

GLIDING HERITAGE CENTRE

Aircraft Summary Sheet



Scud 2	
Manufacturer	Built from plans and not by the Abbott Baynes factory, the last Scud 2 to be built.
Year of manufacture	Started from Abbott Baynes supplied plans late 1932 / early 1933 by Eric Collins at Dunstable. Completed by Slingsbys as c/n 215b. First flew 20 th July 1935.
Registration marks	BGA 231; (G-ALOT), (LEZ)
Airworthy	NO. The current intention is for it to be a static item. Potentially we could get it flying again, but it has a strong reputation of being difficult to fly which mitigates against this.
History	3 owners, the first a syndicate, prior to WW2. Ray Brigden (later of Lasham) was one of the syndicate who bought it in 1946. Other intervening owners before being bought by Canon Peter Bourne in 1980 who flew it actively, including at many international rallies, until 1994. Bought by Mike Beach (of Brooklands) in 1994 who owned it until sold to Laurie Woodage in 2001. Laurie owned it to 2010 (never flown under his ownership) when it was sold to the Shuttleworth Trust. The GHC purchased the Scud from Shuttleworth in October 2017.
Notable flights	None recorded. 652 launches, 387 hours.
Restoration history	Last major restoration by Mike Beach in 1991. Glider badly damaged in a failed winch launch at Halton in the summer of 2000. Repairs effected by Laurie Woodage and completed in May 2005.
Other	Trailed to Lasham from Old Warden on Friday 6 th October 2017 by Gary Pullen and Mark Wills.



Scud 2 at Lasham (taken well before purchase by GHC)