



The Vintage Glider Club of Great Britain

NEWS LETTER

July 1976

NEWS FROM BRITAIN

GOOD PERFORMANCES

The trailer of the GULL 1, BGA 378

This had its ply skin renewed during one week by its owner M. J. Handford. He accomplished this task by starting early, often at 6.30 in the morning.

COMPETITION ENTERPRISE

This annual event was held again at North Hill, home of the Devon & Somerset Gliding Club, during the week 5 - 13 June and was graced with very fine weather. The two vintage gliders taking part acquitted themselves well. A Tutor, alas from whence it came and by whom it was flown we are sadly ignorant, flew a dog-leg of 85 kms from North Hill to RAF Locking, Weston-Super-Mare. The Gull, BGA 378 flown by Tony Smallwood, one of its owners, saw the Tutor landing at Locking airfield and decided that he would have to go further. His eventual destination was Inkpen! On another flight the Gull got to Lasham and one-third of the way back to North Hill. In three days the machine was flown over 500 kms cross country. Congratulations to Tony Smallwood.

During the same week as Competition Enterprise the only genuine German-built 1943 WEIHE in the country, BGA 448 was flown 800 kms cross country in four days by Angus Munro, who was on a high performance course at Dunstable. Among these flights were an attempted triangle of 300 kms and an attempted 300 km Out and Return. Both these flights were over 240 kms distance.

All these cross country flights are performances worthy of the gliders which made them. In fact, they were not often flown so far when they were new. If our members continue to fly their machines like this, we feel that the modern gliding world will come to accept us and our machines as being capable of worthwhile performances.

We forgot to mention in previous News Letters that Howard Hill-Lines flew his German built Grunau Baby 2B BGA 1415, a distance of 62 kms in 1½ hours last September to complete his Silver C. Howard has sold the Grunau within the Club and its new owner intends to join us and take part in our Rallies. Howard has now left the Lord Leicester Hotel and has moved to a much larger hotel, the Chesford Lion, which has 15 acres of beautiful Warwickshire countryside, surrounded by flat fields. All VGC members would be welcome to 'drop in'. Howard Hill-Lines would now like to buy a share in another Vintage glider ... a Weihe?

The Husbands Bosworth (Coventry Gliding Club) T.21 was flown by two of its owners on its first ever Out and Return (60 kms) on Saturday, 26 June. All its many other cross countries have been distance flights.

We apologise if we have not mentioned any of our members' good flights during this summer of summers. Please send details of your performances to Chris Wills, Huntercombe End Farm, Nettlebed, Oxon, or telephone Nettlebed (Code 04918) 650 during evenings so that these flights can be included in future News Letters.

NEWS OF BRITISH-based GLIDERSThe MEISE OLYMPIA D.6220

This machine was imported from Germany during 1975 by Toby Fisher. It was built as a labour of love by an enthusiast in Germany during 1954 and is probably modified from the original 1939 design. It now has a bubble canopy which may have been fitted to its original steel tube surround. The Meise has been lent to the Woodspring Gliding Club providing that they C. of A. it, insure it and look after it. The machine was seen and flown by kind permission of its owner and the CFI of the Woodspring GC during the week-end of the Nympsfield Rally, in the poor weather of that week-end. One has a lingering feeling of disbelief in its light, harmonized controls and its ability to stay up in the slightest lift. It began to stall at an indicated 24 knots!!! I have a recollection that the British Olympia EoN showed a tendency to stall at 34 mph. It had originally been intended to fit a built-in landing wheel to this machine. This idea has been abandoned because the Meise is so light that its rear fuselage can be easily lifted for installation of a dolly undercarriage.

The Meise had been slightly damaged by a Club member doing a brakes-open circuit which resulted in a heavy landing. However by this week-end the Meise had been perfectly repaired and it is hoped that it will be at our International Rally. The empty weight of this Meise is 422 lbs. (which compares favourably with the EoN Olympias empty weight of over 440 lbs).

The KRANICH BGA 1258 (at RAF Colerne) and KRANICH BGA 907 (at RAF Locking)

Contrary to reports in our previous News Letters, we now understand that no progress is being made on these aircraft. Efforts are being made to secure a future for them.

The Swedish-built 1944 KRANICH BGA 964, formerly SE-STF, Constructor's Number 087 built at Norrköping in Sweden by AB Flygplan: it was used by the Royal Swedish Airforce as number Fv 8226. From the Merseyside Publication, British Gliders, one has the impression, although it is not definitely stated, that this Kranich came to Britain in 1960. It was owned by the Cisavia Gliding Club (Godfrey Harwood' which hired it first to the RAE Gliding Club at Farnborough and then to the Aquila GC at Westcott (Derek Godfrey). After being slightly damaged during a drift landing at the Aquila GC the machine was pronounced 'uneconomical to bring back to C. of A. standard' and was presented during the late 1960s to the Midland Aviation Preservation Society.

