



The Vintage Glider Club of Great Britain

NEWSLETTER

August 1977

Now that this year's gliding season is drawing to an end, we hope that our members have logged many hours of enjoyable flying despite the rather-dismal summer. We certainly hope that no mishaps are to be deplored and that their Vintage machines are still in excellent condition and ready to provide them with more excitement next year!

THE AQUILLA RALLY

This was surely not the only gliding event to be marred by bad weather this summer. Excepting the first day, Friday 3rd June, and part of Saturday, those who took part in this event scheduled to last until 7th June at Hinton in the Hedges had to contend with a very sullen weather.

Those who came on Friday enjoyed a beautiful day. They could carry out their check flights, and one or two flew their own machines. Saturday dawned fine, but steady rain soon closed in. This cleared by lunch and tasks were set: Hinton to Henlow or a triangle Hinton, Bicester, Silverstone and back to Hinton for the Adventurers Class. A spot landing and duration task was set for the Local Skills Class.

Francis Russell and Ken Buxton attempted the cross-country task with Francis winning in his Weihe. Graham Saw won the Local Skills Class in his Rhoenbussard.

On Sunday, some tasks were set in the hope of better weather in the afternoon. The break did not come about until about 6 pm, by which time those tasks had long since been scrubbed. Fortunately, participants enjoyed a memorable barbecue held by the Aquilla Club members in one end of their hangar. The food was delicious and plentiful.

Monday's forecast was so bad that all flying was abandoned for that day. Everyone went sight-seeing and many went to Oxford. Nearly everyone was still there on Tuesday, determined to stick it out to the end. But the forecast told of high winds and storms. So there was nothing to do but to hold the prize-giving before everyone hurried home to miss the worst of the weather.

Francis Russell was awarded the Adventurers Trophy, Graham Saw, the Local Skills Trophy. These handsome wood and silver trophies, 6 to 8 inches high, had been made especially for the Rally. Derek Godfrey, the Aquilla Gliding Club's Chief Flying Instructor and the members of the Club went to a great deal of effort in organising this Rally and it is a pity that the weather should have frustrated all their efforts. Many thanks are due to their hard work and efficient organisation. Our thanks also go to Margaret Dickens and Frances Furlong who served food and drinks at all times in the VGC Marquee.

The turnout at the Rally was highly encouraging, as proved by the following list of participants: Derek Harris and Frank Neal (Eon Olympia BGA 1035), Fred Porton and Angela Dyer (Eon Baby BGA 1409), Mike and Betty Garnett (Scud 3 BGA 283), Peter Martin (Eon Olympia 2) Ken Buxton and Andrew Reid (Slingsby Prefect BGA 883), Robin Traves (Meise Olympia), Rodi Morgan (Kite 2 BGA 260), Francis Russell (Weihe BGA 448), Martin Breen (MU 13D-3 BGA 1937), Chris Wills and Len Redding (Kranich BGA 1092), Ted Hull (Kite 1 BGA 394), Mike Hodgson (Tutor BGA 442), Paul Bolton (Grunau Baby 2B BGA 1997), Jeff Moore (MU13D BGA 2267), Lou Glover (Goevier 3 BGA 1992), Derek Godfrey (Weihe BGA 1292). A T.21b (BGA 853) was also seen at the Rally. Graham Saw (Rhoenbussard BGA 565). Participants who came without a machine included Frances Furlong, Paul Williams, Peter Allen and Ian Watson. Apologies to those whose names we might have omitted!

The rain had at least the advantage of giving participants time to discuss about their various problems and compare notes. Chris Wills reports on the following points that were raised during a "chat in":

Prewar gliders: The debate centered on the shortcomings of casein glue. It was established that this product was not waterproof and the question was raised whether it really recovered when it dried. Mike Garnett recalled that his Scud 3 was saved thanks to the use of nails on a rather damp occasion, but the glue seemed quite hard later, when a section was opened. The discussion also turned on the possible use of Aerodux Glue on old casein joints. It was agreed that it was preferable to use formic acid hardeners on alkaline casein. Cascamite glue, which is similar to the old casein glue, is quite efficient on old casein joints but it is not approved. Marine varnish will not offer significant resistance to the infiltration of water. All agreed on the importance of ventilating all bays. Reference was made to the problems of Aero-lite glues which tend to shrink the ply around glue joints. This problem was solved by Gaboon Ply, but this led to the skinny appearance of old Skylarks whose ribs were showing.

Recovering: The problems of striping fabric and finish before respraying were examined. It was recalled that some early machines are covered with Copal varnish, which is mainly cellulose or synthetic. It was important not to apply a cellulose paint over a synthetic finish. The removal of old paint could best be achieved with a draw scraper (Scarston). Jemolite stripper was equally adequate although expensive (£6.50 a gallon). All surfaces had to be degreased after use of stripper. Referring to the growing use of Razor Back glass fibre material, participants agreed that it was very light but very transparent and the question was raised whether wood would not deteriorate under ultra violet light.

