



## *The Vintage Glider Club of Great Britain*

NEWSLETTER

November 1977 no. 27

Yet another year gone, and as usual, far too quickly. We hope that as our readers lock their trailers for the winter they will look back to a good season. May we also wish them a merry Christmas and a prosperous New Year.

### October Rally and Annual Dinner

The Derby and Lancs Club at Camphill were our hosts for this most enjoyable event which took place on the weekend of 8-9th October. The weather augured rather badly for the gliding when participants gathered in the lounge of the club house on Saturday morning. Not too optimistic about the chances of the rain and the mist lifting soon, the club CFI, Eric Boyle, briefed us all the same on what we should know when flying at Cambhill. He indicated spots where one could land, referred to the short cross wind section comprised by the circuit running east of the field and said that flat sight pilots may find some difficulties in landing. The weather precluded bungee launches. The club winch pulled gliders at a speed of 48 knots up to 500-600 ft. The owner of an Eon Baby suggested that the maximum launch speed be reduced to 43 knots so as not to overstrain his craft.

The weather showing no signs of improvement, we were shown remarkable gliding film called "Dawn Flight" made over the Pope Valley Air Ranch in California by professionals. The film had been borrowed from the BGA by Stan Armstrong. The main pilot - or hero - of the story was Denis Arndt. Stunt pilots were equally involved in a film depicting a kind of duel situation where the main protagonist is trying to escape a mysterious glider constantly on his tail. In one particularly hair raising scene, we saw two Schweizer 126 following one another at 20ft distance hurtle down a 500ft mountain with their wing tips barely three feet above the ground at one point. The two machines then skim across a flat strip of pasture and then continue their descent above the pine trees. When they reach the valley, they cross a lake at a height of about five feet and a good 120 knots. As they reach the other side they whizz across a flat area and weave their way between two large trees. It was almost as effective as actually being in a glider.

In the early afternoon, the weather cleared somewhat and enabled at least fifteen gliders to take to the air. The greater part of the afternoon and early evening were spent by most enjoying themselves at the bar. A delicious Annual Dinner, prepared by Kathy, wife of the Club steward, and Frances Furlong, awaited the 92 guests. Preparing this candlelight dinner proved quite a feat as only 45 people had been expected.

In his welcoming address. Chris Wills, President of the VGC, expressed his satisfaction that the past year had been the best ever as far as the preservation of old gliders was concerned. None had been lost despite the weather. On the contrary, two had been made airworthy again after having crashed last year and two more had been imported into Britain. Chris then welcomed two Friends from Germany, Paul Serries and Reiner Willeke, and their wives, who had come especially by car for the weekend. He also welcomed the evening's Guest of Honour, Peter Riedel, a gliding pioneer who is the only man still flying today to have taken part in the 1920 Rhoen Contest. Mr. Riedel related a few amusing anecdotes from the early days of gliding. He is working on a history of gliding called "Erlebte Rhoengeschechte" published by Motorverlag. The first volume, called "Statt in tem Wind", has just come out in Germany and is due to be published in English next year. The second volume will be called "Ueber Sonnigen Weiten".

Chris Wills also thanked Derek Cooper, the Derby and Lancs President, for the Club's hospitality. Derek was presented by Paul Serries with a large photograph taken at the 5th International Vintage Rally in Munster and showing three of the last five Minimoas still in existence today. Chris offered Peter Moran and Syndicate a trophy rewarding the year's best performance in terms of restoring vintage gliders. The Syndicate had managed to restore their Eon Baby in time for the Munster Rally. Rodi Morgan then led a "Voeglein" sing-song inspired by what the Swiss had done during an evening get-together in Munster. The rest of the evening was given over to dancing.

Unfortunately, the weather remained bad all the following morning and the next best thing to gliding was to have drinks at the bar or watch gliding films. We were entertained by a film showing the early days of gliding at Camphill. There were shots of the first flight of the Willow Wren, several bungee launches, the 1935 and 1936 Nationals. Also seen were many of the Club's stalwarts and other gliding personalities of whom most are no longer with us.

Towards 3 pm, the weather cleared and some gliding <sup>who</sup> got under way. The weather improved considerably on Monday and those <sup>who</sup> remained at Camphill on that day could achieve some hill soaring. No fewer than 3 J.S. Weihs were seen at the Rally, thus establishing the existence in Britain of 5 airworthy machines of this type. A Bardney Gull 4 was seen rigged for the first time at one of our rallies.