We are very glad to announce that the Preservation Society has suddenly decided to sell the machine, after storing it for many years. Our member Paul Williams has bought it and he and his wife have already started working on its rudder. The Kranich is currently stored at Eric Rolph's home at Moreton-in-the-Marsh. It has some glue failure in its wings but the tailplane and rudder may have to be 100% re-built. The first problem will be to build a trailer for it. Does anyone know of a workshop in the Coventry/Warwick area please? If so, please write to Paul Williams, 39 Woodhouse Street, Warwick.

A further 1943 German-built KRANICH 2 BGA 1147 was seen during the Sunday, 20 June stored at Duxford Airfield. It is completely original except for its canopy and it seems to be in a very restore-able condition. It is owned by Mike Russell who intends to restore it in the future.

The SCUD 3 BGA 283 owned by Mike Garnett. This machine was complete during May except for its centre section fairing. A fine trailer is awaiting it and there is every chance that it will be at the Fourth International Rally in August. The machine received its first BGA C. of A. in December 1936. After the War, it was registered G-ALJR, when it had a small motor installed by Bob Swinn. It was designed as one of the World's first motor gliders. This one was unpowered before the War and is no longer powered now. STOP PRESS. The Scudd 3 successfully flew again during the week beginning the 20 June. Congratulations to Mike Garnett.

Mike Garnett has kindly allowed us to announce that he has started building a Slingsby Type 15 GULL 3. This will be the second prototype, the first designed in 1939/40 was flown for the first time in 1940 and received its C. of A. in January 1941. The first prototype is currently having one wing re-built after glue failure by Fred Rawlings at Saint James's Farm, Clifton, Geddington, Oxon. Tel: Geddington 302.

Seen at Nympsfield on Saturday 29th May was the Slingsby Type 8 Tutor BGA 1071. This machine was in fine condition and was about to receive its C. of A. From the Liverpool publication it seems that this Tutor received its first C. of A. in August 1962. It could be possible therefore that this Tutor might have been put together from components of other Tutors, as Slingsby Sailplanes were not building Tutors as late as this and there is no mention of a Tutor with such a high BGA number in Norman Ellison's book.

During the bad weather of the Nympsfield Rally some of our members made an excursion to Aston Down airfield where they were shown the H.17A BGA 490 by its owner, M. Gay of Dursley, Glos. This machine was constructed by Donald Campbell while he was Ground Engineer at the Midland Gliding Club during 1948. Its weight has been increased from that of the original H.17As by the addition of DFS airbrakes and a landing wheel. Perhaps because of this the machine has a very low cockpit load. The aircraft has not got a C. of A. at the moment, but one could quite easily be got.

Also at Nympsfield were a Cadet aileron (Slingsby Type 7) and a pair of EoN Eton Primary (SG.38) wings, covered with undoped fabric, which belong to Personal Plane Services, Booker Airfield, Nr. Marlow, Bucks. If approached the firm might sell them.

Grunau Baby 2B BGA 1289 is a German-built 1944 machine, modified by a pair of longer wing / fuselage struts, which give the wings slightly more dihedral than the original had. BGA 1289 is based at the London Gliding Club, Dunstable, and its owners completely recovered and painted it last winter.

Pat George and partners have recently finished their restoration of the Slingsby Type 30 Prefect BGA 1152 at the London Gliding Club. This is an early version fitted with spoilers. The first prototype of this type flew during June 1948. The Prefect was a competitor for the German Grunau Baby Intermediate sailplane.

Our member, Bill Manuel has just finished his latest glider, the Condor which is about to start its flying tests at Cranfield. Although not a vintage glider, it is vintage in spirit. We understand that it is similar to a side by side seated version of the RRG Poppenhausen of 1926 and that it is wonderful to behold. Let us hope that there will be a chance to see it at least on the ground during the International Rally. Others that may be there, though only on the ground, are the 1932 Manuel Willow Wren and the Baynes Scud 2.

The Rhonbussard BGA 2077 (D.5700). In spite of the unceasing labours of Ted Hull, this machine has still not flown in England. The BGA Test Pilot/Instructor Cedric Vernon has asked that the ailerons be given their original, prior to modification, movement. The ailerons now are of much reduced span, starting from the wing tip. The ailerons were redesigned by Siebert at Munster: he was responsible for the Sie 3 sailplanes. For some reason he specified that they need have a much reduced movement in spite of their reduction in area. It seems that because of the redesigned aileron control system, it is now impossible to give the ailerons quite their original movement. The greatest movement measured to date lacked $\frac{3}{4}$ " of aileron 'down'. We hope that this will be accepted, or considerable redesign will be needed.