Other themes broached upon related to metal fittings, where emphasis was placed on the use of high grade steels, cables, which should be proof loaded before fitting. In this connexion, it was stated that Talurit systems were adequate and that stainless steel cables presented no real advantages. Red fibre could be obtained from Slingsbys.

The debate also touched on Perspex which shattered easily at temperatures below 60°C. Rhodoid sheet formed quite well and reference was made to the fan beaker from Slingsbys. Finally, the matter of woods was raised. PFA Technical handbooks contained useful information. A firm, on which Rodi Morgan could supply details, supplied Baltic Pine. Spruce caused no problem but plywood was not easy to obtain as it was all imported.

OTHER BRITISH NEWS

Barrie Briggs of the Lincoln Gliding Club at Bardney has managed to repair the Weihe BGA 1230 that was extensively damaged by fire in 1976. He deserves to be congratulated for having saved this fine machine in such a short time. Barrie is now the sole owner of another Weihe, BGA 1021, having bought out the other two member of

As a result of these repairs, five original JS Weihs are flying again in Britain.

Carli Magersuppe, now called Carl Marsen, a man whom we referred to as the "father of the modern gliding business in the UK" in our last newsletter, sent us a kind letter in response to our account on his achievements. Carli Magersuppe, who became the first Chief Flying Instructor of the Yorkshire Gliding Club, referred to that famous dip into the sea in which he was involved after rolling off a cliff near Scarborough in 1930. We recalled that there was not enough wind. This was not so, says he: "In fact, we had a gale.. 30 knots or more. On our launch site, there were eddies in all direction. There were even occasional tailgusts of 10 metres a second. This was the reason why we failed to take off properly".

This pioneer of gliding, who will be 70 next year, has stopped flying but is still busy on the ground and spends much time at the Wasserkuppe. He may join our Club next year.

The Duxford Collection is growing all the time. It now has the parts of no fewer than fourteen machines of which three at least are powered. Work is presently in progress with the Collection's Kranich 2B, its Kranich 2A, its 1931 Willow Wren and a Tiger Moth which is to become its Tow Plane.

Paul Williams has devoted all his weekends this season to his Kranich 2A (BGA 960). Working at Eric Rolph's house near Moreton in the Marsh, he has already got a wing ready for fabric and is not far from having the other ready. Health and other problems prevented Fred Strickland from getting his Rhoensberber (BGA 260) ready in time for the International Rally at Muenster, but work should now be completed in about three weeks time.

The Supernumary Vintage Rally planned for 13-14th August at Wycombe Air Park was rained off and it was not possible to get the gliders out of their trailers. Had the sun come out, the competition would have brought together Graham Saw's Rhoenbussard, Chris Wills' Kranich, Ted Hull's Kitel, Rodi Morgan's Kite 2, Francis Russell's JS Weihe, Tony Smallwood's Gull 1 and the MUI3 Ds of Geoff Moore and Martin Breen. Franz Schubert made a welcome appearance at that weekend.

THE FIFTH INTERNATIONAL VINTAGE GLIDER RALLY

This of course was the great event of the season. It was held from 9th to 16th July at the Telgte Airfield of Muenster, in northern Germany. A grand total of 34 sailplanes were lined up but ~~OVER~~ two hundred people took part in those festivities, in one way or another. The first day, which was given over to the welcoming ceremonies, was blessed by fine weather. Speeches were delivered in the presence of the Mayor of Muenster, his counterpart from Telgte, a representative from the German Aero Club, and the Rally's Guest of Honour: the well-known glider designer Hans Jacobs. He was given a model of the 1943 Swedish-build Kranich entered at the Rally and built by our member Tony Roberts. He was greatly pleased with this present. In one of the speeches, it was said that "no other glider designer had designed gliders which had made so many pilots happy for so long". In passing, we can recall that Hans Jacobs is the designer of the following machines: Rhoenadler (1932), Rhoenbussard (1934), Rhoensberger (1935), Kranich (1935) Sperber Junior, Sperber Senior, Seeadler, Habicht (all in 1936!) Reiher (1937), Weihe (1938) and Olympia Meis (1939). A remarkable accomplishment, by any standards.

Another glider designer present at the Rally was Hans Sander. As readers may remember from our March Issue, he revived the design activities of the Academic Flying Group of the University of Aachen in 1932. Four years later, he produced the FVA 10B "Rheinland". Another participant was a small German who said that he had made 13000 aerotowed strats in a Kranich as an instructor.

