

WARM AIR 5 Sep 20

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

www.ascgliding.org

Saturday

Instructing: Peter Thorpe

Bank Acct 38-9014-0625483-000

Towing: Derry Belcher

Duty Pilot Roy Whitby

Sunday

Instructing: Ray Burns

Towing: Fletcher McKenzie

Duty Pilot Izzy Burr

**WE ARE AT COVID LEVEL 2 AND A BIT THIS WEEKEND - WE ARE ALLOWED TO FLY -
MAX OF 10 IN A GROUP**

MEMBERS NEWS

SATURDAY

COVID level 3 - no flying.

SUNDAY Ditto

WE CAN FLY THIS WEEKEND

We are allowed to fly this weekend but make sure we follow both the Base Security rules and the Government COVI 2.5 rules. No more than 10 in a group, social distancing and masks.

GNZ TRAINING PRESENTATION-Sun 6 Sept @ 1000 @ Drury....His CFIness Ray Burns writes

At the time of writing GNZ are planning to hold a session at Drury on Sun 6th of Sept at 1000 to introduce the new syllabus. Everyone is welcome. Please let me know if you plan to attend.

I am assuming this will be postponed as it will not be possible to hold gatherings of more than 10 people at present and I would expect that to continue beyond this date, However, as yet we have not yet received any communication from GNZ.

A REMINDER OF WHAT WE COULD BE DOING.....*Yes, I know its mean but Jonathan sent it in....*

<https://youtu.be/OTN8J-lpQGM>

LATEST GNZ NEWSLETTER

<https://kor.qwilr.com/GNZ-September-2020-jJZAmjBARGNK>

THE LEGACY: THE MILITARY GLIDER AFTER 1945 Jonathan Pote 2020

The enormous effort that went into the wartime assault glider program has left little legacy, even in museums.

Glider owners today are acutely aware of the problem of storing a wood and fabric glider in the open, both sun and rain being very damaging. Glue deterioration over time also was a problem in the 1930s and 1940s, and thus the vast majority of surviving gliders soon became firewood or some form of hut beside the airfields they languished on. Even in the 1960s I remember seeing about a dozen Horsa and Hamilcar fuselages on properties around RAF Lyneham, but by the time historical interest had risen, all were gone.

Not a single wartime glider was deliberately saved for historical purposes. The WACO CG-4A has fared best, partly because of later production (all but one identified extant CG-4As are post-war built) and its metal frame but all are rebuilds. Parts of the fuselage of just two Hamilcars remain, now safe in museum custody, while little more original remnants are left of the Horsas. Most of the museum exhibits of German types have been rebuilt from bare metal frame remnants. A flyable but never to be flown 'late production' Horsa resides in Holland, appropriately enough.

One reason why British sport glider production took time to get going post-war was the number of gliders impressed by the RAF in Germany post war. Some fifty ex-Luftwaffe gliders, mainly Grunau Babys, were acquired by the RAF and ATC. In the civilian sphere, there was little disposable income available and greater priorities than gliding for private individuals.

The Armed Forces of the Soviet Union, late converts to the assault glider, did field them after 'The Great Patriotic War' as recounted in a prior article, but they were unusual in that.

Airspeed

Airspeed had been formed in 1931, producing the AS 1 'Tern' glider as its first aircraft with a sale price of £248. The sole Tern had a theoretical lift/drag ratio of 25:1, and established British records including a distance of eight (**yes, although Eight point three actually**) miles. The Oxford and its derivatives were its most famous and prolific powered aircraft, one being in the RNZAF Museum today, and its final design the superbly streamlined Ambassador. However, only twenty three Ambassadors were made, and during the production run Airspeed, long fully owned by de Havilland (hence the Mosquito connection), was fully subsumed into that company. Ambassador G-ALZU still exists in good shape at Duxford in England.

WACO

The WACO Company (the Weaver Aircraft Construction Company of Ohio, unrelated to Waco, Texas, site of the infamous siege) was founded earlier than Airspeed but was even more ephemeral, closing down in 1947 after the engine powering its post-war powered light aircraft failed to operate. It had, however, produced some classic 1930s powered designs and not only do many originals still fly, but several variants have re-entered production post-war. It never produced a sport glider, however.

Elliots of Newbury

Elliots of Newbury had made luxury furniture pre-war, and produced a large proportion of the Horsas constructed during the war. Post-war, with luxury furniture not in great demand, indeed banned initially, they modified the pre-war DFS Olympia Meise, a design produced for the (abandoned) 1940 Olympics by Deutsche Forschungsanstalt für Segelflug (DFS). The wheel had turned full circle - the DFS 230 had set the assault glider ball rolling, and now DFS's prior design was being produced by the former enemy. EoN also produced a version of the Grunau Baby (A serviceable EoN Baby ZK-GAF survives in New Zealand) as well as SG 38 Primary gliders for the Air Training Corps. Sadly, many EoN Olympias built 'on spec' were never flown, and the family firm eventually sold its glider business to Slingsby, ceasing trading. Vintage Kiwi has an Olympia, ZK-GAA.

General Aircraft Limited

General Aircraft Ltd had gained a taste for the enormous and ugly, and designed the GAL 60 Universal Freighter post-war. The front end of this bore more than a passing resemblance to the Hamilcar, of which a powered version (GAL 58 Hamilcar 10) had flown successfully but as with the glider, the Company struggled to build this metal behemoth. However, Blackburn Aircraft came to the rescue and built it as the Beverley which gave a decade of valuable service to the RAF, able to carry - and drop - loads no other aircraft could manage until the Lockheed Hercules came along.



