



VGC News

No. 85 Summer 1995

Diary Dates in 1995

◆ 29th July -6th August.

4th International French "Balade"

This year, this is to start from Courtrai in Belgium. (It was from here that Philip Wills "ferried" the two and a half "Weihs" in a Dakota in June 1945. The RAF had brought them there from the Wasserkuppe on a "Queen Mary" trailer). Courtrai is 20 kms North of Lilles. Perhaps, this is to honour the Belgian participants in the last three Ballades. The "Balade" will consist of short 50 kms each day and will end at Abeville in France. Contact is: Denis Auger, 14 rue Guy Moquet, 60530 Neuilly-en-Thelle, France. Tel: (33) 44 26 55 07. Fax: (33) 44 26 65 95. Foreign participation is welcome.

◆ 30th July – 6th August.

International Rendez-Vous Rally 95.

Wasserkuppe, Germany. Contact: Karl-Heinz Kellerman, Beethovenstrasse 64, D-60325 Frankfurt am Maine, Germany. Home Tel: (010 49) 69 74 54 75.

◆ 5th – 13th August

Flight Activities Week

... at RAF Museum Hendon, North London with an exhibition of Vintage Gliders in Gallery 10

◆ 6th – 16th August

23rd International VGC Rally

Oberschleissheim, Munich, Germany. Contact: Dr Joerg Ziller, Brucknerstrasse 20, D-71065 Sindelfingen, Germany. Tel: (010 49) 7031-85-468.

◆ 26th August – 3rd September

Annual Slingsby Rally.

Contact: Margaret Gomershall. Tel: (0845) 597237.

◆ 23rd September

VGC Annual Dinner

Old Sarum Airfield, Salisbury, Wiltshire

See notice in this issue for further details.

Contact: Margaret James, Fairfields, Fosse Road, Oakhill, Somerset BA3 5HU



Objectives of the Vintage Glider Club

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

Officers of the Vintage Glider Club

President – Chris Wills

Vice Presidents:

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

Committee:

David Shrimpton – Chairman
Geoff Moore – Treasurer
Mike Birch – Technical Officer
Colin Anson – Sales Officer
Graham Saw – Rally Secretary
Ian Dunkley – Secretary
Graham Ferrier – co-opted (editorial)

International:

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

NOTICE TO ALL MEMBERS:

The Rally Secretary is Graham Saw.

Please forward details of any 1996 VGC Rallies you may be planning to: G. Saw, 16 Prince Andrew Close, Maidenhead, Berks SL6 8QH. Tel: (44) 0 628 776173

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Contents

Reports from the Committee	Page 1
Rallies	Page 2
Elliots/Lasham	
Upward Bound Trust/Haddenham	
Shenington	
British National Rally – Bellarena	Page 4
International News	
Australia – What qualifies as Vintage	Page 8
Brazil – Olympia Meise Fleet.....	Page 11
British – More restorations	Page 12
Dutch – Finally, a Govier	Page 14
German – More Oldtimer Groups	Page 14
Hungary – Louis Rotter reports	Page 16
Italian – Adriano Mantelli	Page 16
Letters	Page 17
Vintage Glider prices, Mark Wakem	
Japanese Minimoa, Yasuhiro Yama	
UK Museum Index	Page 18
President's Roost	Page 21
Errata	Page 22
Obituaries	Page 22
Classified Ads	Page 24



FROM THE CHAIRMAN

Thanks to Bellarena for hosting our National rally. The venue proved to be a wonderful gliding site with eleven miles of ridge to soar within easy reach of the airfield. Tourist attractions included miles of sandy beaches, the Giants Causeway and of course the Irish whisky distillery at Bushmills, all within minutes of the airfield. The well known Irish hospitality lived up to it's reputation.

However, at the next Committee Meeting the question will be raised of whether we are holding too many rallies. Fewer members than expected attended the Ulster meeting despite it being a spectacular and interesting venue. Does having an International Rally every year weaken the National meeting? Some members believe the International is becoming too commercial with very few suitable sites in each Country, making it less attractive each time we revisit. If International Rallies were only to be held on alternate years would both they and our National rallies be better supported?

Other items on the agenda this month include a change of Membership Secretary. Ian Dunkley takes on the job having joined the Committee last year (watch out for the new address), Geoff Moore remains as Treasurer. A change of Editorial responsibilities will give Graham Ferrier a greater role in the production of the Newsletter (relief!). Finally for those who like a change of venue it is proposed to hold the Annual Dinner at Old Sarum (Salisbury) in Wiltshire during September. Previous site of the Dorset Gliding Club, the airfield owners have asked that we hold a flying weekend to coincide with the dinner and that we fly as many of their Club members as possible over the weekend. Launching will be by aero tow only since the field is now primarily a power flying site. (See notice in this issue).

Mike Birch would like to remind members of the need to keep him informed of any spares that members have available. The response so far has been promising but please keep the information coming in.

From Geof Moore comes a request for national representatives to collect VGC annual subscriptions and also news of an exhibition of vintage gliders at the RAF Museum at Hendon during August which is open to the general public.

Cover picture: Kranich on tow looking at the S.W. face of the Binevenagh. Photo: Mike O'Reilly

BRITISH NATIONAL RALLIES

ELLIOTTS OF NEWBURY RALLY at Easter, 14th – 17th APRIL 1995, LASHAM.

This Rally was organised by Ray Whitaker early in the year in the hope that there would be at least one good day of soaring weather among the four days. A cold North Easterly airstream rotating round a high pressure to the North assured that we had weather influenced by a Front coming to us from the North Sea. We had good weather before the weekend, and very, very good weather during the week after it. The good weather of the previous week was still there for half of Good Friday.

GLIDERS PRESENT FOR THE RALLY. It will be seen that the entry list included gliders which were not built or designed by Elliotts of Newbury.

EoN OLYMPIA AMK BGA 603 – Derek Staff.

FOKA 3 BMZ BGA 1090 – Colin Street.

OLYMPIA 465 BGA 1288 – Mark Wills.

OLYMPIA 463 BGA 1223 –

Ka 6 CR BGA 2287 – Jane Ballard.

CONDOR 4 D-8538 BGA 2292 – Mike Birch.

Slingsby SKY Prototype AVB BGA 685 – Julian Ben-David, Richard Moysé.

Slingsby SKYLARK 4 BGA 1116 – John Herring, John Claxton.

EoN 463 BGA 1373 – Robin Hood, Ian Smith, Phil Phillips.

EoN OLYMPIA ART BGA 606 – Mick Dunsford, Peter Wells.

Slingsby PREFECT Prototype BGA 599 – John Hopkins.

EoN OLYMPIA 460 BGA – Denis Shepherd.

DFS KRANICH 2B-1 BGA 964 – C.Wills. This latter was not rigged due to the doubtful weather.

Due to the timing of the VGC News, Colin Street notified as many VGC members as he could with EoN Rally information just before the Rally. (*We believe this rally is now fixed as an annual event – make a date for 1996! – I won't get blamed for being late with the VGC News then! Ed's assistant*) We were glad to see the EoN Olympia BGA 606 which had recently been restored in their spare time by craftsmen who were teaching at a technical college. Its canopy really was off one of the first EoN Olympia prototypes. Its curved canopy sides necessitated making a curved clear view panel (i.e. a window) to fit into the former. This represented a considerable achievement. Denis Shepherd's Olympia 460 from Morayshire (NE Scotland) had just been recovered with fabric in England and so it was brought to Lasham before returning to the North. It looked very fine. Winch launches from the shortest winch launching run to the North gave many of our members soaring flights at least during the morning.

Among those seen soaring was the Mike Birch CONDOR 4 two seater which did very well with its centre of gravity cable shoulder release system on both sides of its fuselage. There were also cross country flights by Ray Whitaker in his Swallow and Ian Smith in his Olympia 663. The task, a Lasham-Stockbridge-Hungerford triangle, was not completed as the two pilots had to land at Inkpen after 70 kms. There were good thermals for half the day but these got worse during the afternoon.

SATURDAY 16th April. Again there was some soaring but the front was expected to come through from the North East during the evening. This was forecast to be going to be a cold front but arrived as an occluded or warm front. It trailed and the second half of it was forecast to be a cold front which would arrive on the next day.

EASTER SUNDAY 16th April. The second half of the front was due in during the afternoon and later there would be rain. Because of the bad forecast, some of the gliders were towed away. However, soaring conditions improved at mid day and nearly all gliders were soared including the Foka 4 by Colin Street. From 1400 hours, thermal conditions deteriorated as cold, damp air arrived from the North Sea. The second half of the curved front (now cold) arrived during the afternoon. Only two hours of soaring weather was experienced during the day. There was no rain. All the winch launches were in a light 90 degree cross wind but Derek Staff and the Parham members' Olympias were able to soar in thermals.

EASTER MONDAY 17th APRIL. The continuing NE wind did not bring any weather improvement in spite of Lasham being now in a post cold frontal airstream.

So ended our first Rally of 1995. We wish to thank Ray Whitaker for running it and his son David, for keeping the fire going continuously in the VGC Centre. We were particularly impressed by the fuselage and tailplane of the Richard Moysé SLINGSBY CADET which were on view in the VGC Centre. These are now finished to a very high standard, as so is its first wing. Richard is now working on its final wing. Then a John Sproule designed Slingsby Cadet, which was first designed in 1936, while John was working at Slingsbys, will be revealed to all in all its glory. It is thought that only one other Slingsby CADET might still be airworthy. It was seen by CW rigged in the hangar of the RAF Bannerdown Gliding Club at RAF Hullavington three years ago. It was then in almost airworthy condition and was owned by Jock Manson. Hundreds of CADETS were originally built but most were converted into Cadet Mk 2s (TUTORS), which had a better performance. The Hullavington CADET flew well.

On Monday, Denis Shepherd received a bottle of wine for having flown the longest duration on the previous day... i.e. two hours in his Olympia 460.

Morale during the Rally had been high in spite of the less-than-perfect weather. We made the best of what we had. During the week after the Rally, many 300 km flights were made in modern gliders over Britain. It was sad that we had hit bad weather in between periods of excellent weather even although the rally ran for four days. We wish to thank Ray Whitaker and all our Lasham members for once again giving us a good time.



Mark Wills, Geoff Moore and Ian Smith. Elliotts Rally – Lasham.

UPWARD BOUND TRUST at HADDENHAM – THAME. 6th – 8th May 1995

This was the 5th Annual KIRBY KITE I and VGC MEET on the very airfield where in 1941, the nucleus of Britain's wartime troop carrying glider pilots was formed and trained using KIRBY KITES (and a RHOENBUSSARD). The Rhoenbussard and four of the Kite 1s assembled there together with 12 of the wartime glider pilots to celebrate with the rest of the country, VE Day. Once again, for the 5th year running, the Haddenham Rally had excellent weather for the Saturday and Sunday and rather "explosive" weather with a 30 knot cross-wind on the Monday. The Upward Bound Trust heroic winch and winch drivers managed over 250 launches on the three days... there being 98 winch launches on the Sunday. This was twice the number of launches that they have on normal days. The winch launches were free, but donations were accepted and the organisation made more money from the donations than it would have, if they had charged for the launches. Many thanks to the Donors! That there were not more of the wartime glider pilots present may have been because they were taking part in other 50th Anniversary of VE Day celebrations.

Gliders present were:

Slingsby Kirby Kite 1 BGA 251 – Bob Boyd
Slingsby Kirby Kite 1 BGA 310 – Michael and Tony Maufe.
Slingsby Kirby Kite 1 BGA 394 – Air Marshal John Allison and his son David.
Slingsby Kite 1 BGA 400 – Peter Underwood and family.
Rhoenbussard BGA 337 – Chris Wills.
Scud 3 BGA 684 – Ted Hull.
Slingsby SKY Prototype BGA 685 – Richard Moyse and Julian Ben-David.
Slingsby Tutor BGA 1698 – Ian Smith.
Slingsby Swallow BGA 3823 – Ray Whitaker, Derek Copeland, Jane Ballard.
Slingsby Prefect BGA 701 – Malcom Wilton-Jones.
Slingsby T.31 BGA 3229 – Ian Smith, Julian Ben-David, Keith Green.
Scheibe L-Spatz D-1265 BGA 2276 – Vernon Jennings.
Slingsby T.21b BGA 2725 – Upward Bound Trust.
Slingsby T.21b BGA 3160 – Upward Bound Trust.
Scheibe Ka-8 BGA 3863 – Upward Bound Trust.

Visiting Aeroplanes to the airfield during the weekend were:
Fokker Dr 1 Triplane – Stampe
Tiger Moth – David Shrimpton and Margaret James.

Aeroplanes seen flying by were Lancaster, Spitfire, Hurricane of the Battle of Britain Flight and an RN Swordfish.

Star of the Rally was Andrew Perkins. He went solo on his 16th Birthday in February. On the Saturday, he achieved his Silver C height and kept the Ka-8 up for 3 hours 40 minutes in a Silver C 5 hour duration attempt. We believe that he got to about 5,000 ft. On the Sunday, soaring was not so easy but Vernon Jennings flew his L-Spatz for 3 hours. Others also reached 5,000 ft. We were very glad to have had with us for the first time Air Marshal John Allison, his son David and their Kite 1, which added to the number of Kite 1s present. Peter Chamberlain worked at logging the flights for the whole weekend and did much of the organising. He has been Secretary of the Upward Bound trust for fourteen years and, having been brought up with the Trust, he is a very important member of it. The annual Haddenham Rally has become a most important and popular event for the VGC.

THE SHENINGTON VGC RALLY 20th -21st of MAY

This is very close to Edge Hill. The Shenington Club had made much preparation for the Rally and this included a massive barbecue on Saturday evening. The organization was somewhat dismayed when only C. Wills and his Rhoenbussard BGA 337 turned up. Whether it was the weather, which was not as good as forecast, or the assault on Northern Ireland for our week long National Rally, which was scheduled for the next weekend, or that many of our members were working on their aircraft, we don't know the reason. Perhaps it was a bit of all three, but it was a shame as the Shenington Club was all ready to welcome us and it is a very friendly small club, with a very nice atmosphere. This is largely due to its Chief Instructor and owner of the airfield Paul Gibbs and its Chairman, Reg Curwen and of course to all its members. There also was Mary Meagher and her Piper Cub to aerotow us.

Paul Gibbs helped C. Wills with rigging crew etc and even allowed the Bussard into the hangar for the night. All the club's fleet were to be left outside as there was no forecast for wind and rain.

On SATURDAY the 20th MAY, there was a light wind on the hill (or nearly on it) but this was hardly enough to keep gliders up. There was supposed to be good weather on that day, and even better 300 kms (perhaps) weather on the following day, with a front and rain due for Sunday evening and night. This simply did not happen. The light wind changed direction 180 degrees during the night from NW to SE.

On SUNDAY the 21st, there was much high cloud and a light South East wind. There were cumulus clouds with their bases at over 4,000 ft which allowed some soaring generally from aerotows, although there was lift lower down which could be contacted from winch launches. There were two other resident vintage gliders. One was the T.21b BGA 948 and the BREGUET 905 "FAUVETTE" BGA 2679 owned by Jackie and Steve Bradford. The "RHOENBUSSARD" was soared for 2 hours 5 minutes by C. Wills and 1 hour 20 minutes by Garry McKerdy. These may have been the longest duration flights of the day. They were both achieved from Mary Meagher's very excellent aerotows.

The Shenington Club is a most hospitable club and wishes to invite the VGC again, and hopes that more of our members will come with their aircraft. (*Another date for your diary – though I can't be blamed for you all not knowing about this one!* – Ed's Assistant) Chris Wills thanks them for looking after him and his "Bussard" so well. The club achieved almost 100 winch launches on each of the two days. We thank Mike Kumming who runs the club.