Gliding began the next day, Sunday 10th July. The weather was good with a light northerly wind and a cloud base of 4500ft. Several good flights were made. Chris Wills, among others, stayed up for over two hours with Hans Folgmann as a passenger in his Kranich. It was already becoming apparent that there were few landing fields in the area and that the crops of wheat and maize were not yet harvested.

On the following day, participants were invited on a sightseeing tour of Muenster and were greeted by the Mayor in the Friedenssaal, the historic hall in the Rathaus where a peace treaty marking the end of the Hundred Year War was signed. All were impressed at the way Muenster, a town which had been severely hit by the war, had been reconstructed and restored in its old style. The aerial task for the day appeared to be quite challenging. It consisted in completing a programmed flight with eight turning points and in counting the number of tennis courts visible at each of these points. Needless to say, it was later revealed that the Rally organiser was a keen tennis player. Thanks to very favourable weather conditions, this daunting task was accomplished by no less than ten participants. Ted Hull finished first in his Kite 1 followed by Willi Schwarzenbach (S.18), Werner Tschorn (Weihe) and Jan Vermeer (Slingsby Prefect). The French C. 800 2-seater was able to make a near miraculous landing on a small strip of short maize.

That evening, the Blackpool and Fylde Gliding Club Syndicate offered a celebration on their camping site with plenty of beer and Schnapps for the British, French and German merry-makers. The Syndicate were celebrating their presence at Muenster with the Eon Baby they had finished repairing, test flown, and for which they had obtained a C of A during the three days before their departure for Germany.

The goal for Tuesday was a 60km flight to the great gliding centre of Oerlinghausen. However, no one attempted this virtually downhill flight because of weak thermals, poor landing fields and the proximity of the large Gutersloh controlled airspace which would have had to be circumnavigated. However, four British gliders were trailed to Oerlinghausen and flown there. Everybody drove there and were welcomed by Fred Weinholz, representative of the German Aero Club and gliding champion of North Rhine - Westphalia. The sheer enormity of Oerlinghausen impressed the whole party. For example, there were no fewer than 27 Ka 13 2-seaters!...Some participants then visited the workshops of the Oerlinghausen Technical School for training glider repairers and teaching in the uses of wood, fiber glass and steel tube. Visitors were impressed by the quality of repairs carried out on a large fibre glass sailplane and a line-up of Swiss Elfe S 4s which were being built with some German modifications.

Because of late starting weather, the Preis der Nationen planned for Wednesday was converted to an exact 30 minute duration flight followed by a sport landing. A point was taken off for every minute and every metre off target. Winners were the German team number one which consisted of Werner Tschorn (Weihe), Rainer Karch (MU17) and Peter Egger (Meise). They were followed by their compatriots of the second team (Rainer Willeke and Ernst Walter). Silver was awarded to Jan Vermeer and Francois Nuville. Rodi Morgan received a Bronze medal. Although Len Redding and John Light did very well, they were not in the same team so that there were no British team medals. On landing his Kite 2, Rodi Morgan pitched forward and then suddenly back onto the tail skid. The rear fuselage skin was torn, but it could be quickly repaired. This proved to be the only mishap of the Rally.

This full day ended with a glorious evening at Paul Serries' Tennis Club with beer and Schnapps aplenty and a whole pig that had roasted for nine hours. Some disagreement emerged among the judges as to how many tennis courts there were on the previous day's event, but a consensus was reached after lengthy deliberations.

No tasks could be set for Thursday 14th July because of poor weather, but many individual flights were made all the same. Mr. Neelco Osinga, Chief of the Gliding Commission of the Dutch Aero Club, paid a visit to the Rally and had flights in Chris Wills' Kranich. A festive "British Evening" took place that night in a brightly decorated hangar. Frances Furlong and Billy Caldwell, to whom all thanks are due for the success of that evening, had brought ample supplies of cider and British cheese from home. As part of the celebrations, Frances was dressed up as a British servant wench of a hundred years ago and Len Redding was garbed like a British peasant of the distant past. Not to be outdone foodwise, the Dutch crossed the border to come back with Dutch cheese. The French produced bottles of wine. It was their national day. This hadn't been forgotten. Their flag was hung among the British flags and all joined in a thunderous "Marseillaise", the French national anthem.

Dr. Slater gave a performance with his penny whistle. He was rapturously applauded and asked for an encore. Chris Wills conducted the singing of "A Pilot bold was he" by the British with his trumpet. The Germans sang their gliding songs and the Swiss gave a beautiful account of themselves with lovely songs under the leadership of Will Schwarzenbach. This unforgettable evening went on into the early hours of the morning.

The task set for the next day was a 50km flight east to a British helicopter base. Only two people made it: Wolfgagn Tschorn was there in 25 minutes in his father's Weihe, and Rainer Willeke also reached the base in a Minimoa. He was offered coffee by the British Commanding Officer. Jan Vermeer in his Prefect was just short and landed in a field next to the base.