The following is a list of those who had booked to come to Camphill with their gliders. It is probably incomplete because some who had not booked turned up (in particular, two young enthusiasts from Coventry, Bob and Derek, who arrived with Lou Glover's Govier) and some others failed to join the Meet. The list: Tony Smallwood (Gull I) Colin Street (Prefect), P. William (Prefect), Ian Wilson and Peter Allen (Eon 465), P. Moran (Eon Baby), F. Russell (Weihe), P.O'Donald (kite), Graham Saw (Rhoenbuzzard), Rodi Morgan (Kite II), A. Cleaver (Weihe), B. Briggs (Weihe), Ted Hull (Kite I), Paul Bolton (Grunau), Mike Garnett (Scud), Christ Wills (Kranich), K. Buxton (Prefect), S. Kingswood (Tutor), D. Braham (Petrel) Mike Russell (Petrel)

Our thanks go to the Derby and Lancs Club, to our outgoing Rally Secretary, Margaret Dickens, and to all those who helped to make this weekend such a success.

#### OTHER BRITISH NEWS

##### Rally at Weston on the Green

This unofficial VGC Rally was organised at short notice thanks to the enthusiasm of the RAF Chilterns GC, Weston on the Green, and because of the bad weather that had marred the previous rallies this year. This site only offers winch launches but it was possible to gain heights of 1500 ft with only one winch. The first day, Saturday 3rd September, and much of the next, were blessed by good thermal conditions. For the first time, a Slingsby Cadet, recently restored by Clive Baily with the help of the RAF Chilterns GC, was seen at one of our meetings. This machine, which we believe to be the last airworth Slingsby Cadet, has no aileron differential. But those of us who flew it found it wonderful to handle. Many thanks to Flt Lt Jock Manson, the CFI, for the success of the meeting.

Participants were Derek Godfrey and partners (Weihe BGA 1297), Francis Russell and partners (Weihe BGA 448), Chris Wills (Kranich BGA 1092), Martin Breen (Mu 13D BGA 1937), Mike Beech (Gull I BGA 378), Graham Saw (Rhoenbussard BGA 337), Clive Bayley (Cadet GBA 1143) Steve Kingswood (Tutor BGA 442) Ted Hull (Kite I BGA 394), Rodi Morgan (Kite II BGA 521) Paul Bolton (Grunau Baby 2B). Another person whose name we have not recorded came with a Grunau Baby 2B.

### Joan Price

It is with great sadness that we announce the death of Joan Price, one of our members and one of the ever disappearing links with the gliding of the 1930s. She died peacefully, without pain, on 12th November. Some of our members will remember her from our first International Meeting at Husbands Bosworth in 1973. Later, she was our Guest of Honour at an unforgettable Autumn Vintage Rally at Camphill. It was to be her last gliding function before she became ill.

Joan began gliding at the Wasserkuppe in the early thirties but was trained at the Hornberg by Wolf Hirth. She was the only woman among a course of young men. After that, she imported one of the first Rhoenbussard into England by aerotow from Darmstadt, struggling for part of the journey against very strong winds. In 1935, she took part with her Rhoenbussard in Sir Alan Cobham's Air Circus. Her machine soon proved insufficiently strong to resist her aerobatic displays and was exchanged by another Rhoenbussard, BGA 337, a machine still being flown today by its present owner, Graham Saw.

During a visit to Germany in 1936, she was entertained by Ernst Udet, an Air Force General and a legend in the history of aviation, who offered her an opportunity to fly his famous Rhoensperber D-Kommandant, the machine he had flown the previous year from the Jungfrau Joch. Greatly impressed by her flight, Joan ordered an identical machine with the same colour scheme. It is being restored today by Rodi Morgan under the marking BGA 260. In 1937, Joan was a member of the British team to the International Contest at the Wasserkuppe. She, Hanna Reitsch and Emi von Roeretz were the only women competitors. She married Ronald Price, who also took part in the Cobham Display and was known for his skills in wing walking.

We shall always remember Joan for her gaiety, enthusiasm and friendship. She was loved by everyone who knew her. CW.

### On being a bird

The gliding classic by Philip Wills bearing the above title has been re-edited. It is published by David & Charles. Cost: £4.50 or 30p post free from the BGA.

Mike Russell has sent us the following comment:

"Cast your memories back to 1953, August 1st: The Nationals at Camphill, whence, in my early twenties, I'd gone for the weekend to watch. Time is about 4.30 p.m. and we are all craning away to the South East, looking downwind, in fact. Only two gliders, both the new Sky's - both low - they had to be Philip and Steve. We all spend a seemingly endless half-hour willing them home, but, alone, No.1 glides in with a hundred feet to spare, to win the day. I see my own dear Petrel scored 15 points, to come last in the same task: no wonder, the strength of the headwind on that return leg.

