Tehachapi, that weekend there was the Annual VSA Western Regatta from Friday to Monday, Memorial Day. I could not have had a better chance to meet many friends and possibly of getting in the air with some of them. It did not take too long for me to decide and alter my travelling schedule accordingly.

In Atlanta, before starting my business meeting, I met VSA President Bob Gaines for dinner and had some talk about the latest news of the VSA and about the IVSM 2000 in Elmira. He was leaving the next day to join the VSA Eastern Regatta at the Flying Cow Farm (Jan Scott's place) in Lovettsville, Virginia, so I could not see him afterwards.

When my business visit was over, I got my flight to LAX and few hours later I met Raul at the airport. We drove to Tehachapi the same evening and it was about midnight when Raul finally dropped me in a small Motel a few miles from the Mountain Valley Airport.

The next morning the weather was really good and I had a real amazing surprise. Somebody came to pick me up and knocked on the door of my room. Fancy who it was? Hans Disma from Holland! He was in Tehachapi same time as me. Small world indeed. He drove me to the airfield where we met some familiar faces: Jeff and George Byard, Wayne Spani, Doug and Bob Fronius, Harry Irvine, Raul Blacksten and few others. They were all busy helping Jeff to remove the fabric from the Slingsby T-21 wing. A useful way to pass the time waiting for flying conditions to improve and, for Jeff in addi-

tion, the cheapest labour cost he could get in that area.

The weather was fine, but not really ideal for flying as there were no significant thermals to stay up for long. I had a flight in Jeff's TG-2 and one also in LK-10A/TG-4A with Doug Fronius, but nobody could have had a real long flight on that day. Wayne Spani was in the air several times with his Ka-8, and Harry Irvine flew his Schweizer SGS 1-23. There were other Schweizers like SGU 2-22, but the great "Absents" were the two Baby Bowlus of Jeff and Wayne for the well known reasons.

A barbecue dinner was organized and everybody took care to burn their own meat as they liked, and after that Jeff Byard made a nice slide presentation about the reconstruction of his Baby Bowlus pod. Of the original wooden parts of Jeff's Baby, only five pieces remained, everything else is going to be newly rebuilt using better and stronger material. The final result must be similar to the original, but safety will be much improved.

Besides Jeff's presentation of his tough job, there were also many other pictures presented of gliders and people which were sometimes identified through the people who were present that evening, including some old pilots, and it was through them that many questions were answered. Ruth Bowlus was present that evening together with many other important guests such as Carl and Betty Walters (he was at Arvin), Dan Armstrong of OSTIV Committee for light sailplanes and NSM Board of Trustees, Jack Laister of Laister-Kauffmann which built training and cargo gliders in WWII, aerodynamicist Bruce Carmichael, John Ludowitz, who flew at Arvin in the 1930's, George Applebay, Mike Shoen, Janice Armstrong and, of course, our hosts Larry and Jane Barrett. Also present were the representative of Wings of History Museum located in San Martin, California, Frank Womack, Robin Reed, Marici Philips, and Sam Burton, and some other of whom I am not sure how to spell their names. (not a bad excuse.....)

In all it was a great and memorable evening.

On Sunday morning, it was decided to fly the Slingsby T-38 Grasshopper. Flying time was set early in the morning, say around 7:00 a.m. As we expected, there was no wind at all, which made possible very smooth flying with car tow, using both directions of the flying run.

Almost all pilots had a try and they had real fun. One rough landing put an end to the fun as the wheel blew up and car launch would not be possible any longer that day.

To kill time while waiting for better flying condition, two old gliders recently recovered by VSA members were rigged,



The Yugoslavian Weihe which Jeff Byard is going to restore.
Photo Vincenzo Pedrielli.

so to speak, in front of Jeff's hangar. One was a Schweizer TG-3A, dated 1943 and belonging to Sam Burton, San Jose, California, and another was a Weihe YU4048, probably one of the Weihe* built in Yugoslavia and this one now belonging to Jeff Byard who apparently has got still some spare room in his hangar.....