On Saturday 16th July, competitors were called to a duration flight that had to end by 5 pm for the Prize Giving. The weather was good. Winds were light-westerly, cloudbase lifted to 1700 m above the site during the afternoon and lift varied from 3 to 4 m/sec.

Naturally, many gliders were still in the air when the time came for distributing the prizes. The ceremony was a little delayed as a result. The nostalgic speeches that were said as the flags fluttered against the cloudy sky, the fine prizes that were awarded to everyone provided a fitting end to a marvellous week of gliding and conviviality. Werner von Arx, a Swiss entrant with a Minimoa, received the first prize. John Coxon was awarded the Concours d' Elegance Prize for his sleek Minimoa. Paul Serries, the organiser, was given the best-deserved prize of all for his magnificent efforts. The tow pilots were not forgotten, and rightly so, because they had flown their Piper Cubs unfailingly to the places with the best lift and at the correct speed. More than one participant agreed that they had never been towed by such fine and helpful pilots.

This Rally was exceptional in several respects. There were several machines unseen before at international Vintage meetings such as the original short fuselaged MU 13D, two Slingsby Prefects, a Cumulus, the Caudron C.800, the SG.38 and a Moswey 4. For the first time, participants joined in from France and Holland, a fact which reflects a growing interest in Vintage gliders and in the preservation of a glorious past.

Above all, this Rally will be remembered for the fantastic hospitality given by its Muenster organisers. The British entrants, with their weak pounds sterling, appreciated this more than ever. Free accomodation and meals were offered either in the homes of members of the local flying club, or in caravans especially laid on for the occasion. Aerotows to 800metres were an incredibly cheap 10 marks.... This lavish hospitality was probably sponsored by our German friends from the Muenster Oldtimer Gliding Club and perhaps by the town as well. The kindness, efficiency and generosity of the Hosts of this Fifth International Vintage Glider Rally will never be forgotten.

Here is the list of participants with gliders:

Switzerland: Werner von Arx (Minimoa 1936 HB 282), Georg Fliss (Spyr Va 1955 HB509), Dr. Jost Frei (Weihe 50 1938 HB 530), Peter Egger (Spalinger 18 1942 HB 510) Willi Schwarzenbach (Spalinger 18 II 1943 HB 411) René Notter (Moswey IV 1950 HB 522) Werner Roth and H.U. Renz (Spalinger S.19 1937 HB-225).

France: François Nuville (SG 38 F-WRRK). A Caudron C.800, registration F-CAZY, was also entered but the names of the participants concerned are unknown to us.

Great Britain: John Coxon (Minimoa 1937 BGA 1897), Toby Fisher (Olympia-Meise 1962 BGA 2080), Ted Hull (Slingsby Kite 1 1939 BGA 394) David Jones (FVA Rheinland 1939 BGA 1711) - in fact, this plane never arrived - Peter Morgan (Eon Baby 1948 BGA 629), Rodi Morgan (Slingsby Kite 11 1947 BGA 521), Francis Russel (JS Weihe 1943 BGA 448), Chris Wills (DFS Kranich 1943 BGA 1092).

Netherlands: J.M. Goossens (Slingsby Prefect 1951 PH 193), L. Siemens (Sedbergh T21b 1951 PH 200), J. Vermeer (Slingsby Prefect 1951 PH 192)

Germany: Guenther Frei (Olympia-Meise 1960 D 7504), Eric Gross (Baby IIB 1953 D 5149), Rainer Karch (MU 17 1961 D 1717), Max Muller (Minimoa 1938 D 1717), Horst-Dieter Rey (Baby IIB 1941 D 1128) Hans Sander (Standard Libelle 1968 D 0082), Hermann Scheueer (Baby IIB 1943 D 7087), Waldemar Schmidt (Olympia-Meise 1956 D 4732), Werner Tschorn (Weihe 50 1958 D 7080), Ernst Walter (MU 13D-Merlin 1939 D 6293), Adolf Zoeller (LLO Libelle 1953 D 8564). In addition, the Germans flew an MU 23, a Spalinger S.18 and a Cumulus.

The following are the pilots who took part in the event without their own glider: Karl Aha (Wasserkuppe), Peter Banting (Dunstable), Otto Bellinger (Heilbronn), Ary Ceelen (Eindhoven "Planeur"), Karl-Heinz Kellermann (Wasserkuppe), the Lederer family (Oberkerken), Christ Ruff and team (Sheffield), Heiko Schneider (Wasserkuppe), Franz Schubert (Neubeckum), Hermann Steinle (Stuttgart).

The next International Meeting for Vintage Gliders...