"Still in the cockpit after landing, Philip was kind enough to autograph my newly acquired copy of "On being a bird". I still have that copy all these years later, joined by his other writings of course, and it is my privilege, almost a quarter of a century later, to read and review the new edition.

"Like good wine, "On being a bird" improves with age: perhaps it should have been reissued as "On being a Vintage bird"! It remains beautifully written, and a glance down the Contents Page will convince you that it covers, in Philip's delightfully easy style - accompanied part-way by his mythical "Dream Lady", virtually every aspect of gliding: what it is, why we all do it, how it is done, and where it might take you.

"For me, Chapter 15 is the centee-piece of the book, written as a tribute to Philip's two friends Donald Grieg and Kit Nicholson, who died in the Alps in the 1948 World Championships at Samaden. Gliding has come a long way since then, and this book will take you back to the days of "a few square feet of plywood", the spring North-Easterlies pre-war, and to his winning flight in the 1952 World Championships in Spain.

"Recommended strongly, therefore, to all who preserve the surviving gliders and sailplanes of that age. Recommended, also, to the modern 'glass glider' set, whose approach to Contest Flying can even now be scarcely more professional, and is, with the modern triangular and "O/R" tasking, certainly less expeditionary! Recommended, finally, that after you have enjoyed reading this edition, you keep your eye upon the second-hand bookshop for a copy of the 1953 edition. It is vintage now, and like our precious sailplanes, it too should be preserved..."

#### Arrival of a Heini Dittmar Condor 4

A Condor 4 which had spent some time in RAF Laarbruch in Germany has been brought over and is now at RAF Cosford. Information on this 25 year-old machine in excellent condition can be obtained from Chris Waller and Andrew Lee (Tel 095 281 3449). This is only the second Condor ever to have found its way to Britain. The first was a Condor 2 imported in 1936 by Eustace Thomas, a pilot in his seventies. This machine is believed to have survived the war and may have been at Camphill in 1946.

The Condor 4 was originally built by Schleichers in 1951, the prototype being almost exactly a 2-seater 1938 Condor 3 (2A). It seems that considerable modifications were made to the prototypes with alterations to the depth of the fuselage aft of the cockpit, to the gull of the wings, which was reduced, and the rudder. We believe that no pre-war HD Condor survives. The Condor 4 is therefore all that remains to remind us of them. It is said to have a max L:D of 1:31. That of the Condor 3 is stated in German books to be 1:28.

In 1951, the Condor 4 was one of the 3 2-seaters in production in Germany, where the ban on gliding had just been lifted. It was available for 16.000 DM, which compared badly with the 7500 DM of an Mu 13E and the 11.000 DM of a Kranich 3, the other 2-seaters available. Very few Condor 4s were sold and the type was speedily converted, to the Dittmar family's displeasure, by Schleichers into the Ka 2 and Ka 7, which were cheaper to build. As the Condor 4 was built to pre-war standards, we feel that it should be protected like the other vintage gliders

#### Performances

We are sure that many commendable performances were achieved this season by members of the VGC or other owners of old gliders. Here are two that were reported to us: Martin Breen's Mu 3D-3, built in 1943, took 7th place at the Wycombe Air Park Regional Contest in July and a Cumulus built in the early fifties reached an altitude of 10.000 ft flying in waves over Portmoak in September.

#### Glider news

In 1973, some of us noticed an original 1944 German built Grunau Baby 2B being feverishly "CofA'ed" at Husbands Bosworth. Those who saw it fly and those who flew it claimed it displayed the best performance ever expected of a Grunau Baby. As an originally built machine it had an increased span and tailpane and an enclosed canopy. We enquired about the fate of this machine, BGA 1910, and found that it had been sold by Derek Murray, of Pererborough, to two instructors of the Royal Naval Culdrose Gliding Club. We understand that they are looking after it and plan to fly it at other clubs further away from the sea where thermals are better.

An Addyman 1934 Standard Training Glider and an Addyman Ultralight, authentic relics from the early thirties, have been acquired from the Aeroplane Collection by Nigel Hine Ponsford of 4 Park View, Kirkby Overblow, Harrowgate, Yorks. They are both in a bad state and rebuilding them will be a long job.