NOTE. Ron Davidson, who owns the Petrel at Husbands Bosworth, was entering a pub, which he does not often go to, near the site, and there was Cheesli and his wife and friends. Cheesli was wearing his VGC sweater. He, his wife, and friends were having a trip up the local canals in a barge. The meeting was a complete coincidence and could be referred to as a chance in a million. It is a small world when our British and Swiss members should meet like that.

ANNUAL DINNER

September 23rd, Old Sarum, Wiltshire.

see page 24 for further details

BRITISH NATIONAL RALLY, BELLARENA – NORTHERN IRELAND, 27TH MAY – JUNE 3RD

This is the site of the Ulster Gliding Club which is one of the oldest gliding clubs in the United Kingdom being founded in about 1930(?). It had sent entries to the 1934 British National Contest on Sutton Bank, Yorkshire.

Chris Wills' immediate reaction to this location was that "if any place could have even worse weather than England, it would have to be Ireland". However, he was pleasantly surprised to discover at the end of it, that we had done so much flying and that we had had a very good time. The success of our Rally can be put down to the soaring slope, the large hangar which had been emptied to make room for all of our rigged gliders, the Piper Cub Towplane, and the total effort made by everyone at the club and the Limavady Borough Council to make our stay enjoyable.

GLIDERS ENTERED

DUBLIN GLIDING CLUB.

MUCHA 100 EI-140 – David Mongey.

MUCHA 100 EI-100 – John Finnan and Michael O'Reilly.

Ka2 EI-131 – Nick Short.

Slingsby T.31 EI-139 – Brian Douglas.

L-SPATZ EI-130 – J.J. Sullivan.

It must be mentioned that the Dublin Gliding Club had brought all its gliders except the EON BABY.

ULSTER GLIDING CLUB.

Ka-7 BGA 1694 – CPG

BRITAIN VGC.

Slingsby T.21B BGA 2941 WB943 – Paul Hepworth. (Paul is a new member – Welcome! – Ed's Assistant)

Slingsby PETREL BGA 418 – Ron Davidson.

Slingsby KITE 1 BGA 310 – Michael and Tony Maufe.

Slingsby KITE 1. BGA 251 – Bob Boyd.

Breguet 905 "FAUVETTE" – Ted Hull.

Ka 2b BGA – Peter and Jill Harmer.

KRANICH 2B-1 BGA 964 – C.Wills.

Boeing 757 – D. Shrimpton and M. James

FLYING AND EVENTS LOG.

SATURDAY 27th MAY. Bad weather with rain. Gliders were rigged in the hangar. The Dublin Contingent arrived in the evening. Mike O'Reilly and John Finnan dodged the rainstorms with their open but covered Mucha 100 trailer by getting under bridges, which they had marked on their map. **HARRY BOYLE** – former Chairman of the club, had had the hangar erected from a kit of parts by the British Territorial Army. When certain local inhabitants began to show disquiet over the use of British troops, a good Catholic was called in to finish the job and redress the balance! The hangar, with its glider sideways moving equipment, would be the envy of most clubs in Britain. During the evening, historic gliding video films were shown.

SUNDAY 28th MAY. During the morning, we were given a site briefing by **HARRY HANNA**, the Ulster GC's Chief Instructor. The wave possibilities from the site were good, as there had been already flights in wave lift this year to 11 and 12,000 ft. Northern Ireland's Height Record was 22,750 ft. Southern Ireland's (EIRA's) Height Record is 24,000 ft. We believe that this was from a car launch from a Kerry Beach. Wave was found over the Atlantic and the glider was a Ka6 Cr? Loch Foyle is 4 miles across at its widest point. In the



View of the ridge from Brian Douglas' T31. Photo: Ian Dunkley

river Bann's Valley, good landing fields are everywhere. Beaches can often be used for launches (autotows) and landings should be made on the harder wet sand just vacated by the sea, as landings in the dry, soft, sand are sometimes extremely abrupt. On the N.E. side of Magilligan point is the famous Magilligan Strand which was the club's site during the 1930s and has been used more recently. Cars and gliders have to be washed afterwards to get rid of the corrosive and abrasive salt and sand.

The area is the only point which from North Ireland, by looking North, you can see the South ... i.e. Donegal (South Ireland). In Donegal, on the North West side of Loch Foyle, the landing fields are very small.

Tug pilots would be available for the week. The club only used aerotow launches (by the Piper Cub G-TUGG).

Flights over Magilligan Prison and over the military firing area and landings on the airfields Aghanloo and RAF Ballykelly are discouraged. During the afternoon, dual site checks were given in the club's two-seater Capstans. There was a strong cross wind and cross wind limited run take-offs were interesting. Binevenagh's SW slope was working and there were thermals to 3,000 ft. Ian Dunkley flew his Capstan check flight back to the NE Coast and returned to the site easily with 55 to 60 knots IAS. He later flew the JANTAR. Brian Douglas was repairing a damaged wing rib of his T.31. in their hangar. The slight damage had occurred during the tow up from Dublin on its open trailer. Thermal lift was to 3,000 ft.

Among the flights on Sunday were T. Snoddy and C. Wills Capstan – 33 minutes... and Mongey and Reg Brown Ka-7 – 35 minutes.

MONDAY 29th MAY. Even more rain and heavy showers were forecast. The Dublin GC syndicate owned MUCHA 100 EI-100 arrived on its open (but covered) trailer, having dodged rain storms by sheltering under bridges and garage forecourts. Mick O'Reilly and John Finney, its owners, were with it.

FLIGHTS ON MONDAY 29th MAY were:

P. Holmes and Reg Bown – Blue Capstan – 47 minutes.
Seamus Coshin Blue – Capstan – 38 minutes.
M. Johnston Blue – Capstan – 41 minutes.
J. Lamb – ASTIR – 2 hours 30 minutes.
P. Harmer and D. Parker – Blue Capstan – 27 minutes.
B. Douglas and R. Davidson – Blue Capstan – 35 minutes.

FLIGHTS ON TUESDAY 30th of MAY were:

E. Hull, R. Browne – Blue Capstan – 51 minutes.
Philip Bedford – Blue Capstan – 45 minutes.
D. Shrimpton – Ka-6 CR – 2.03 minutes.
D. Mongey – Mucha 100 EI-140 – 2.00 minutes.
J.J. Sullivan – L-Spatz EI-130 – 5.12 minutes.
M. O'Reilly – Mucha 100 EI-100 – 52 minutes.
E. Hull – Fauvette BGA 2768 – 2.52 minutes.
P. Harmer and J. Harmer – Ka-2 BGA 2147 – 3.36 minutes.
P. Hepworth – T.21B BGA 2941 – 1.54 minutes.
B. Boyd – Kite 1 BGA 251 – 2.09 minutes.
T. Mc Farland and N. Short – Ka-2 EI-131 – 1.06 minutes.
C. Wills and S. Coshin – Kranich 2 BGA 964 – 1.14 minutes.
A. Maufe – Kite 1 BGA 310 – 1.16 minutes.
R. Davidson – MUCHA 100 – 1.07 minutes.
C. Wills and M. O'Reilly – KRANICH 2 BGA 964 – 52 minutes,
J. Finan – Mucha 100 – EI-100 – 1.35 minutes.
C. Wills and M. Coshin – Kranich 2 BGA 964 – 32 minutes.
Margaret James – Ka6cr – 40 mins

During the evening, at 7.30 pm, we attended a Civic Reception for us at the Limavady Town Hall. We were very glad to meet the Mayor, Ian Grant, the Deputy Mayor and the Mayor-to-be and their wives and families. We were very honoured to have had this most hospitable reception. Chris Wills, David Shrimpton and Brian Douglas were presented with magnificent wooden shields upon which were the Armorial Bearings of Limavady, by Ian Grant, Limavady's Mayor.

Speeches were made thanking the Borough Council for their hospitality etc. Also present were Sir Patrick Macnaghten and Lady Marianne Macnaghten from Bushmills. They had been in the Cambridge Gliding Club at the time when the club owned the only Kranich 2 A-2 in Britain, and were later members of the Midland Gliding Club on the Long Mynd. Sir Patrick is Chris Wills's first cousin. There was so much to eat and endless supplies of Irish Whisky etc to drink. Chris Wills in his speech mentioned how some of us think that our vintage gliders are the most beautiful aeronautical creations of wood and fabric that have ever been, and how they had brought the nations of Europe together. Now, we were in Ireland bringing glider pilots of the United Kingdom together at Bellarena. The Ulster GC is one of the oldest gliding clubs in Britain and it could not be a better place to hold such a Rally. He ended with Long Live the Ulster GC and Long Live Ireland. This was heartily cheered. The Majors and their wives stayed until the end. There had been so much to eat and drink and some of us retired "on a sea of whisky". It had been an unforgettable evening and a very great honour for us.

WEDNESDAY 31st MAY. All gliders had been got out of the hangar during the morning for a television presentation and our Chairman, David Shrimpton, had the honour of introducing the VGC to the viewers of Ulster.



The gliders out of the hangar for the presentation. Photo: Chris Wills

FLIGHTS ON WEDNESDAY 31ST MAY

Ron Davidson – PETREL BGA 418 – 1.05 minutes.
Bryson – Ka-14 – 55 minutes.
E. Hull – “FAUVETTE” BGA 2768 – 57 minutes.
J. Finnan – MUCHA 100 EI-100 – 59 minutes.
M. Maufe – KITE 1 BGA 310 – 28 minutes.
J. Harmer and P. Harmer – Ka-2 BGA 2147 – 17 minutes.
J.J. Sullivan – L-SPATZ EI-130 – 29 minutes.
D. Mungey – MUCHA 100 EI 140 1.37 minutes
J.J. Sullivan – L-SPATZ. EI-130. – 2.08 minutes.
N. Short and Mike O'Reilly – Ka-2 EI-131 – 2.23 minutes.
L. Johnson – PETREL BGA 418 – 1.34 minutes.
T. McFarland and P. Hepworth – T.21b BGA 2941 – 40 minutes.
I. Dunkley and I Kulfer – KRANICH 2 BGA 964 – 47 minutes.
A. Maufe – KITE 1 BGA – 310 59 minutes.
J. Harmer, P. Harmer – Ka-2b BGA 2147 – 2.46 minutes.
R. Brown, P. Hepworth – T.21B BGA 2941 – 1.17 minutes.
I. Dunkley, Bob Rodwell – KRANICH 2 BGA 964 – 58 minutes.
J. Finnan – MUCHA 100 EI-100 – 2.08 minutes.
D. Mungey – PETREL BGA 418 – 1.01 minutes.

THURSDAY 1st JUNE. The weather was very wet and a visit was made to the Bushmills Distillery. Some flying was achieved in the late afternoon. (After the distillery?! – Ed)

B. Boyd – KITE 1 BGA 251 – 28 minutes.
J. Finnan – MUCHA 100 EI-140 – 20 minutes.
B. Boyd – KITE 1 BGA 251 1 – 32 minutes.
P. Denman – MUCHA 100 EI-140 – 47 minutes.
J. Harmer, P. Harmer – Ka-2 BGA 2147 – 58 minutes.
P. Hepworth, R. Rodwell – T.21B BGA 2941 – 51 minutes.
J. Finnan – MUCHA 100 EI-100 – 1.05 minutes.
B. Douglas, J. Bryson – T.31 EI-139 – 29 minutes.

FRIDAY 2nd JUNE. Some hill lift. Very little wind.

T. Snoddy, P. Hepworth – T.21b BGA 2941 – 27 minutes.
R. Brown, Ian Dunkley – KRANICH 2 BGA 964 – 28 minutes.
P. Harmer – SHK – 37 minutes.
M. Farrell, P. Hepworth – T.21B BGA 2941 – 14 minutes.
R. Davidson SHK – 1.13 minutes.
C. Wills, T. Snoddy KRANICH 2 BGA 964 – 14 minutes.
H. Hanna C. Wills KRANICH 2 BGA 964 – 19 minutes (tow to 3,000 ft).

SATURDAY 3rd JUNE. There was Hill Soaring during the afternoon with the wind on the S.W. slope of BINEVENAGH.

Two MUCHA 100s, KA-2, KRANICH 2, CAPSTAN and T.21B were all up together. The cloud was down to approximately 2,000 ft above site, over the hill. Hill lift was into cloud. It was necessary to keep well out from the hill, still in lift, to avoid other gliders. Eddie Shiels and C. Wills KRANICH 2 BGA 964 had 1.05 minutes.

Very sadly the Dublin Ka-2 EI-131 hit the side of the hill with one wing-tip while trying to keep up. It was not being flown by its owner. We can only be relieved that neither of its pilots were hurt. The accident occurred due to rapidly deteriorating hill lift. One wing and the fuselage nose were smashed. All efforts will be made to save the aircraft which is the very rare 15 m. wingspan variety of Ka-2.

C. Wills and Owen Anderson flew the KRANICH 2 BGA 964 for 35 minutes and decided that deteriorating lift and

weather made further flying unsafe. Shortly after landing at Bellarena, the Binevenagh started to steam with cloud and this led quickly to cloud on the mountain and rain. There was a strong wind of 25-30 knots. Later, the weather calmed.

During the evening, Bob Rodwell organized for us a speed-boat trip from Magilligan Point to Donegal in Saemus McGlusky's boat. The distance was only about 150 yards across the mouth of Loch Foyle and this did not take long. However, some spray did come aboard. For some of us, it was our first visit to EIRA. In the fishing village of Greencastle, was Kaely's Fish Restaurant and everyone had an unforgettable meal of what can only be described as Haute Cuisine. If the journey across had been exciting, the return can only be described as sensational. Saemus now had his larger boat repaired and this had incredible acceleration to plain at at least 35 knots. For some of us, the trip was over too quickly. The evening had been a fantastic experience that none would have missed. Finally, Saemus played his accordion to us until the early morning in the Point Bar.



The Point Inn and Saemus McClusky's Boat.

SUNDAY 4th JUNE. Our Towplane G-TUGG had engine trouble during the morning. However, she spluttered into life for the afternoon.

Ian Dunkley and D. Mongey flew the KRANICH 2 BGA 964 for 1hr 20 minutes and C. Wills and Bob Anderson flew the same machine for about 1hr. in hill lift which was along the entire 10 mile slope from Binevenagh to the Eagle Rock. We had never before had such good hill soaring conditions. There were even thermals and one of them took the KRANICH 2 to 2,800 ft. It was possible to see SCOTLAND. This was C. Wills' final flight and it was a perfect end to the Rally for him. In these conditions, the KRANICH flew superbly. It was only a shame that most of our gliders had been derigged and did not experience this final day.

ON MONDAY 5th JUNE, our gallant towplane had finally left to be repaired. Members of the Dublin Gliding Club derigged their MUCHA 100s in the hangar and helped with derigging the KRANICH 2 also. The secret of the success of this Rally was the superb morale, especially of the DUBLIN GC members and the hangar which gave shelter to our gliders during the frequent rain storms. The weather had been a continuous stream of fronts and a cold Northerly airflow. The sun only shone very occasionally and, when this happened, parts of the landscape of the Emerald Isle were lit up in real beauty. They told us that this was their summer, but we are sure that the sun does shine more often over Ireland. We have made many new friends. We hope that we will see them again. We had a fantastically good time in Ireland.

