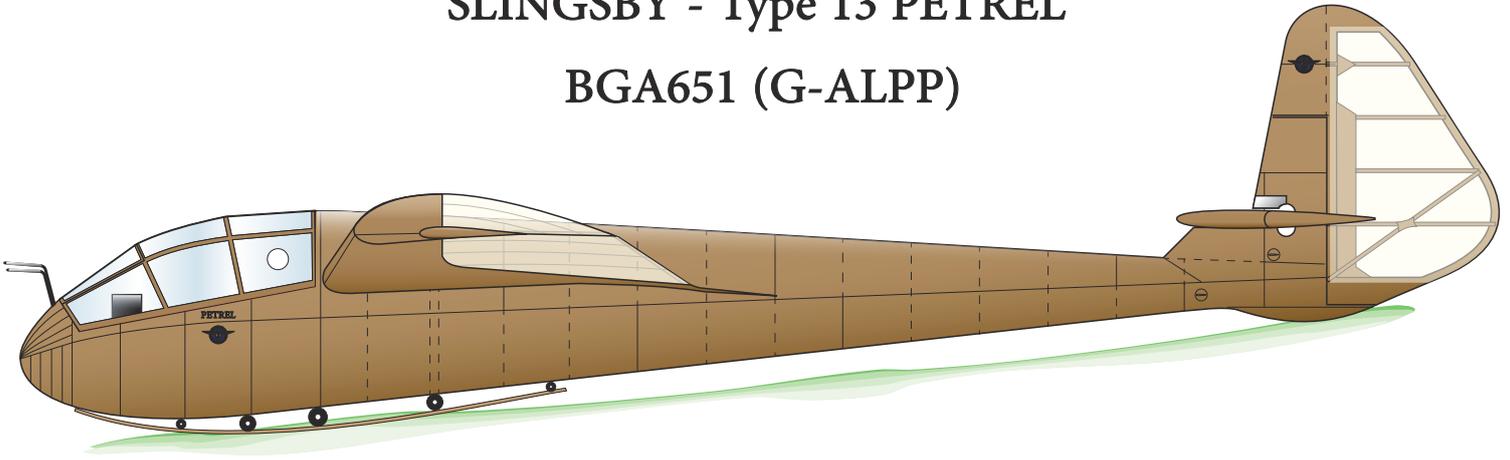
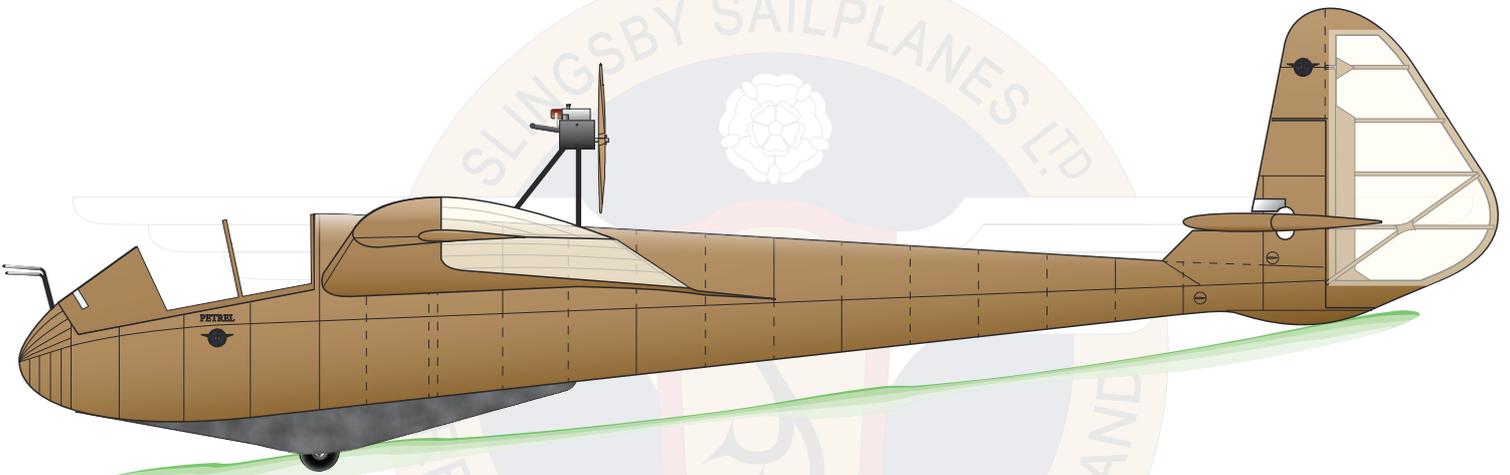


SLINGSBY - Type 13 PETREL

BGA651 (G-ALPP)



1939 - Slingsby production version with no skid cover.