Russavia

This is how we should call the collection of old gliders assembled by Mike Russell, as this forms only a part of the Duxford Collection. Chris Wills, who has been there recently, reports that he saw a Kranich 2B fuselage in the final stages of rebuild. The wings of the craft are being worked on and all fittings have been derusted, repaired and plated. Particularly impressive was a completed, wooden and closed Kranich trailer in the Petrel trailer style. Chris also reports on a completed trailer for 2 GB class sailplanes which presently accomodates the 1931 Willow Wren and a Grunau Baby 2. Another GB 2, which has been damaged, is in the workshop. It is of great interest because it is still in post-1943 military colours and has the National Socialist Flying Corps markings. The wings have a lightly camouflaged upper surface. The craft has never had a BGA number but has a British Military impressment number. It had been kept in storage by the Shuttleworth Trust. Its original form and war-time colours confers particular historical interest to a machine which we hope will soon be flying in Britain for the first time. Chris mentions another plane: one of the <sup>two</sup> surviving 1935 Kronfeld BAC Drone Motorgliders. Restored by Bob Ogden and sold to Russavia, it is in fine, airworthy condition.

The Russavia Collection now comprises 16 aircraft, several of which are powered. The other surviving 1935 BAC Drone is now residing, derigged, in the Blister Hangar of Wycombe Airpark and it the property of Group Captain MacDonald.

AUSTRALIA

The inaugural Rally of the Australian Vintage Glider Association took place in virtually perfect conditions at Blanchtown, in the outbacks inland from Adelaide, during the weekend of 15-16th October. This event was attended by several hundred enthusiasts and even received television coverage. Twelve vintage gliders took part in the meeting. The oldest design to be seen was a Mead Rhoenranger Primary, a machine originally designed in about 1928 in the US but which, in this case, had been built in 1975. The oldest sailplane at Blanchtown was the famous 1934 Australian designed Golden Eagle, a craft which first flew in 1937. Also there were three Grunau Babies, an Eon Olympia, an ES 49 2-seater, 2 Cherokees designed in the 1950s by Stan Hall of California, and three other machines of Australian design: the 53ft span Pelican 2-seater, the 40ft span Spruce Goose and the 32 ft span diminutive Joey. A Kirbey Cadet undergoing restoration was on static display. Four Tiger Moths and an Auster gave displays and joy rides on Sunday. Conditions were highly favourable with winds of 5 knots, good lift and a cloud base of 6000 ft. Owing to the very dry nature of the terrain, set in a semi-desert area covered with saltbush scrub, taking off behind a tug was a complete blind-flying operation because of the dust. On Sunday afternoon, a few thermals lifted vast rotating clouds of dust right on the camping area with everyone hanging on to the gliders to prevent them blowing away.

Participants included Martin Simons, a member of the VGC, Geoff Richardson, designer of the Golden Eagle and currently Secretary of the Gliding Federation of Australia, Ken Davis, the man who started gliding in Australia in 1929 and Kieth Jarvis designer of the Joey. A participant noticed by everyone was Jock Barrett, 72, who achieved the longest flight of the meeting in his Pelican 2, a machine he had saved from destruction and restored. It is an Austrllian design based on the Kronfelds Austria with a huge pod and boom fuselage.

Some participants made an out and return flight to Waikerie, some 20 miles away. The only tasks set were a spot landing contest won by Lee Bunting in a Grunau Baby, and a race to Blanchtown Lock and return won by Merve Gill in the Spruce Goose. In 19 minutes, he achieved a distance usually covered in 15 by a Cessna 182.

The barbecue on Saturday night was closed with a brief meeting marking the official setting-up of the Vintage Gliding Association of Australia. Kevin Sedgman, organizer of the Rally, was voted National President. The following State Delegates were appointed: Alan Patching

(Victoria), Ray Ash (New South Wales) and Neville Wynne (Western Australia). It was agreed that the Association should seek affiliation to the Gliding Federation of Australia and should endeavour to appoint delegates in Queensland and Tasmania as soon as possible. The primary aim of the Association is to encourage the restoration and flying of vintage gliders.

This first Rally was considered by all a great success. It is hoped to hold a similar one next year in Victoria.