Three nice restoration projects, to be added to the ongoing ones....Why three? I forgot to say that there was also an old Olympia Meise to be restored in Jeff's hangar and belonging to Wayne Spani, who promised to restore it in one year....., but first he has to complete his Baby Bowlus.

Well, time was flying really fast and my special weekend came to an end. Raul drove me back to LAX on Sunday afternoon, where I took a direct flight, LA-Paris. I now wonder when will be my next business trip to USA. *Vincenzo Pedrielli*

PS. I heard after I came back, that on Sunday late afternoon and Monday, Memorial Day, the flying conditions definitely improved and the '99 VSA Western Regatta was very successful.

*(In 1972 there were 35 Yugoslavian built Weihe on the Yugoslavian register. These were built from 1951 to 1960 and were registered as YU-4036 to YU-4115. CW)

(We must congratulate Vincenzo on his command of English and his enterprise in arranging his business affairs to suit his gliding interests Ed)

Obituaries



HUGH KENDALL 1915-1999

Glider pilots of the early post-war years will remember Hugh Kendall as a fine test pilot. He was a key member of BGA no.1 Flight Test Group when it assessed the prototype Elliott Olympia. He also test flew the little Broburn Wanderlust before designing and building a wooden performance two-seat glider, the KI, known to his friends as the Crabpot. The KI never went

into production, probably due to its somewhat startling spin characteristics. He involved himself with motor gliders by installing the starter motor from a Jumo 004 engine on a Petrel glider. This worked but was too underpowered. His fertile brain also produced perhaps the first total energy variometer system and a method of overcoming that bugbear of light aeroplane pilots, carburettor icing. Sadly, he could not persuade the Ministry of Civil Aviation to be interested.

Born a Canadian, Hugh flew with ATA during the war, being awarded a commendation for successfully making his first sea landing in a Walrus after engine power loss and taxiing for 3 1/2 hours trying to gain access to the Tay estuary. He married Anne Blackwell, also an ATA and glider pilot.

After the war Hugh worked with Miles Aircraft developing the Sparrow jet and designing and building the Summers-Kendall racing jet. During the sixties he worked for a time with the ARB before joining Britten-Norman.

After Anne died Hugh continued to live on the Isle of Wight, commuting to work at Bembridge in his Jodel from a miniature sloping field near his home. Nowhere in the area seemed big enough to fly anything more than a model aircraft,

but his "airfield" was clearly marked by the local council with an enormous jet aircraft warning sign on the road!

Hugh joined Britten-Norman as Experimental Test Pilot on 1.1.1970, having already been testing their aircraft on a consultative basis. In 1979 he was appointed Chief Test Pilot and from 1983 reverted to consultant test pilot until his retirement at age 73 in 1989. The successful development of the Islander and especially the Trislander were due to his work as CTP.

Hugh never made the limelight. He was just a quiet and immensely considerate human being who will be missed by his friends.

Ann Welch July 1999

(He modified his Chilton Monoplane and beat the handicappers by 17mph to win the Kings Cup Air Race in 1951. *Chris Wills*)

John Watson Leach FRAeS

John Leach was born in 1912 at Ashover in Derbyshire. From October 1941 to October 1949 he was the Chief Engineer and test pilot of Slingsby Sailplanes.

He is believed to be the first glider pilot in the United Kingdom to successfully bail out of a glider when the Slingsby Type 24 Falcon 4, VM 113, he was flying in December 1946 suffered a major structural failure and crashed at Wombledon.

He had a second lucky escape when test flying the prototype 15 metre "EoN", G-APWL at Thruxton in April 1960. The glider was hit by the Tiger Moth tug at the launch point, the propeller destroying the cockpit, and catching the winder of the stop watch attached to his knee pad. John emerged shaken but unscathed from the wreckage.