Accident to EoN Baby BGA 629 We are sorry to have to report that this fine EoN Baby has been badly broken during a cross country field landing attempt. The pilot was unhurt but the EoN Baby has a badly damaged fuselage. If anyone knows of an EoN Baby fuselage that could be used, please write to: Tommy Gornall, Bradcroft, Gousnaugh, Nr. Preston, Lancs. It is believed that Grunau Baby parts are NOT interchangeable with EoN Baby parts without very considerable modifications. IS THIS TRUE?

DUXFORD AIRFIELD

This is jointly owned by the Imperial War Museum and the Cambridge County Council. Large numbers of craftsmen and Cambridgeshire youth are enthusiastically restoring old aircraft and military vehicles. That the unpaid labour is excellently led is evidenced by the superb standard of restoration. During the two devastating gales of last winter at least one of the three hangars had its roof damaged. Because of this no aircraft or labour, unless

the men wore safety helmets, could be allowed in the damaged hangars. Nevertheless the Cambridge CC and the Museum are to put a huge sum of money into the airfield to develop it as a spare time centre for properly directed youth. On top of this there was a very successful air display in June. The superb weather brought out a crowd of over 60,000 people. This should have contributed substantially to the funds.

We are hoping that we might be able to slip in a few vintage gliders for restoration. In spite of there being an excellent Kranich BGA 1147 and some parts of two Grunau Babies, one of them war-time German built, the organisation is not at present in the least interested in storing or re-building, old sailplanes and we cannot understand why.

Because of this attitude, Mike Russell, who lives near by and stores seven vintage sailplanes, is being driven to disperse his fleet: the gliders above being part of it. Mike wishes to retain his Petrel, Kranich and the German Grunau Baby 2B. He hopes to find restorers for the Wren, Dagling, the other Grunau Baby 2B, which may have been another like Rodi Morgan's, which was built at Hawkrige Aviation from German parts in 1947 - and the parts of two EoN Olympias. Mike Russell has neither space at home to store them all or time to restore them at present.

PETER ALLEN DOES IT AT LAST

On Sunday 27 June, Peter Allen flew his Grunau/EoN Baby BGA 1409 from the Cranfield Gliding Club to the Enstone Gliding Club gaining the Distance Leg of his Silver C. He has thus gained the whole of his Silver C on this Baby. This is in the finest tradition of the old days when the Grunau Baby was the Silver C sailplane. His arrival at the Enstone Gliding Club caused great excitement among the Club members and it could be that some of them will now join the VGC.

FOREIGN NEWS

FROM NAKURU, KENYA

Ken Crack, the Rally Secretary who set such a high standard of Rallies, is in Kenya: more news of him and from him in the next issue. In the meantime Norman Smith was recently flying a T.21 there. The leading spirit of the Club is Bim Molineux. The Club has a beautiful T.21B and a Tutor. Bim has a Ka 6CR and an H.17A in perfect condition. On the site also are a broken Blanik and a Slingsby Swallow and a Gipsy Major 1 engine.

Due to the political situation the Club will almost certainly have to close and no one has any idea what to do with the aircraft. It may only be possible to lock the hangar doors with the gliders inside. This is sad as Nakuru has ideal gliding weather: the ground is 6,000 ft. asl and cloudbase is often over 14,000 ft asl.

If anyone has any ideas on where to take the gliders, and whether it would be possible to air lift them to Europe, please contact either Bim Molineux or Chris Wills.

AMERICAN NEWS

Our member Dean MacMillian has his Baby Bowlus up to sale. He does not yet know whether he will sell it. He says that he has only recently been taking it to 12,000 ft on account of his age. He finds that his Vintage Taylorcraft aeroplane also is able to soar very well, so strong are the Nevada desert thermals. He is currently building a Jungster, an American version of the Jungmeister aerobatic aeroplane.

AUSTRALIA

Martin Simons wrote in his description of the first Australian Vintage Meeting that there was a Rhon Ranger Primary present. From page 206 of the October 1933 Sailplane & Gliding comes the following extract:

'South Shields Gliding Club. The Club is composed entirely of amateurs. They fly a glider built by Mr. Renault, the Club Instructor, from designs in an American magazine. The type is known over there as the RHON RANGER. It has a wing section that is flat underneath and highly cambered on top. The performance is good the glider weighs a little over 100 lbs., which is unusually light for a primary. Its span is 30 ft., 2 ft. less than the American prototype, the reason being the dimensions of the shed that it was built in.'