#### SWITZERLAND

Hugo Roth, one of our Swiss members and the owner of the Spalinger S.19 HB-225 seen at our International Rallies, fell on the two-seater he was looking for in an open ended shed in a village in the Jura. This discovery made in true VGC tradition 'occured' at the village of Hochwald, not far from where a British airliner carrying a party of women on an outing crashed some years ago. The machine discovered by Hugo Roth was a Spyr 5 built in 1942, with the number HB-369. The wing-span of this type is 18.4m, its empty weight 300kg and L:D,1:25. The machine discovered at Hochwald had tandem seating and a nose like that of a Spyr 4. Its condition is terrible. The craft had been outside for two years. When Hugo inspected more closely, 5 gallons of water and many ribs gushed out from the wings.

However, Hugo has a good workshop and can count on the help of his brother Werner, who is a carpenter. They are confident they can succeed in the daunting task of restoring this abandoned craft.

#### BELGIUM

The Belgian Rhoenbussard OO-2VA made its first flight in two years last May at the Royal Verviers Aviation Club. It was seen by our member Peter Graham who reports that the machine is now resplendant and painted cream and blue.

#### KENYA

Bim Molineux has now modified the landing skid and built a new rudder to his H.17A based in Nakuru. The rudder is similar to that of the original. Bim has also fitted an enclosed canopy. The aircraft has no dive brakes or landing wheel and weighs an incredible 90 kg only. Bim reports that it handles beautifully and will climb away from low altitudes. He recommends that the owners of the 2 H.17As in Britain should get them in the air and remarks that the one at Aston Down would be lighter and more efficient without airbrakes and landing wheel. Heavy pilots can be accomodated with ballast added to the rear fuselage as this is a standard procedure for all H.17As.

Owing to the altitude of the Nakuru airfield, landing has to be made at higher speeds, but this hardly affects the diminutive Huetter which Bim might bring with him to Britain next spring after having constructed a 14ft (!) trailer to accomodate it. A Silver C height at Nakuru is the same as a Gold C height ASL over Britain.

Note: Ken Fripp hopes to start building soon an H.17A at Lasham. He has parts of three sets of very good H.17A drawings. The later ones dated March 1937 refer to the Goeppingen 5 and thus indicate that the prototype of the Goeppingen 4 Goevier 2-seater must have flown first in 1936.

#### Drawings now in existence for the repairing and rebuilding of old gliders

We list here all the drawings of vintage gliders that we know of.

In Britain: J.S. Weihe, original drawings in pen and ink in the hands of James Millar. Eon Olympia and Meise, drawings from Norman Ellison. Kranich 2, J.S. Weihe and Zoegling, plans and drawings from Chris Wills. All types of Scud, from Mike Garnett. Slingsby Sailplanes, drawings including those of the Falcon possibly available from Vickers Slingsby by courtesy of Norman Ellison. H.17A and Grunau Baby, drawings from Ken Fripp.



In Germany: All types of Hortens, drawings from Karl Vey. Drawings of the FW Weihe 50: Werner Tschorn. Drawings of the Grunau 9 and the Habicht from Klaus Heyn. Drawings of the Mul3D and Mul7 are probably available from Akaflieg, Munich.

In Australia: H.17A and Grunau Baby drawings from Alan Ash, and some Rhoenadler drawings from Martin Simons.

In the US: Possible existence of Minimoa drawings (information from Mike Eacock). Jan Scott, President of the American Vintage Soaring Association, has recently obtained copies of Horten 4A drawings from Karl Vey. We hope that sets of these will be available from "Bungee Cord", the VSA's Newsletter, as are already sets for the Grunau Baby, the H17A and the Wolf (Goepfingen I).

### Correction

Hans Folgmann was misquoted in our last issue as saying that the Horten Olympia was the prone piloted Horten 3F. This was wrong, and we apologize for the error. In fact, the Olympic Horten was the Ho XIV built in early 1945, a scaled down version of the Horten 4 with the span reduced to the Olympic length of 15m. It was prone piloted and it is not known for certain whether the prototype of this interesting machine was ever flown. Its maximum calculated L:D of 1:30 would have made it one of the most promising candidates for the Olympic Mailplane Contest.

The Horten XIV was designed for mass production. Its prototype was built at Hersfeld from sketches supplied by Rainer Horten and the drawings for the series production were made as construction progressed. The pilot lay in a prone position as in the Ho4. The undercarriage consisted of a retractable forward skid and a rear wheel as in the Ho4B. Unconfirmed reports suggest that two hidden prototypes were found at Eilenburg or Bernberg by the Russians, and that two more were found by the British at Malkones and another unknown locality in June 1945. It is unlikely that more than three prototypes were ever completed.