A venue for the Sixth International Meeting has already been tentatively fixed at Brienne le Château, a spot in a Champagne growing area a hundred miles to the South-East of Paris. The idea of holding the next meeting there was originally suggested by Rainer Willeke, of the Muenster Oldtimer Club, during discussions at the Fifth International Meeting. He remembered that there was a disused military airfield with good hangars there. It was also considered a good idea to hold an International Vintage meeting in France. Following this suggestion, Rainer Willeke went for a reconnaissance to Brienne le Château and Paul Serries went to Paris to clear the matter with the "Société de l'Aviation Légère et Sportive" (SALS)-and should be commended for their efficiency. All the indications are, at the moment, that the next Meeting will take place in this historic area of France. An additional advantage is that next year's World Gliding Championships are going to be held during the same period (end of July) only 120 miles away.

Brienne le Château appeared to be the most interesting possibility. During discussions at Muenster, some participants suggested that the Wasserkuppe could be used as a venue. But this presented some problems and it was thought preferable not to hold the Meeting in the same country on two consecutive years. Chris Wills suggested Camphill, but the idea was turned down because this site has no aerotowing facilities and surrounded by rather small landing fields with stone walls. Chris wishes to express his regrets to the Camphill Committee who would have been happy to stage the next Meeting.

hot news...

Here's an item of British news which we forgot to include earlier in this Letter: Ted Hull has bought the only Moswey 4 in Switzerland and crossed the Channel with the machine on 16th August. This 1950, 15.5metre span ship has already got a permit to fly. As it is only equipped with a nose release hook for aerotowing, it will have to be modified for flying at Dunstable, where it is based. The only other Moswey 4 ever built found its way to South Africa where - as reported in a previous issue - it was used in making that beautiful film "Whispering Wings".

NEWS FROM FRANCE

The Muenster Rally provided a welcome opportunity to develop contacts with French pilots. The French are not as inclined to preserve old things and venerate the past as the British are (if traditional clichés are to be accepted). This shows in the sinister destruction of Vintage gliders that is going on in their country. François Ragot, who drove from Aix en Provence to stay a day at Muenster, said that French civil servants had not the slightest understanding for these things. Gliders built during the war have been prevented from flying for years by officials intent on covering themselves from any administrative trouble. As a result, Vintage gliders are gradually destroyed, specially if they take up space in hangars. According to François, a former member of the La Ferté Flying Club, the last Kranich existing in France was burnt last year after sustaining some damages. Moreover, all Emouchets, a small training glider based on the prewar Polish Salamandra have been grounded and destroyed.

Fortunately, there are some people, like François, who are prepared to stop this wanton destruction of noble Vintage machines. He has so far managed to save to MU 13D-3, a Rhoenbuasard and a Milan (a 1949, French-built JS Weihe). Bravo François! Such actions raise the hope that the Vintage glider movement will catch on in France.

There are reasons to believe that the situation can be saved. Chris Wills thinks that Nord 2000 Olympia Meises, Nord 1300 GB 2Bs Milans, AIR 100s, Castel 310s, Castell 311s, Caudron C800s and C25s should be found for very cheap disposal at gliding clubs across that country.

HOLLAND

Muenster also offered an opportunity for contact with Dutch glider pilots. They are faced with very strict official controls which make it almost impossible for gliders with old glue or wood to obtain their C.of A. The situation is quite different in Belgium, where regulations are more relaxed. However, Mr. Neelco Osinga, a leading official of the Dutch Aero Club, owns a Grunau Baby and one is pleased to see that the spirit of our movement has reached the highest places! The last Grunau 8 2-seater in existence is in Holland. This machine stems from the early 1930's. Its successor, the Goppingen 2, was really nothing more than an enclosed version which was nicknamed the "Blind Cow" because of its pilot's lack of visibility. The Grunau 8 is believed to have been rescued by a Mr. Schwing, a former Dutch aeronautical official, and stored in the dry. One wing has all the same been affected by damp and it will be necessary to rebuild the aircraft. The Vermeer family have plans to that effect but are faced with an absence of drawings. Another hitch is that the craft is casein glued and that it will have to be completely reglued with either Aerodux or Aerolite if it is ever to fly again.

Members of the Dutch party at Muenster brought to light a part of gliding history that few people ^{built} here probably know about. During the war, a Dutch company called Pander ^{built} an estimated 3000 to 3500 SG 38s that were shipped away for use by the German forces. This incredible figure, if true, shows once again how many gliders were built in the German-controlled part of Europe during the war. The management of the firm was imprisoned after the war for having collaborated with the Occupant. Later, the Dutch firm Fokker built about sixty gliders - Meises, Grunau Babies and Goeviers - but no SG 38s because of their Nazi association. The story goes that Fokker preferred to build the earlier and inferior Grunau 9 "Schaedelspalter" primaries which presumably did not carry any Nazi stigma. No fewer than thirty of the type were built by Fokker, six of them in Aluminium. But pilots preferred the wooden ones as they were not so sharp (!). The last "A" frame of the wooden Fokker-built Grunau 9 spent a part of this summer in Klaus Heyn's garage at Goepingen. Klaus later gave this fuselage away and started work on a new one. It seems that this is the last Grunau 9 in existence.