His career in aviation continued at RAE Boscombe Down as Head of the Helicopter Engineering Section and he subsequently worked on the development of the Hovercraft, liaising with the US Navy and carrying out overseas trials until his retirement in 1976.

For many years he was a member of the BGA Technical Committee.

Roger Colbeck, LGC Dunstable

ERNST WALTER

We learn with great regret of the passing earlier this year of our old friend and member Ernst Walter, who rarely missed an International VGC Rally until deteriorating health prevented him from coming.

After a break of some years, his health seemed to improve and he had hopes of coming back into gliding. Unfortunately, this was not to be.

We shall miss him, his Mü13, his inimitable "Schnarchmobil" (Snore Waggon) and his delightful sense of humour, keeping us in convulsions of laughter during happy rally evenings in caravan gatherings over a glass of wine- so our memories of him will be happy ones.

Colin Anson

BEN COOPER of the Newbury Aeroplane Co.

We very much regret having to report this sadness. He died while still young at the beginning of July due to a brain tumour. He had set up his little workshop in a stable behind a manor house near Hungerford, with the purpose of restoring small light aeroplanes. There was no room for larger ones. He was very keen on the histories of the aircraft he worked on and he was a specialist in restoring Tiger Moths, one of which belonged to Jan Scott. The other two workers in his firm were

Jan, his wife and Martin. His work was known for its authenticity and his honesty throughout the British Civil Aviation world.

They restored the Rhönbussard BGA 337, which was the first glider they worked on. When they heard of its life history, starting with the Sir Allan Cobham Air Show and Joan Price in 1938 they became completely carried away with the work and created a masterpiece. I can remember standing in that small workshop with him listening to the running of two air-driven Turn and Slips for the Rhönbussard and trying to decide which one sounded less like a coffee grinder. His death we imagine will be one of the worst disasters to have ever befallen the British light aeroplane restoration world. He was Gold. We send our deepest sympathies to Jan and to Martin who are keeping the Newbury Aeroplane Company going in his memory.

Chris Wills.



Three classic vintage gliders owned by Hans Disma; above the American Sisu 1A, N6390X, which flew the first 1000km flight, the Phoenix T, PH-999, which held the world's distance record of 875km in 1963 and is the world's oldest air-worthy fibre glass glider and bottom, the Minimoa, PH-848, which has been previously BGA 1738 and USA N37JK. Photos from Hans Disma.



Books

(Although vintage gliders are usually flown very conservatively in order to ensure their preservation for many years to come it must be admitted that many owners of these old craft also own other gliders, probably glass ones, and are not above throwing the occasional loop. So it is not out of order for VGC News to review this new book on aerobatics. The reviewer, Graham Saw, is much too modest to say that for the second time he came first in the Intermediate class of the B.Ae.A. Aerobatic competition held recently. Ed)

THE HANDBOOK OF GLIDER AEROBATICS by Peter Mallinson & Mike Woollard. Published by Airlife Publishing Ltd. 1999 Price £20 in the UK.

I.S.B.N. 1 84037 110 2 Available from VGC Sales, see centre pages.

There have been several great books written about aerobatics for powered aircraft but until now there has not been a serious reference book in the UK, on glider aerobatics. This book fills the gap very well.

In the past, basic aerobatics has been covered very competently in general gliding books, by authors such as Derek Piggott, but for learning the more advanced figures, it has been strongly recommended that suitable powered aircraft are used in training.

In the last decade or so, many gliding clubs have acquired strong 2-seater gliders that are capable of fairly advanced aerobatic instruction (K21, Puchacz, Grob Acro, and more recently the unlimited Fox MDM-1.)

In conjunction with aerobatic training, this book provides a clear, logical understanding of all aspects of glider aerobatics.

The first section covers safety, flight envelopes, glider designs and the Aresti system of representing aerobatic figures graphically.

The second section leads you through flying the more common figures, up to advanced level. Each figure is described with the help of clear diagrams and goes through the method of flying each figure, with the associated common faults and danger points.