The specifications of the Horten XIV were the following: Span 15m. Aspect ratio 16.2. Leading edge sweep 20°. Washout 8,6°. Empty weight 120 kg. Loaded weight 220 kg. Wing thickness 17 per cent at root plus 4 per cent camber. Max L:D 1/30 at 70 kph (43.5 mph), Min sink 0.62m/sec at 55 kph (2.05 in at 34.15).

It is interesting to compare these weights and performances with those of the Meise.

We also reported erroneously that Klaus Heyn had been restoring a Fokker Grunau 9 Schaedelspalter whereas he had in fact constructed two completely new fuselages for this machine - one of which was given to a collector friend - and is currently working on the wings. The only original item he had in hand was the last wing rib of a Fokker Grunau 9 given to him by Arie Ceelen. Admittedly, this was not much on which to get a restoration project started..

Finally, we hope that only the experts noticed a historical inexactitude: We said in our last issue that Hans Sander had designed the FVA 10B Rheinland, a machine in fact designed by Felix Kracht. Hans Sander is the father of the FVA 9 Blue Mouse 2, a machine weighing only 90 kg with excellent climb performances which he designed for his Diploma in 1932/33. The next machine to be produced by the FVA, Flugtechnisches Vereinigung Aachen, was the FVA 10A Theo Bienen. This forerunner of the Rheinland was quickly crashed but its design was developed and improved by Felix Kracht.

### THE SIXTH INTERNATIONAL VINTAGE RALLY

The venue for the next international rally is planned to be at Brienne-le-Chateau, Aube, France, on a private airfield where generally no planes land. The organisers would already like to have an idea of how many people will attend. In a circular, the organisers, Guy Hamon, Gabriel Lacote and Didier Fulchiron, explain that following a meeting on 24th September in Paris between the French federation, Rodi Morgan, Paul Serries and Rainer Willeke, it was decided to hold the Meet between 8th and 16th July 1978. Account had to be taken of the World Championship at Chateauroux (15-30th July) and of differing holiday periods in various countries.

The organisers would be grateful to be advised by those who think they will be able to come. All are invited to inform their friends of the forthcoming Meeting for which information can be obtained from Didier Fulchiron, 14 rue Charles Duflos, 92270 Bois-Colombes, France. This is the address you should write to if you intend to take part in the planned Rally. More details will be supplied in March or April when the organisers will have made more definite plans for the meeting.

#### RALLY SECRETARY

We give our grateful thanks to Margaret Dickens for her hard and efficient work as Rally Secretary in 1977. She has given the Club some darn good rallies and we appreciate all the time she has given to the VGC. We now warmly thank Fred Porton and Angela Dyer who have volunteered as joint Rally Secretaries. News of the 1978 Rallies will be given in the first Newsletter after Christmas. If your club would be willing to act as hosts to the VGC, please write to Fred Porton at 7 Crossman Walk, Clevedon, Avon BS21 6YD. The VGC looks forward to enjoying your Club's hospitality!

#### FROM THE SECRETARY

Frances Furlong has not yet found any volunteer for Honorary Auditor and warns that she may be going through the membership applications to find anyone with suitable qualifications! The duties of the Honorary Auditor involve about four hours work a year, surely not much to ask.

The production problems of the Newsletter have not yet been resolved. For some years now, we have used a duplicator available through the courtesy of a local firm without charge. The firm has changed hands recently and Frances fears that she will be politely asked not to come again to duplicate the Newsletter which takes the machine all day and monopolises their facilities. It has been suggested that the Newsletter be printed by offset-litho but the costs involved are against this idea. Each issue would cost £60-70 to produce, or £320-350 for five issues a year. Taking account of £25 postage per issue and £50's worth of envelopes, one arrives at the total of £500 set against an income of £600 plus donations from our 300-strong membership. It would surely be wrong to expect to meet all the VGC's other expenses out of the £100 balance and the donations. Frances asks members to let her know what they think of the idea of buying a duplicator and give her any useful suggestions to ensure the continued and cheap production of the Newsletter.

Frances wishes to apologise to members who have written for technical articles. Her house is being practically rebuilt and the builders have been in for two months. She has by now almost become a painter, plumber and electrician and all these hectic activities prevent her from doing anything, for the moment, about cutting new stencils for the technical articles requested. "One member sent me a skid-lid, construction type, this morning. He thought he was being funny, but actually I nearly did get a crack on the head from falling brickwork this morning, so now I wear it in the kitchen underneath the men taking out the wall overhead": With our Secretary leading this kind of life at the moment one marvels at her being able to get the Newsletter out at all.

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