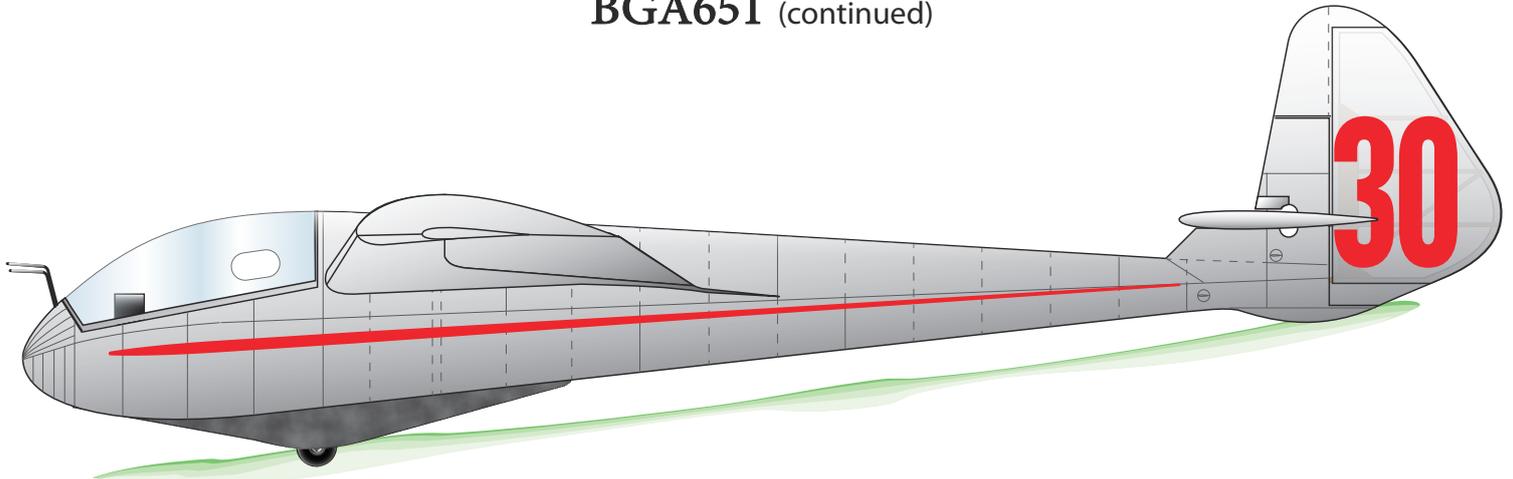


1947 - A trial was carried out to self launch the Petrel with a German Jumo jet starter engine. A Spitfire tailwheel was added into the skid and a modified open canopy frame used. The glider is believed to have flown with this canopy when later used in Ireland.