GERMANY

A mystery surrounds the fate of a Horten machine said to be stored at the Smithsonian Institute in Maryland, USA. Our German member Tarik Wildman planned to find out more about it because it was kept in a crate marked "Horten Primary", a machine which to our knowledge never existed. The Silver Hill Farm storage facilities of the Smithsonian Institute also provide a resting place for a Horten 3 two-seater about which Tarik also hoped to make some checks. Our member Hans Folgmann says that the prone piloted Horten 3 which was taken to America in 1945 and subsequently destroyed by souvenir hunters while in the hands of the Planes of Fame Museum was the Olympic Horten. This contention is surprising because Chris Wills believes that no Horten 3 ever had a wingspan inferior to 20 metres while 15 metres was the established Olympic span.

An exhibition of old gliders and photographs was held in June at Francfort Airport. Among the aircraft exhibited in the main terminal building were Peter Riedel's Rhoenbaby, Helmut Dette's H17A Rhoensberber, a Kranich 2B, a Horten 3^{wing} and a Condor 4 which also belonged to him.

AUSTRALIA

A Vintage Glider Association has been formed in Australia. The July Issue of "Australia Gliding" announced that the response to the founders of this Association had been very encouraging and that an inaugural Rally was to be held at Blanchetown, in South Australia, on 15-16th October. It was planned to establish the new Australian Vintage Gliding Association on a formal basis during the meeting.

UNITED STATES

Jan Scott, President of the US Vintage Soaring Association, who made a trip to Europe with his wife and son as reported in our last Letter, bought a Moswey 3 HB 379 while visiting Zurich and had it sent to America. He says in a latter that he will not be able to participate in European events in the immediate future as his leave is used up and because his "Wolf" has been "drenched so many times going to and from contests on its open trailer that I am considering keeping it here (at home) until I can enclose it".

Jan says that he will remove the present markings on his machine and put the German D-15-2 "for greater authenticity" and keep the Swiss markings of the Moswey. This is legal in the US.

The VSA's fourth Annual Regatta came off successfully in Mayville, New York, last June. The weather was fine during the three days of an event in which five gliders participated. These were a 2-22, 1-19, LK-10, a Cherokee and the "Wolf". All the VSA Officers were reelected at the Annual Meeting. Larry Gehrlein was

there, not with his Rhoenadler, but with a hot air balloon, giving daily free rides to children and wives. His Rhoenadler was built in Chicago by Josef Steinhauser in about 1945, at a time when he was marketing the "Wolf" in the US under the name "Chicago 1". Jan adds: "The EAA antique division (acronym unknown - Ed) have offered to host a Vintage sailplane meet at their Airport and Museum facility in Iowa, and we are considering a week long event, possibly with international participation, next summer".

News has also come to us of the Orlik now being beautifully restored by Frank Kelsey (the Bowlus man who restored the late Dean Macmillian's Baby Bowlus now owned by Mike Shoen). It will be the last prewar Polish sailplane in airworthy condition. This very machine held the world height record for one day in 1946 by reaching over 9000m with Paul McReady in command over the Sierra Nevada. The Minimoa owned by Al Palmer, thought to be the last ever built, has been filled and covered with fibre glass. It now weighs an impressive 600 lbs empty but flies well.

FROM THE TREASURER

Life often has many problems for us, and when these tend to become overwhelming, then it is necessary to put "first things first" and leave lesser immediately urgent matters to be caught up with later. This is not so much an apology as an explanation as to why our Club's Annual Accounts Audit is in arrears. While the book-keeping entries were kept up to date, it was not possible for Frances to do a regular Bank reconciliation, which meant that in January, when she was able to tackle the job, it took many hours in clearing the backlog of queries and making the ledger entries. And then the Auditor was unwell for some months. I have been keeping a quiet eye on our financial affairs, and we are happily remaining on an adequately sound basis in the face of severely rising costs. The financial report for the year 1975-76 accompanies this News Letter.

We budgetted carefully for the Dunstable International Rally, the big risk of the 1976-77 year just closed, but in the circumstances were greatly relieved to receive through one of our staunchest supporters, Rodi Morgan, a most generous and valued donation, which enabled us to take a more open handed approach to the social side of the Rally. In the final reckoning, we just broke even on the event itself, so that we at last have a reserve in the funds. As a matter of good order in the Club's affairs, it has always been the policy to have the accounts audited by a professionally recognised person not directly involved in the bookkeeping, and I think it right to continue this way. However, we have a problem finding a replacement Auditor.