A story from our RALLY. During the RALLY, Ian Dunkley bought a T.31 without fabric and struts, on an open trailer from Belfast, for the vintage group he is starting at Camphill. SAEMUS COSHIN remembered having an adventure with a CADET some years ago at Littleton in County Tipperary when he landed in a bog. He still had its struts!! A plot was hatched that he should bring the CADET Struts to Bellarena and Ian would hope to exchange these in England with Richard Moyses who is restoring a Cadet at Lasham and only has Tutor struts for it. It was felt that, with slight lengthening, the TUTOR Struts would go on the Irish T.31 and that Richard might like to have the proper tubular struts for his CADET. With the T.31 enveloped with polythene on its open trailer, Ian started for England. However, he had not looked at the trailer's wheels which were seriously short of studs, one stud being missing. However, a garage near Bushmills, found him two new wheels and tyres in 10 minutes. Everything is possible in Ireland!! We have not heard the end of the story yet as a clanking noise suggested to Chris that the trailer might have a wheel bearing gone.

However, the real heroes of the story are Saemus Coshin (Another new VGC member – Welcome (Watch out for this one, the stories he can tell!! – Ed's Assistant)) and Philip Bedford. Saemus found that he could not return to Bellarena and so, he motored half way to Dublin from Co. Tipperary to meet Philip Bedford, who works in a Dublin Library. Here, he handed over the Cadet struts (and a bottle of whisky for Chris Wills for having been allowed to fly the Kranich. His 12 year old son Mathew did also and they both flew it very well). Philip Bedford then returned to Dublin and then proceeded to Bellarena to hand over the struts and whisky. He was just in time to derig the gliders. Philip told me that he has a very quiet job in the library, but when he gets home, he restores VWs, a double-decker bus and a fire engine which is a very noisy procedure in contrast to his work at the library. He also has the Isle of Man Tutor to restore. His enthusiasm for restoration is hard to match. Everything is possible in Ireland and we are sure that our movement will go a long way there.

We especially wish to thank Harry Boyle, former President of the Ulster Club, P. Richardson, the Ulster Club's Chairman, Harry Hanna, the Ulster Club's CFI, Bob Rodwell, our chief organizer; Reg Brown, Tom Snoddy, Tom McFarland and Gordon Mackay our tug pilot and very famous Ulster GC pilot and everyone else who made our holiday very enjoyable.



Jill and Peter Harmer in their K2.

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International

News

AUSTRALIAN NEWS

A very great Air Display is scheduled to run for a week from Saturday 4th until Sunday the 12th November at Hopetoun. It is officially known as the Hopetoun Air Sports '95. It is to be the first event in the celebration during 1996 of the centenary of the founding of this mid-west Victorian town. Already there has been considerable support for the event by the RAAF and Air Sports Organizations. It is expected that many modern and vintage gliders will take part. Ralph Crompton reports that the event is being given much support from country towns around Hopetoun, despite the fact that local farmers and business people have been hard hit by the extensive drought.

To launch the sailplanes, Ralph is negotiating to borrow a winch and towplane from the Grampians Soaring Club. Financial help in ferrying the tug and bringing the winch by road has been promised by the Hopetoun Shire Council. Visitors to the event will be offered joyrides in light aircraft, sailplanes and balloons and a parachute school is offering lessons in parachute jumping.

Hopetoun has a good airfield within walking distance of the town centre. It has one sealed runway and one grass runway and so there should be no problems with dust, especially as early in the season as November. Ralph Crompton says that sailplanes, both modern and vintage, will be welcome at the event, but, to assist with planning and preparing for the week long air display, he would appreciate notification of who will be coming and what they will be bringing.

Notification and requests for further information should be sent as soon as possible to: Ralph Crompton, c/o Post office Hopetoun, Victoria 3396, Australia.

KEVIN SEDGMAN has bought a KINGFISHER VH-GLQ. Kevin fell in love with it during the 50th Anniversary of the Adelaide Soaring Club's Celebrations. He saw it in the hangar during bad weather and discovered that it was for sale. He decided that its price was within reach of the pockets of several members of the Far North Queensland Soaring Centre. He bought it from Fred Ford and has successfully towed it the five days' journey back to North Queensland. Within four weeks of having the aircraft at back at Cairns, five shares had been sold and a syndicate had been formed within the club to own it. It had been 35 years since Kevin had last flown a Kingfisher.

THE RESTORATION OF A T.31 by Brian Underwood. The wings of the distant sailplane were levelled to a signalled "All-Out". Power throbbled through the old V.8 winch as the glider rose majestically to present the plan form of our beautiful, newly restored Slingsby T.31.

Five years before that day, Don Nottle and I had met a chap at our club who had just enjoyed a passenger ride. A lawyer by profession, he told us that he was involved in the legal aspect of a sailplane but didn't know what type it was. A phone call to the company confirmed that they did in fact have an aircraft there which had accumulated some thousands of dollars of storage costs and it had to be disposed of.

We arrived at the warehouse the next day and were led to the skeleton of what appeared to be a Slingsby T.31 two-seater. Now we were really enthusiastic as the name Slingsby was one to be revered among young enthusiasts of our day. The fuselage was intact, albeit stripped of fabric. The wings, also naked, were at the top of a pile of freight some six metres high. We climbed up and saw that they had a lot of damage from having had freight stored on top of them. After having a good look over it all, and trying to hide our excitement, we offered to take it off their hands for nothing. This offer was rejected and we were told that it owed them so much money that, out of principle, they wanted \$20 or it would go to the rubbish tip.

With our prize tethered to a four wheel car trailer, we headed for the home of our club's Ground Engineer. Neil took a slow walk around the glider, pushed and poked a few things, then said "Look boys, let me give you a bit of advice. Take it home and burn it. It's too big a job". Having just finished National Service, we were young and enthusiastic and the enormity of the job was not a consideration.



T31.

All we could see was a wonderful sailplane at the end of it. There were no major structural faults, just a lot of minor damage caused by years of neglect at the freight terminal. The wings were put aside while we worked on the fuselage. Slowly we worked our way through all the tasks.

I have discovered, after many years of aircraft building and renovating, that if you look at the whole job, it will overwhelm you and you will give up; but if you tackle one section at a time, the project seems possible and becomes satisfying. When the fuselage was finished, out came the wings. We soon realized that a spar modification was required and, at this point enters partner number three, Peter Butler. Peter was working full time at the Waikerie Gliding Club, with access to a good workshop and someone who could supervise the spar modification. This turned out to be very time consuming, with Waikerie being 250 kms from my home. After many trips, the spar mod. was completed and the wings repaired and signed out. Then it was back home to Port Wakefield for fabric covering and final assembly.

There were no more major hold-ups and the T.31 was given a new paint job and a classy interior to go with a fully enclosed cockpit. All of which made it look really great. Then it was out to the gliding field and after a couple of weekends of final checks and fiddling about, it was time to fly it. A coin was produced and Don won the toss. So I mounted the winch and drove off to launch him in our beautiful as-new T.31.

A HERON'S HAVEN

The origins of the HERON primary glider are somewhat obscure. It was discovered as a partially constructed air-frame in a fruit packing shed in Upper Beaconsfield in 1943 by four young employees of the Commonwealth Aircraft Corporation; Jim Fullerton, Des Lynch, Don Bowd and Alan Patching.

The foursome had ambitions to build a glider and this partially-completed project offered an irresistible opportunity. After acquiring the aircraft, the four became affiliated with the Victorian Motorless Flight Group and arranged to rebuild the Heron Glider using the facilities of the Royal Melbourne Institute of Technology. The former owners knew nothing of the Heron's history, but its appearance suggested that it was originally constructed in the late 1920s. As rebuilt, it appeared in a somewhat modified form when compared to its original configuration.

The Heron made its first flight from the Governor's Road Field in Mordialloc in July 1945. It flew for several years before the Victorian Motorless Flight Group moved to Berwick in 1948; whereupon the Heron was stored. In 1955, the Heron was given to the Geelong Gliding Club which flew it for a short period before allowing it to become derelict at Belmont Common.

The Heron was then re-acquired by the Victorian Motorless Flight Group and stored at Bacchus Marsh Airfield for many years until it was completely restored to display standards. The Heron was presented to the MOORABIN AIR MUSEUM on April 8th 1995.

There was a ceremony which included drinks and an informal inspection of the museum where museum personnel were on hand to answer questions and elaborate on points of interest. An official welcome to the Moorabin Air Museum was conducted by President Mr Keith Gaff and Mr Michael Parkinson, President of the Victorian Motorless Flight Group formally presented the Heron Primary Glider to the museum. A short address by Mr Jim Fullerton relating to the discovery and operation of the heron Glider was then given.

THE AUSTRALIAN AIRCRAFT RESTORATION GROUP was formed as a homeless, penniless group in 1962, with the aim of preserving Australia's Aviation heritage. To further this ambition, the AARG established the Moorabin Air Museum in 1965. Today, the Moorabin Air Museum is the oldest aviation museum in Australia and is one of the oldest non-Government aviation museums in the world. Then, as now, the museum is administered totally on a volunteer basis.

From its modest beginnings, the museum collection has grown to a total of 43 aircraft and thousands of artefacts, together with an extensive photographic collection and technical and reference library. The Moorabin Air museum is the finest collection of Australian designed and built aircraft in the world and, as such it is the National Collection.

For its efforts, the museum has been recognised with a number of awards including a certificate of merit in the Museums of the Year Awards and the City of Moorabin's Commendation for Community Service

In 1994 it gained registration under the Australia Museums Accreditation Programme and is now working towards full Accreditation.

The Moorabin Air Museum is currently planning an upgrade to its facilities which will take it into the 21st century. Included in this programme is the re-erection of the historic Casey hangar on the museum site and stages 1 and 2 of the

SUPER HANGAR PROJECT. The ultimate aim is, of course, to display the total aircraft and artifact collection at the museum. The expansion of the existing display hangar under the SUPER HANGAR Stage 1 programme is a museum priority and should reach fruition within 2 years.

Membership of the museum is open to all over the age of 14 years and many who join as teenagers go on to forge careers in aviation and museology; the experience gained with the museum standing them in good stead for the rest of their lives.

AIR MUSEUM SEEKS GLIDERS FOR DISPLAY

The new National Air and Space Museum of Australia (NASMA) is looking for several gliders on long-term loan to add to its display of historic Australian aircraft. The museum is being established at the historic Point Cook airfield, near Melbourne, and is expected to officially open late in 1996.

Mark Clayton, Manager, Collections and Museums, says he hopes to display one representative hang-glider, a primary glider and a significant post-war Australian designed sailplane. He says "After reading the book "Gliding in Australia", "I think this last category is, perhaps best represented by the Schneider ES 52 Kookaburra and I would be glad to hear from anyone who can help us locate one that would be suitable and available for static display". Unlike most other museums, NASMA would prefer to borrow or lease its display aircraft rather than own them. Under this arrangement, the owner reserves the right to recall the aircraft at any mutually-agreed and convenient future date. As part of its future plans, the museum hopes to hold regular flying displays of aeroplanes, gliders, balloons and other aircraft and hold competitions and other flying activities on the airfield.

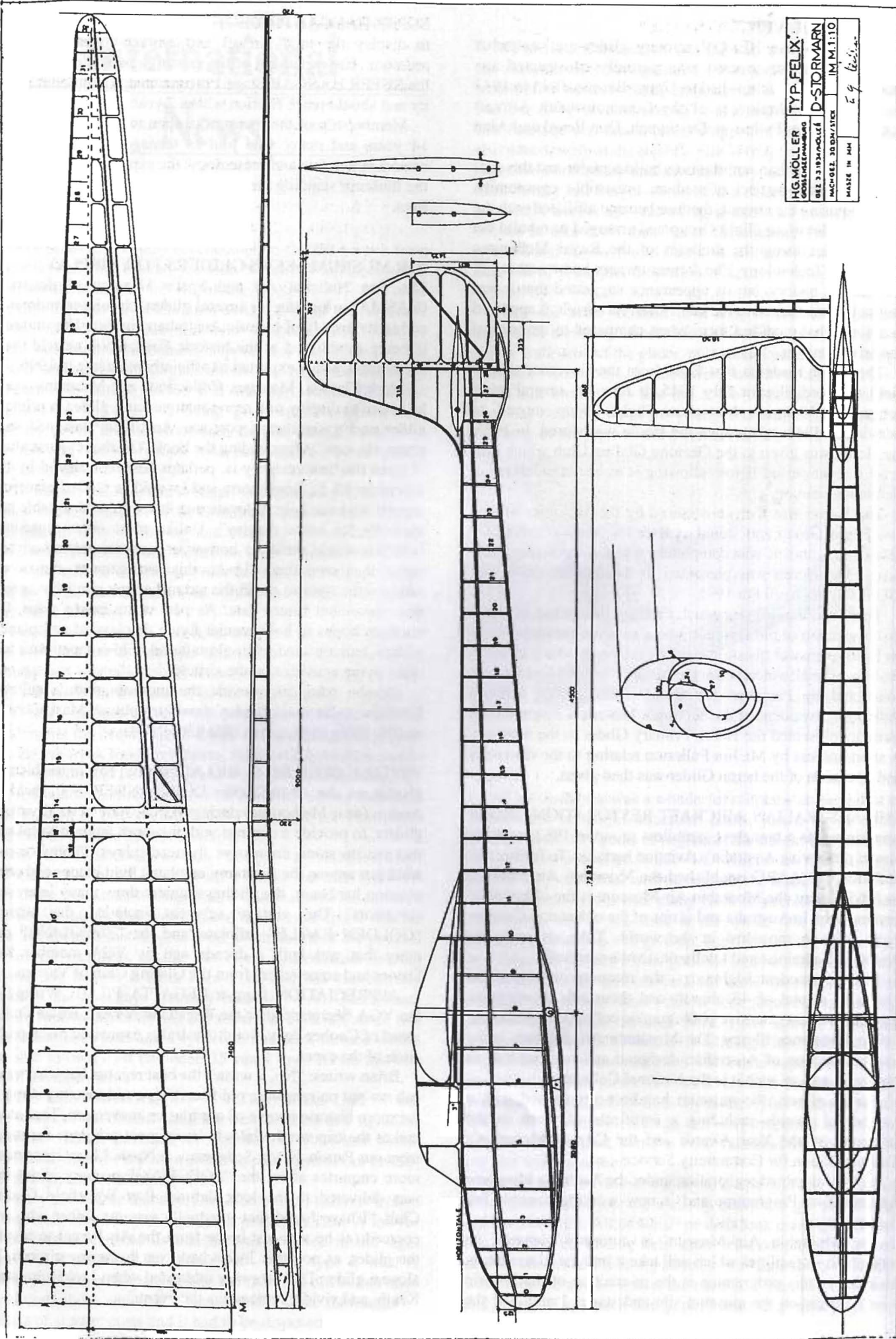
Anyone who can provide the museum with a suitable Kookaburra for static display should telephone: Mark Clayton on (03) 9395 1444, or fax (03) 9368 1094.

VINTAGE GLIDERS AT BIG AIRSHOW. Part of the historic display at the "AIRSHOW DOWNUNDER 95", held at Avalon (near Melbourne) during March, were several vintage gliders, to provide a contrast with the sleek modern sailplanes that put on some impressive flying displays. Though somewhat lost among the giant jets, acrobatic light planes and other aviation hardware, the gliding segment drew many interested spectators. The vintage segment included the veteran "GOLDEN EAGLE" sailplane and the "ZOEGLING" primary that was built a decade ago by VGA member Ken Davies and some others from the Gliding Club of Victoria.

APPRECIATION from a REGATTA PILOT. Writing to the VGA Secretary after the Regatta at NYAH, Brian Underwood of Coober Pedy, South Australia, expressed his appreciation of the event.