GERMAN NEWS

Werner Tschorn writes that his Weihe has recently done a fine cross country flight. Michael Schlotterbeck writes that Gunther Frei has been having problems with his Meise's release that has had to be modified. Gunther is having an original Meise canopy built for his machine. Michael states that the other Meise that came from Gunther's club to Gruyere last year has been sold for the incredibly cheap price of 250 DM (about £50). Michael tried unsuccessfully to buy it himself.

SWITZERLAND

In our April News Letter it was stated that the Olympia Meise HB-491 was built in Switzerland by SFZB Zurich. This is not true. HB.491 was smuggled into Switzerland from Germany either during the second World War or just after it. The Meise is a great favourite at the Segelfluggruppe Pilatus where Rene Notter is CFI. Young pilots have their first experiences of cross country flying on HB.491 and during the week of the 20 April, one of the pupils flew his Silver C Distance on HB.491, flying from Beruminster to Courtelary, 80kms in 1½ hours (53 kms/hour). Rene has promised to send details as to how the Meise was smuggled out of Germany as soon as he can. He states that another Meise, HB.384 definitely is Swiss built and he has sent photographs to us of its complete log book.

STOP PRESS - BRITISH NEWS

Mike Russell is allowing Peter Fletcher to have parts of one of his Grunau Babies. If anyone has any other Grunau 2B components, i.e. wings and tailplane for disposal or cheap sale, would they please contact Peter Fletcher, 34 Warner Road, London N8 7HD.

Grunau Baby 2B drawings Toby Fisher has given Chris Wills some original Grunau Baby 2B fuselage drawings. These will be made available or copied for anyone needing them.

T H E E N C L O S E D P O S T E R

WILL YOU PLEASE HELP US by displaying the enclosed poster: they cost quite a bit to produce and it will be wasted money if they just stay unposted.

Suggestions are near side rear window of your car, trailer - and your Club Notice Board. Will you please check that there is one on your Club Notice Board and if not use this. More can be obtained from Frances Furlong, Otford House, Otford, Nr. Sevenoaks, Kent.

PLEASE HELP US TO ENSURE THAT BGA CLUB MEMBERS KNOW OF THIS EVENT and have an opportunity to come and see some of our beautiful gliders.

SPRING RALLY REPORT - NYMPSEFIELD 29 - 31 May 1976

V.G.C. Aircraft taking part were:- (in no particular order)

MU 13D	Martin Breen
Kite 1	Ted Hull
Grunau	Rodi Morgan
Grunau	Ian Wilson
Weihe	Derek Godfrey and syndicate
Weihe	Lofty Russell and Angus Munro

and Chris Wills who could have flown anything.

Saturday

The day began grey improving towards the afternoon. By the time we launched, the west ridge was attempting to work and good launches were being had on the wire. Having struggled in the patchy hill lift for a few tacks, one is then faced with the long glide back along the valley with a 180 degree turn to the launch point. All good character building stuff!! Not much of a day but then tomorrow will be better

Sunday

Under another grey sky we rigged and went out to the launch point. I don't think that anybody actually flew and then it began to rain. De-rigging in the rain, after a bottle of wine in Ted Hull's ambulance, doesn't seem so bad In the evening we put on a film show and generally 'flew the bar' afterwards. It's wonderful to hear the yarns that flow by the pint.

Monday

We rigged again and this time had aero tows between the clouds, an experience which I found exciting. The Bristol Club had put on an Open Day with us as one of the features. Alas, more rain and more wine. A Cirrus did a beat-up of the field and trailer rack, dumping water ballast on everybody but the rain outdid even him. So, to be frank, as far as the flying was concerned, it was a washout, we all flew but mostly just for the sake of it and to see the site.

Was it worth it? Yes, I would say so. Gliding is many things, one of which is cameraderie and the Spring Holiday was certainly that. The company provided some very bright moments in a grey sky ... the sight of Rodi Morgan descending through the murk in his Grunau with a stroboscopic flasher on his head is something to behold ...

We thank the Bristol Club for their magnificent hospitality which made the week-end great fun for us in spite of the bad weather.

FROM THE BGA NEWS LETTER July 1976ACCIDENT REPORTING

Please note that the telephone number of the Accidents Investigation Branch of C.A.A. is 01-217-3627. This is the number to ring in order to report a glider accident.

INKPEN GLIDING CLUB - to any of our 'powered' members

Take-offs and landings by powered aircraft at the Inkpen site are now by Prior Permission Only. Telephone Oxenwood 239 for permission.

'STANDARD REPAIRS TO GLIDERS'

This useful manual by the late Ray Stafford Allen has now been reprinted. Price £2.00 plus 25p postage and packing (\$5 USA) from the British Gliding Association, Kimberley House, Vaughan Way, Leicester.

WELCOME to the first member actually born into the Club. Young Daniel Adams, born to David and Margaret Adams, 347 Ware Road, Hertford - to which bottles of champagne may be addressed.