Mr. Frank Hewlett, the retired Treasurer of the Borough of Woolwich, had agreed to cover us during the formative years, but the time has come when we must stand on our own feet. Our thanks indeed to Mr. Hewlett for his time and efforts. So, this note is also by way of an appeal to any member with a suitable professional qualification (to keep things all legal and above cloud level), who would act as an Honorary Auditor for the Club. The books for the 1976-77 year will soon be ready, so there would be no long agonising wait for action to fill these coming autumn evenings. Hopefully it should be possible to meet up at the Annual Dinner Rally on 8/9th October at Camphill (Derby & Lancs Club, who were so kind to us before) for hand over. Please let me have your offers, through the Secretary. If there are several offers, then the President and myself will have to use our best discretion.

Lastly, another appeal - cost of postage is probably our worst financial bogey, so, please, for any reply enclose a S.A.E., preferably filled with Green Shield stamps.. I hope to join again the many friends in the Club and meet a lot of our new members, if not this season, at least the next.

Best Regards, Ken Crack

(Ken, who will be remembered as our first Rally Secretary, continues to be engaged overseas, spending most of his time in Japan and Kenya, where he is laying down a pipeline. We hope to see him soon at the Club and ask him to write up more of his experiences)

ANNUAL WEEK-END RALLY AT CAMPHILL, 7 - 9 October 1977

Our hosts for our Annual week-end this year are the Derby & Lancs Club, who gave us such a wonderful time with them a year or two ago. Enclosed is a booking form, which please return no later than the 17th September, indicating if you want a hotel/local accommodation list sent to you.

There are 6 double bunkrooms available. Bring your own sheets and pillow cases or sleeping bags: pillows and blankets provided. Charge is 75p per person per night. Caravan and tent sites are available (50p per night and 12¹/₂p respectively). Trailer parking is free. Temporary membership for pilots is 50p per day or £1 for the week-end.

Launches by winch, and hopes for bungy launching at suitable times: 60p - pay as you fly. Last time bungy launching was a definite attraction - for launchers, launchees and amused onlookers!

An exceptionally interesting film has been booked for showing at a suitable time - and excursions are being arranged for the 'ground borne'. We hope to set up ad hoc discussions of interest - everyone contributing their own know-how on restorations, etc, with perhaps one or two specialist speakers.

Weather permitting, flying starts on Friday afternoon and an evening meal is available in the Clubhouse (see booking form). **BOOKING FOR FLYING AND EVENING MEAL ON FRIDAY IS ESSENTIAL AS NEITHER IS USUALLY AVAILABLE.**

Saturday breakfast is available by booking, flying with tasks large and small, light cooked snacks available from 1 - 2 p.m. Bar open. In the evening the ANNUAL DINNER at 7.30 (see booking form) followed by Disco.

Sunday breakfast followed by a line up of the gliders for photographers and public by (hopefully) 10 a.m. Flying and bungy launches.

The Derby & Lancs Club are hosts to us for buffet lunch on Sunday, which last time was attractive, generous and very, very more-ish. (And there was more!). Bar open. Flying in the afternoon: also Monday if anyone wants to stay on.

ANNUAL DINNER £2.75 booked on attached form please

DISCO 50p for those attending

FILM SHOW 20p to cover film hire

AIRCRAFT OWNERS MUST BRING INSURANCE CERTIFICATES AND CS. OF A.

This is an opportunity for our many Associate Members to come and join in a lively, interesting week-end: and for vintage glider owners who perhaps have not been able to get to a Rally this year to come and do some flying before winter.

NOMINATIONS FOR ANNUAL PRIZES

Our congratulations go to Werner Tschorn, who made his 300 km Gold C, Diamond Goal flight by achieving a 305 km triangle in his Weihe. Werner also came fifth during the Cologne gliding week against all kinds of competition including Ka 6s and Libelles. The weather was cloudless and windy for most of the time. On the good days, Werner found it hard to stay with the Libelles! Nevertheless, if he had not made a mistake on the first day, he would have ended among the first three.

These performances clearly put Werner in the running for our Best Flight of the Year prize.

Please could we have any other nominations for this prize no later than the end of September. Could we also have nominations for 'the best restoration' and 'best height' prizes.

MUNSTER

If anyone took some good photographs at Munster or Rallies during this year - or has photographs of recent restorations - please will you lend them to us - with your name and address on the back. We would like to use the best available for a page or two of pictures in the next issue. Please send direct to CHRIS WILLS, HUNTERCOMBE END FARM, NETTLEBED, OXON - as soon as possible.