Brian writes: "No, it wasn't the best regatta, but what value can we put on renewing old friendships and meeting some of the more historic people of our gliding movement. That alone makes the trip worthwhile. It was a great privilege for me to meet our Patron, Kevin Sedgeman, at Nyah. I have since made more enquiries about the "ZOEGLING" primary glider that was delivered to the long defunct Port Wakefield Gliding Club. "I have found that it actually was my father who was coerced (as he was just home from the Air Force) to test fly the glider, as no other locals had ever flown any aircraft, let alone a glider, Dad was very interested when I told him about Kevin, and vividly remembers the event."

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MACHSEE 30 BR/STK	IM M 1:10
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WHAT QUALIFIES AS VINTAGE?

A recent letter from a relatively new member of the VGA raises a question to which we have never really given clear direction. That is, what does the VGA recognise as a vintage glider? Because there are so few really old gliders in Australia, we have had to be a little broad in our concept of what is vintage. The "GOLDEN EAGLE" sailplane and the "DICKSON" primary are the only two airworthy gliders that were built before 1940, although the 1930s saw many interesting designs built and flown. Between 1940 and 1950 several gliders of pre-war design were built and some of them are still airworthy. In addition, there are still a few imported sailplanes around that were built in the 1940s and early 1950s.

The 1950s saw the Schneider factory begin designing and building sailplanes in Adelaide. Over a period of about 20 years, Schneider built about 75 to 80 aircraft of their own design plus about 20 Schleicher Ka6s under licence. Most of these are still in existence today, though some are not airworthy. During this period also there were many sailplanes imported from Britain, Germany and the USA.

By the end of the 1950s, a revolution in sailplane design and construction had begun. Fibreglass was beginning to take over from wood and aluminium in sailplane construction.

Within a couple of years, the glide angles of top sailplanes had jumped from about 32 to 38 to 40. Naturally, this soon led to big increases in cross country speeds and distances flown. The Gliding Movement in Australia was very fortunate in being able to buy these modern sailplanes for club pilots to fly.

When the Vintage Glider Association was formed in 1977, we could not follow the lead of countries overseas and insist on accepting only pre-1940 designs. We only had a couple left in the country. So it was decided at first that our requirement would be sailplanes that were designed before 1960. Note that it was the date of design that counted, and not the date of construction.

While this was still our basic criterion, we have been inclined to modify it a little in more recent years to accept any non-fibreglass design. This allowed the acceptance of more recent wooden designs such as the WOODSTOCK, DUSTER, SLINGSBY DART and SAGITTA, metal and fabric designs like the Ka7, Ka8, Ka13, SCHWEIZER 2-22, and BERGFALKE, and all metal designs such as the BLANIK, HP 14 and SCHWEIZER 1-26 along with other similar machines.

In a recent letter, VGA member Jim Collett of Goulburn, NSW, says that he owns a PILATUS B-4, PC11AFAF, and asks if it is acceptable. Though it was designed in Switzerland in 1966, and put in to production as late as 1972, we are still prepared to accept the PILATUS because it is not a fibreglass design. Jim is a member of the Goulburn Gliding Group. During the recent summer, Jim made several good local flights in the PILATUS, including one of 3 hours 45 minutes. Another member of the group flew his 5 hours in it.

Though operating close to the coast, the group enjoys lift in excess of 10 knots at times, with heights to 10,000 ft. An Easterly wind allows them to do slope soaring on the Cookbudoon Range. Wave soaring is also available at times. Jim says that he hopes to be able to bring the PILATUS to the next Vintage regatta (at Ararat) and is trying to persuade another group member, who owns a "CHEROKEE 2", to join the VGA. The group would welcome visits by other VGA members.

Allan Ash

NEWS FROM BRAZIL

from a letter of the 9th April from our member Frederico Fiori in New York.

I have sent some wrong information that was published on pages 4 and 5 of VGC News No. 81, under the title News from Brazil. I should like to correct it now and hope that you will forgive me.

Every time that I travel to Sao Jose dos Campos to work on my OLYMPIA MEISE, I spend a lot of time in the house of Mr Josef Kovacs, who is also a VGC member. Mr Kovacs is a well known Dip. Engineer here in Brazil. He is also a very successful sailplane pilot. He flew in the first Brazilian National Contest and he is still in full activity! He and his son Dindinho have built a SKYBOLT aerobatic aircraft. After that, they started to build the K-51, which is a Kovacs project.

It is a beautiful aerobatic aeroplane which is going to fly at the end of this year. Besides that, they are starting to build another aerobatic aeroplane. This time he is being helped by his other son. In his house, you breath aviation! His project TUCANO is flying with the Royal Airforce. He has designed a lot of aeroplanes and sailplanes. Well, Mrs Kovacs, Teresa, receives me at their house like a son and said that it was wonderful that I have bought the OLYMPIA MEISE. She said that this is a "Lucky Ship"! All of them have flown it in the past and have won some Badges and Championships with this OLYMPIA.

Between some tea and cookies, Mr Kovacs pulled my ear... and with reason. Now, I'm looking a little like Mr Spock. He told me of the mistakes that I made. Here we go:

1. The VAE Aeroesporte's WOLF was named GAIVOTA, not GAVIOTA, as was published.

2. About the OLYMPIA MEISE sailplanes from BAURU. These were built by Mr Kurt Hendrich in the club's hangars.

(A) The PT-ZQB, after many years of good flying, was bought by Mr Andre Maffini and Mr Sergio Benedicti. They flew the ship for some time and made some 300 km flights. Later, they sold it to Mr Emerson Burneico, who kept the MEISE in Bauru. He carried out some good cross country flights in summer, but unfortunately the MEISE suffered an accident while being outlanded. According to Paulo Francisco da Silva (a VGC member), one wing and its tailplane were extensively damaged. At the moment, I am trying to contact Mr Burneico, to offer him my original DFS blueprints to help him to rebuild the wing. This sailplane is painted yellow.

(B) The other two MEISES, PT-ZQC and PT-ZQD. One is lemon green, and the other is blue. Both are stored in the club's hangar in good conditions. Perhaps they can be made airworthy in the future.

THE REST OF THE "OLYMPIA MEISE" FLEET

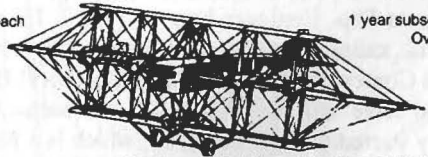
1. PT-PBS was built in Sao Paulo by Mr Alfredo Celso Rodrigues with the help of Mr Silvio de Oliveira and the "unofficial" support from the technicians of the IPT (Technical Research Institute of the Sao Paulo University). First, it was painted white. Later, it was painted black and, because of that, it became known as the "Black Witch". (*Have they heard of the Australian Chilton Olympia "Yellow Witch" of the 500 km triangle? - CW*). Later on, it was sold to Mr Darci Assis, from Rio Grande do Sul State. I am trying to contact this gentleman to discover more information.

2. The PT-PBM was built in Sao Paulo by Mr Carlos Ficker and Mr Kramer. They also received help from Mr Silvio de Oliveira, and the IPT Institute. The ship was flown in Sao Jose dos Campos at the CVT-CTA club. Later, it was sold to pilots

from the City of Curitiba in the Parana State. Its original colour was also white.

3. The PT-PCJ was built in Sao Paulo, certainly with some help from Mr Silvio de Oliveira and the IPT. It was painted cream like the OLYMPIA MEISE that is hanging on exhibition in the Frankfurt Main Airport's Terminal building. When it was owned by Mr Paulo de Villares, on April 1st 1960, it suffered a very serious accident and its pilot was badly hurt. No more information is available at the moment, but I'm after it!

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4. The PT-PCL – This was the best built (and certainly the most beautiful and beloved one!) of the OLYMPIAs. It was built at the CTA, in Sao Jose Dos Campos. I bought it after its accident and we are restoring it. I have re-registered it with the new registration – of PP-ZVK. K is for Kovacs!

At the end of my letter Mr Wills asked some questions about some sailplanes in Brazil. Again, Mr Kovacs gave me some help as the Brazilian official records are inaccurate.

1. The WEIHE (the “Olympia’s big brother”) was bought from Germany by VAE Aeroesporte and received its first registration as PP-4. This later became PT-PAH. According to the not very precise Civil Aviation Department, its Serial Number was 161-W3. I am not sure if this is correct. Maybe, some of our friends in Germany could discover the truth? Unfortunately, this ship was completely destroyed in an accident during a championship in Sao Paulo in 1968. Its pilot P. Junqueira was unhurt.

2. The RHOENBUSSARD was also a VAE sailplane. It first received the registration PP-8, and later PT-PBV. Later, it was sold to other pilots and was destroyed during the 1960 Brazilian National Contest, when it was being flown by Silvio de Oliveira. He was unhurt.

3. The KRANICH 2 B-1 was also a VAE sailplane. It is believed that the original registration was PP-5. This later became PT-PBW. According to the same records mentioned above, it has the Serial Number 184-D-98. It was sold to pilots from Curitiba. It can be seen still flying, upside down in the 1994 Bildkalender. What a beautiful ship! It won the first Brazilian Championship in the hands of Mr George Munch.

Well, my friends, that’s it. Sorry about the wrong information. Many thanks to the Kovacs family especially for the correct information, and the support and for the tea with “cookies” of Mrs. Kovacs – Teresa.

Best wishes and good flights to everyone!

Frederico Fiori

P.S. Dr Joerg Ziller, my friend. Please correct your records about Olympias. My Olympia is painted white, because of the photo of your Olympia Meise that you have sent to me.

P.S.2 – We received the sad news about the death of Hans

Jacobs last October. Hans Jacobs had sent me a very nice letter with kind words of encouragement for the restoration of my OLYMPIA. The letter was finished with the traditional “Hals und Beinbruch”. It was my intention to send the distinguished designer a photo of my OLYMPIA with me on the occasion of its first flight after its restoration. Unfortunately, this is not going to be possible. So, I can only say “Hals und Beinbruch” my friend, wherever you are now.

(C. Wills had hoped that just one 1938/9 DFS “WEIHE” might still be out of captivity. Hans Jacobs said that he thought that 60 were built. Now, as far as is known, only two are left, both stored in Finnish Museums. The museums are: KESKI-SUOMEN ILMAILUMUSEO. Address: Kulkantie 1 SF-41160 Tikkakoski, Finland. Tel: 941-725125 or 941-53162. The museum is about 20 kms North of Jyvaskyla off the E4 on the road to the military base.

The DFS WEIHE is OH-WAB. Constructors No. 201. It was also registered OH-JAMI (Jamijarvi is the National Gliding Centre) and OH-133. The Weihe is available for research. The second museum is: SUOMEN ILMAILUMUSEO. Address: PL 42, Tietotie 3, SF-01531 Helsinki-Vantaa 53. Tel: 90-821870. Location is just off the approach to the airport which is about 20 kms north of the city. The DFS WEIHE is OH-WAA which was formerly OH-JAMI 2. It is stored but available for research. Constructor’s number is 200. Also at the museum, but on display, is the MEISE OH-OAA (OH-134). Constructor’s No. is 1. Perhaps it was built in Finland? One of these WEIHES (if not both of them) has been modified with a built-in landing-wheel and a blown canopy. We wonder whether the Museums would lend them out to be restored to original condition pending display space for them in the museums. As a reward for restoring them, it might be possible that they could be flown? – CW)

BRITISH NEWS

The weather got progressively better during the week after our LASHAM RALLY. On Thursday the 20th April, Richard Moyse flew his SKY to Nymphsfield and back to Lasham, 220 kms. This was to return the Wooden Plate which is awarded to pilots who fly between Lasham and the Bristol Club and vice versa. Ian Smith did the same flight in his Olympia 463.

On Friday, the 21st April, these same two pilots flew the same machines round a triangle, Lasham-Birdlip-Silverstone and back to Lasham. This was a distance of 287 kms.

We are glad to learn that the PROTOTYPE PREFECT BGA 599 has been successfully sold to John Hopkins at Lasham. Also the Slingsby SKY that was lying at Lasham awaiting restoration, has now been sold to John Tournier and Sid Davis. It will be restored at Wycombe Air Park (Booker). This SKY was flown in the 1952 World Championships in Spain by Lorne Welch. He finished in 9th place among 39 competitors. Since that time, it has been in the service of the Empire Test Pilots at RAE Farnborough and later, with the A.T.C. While with the Empire Test Pilots, it took part in British National Contests and established British National Records. As it has never been in civilian hands until now, it never received a BGA C of A. Its military number was XA 876, C/n 872. It was flown in 1952 Spanish World Championships under the registration G- 672. It was purchased by the Empire Test Pilots’ School at Farnborough and later at Boscombe Down. In 1975, it went to No.2 G.C. (ATC?) at Spitalgate and later to the C.G.S. detachment at RAF Syerston. It was here that it suffered a heavy landing which damaged its keel below the cockpit. There was also some damage to its trailing edge spar due to wing flexing.



President:

Chris Wills
Wings, The Street, Ewelme
Oxford OX9 6HQ

Secretary/Membership Secretary:

Ian Dunkley
c/o Derby and Lincs Gliding Club
Camphill, Gt Hucklow, Tideswell
Derbyshire SK17 8RQ

Treasurer:

Geoff Moore
Arewa, Shootersway Lane
Berkhamsted, Herts HP4 3NP

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

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

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

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

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

 CUT

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

MEMBERSHIP APPLICATION FORM (1995)

I renew/apply for Owner/Associate membership of the Vintage Glider Club, and enclose remittance for:

Initial Membership fee	<input type="checkbox"/>	£ 3.00	(payable only once on joining)
Annual subscription	<input type="checkbox"/>	12.00	(Great Britain)
Annual subscription	<input type="checkbox"/>	14.00	(Europe)
Annual subscription	<input type="checkbox"/>	16.00	(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 Girocheque, Eurocheque or in sterling drawn on a British Bank

For all members (block capitals or typewritten please)

Surname _____ Christian Name _____ Title _____

Address _____

_____ Telephone _____

Gliding or soaring club (or other aero club) _____

Your gliding and/or PPL qualification /Experience/Modeller _____

Trade or profession _____

please turn over

PLEASE NOTE:

- a) **Membership is individual (not by syndicate).**
- b) Owner membership is either sole ownership or ownership in a syndicate.
- c) Club owned aircraft are accepted as though the club were a single owner.
- d) Unless b) or c) apply, associate membership is applicable.
- e) The club reserves the right through the committee to accept or decline any particular glider for owner membership.

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)

Type of glider _____

Maker and date _____

Registration _____

Other 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 my VGC membership record being held on a computer file:

Signed _____

Please post with your remittance to:

Geoff Moore, Arewa, Shootersway Lane, Berkhamsted, Herts HP4 3NP

ORDER FORM

No req £

No req £

Adhesive badges @ £0.40 each.

Blue motif on silver 3" 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' _____

9" dia. PVC sticker, blue motif on

silver 'Vintage Glider Club' Back
glued for trailers etc. @ £1.50 each _____

Cloth badges @ £1.50 each.

Blue motif on silver-grey. 2.75" dia. _____

Metal lapel badges @ £1.50 each.

Silver-coloured motif on blue
enamel. 0.625" dia. _____

Brooches @ £2.00 each. Blue and

white enamel. 1.125" dia. _____

Key rings @ £3.00 each.

As Brooch on black leather fob. _____

Large Postcards

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

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

Pom-pom knitted hats

in different colours.

£4.00 each. _____

Beanie Hats white drill printed

VGC crest navy blue @£3.50 Med: _____

Large: _____

Miniature wind socks 20 cms long

@£1.30 _____

Ball points @ £0.50 each.

Light blue, with silver motif,

'Vintage Glider Club', retractable. _____

Tee-shirts, white, with central blue motif 6.5" dia.