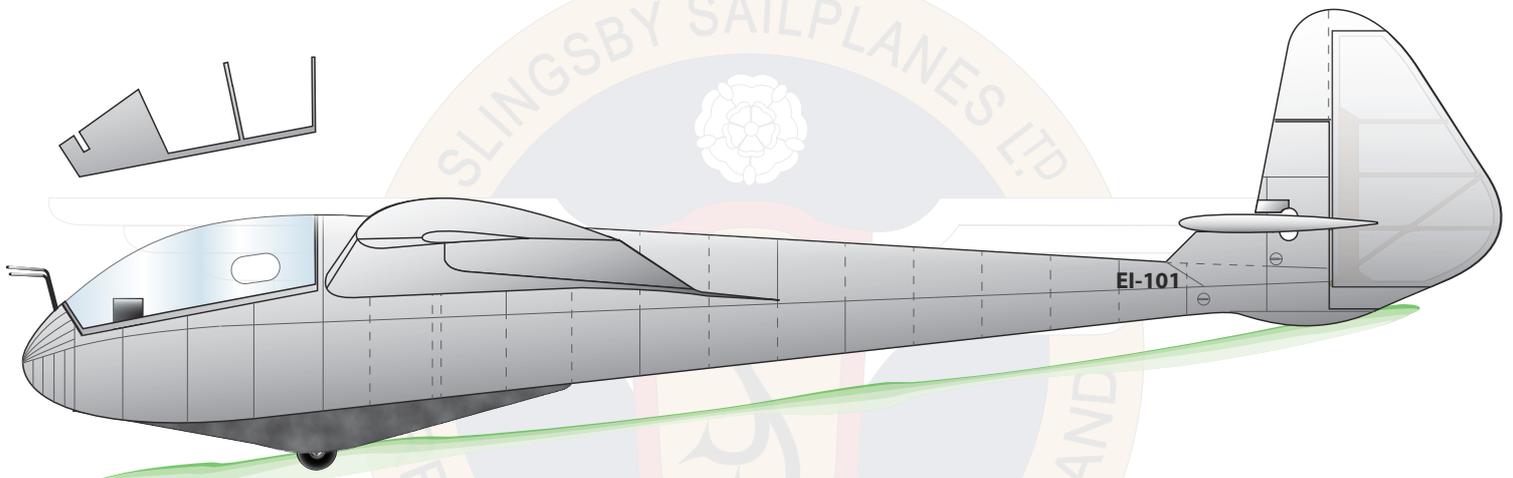


1949 - Photographs show this Petrel sporting the British registration letters, but still retaining the wheel

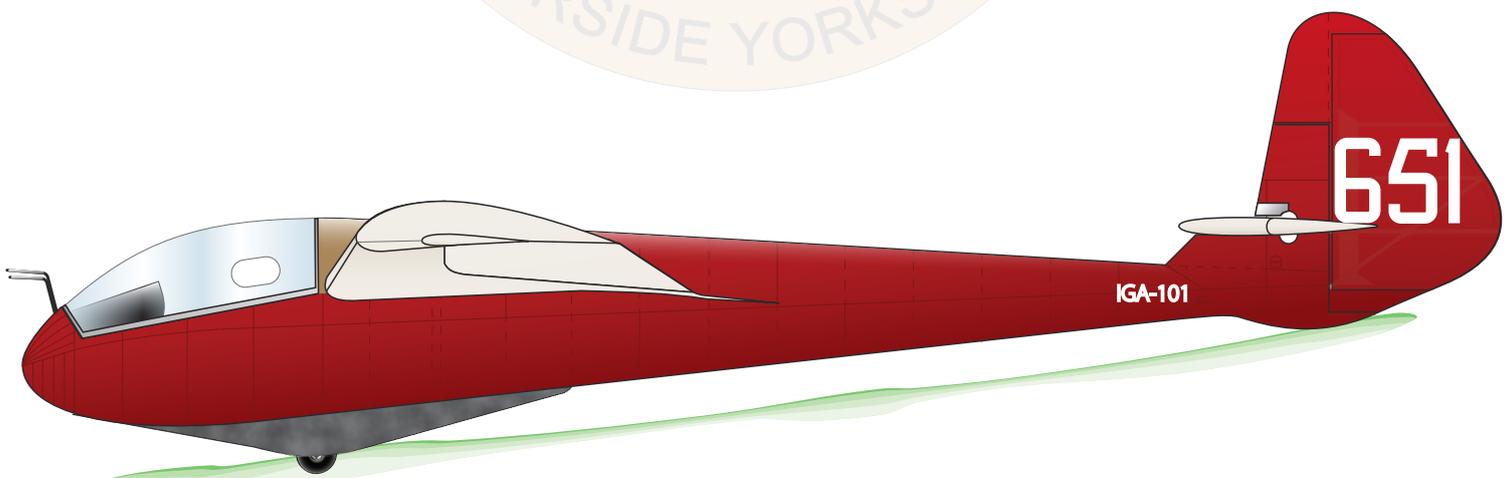
BGA651 (continued)



1953 - Now based at Newcastle, it became Silver and fitted with a new blown canopy. The wheel remains built in to the skid.



1954 - Transferred ownership to a Dublin Soaring Syndicate and was on the Irish register as EI-101 and later IGA-101 where. The wheel remains built in to the skid. It was again sprayed silver and occasionally flew with the open cockpit canopy created in 1947.