From the flying techniques in this book, it is obvious that this book has taken many years to compile and has tapped the knowledge and experience of the best aerobatic instructors in the UK.

There are several mistakes that have crept into this first publication. It is stated that the Lo 100 and Lunak are pre-war gliders. There is an inference that the 'zero lift line' of a glider is the same as the fuselage centre line, and there is an incorrect explanation of the need for differential aileron deflection on a wing.

These are small details that do not detract in any way from the purpose of this book.

As well as appealing to any vintage glider pilot who has 'fallen over' a loop in a T21, inadvertently spun a Kite 2, or 'flicked' out of an inverted turn in a Lo 100, it will also appeal to the aeromodellers amongst us.

With the advent of scale aerobatic glider competitions I would imagine that the design criteria and handling techniques apply equally to models as to the full-size glider.

Described as a 'manual for students and a guide for instruc-

tors', this book, using concise text, diagrams and many photographs, has succeeded very well.

It must be worth the money, as even I have paid for a copy!

Graham Saw

I LEARNED TO FLY FOR HITLER.

A US-reared teenager joins the Hitler Youth and experiences WW-2. An Autobiographical account. by Joe Volmar. from Kron Publications, 1864 Irish Road, Dundee, Michigan 48131. USA.

The book is well written and in English and there are photographs, some of which come from Peter and Franz Selinger.

Joe Volmar and his family emigrated to the USA from a miserable Germany in 1931. He returned to Germany in 1941 and changed from being a Boy Scout in America to being a Hitler Youth. He received NSFK and later WL glider training and was selected to become a member of one of the special fighter pilots training to fly the ME 163 rocket fighter. Earlier, he had been one of the Luftwaffe helpers serving with the FLAK. During the Special fighter pilot course, the weather was so bad in East Prussia that there was no flying. The imminent approach of the Russian front called the would-be fighter pilots forward to the defence of Koenigsberg. How he survived makes an unbelievable story. He was accepted back in to the USA in 1951 and pursued a successful career in small business. He is still a glider pilot now! We are convinced that this would be a most interesting book for all our members who can read English. Indeed, we believe that this is the first book in English to describe that period from the German side. Both Peter and Franz Selinger and Martin Simons have helped with the book. It is very well written and is a soft back and so perhaps it will not be too expensive.

Chris Wills

Information please

Tomas Nyquist from Sweden is the registered owner of a T21b with Swedish registration SE-SMN which was WB979. It is in good condition and is used for PR in his club. He knows that it was built in 1950 and is in Air Cadets colour scheme. He would like to have any further information of its earlier history.

Brian Headon has looked at his records again to help Tomas as follows:

WB 979. Spent all its working life with No 645 Volunteer Gliding School, from 1950 to 1984 when it was sold for civilian use. (No 645 VGS came into operation in 1955 with the merger of Nos 31 & 26 Gliding Schools.

WB 979 was allocated to No 31 G.S. AT RAF USWORTH in 1950. In 1955 No 31 G.S. merged with No 26 G.S. at Middleton St George and WB 979 was transferred to No 26 G.S.

In 1958 No 26 G.S. was renumbered to 645 VOLUNTEER GLIDING SCHOOL and in 1960 the school was transferred to RAF CATTERICK where it operates at the present time.)

The Editor is a member of the Bristol & Gloucs GC at Nympsfield which was several fields belonging to a farmer until the club moved in during 1956 but he often wonders about the history of the adjoining Cotswold Club site at Aston Down which has been in existence for much longer as an airfield. He would be grateful if any member can supply any of this site's history.



The Skylark 2 number 33 which was modified by Dennis Corrick and team at Nympsfield.



Chris Wills in the front seat of his MG 19 Steinadler. Photo Christian Mathieu.