L £4.50 _____

XL £4.50 _____

XXL £5.50 _____

Sub-total _____

Sub-total b/f _____

Crew-necked sweat shirts, with 6.5" motif central
on chest "Birch" grey with navy blue motif or
"Bright Royal" blue with white motif.

L £14.50 _____

XL £14.50 _____

XXL £15.50 _____

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

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

size 46" (117cm) £43.00 _____

with silver braid VGC badge £6.00 extra _____

with gilt buttons £3.00 extra _____

Replica transfers of the original

SLINGSBY Emblem £2.50 each

Quantity _____

Mugs with VGC Crest

Blue strong plastic with white
motif @ £2.50 each _____

White Pottery with blue motif
@ £3.00 each _____

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

Wine (marron, rotbraun) _____

Grey (gris, grau) _____

Navy (bleu foncé, dunkelblau) _____

Video of the 22nd VGC Rally

Lasham 1994. VHS 40 mins
running time £14.95 _____

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

Each Blazer £3.50p (£7.00) _____

Each sweat shirt or polo shirt £1.75p (£3.00) _____

Each Video Cassette £1.00 (£3.00) _____

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

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

TOTAL _____

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

I enclose the sum of _____

Name _____

Address _____

**Please send to: VGC Sales, 22 Elm Avenue, Watford WD1
4BE. Tel 01923 241 924**

The Vintage Glider Club – Technical Articles

£

£

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

Sub-total _____

Sub-total b/f _____

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

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

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

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

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

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

Storing Vintage Gliders
during the Winter. Free

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

Mü – 17
3 sides. £0.75..... _____

The Mü – 15
4 sides. £1.00..... _____

Sub-Total _____

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

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

TOTAL _____

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

I enclose the sum of _____

Name _____

Address _____

Please send to:
VGC Sales, 22 Elm Avenue, Watford WD1 4BE
Tel 01923 241 924

C. Wills saw it rigged at Syerston during the "Great Sale" of ATC gliders. He felt that it was not badly damaged and could have been repaired in two weeks or less by a skilled repair team at one of the old contests. It never was repaired, and was found last year by Colin Street in a field near Dover under a tarpaulin.



Prototype Prefect. Photo: Melvyn Hiscock

As of May 1995, the following vintage gliders are being restored in Britain (so far as is known):

Slingsby CADET at Lasham. Richard Moyses is working on its final wing.

AVIA 40 P.BGA 680 and PETREL BGA 651 at Wycombe Air Park.

Eon OLYMPIA BGA at High Wycombe, being restored by Martin Breen and Mike Sinclair. Eon Olympia BGA by John Lee at Littlehampton. This was the Olympia that Thoby Fisher was modifying into an Ornithopter. Scud 1 (new) and Willow Wren BGA 162 (1931) by Mike Beach at Brooklands and Twickenham. Harbinger BGA 1091, by Peter Underwood.

Peter Teagle is repairing and restoring another British Eon Olympia.

One could call it a Renaissance of British Olympias, or that we are remembering Hans Jacobs in our own way. However, we sadly have to relate that the NORD 2000 Olympia (BGA 2534 ex F-CAIU?) has suffered total Certus glue failure and cannot be saved. The glue failure was due to it having a bad trailer which let in rain and dampness. It is now with John Lee at Littlehampton.

During August, there is to be an exhibition of Vintage gliders at the RAF Museum at Hendon. Absolute pièce de resistance is expected to be Mike Beach's new SCUD 1, which in June was nearing completion. Information on this Vintage Glider exhibition can be obtained from: Geoff Moore, "Arewa", Shootersway Lane, Berkhamstead, Herts. HP4 3NP. Tel: 0442 873258.

BRIEGHTON AIRFIELD. Information from Carole Doyle. This is a grass ex-RAF airfield east of Selby (Yorks). There are now 45 PFA aeroplanes there in 7 hangars. When they first arrived, there were only two! The PFA members have built the other five! It is intended to set up an aviation museum there for aircraft designed and built in Yorkshire. So Slingsby Sailplanes could be well represented. Our member NIGEL PONSFORD is to be its curator. He is just finishing the restoration of a Kronfeld BAC DRONE, which is intended to be flown. This will be the third airworthy DRONE as Mike Beach and Mike Russell own the other two. Nigel Ponsford has his collection there. This includes major components of a pre 1940 built HUETTER H.17A, a SLINGSBY GRASS-HOPPER, an EON ETON and a broken SLINGSBY DART. It is possible that Nigel Ponsford may have the remains of the Addyman Standard Training Glider (STG) and a DAGLING. It is intended that the Museum should have airworthy aeroplanes and gliders in it, so that while some are on exhibition, others can be flown. The REAL AEROPLANE COMPANY has been founded on the airfield. The airfield has grass runways for the taildraggers but the peritrack is tarred.



Mike Beach and Scud 1. Photo: M Beach.

DUTCH NEWS

From a letter dated 6th JUNE 1995 from HANS DISMA to C. Wills. We publish extracts from this letter. "Hereby is an update on what is going on:

On the buying front, I can tell you that Jan Vermeer and I have finally succeeded in buying a GOEVIER 3 in fantastic condition from Martin Louwinger. The aircraft is in as new condition and has never been pranged! So this will bring Jan Vermeer back in to the air again. We have already had several nice flights in it of over an hour each.

I myself have also bought a 50% share in a swiss HBV. This aircraft was developed from the KaBiVo fuselage with the wings of an open Libelle. It has a small cockpit and sports a side-stick! This aircraft will stay in California. Also in California is my SISU s/n 101. So it was the first production SISU. It needs work, but has a valid C of A. Last night I heard that it had received some sort of a prize at an Oldtimer meeting in Hemet, California, while it was there. I could not attend because I was participating in the Dutch Nationals at that time.

The sad news is that at about that time, the SISU's designer Mr LEN NIEMI passed away after a long illness. Again, one of the great designers is not among us any more. I once had the privilege to meet him while I was trying to buy the SISU, which he was overhauling at that time. He was very kind to me and I had a splendid day at his home where I was treated as one of the family.

If everything goes according to plan, I will be participating in the meeting at ELMIRA where I can fly the Schweizer I-23 of a friend of mine. I do not dare to take the MINIMOA with me as it is the last airworthy MINIMOA in Europe now.

It seems that Wim Jansen Groesbeek is preparing a "book" with information on a single A-4 format of all the oldtimers existing in the Netherlands. I will arrange for a copy to be sent to you."

GERMAN NEWS

"The FLYING BIRDS". This is another Vintage Glider Group in Germany operating in the Ruhr. They are flying a Ka4 Rhoenlerche D-7196, a Ka-2 "Rhoenschwalbe" D-5213, a "Bergfalke 2-55" OE-0413, a "Greif-1" D-7074, but they also have at their disposal a rather newer "Silene E 78 F-CFER. One of the members of this group is Andreas Koehler who was born on the 15.3.60. He is founder member of the TFB and has been, since 1977, an active parachutist. In 1982 he gained a PPL-3. In former years, he regularly took part in national gliding contests carrying out distance flights. He has achieved several height flights in various sailplanes in the Central Massive. In 1990, he first flew the "Rhoenlerche 2" D-7196 and achieved an over 351 km triangle in 5 hours 36 minutes. Cloudbase was at about 4,000 metres, and his average rate of climb was 6 metres/sec. This was an advertisement for the TFB and made it clear that high performance flying is also possible in old gliders. His address is: Andreas Koehler, Holtstrasse 39, 44388 Dortmund. Tel: (0)231-692967.

Frank Hofmann was born on the 11.7. 1955 at Witten in the Ruhr, and is a Diploma Engineer for construction technique. He started in 1983 with training for a PPL-A and later obtained a PPL-B. His first triangle was one of 314 kms in 1984 with a Jeans Astir. This was followed by him taking part in several regional gliding contests. Now he holds a BFL and a Workshop Practice Licence for wood, mixed construction and fibreglass aircraft.

Address: Weidenhang 14, 59755 Arnsberg, Germany. Tel: (0)2932- 23632(Loos). Fax: 02943-891240.

Werner Albring. He was born on the 7.5.41. On the 20.5.93 there was bad non-flying weather and there were many people on the airfield. He came into conversation concerning the "Flying Birds" and old gliders.... and the "Greif 1". That was the beginning. A few days later the deal was perfect and then began the aircraft's restoration under the direction of experienced restoration expert Andreas Koehler. At that time, he joined "The Flying Birds" His address is: Bonifatiusstrasse 9, 45768 Marl, Germany. Tel: (0)2365 61629.

Stefanie Hofmann. She was born in Arnsberg. She is an Industrial Draughtswoman and is at this time, becoming qualified in other specialized subjects. Her flying career started in 1988. She has stayed true to gliding but has had, since August 1991, a PPL-C. Her address is that for Frank Hofmann. Details of the aircraft are:

RHOENLERCHE 2 (Ka-4) D-7196. Production of this type was started in 1955. It was the second Schleicher post-war two-seater and was conceived as a cheap-to-build tandem training two-seater. In spite of sinking fast and becoming jokingly known as the "Rhoenstone", it more than proved itself in many gliding clubs as being an excellent initial training two-seater, on which pupils could also be sent solo. It has docile flying characteristics and excellent handling in the air and on the ground. It is a 13 metre span strutted shoulder wing glider, with a constant depth of profile out to the ailerons and the well proved Goettingen 549/535 wing profiles. Only the middle of the wing has slight dihedral. The ailerons are mass balanced because of an accident caused by their fluttering when VNE was exceeded. Its upper wing spoilers are push-rod operated but all its other control surfaces are operated by cables. 358 "Rhoenlerches" were built and about 36 are still flying.

A RARE VINTAGE



If you have put a lot of time, effort and money into a vintage glider, you will want to safeguard your investment. We can help you by providing a reliable and competitive insurance policy together with a friendly and efficient service.



Phone, fax or write to:
Stephen Hill

hill aviation insurance services ltd

Phone: 01765-690777 Fax: 01765-690544
4 Bedern Bank, Ripon, North Yorkshire HG4 1PE

RHOENSCHWALBE (Ka 2b). D-5213

The Ka-2 was Rudolf Kaiser's first two-seater. From this was developed the Ka-2b, and the Ka-7 through to the ASK-13. The Ka2B had a wingspan of 16.00 metres. Its wing profile was a cross between the Goettingen 549 and 535 and corresponded somewhat with the Goettingen 533 with a thickness to chord ratio of 15%. For the outer wing, the Goettingen 532 profile was used. The fuselage is a plywood covered semi-monocoque structure with along skid and a landing wheel. The one-piece canopy is made of many sections but this was later replaced by a blown canopy for better visibility. The wing is swept forward 7 degrees and its dihedral is 4 degrees. Until 1957, 75 Ka-2s had been built and of these, about 24 are still flying. *(Chris Wills adds: From the Dittmar family he heard that the Ka-2 had been designed with a fuselage very similar to that of the Schleicher built Condor 4, which the firm had been building until that time. The Condor 4 was originally offered for sale at more than twice the price of the Mu 13E (16,000 DM against 7,500 DM. In 1952 these sums corresponded to £1,600 and £750)* It seems that Schleicher had "slightly" changed the Condor 4 without asking Heini Dittmar, its designer, as it had been impossible to build the Condor 4 for the price it was offered for. The Condor 4 was basically a pre-war design. The Ka-2 proved itself during the 1956 world gliding Championships at St Yan. One had been entered by the Turkish team and, on the first day, it outflew the entire contest and landed beyond the frontier of France, landing in Luxemburg 240 miles out. 231 miles counted for points. The only Turkish retrieving car got stuck in Luxemburg for three days due to "red tape". There were also two other Turkish gliders (an Air 102 and a Weihe) to retrieve. It had previously been said by the Contest Directorate that landings outside France would not be permitted. As it was, Avni Yaykin and Ziya Argun, who both started gliding in 1937, and the Ka-2 were impounded. However, they were retrieved in time to not lose a contest day's points. After such a brave start, they finished 7th in the two-seater class.

"BERGFALKE 2 - 55" OE-0413

The "BERGFALKE 2" replaced the Mu 13E in 1953. The former's most important difference from the latter was the altering of its main fittings. The rear seat was now in front of the main spar, and because of this, the wing has a forward sweep of more than 5 degrees. Also, its wing span was reduced to 16.60 metres. The double "T" main spar was altered to a "Box", and the ailerons were reduced in size. Further, its DFS Airbrakes were enlarged. Altogether, 225 of this type were built and, in its time, it became part of the equipment of every important gliding school because of its docility. The type can be recognised by its flat-sided Atrolon canopy, its wings and its relatively large fin and rudder. Today, about 58 "Bergfalke"s are still flying, mainly in South Germany and Austria.

"GREIF 1" D-7074. (Greif= Griffon)

The "Greif 1" was designed by the engineer Hans Holfelder from Rendsberg, after the allowing again of gliding in Germany in 1951, as a training sailplane with a wing-span of 13.6 metres. Its tailplane is normal but very noticeable is its "club" shaped fuselage which offers the pilot an excellent view below. The forward fuselage is a steel tube structure covered with fabric and its rear fuselage is an aluminium tube. It received its C of A on the 26th of July 1954. Five of the type were built by Greif Flugzeugbau in Rendsburg. In 1958,

Holfelder built another "Greif" in the training workshop of the "Ernst Heinkel Flugzeugbau" in Speyer. This aircraft is D-7074 and it was owned from 1958-1966 by the Flugsportverein Speyer. It was later owned by the Soaring Fraternity of Erfstadt. In 1991, Andreas Kohler of the "TFB" ("The Flying Birds") acquired this aircraft. He delivered it to Werner Albing in the summer of 1993. In 1994 its restoration began, and it is still going on today. When it is finished, D-7074 will be the only airworthy example of its type.

Another Oldtimer Club in Germany has been formed in the Saar. This is the Oldtimer Fliegerclub, Sparte im Flugsportverein Saarbrücken e.V. It will be noticed from the above that it is part of the much larger flugsportverein Saarbrücken which has an enormous airfield situated on a high plateau in the Saarland's hills. It has two old gliders. These are the Ka-1 D-3025 and the prototype "DELFIN" V.1.D-5600. This latter aircraft is aerobatic and it took part in our last Rendezvous meeting on the Wasserkuppe. It has full span ailerons of very narrow chord (4 cms?). Controlled boundary layer airflow over the ailerons is assured by suction in the aileron gap. Small holes in aileron gap are in an area of high pressure. Air enters these and passes through a channel to a vent in the upper surface of the wing tip in an area of low pressure which causes suction... there being a flow from low to high pressure. This is the same principle used in Jochen Kruse's Ly 542 "Stosser" of 1955. The "DELFIN" V.2 was seen a few years ago in England at RAF Locking. It is thought to be owned by a syndicate at the Mendips Gliding Club. The owners of the "DELFIN" V.1 would dearly like to get in touch with its owners. Contact for the Oldtimer Fliegerclub, Sparte in the Flugsportverein Saarbrücken e.V. is: Peter Berg, Glockenstrasse 35, 40476 Dusseldorf, Germany. Tel: 0211 44 12 07.

The bottom line of the above news is that the Flugsportverein Saarbrücken e.V. has very kindly offered to host one of our future International Rallies.

We thank them very much and urge them to present their case at our International Committee Meetings which are held during the week of our annual International Vintage Glider rallies. During summer 1995, the Womens' European Gliding Championships will take place on the airfield. From 1996 on, there is nothing planned yet.