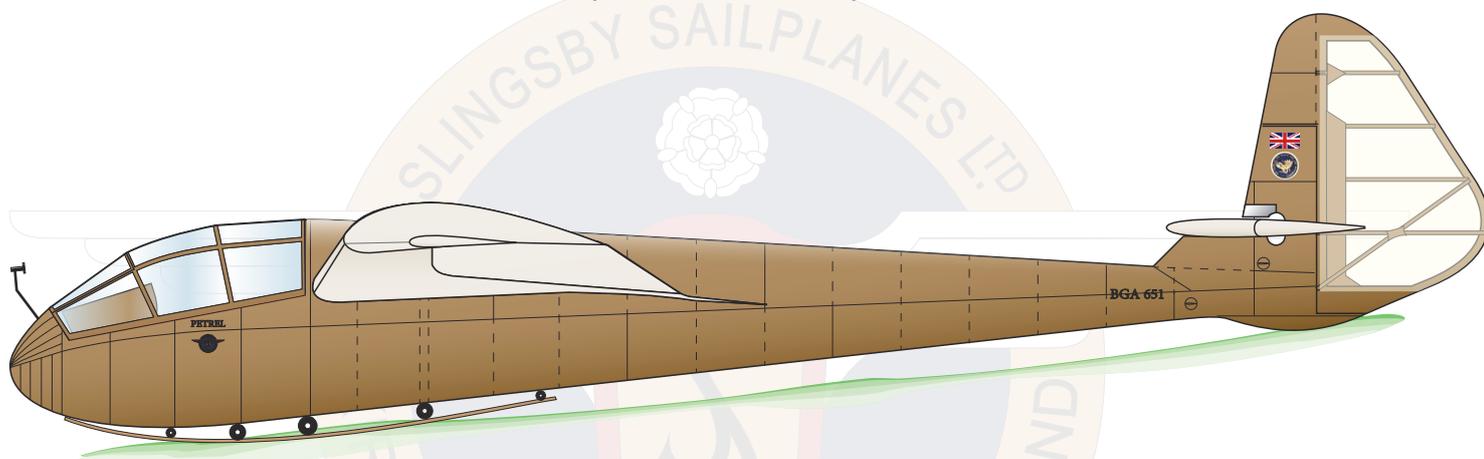


1958 - It was re-sprayed by Aer Lingus and the original cockpit hood was refitted. The glider held the Irish height and distance records. It was re-sprayed again in 1962 and the Pitot Static was removed and converted to nose side Statics. On the 5th April 1970 it was put on display at the Aer Lingus Museum.

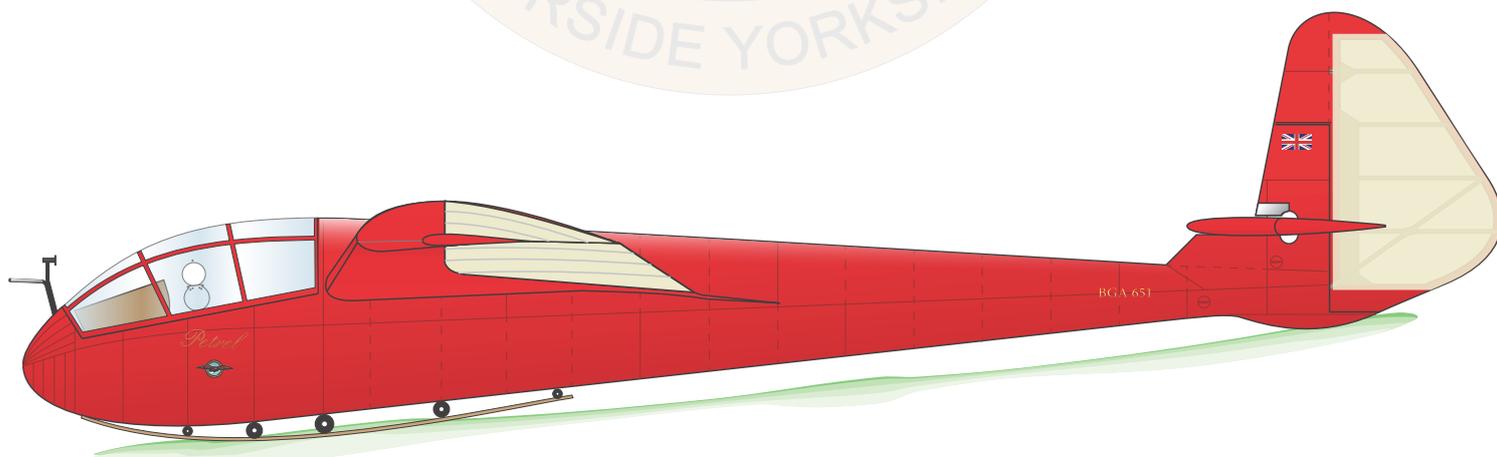
BGA651 (continued)



1973 - The Petrel returned to the UK where it was restored over a two year period to airworthy condition. It's present colour scheme of red with ivory fabric were retained and a perspex was re-fitted. In 1976 a new instrument panel and tray were fitted as well as a Radio with a whip aerial behind the pilot.



1980 - The colour was stripped off the fuselage and varnished, but the wings remained Ivory. In 1982 full restoration of the Petrel was started, but had to be put on hold due to other commitments.



1993+ - The Petrel came under new ownership and over a two year period was fully restored with it's present colour scheme of red with clear fabric and sporting a new canopy utilising some components of the originals to build up the 'correct' shape of frame and Perspex, as per the original Slingsby drawings. In 1995 it won the 'International Rally - Best Restoration Award' by the Vintage Glider Club.