



Waiting for a launch at the Cambridge club.

Reference: G18-1

Type: **Slingsby Type 45 Swallow** (s/n 1235), manufactured by Slingsby Sailplanes Ltd. at Kirbymoorside, Yorkshire in May 1960

Colour: Red

BGA No.: 924

Registration: n/a

Dates: From 1960 to 1978

Information:

The first CUGC Swallow was purchased new and arrived at CUGC on 15th May 1960.

There was terrific concern that pilots trained on Bluebell would struggle with the peace and quiet of a full canopy so Slingsby Sailplanes were persuaded to supply an additional open cockpit 'dog collar' which was interchangeable with the full bubble canopy. Early conversions were carried out with the open cockpit and only when deemed competent were pilots able to convert to the full bubble. The open cockpit fell into disuse and when there was an accident at some point with a damaged canopy and frame the 'dog collar' was used by Ted Warner to fit a new full bubble canopy.

Ray Haddon found the disadvantage of a red glider in 1963 when, after landing in a small field in Hertfordshire, he had to defend the red Swallow against a herd of cattle for two hours before help arrived. Surprisingly the bull was quite friendly.

The red Swallow was flown around a 100 km triangle in 1976.

The red Swallow was written-off landing short on the M11-A505 roundabout during the M11 construction, sometime before committee meeting 31st July 1978, possibly 1st April 1978. The wreckage was sold to John Scott for £550 who subsequently repaired it and sold it to Freddie Wiseman in 1985.

This Swallow was destroyed in a fatal accident during a winch launch at Ridgewell on 18th June 2000.



Reference: G18-2

Type: **Slingsby Type 45 Swallow** (s/n ????), manufactured by Slingsby Sailplanes Ltd. at Kirbymoorside, Yorkshire

Colour: Yellow

BGA No.:

Registration: n/a

Dates: From 1971? to 1979

Information:

In May 1971 the yellow Swallow "Buttercup" was reported to be unserviceable.

The yellow Swallow was flown around a 100 km triangle in 1976.

The yellow Swallow was written-off by Mr Nock, a visiting pilot on a course, hitting a gravel heap on the M11 embankment during the motorway construction sometime before 30th April 1979. The pilot was injured and subsequently discharged from hospital. The wreckage was sold to Freddie Wiseman for £200 less VAT (July 1980).



Reference: G18-3

Type: **Slingsby Type 45 Swallow** (s/n 45176?), manufactured by Slingsby Sailplanes Ltd. at Kirbymoorside, Yorkshire

Colour: Blue

BGA No.: 2130?

Registration: n/a

Dates: From ~1977 to November 1980

Information:

The blue Swallow was possibly built from parts of BGA 1032 and 1041 (which crashed at Portmoak on 3rd April 1964).

The blue Swallow was sold to Connell Gliding Club for £1600 including VAT in November 1980.



Reference: G18-4

Type: **Slingsby Type 45 Swallow** (s/n ????), manufactured by Slingsby Sailplanes Ltd. at Kirbymoorside, Yorkshire

Colour: Red-yellow (nicknamed "Rhubarb & Custard")

BGA No.:

Registration: n/a

Dates: From 1978 to 1982

Information:

The red-yellow Swallow was bought from the Ouse Club in July 1978.

The red-yellow Swallow was sold to John Wood in February 1982 for £700 plus free hangarage for up to one year.



Reference: G19-1

Type: **Schleicher K7** (s/n ???), manufactured by Alexander Schleicher GmbH & Co. at Poppenhausen, Germany

Tail number / Colour:

BGA No.:

Registration:

Dates: From 1963 to 1970?

Information:

The first K7 operated by CUGC was owned by Eric Richards and his syndicate, and was going to be temporarily operated by CUGC.

The K7 may have been returned to Essex & Suffolk Gliding Club in mid-1970.



Reference: G19-2

Type: **Schleicher K7** (s/n 7120), manufactured by Alexander Schleicher GmbH & Co. at Poppenhausen, Germany

Tail number / Colour: Allocated BQK / Red

BGA No.: 1148

Registration: n/a

Dates: From 1973 to 1984

Information:

The first K7 owned by CUGC was initially owned by Dr Erskine with CUGC buying $\frac{3}{4}$ share in October 1973. CUGC bought the remaining $\frac{1}{4}$ share in September 1978.

The K7 was flown in the 1980 Inter-University Task Week (at Saltby from 30th June to 4th July) and again in the 1981 Inter-University Task Week (at Duxford from 28th June to 5th July).



The red K7 at Cambridge, 1978. Pilot unknown, briefing instructor Gerry Downing, Peter O'Donald
Photograph: Frank Grindel 1978

The K7 was sold to Aquila Gliding Club for £3000 in April 1984.



Reference: G20-1

Type: **Schleicher K6cr** (s/n 6492), manufactured by Alexander Schleicher GmbH & Co. at Poppenhausen, Germany in 1966

Tail number / Colour: 495, sometime allocated BXT / Green

BGA No.: 1323

Registration: n/a (now G-DBXT)

Dates: From 1974 to ~1994

Information:

The K6cr was purchased for £2500 in 1974 with a generous donation from John Burton (the insurance payment after his Olympia 2B was damaged), and collected from Keevil by Andrew Hulme and Alan Dibdin on 18th August 1974.