PERESTROIKA I GLASNOST. We have been sent details of a new "MINIMOA 36" which is being built by Bob Persyn in HOLLAND. Fuselage, tail surfaces and parts for the wings are nearly finished. However, the wing spars have not been started and present problems, as they are both gulled and swept back. In GERMANY, another "new" "MINIMOA 36" is being built by Willi Bergmann at Michelstadt/Odenwald. This one has components for its fuselage and its main wing spars built. It is planned that Willi Bergmann should make wing spars also for the DUTCH "MINIMOA 36" and Bob Persyn should weld the fittings for the German "MINIMOA 36", as as they have already done these operations, it should be easier to do them second time. Such a spirit of cooperation is we hope symbolic of the new Europe. Willi Bergmann has already finished restoring a Spanish built KRANICH 2 A-2 and this aircraft has been flown. Long live the Holaendische Deutsche Austauschdienst (Dutch German Exchange Service) Long may it flourish. Only the building of two new Minimoas can partially avenge the sale of the Muenster Mini to Japan. It has been shamefully seen in a Tokyo Night Club, where it was just decoration!

JOCHEN KRUSE has sold his beautifully restored unique Ly 542 "STOESSER" to someone who lives near Stuttgart.

We hope that its new owner will join the VGC.

HORTEN NEWS. The second HORTEN meeting was held in Berlin at the Arguswerk at the beginning of April. The HORTEN 2 of 1935 was not then restored completely but we believe that one wing was rigged on the fuselage. The restoration is now being pursued by Polish workers under the direction of a Mr Hundertmark. Cost of German labour is too high for the painstaking hours needed to restore pre-war sailplanes.

Restoration of the HORTEN 2 for static exhibition in the BERLIN MUSEUM for Travel and Technique may be finished during this summer. Some way off can be seen the remains of the former BERLIN MUSEUM which was destroyed by bombs in 1943. The largest exhibit in this museum was the twelve engined DORNIER X. The 1929 Dornier X was too large to be evacuated to KRAKOW with the other exhibits. Krakow was then under German Control. The remains of the big flying boat can still be seen in the destroyed Berlin Museum. We wonder why the "FAFNIR" could not have been moved to Krakow? It would have been one of the easier exhibits in the Berlin Museum to move. Herr Steinle of the new Berlin Museum is doing everything possible to retrieve for his museum items of former German Aviation Heritage. (He has told C. Wills that Stalin had ordered the destruction of the Heinkel HE 100 in the Zhukov Academy in Moscow, and so it can't be retrieved. This was the world's fastest aeroplane in 1938 having flown over a measured course at 464 mph i.e. 746.6 kph. For German propaganda purposes, it was stated as being in German squadron service with a top speed of 416 mph, to try to persuade the British to make peace from a position of strength. The British fell for this and it was in 1940 represented in British A/C Recognition books as the HE 113 which had a top speed of 416 mph but it never entered squadron service. MORE HORTEN NEWS is that, as the original Centre Section for the Horten 4a LA-AD at Oberschleissheim cannot be found, PETER HANICKEL is having to build a new one. As he does this, he is making new working drawings for it. So, if he allows, this will help future builders of HORTEN 4as. LA-AD was the fourth Horten 4a of the four Horten 4as built during wartime. It is being restored for static exhibition in the German Museum's aeronautical collection at Oberschleissheim. UWE SCHMIDT has been building a workshop to build a flying HORTEN 4A in six to seven years time.

REINHOLD STADLER, who works on components for "ARIANE" rockets, at MAN-Technologie, is, in his spare time, doing all the aerodynamic and stress calculations for the licensing of the PUL 10 side-by-side two-seated powered Horten ultralight. In addition, he traces how Horten really came to the wing twist of his aircraft. His work is very profound. For example, to determine the lift distribution, he uses a calculation method which computes the conditions at some fifty points along the halfspan. Moreover, he is able to calculate aerofoil characteristics, consider boundary layer influences and things like that. Reinhold Stadler is one of the four? man team which is to work on the new Horten 4a, which is to fly. PETER HANICKEL is also building a new steel tube canopy for PETER OCKER'S JS WEIHE and hopes to have it ready for the summer International Rally at Oberschleissheim. This Weihe is resident at Oberschleissheim and had a blown canopy. It was formerly the Swiss homebuilt (by Benno Mueller) very good JS Weihe which was owned by Ulli Seegers.

"STORMARN". This is a part of Schleswig Holstein. It was the name given to a sailplane in 1934 which originated from there. It was flown in the Rhoen Contest of 1934. It was

of great beauty and was, we felt, similar to the "FAFNIR", but was simpler and easier to build. It was also known as the Type "FELIX" and two "Stormarns" were built. One can imagine the excitement when it was thought that its building plans were still available in North Germany... and great was the disappointment when we discovered that a British bombing raid in April 1945, when the war was all but over, had burnt and destroyed Flensburg and also the last existing "STORMARN" and its building plans. However, a three-view drawing is available for aeromodellers, so that the world can still see what it looked like.

The HAHNWEIDE AIR SHOW. This is held every two years. This year it is to be held on the 2nd and 3rd of October. It should be a massive Meeting for old gliders and aeroplanes, which will be demonstrated in the air as well as on the ground. The location of course is Kircheim unter Teck.

HUNGARIAN NEWS

Louis (Lajos) Rotter reports in a letter of the 16th February that he has seen an "Esztergom" all metal aluminium single seater being restored to fly at Szombathely. This aircraft was designed by Erno Rubik in 1965 with an NACA 64-618 wing profile. It has a wingspan of 14.98 metres and a max. L/D of 1:27.2. at 81 kph. It should fly again this summer. Also there, was a "Mucha" requiring a complete overhaul.

So far as we know, Hungarian vintage gliders currently air-worthy are "Futar", "Cimbora", "Vocsok" and "Gobe". We have heard no news of the "Pilis" that we saw being restored at Farkashegy when we were last there. This type, which was Rubik's 8th design (known as the R-08), was designed in nine versions from 1938 to 1955. The 1955 version was known as the Gyor 3 "Motor-Pilis".

ITALIAN NEWS

Firstly, with great sadness, we have to announce the death of Adriano Mantelli: 13.02.1913 – 06. 05. 1995. He took part last June in the First Luigi Teichfuss Rally at PAVULLO. Here is a short obituary from Vincenzo Pedrielli.



Adriano Mantelli, Luigi Teichfuss's test pilot beside the "Turbine" (whirlwind) which was designed by Teichfuss in 1938.

"SOARING is the UNIVERSITY of FLIGHT and not the elementary school, as some people erroneously believe. I heard this statement many times when visiting Adriano Mantelli at his home in Rome. Adriano Mantelli unfortunately passed away on May 6th 1995 while he was going by train to participate in a Meeting at Varese which was to be held by the Flight Pioneer Association. He started to build flying models when he was still quite young. Soon afterwards, he became a pilot and his life was truly a book in which he introduced you to important historic glider pilots such as Hanna Reitsch, Kronfeld, Dittmar, Hirth plus a number of Italians who, although almost forgotten today, have left a tangible sign of their existence.

People like V. Bonoimi, G.L. Della Torre, E. Cattaneo, Caproni, Ambrosini and many others. When I listened to many of his stories, I felt the enthusiasm and strength of his thought. I shall miss him as many people in silent flight will do. But for sure, we shall never forget him".

Chris Wills, on behalf of the VGC, sends deepest sympathies to the Italian glider pilots and to all his relatives and friends. It is quite clear that at this time they are absolutely devastated. Apart from being Luigi Teichfuss's test pilot, he had taken part in the Spanish Civil War, the Second World War and the 1952 World Gliding Championships in Spain flying a "Canguro". He had been aerotowed to Cuatro Vientos (Madrid) from Italy.

Vincenzo Pedrielli has been given the task of initiating organization for a Second International Italian Luigi Teichfuss Vintage Glider Rally at Pavullo. The period of the Rally has been suggested for the last week in June 1996. His address is: 7. Via Tintoretto, 20033 DESIO (MI.) ITALY. Tel: 0362 - 630293.

Letters

Dear David, having just got back from the PFA rally (by road, after our annual flight into poor vis. around Crewe followed by return to Barton and ghastly trip by road), I thought I might just pass on news of a treasure trove:

A.E. Supplies have unearthed a quantity of unused Cosim varios and capacities, in mint condition still in Ministry (last for 1,000 years) packaging. It looks like their "Airships" have finally worked out that they are unlikely to need them now the T21 and T31 have gone awhile!

I don't think they have got a vast quantity; and not as many capacities as varios, but then the latter is less likely to be needed if someone is replacing an existing installation. They ain't cheap, but I thought I would pass on the info:

A.E. Supplies, Slaters Farm, Glentham, Lincs, LN2 3AW.

I read the last paragraph of your editorial in VGC News 84 with a little trepidation, but I wholeheartedly agree with your final sentence. I certainly don't want the "collector" moving into the vintage glider world for "investment" potential. It happened in the vintage power world and the prices soared and crashed benefiting no-one but the dealers and the auctioneers. I shall probably never have the chance to own a Topsy

Trainer (also because the passenger doesn't like open cockpit!) or a Chilton because of them. I, for one, want to see "realistic" prices mean just that, not a euphemism for a lot of money; as my wife says it is only worth what someone will pay on the day. And selling prices do not often get publicised after the event, only the advertised price is remembered.

Historic objects need to be valued sufficiently highly to be worth keeping, restoring and/or maintaining and USING. I have noticed an analogous situation in the microcar world; I have had a Messerschmidt for over 20 years, from the era when the going rate was £50 to where a nice one will go for several thousand. The up side of this is that people are willing/able to spend money on a restoration, and the owners' club can have made a very comprehensive range of parts. It is an interesting comparison with the Berkeley, the British Micro of the same era. I have recently bought about 11/2 of the T60 three wheelers, and the Berkeley world is about 15 years behind. The cars are now worth enough that people start to treat them with respect, but they are still cheap enough that an impecunious enthusiast can buy one and have a lot of fun. The styling is lovely, but the engineering is ... Well, the 'schmidt was built by Germans and designed by an engineer who had worked on aircraft design during the war. The Berk was designed by Mr Bond and built by a caravan manufacturer in Biggleswade!

Back to our gliders. Let's not have them too cheap, but we do want our gliders to be enjoyed by everyone, as you say. The VGC insurance scheme helps to encourage that by giving reasonable hull rates with sensible pilot requirements. One final analogy I have used to illustrate the fortunate situation we are in; my Sky was one of a limited number of competition sailplanes built, and flew in the British Team in Spain in 1952. Of the original six UK Skys, five were Team aircraft and all six survive. I liken it to owning one of the Le Mans D-type Jaguars!

Yours Sincerely, Mark Wakem

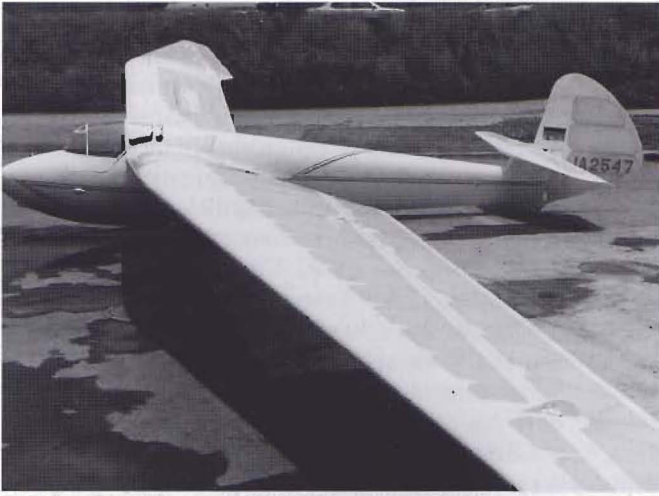
Dear Mr Moore, how are you getting along? In Japan, it is in the middle of the rainy season and everybody feels uncomfortable with hot and sticky air. I am sorry that I did not contact you for so long a time. The Minimoa recently moved toward airworthiness certification and I took the whole figure on Jun 10th. The owner, Mr Honda did not have any Flight Manual of Minimoa but he could get it finally and asked Japan Aeronautical Association to issue certification of Airworthiness. Same as in GB, the issue of C of A is handled by Aero Club in Japan.

He said that he found a small advertisement to sell Minimoa in Aero Kourier and asked Japanese Import Agent to make necessary arrangements. He did not know the trouble on this Minimoa at all. He also bought Weihe and Kraniche, but he was facing difficulty in getting C of A for both gliders because of insufficient documentation.

Finally, Minimoa could not fly on 10th June due to lack of documentation to get permit of flight. I noticed that the travel of rudder was so different in right and left directions, some adjustment would be required. I was very impressed by the beautiful shape of Minimoa. I am now preparing to introduce it to Japanese Aviation Magazine.

I met Mr Justin Wills, son of Mr Wills (brother to Chris Wills - Ed) in TAKIKAWA Masters 95 Gliding championship in May. He took the first place and they are real glider families!

Sincerely, Yasuhiro Yama, Japan.



Mr Honda's Minimooa. Photo: Yasuhiro Yama.

Gliders in British and Irish Museums

We had thought that Museums in England have very few gliders in them because of lack of space. Gliding has been a minority sport in Britain and the State has seldom used them for a purpose, as some countries in Europe have done. Because of this, state museums do not have many previously privately owned gliders on display. During the war, the state did requisition our gliders for radar tests, training the nucleus of the Glider Pilots Regiment, at Haddenham/Thame and for other uses at Ringway. After this, because civilian gliding was illegal, the gliders were delivered into the hands of the Air Training Corps which had, since the beginning of the war, become interested in gliding to discover a boy's aptitude for flying (this, the ATC or AIR CADETS, have been doing ever since). However, The Royal Scottish Museum does have a GULL 1 on display and there are other state owned museums which have gliders which were never in military service.

AEROSPACE MUSEUM COSFORD. Cosford, Shifnal, Shropshire TF11 8UP. Tel: 01902 374112/374872. Slingsby T.30 "PREFECT" TX 1. WE 982. Constr. No. 572 8781M. On view.

AIR CADETS' CENTRAL GLIDING SCHOOL. RAF Syerston, Newark, Notts NG23 5NG. Tel: 01636-525467. Slingsby T.21b Sedbergh TX.1 XN 185. Con. No. 1184 Research Available. Slingsby T.31b CADET TX.3 XE 789. Constructor's No. 912. Slingsby T.38 "GRASSHOPPER" WZ 791. Constructor's No 787. The latter is currently on view in the RAF Museum Hendon.

AIRBORN FORCES MUSEUM RHQ. The Parachute Regiment, Browning Baracks, Aldershot, Hampshire GU11 2DS. Tel: 01252-349619. General Aircraft GAL 48 "Hotspur 1", Front Fuselage Section. On display.

BRITISH CLASSIC AIRCRAFT RESTORATIONS. 10 Pine Crescent, Chandlers Ford, Hants SO5 3AA. Tel:-? Slingsby T.31b CADET TX.3 WT873. Con. No. 683. Not on view but available for serious researchers. Slingsby T.38 "GRASSHOPPER" TX.1 WZ779. Constructor's No.775. Not on view. Available for researchers.

BROOKLANDS MUSEUM. Brooklands Road, Weybridge,

Surrey KT13 0QN. Tel: 01932-857381. Abbott Baynes Scud 1 (new - Mike Beach). Abbott Baynes Scud 2. BGA 231. G-ALOT (on loan from Mike Beach). Available for research. "KRONFELD DRONE De Luxe" G-AEKV. Constructor's No. 30. On view. Lippisch "HOLS DER TEUFEL" BGA 3277 on loan from Mike Beach, who built it new. It is not on view but is available for researchers. Slingsby T.1 FALCON 1 BGA 3166 built new by Southdown Aero Services and John Sproule. It is on loan from Mike Beach. Not currently on view. Slingsby T.15 "GULL 3" BGA 643 Const. No. 364. Not on view but is available for research.