Letters

From Mike Maufe, Redwood Croft, Panorama Drive, Ilkley LS29 9RA

I was under the impression that the market in Vintage Gliders was somewhat sluggish. However, having analysed the adverts in VGC News since 1996 I find the situation very different.

Excluding those in the last issue, 78 have been advertised. Of these, 61 were sold, (or removed from sale?) after one insertion, 13 after two and 4 after three. One remains after 3 insertions, one after 5 and one after 7 (my BAC7 actually)

However, another 22 were advertised in the Summer issue. What the answer is I don't know, but if more clubs were equipped with a T21 and a Tutor for training (at cheaper rates than normal perhaps) it would introduce the pleasures of flying the older, slower types of glider.

Hopefully, membership of the VGC would increase, especially with younger members, to replace those of us having to retire through old age etc.

"Unfortunately, I was only able to attend the Rendezvous Rally at Achmer, with my dearly loved Weihe D-0700 due to not being able to take enough time off work (to visit Aventoft Ed)

I promised to send you information on the Horten 4 Ceremony on August the 14th at the Flugwerft Oberschleissheim.

Peter Hanickel and colleagues had prepared a little exhibition with detailed information on the research, history and design of the Centre Section and on the conservation of the wings. They presented also pieces of the Horten 4b. In the workshop was presented the completed Horten 4a, Werknummer 26. Chris, a cold shower met my body when I first saw the glider. A similar phenomena could be observed among the many other visitors.

Among them (about 200 in all) were: Hans Zacher (who flew the D.30 Cirrus in comparison trials with this very same Horten 4a which was flown by Scheidhauer, with his dog as a good luck mascot on board.) in 1943. Dr Karl Nickel and his wife Gunhilde (who was the Horten brothers' sister, who did the calculations for their designs), Walter Zubert, who was also a test pilot, Mr Beauvais (the Luftwaffe Evaluation pilot) and many other flying wing enthusiasts from all over the world. Heinz Scheidhauer (the Hortens' incomparable test pilot) was not there, but a card was signed and sent to him.

VGC members present were Jörg Ziller with Lyn Buell from the VSA in America, Marcus Lemmer and friends, (I think that since Aventoft, they have all become VGC members!), Heinz Bauer (no doubt he is the VGC's Mü man) and me. Four reports were presented by Edward Uden (they described briefly all Horten flying wings.), by Reinhold Stadler (mathematical explanations) and by Peter Hanickel (history and restoration of the Horten 4a before us.). Dr. Karl Nickel said some very moving words, as he congratulated Peter Hanickel for his unique work, stressing that this was one of the most moving moments of his life, especially as August 14th was the sixth anniversary of the death of Reimar Horten. In the workshop, four people were allowed to instal themselves in the Horten 4. These were Dr. Karl Nickel, who was one of the pilots who flew it, Hans Zacher (DFS) (it was exactly the same Horten 4a that was used in the comparison trials in 1943 with his D.30!), Peter Hanickel,

of course, and.... myself. Thank You Peter.

After the ceremony (it went on from 1400 hours to 1800 hours) some enthusiasts went to a restaurant and talked there until almost midnight. Again, congratulations to Peter Hanickel for his centre section. It is indeed a masterpiece.... and to Christian Piepenburg, who restored the wings and rebuilt the control surfaces.

The glider will be photographed on the Schleissheim airfield, when the weather is good again, and then it will be hung in the museum, in the old building so that every visitor can have a close look into the cockpit.

Now, I have to continue working on my Weihe, which was once HB-554.

During the interim, I am planning to work on the control push rods, its interior and additional equipment to ease ground handling and, after the experience at Achmer, a special hanging trolley.

Yours sincerely,
Peter Ocker;
D-0700, Weihe.

Classified Adverts

Small advertisements are free to members and are charged at the joining rate for non members (see centre pages). Send your adverts to Graham Ferrier, address below.