SITUATIONS VACANT

VACANCY for one patient, qualified HONORARY AUDITOR for the Club's 1976/77 accounts. Please apply to the Hon. Secretary - 60 Well Road, Otford Kent or telephone Otford 3277

VACANCY for a RALLY SECRETARY - able to organise our rallies for 1978: help given with any typing required. Unless this vacancy is filled there will be no rallies in 1978: apply to the Hon. Secretary - as above

I THOUGHT I HEARD AT MUNSTER ...

Reflective female voice 'I've lost my little fat lumpy one ...'

Male voice from British group 'I've brought my new electronic flasher'
Our tallest member 'And your electronic mac I hope'

'Venus de Milo had a Meise canopy drop on her'

Our Honorary Admiral of the Welsh Fleet was heard to say 'and that's a syndicate of no initiative' and refer to Munster as 'a gliding Eistedfodd' and the 'Munster (metric) Maffia'

WHAT'S OUR NUMBER PLEASE?

It has been suggested that News Letters should be numbered: an excellent suggestion, but can someone tell me where we are? Past issues are somewhere in a tea chest awaiting completion of the building and I just can't turn them out now. Please will someone with a complete set tell me? (Otford 3277)

NEW CLUB LIST AVAILABLE

A new and up to date list is available of gliders owned by members. Please send 20p in stamps for a copy to Frances, 60 Well Road, Otford, Kent. Also a list of Technical Articles issued is available: include a note if you want a copy. It has been necessary to start from square one with the drawings for these articles, so if you have ordered copies, please be patient.

FOR SALE

Olympia 419X BGA 1960 - a good home is required for this soaring machine, said to be in surprisingly good condition for its age. Included are basic instruments and fitted trailer. Reasonable offers seriously considered. Write to Hambletons Gliding Club Ltd, 51 Newlay Grove, Horsforth, Leeds LS18 4LQ or telephone 0532-587967 (evenings)

H E L P

Can anyone help me with the News Letter from here until end of 1978 please? Chris Wills does the copy for British and foreign news: Pierre Beguin edits and types the stencils: I do the envelopes, duplicating, collating stapling, folding and posting. If anyone can offer either help at any time to do the envelopes, or a day or two when the issue is duplicated it would save my sanity. And we may need a new source of DUPLICATING - just a Roneo or Gestetner (electric) available within get-atable distance of Sevenoaks for one day five or six days a year. Hasn't someone got one in their business please? The Club might be willing to buy when I get space in which to put it. Ring Frances Otford 3277 if you can offer any help - I really am a bit desperate.

We have been looking into the possibility of Offset-Litho printing of the News Letter, but the cost, at £60 plus an issue, looks like being beyond our means, so one answer might be to continue duplicating the news letter and include a page or two of offset-litho pictures. Anyone got any suggestions?

THE VINTAGE GLIDER CLUB OF GREAT BRITAIN
INCOME AND EXPENDITURE ACCOUNT AND BALANCE SHEET FOR
THE YEAR TO 31ST MAY 1976

EXPENDITURE

Postage	£226.77
Stationery	209.34
Presentations	74.33
Insurance (Marquee)	10.00
	<hr/> 520.44
SURPLUS	69.51
	<hr/> £589.95
	<hr/>

INCOME

Subscriptions	294.67
Donations to No. 1 Fund	165.05
Stickers and Badges	12.40
Rally income	44.30
Derby & Lancs Rally	61.10
Deposit a/c interest	7.43
Old Warden donation	5.00
	<hr/>
	£589.95
	<hr/>

BALANCE SHEET

	Current Account	£295.32
	Deposit account	370.16
	Equipment	80.00
		<hr/>
		745.48
	Less: loans for Marquee	22.00
Surplus brought forward 1974/75	Airmail Fund:	
£59.76	b/f 17.86	
Surplus 1975/76	7.75	25.61
69.51	No. 2 Fund	5.30
	No. 3 Fund	1.50
	Internationals	
	in hand 1976	491.69
	Petty Cash o/drawn	60.61
	Sundry Creditor	9.50
		<hr/>
		619.21
		<hr/>
		£129.27
		<hr/>
		£129.27
		<hr/>

Account books audited by Frank Hewlett, IPFA, former Treasurer of the Borough of Woolwich

NOTES

Postage. This includes News Letter postage, general postage and Chris Wills' foreign correspondence postage. Stationery includes photo-stattting, duplicating as well as envelopes, paper and office supplies.

'Equipment' is of course the Marquee which has been well cared for and is probably worth at least twice that. The 'International' figure is the money we had accumulated for the event by way of entry fees and before we had begun to pay the bills incurred around July 1976. A full account will be given in the 1976/77 accounts which are now available for audit when we get a volunteer.

Petty Cash overdrawn looks a bit ominous but is actually money owed to Frances for postage and stationery.