CITY OF NORWICH AVIATION MUSEUM Old Norwich Road, Horsham St Faith, Norwich, Norfolk. Tel: 01603-625309. (This is Norwich Airport). Slingsby T.38 "GRASSHOPPER" TX.1. XP458 Constr. No. 1257. On loan. Not on view but is available for research.

FENLAND AVIATION MUSEUM. 63 St Leonards Road, Liverington, Isbech, Cambridgeshire PE13 5BA. Tel: 01945 585808. Slingsby T.38 "GRASSHOPPER". TX.1. ZP488. Constr. No. 1265. Not on view but is available for research.

GLOUCESTERSHIRE AVIATION COLLECTION. 30 Ratcliffe Lawns, Southam, Cheltenham, Gloucestershire GL52 3PA. Tel: 01242 578980. MacBROOM ARLON HANG GLIDER On View.

IMPERIAL WAR MUSEUM. Duxford Airfield, Duxford, Cambridgeshire CB2 4QR. Tel: 01223 835000. "COLDITZ COCK", built new. BAPC.90 Being rebuilt at the present time. Slingsby T.31B XN239. Constr. No. 1778. On view.

MIDLAND AIR MUSEUM. Coventry Airport, Bagington, Warwickshire CV8 3AZ. Tel: 01203 301033. Slingsby T.7 Kirby "CADET 1" BGA 804. Not on view but is available for research.

MUSEUM OF ARMY FLYING. Army Air Corps Centre, Middle Wallop, Stockbridge, Hampshire SO20 8DY. Tel: 01980 674379. Slingsby T.6 "KITE 1" BGA 285. Camouflaged. Contr. No. 247A. On loan. Once G-ALNH. On view. Airspeed AS58 "HORSA 1" SLH208 Fuselage parts. On view. Airspeed AS58 "HORSA 2" KJ351. TL659 BAPC 80 allocated On view. Airspeed AS58 "HORSA 2" 8956M Incomplete. On loan from RAF Museum. Not on view but is available for research. Airspeed AS58 "HORSA 2" TL726. Nose Section. On view. General Aircraft GAL 48. "HOTSPUR 2" HH 379 Rear fuselage on show. Other parts in store. On view. General Aircraft GAL 49 "HAMILCAR 1" NX836. Front fuselage only. Not on view but is available for research. General Aircraft GAL 49 "HAMILCAR 1" TK 777. Fuselage sections. Parts from NX836 and TK 718. On view. WACO CG-4A "HADRIAN" '42-43809' BAPC 185 On View. Carries false markings.

MUSEUM of D-DAY AVIATION. Shoreham Airport, Shoreham, West Sussex BN4 5FF. Tel: 0374 971971. Airspeed "HORSA 2" Fuselage Section on view.

NORTH EAST AIRCRAFT MUSEUM. Old Washington Road, Sunderland, Tyne and Wear SR5 3HZ. Tel: 0191 5190662. Slingsby T.38 "GRASSHOPPER" TX.1. WZ767. Contr. No. On View.



Slingsby T.8 Tutor at the National Museums of Scotland, Museum of Flight, East Fortune. Photo: Philip Bedford



Slingsby T.12 Gull at the National Museums of Scotland, Museum of Flight, East Fortune. Photo: Philip Bedford

PERCY PILCHER MUSEUM. Stanford Hall, Lutterworth, Leicestershire LE17 6DH. Tel: 01788 860250. PILCHER HAWK. 1896 BAPC.45. Replica. On View.

PONSFORD COLLECTION 94 Parkland Drive, Leeds, West Yorkshire LS6 4PT. Tel: 01132 691564. ADDYMAN STANDARD TRAINING GLIDER. BAPC 15. Not on view. Available for research. ADDYMAN STANDARD TRAINING GLIDER. BAPC 14. Not on view. As above. ADDYMAN "ULTRALIGHT" BAPC 16. Not on view. As above. ADDYMAN "ZEPHYR" BAPC 39. Parts only. As above. British Aircraft Company "SUPER DRONE" G-ADPJ. Largely composed of ser. no. 22 G-AEJR and parts from c/n. 29 G-AEKU. Not on view. "DICKSON PRIMARY" Not on view. Elliott AP.7 EoN PRIMARY (ETON TX.1.) Not on view. Hawkridge "DAGLING". BGA 491 Constr. No. 08471. not on view. HUETTER H.17A. Incomplete. Not on view. Slingsby T.51 "DART" 17 R. BGA 1269. Constr. No. 1492. Not on view. Slingsby T.7."CADET" TX.1. RA 848. Cockpit section only. Slingsby T.7.TX 1 RA 854. Slingsby T.8 Kirby "TUTOR". Nose Only. Not on view. Slingsby T.31B (Cadet TX 3.) BGA 1159. Constr. No. 1186. XN 247. Not on view. Slingsby T.38 "GRASSHOPPER" TX.1. XK 819. Constr. No. 1038. On loan to Real Aeroplane Museum. Slingsby T.38 "GRASSHOPPER" TX 1. XP 494. Constr.No. 1271. The above aircraft are not yet displayed, but will be on Brighton Airfield East of Selby.

REAL AEROPLANE MUSEUM. Real Aeroplane Company, Brighton Aerodrome, Nr Selby, North Yorkshire YO8 7DH. Tel: 01757 289065. GRUNAU BABY 3 BGA 1410. D-4676. RAFGSA 478. Not on view, but is available for research. Slingsby T.38 "GRASSHOPPER" XK819. Constr. No. 1038. On loan from Nigel Ponsford.

ROBERTSBRIDGE AVIATION SOCIETY. Upper Crabb Cottage, Five Ashes, Mayfield, East Sussex TN20 6HJ. Tel: 01435 872086. Admission is by prior arrangement only. Slingsby T.31B "CADET" TX 3, XN 238 Constr. No. 1177 Front fuselage only. On Loan. Slingsby T.38 "GRASSHOPPER" TX 1. WZ 822. Constr. No. 784.

ROYAL AERONAUTICAL SOCIETY COLLECTION. 4 Hamilton Place, London W1V 0BQ. Tel: 0171 499 3515. Lilienthal "NORMAL SEGELAPPARAT" BAPC 52. On loan to the Science Museum. PILCHER "HAWK". BAPC 49. On loan to the Royal Museum of Scotland.

ROYAL AIR FORCE MUSEUM. Grahame Park Way, Hendon, London NW9 5LL. Tel: 0181 205 2266. "CLARKE GLIDER" BAPC 100 On view. "CODY MAN LIFTING KITE". 12. On view. Slingsby T.38 "GRASSHOPPER" WZ 791. Constr. No. 787. 8944N On loan from Air Cadets' Central Gliding School. On view.

ROYAL ENGINEERS MUSEUM. Brompton Barracks, Chatham, Kent ME4 4UG. Tel: 01634 406397. "VULCAN HANG GLIDER".

SCIENCE MUSEUM. Exhibition Road, South Kensington, London SW7 2DD. Tel: 0171 938 8000. Bensen B 7 "GYROGLIDER" BAPC 174. Not on view but is available for research. BIRDMAN PROMOTIONS"GRASSHOPPER" Hang glider. BAPC 173. Schempp-Hirth HS.4 "STANDARD CIRrus". BGA 2091 Constr. No. 305. On View.

SOUTHAMPTON HALL OF AVIATION. Albert Road South, Royal Crescent, Southampton, Hampshire SO1 1FR. Tel: 01703 635830. AIRWAVE HANG GLIDER BAPC 215. On view. Slingsby T.31B TX 3, XN 246, Constr. No. 1185. On view. Slingsby T.38 "GRASSHOPPER" TX 1, WZ 753, Constr. No. 749. On view.

WINDERMERE STEAMBOAT MUSEUM. Rayrigg Road, Windermere, Cumbria LA23 1BN. Tel: 015394 45565. Slingsby T.1 "FALCON 1" modified. BGA 266, Constr. No. 237. On view.

The above was for experimenting in towing a glider off water during the war. The Falcon's fuselage was modified into flying boat hull configuration. The wings are now those of a Slingsby T.7 "TUTOR" which have been modified for sweep back, to represent those of a Falcon I (Lippisch Falke).

YORKSHIRE AIR MUSEUM. Elvington, York YO4 5AU. Tel: 01904 608595. Waco CG 4a "HADRIAN". BAPC 157. Fuselage frame only plus tail pieces from 45-6476. See also Penine Aviation Museum. Not on view.

NORTHERN IRELAND - ULSTER FOLK AND TRANSPORT MUSEUM Cultra Manor, Holywood, County Down, BT18 0EU. Tel: 01232 428428. Short "NIMBUS" high performance two seat sailplane. BGA 470. Constr. No. S. 1312. Not on view but is available for research.

SCOTLAND - GLASGOW MUSEUM OF TRANSPORT. Kelvin Hall, 1 Bunhouse Road, Glasgow G3 8DP. Tel: 0141 221 9600. "PILCHER HAWK" Replica. BAPC.48. Not on view but is available for research.

NATIONAL MUSEUMS OF SCOTLAND, MUSEUM OF FLIGHT East Fortune Airfield, North Berwick, East Lothian EH 39 5LF. Tel: 01620 880308. "SIGMA 2N" Hang Glider. BAPC 196. On view. Slingsby T.8 "KIRBY TUTOR" BGA 652 On view. Slingsby T.12 "GULL 1" BGA 902 Constr.No. 316A. May be ex-WM 912. On view. Slingsby T.31 "TANDEM TUTOR" BGA 1014 Constr. No. 556 SE-SHK. Not on view but is available for research.

WALES - CAERNARFON AIR WORLD. Caernarfon Airport, Dinas Dinlle, Caernarfon, Gwynedd LL54 5TP. Tel: 01286 830880. SLINGSBY T.31B TX.3. XA 282. Constr. No. 824. On view.

The above details have been extracted with his kind permission, from Bob Ogden's book AIRCRAFT MUSEUMS AND COLLECTIONS OF THE WORLD. Vol.2 GREAT BRITAIN AND IRELAND. (SECOND EDITION).

His other Volumes are as follows:

VOLUME 1: ASIA. Listing almost 1000 aircraft in over 100 museums in 23 countries.

VOLUME 3: BENELUX, GERMANY, and the NORDIC COUNTRIES. Listing over 2,300 aircraft in 153 Museums and collections in 5 countries.

VOLUME 4: AUSTRIA, FRANCE, PORTUGAL, SPAIN, and SWITZERLAND. Listing over 2,200 aircraft in 150 museums and collections.

VOLUME 5: USA, the WESTERN STATES. Over 2,200 aircraft in 153 museums and collections in 13 states.

VOLUME 6: USA, THE SOUTH EASTERN STATES. Listing over 1,700 aircraft in 153 Museums and collections in 12 states.

VOLUME 7: USA – THE CENTRAL STATES. Listing over 1,750 aircraft in 156 Museums and collections in 11 states. These are illustrated with coloured and black and white photos. Prices range from £4.95 to £7.50. They all represent incredible research which has necessitated Bob Ogden visiting the museums and collections mentioned above. The Museums are constantly adding to and changing their exhibits, so that Bob has to go back to them time and time again and to alter his books. Enthusiasts will value these books very highly.

We think that it is good that some T.31s are in museums as we believe that no other aircraft in the world has achieved what the T.31 has done. Since 1949, some T.31s have done over 125,000 three minute circuits each! We should salute JOHN SPROULE for the original CADET concept, FRED SLINGSBY, British SPRUCE AND AEROLITE 300 synthetic resin glue, and the ATC INSTRUCTORS and their PUPILS. We are glad that some T.31s have gone out to our members in Britain and all over the world and are now managing rather more than three minute circuits, soaring for many hours, getting to great heights and covering respectable distances. They were cheap to build, very strong, a joy to fly and many pilots still love them. They are simple to rig and derig and are easy to handle on the ground and in the air. They are still an attractive proposition for pilots of moderate financial means and are good trainers for school children as many of them can get involved. They are easy to aerotow and the air is the proper place for them. In them, pilots can experience real flying as it used to be with the air on their faces.

We have just learnt of the CHALK PITS MUSEUM at AMBERLEY near ITFORD HILL. This Museum has only just been finished and the person in charge is John Land. In this museum are many souvenirs of the Gliding Pioneer JOSE

WEISS. He came to England from Alsace after 1870 and made a living as a painter. Profits from this were put into his gliders. One of these was launched from the hill-top in 1909 piloted by the 16 year old Eric Gordon-England. As he flew for 58 seconds from a not very high hill, he is credited with the world's first soaring flight. Eric took part in the 1922 International Itford Hill meeting and damaged his ankle. In 1930, he became the first Chairman of the BGA. So Jose Weiss can be considered as the third British Gliding Pioneer after Percy Pilcher and Sir George Cayley who launched his coachman in his man-carrier in 1851. Jose Weiss's daughter, Jose Moseley-Williams lives in Storrington nearby.

PRESIDENT'S ROOST

C. Wills calls for more cohesion between the French Vintage Gliding Movement and the VGC. It seems that this year the "4th Grand Cross Country Ballade" is to be run at almost the exact time as our VGC Rendezvous 95 Rally on the Wasserkuppe. This is a pity as some of our members might have liked to have taken part in both.

For economic reasons and good thermal conditions, C. Wills thinks that, due to the new political changes, the old Autobahn system can at last be realized to its full potential, to get us as quickly as possible, and as far as possible from the Atlantic Maritime Climate to Mid Continental Gliding conditions (cloudbase at 12,000 ft!!) and cheaper Rallies, in the former Communist Empire. However, this is not to say that good gliding conditions never occur close to the westerly flowing Atlantic Airstream. However, he thinks that they are more likely to happen in countries where Summer is Summer and Winter is Winter. "Grass in the next field always seems to be greener"... or should we say dryer!

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ERRORS IN PREVIOUS VGC NEWS

We regret that errors have been creeping in. One of them was that the Surrey Gliding Club moved from Redhill to Lasham in 1952. That was when Chris Wills arrived at Lasham from Redhill! The Surrey Club actually moved from Redhill to Lasham during the summer of 1951.

A further error was that David Ince had Gold C no. 3 in the British List. It should have been No. 6 but he was the second to gain a 300 kms Diamond to a goal in Britain. We hope that David will excuse this error, which occurred in our review of his book "Combat and Competition" in VGC News No. 84. on page 22. It should be mentioned that two of the Gold Cs before him had been flown abroad. The British List should read:

No. 1 Philip Wills in the "Minimoa" BGA 338, (later G-ALLZ and later TF-SOM in Iceland)

No. 2 C.J. Wingfield in Texas in an EoN Olympia in 1947.

No. 3 R.C.Forbes in a "Weihe" in Germany in 1948.

No. 4 L. Welch in an "Eon Olympia" in England on 2.6.49.

No. 5. Prince Birabongse in a "Minimoa" on 21.1.49. (date must be wrong?) This was also in "Minimoa" BGA 338, G-ALLZ and TF-SOM.

No. 6 David Ince in an "EoN Olympia" in Britain on 9.8.49.

No. 7. Peter Mallett in a "Weihe" in Germany on 25.4.50.

No. 8 A.W. Bedford in an "EoN Olympia" on 24.8.50.

No. 9. H.C.N Goodhart Mu 13d (?) on 23.4.52.

No. 10. W.A.H. Kahn in a "Weihe" in France on 25.7.52.

No. 11. D.B. James "Nord N.2000" in France on 27.7.52.

It should be mentioned that the last two actually flew their Gold C 300 kms distances from Pont Saint Vincent to Bourges on the same day but Wally Kahn got there first.