FOR SALE

Trailer. 15 metre Schroeder Type. Steel tube frame, fibre glass covering. Roadworthy and weatherproof. Ex Mosquito fittings. £1200 D.R. Andrews Tel 01457 762312 or 01782 398689

Slingsby Swallow The Sutton Bank Swallow syndicate wishes to dispose of its aircraft which has a current C. of A., is in excellent condition and has a purpose-built open trailer. Any sensible offer would be considered. Contact Harold Dale on 01964 551957 or Stan Loynes on 01347 868402.

From Christian Mathieu in France:

1. A60 "Fauconnet" (Spatz Français) complet mais sans instrument pour la somme de 3500FF

2. L'aile droite & l'aile gauche en bonne état pour un planeur biplace M200 "Foehn" 3000FF

3. Treuil mono tambour Allemand sur camion 4x4 OPEL 6cyl. En état de marche, le moteur du treuil est un V8 Ford de 200CV, pour la somme de 35000FF.

Je possède aussi 1 verrière de Kranich II

Contact Christian Mathieu, 53bis, Rue de Lorraine, 54500 Vandœuvre les Nancy, France FAX 03 83 56 46 96.

1. A60 "Fauconnet" (French Spatz) complete but without instruments, FF3500

2. Left and right wings for a M200 two seater. In good condition FF3000

3. Single drum German Winch on 6 cylinder Opel 4x4 truck, the winch motor is a Ford V8 of 200CV. In running order. FF35000

Also, I possess a canopy for a Kranich II

Contact Christian Mathieu, 53 bis, Rue de Lorraine, 54500 Vandœuvre les Nancy, France. Fax 03 83 8356 46 96.

Winter accomodation for your glider/trailer in safe, secure, dry, clean undercover location 2 miles from RAFGSA Bicester. Contact Arthur Mason, tel 01296 424082 or 07801 747 983.

Skylark 3B with F Modifications. BGA 1023 (BKE) Built in 1961 it has a current C. of A. and has recently been recovered. Standard instruments include Electric/Audio Vario, Turn and Slip, also Pye Radio, Winter Barograph and Parachute. Flown regularly and kept in Aluminium Trailer at The Park (Bath, Wilts and N.Dorset Club). A very good example at £3450. Reluctant sale due to owners' intention to explore cross-country in Fibre Glass. Tel Geoff on 01275 798387 or Dennis on 01935 472297.

Aircraft AGS British bolts (BA/BSF) all sizes and most with release notes, at greatly reduced prices. Also small repairs, mods and re-fabricing by BGA Inspector. Contract Incredible Cloth Flying Machine Co, "Splinters", 221 Tring Rd, Aylesbury, Bucks, HP20 1JH Tel 01296 424082 or 07801 747 983

Ka2 Built in 1955 by Schleichers. Totally overhauled in 1999, so in excellent condition, eventually with homebuilt trailer. **Also Ka4** built in 1963, airworthy, in Holland, with open trailer. Contact J. Langenijk. Pieter Bedijnstr 9, 2202 VJ Noordwyk ZH, Holland. Tel 0031 71 36 13732

Ka6CR BGA 2287 Comp No 572, Built 1965, excellent condition, Tab trimmer, Ceconite fabric, Nose and Belly hooks, Parachute, AMF aluminium trailer, Rigging aids, Tow out gear, New C of A. Based at Lasham £5950 or near offer. Ian Smith, Tel 01705 592839 eves/weekend or 01705 475254 ex 226 daytime.

Foka 5 1972, 36:1, in good condition with C of A to May 2000. Full panel, Parachute, Barograph and good metal trailer (new 1988) £4500. Based Parham. Contact Dave Alty Phone/Fax 01252 540513

Ka2 Rhonschwalbe built in 1954, works number 48, a cherished item in flawless condition, next basic overhaul May 2004, offers considered, to be seen at Tondern airfield (S. Denmark) or phone Atli Sigfusson on 0045 74 41 62 22

Ka6BR No 2331 Good condition, Wings re-covered 3 years ago with Diatex and resprayed. Full instruments, radio, parachute and barograph. Closed metal trailer and tow out gear. New C of A £3900. See also below.