The K6cr was flown in the 1980 Inter-University Task Week (at Saltby on 30th June to 4th July).

The K6cr was flown by Phil Atkin in the 1983 Inter-University Task Week (at Lasham from 7th to 13th August).

In 1983 Steve Longland's flights in the K6cr earned him the Slingsby Trophy for second place on the National Club Ladder.

On 20th August 1986 Iain Baker declared Duxford-Tibenham out & return for Silver distance but landed out at Great Ashfield (in Suffolk) on the return leg, for 108 km in total and gaining Silver distance.

On 4th September 1986 Iain Baker flew the K6cr at the Long Mynd for 5 hours 24 minutes to gain his Silver duration.

On 21st May 1989 Iain Baker landed the K6cr on the 14th hole of Bar Hill Golf Course.

Sandy Torrance recovered the wings of the K6cr in 1991.

The K6cr was sold sometime around 1994 and 'BXT' is now privately syndicated at Gransden Lodge.



Reference: G21

Type: **Slingsby Type 50 Skylark 4** (s/n 1419), manufactured by Slingsby Sailplanes Ltd. at Kirbymoorside, Yorkshire

Tail number / Colour: 203, then CU, sometime allocated BPZ / White with red wingtips

BGA No.: 1168

Registration: n/a

Dates: From 1968 to 1985

Information:

The Skylark 4 was first mentioned in S&G Club News Jun-Jul 1968.

In June 1972 the Skylark 4 'was inappropriately used to harvest a Cambridgeshire wheat field' and the tailplane was destroyed.

On 4th July 1974 Peter Whitehead flew the Skylark 4 around a 300 km triangle.

The Skylark 4 was sold in February 1985 for £3500.



Reference: G22

Type: **ICA IS-29** (s/n ???), manufactured by Industria Aeronautică Română at Braşov, Romania

Tail number or colour:

BGA No.:

Registration: n/a

Dates: From late 1970s to late 1977

Information:

The IS-29 was owned by Lionel Alexander, and loaned to CUGC members.

If it is considered that the IS-29 was not owned or operated by CUGC, then it might be removed from this history.



Reference: G23-1

Type: **Schleicher K13** (s/n 13602), manufactured by Alexander Schleicher GmbH & Co. at Poppenhausen, Germany in 1978

Tail number / Colour: 554, then DXV / Red

BGA No.: 2471

Registration: n/a

Dates: From 1979 to 1998

Information:

The red K13 was bought new with Sports Council assistance and collected from Poppenhausen on 10th December 1978 by Bryce Bryce-Smith and Andrew Hulme in Andrew's MGB GT using a trailer borrowed from London Gliding Club (who were the agents). It first flew at Cambridge Airport on 17th March 1979.

The K13 was flown in the 1983 Inter-University Task Week (at Lasham from 7th to 13th August).

The red K13 was crashed on the M11 motorway in 1984, but repaired with a new fuselage.

The red K13 was written-off at Gransden Lodge on 15th August 1998.



Reference: G23-2

Type: **Schleicher K13** (s/n 13635AB), manufactured by Sportflugzeugbau JUBI GmbH (under licence from Alexander Schleicher) at Oerlinghausen, Germany in 1984

Tail number / Colour: ETS / Blue

BGA No.: 2944

Registration: n/a (post-CUGC ownership became G-DETS / G-HRAC)

Dates: From 1984 to ????

Information:

The blue K13 was ordered in January 1984 and collected February 1984 by Bryce Bryce-Smith and Andrew Hulme using Andrew's MG Maestro with the notorious CUGC open steel trailer. The cost was £10,500.

The blue K13 was written-off at Gransden Lodge, but was sold and subsequently repaired.



Reference: G24-1

Type: **Schleicher K8** (s/n 8966), manufactured by Alexander Schleicher GmbH & Co. at Poppenhausen, Germany in 1974

Tail number / Colour: D-2328, then EJF / White-orange, then red

BGA No.: 2717

Registration: n/a (post-CUGC ownership became G-DEJF)

Dates: From 1980 to ~1996

Information:

The first K8 was purchased for £3223 excluding VAT and without instruments in January 1980.

The K8 was sold to Cotswold Gliding Club in 1996.



Reference: G24-2

Type: **Schleicher K8** (s/n 8113A), manufactured by Alexander Schleicher GmbH & Co. at Poppenhausen, Germany in 1964

Tail number / Colour: D-8763, then EQZ / Orange-white, then Blue (in 1990)

BGA No.: 2879

Registration: n/a (post-CUGC ownership became G-DEOZ)

Dates: From 1983 to ~1996

Information:

The second K8 was purchased for approximately £3500 from Germany in April 1983.

The K8 was sold to Cotswold Gliding Club in 1996.



Reference: G19-3

Type: **Schleicher K7** (s/n 7092), manufactured by Alexander Schleicher GmbH & Co. at Poppenhausen, Germany

Colour: Red-white

BGA No./Trigraph: 1736 / CRA

Registration: n/a (G-DEAU post-CUGC ownership)

Dates: From 1985 to 1993

Information:

The red-white K7 was bought in June 1985 for £3000 as a replacement whilst the blue K13 was being repaired.

The red-white K7 was sold to Welland Gliding Club in 1993.