The GAL/Blackburn Beverley

Slingsby

Slingsby had made sport gliders before the war, and although their wartime Hengist lost out to the Waco CG-4A, a far more practical medium sized fifteen seat glider, they were back into sport glider production for many years post-war until their final aircraft design, the T 67 Firefly, a powered trainer aircraft. Slingsby then diversified into other composite machinery, ironically including the SAH 2200 hovercraft now carrying a dozen armed troops to patrol such varied borders as the ice of Finland and the desert of Saudi Arabia. Had it been around in WWII, the SAH2200 would have admirably suited the Rhine



crossing exactly as its forbear the Hengist was intended to.

The Slingsby Hengist 15-seater. Only a dozen were built. Note the 'Y' shaped tow rope and complex design

Post-War Military use outside Russia

The military kept a toe-hold on the glider - it had of course achieved great results, and might be needed again. Thus the United States maintained one glider regiment, used in a 1949 exercise but deleted from the order of battle on January 1st 1953. The United States Air Force Academy still uses sport gliders to give cadets elementary pilot training however. Since the Academy is at an altitude of seven thousand feet, hypoxia is never far away, but far better performance awaits those who cadets who continue to fly at more usual airfield elevations. In the United Kingdom, the Glider Pilot Regiment existed until 1957, when it combined with the Air Observation Post squadrons to form the Army Air Corps. However, it had been without gliders to operate for some years by then.

The final American gasp of breath for the military glider was the Chase XCG-20. It included one vital lesson; it was all-metal to allow indefinite open storage. Importantly, it was the first transport design, powered or not, to feature the horizontally hinged rear loading door that could be opened in flight to drop massive loads (the Beverly was flown without its massive rear doors for bulky drops, adding a big drag penalty). The horizontal hinge has since become ubiquitous worldwide in large military transport aircraft but indecision was in the air from the start and the specification stipulated the XCG-20 must include provision to install 'realistic' power plants.



XCG-20 on tow

That indeed is what happened, and the glider version was abandoned, one prototype being re-engined with four J-47s to be the first USAF jet transport prototype (not produced, however), the other with two Pratt & Whitney R-2800s. The latter conversion went into widespread service as the Fairchild C-123 Provider, later acquiring two small J-85 jets as additional power plants. It was said in Vietnam that the only way to get a C-123 off the ground on a hot day, despite its unpowered origins, was to use a hydraulic jack.

The future? Who knows, but we may yet see a quasi-military glider fly on Mars. USAF Space Command 1st Glider Squadron sounds good to me.

GLIDING EVENTS CALENDAR 2020/21

Matamata Cross Country Course

-Sat 24th Oct 2020 - Wed 28th Oct 2020

Taupo Central Plateau (practice 31 Oct + 7 comp days 1 to 7 Nov)

-Sat 31st Oct 2020 - Sat 7th Nov 2020

Omarama South Island Regionals (TBC)

-Sat 14th Nov 2020 - Sat 21st Nov 2020

Matamata Northern Regionals

practice 28 Nov + 7 comp days 29 Nov to 5 Dec)

Springfield Soaring Championships

-Sat 28th Nov 2020 - Sat 5th Dec 2020

For further info see

<https://gliding.net.nz/events/?gnz=true&other=true&type=all&timerange=future&pageView=summary>

Matamata Air Cadet Camp

- 7th - 11th December 2020

Omarama YouthGlideNZ camp

-Thu 10th Dec 2020 - Sat 19th Dec 2020

Matamata Sailplane Grand Prix (4 comp days 27 to 30 Dec)

-Sun 27th Dec 2020 - Wed 30th Dec 2020

Omarama Nationals (practice day 01 Jan + 9 comp days 02 to 10 Jan inclusive)

-Fri 1st Jan 2021 - Sun 10th Jan 2021

Auckland Enterprise (practice day 16 Jan + 7 comp days 17 to 23 Jan inclusive)

-Sat 16th Jan 2021 - Sat 23rd Jan 2021 @ Drury

Matamata Club Class and MSC (practice day Fri 29 Jan + 9 comp days 30 Jan to 7 Feb)

-Fri 29th Jan 2021 - Sun 7th Feb 2021

Vintage Kiwi Rally @ Te Kuiti Camp Gliding New Zealand Te Kuiti

Sat 6th Feb 2021 - Sat 13th Feb 2021 Tow plane = Fox Bat LSA

(Waipukarau) Central Districts Regionals Competition Gliding Hawkes Bay & Waipukarau
Inc Waipukarau

Sat 20th Feb 2021 - Sat 27th Feb 2021

Printing Conventions: Any contribution will have the author's byline; Anything in Italics is either a byline or an editor comment; Tailpiece is the editorial.



I may have resembled that young man on one or two occasions in my dim and distant youth. I may even have helped such situations to develop . . . to my father's amusement and my mother's despair!

Duty Roster Jul, Aug, Sep 20

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Sep	5	R WHITBY	P THORPE	D BELCHER	
	6	I BURR	R BURNS	F MCKENZIE	
Sep	12	C DICKSON	I WOODFIELD	A WILLIAMS	
	13	K JASICA	A FLETCHER	R HEYNIKE	
Sep	19	J DICKSON	R CARSWELL	P THORPE	
	20	B MOORE	L PAGE	D BELCHER	
Sep	26	S HAY	S WALLACE	R CARSWELL	
	27	K BHASHYAM	R BURNS	F MCKENZIE	