Oly 2B No 505 Works No E of N 006. Just restored. Wings & Tail re-covered with Diatex and whole glider resprayed Red and White sunburst. Full instruments and radio. Open trailer. New C of A. £1900. For the Oly and Ka6BR contact "Hanging up Wings", (Alan May) Tel 01485 5771988

SETS OF BUILDING PLANS FOR THE FOLLOWING FULL SIZE SAILPLANES.

Moazagotl 1933, 20 m wingspan. 62 drawings,

Rhönspërber 1935, 204 drawings,

Reiher 3, 1938 but 242 new drawings have been prepared in 1997 by Siegfried Lorenz.

Prices for all three above by negotiation with Siegfried Lorenz, 50226 Frechen (bei Köln), Halfmannstrasse 44, Germany. Tel: Germany -221-903-4273. Siegfried is working on sets of drawings for many other old sailplanes (in his spare time) and these may become available for sale later.

Slingsby Sky, BGA 1053. Recently restored by the late Bernard Wilson, with a new closed trailer built by Arthur Berkinshaw. Offers to: Peter Woodcock, Orchard House, Brookhouse, Loughton, Sheffield S25 1 YA. Tel: (01909) 561479. **Slingsby T21** Overhauled by BGA Inspector, requires small patch on underside. £1500 with new C of A. Contact David Shrimpton, Tel 01749 841084

Wings for Ka7 and Ka13. Jan Coetzee of Bloemfontein, South Africa, is building high quality wings from the original German specifications. He can be contacted through Julius Keyser, keyserjs@telkom.co.za

We think that the following gliders which were advertised

for sale in the last two editions of VGC News are still unsold and we are therefore briefly repeating the adverts:

Goevier 3 BGA 1783 Fuselage only, Stewart Baxter Tel 01592 620282.

Goevier 2 BGA 1992, 1943 so oldest Goevier in the world. Bob Arnold Tel 0889 882871.

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Works Numbers for the Spanish Weihe EC-RAM and EC-RAJ. Please send this information to: Hermann Beiker, Immenbecker Weg 6B, D-21149 Hamburg, Germany. He has components of these aircraft, which were built by AISA (AERONAUTICA INDUSTRIAL S.A. in Spain and hopes to create one Weihe out of the damaged components of both of them.

Drawings of the Ka4. Sydney Emmerson was disappointed to be told that the Ka 4 that he had hoped to buy was, in fact, a write off. He would now like to start to build one if anyone has the drawings. Contact Mr Emmerson Tel 01579 370423

Front Cover: One of the two Minimoas at Aventoft being aerotowed by a motor glider. Photo Vincenzo Pedrielli.

Back Cover: The Slingsby T38 Grasshopper being flown by Harry Irvine from a car launch at Tehachapi. Photo Vincenzo Pedrielli

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Editor: Graham Ferrier
41 Oakdale Road
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Tel: 0117 9490 509
E-mail: graham@ferrier73.freemove.co.uk

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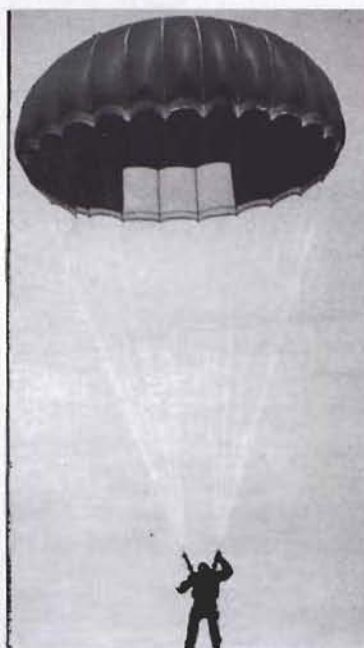
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