A letter from Tony Morris, Ashbourne House, Marsh Gibbon, Bicester, OXON OX6 OHW. 9.5.95.....to CW..

Just received the latest VGC News (No. 84) and as always found much of interest therein. Just like to correct a couple of points as follows:

1. Dutch News on page 6, ref: the usage of marks PH-103 for the 'new' Kranich 2A-2. PH-103 through PH-110 were allocated to Grunau Baby 2s as built by NV Vliegtuigbouw but the marks were not taken up as the machines were confiscated by the Germans – at what stage of construction and final fate is unknown. There were no Kranich 2s on the pre-war Dutch Glider register and only one Kranich 1 (*perhaps Kranich 2 B-1 ? CW*). This was PH-99 Karl Schwyer built with c/n 7002. This aircraft survived the war and went to New Guinea only to end its days by falling off a water-tower in 1963. (*CW thinks that the water tower collapsed near it and the Kranich's glue succumbed to the water!?*) Sources are the Air Britain "Complete Civil Aircraft Registers of the Netherlands" and the small Dutch on the prewar gliders "PH-1 to PH-110" published by "Airnieuws".

2. Obituary to Hans Jacobs P.18 – ref: the building of the Kranich 2 in Poland. The correct type designation is IS-C (Instytut Szybowcowa – Gliding Institute) "Zuraw" and 50 were built – not 29.

Source is the Polish Civil Registration Records in Warsaw and my own on-going research into Polish civil aircraft production." T.Morris.

(*CW thanks Tony Morris for sending the above important information. The writer does his best but is the first to acknowledge that he does not know everything. Only by the valued contributions of our members can the complete information be discovered.*)

OBITUARIES

JIM CRAMP

Although he passed away at least a year ago, it is felt that we should not let it go unnoticed. As a fellow worker at Elliotts of Newbury in 1953, Chris Wills knew him as a most sympathetic man who was the Chief Inspector of gliders at the firm. In 1953, the firm had converted back to furniture production in order to earn money to pay the 500-strong work-force. It was the time of the post-war housing boom and furniture was needed. Therefore, Jim and Ladislav Lostak and of course Mr McCarroll were the only members of the firm for which gliders were not a forbidden subject. There was the 17 man, girl and boy strong labour force building the actual gliders which consisted of first 14 Eon Babies for Pakistan, and the prototypes Olympia 4 and Kendall K-1 two seater. Jim had been an aircraft rigger in the first World War and his great gift was that he was able to maintain excellent relations between the work-force and the designers.

Of course, it did help considerably that the work force was very skilled and knew what was aircraft practice and what was not. Jim was always with the workers who were building and repairing gliders and his relationship with them was one of complete harmony. Chris Wills's later job was to make building drawings of the Olympia 4 and K-1 prototypes to record what had been done. After Chris left, Jim took on this job and must have accomplished wonders when the Olympia 4 series and the Olympia 460/3/5 types were designed and built. He must have made the building plans for them.

He was a great diplomat and Horace Buckingham relied on him for decisions which included which pilots should fly his sailplanes etc. At that time it was clear that Horace Buckingham regarded his sailplanes as race horses, and not as money making propositions. All in all, Jim had one of the most important jobs in the glider department of Elliotts of Newbury. He did on occasion go abroad as part of the British Team in connection with the EoN sailplanes. He will be remembered together with Elliott's small work force building gliders, with great affection. They were all very poor, as almost everyone was then, but what craftsmen!

FRANK COSTIN

Frank Costin, who has died aged 74, brought his experience as an aircraft designer to the creation of racing cars. From the late 1950s onwards he exercised a profound influence on the aerodynamic styling of such cars. In particular he produced a series of low drag bodies for Lotus for the 8, 9, 10 and 11 single seaters, and for the Elite sports car. Costin was also employed by Tony Vandervell to design bodies for his Formula One racing cars and created the sleek, front-engined and high-tailed model which was raced by Stirling Moss and won the Constructors' Championship for Vanwall in 1958. Costin's other designs included the graceful 1959 Lister Jaguar, the wooden-bodied Protos Formula 2 car and an aerodynamic bobsleigh for the British Team competing in international championships at St Moritz in 1959. His brother Michael became the "Cos" to the "worth" of Keith Duckworth in the celebrated Cosworth racing engine business while Frank himself was the "cos" in Jem Marsh's Marcos sports car company. In the 1960s he applied principles from his work on wooden gliders to the design of the 130 m.p.h. Marcos GT 1800, which had a wooden chassis.

Frank Costin was born at Hammersmith in 1920, and brought up at Harrow. His father, after a career in the Army,

had accompanied Col. Fawcett's early expeditions up the Amazon; later he made a fortune by developing an innovative paint process. Young Frank inherited a good share of the family's talents. He was a formidable track athlete and a swimmer of Olympic standard. A gifted boy soprano, he retained his interest in music and composition all his life. He also remained a devout Roman Catholic.

As a boy, he liked nothing better than cutting down through the fields from Harrow to Northolt aerodrome, where he would watch the Bristol Fighters take off and land. Gradually his interest in engineering overtook his sporting enthusiasm. At 18 he became a fitter and junior draughtsman for the general Aircraft Company at Hanworth, Middlesex. In 1941 he joined Airspeed at Portsmouth, where he helped with the design of the Horsa military glider; this work inspired his special interest in the advantages of wood as a structural material. He often persuaded his friend Ron Clear, the company's test pilot, to take him on flights. Clear also taught him how to glide. Subsequently Costin worked for the Supermarine, Percival, and Folland companies before returning to Airspeed in 1949 as an aerodynamic flight test engineer. In this capacity he was involved in the design of the Ambassador airliner (later known as the Elizabethan).

In 1953 he transferred to de Havillands to help organize flight test programmes for the DGH Vampire and Venom jet fighters at their Chester factory. His team managed to cut the number of flights required for an aircraft to obtain clearance from 17 to four. It was his brother Michael who first persuaded Costin to design cars, for Colin Chapman. Frank was 30 years ahead of his time in promoting round body shapes on road cars; he deplored the disruption of airflow caused by square-edged models.

An essentially practical engineer, he was once seen being driven round a test circuit strapped to the side body of a Lotus racing car while he studied the behaviour of glued on wool tufts in the turbulent airflow round the wheel arches. Wool-tuft tests were standard practice in aviation.

Latterly, Costin advocated the development of high-efficiency 650 cc capacity engines for road cars; their adoption, he claimed, could reduce exhaust pollution by 60 per cent. But his work on cars never replaced aviation as his first love. Recently he completed the design of an ultralight glider and, well into his seventies, made the first flight in it himself. By contrast, he had no great love for cars, and himself drove some of the most battered and disreputable family saloons on the road.



Frank Costin. Photo C. Wills

Struck down by bone cancer, he worked to the end. He was the kind of man who could honestly list "technical writing" as a recreation. Costin was twice married. He had two sons by his first marriage, and two sons and two daughters by his second.

ARTHUR HOBKIRK

From Doug Jones, 24 Goldney Rd, Bristol BS8 4RB.

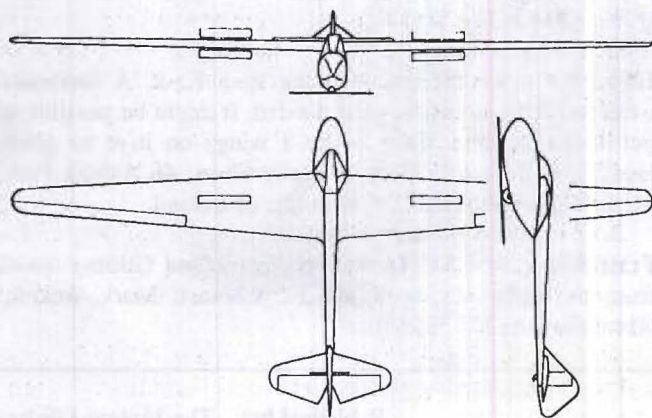
Hobby passed away on Nov 12th 1994 after a short illness, aged 86. I first met Hobby in 1946 when we were instructors at the ATC Gliding School at Yate aerodrome, and subsequently at Charmy Down, Colerne and Halesland (the Advanced ATC Gliding School) where he became a Senior Instructor.

Hobby's life was devoted to Aviation since his professional work was associated with the Ministry of Defence Aeronautical Inspection Directorate, and his experience made a significant contribution as an Inspector for the BGA and PFA organisations for many years. His practical skills as an engineer were always evident in his ability to keep gliding launching equipment operational. He also built a winch which was used at Nympsfield in the early days. He was also a keen and expert model engineer, building steam locomotives.

During his gliding career, in excess of 15,000 launches, many hundreds of pupils were taught to fly through his safe and cautious approach to flying training, with the ATC, and the Bristol Gliding Club in our days at Lulsgate in the 1950s. Hobby operated the summer courses at Lulsgate for the club for several seasons and his services to the club were recognised by making him an Honorary Life Member.

In addition to devoting his efforts to teaching others to fly, Hobby enjoyed the pleasures of solo flying in the Dart 409 syndicate in the 1960s, and in the Rhonbussard sailplane that he restored and which is, I believe, still flying (*owned by Chris Wills, Ed*). Hobby was also keen to see the expansion and opportunity for people to fly in the South West, and to this end he founded the Taunton Vale Gliding Club.

The Bristol and Glos Gliding Club, and the gliding movement as a whole have lost a valuable contributor to those earlier days of gliding development and we are indeed indebted to him. We extend our sympathy to his wife and family.



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Classified Ads

FOR SALE & WANTED

Small advertisements are free to Members and are charged at £12 (or the appropriate overseas rate) for non-members which includes one years membership.

FOR SALE The last 1943 built GOEVIER 2. It last flew at Husbands Bosworth on 29th July 1987. The glider is to be sold with its closed trailer. This is a unique historical aircraft and is offered for sale with regret. It is most important that it should have a good owner. Offers to be made to: Bob Arnold, 18 Priory Drive, Little Haywood, Stafford ST18 0QL. England. Tel: 01889 882871.

FOR SALE AVIAL SA A60 FAUCONNET. Good condition, with standard equipment, radio and trailer, 15 meters, 190Kg, Max L/D 27.5:1. 80,000FB. NORD 2000. Standard equipment; finished in varnished wood, very good condition. AER PEGASO M100. good condition, 15 meters, 198 Kg, Standard equipment, ready to fly, with trailer. L/D 32:1 120,000FB. Wheels for single seater. 3,250 FB. Wheels for two seater. 4000 FB, All prices quoted are in Belgium Francs, Further details from Firmin Henrard, Rue de Porchevesse, 5361 Mohiville-Hamois, Belgium. Tel: (0)83-612194

FOR SALE Breguet Fauvelle 905s. Recovered and painted 94/95, nice to fly, basic panel and T/S, tow out gear, trailer. C of A til '96 £4500. Tel: 01908 284743 (day), 01908 232483 (eve)

FOR SALE or EXCHANGE Sailplane and Gliding issues from the early 60s, with indices. Contact: Mark Wakem, (Hawarden) 01244 535301

FOR SALE Kastel C255, HB-887, Swiss C of A until 1997, all instruments, no trailer. Reason for sale – no storage space. Price SFr 7,000. Contact H Renz, Bahnhofstrasse 11, CH-8575, Burgley, Switzerland

FOR SALE or EXCHANGE Sailplane and Gliding issues from the early 60s, with indices. Contact: Mark Wakem, (Hawarden) 01244 535301

HELP to repair a 15 metre wing span Ka-2. A Starboard wing and front of fuselage are needed. It might be possible to put 16 metre span Ka2b or Ka-7 wings on it or to get it repaired in Poland? Offers to Nicky Short, 46 Ashton Park, Monkstown, Co. DUBLIN, Republic of Ireland.

FOR SALE or EXCHANGE Sailplane and Gliding issues from the early 60s, with indices. Contact: Mark Wakem, (Hawarden) 01244 535301

WANTED Two seater glider of the Ka2 type. Contact: Firmin Henrard, Rue de Porchevesse, 5361 Mohiville-Hamois, Belgium. Tel: (0) 83-612194

WANTED Issues or complete years 1971, 2, 3 and indices; also two of the small size S&G red binders (Quickbinde); and any pre-1945 Sailplane and Gliders. Contact: Mark Wakem, (Hawarden) 01244 535301

WANTED Canopy and/or canopy frame for Slingsby Swallow. Anything considered. Contact: D.Shrimpton, Fairfields, Fosse Road, Oakhill, Somerset BA3 5HU. Tel:- 01749 841084 (eve)

WANTED Help to repair a 15 metre wing span Ka-2. A Starboard wing and front of fuselage are needed. It might be possible to put 16 metre span Ka2b or Ka-7 wings on it or to get it repaired in Poland? Offers to Nicky Short, 46 Ashton Park, Monkstown, Co. DUBLIN, Republic of Ireland.

NOTICE TO ALL MEMBERS

1995 VGC ANNUAL DINNER and FLYING WEEKEND in the West Country. 23rd / 24th September, 1995

This year, the VGC have been invited to hold the annual dinner at the Old Sarum Flying Club near Salisbury in Wiltshire. This is a very attractive and historic airfield, set in lovely countryside and located close to the ancient town of Salisbury. The approach to the main runway is over Old Sarum hill fort and Stonehenge is only 5 minutes drive away.

The flying club is a very 'general aviation' friendly club, under new management, who have recently been successful in securing the tenure of the airfield from the Ministry of Defence – no mean feat! For many years, this was the base of the Dorset Gliding Club, who have now moved back into Dorset. However, the spirit of gliding continues within many of the members of the remaining power flying club who for some time now have been asking that the VGC hold a flying weekend there so that other (less fortunate) flying members could experience true soaring flight and the world renowned enthusiasm of the VGC.

This is a large airfield with a well maintained gliding strip; launching will be by aerotow only and will be available throughout the whole weekend. Old Sarum club would like as many of their members to have the opportunity to have an Air Experience flight as possible – so two seaters will be made especially welcome!

Restaurant facilities are excellent and catering for up to 70 members has been offered for our annual dinner on the Saturday night, 23rd September. Camping on the airfield will be possible and an accomodation list is available on request.

Tickets are £14:00 per person and can be obtained from Margaret James, Fairfield, Fosse Road, Oakhill, Somerset, BA3 5HU. Tel: 01749 841084 (eve).

Rear cover: Bellarena. Looking at the Binevenagh from the airfield. Photo: Chris Wills.

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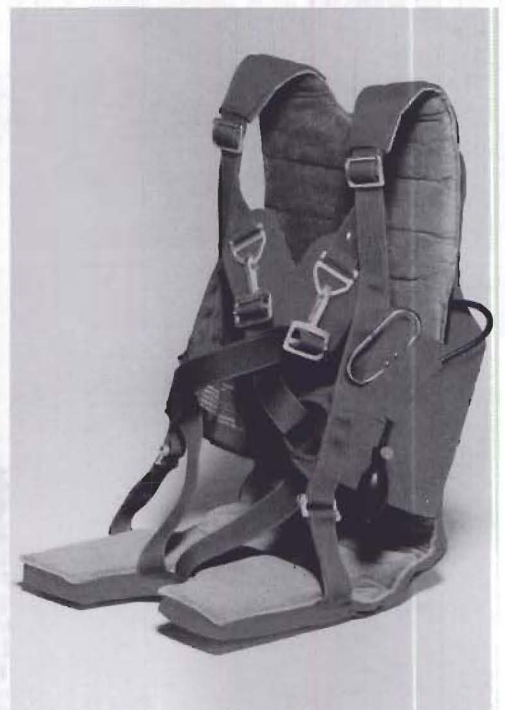


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